

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 091



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**The TAKLIFT 7 seen with the De Ruyter TMLS departing from Rotterdam Waalhaven
Photo : Jan van der Water ©**

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EVENTS, INCIDENTS & OPERATIONS



The Dutch pilot tender **APOLLO** seen operating at the Westerscheldt River near Flushing
Photo : Arie van Dijk ©

Japan police search N.Korean ship for drugs: Kyodo

Police searched a North Korean freighter at a port in western Japan on Friday in connection with the arrest of at least two men on suspicion of smuggling amphetamines, Kyodo news agency said.

Japan has been locked in a bitter dispute with North Korea over its abductions of Japanese nationals decades ago to help train spies, and the row has led to calls in Japan for sanctions against North Korea.

The North Korean cargo ship searched by police had entered the port in Tottori prefecture on Friday, Kyodo said.

The search followed the arrest on Friday of a South Korean national, Woo Si-yun, 59, on suspicion of smuggling illegal stimulants into Japan in October 2002, Kyodo said.

Woo is believed to be the owner of a mobile phone recovered from a North Korean spy ship that sank in the East China Sea in 2001 after an exchange of fire with Japan Coast Guard patrol vessels, Kyodo said.

A Japanese man was also arrested in connection with the case on Friday, and he and Woo are suspected of smuggling several hundred kilograms of amphetamines in 2002, Kyodo said.

Both men have denied the allegations, it said. A police spokesman could not confirm the report.

Ships in S. Tagalog ports stranded, storm weakens

The Philippine Coast Guard on Friday grounded all seafaring vessels in the Southern Tagalog region as tropical storm Caloy continued to batter the Visayas.

The regional Office of Civil Defense said at least four passenger vessels, the MV **Seña**, MV **Kalayaan**, MV **Kalayaan 2** and MV **Kalayaan 7**, were grounded at the port of Romblon, leaving at least 406 passengers stranded. Officials of the Philippine Ports Authority have given assistance to the stranded passengers.

Latest reports said 192 passengers were stranded in San Jose, Occidental Mindoro; 32 in Lucena City and 320 in Batangas International Port.

Earlier reports said 2,000 passengers were also stranded in seaports in Pilar, Bulan and Matnog towns in Sorsogon, while 300 more were stranded in seaports in Masbate and Tobacco in Albay; Pasacao and Virac in Catanduanes. Another 1,800 passengers were stranded at Looc and Dapdap ports in Alen, Northern Samar.

Lt. Commander Joseph Coyme, PCG spokesman, earlier said at least 214 vessels were stranded in various seaports in the country. WG&A also postponed the scheduled departure of **Super Ferry 1** from Butuan to Manila. Super Ferry also advised passengers of **Super Ferry 1** bound for Coron and Puerto Princesa that the 8:30 p.m. trip later Friday has been cancelled. The scheduled return of **Super Ferry 9** was also postponed to 4 a.m. Saturday, the report said.

As of 10 a.m., Caloy was spotted near Buriyas Island in Masbate en route to Marinduque. PAGASA said Caloy now packs sustained winds of 95 kph near the center and gusts of up to 120 kph. It is expected to hit Metro Manila by 8 p.m. Friday.

Storm signal number two remains over the provinces of Sorsogon, Albay, Ticao and Buriyas islands in Masbate, Romblon, Oriental Mindoro, Marinduque, Southern Quezon and Camarines Sur.

Signal number one remains over the provinces of Occidental Mindoro, Lubang Island, Calamian Group of Island, Catanduanes, Camarines Norte, Rest of Quezon, Polillo Island, Rizal, Laguna, Batangas, Cavite, Bulacan, Bataan, Metro Manila, Northern Samar and Northern Panay.

The National Disaster Coordinating Council (NDCC) said the provinces of Albay, Eastern and Northern Samar, and the towns of Dulag and Sogod in Southern Leyte have no electricity as of 12 p.m.

In Sogod, Southern Leyte, six barangays were isolated due to landslides. These included barangays Pancho Villa, Olisihan, Kahupian, Benit, Milagroso, and Magatas. Dampoy Bridge and Agas-Agas Road was rendered impassable also due to landslide.

Flooding also isolated several barangays including Kanangkaan, San Vicente and San Juan. The Mahaplag to Sogod Road was closed due to traffic.

A total of 13 families from Macrohon, Southern Leyte, were evacuated to the Macrohon Central School due to floods.

Smit Internationale N.V. Share Split

During the Annual General Meeting of Shareholders, Smit Internationale N.V. announced that it plans to proceed with the splitting of its ordinary shares. The split will involve exchanging one old share for two new ordinary shares, which will mean that the nominal value of each share will decrease by half from \$5.85 to \$2.92. The share split will necessitate an amendment to the Articles of Association, in connection with which an Extraordinary Meeting of Shareholders will be organised in the autumn of 2006.

India won't stop Blue Lady

India's Supreme Court has asked for a committee to be established to issue a report on the status of a cruise vessel destined for the breaker's yard, but is refusing to stand in the way of the vessel docking at Alang.

The 76,000-gt **Blue Lady** (built 1961, and formerly known as the **Norway**) has already left its berth at Malaysia's Port Klang and is due to hit India's shores in a fortnight. The Supreme Court on Friday asked for a committee of technical experts to be formed to investigate the various protestations made against the imminent arrival of the vessel and to submit its report by July.

But an application to the court by India's Research Foundation for Science, Technology and Natural Resource Policy has asked that the issue be given more immediate attention in light of the fact that the ship is already on its way to India with, what protesters claim, is likely a significant amount of toxic waste on-board. This application contends that the scrapping of the Blue Lady at Alang would be in clear violation of the Basel Convention, Hazardous Waste Rules, the Environment Protection Act and various orders of the apex court.

The anticipated arrival of the vessel on India's shores is also likely to concern Gujarat Enviro Protection & Infrastructure Limited (GEPIL), the company hired by the Gujarat Maritime Board (GMB) in April in an effort to counter the growing threat from toxic waste in the shipbreaking industry. The **Blue Lady**, which was built as the transatlantic liner France before changing name to the **Norway**, was sold by its last commercial owner Star Cruises who declined in April to reveal the identity of the vessel's new owner.

In Bangladesh earlier this year dozens of environmentalists formed a human chain at Chittagong in what proved a successful attempt to prevent the cruise liner from being scrapped on the beach. As the **Norway** the cruise ship enjoyed a successful career trading in the Caribbean until it was disabled by a catastrophic boiler explosion in July 2003, in which eight crew members died. The ship has been inactive ever since.

VOLVO OCEAN RACE LEG 7

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The **VOLVO OCEAN RACE** started her 7th leg, the boats departed from New York May 11th bound for Portsmouth (UK) what will be a stretch of **2.925 nm** , While the battle across the Atlantic is shaping up to be a tough, tactical one with plenty of options. The consensus among the fleet is that the 11 month old transatlantic record which is held by Robert Miller's 144 foot schooner **Mari Cha IV** at 9 days 15 hours 55 minutes and 23 seconds, an average of 12.61 knots could be under threat, but a look at Jennifer Lilly's weather forecast for the first couple of days puts the threat as orange rather than red.

At the picture(s) the leader **ABN AMRO ONE** is seen leaving New York, at present she is followed at the 2nd place by the **BRASIL 1** and as third in the race is the **BRUNEL**, the **ABN AMRO TWO** is following at the 5th place behind the **PIRATES OF THE CARIBBEAN** (photo below)



Photo's : Paul Hankins – Donjon-Smit ©

National Geographic Channel



The **SEAWAY FALCON** seen laying the first 6" pipe for the **Ormen Lange** project,
Photo : Jan Plug ©

The **SEAWAY FALCON** is contracted to lay 2 pipes of 6" from the Haroyfjord to the **Ormen Lange** field what is located 120 km NW of Kristiansund, in total the **SEAWAY FALCON** will lay 19.400 pipes, All the pipes are supplied from a pipebase at Orkanger, deep in the Trondheim Fjorden near Trondheim. The **SEAWAY FALCON** sailed there first to load the vessel with pipes and all equipment needed for this job. Today the **SEAWAY FALCON** reported to the **Shippingnews clippings** that that they are at present at KP 40, which means Kilometer Point 40. and that they started at 0 so they finished a third of the first length. The **SEAWAY FALCON** have left the fjord and is moving slowly further away from the coast. The weather is beautiful, which is quite special because the area is known for its severe weather conditions. But now they have beautiful sunny days with very little winds, so they make good progress, laying an average of 260 pipes per day, equivalent to **3250 m.** per day.

The TV company National Geographic Channel has included the **Ormen Lange** development in a series covering the world's most incredible constructions. The shooting of footage to describe Hydro's huge **Ormen Lange** project has now begun. The television series focuses on the world's most astounding constructions. Some are frequently-visited, major tourist attractions; others are the kind that most people can only dream of seeing. The TV programmes will shed light on the architecture, function, and underlying plans for these fantastic constructions.

The **Golden Gate bridge** in San Francisco, and the enormous, man-made Palm Islands of Dubai are among the massive constructions that are explored in the series. The **Palm Islands** in Dubai are the three largest artificial islands in the world, they are currently being constructed by Al Nakheel Properties. Each settlement will be in the shape of a palm tree topped with a crescent and will have residential communities and resorts built upon them. It is possible to make these islands due to the wide continental shelf off the Dubai coast and the relatively shallow depth of the Persian Gulf.

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The islands will be built by the Dutch company Van Oord Dredging from 80,000,000 m³ landmass from the approach channel. Van Oord undertook its first major project in Dubai in 2001 when it began construction of the **Palm Jumeirah**, of which concept, scale, and design were far more ambitious than anything that had previously been undertaken, anywhere in the world. It has already been acclaimed a marvel of marine construction and engineering vision. As one of the few manmade features on earth visible from outer space, it has been dubbed "**the Eighth Wonder of the World.**"

The palm-shaped island consists of a two kilometres long trunk with 17 fronds on which luxury housing and private beaches are being developed. It is surrounded by a 11 kilometres circular breakwater. Since the breakwater was needed to protect the sand from the strong currents and shamal winds of the Arabian Gulf, Van Oord first had to work below sea level and bring the sand above the surface in coordination with the third party development of the breakwater. Because the work is situated in relatively shallow waters, Van Oord could rely only on smaller-capacity trailer suction hopper dredgers and other lighter vessels. Some 110,000,000 m³ of sand were needed for the reclamation works.

Since its initial work was finished in October 2003, four months ahead of schedule, Van Oord has been awarded several additional projects to upgrade the Palm. Several fronds and the trunk have been extended and widened. Also, Van Oord was involved in the dredging of the tunnel trench that will connect the Palm with its surrounding crescent.

The World is an archipelago of over 300 artificial islands that forms a map of the continents four kilometres off the coast of Dubai. The configuration measures seven by nine kilometres and is protected by a breakwater 25 km in length, the longest ever constructed. Preparation for the project began in August 2003. When The World is complete, Van Oord has transported 32,000,000 tonnes of rock to build the breakwater and dredged 325,000,000 cubic metres of sand to construct the islands.

In the first stages of the construction, sand was deposited in sandbanks to ten meters below sea level to lay the foundation of the continents on the seabed. Medium-size dredgers then raised the sand banks to - 7 m, and smaller vessels to - 5 m. Large-capacity trailing suction hopper dredgers employ the rainbowing technique to bring the sand above the water level. The layout of the world can now already be seen from the air. Finally, cutter suction dredgers will shape the individual islands, which will rise 3 m above the sea. **The World** is scheduled for completion by the end of 2007.

Viewers can also look forward to a programme on the **Hoover Dam** in the USA – and on the **Ormen Lange** development. "We think it's tremendous that Norway is represented on the list of constructions we are showing," says Stine Eriksen, Public Relations manager for National Geographic Channel Norway.

Those who are in charge face huge challenges on the monumental **Ormen Lange** gas field construction. Great sea depths, an unpredictable sea bed and powerful currents, combined with sub-zero temperatures, extreme wind conditions and enormous waves make **Ormen Lange** a complicated project. But having said this, there are possibilities of making a large profit. This makes the field an interesting topic for National Geographic Channel.

"**Ormen Lange** is a subsea giant, and has huge significance for the Norwegian oil and gas adventure story. This means that we are proud to be able to present the field to Norwegian and international viewers," Stine Eriksen comments. For Hydro and its partners, it will cost NOK 66 billion to develop the **Ormen Lange** field. When the gas stream is opened next year, through the world's longest subsea pipeline – from the processing plant in Aukra, in Møre and Romsdal municipality to Easington on the British coast – the Norwegian field will be able to supply 20 per cent of UK consumers' gas requirements.

"It is exciting that our development project receives massive attention of this kind, nationally and internationally. Last week **Ormen Lange** was in the spotlight at the Offshore Technology Conference (OTC) in Houston, at the world's largest oil exhibition. A separate TV programme on **Ormen Lange** is already being broadcast on Discovery Channel, and now the prestigious National Geographic Channel has started its filming. This is good publicity both for Norway and Norwegian industry, and for Hydro along with its partners and suppliers. It reinforces the message that it is possible to think big and achieve a great deal in a small country," says Vegar Stokset, Hydro's Public Affairs Manager for the **Ormen Lange** project.

Prins Willem-Alexander per reddingboot naar zandzuiger voor werkbezoek



Prins Willem Alexander bezocht donderdag tijdens een werkbezoek diverse kustgemeenten die te kampen hebben met kwetsbare plekken, waaronder die van Vlissingen. Met behulp van de uit Breskens afkomstige reddingboot 'Zeemanshoop', van de **Koninklijke Nederlandse Redding Maatschappij (KNRM)** werd de Prins vanuit de haven van Vlissingen naar de Westerschelde gevaren. Daar lag de zandzuiger 'Oranje'.

Met behulp van dit vaartuig worden de stranden en duinenrij van de diverse zwakke kuststroken verbreed en versterkt. De Prins kreeg gedurende 1,5 uur aan boord van de "Oranje" uitleg over dit fantastische schip. Ook de terugreis heeft **Willem-Alexander** per reddingboot af gelegd. Dit maal werd de Prins zelf even schipper. Dit ging hem prima af!

Op de foto boven, onder toezien oog van schipper **Harry de Lobel** stuurt **Prins Willem Alexander** de **Zeemanshoop** terug naar Vlissingen en op de foto links klimt de Prins aanboord van de zandzuiger **ORANJE**

Photo's : Arie van Dijk (c)



GOOD DIET MAKES FOR SAFER SHIPS, P&I CLUB SAYS

The North of England P&I club has reminded its international shipowning membership of the importance of ensuring the welfare of their ships' crews, particularly with regard to diet in the latest issue of its loss-prevention newsletter. "A significant number of P&I claims relate to sub-standard performance or ill-health of seafarers," said North of England's head of loss prevention Tony Baker. "Given it is widely accepted today that a well-nourished person is a healthy person, it is thus vital for the health and happiness of ships' crews - and ultimately the safety of their ships - that individual crew members look after their bodies, both at sea and ashore."

Common nutritional problems reported to the club include obesity from eating too much, deteriorating health caused by consuming excessive sugar and processed food; and high cholesterol levels caused by eating excess amounts of saturated fats such as eggs, meat and cheese. Failing to observe regular meal times, especially missing breakfast, also leads to low performance after sleep.

According to Baker, proper nutrition - along with adequate rest and sleep, regular exercise and good hygiene - helps to prevent diseases and improves health, well-being and performance overall. "When referring to a proper nutrition, this means a balanced diet," said Baker. "There should be sufficient protein for the formation and repair of body tissues, adequate supply of minerals to reinforce body tissues and sufficient carbohydrates and the right amount of fats for energy. There must also be vitamins to keep the brain, nerves and other vital organs functioning."

In conjunction with the SM Lazo medical clinic in Manila, which specialises in monitoring health and fitness of Filipino crews, North of England has included a recommended diet chart for seafarers in Signals. The pyramid-shaped chart ranges from 'eat a little' foods at the top, such as oils, salt and sugar, moving down to 'eat some' foods, like eggs, meat and cheese, 'eat more' foods, such as fruit and vegetables, and 'eat most' foods, including potatoes, rice, bread and cereal. Crewmembers should also be encouraged to drink two litres or eight glass of water, light juices or clear broth a day, says the club.

USCG WARNS ON RECALLED HAND FLARES

The US Coast Guard is warning that British company Pains Wessex has announced a recall of its **White Collision Warning (MK7) Hand Flares Item No. 52651**. The recall follows a recent incident in which an individual was seriously injured while using the flare. The company has identified that there may be a risk of misfire and is recalling all white flares to prevent further injury.

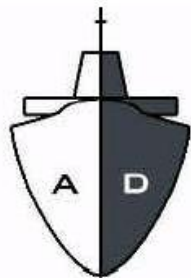
The USCG said: "The White Hand Flare is sold on its own, as a part of the Collision Warn-Off Kit, or in the ORC RORC Distress Kit. Customers with unexpired White Hand Flares are requested not to use the flare and to return it immediately to the place of purchase for a full refund. No other Pains Wessex products are being recalled. Pains Wessex, Australia Aurora White Hand Flares are not affected. The U.S. Coast Guard strongly recommends that all vessel owners and operators who have this equipment onboard their vessels follow the recommendations per the Pains Wessex recall notice."

CASUALTY REPORTING

NAVY NEWS

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The 1977 built 241 mtr long **WESTWARD VENTURE** seen departing from Rotterdam after loading of US military materials (ex Germany) as mentioned a few newsletters back.

Photo : Jan Verhoog ©



After the above mentioned **WESTWARD VENTURE** cleared the "Steinweg" quayside in Rotterdam-Botlek a much more modern transport vessel of the Military Sealift Command named **USNS MENDONCA (T-AKR 303)** arrived alongside and started loading also US military materials, all from Germany for transportation back to the U.S.A.

Photo : Bram Plokker ©

The **MENDONCA** is one of the 7 vessels of the **BOB HOPE class** and built by Northrop Grumman Avondale in New Orleans during 1998 and was commissioned into service on January 30th, 2000, this vessel is one of the "Large Medium-Speed Roll-on Sealift Ships" of the Military Sealift Command and is maintained by Patriot Contracting Services in 4-day ready-to-operate condition at U.S. ports.

Vessels of the **BOB HOPE class** are able to carry 13,260 tons of military cargo. In military cargo configuration, have 39,920 m² of vehicle parking space, enough for more than 1,000 military vehicles, including tanks. Are fitted with a 41-m-long, 7.3-m-wide, 160-ton-capacity centerline stern slewing ramp, internal vehicle ramps, side-port vehicle

ramps on each beam (with ramps 15.2 m long and 12.2 m wide), and two paired 58-ton-capacity (at 29-m radius) electric cranes; when the cranes are operating together, the pairs can lift 112 tons each. There is a modular, portable ramp that can be attached to any of the three sides of the side ramps in lengths of up to 50 m when all four sections are used; it has a vehicle weight capacity of 160 tons and can be used to join the ship to a pier or lighter in up to a State 3 sea.

Technical information Bob Hope class vessels:

D: 34,408 tons light (62,096 fl) **S:** 24.9 kts (sust.)

Dim: 289.56 (271.28 pp) × 32.30 × 11.25 (max.)

M: 4 Colt-Pielstick 10 PC4.2 V400, 105-rpm diesels; 2 props; 65,160 bhp—2 1,500-shp bow-thrusters

Electric: 5,000 kw (2 × 2,500-kw diesel sets) **Range:** 13,800/24

Crew: 27 contract civilians (accomm. for 95) + 300 troops

Internationale oefening in Caraïbisch Gebied

‘**Joint Caribbean Lion 2006**’ (JCL) is een oefening waarbij Nederland in een internationale omgeving met alle krijgsmachtsdelen vanuit zee landoperaties uitvoert. Verder nemen België, Canada, Frankrijk, Venezuela, het Verenigd Koninkrijk en de Verenigde Staten deel en zullen troepen, vliegtuigen, varende eenheden of waarnemers sturen om aan JCL mee te doen. De oefening duurt van 23 mei tot 14 juni 2006.

De oefening vindt plaats op Aruba, Curaçao, St. Maarten (inclusief het Franse deel) en Marie Galante, een klein Frans eiland bij Guadeloupe. Een groot deel van de eenheden komt enige tijd voor aanvang van de oefening al aan. In totaal doen zo’n 4000 militairen mee, met onder andere 9 schepen, een gemechaniseerde brigade van de landmacht, een mariniersbataljon en verschillende F-16’s en transportvliegtuigen van de luchtmacht.

JCL test de capaciteit van de krijgsmacht om ondanks de lange aanvoerlijnen toch het expeditionaire vermogen, oftewel het opereren ver van je thuisbasis, op peil te houden. Daarom wordt de oefening gehouden in het Caraïbisch gebied.

Scenario van de oefening

De oefening is opgebouwd in fases. In de eerste fase krijgen de verschillende eenheden de kans om aan elkaar te wennen en met de taakgroep één geheel te vormen.

Na deze gewenningsperiode wordt een amfibische landingsoperatie beoefend op Curaçao. Dankzij deze oefening kunnen de laatste aanpassingen gemaakt worden waarna de taakgroep opstroomt naar het operatiegebied bij de Bovenwindse Eilanden.

Nadat de multinationale taakgroep de controle over het zeegebied rond de eilanden heeft verkregen, wordt er een amfibische landing uitgevoerd en verplaatst het accent van de oefening zich naar het land.

Gedurende deze laatste fase van de oefening moeten verschillende taken worden uitgevoerd. Voorbeelden hiervan zijn het evacueren van groepen mensen van de eilanden terwijl de crisis escaleert en het verlenen van hulp na een humanitaire ramp.

SHIPYARD NEWS

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Daewoo Shipbuilding wins orders worth US\$730 million

South Korea's Daewoo Shipbuilding & Marine Engineering Co. said Friday it has won orders worth US\$730 million to build two liquefied natural gas (LNG) carriers and two LNG tankers.

On Thursday, the company won a contract to build two LNG tankers from Belgian-based Exmar, it said in a statement. Another contract to build two gas carriers recently came from Greek company Gulf Marine.

Northrop Grumman Propels Forward on Bush Carrier Construction

Northrop Grumman Corporation has finished installing the propellers on the nation's tenth and final Nimitz-class aircraft carrier, **George H. W. Bush (CVN 77)**. The carrier is under construction at Northrop Grumman's Newport News sector, the nation's sole designer, builder and refueler of nuclear-powered aircraft carriers. The George H. W. Bush's four propellers weigh approximately 60,000 pounds each and are a new design from previous Nimitz-class carriers. The new propellers are very similar in size, weight and material to previous ships of the class, but the blades are shaped differently to reduce wear and erosion.



"The installation of the propellers marks a major milestone in the construction of our final Nimitz-class carrier and completes the last major

piece of structural work below the ship's waterline," said Kenney Overman, CVN 77 machinery installation general foreman for Northrop Grumman. "The work we've done on this ship sets the benchmark for the design and installation of these new propellers on future carriers of the fleet." The new propellers are planned for use on the future-generation carrier class, CVN 21, and they will be installed on the **USS Carl Vinson**, currently in the Newport News shipyard undergoing a refueling and complex overhaul.

Other new design features for the George H. W. Bush include an updated aviation-fuel distribution system, a new marine sewage system and a new underwater hull-coating system. The **George H. W. Bush** is the second carrier to have a new bulbous bow design that provides more buoyancy to the forward end of the ship and improves hull efficiency. The ship's keel was laid Sept. 6, 2003. The christening will occur in October 2006 with delivery to the U.S. Navy in late 2008.

Fifth Tanker for Sovcomflot

On May 17 2006 Admiralty Shipyard delivers the "**Theatre Bridge**" product tanker to the order of Sovcomflot JSC.

This is the 5th product tanker of the series of 6. The "**Theatre Bridge**" tanker is aimed for the transportation of the 5 cargo types including crude oil, oil products, vegetable oils and adipose. The tanker was laid down on May 4, 2005, launched on October 28, 2005.

VIETNAMESE YARD SETS SEAL ON US\$1BN DEAL

Vietnam's state-run shipbuilder Vietnam Shipbuilding Industry Corporation, Vinashin, has signed a US\$1bn contract for eight 4,500-vehicle ro-ro carriers from Israel's Ray Car Carriers. The ships will be built at Vinashin's Ha Long shipyard. The first ship is due to be delivered in September 2008, with the others following at six month intervals.

The deal is Vinashin's biggest ever, and follows a steady increase in major business from owners, with an annual increase in business of around 30% year-on-year. In two months, the company will begin building its first suezmax tanker in Dung Quat. Vinashin can build vessels up to 250,000 dwt and is aiming to top US\$1bn in earnings and 3m dwt by the end of the decade.

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In Japan the **FAIRMOUNT ALPINE** (left at the photo) was christened, she will be delivered by the yard Wednesday May 31st and depart directly for her first assigned starting out of Korea, at the photo also visible the 4th vessel of the series, named **FAIRMOUNT GLACIER** fitting out.

Photo : Leo Leusink – Fairmount Marine ©

Largest Cruise Ship Docks in N.Y. Harbor



The world's largest cruise ship is so immense that even its captain hasn't finished exploring Royal Caribbean's **Freedom of the Seas**.

The ship will dock at Bayonne, N.J., until May 18, when it leaves for Boston. - Photo: Jonathan Atkin ©

"I'm still discovering things," said Bill Wright, as he walked around the bridge where he sails the ship, while it was docked in Bayonne.

The newly built **Freedom of the Seas**, which arrived in New York Harbor from Southampton, Britain, on Wednesday, is 237

feet tall and 1,112 feet long with 15 passenger decks.

Standing upright on its bow, the 160,000-ton ship would be taller than the Eiffel tower. Built by Norwegian shipbuilder Aker Yards ASA, the ship cost \$800 million and can carry more than 4,000 passengers. The world's previous largest ship, the **Queen Mary 2**, can carry about 3,000 people and weighs 151,400 tons.

If you want to sail on the new ship, it won't be cheap.

Prices for seven-day voyages range from \$1,900 per couple for an interior room during the low season to nearly \$2,500 for the same-size cabin with a balcony during high season, said Cindy Dangel, an on-board sales manager.

A deluxe room that sleeps 14 and costs \$22,000 during peak season isn't available until 2008, she said.

A three-level dining room seats 2,140. There are more than 2,000 deck chairs and an ice-skating rink. The fitness center measures 9,700 square feet and includes a boxing ring. The spa provides luxuries from teeth whitening to massages and a 13th-floor deck offers a rock climbing wall and a big wave pool with simulated surfing.

Miami-based Royal Caribbean Cruises Ltd.'s newest liner will be docked in New York Harbor and Cape Liberty in Bayonne over the next few days before it leaves on May 18 for a trip to Boston.

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On Thursday, a crew from the "Today" show was setting up for a live broadcast on Friday. The ship's maiden voyage sailed from Hamburg, Germany, to Oslo, Norway, last month but it won't have paying passengers until it leaves from Miami for the western Caribbean next month.

Passengers will find a mall-like promenade, with shops, a pizza place and wine bar on the fifth deck that also includes a bridge used for small circus acts.

Also nearby is a party room called Pharaoh's Place, which is decorated with Egyptian-looking statues and columns painted in yellows, oranges, blues and greens. While the ship's New York area arrival is generating a big buzz, its grand scale might not appeal to everyone.

Bigger isn't always better, and a large ship can be overwhelming and impersonal, said Carolyn Spencer Brown, editor of cruise critic.com, a Web site devoted to cruise travel information.

"You're always thinking about what you should be doing next," she said. "Expect lines. Expect congestion." She said on a ship of this scale, passengers may be tempted to skip some of the ports.

"This ship, more than any other ship out there, represents the on-land resort experience. There's so much to do you really don't have to get off," she said.

Quintana Buys 17 Ships for \$735m

Quintana Maritime Ltd. said Friday it is buying 17 ships from a private Greek ship owner for about \$735 million. Quintana is financing the purchase with loans and \$191 million in cash proceeds from a private placement of roughly 2 million shares that closed Thursday. The fleet, purchased from Metrobulk, includes three Panamaxs and 14 Kamsarmax bulkers. The company said the purchase will boost cash flow per share in 2007 when all the ships have been delivered. The ships are on a long-term charter with Bunge SA, a unit of Bunge Ltd., the company said. Shares of Greece-based Quintana rose 10 cents to \$8.15 in morning trading on the Nasdaq.

BOURBON Releases 1Q Results

BOURBON's first quarter 2006 revenues totaled \$219m, an increase of 21.5% compared with the same period in 2005 (14.7 % at constant exchange rates). In its Offshore Division, BOURBON saw revenues of \$101m at the end of March 2006, up 32.9 % . The offshore oil and gas marine services recorded very strong growth, except in the North Sea. The Towage & Salvage Division reported revenue growth of 18.5% in the first quarter of 2006 against the backdrop of a strong market, particularly in the international segment. The Bulk Division recorded revenues of \$52.3m at March 31, 2006, down slightly as expected from the same period in 2005. This change was driven by the combination of two opposite trends over the period: an increase in the volume shipped, specially in the trade of coal and iron ore in Far East; and a slight decrease in freight rates despite a still favorable market. In an offshore oil and gas market that is still expected to be very strong in 2006, BOURBON plans to diversify its client portfolio in its traditional operating zones and should accelerate its growth in new zones (particularly Southeast Asia). In bulk shipping, revenues should continue to be influenced by market freight rates.

CSAV Norasia and Hapag-Lloyd Change Rotation

CSAV Norasia (6 ships) and Hapag-Lloyd (1) will add direct calls at Odessa (Ukraine) to the schedule of ABX, their joint Far East-East Med/Black Sea service.

Since the operation's launch in late 2004, vessel capacity has been increased and now 7 average 4,200 TEU units sail according to the following rotation: Port Kelang, Shanghai, Ningbo, Keelung, Shenzhen (Chiwan), Port Kelang, Jeddah, Port Said, Constanta, Odessa, Istanbul, Port Said, Colombo, back to Port Kelang.

FARSTAD SHIPPING ENJOYS GOOD FIRST QUARTER

Norway's offshore specialist Farstad Shipping saw first quarter operating profits this year of NOK 124.9m, up from NOK 101.4m in 2005. Post-tax profits jumped considerably from NOK 15.6m to NOK 102.9m for the same period. Income was up NOK 35m to NOK 417m.

The company's fleet of offshore supply and handling vessels is almost entirely contracted-out for 2006, with 88% of it signed up for the rest of the year, and 40% coverage for 2007. Of the company's fleet only the AHTS vessel Far Sovereign has traded the North Sea spot market during the quarter. The AHTS Far Scout returned to the North Sea mid-March after operation in Mauritania. The vessel has traded in the spot market after arrival in the North Sea. The fleet in the Far East/Australia and Brazil has been fully occupied during the period. Farstad said that demand for supply vessels in the North Sea during the 1st quarter was approximately 2% higher than for the 4th quarter in 2005, and 19% higher than in the 1st quarter 2005. "Except for January there has been good balance between supply and demand," it reported. "The available North Sea fleet has increased by 10% since the 1st quarter in 2005, the whole increase is in the PSV (platform supply vessel) fleet. During the 1st quarter the fleet increased by 7 vessels. The increase in activity has so far absorbed the growth in the fleet and both the PSV and the AHTS fleet have obtained good rates during the quarter. The average utilization ratio for the 1st quarter 2005 for the total North Sea tonnage was approx. 93%. The average for 4th quarter 2005 was 94% and 90% for the 1st quarter 2005. Also the markets outside the North Sea show steady improvement resulting in higher rate levels."

Order Placed with China for Tankers

Petroleos de Venezuela SA said it will buy 18 oil tankers from China for \$1.3b as South America's largest oil firm seeks to boost exports to Asia. Orders for the tankers were placed with China State Shipbuilding Corp., and China Shipbuilding Industry Corp., a Petroleos de Venezuela spokesman said. A timetable wasn't provided for deliveries.

Concordia Orders 2 Tankers

Concordia Maritime's and Brodosplit shipyard's boards have issued final approval of the newbuilding contract for vessels number seven and eight in Concordia Maritimes P-MAX-series. Estimated time for delivery is the 4th quarter 2009.

MOVEMENTS

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The **RIVER TYNE** seen moored in the Port of Antwerp
Photo : Pieter Dekker ©



The **JUMBO JAVELIN** seen going "stern first" up on the river Tyne enroute OTP Walker
Photo : Kevin Blair ©



The **ADVENTURE** seen arriving in Rotterdam-Europoort
Photo : Piet van der Hoeven ©

OLDIE – FROM THE SHOEBOX



The **NEDDRILL 2** seen anchored in Singapore March 9th , 1991
Photo : Paul Firt ©

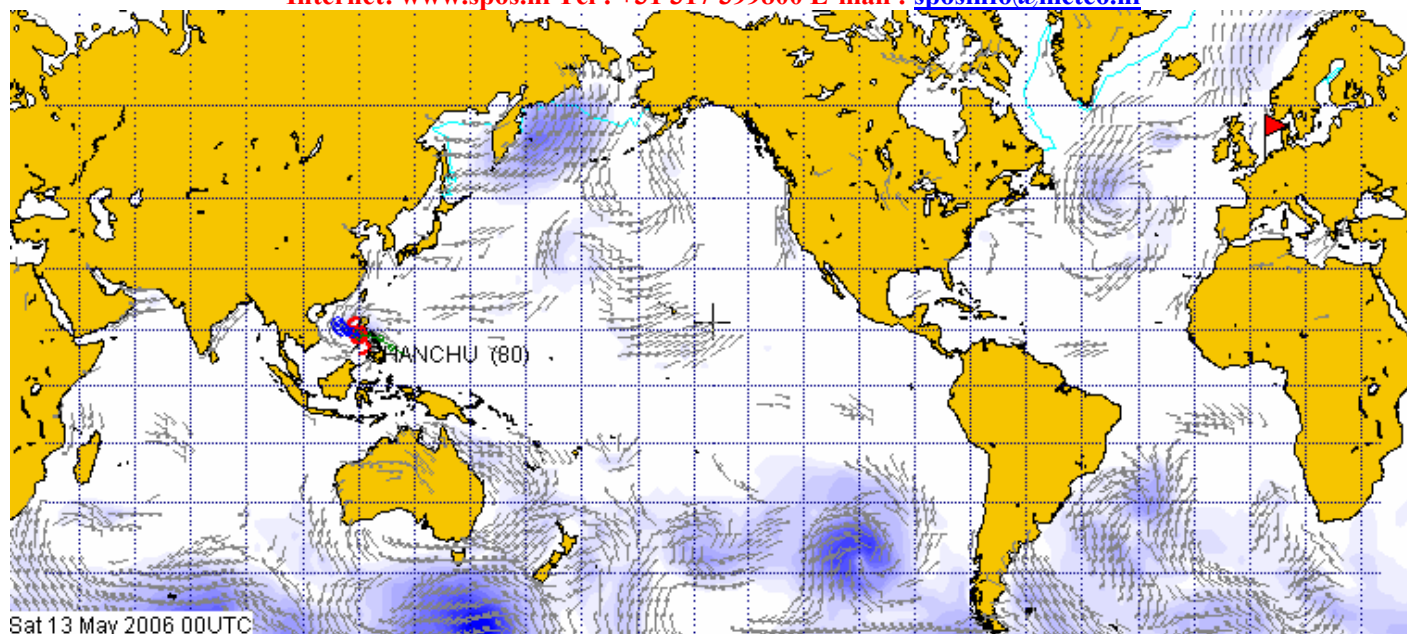
The **NEDDRILL 2** was built in 1963 at the Giessen yard in Krimpen aan de IJssel under yard number 810 as the **SCHOUWEN**, sailed under this name until 1982 when she was rebuilt into a drill ship and renamed **NEDDRILL 2** which name she kept until 1997 when the vessel became a part of the Noble fleet and was renamed in **NOBLE C.R.EASON** and in 1998 she got her present name **NOBLE ROGER EASON**, at present the 13490 Gross ton drillship is still going strong and operating in Brazilian waters.

MARINE WEATHER

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Sat 13 May 2006 00UTC

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

.... SPECIAL REPORT

Hafengeburtstag Hamburg.

by Nico J. Ouwehand ©



From 5th until 7th may the 817th "Hafengeburtstag" (anniversary of the birth of the port) in Hamburg was celebrated. It is tempting to compare this celebration with the **Worldharbourdays** at Rotterdam, to be held each year in the beginning of September. There are similarities, however, also great differences. In Rotterdam there is about 1 mile of quay available for the main activities. In Hamburg there are at least 3 miles, where the visitors can spend the day watching the vessels and being entertained at a fair. From the Baumwall subway station until far beyond the Landungsbrücke all kinds of vessels are moored. Most of the time they can be visited without charges. It starts with warships like a submarine, an oceangoing tug and a destroyer. Furthermore there are windjammers, tallships,

inland as well as coastal tugs, steam-tugs, firefighting ships, cranes and freighters like the **Cap San Diego**, a well

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preserved German piece of marine art from the sixties, which can be found at the Hamburg port almost every day of the year. "Almost", because this ship had just ended her regular upkeep at the Blohm & Vos and sailed under her own power to Wilhelmshaven en back to Hamburg.

For the real maritime enthusiasts the fair is something extra that is not absolutely necessary to pay a visit to. The possibilities for drinking beer and wine are numerous and German catering in anyway is everywhere. Booths with all kinds of attractions and loudspeakers at maximum volumes indicate that some Germans are eager to earn some extra money on an event like this. However, no doubt the fair gives a special atmosphere to the festivities.

During the three days of the celebration constantly ships are sailing up and down the river Elbe. Harbourtrips are organized and can start at four or five spots at the quays. The special event for towage enthusiasts is the so called "Schlepperballett". Five or six tugs of different companies, like **Bugsier, Fairplay** and **Petersen & Alpers**, were performing their skills on waltzes like "**An der schönen blauen Donau**". There is also a ballgame called "**Schlepperdribbeln**" during which the tugs are playing "football" with a floating ball, to be pushed in any direction by making heavy currents while moving their propellers. Old planes, like a Juncker with three propellers, were in the sky and showed their skillfulness.

I could not resist to compare these activities of German tugs with the "dances" performed by the Dutch tugs present at **ITS 2006** or the jubilee of the National Towage Museum in 2004. My conclusion is: **The Germans can do better**. Numerous spectators were at the quays, however, also at the many tugs lying at the southern banks of the river. After the ballet they all queued up in a row and sailed twice along the quays of the northern banks. It is said the during the three days of the event, somewhere between 2 and 3 million visitors spent their time in Hamburg. A fact is that already months before the event takes place almost no hotelrooms are available for those particular days.



"**Klasse**" is the German word for "**excellent**". This qualification was completely right and heard all over the town. A spectacular addition to the festivities was the arrival of **Queen Mary 2** late in the evening on Saturday. Because of problems with one of her propellers she had to be docked in dock 17 at the Blohm & Voss yard. The many harbourlights together with the illumination of the large oceanliner gave a magnificent combination of maritime atmosphere that will be remembered for a long time to come.

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