

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 072



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Birds eye view of the largest lock in IJmuiden - Photo : Slotmaritimephoto ©

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EVENTS, INCIDENTS & OPERATIONS

Drunk Man Jumps

The US Coast Guard is searching for a 24 year-old man reported to have jumped from the cruise ship **Carnival Glory** 16 Mar 30 miles east of Ft. Lauderdale.



The **CARNIVAL GLORY** – Photo : Wouter van der Veen ©

The cruise ship crew notified the Coast Guard at 12:45 a.m. that a witness in the cabin room watched the man run through the cabin window and fall approximately 60 feet into the water, the Coast Guard reports in a statement. The witness also reported the 24 year-old man was intoxicated.

The Coast Guard Cutter **Vigorous**, a helicopter from Air Station Miami, the cruise ship **Disney** and **Carnival Glory** have been searching the area. A Coast Guard helicopter from Air Station Clearwater, as well as the Cutter **Chandeleur** are enroute.

Crew Deaths onboard the SOL DO BRASIL

Two crewmen were found dead on a refrigerated cargo ship Thursday 15 March docked in Port Manatee, Florida, the cause of death is still under investigation, authorities said.

According to officials at the Gulf Coast port the crewmen, who were not immediately identified, were reported missing around 10 a.m. Thursday and an alarm was sounded about 25 minutes later.



Photo : Marcelo Lopes ©

The alarm's cause was not clear, but it probably was related to air quality issues on the ship, said Steve Tyndal, the port's senior director trade development and special projects.

Crew members and first responders performed CPR at the scene, but those efforts failed, he said.

The Coast Guard was investigating the deaths.

The vessel, "**Sol Do Brasil**", arrived Sunday morning carrying frozen concentrated orange juice and was scheduled to leave around 5 p.m. Thursday. Tyndal said it was a "very modern ship with modern technology" and was in "excellent condition."

None of the other 19 crew members was affected.

Captain and chief engineer cleared of causing the death of a diver through negligence

Two German men, the captain and chief engineer of a ship, **CMA CGM Verlaine**, were cleared of causing the death of a Dutchman through negligence after the court ruled that the prosecution had not managed to prove its case.

Peter Bargmann, 63, and Herman Raake, 57, the captain and chief engineer respectively, were charged with causing the death of Raymond Van Beck through carelessness and imprudence.

Mr Van Beck was crushed to his death when the bow thrusters of the **CMA CGM Verlaine** were turned on while he was inspecting them at around 10am on 11 July 2004.

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Handing down her judgement, Magistrate Audrey Demicoli ruled that the prosecution had not managed to prove its case beyond reasonable doubt and therefore cleared the men of the charges brought against them.

The magistrate also noted that when the incident took place, the chief engineer was in the engine room performing routine checks while the captain was on the diver's boat and did not have control over the vessel.

The court heard how Mr Van Beck, who was a self-employed diver, was contracted to carry out inspections on the ship's hull. The diver boarded the ship and had a meeting with the captain during which safety procedures during the inspections were discussed.

Following the meeting, the diver and the ship's captain left the ship and boarded Mr Van Beck's boat and the dive commenced. According to the magisterial inquiry, to which reference is made in the judgement, Mr Van Beck died after he was sucked in by the ship's bow thrusters which had no grid covering it and which had been switched on.

The captain told the court that the bow thrusters of the **CMA CGM Verlaine** could not be turned on accidentally since one has to carry out four steps in order to start the bow thrusters.

In her judgement, Magistrate Demicoli said that from the evidence brought forward by both the prosecution and the defence, it resulted beyond reasonable doubt that the bow thrusters in question could not be switched on with only one generator operating.

Moreover, she said, the safety cross sheet which is a document which needs to be filled in every time the vessels sets into port clearly indicates that the bow thrusters were switched off when the vessel was moored.

"The prosecution managed to prove that the bow thruster was in neutral mode at the time of the incident but failed to prove who actually turned on the bow thrusters. "The prosecution tried to explain what happened by saying that the bow thrusters were not turned off in the first place.

"It is not the prosecution's role to put forward hypotheses as to what might have happened, but instead, it must prove beyond reasonable doubt that there was negligence, carelessness and non-observance of regulations which brought about the tragic death of Mr Van Beck," the magistrate said.

She therefore cleared both men of the charges brought against them. Inspectors Johan Fenech and Noel Cutajar prosecuted while Dr Stefano Filletti appeared for the accused.



The **REGAL PRINCESS** seen departing from Callao port
Photo : Ken Lim ©



Council is to hold Napoli inquiry

Devon's county council has confirmed it is to hold a public inquiry into the beaching of a container ship.

The **MSC Napoli** was grounded a mile off the Lyme Bay beach, near Sidmouth, on 20 January after storm damage during a tow to Portland, Dorset.

The council acknowledged the recovery work of the salvage teams, but added it could have been disastrous for the World Heritage Coast site.

Branscombe beach is opening on Friday after work to clear Napoli debris.

The council said it was starting a preliminary exercise to gather evidence before progressing with the inquiry later in the year.

It said several questions would be raised, including asking if the ship was seaworthy, and asking what decisions were taken that brought the Napoli to its current resting place after first getting into trouble in French waters.

It is also to look at what degree should the sensitivity of the coastline be a factor in determining where a vessel is beached in an emergency situation. In a statement to the South West Regional Assembly, Devon County Council acknowledged the "excellent recovery work" of the salvage teams and onshore contractors, and to the fact that recovery was proceeding well.

But it said it was concerned that the situation could so easily have been different had the weather and sea conditions been worse. The council said the inquiry would "not be a finger-pointing or blame-apportioning exercise".

Council leader Brian Greenslade said he hoped it would help relevant agencies with future contingency planning to minimise the potential for similar risks.

East Devon District Council and Dorset County Council are supporting the inquiry. The government has decided that it will not hold its own public inquiry. Part of Branscombe beach, which was the scene of scavenging after cargo from the stricken ship washed up on it, is re-opening.

It comes just before the start of the area's tourism season.

Haven steunt slepers, maar zonder te staken

Rotterdamse havenwerkers komen (nog) niet in actie om de collega's bij de slepers van Smit bij te staan.

Havenwerkers in Rotterdam zijn niet van plan in actie te komen om de slepers van Smit in hun CAO-conflict met de directie te ondersteunen. „Dat is nog niet nodig. Wel roepen we onze collegas op de schepen die zonder toestemming van de vakbond binnen zijn gekomen, niet te behandelen, zegt Patrick Meeuwisse, voorzitter van de sectorraad havens, het 'parlement' van FNV Bondgenoten in de haven.

„We wachten de ontwikkelingen af, zegt havenwerker Meeuwisse. „We hebben begrepen dat Nerefco zijn personeel al excuses heeft aangeboden. Nu de andere twee nog. Nerefco sleepte samen met Shell en Kuwait Petroleum de

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vakbond vrijdagavond voor de rechter. De raffinaderijen waren bang dat zij door de slepersstaking zonder ruwe olie zouden komen. De acties werden verboden vanwege de oplopende gevolgen, maar sinds woensdag mag er van de rechter weer worden gestaakt.



De fractie van de SP stelde gisteren in de Rotterdamse gemeenteraad dat het Havenbedrijf Rotterdam in het arbeidsconflict ten onrechte partij heeft gekozen voor de directie. De onderneming had bij het kort geding juist langs de kant moeten blijven in plaats van eenzijdig partij te kiezen. Een motie die de SP over de kwestie indiende, kreeg alleen steun van GroenLinks. Leefbaar Rotterdam, CDA, VVD en ook de PvdA stemden tegen.

Links : **SMIT HUMBER**
Foto : **Teun vd Zee ©**

Burgemeester Opstelten gaf in een reactie aan dat wat hem betreft politici uit Den Haag en ook uit Rotterdam zich terughoudend moeten opstellen in een dergelijke zaak. De eerste burger van de Maasstad heeft zich overigens zelf wel gemengd in de CAO-ruzie. Hij belde voorzitter Henk van der Kolk van FNV Bondgenoten met de vraag of hij iets kon betekenen. De vakbond wees het verzoek af.

HELLAS ARRIVED WITH VALENTINA

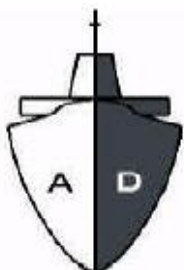


The **HELLAS** seen arriving with the **VALENTINA** hull in Rotterdam
Photo : **Hans Hoffmann ©**

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The Spanish **R 11 PRINCIPE DE ASTURIAS** arrived in Valetta for a port visit

Photo : Lawrence Dalli ©

Cutter Intercepts Smugglers

The Coast Guard Cutter **Midgett**, on its way back to the US after a six month deployment to the Middle East as part of the Expeditionary Strike Group (ESG) 5, stopped a smuggling operation in the Caribbean Sea and recovered an estimated quarter million dollars in U.S. currency on its way home.

The 378-foot cutter left Seattle in September 2006 and completed extensive anti-piracy, maritime security and interdiction operations in the Middle East with coalition forces. **Midgett** then embarked on a global circumnavigation to return to Seattle.

As **Midgett** was making its way toward the Panama Canal, a lookout spotted a small boat, called a "go-fast," traveling at a high rate of speed. The crew of the cutter immediately sprang into action and moved toward the go-fast at flank speed, manning their weapons and law enforcement stations. "I couldn't wait to get into the small boat to chase the go-fast. I didn't know what was going to happen next, but I was ready for it," said Petty Officer 1st Class Cortney Corino, a machinery technician aboard.

As **Midgett** gave pursuit, the eight people on board the go-fast began to jettison its cargo before stopping with their hands in the air. The cutter immediately moved alongside covering the suspects, simultaneously launching their small boats to search the go-fast and recover the jettisoned cargo which turned out to be bricks of \$100 and \$50 bills wrapped in plastic.

Capt. Lee Alexander, **Midgett's** Commanding Officer said, "This is another example of the Coast Guard's readiness to conduct its mission for America anywhere in the world at any time."

Royal Navy in crew rescue airlift

A British frigate taking part in a NATO patrol helped rescue five Romanian seafarers from a stricken bulk carrier in the eastern Mediterranean yesterday. Another six crew members were lifted to safety by a Greek coast guard helicopter. The 5,000-dwt St Vincent & Grenadines-flagged **Afrodite S** was on its way from Italy to Cyprus when severe weather and high seas in the Karpathos straits caused its cargo of cement to shift, according to Greek authorities. Listing and taking on water, the vessel was abandoned south of the island of Karpathos. A helicopter from the nearby British frigate **HMS Monmouth** rescued five seafarers, and a Greek coast guard helicopter pulled the six others from the sinking ship. A spokesman from the Greek Merchant Marine ministry said all 11 were later flown to a hospital on the island of Rhodes, and were reported to be doing well. **HMS Monmouth** is in the Mediterranean as part of **Operation Active Endeavour**, a multi-national mission to escort and monitor ships to deter terrorist activity

Coast Guard nixes \$600M ship deal

The U.S. Coast Guard has canceled a roughly \$600 million deal that's part of a \$24 billion modernization contract awarded to a joint venture of Lockheed Martin Corp. and Northrop Grumman Corp. But that's not enough for one lawmaker, who introduced a bill on Thursday calling for termination of the existing contracts and for any incomplete projects to be rebid.



The **WHEC 719 BOUTWELL** seen leaving Callao Port
Photo : Tan Deong Gee ©

A proposal from Sen. John Kerry, D-Mass., comes one day after the Coast Guard ended a contract for 12 "fast-response cutters" under its program dubbed Deepwater. The ships were being built at the Northrop Grumman shipyard in Pascagoula. The cutter pact was awarded in June 2002 to Integrated Coast Guard Systems, a joint venture of Lockheed Martin and Northrop Grumman, and has been lambasted in recent Inspector General reports and on Capitol Hill for spiraling costs, design flaws and lax oversight of the contractors. The cancellation comes about a year after work on the cutters was suspended, due to technical concerns about the original design. A new bid proposal is expected in May with plans to award a new contract by March 2008, Mary Elder, a Coast Guard spokeswoman, said Thursday.

Kerry's bill calls for the Coast Guard to rebid remaining portions of the Deepwater contract when it expires in June and calls for more stringent agency oversight. The legislation would allow the Coast Guard to continue working with the current companies on any incomplete systems if the Secretary of Homeland Security determines that rebidding it would compromise national security or would cost more with a different contractor.

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Coast Guard officials declined comment on the bill and ICGS did not immediately return calls for comment. On Wednesday, the contractors had said the agency's decision to end the cutter deal "has always been an option under the original (contract) terms."

Coast Guard Commandant Adm. Thad Allen said the cancellation was made to control costs and get the patrol boats, due for delivery in 2010, in the water as soon as possible.

The cancellation does not affect ongoing negotiations with the contractors for other Deepwater work, which includes a deal for 46 related cutters valued at about \$2.4 billion.

Rep. Elijah Cummings, D-Md., who chairs the House subcommittee on Coast Guard and Maritime Transportation, said he supported Allen's decision but doesn't agree with Kerry's call to rebid the whole deal, which the senator originally called for last month.

At that time, Allen said he would prefer to continue working with existing contractors.

The 12 ships included in the current contract are the smallest of the three major classes of cutters in the Deepwater plan and would be used for missions at ports and waterways, for coastal security, fishery patrols, drug and illegal migrant law enforcement, search and rescue, and national defense.

Navy-Chartered Ship Delivers Coalition Cargo

A Military Sealift Command-chartered ship, MV **Tor Futura**, arrived in Szczecin, Poland, on March 9 to off-load nearly 20,000 square feet of Slovakian army cargo. Slovakian troops served in Iraq until January. While in Szczecin, Tor Futura also loaded nearly 85,000 square feet of Polish army cargo including trucks, trailers and various containers of combat equipment. This cargo is bound for Afghanistan where Polish troops are serving on the front lines of the global war on terrorism.

Military Sealift Command (MSC), the U.S. Navy's sea transportation command, continues to support coalition troops engaged in Operations Enduring and Iraqi Freedom. Soldiers from the U.S. Army's Surface Deployment and Distribution Command (SDDC), MSC's sister organization under U.S. Transportation Command, loaded the cargo aboard Tor Futura. MSC and SDDC work hand-in-hand to ensure the delivery of U.S. and coalition cargo to troops around the globe. This support is particularly important in Europe where MSC and SDDC often facilitate the deployment of non-U.S. cargo. "Many of the coalition forces are not as expeditionary as U.S. forces and therefore need more assistance in the deployment process," said Army Lt. Col. John A. Hanson, commander of SDDC's Rotterdam-based 838th Transportation Battalion.

Since 2003, MSC ships have delivered nearly 500,000 square feet of cargo on behalf of European nations involved in the global war on terrorism. "Helping our coalition partners with the logistics of delivering combat equipment to their troops on the ground in a war zone is an important part of MSC's job," said Capt. Nick Holman, commander of MSC's European headquarters, Sealift Logistics Command Europe. "MSC and SDDC will continue to work together here in Europe to support coalition troops operating at the tip of the spear in Iraq, Afghanistan and elsewhere." MSC operates the U.S. Navy's fleet of more than 110 noncombatant, civilian-crewed ships that deliver combat equipment to troops, re-supply Navy ships at sea, chart the ocean floor and perform a variety of other missions for the Department of Defense.

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ALWAEI ARRIVED IN FLUSHING



This week the Bahama flagged 68 mtr long yacht **ALWAEI** arrived at the Amels yard in Flushing for a refit, the yacht is built at the Italian CRN yard during 1991, and underwent earlier refits during 1999 and 2004, the yacht is owned by the Emir of Bahrain

Photo : www.maritimephoto.com ©

Singapore To Invest \$400m Into Cebu Shipbuilding Sector

Cebu's shipbuilding industry has attracted two Singaporean firms which are planning to invest about \$400 million in the fast-growing industry, a Maritime Industry Authority (Marina) official said. Marina Administrator Vicente Suazo said he will facilitate the meetings between the Singaporean investors and the National Maritime Leasing Corp. (NMLC) and the Philippine Import-Export Credit Agency (Philexim).

Suazo declined to name the two Singaporean firms, but said one firm, will invest \$300m and the other \$100m. He said he recently went to Singapore to conduct a campaign to attract foreign investments in the country's shipping industry. He said the campaign is in line with President Gloria Macapagal Arroyo's directive, as provided under Executive Order 588, to invite foreign investments to modernize the industry, and eradicate second-hand and dilapidated vessels plying various routes in the country. He said dilapidated vessels endanger the lives of the passengers. The shipping and repair industries in Cebu are dominated by Keppel Cebu Shipyard and Engineering Works Inc., a Singaporean company; and Tsuneishi Heavy Industries, a Filipino-Japanese joint venture.

COSCO to build round rig

COSCO Corporation (Singapore) Limited reports that its 51 percent-owned subsidiary, COSCO Shipyard Group has secured a contract from Sevan Drilling Pte Ltd, a subsidiary of Sevan Marine ASA to build a Sevan drilling unit, based on the proprietary Sevan 650 design, featuring the Sevan cylindrical platform.



The contract is divided into two phases. The first phase of the contract involves the construction of the hull of the rig. The second phase of the contract involves the assembly and outfitting of the drilling unit.

The total contract value will be up to \$170 million. Construction of the rig under the first phase of the contract is expected to be completed by 1st quarter of 2008. The whole turnkey project is scheduled for delivery in the 4th quarter of 2008.

The rig will be equipped to drill wells up to 40,000 feet in water depths of up to 12,500 feet and has an internal oil storage capacity of 150,000 barrels of oil. The rig will be deployed by Petrobras under a 6-year contract with Petrobras America Inc in the U.S. Gulf of Mexico.

The drilling rig will be built at the COSCO's Nantong, China, shipyard. Mr. Ji Hai Sheng, Vice Chairman and President of the Company and Vice Chairman of COSCO Shipyard Group said, "The cylindrical design of the Sevan drilling rig is a technical challenge. This contract is a vote of confidence in our technical competence and project management capabilities."

Fincantieri in newbuild agreements with Oceania and Silversea

Fincantieri has announced newbuilding agreements with Oceania Cruises and Silversea Cruises covering two 65,000 gt cruise ships for Oceania (plus one option) and a 36,000 gt ship (plus one option) for Silversea.

Oceania Cruises says its agreement is for two 1,260-guest ships to be delivered in the fall of 2010 and summer of 2011. The agreement includes an option for a third vessel to be delivered in 2012. The contract price for each vessel is \$500 million dollars.

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Formed in 2002 by luxury cruise industry veterans Joe Watters and Frank Del Rio, Oceania Cruises describes itself as "the world's largest upper premium cruise line." It currently operates three 30,277 gt, 684 passenger **Regatta Class** ships--the former **R1**, **R2** and **R5** built by Chantiers de l'Atlantique.

Last month, Oceania announced a "strategic partnership" with private equity investor Apollo Management L.P. The transaction, valued at approximately \$850 million dollars including the assumption of debt, was expected to be completed in the second quarter. Oceania Cruises will remain a wholly independent brand, operating with the support of Apollo's \$12 billion private equity fund.

Designed by Yran & Storbraaten, the new **Oceania-Class** vessels represent an evolution of the **Regatta-Class** ships. Designed to cruise to all corners of the globe, the new ships will have 20 percent higher cruising speed than the Regatta-Class and a greater range.

"With our new financial partners and this one billion dollar order, Oceania Cruises is poised to take its place as the market leader in upper-premium cruising. While the Regatta-Class ships have provided us with an exceptional foundation for the line and are extremely successful, the new Oceania-Class will be the perfect complement to our fleet and have been designed with all the signature features our unique and discerning guests love, plus new amenities to enhance their Oceania Cruises experience," says Frank Del Rio.

The design specifications for the Oceania-Class call for the vessels to be 825 feet long, 105 feet wide, a draft of 23 feet, and accommodate 1,260 guests on 9 guest decks. The ships will feature 630 staterooms and suites that are on average, 50 percent larger than the Regatta-Class; 96 percent of all guest accommodations will feature sweeping ocean views and 93 percent will boast oversized, private teak verandas.

The diesel electric ships will have twin screw propellers and a service speed of 20 knots. They will be equipped with two bow thrusters to enhance maneuverability, and will also be "green ships" employing the most advanced environmental systems and technology.

Giuseppe Bono, Fincantieri's Chief Executive Officer, commented: "The agreement with Oceania Cruises proves that Fincantieri, with the experience and expertise developed in all these years as world leading cruise shipbuilder, is ready to enter the rapidly growing upscale market. With this project, Fincantieri is further enhancing its offerings to cover all market segments - from mega yachts to 130,000-ton cruise ships and over € along with "niche" products such as special "exploration" ships."

Silversea Cruises has thus far released fewer details about its 36,000-gt, 540-guest, ultra-luxury vessel (plus option) which is scheduled for delivery in the fourth quarter of 2009. The agreement with Fincantieri is conditional to final contract and financing. However, an irrevocable banking commitment, fully underwritten, has already been obtained and is only subject to the final loan agreement.

"This is a very exciting time for our company as we are now poised to further develop our unique style of luxury travel with a new generation of ship design," said Manfredi Lefebvre, Silversea's chairman. "Fincantieri is the ideal shipbuilder to craft our new luxury vessel that will carry on our tradition of being an innovator and trendsetter in ultra-luxury cruising."

Added Amerigo Perasso, Silversea's president, "This newbuild order shows great confidence in the luxury segment's potential for greater demand. Silversea will be well positioned to fully meet this future demand in North America and our international markets."

The newbuild order is the first one for Silversea since 1998 when contracts for Silver Shadow and Silver Whisper were signed. The award-winning vessels entered into service in 2000 and 2001, respectively.

With the newbuild, Silversea's overall fleet capacity grows from 1,356 berths to 1,896 berths, a 40 percent increase. The purchase price and design details about the new vessel will be forthcoming over the next few weeks.

ROUTE, PORTS & SERVICES

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Carnival cautious on super-sizing



Photo : Wouter van der Veen ©

Carnival Corp is to allow Royal Caribbean to retain its "world's biggest ship" title for now, focusing instead on profitability and measured vessel growth. Speaking at the Seatrade conference in Miami, Carnival's vice president of strategic planning, Giora Israel, explained that his company is "very conscious of the ability of destinations to handle these numbers of passengers, meaning we need to grow one step at a time". It is incorrect to think that Carnival will follow Royal Caribbean's lead on vessel size, he said. "When Royal Caribbean built its first Voyager-class ship, we didn't [follow]. When they built the Freedom class, we didn't. And when they ordered Genesis, we didn't. So you can draw your own conclusions on what we think [of Royal Caribbean's strategy]." He maintained that the cruise sector overall is "not necessarily moving towards super-sized ships," assuring port operators that if they could handle the Voyager class or QM2, "then you're fine". Whether Carnival ever does build a Genesis-sized vessel in the future will be "an economic decision," he asserted.

Experts express reservations

Despite all the reservations and objections raised by the experts on the proposed new deep-sea container port at Keamari Groyne area, Karachi Port Trust (KPT) is very firm to build the new port in time hushing up all the reservations.

First of all, experts have objected to the location chosen for the building of new port and said that manoeuvring area for the ships in the new proposed port is very short. It is just 1.5 kilometres and in this short length, it will be very difficult to stop the heavy ships of second and third generation that have to berth here. In this way, these ships could damage the berths or anchored ships.

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To counter this problem, the KPT officials are saying that they will use heavy tugs to slow the speed of the ships. Experts said that this technique is very much childish. To use this technique, expenses for the anchorage will be increased. Moreover, the KPT has to recruit very skilled crew for this job and any time, a little mishandling could cause big loss, they said.

Moreover, entire oil storage confined area located just adjacent to Keamari would be open for every one and there could be a security risk. Any accident occurred here could ignite a series of blasts in the oil storage tanks, they apprehended.

Under the name of new projects and development plan, the KPT has outlined a number of new projects including the building of a new port terminal under the name of Pakistan Deep Water Container Port at the Kemari Groyne area.

The berths would be 18 meters deep with 3.75 km of quay wall. Initially, the KPT will build three berths in first phase. However, there is a provision of 10 berths in the KPT long-term plan. The project shall be carried out in phases and on public private partnership.

Cost of project is estimated at \$1087 million. KPT shall share \$345 million.

The most important objection of the experts is the linkage of new port with the cargo village (another KPT project for the warehousing of cargo). To cope with this problem, the KPT has proposed to build a causeway. This proposed causeway will connect the Deep Draught Container Terminal with the Cargo Village at Western backwaters in the shape of bridge of span 300 meter and height of 60 meters. The causeway length is about 6 kilometres.

Experts criticized the construction of such costly causeway and said that the cost of the proposed causeway is about double of the cost of the first phase of the construction of new terminal. They termed it unwise.

These circles also questioned the building of new terminal. If there is so necessity of the new terminal, the KPT should ask the Pakistan Navy for the vacation of their berths, they said. After the building of Jinnah Naval Base at Ormara, there is no reason for the occupancy of such a long space in the city, they argued.

City could be secure by the parking of one or two frigates just outside the channel, they said. If Pakistan Navy vacate the berths, then it is very much suitable for the KPT for the repairing or building new terminal. Otherwise, they suggested to build the new port at Sandspit so that cost of the causeway could be saved and shifting of time of cargo from jetty to cargo village minimized.

While commenting on the objections of shipping experts, Brigadier Syed Jamshed Zaidi, general manager for planning and development in KPT dismissed all the objections and said that KPT has made feasibility reports on the new terminal by three internationally renowned firms, one from Netherlands two from UK.

He said that KPT has observed the projects from all angles. It is not necessary that KPT will build the causeway. It is the future plan, he said and added that for the time being this problem could be addressed by the widening of the existing roads and bridges.

He said that the new port terminal will be a landmark for the development of the country. As the KPT has found no serious objection over this project, the authority is working day and night over the project and going to issue the tender notice for the construction of quay wall this week



SMIT SALVAGE REFLOATED NAUTILUS



The **TAKLIFT 7** seen in action with the refloating of the Boskalis dredger **NAUTILUS** in Congo, after righting up the dredger was refloated and delivered in the port.



Photo's : Klaas Reinigert ©

Quintana Takes Delivery of Bulk Carrier

Quintana Maritime Limited took delivery of **Iron Miner**, a newbuilding Capesize bulk carrier of 177,000 deadweight tons (dwt) from Shanghai Waigaoqiao Shipbuilding Co., a Capesize specialist yard in China. As previously announced the purchase price of the vessel is approximately \$92.5 million and has been funded with borrowings under its credit facility and cash on hand, including from the proceeds from the exercise of warrants. Iron Miner is employed under a five-year time charter at a net daily rate of \$40,000 with Transfield, a major operator in the Capesize sector. With the delivery of the **Iron Miner**, the Company has secured approximately 96.2% of its net operating days under time charter contracts for 2007 and 80.9% for 2008, which the Company expects to generate aggregate net revenues of approximately \$420 million over 2007 and 2008

Sea Halibut secures charter

Deep Sea Supply has entered into a charter with Total E & P Congo for **Sea Halibut**, its second PSV to be delivered by Cochin Shipyard. The charter is for a period of six months (plus option of 3 + 3 months) starting at the end of April.

The charter value for the firm period is approximately US\$6.2 million.

Sea Halibut is due to be delivered from Cochin Shipyard early May 2007, and the AHTS **Sea Bear** will act as front runner for **Sea Halibut** until then.

Viking Offshore Welcomes First of Nine New Vessels to Fleet

Viking Offshore Services welcomed the first of nine new emergency response and rescue vessels (ERRVs) to its fleet.

The **Viking Discovery** was the subject of an official naming ceremony at Aberdeen Harbor, representing the first phase of Viking Offshore's £55million investment program in enhanced ERRV provision for the energy industry.

The nine-vessel deal is the largest ever single order for ERRVs and signals the company's long-term commitment to providing key field support services for the oil and gas sector. The vessels will be certified to operate in UK, Norway, Denmark and Holland. Chief Executive Graham Philip said:

"The **Viking Discovery** is in the vanguard of a new-build program that sets new standards for the sector in terms of vessel design and the provision of added value services to customers, and ensures we remain the leading player in the sector.

"All the new vessels will feature a series of enhanced recovery and rescue features as well as class leading capabilities for in-field logistic services.

"We are delighted to welcome the Discovery to our fleet as part of a strategy to provide added value services to the European offshore energy market in the long term."

Aberdeen-based Viking Offshore Services is a wholly-owned subsidiary of Viking Supply Ships A/S, which in turn is part of Kistefos A/S, a privately-owned Norwegian investment company.

The naming ceremony was performed by Tracey Johnston, wife of Brian Johnston, The Royal Bank of Scotland's Regional Director, Aberdeen & North Scotland. The vessel was blessed by Aberdeen port chaplain Rev Howard Drysdale.

Viking Offshore has established a long-term financing facility with the Bank of Scotland and The Royal Bank of Scotland that, along with a significant equity investment from Kistefos, both funds the new-build program and creates a stable platform for growth

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The investment program will allow Aberdeen-based Viking Offshore to replace older vessels in its current 31 vessel fleet while increasing the number of multi-role vessels and thus improving its range of value added services.

The 55-meter **Viking Discovery**, which will initially work on a contract with BP, is of the new IMT 955 design by IMT Marine Consultants of Montrose, Scotland. All the new vessels, of similar design, are being constructed at the Astilleros Zamakona shipyard in Spain and are to be delivered in a rolling program until early 2009.

Crew facilities include a well-equipped gymnasium, sauna, conference facilities and 15 single en-suite cabins, with capacity for up to 22 berths.

Graham Philip added: "The design combines first-class recovery and rescue resources capable of serving multiple installations and offers the ability to undertake in-field cargo activities, offshore warehousing and delivery of essential supplies."

Viking Offshore's sister company, platform supply vessel business SBS Marine, has taken delivery of two new vessels in 2006 with a third scheduled for delivery at the end of March 2007. It currently operates five platform supply vessels in the North Sea and India.

However, the eastern area of Branscombe beach is staying closed as machinery used by contractors is still there.



The Semi submersible **OLINDA STAR** is owned by Queiroz Galvao Perfuarecoes seen in Brazil.

Photo : Remko de Boer ©

SHIP FINANCE SELLS SINGLE-HULL VLCC

JOHN Fredriksen-controlled Ship Finance International Limited has agreed to sell the single-hull VLCC **Front Vanadis** to a subsidiary of Taiwan Maritime Transportation on hire-purchase terms. The vessel will be chartered to the Buyer for a 3.5 years period, with a purchase obligation at the end of the charter. A statement says: "There will a gross upfront payment of US\$12.5m from TMT, and the gross bareboat charter rate will be US\$25,000 per day during the charter period. The purchase obligation at the end of the charter is US\$3 million. In addition, the buyer will have

quarterly purchase options during the charter, starting at \$27.9m and reducing gradually over the term of the charter. Ship Finance has agreed to pay a compensation payment of approximately \$13.2m to Frontline for the termination of the current charter. Delivery to the buyer is expected to take place in April or May 2007." The company adds: "Following this sale, and after the delivery of six other suezmax single-hull tankers previously announced sold, Ship Finance will only have 10 single hull vessels remaining in the fleet, of which three have double sides. This is significantly less than the 18 single hull vessels in the fleet only four months ago. Of the remaining crude oil tankers without double hull, Frontline has, as charterer, secured profitable sub-charters for seven of the vessels, and only the three vessels with double sides are currently traded in the spot market." The reduction of the single hull tanker exposure is in line with the Company's strategy of focusing on modern assets in various shipping and offshore market segments. Including newbuildings and recently announced acquisitions and sales, the Company's fleet will consist of 56 vessels, essentially all on medium to long term charters.

LORD STERLING BUYS SWAN HELLENIC BRAND

FORMER P&O chairman Lord Sterling has bought the assets of specialist cruise line Swan Hellenic, which operates "discovery" cruises, from Carnival Corporation for an undisclosed sum. He now plans to obtain a ship "of the highest standard" to sail under the Swan Hellenic house flag offering trips to the historical destinations in the Mediterranean and to Asia and Antarctica.

Lord Sterling's move follows Carnival's decision to close down the brand and transfer its only ship, Minerva II, its Princess Cruises operation in April.

The imminent end of the Swan Hellenic name stirred something of a controversy in the UK, prompting Lord Sterling to act.

He is reported as saying: "Swan is a British institution and I have been thinking about trying to save it for some time. I have been inundated with people talking to me and urging me to do something."

He added: "I cannot make any promises about how quickly we can start operating, because we need to find a suitable ship that is of the highest standard, but we will move as fast as we can."

Govt allots funding for ro-ro ship acquisitions

The Philippine government has set aside billions of pesos to fund the acquisition of roll-on, roll-off (ro-ro) ships for the priority missionary routes, the president of the National Development Company's Maritime Leasing Corp. said Thursday.

Agustin Bengzon, president and chief executive of NDC-NMLC, said the government is spending P1.2 billion this year to buy ro-ro ships for missionary routes.

He also urged members of the Philippine Interisland Shipping Association (PISA) to participate in the government's program by opening operations in the missionary routes.

"When you say missionary routes, normally there is no business activity in that place," he said, adding that NMLC is created to assist in linking underdeveloped routes under an integration program that will synchronize the coming of the ships with the economic activity in the area.

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"We [also] encourage ro-ro operators to replace their old ships with newly constructed ones and to redeploy or scrap their old ships," Bengzon said during the general membership meeting of PISA.

He said NMLC will fund the purchase of ro-ro ships to be leased to ro-ro operators, prioritizing the provision of ro-ro services in Maasin, Leyte; Ubay, Bohol; Santander, Cebu-Siquijor Island; Camiguin-Jagna, Bohol; and Lucena, Quezon-Boac, Marinduque.

NMLC now has P400-million worth of capitalization for ro-ro ships, which it hopes to increase to P1.2 billion by the third quarter. The Strong Republic Nautical Highway or ro-ro has been one of the President's top agenda to ensure fast and economical movement of goods and people, to enhance tourism, trade and commerce throughout the country.

NMLC was created to act as a financial enabler through its leasing platform in order to support the modernization and refueling program of the shipping industry.

The company will also offer lower than market rate financing charges and longer repayment terms on development and missionary routes and to provide supervised credit during the term of the lease.

Earlier, a joint study of Japan International Cooperation Agency and Maritime Industry Authority said the government would need to raise P1.088 billion to construct the Central Road RORO Terminal System that would link two other nautical highway systems apart from the Eastern and Western Nautical Highways.

The proposed RRTS would link the provinces of Bicol, Masbate and Cebu.

MOVEMENTS

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The **BRODOSPAS SUN** seen off Valetta (Malta)

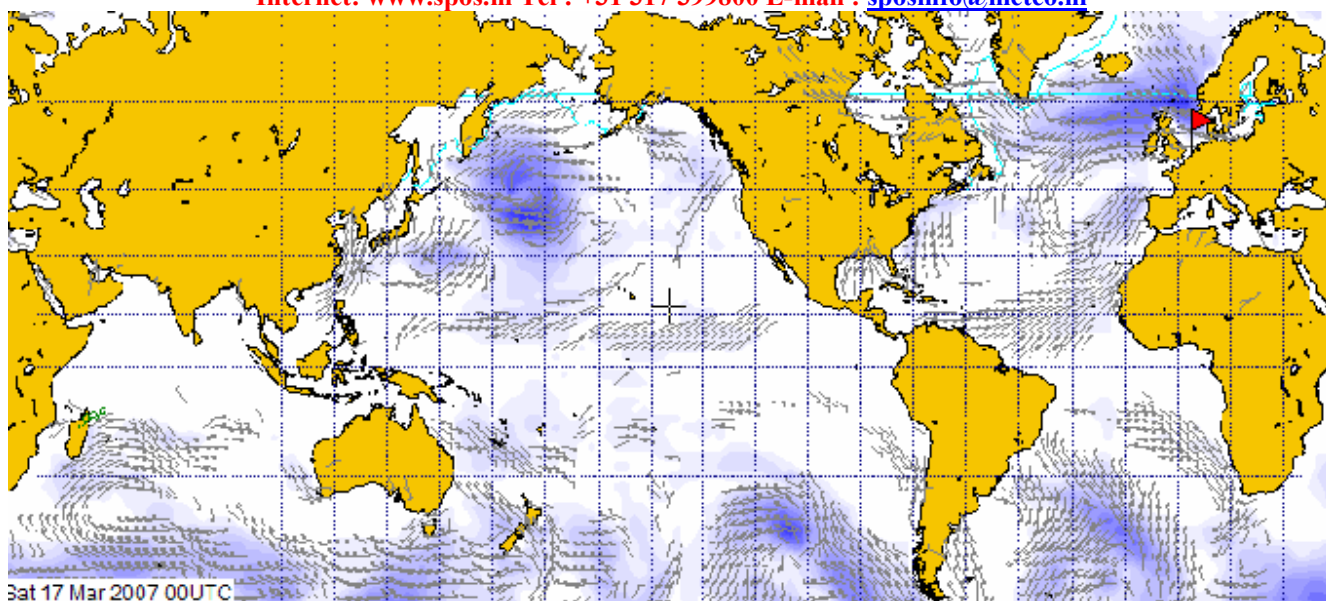
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

.... PHOTO OF THE DAY



The **ZHEN HUA 9** seen approaching Rotterdam-Europoort

Photo : Rik van Marle ©

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