

## DAILY SHIPPING NEWSLETTER 2002 - 028



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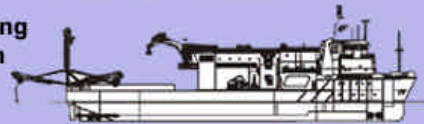
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**Operation  
Enduring Freedom**



A Sailor hoists the "Navy Jack" aboard the Salt Lake City in memory of the September 11 attacks on America.

Under direction of the Secretary of the Navy, Gordon R. England, all U.S. Navy ships will fly the "Navy Jack" in place of the "Union Jack" for the duration of the war on terrorism. The "Navy Jack" is a flag consisting of a rattlesnake superimposed across thirteen horizontal alternating red and white stripes, with the motto, "Don't Tread on Me."

## **EVENTS, INCIDENTS & OPERATIONS**

### **Anti-nuclear activists set sail to intercept British ships**

Irish anti-nuclear activists led by Greenpeace's flagship, the Rainbow Warrior, left port yesterday to intercept two armed British vessels carrying a cargo of rejected nuclear fuel toward the Irish Sea.

The protesters, aboard about 10 vessels, said they wouldn't try to board or block the two ships operated by British Nuclear Fuels Ltd, which runs the Sellafield nuclear reprocessing plant on England's north-west coast. BNFL said the two ships would stay away from Irish waters, which extend 19km off the coast.

All major Irish parties for decades have appealed for Britain to shut Sellafield, one of the world's few facilities for recycling nuclear waste, about 250km north-east of Dublin.

Scientists agree that radiation levels are low in the Irish Sea between Britain and Ireland. But since the terrorist attacks in the United States on September 11, 2001, politicians here have increasingly worried that Sellafield or its nuclear shipments could become a target.

Anti-nuclear sentiment has been flaring in Ireland in the buildup to the expected arrival within the next week of the two British Nuclear Fuels ships, which are carrying about five tonnes of fuel pellets made from reclaimed uranium and plutonium. A Japanese nuclear plant rejected the pellets and ordered them shipped back to Britain after BNFL admitted its Sellafield staff fabricated safety checks on their 1999 production.



Greenpeace campaigner Shaun Birnie said their protest would gather more anti-nuclear vessels from Wales and Scotland before trying to locate the two ships, the Pacific Pintail and Pacific Teal, possibly as soon as Sunday. As of today the two BNFL ships were still sailing north off the Portuguese island of Madeira.

Birnie said protesters from England, Ireland, Scotland and Wales would demonstrate a "united voice from all the nations of the Irish Sea that this should be the last plutonium transport by BNFL."

The Greenpeace-led mission received backing from Prime Minister Bertie Ahern, who visited the Rainbow Warrior on Wednesday, and the largest opposition party, Fine Gael.

"I stand by my assertion that if Sellafield were hit by terrorists, then death would be the least we had to fear," Fine Gael leader Enda Kenny said today aboard the Rainbow Warrior before it departed Dublin's River Liffey for the Irish Sea. He also visited the ship last week.

Referring to the 1986 Chernobyl disaster in the former Soviet Union, he said Irish people were determined "to see that Ireland doesn't become another Belarus, and that our children don't become the new Chernobyl children."

Ahern's government has already ordered the tiny Irish navy and air corps to monitor the Pacific Pintail and the Pacific Teal to ensure neither sinks or is seized by terrorists.

## NYK swoops to save Ceres Terminals

NIPPON Yusen Kaisha has ridden in as white knight to buy out the entire operations of Ceres Terminals and rescue the struggling operator of the Paragon Container Terminal in Amsterdam.

The binding agreement has an end October project conclusion, but no terms were disclosed.

The most visible of the 2.5m teu a year operations is the Ceres Amsterdam Marine Terminals B.V. where it is the developer of the Paragon Container Terminal. The new indented terminal was built at a cost of some \$180m to allow unloading and loading of mega container ships from both sides.

After opening in January it had yet to win any business, forcing owner Christos Kritikos to reassure Amsterdam taxpayers about the company's ability to pay its first lease payments, which amounted to around E 1.4m (\$1.21m) a quarter

The Athens-born New Yorker owed the payments to Gemeente Amsterdam, the municipal council, which pumped E 130m into the venture. He acknowledged that it was probably the "worst time in container history" to set up a terminal as money-losing container lines were not lured by a money-back guarantee for moves of 250 containers per hour.

Ceres Terminals, with annual revenues in excess of \$150m, was founded in 1958 by Mr Kritikos and currently provides stevedoring and terminal operating services in Halifax, Baltimore, Norfolk, Charleston, Savannah, New Orleans, Houston, Chicago, Cleveland, Duluth, plus a joint venture in Montreal

## ANGLIAN PRINCESS



Herewith the latest new pictures of the [Anglian Princess](#) during a visit of the vessel to the Port of Lowestoft Thursday



Photo's : Richard Janssen © – SMIT Salvage





The **Anglian Princess** will sail this coming Monday to Dover.

## **CASUALTY REPORTING**

### **Smit Salvage reports Jolly Rubino oil slick**



**SMIT Salvage** has reported that an observation flight over the *Jolly Rubino* has reported oil leaking from the grounded vessel. A light 10m wide slick parallel to the coast approximately 100m from the beach moving northwards was reported.

The slick begins to dissipate approximately 1 mile from the ship and is broken up at a

distance of three miles about 50 metres off the beach this morning.

A repeat flight is due to take place this afternoon to monitor the situation and clean-up vessel *Kuswag I* remains in the vicinity according to the Department of Environmental Affairs & Tourism which is co-ordinating oil spill response plans.

The Smit Salvage team flew by helicopter to the grounded ship early this morning in an attempt to evaluate her present condition.

The vessel is carrying approximately 1,100 tonnes of fuel oil and 225 tonnes of gas oil and is



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badly damaged as a result of the fire, numerous explosions and the grounding.

The on-board fire is smouldering, causing large plumes of steam to rise. This morning, temperatures on deck in excess of 300 deg C were reported as measured by remote sensing equipment.

The priority of the salvage remains to safely land a team on board and to commence with fire-fighting operations. Once the fire is under control, a full inspection of the vessel will be undertaken and a plan for the removal of on-board fuel implemented.



The salvage tug *Wolraad Woltemade* arrived on site in the early hours of this morning.

All pictures : SMIT Salvage

## SHIPYARD NEWS

### KEPPEL ENTERS MIDDLE EAST OFFSHORE MARKET

Keppel Corporation Limited has successfully penetrated the Middle East offshore market as a result of the integration of its offshore and marine businesses under its wholly owned subsidiary Keppel Offshore & Marine.

For the first time, Keppel O&M's shipyard, Arab Heavy Industries PJSC in Ajman, UAE, carried out the repair of a jackup drilling rig, the Ekhab, and completed it successfully to the satisfaction of its owner.

Amid stiff competition, AHI won the repair job on the Ekhab, which was working in the Persian Gulf for its owner, FEMCO. From Singapore, Keppel FELS supported and worked with AHI on the execution of the repair job for the rig.

"This is one of the fruits of our offshore and marine integration which allows us to immediately share and transfer our expertise among our shipyards around the world. "The bundling of services enhances the capabilities of each of our yards to offer a fuller range of cost-effective and value-added products and services to our customers right at their doorstep," said Mr. Tong Chong Heong, Managing Director and Chief Operating Officer of Keppel O&M.

"With the completion of the Ekhab project, AHI has gained a foothold in the rig repair market in the Middle East. I am confident that going forward, it will be able to take on more of such projects," he added.

Already in the bag is another contract for a major repair on Foresight Driller V. AHI expects to complete the repairs and deliver her by October 2002.

Both Ekhab and Foresight Driller V were constructed by Keppel FELS in 1984 and 1980 respectively.

AHI, jointly owned by Keppel, the Ajman Government and the Al Futtaim Group, boasts of a new 250m Al Zora wharf, which was constructed specifically for jackup rigs, with adequate facilities and substantial adjacent lay down areas which are essential for major rig upgrades and repairs.

## **ROUTE, PORTS & SERVICES**

### **Container arm drags P&O into 44m loss at half time**

**Good performance from core businesses of ports, logistics, ferries**



(SINGAPORE) UK-based shipping and transport giant P&O announced yesterday a first-half loss of 44 million (S\$118.8 million), compared with a 90 million profit over the same period last year, dragged down by its half interest in P&O Nedlloyd.

While the Peninsular & Oriental Steam Navigation Co (P&O) said its core businesses of ports, logistics and ferries performed well, a reduced contribution from its property division and the major downturn in container shipping drove the company's bottom line firmly into the red.

'The weakness in container shipping rates has been a major disappointment,' said P&O's chairman Lord Sterling. 'P&O Nedlloyd is a fine international company but there has to be further industry consolidation. Elsewhere we are making good progress, albeit in a nervous environment.'

The group has repeatedly stated its interest in getting out of container shipping, with the point once again reiterated in its financial statement where it said: 'P&O remains committed to taking capital out of P&O Nedlloyd and to achieving further consolidation and cost savings.'

'Although current market conditions are not conducive to divestment transactions, we are continuing to work on several strategic possibilities,' it said without elaborating.

The much talked about rumour of some form of merger between Singapore shipping line Neptune Orient Lines (NOL) and P&O Nedlloyd resurfaced last week at NOL's results briefing. NOL chief executive Flemming Jacobs said that while no such deal was currently in the works, 'we have all along looked at who would fit us the best, and it is recognised by many, and not just ourselves that they (P&O) would be a good match'.

The P&O group's half share in P&O Nedlloyd amounted to an operating loss of 47.9 million for the period, compared with last year's first half 23.8 million profit.

In a by now familiar industry scenario, the liner company's total volumes increased nearly 11 per cent to 1.7 million TEU (20-ft containers) compared to an increase in slot capacity of 9 per cent.

But a decline in average freight rates of nearly 15 per cent year-on-year, 'due to uncertainties in world trade growth exacerbated by the introduction of more new ships into the industry', sunk the liner's hopes of any profit in the period.

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A bright spot for the group is its core ports business, which although posting a marginal dip in operating profit from 52.9 million in the first half 2001 to 51.2 million this year, is continuing to expand rapidly supported by strong growth in Asia, it said.

The decline in profit was largely a result of the economic crisis in Argentina and other cost pressures like insurance, it said.

Throughput for the first six months rose 19 per cent over the same period last year to 5.6 million TEUs. This included an organic growth of 12 per cent driven by strong cargo flows in Asia, which was 'comfortably ahead of estimates of underlying growth in the industry', it said.

'Our established container terminals achieved a good increase in profit while our newer terminals expanded strongly.'

In China, P&O has a 25 per cent stake in phase one of Shekou Container Terminal, one of three ports in the rapidly growing Shenzhen region of Southern China opposite Hong Kong and a 51 per cent stake in the recently announced phase two terminal.

Throughput at Shenzhen's Shekou, Chiwan and Yantian ports jumped 50 per cent in the first half to 3.23 million TEUs while its full year volume is expected to rise 20 per cent over last year to 6 million TEU.

The group also singled out its Indian terminal at Chennai, where service levels have been dramatically improved and ship-waiting times, previously as long as 12 days, have been largely eliminated.

## AP Moller to buy Torm Lines

THE AP Moller Group, including Safmarine, has agreed to purchase Torm Lines from A/S Dampskibsselskabet Torm. The agreement was signed in Denmark on September 9 and will take effect on September 16.



Safmarine.

Torm Lines is an operator of container and break bulk services from the US Gulf and east coast of America to the west coast of Africa. It currently operates four multipurpose vessels on a direct transatlantic service and a further four vessels on a feeder service along the coast of Africa.

Employees working with Torm Lines in Denmark, the US and West Africa will be offered jobs within Maersk Sealand and

Commenting on the announcement, Vagn Lehd Moller, executive vice president of AP Moller, said: "The acquisition of Torm Lines' US/West Africa service provides us with a number of new opportunities to improve coverage within the container segment and as a strong provider of regular coverage of the break bulk market in this trade.

"We believe this offers interesting growth



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opportunities and service improvements to the benefit of our customers."

Klaus Kjaerulff, managing director of A/S Dampskibsselskabet Torm, said: "Torm Lines has a strong position in the US/West African market and we are proud of its achievements. However, the focus of our group has now gravitated towards our activities in the product tanker and dry bulk sectors."

EC Hambro Rabben & Partners Limited acted as corporate finance advisor to A/S Dampskibsselskabet Torm in this transaction.

### Crescent in first orders for 13 years

The order, accompanied by a series of options, follows the acquisition by Crescent this week of the Camilla, a 1,880 dwt 1998-built high specification product tanker.

The newbuildings, contracted by Crescent Tankships, are the British group's first orders since 1989.

Rob Bennett, managing director of Crescent Tankships, said the "high intensity" clean products market in Europe would become "even more demanding".

He added: "With the backing of the Clipper Group, we are moving to ensure we have the right vessels to meet the future high expectations of charterers in these trades."

For delivery in fourth quarter of next year, the two newbuildings will be Lloyd's Register class and British flag.

They will have twin engines, twin screws, twin rudders and a high degree of operational redundancy in addition to being double skinned throughout their length.

Crescent said all tanks would have high quality coatings to reduce clingage and increase the speed of cleaning and would have individual deep well pumps to improve flexibility and reduce stripping residues.

Special attention had also been given to vapour emission reduction.

The Camilla is ice-strengthened, double hull and has twin engines and twin rudders.

The vessel is of a low draft, high capacity design, developed and built in Finland.

Crescent said the Camilla would be "substantially upgraded" and enter service next month.

Based in Southampton, Crescent has an annual turnover of £20m (\$31.3m).

It disclosed in July that it had agreed to a full take-over by its 50% joint partner Clipper in an attempt to secure investment in its coastal tanker and freight ferry businesses.

### Loonoffer redt Seabrex van faillissement

**Rotterdam** - De werknemers van het noodlijdende havenbedrijf Seabrex leveren drieëneenhalf procent loon in. Ook krijgen ze de overuren in het hoogseizoen deels in geld en deels in vrije tijd uitbetaald. De meerderheid van het personeel is gisteren met deze voorstellen akkoord gegaan. Daarmee is een faillissement van het Rotterdamse fruitoverslagbedrijf overgewaaid en zijn veertig gedwongen ontslagen van de baan.



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Er is enkele maanden onderhandeld om tot deze oplossing te komen. Het fruitbedrijf in de Merwehaven, waar 275 mensen werken, verkeert al sinds 2000 in problemen. Vooral de grote verschillen tussen hoog- en laagseizoen hebben tot de financiële problemen geleid.

Dit jaar had het bedrijf ook te kampen met mislukte fruitoogsten en van 15 oktober tot eind januari komt er nog nauwelijks fruit van buiten Europa binnen vanwege de hoge accijnzen. De Europese Unie wil zo de eigen fruitboeren bevoordelen.

Overleg met het ministerie van Sociale Zaken en Werkgelegenheid over tijdelijke werktijdverkorting, leverde tot teleurstelling van FNV-bestuurder D. Murks niets op. „We voldeden niet helemaal aan de regels van het ministerie,” zegt hij.

„Dat was een zware tegenvaller, want het is een vrij unieke terminal waaraan ook andere banen, zoals die van vrachtwagenchauffeurs, zijn gekoppeld. Maar dat was niet zwaarwegend genoeg. We hopen nu met deze maatregelen boven de nullijn uit te komen.”

## NAVY NEWS

### NAVO-eskader voor tweede maal onder Nederlands bevel



Commandeur Henri Philippe Wirth heeft 13 september het commando over "Standing Naval Force Mediterranean" (STANAVFORMED) overgenomen van de Britse commandeur Angus Sommerville. De ceremonie, in het bijzijn van onder anderen secretaris-generaal Dirk Barth en bevelhebber der zeestrijdkrachten vice-admiraal van Duyvendijk, vond plaats in de Turkse havenstad Aksaz. Wirth voert nu vanaf het luchtverdedigingsfregat Hr. Ms. Witte de With het commando over het permanente

**vlootverband voor de Middellandse Zee.**

STANAVFORMED opereert sedert oktober 2001 in het kader van de internationale strijd tegen het terrorisme in het oostelijk deel van de Middellandse Zee. Hr. Ms. Witte de With maakte eerder van januari tot april van dit jaar deel uit van het vlootverband. Op 29 augustus vertrok het schip vanuit Den Helder weer naar het oostelijk deel van de Middellandse Zee. Inmiddels zijn dit jaar in totaal 17.000 schepen ondervraagd over het doel van de reis, de haven van waaruit men vertrokken is en de eventuele lading. Van de aanwezigheid van STANAVFORMED in het gebied gaat een preventieve werking uit. De eenheid bestaat momenteel uit acht schepen maar kan worden uitgebreid tot een nader te bepalen aantal. Het maximum tot nu toe was zestien schepen.

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Commandeur Wirth is sinds de oprichting van STANAVFORMED in 1992 de tweede Nederlandse commandant. De eerste was commandeur Van der Lugt, hij nam in 1994 voor het eerst als Nederlandse commandant gedurende een jaar het commando van het vlootverband op zich. Commandeur Wirth zei na afloop van de ceremonie dat hij goed leiderschap beloofde en trots was dat hij als tweede Nederlander het commando kreeg over "Standing Naval Force Mediterranean



**USS Harpers Ferry (LSD 49)** arrives in her new homeport of Sasebo, Japan. This homeport change between Harpers Ferry and USS Germantown (LSD 42) marks the first visit of Harpers Ferry to Japan. The primary mission of the amphibious dock landing ship is to dock, transport, and launch Navy Landing Craft Air Cushion (LCAC) vessels and other amphibious craft and vehicles with crews of Sailors and Marines to conduct amphibious operations. The ship also has the capability to act as a primary control ship during an amphibious assault

## MOVEMENTS

### ZONGRHEN 3

Referring to the newsletter of yesterday the ETA of the DE YI / ZONGRHEN 3 is Saturday September 14<sup>th</sup> at 05:00 hrs at the Maaspilot Station bound for the Waalhaven.

## **AIRCRAFT / AIRPORT NEWS**



**SAN JUAN, Puerto Rico**  
— U.S. Navy search teams found the wreckage of a military plane that crashed into the Caribbean Sea off Puerto Rico, and all three servicemen on board were believed dead, the Navy said Thursday.

Searchers spotted the wreckage at dusk Wednesday some 25 miles southeast of Puerto Rico, said Cmdr. Ernest Duplessis, a spokesman for

the U.S. Second Fleet in Norfolk, Va.

Human remains were found amid the wreckage. Navy ships and helicopters continued to search Thursday for additional remains and wreckage.

The military lost radio contact with the Navy S-3B Viking jet about 9:30 p.m. Tuesday during an in-flight refueling exercise off the island of Vieques.

The \$27 million plane, used for in-flight refueling and sea surveillance, had taken off from the USS Harry Truman aircraft carrier off the U.S. territory's east coast.

It was in the air for about an hour before it disappeared, Duplessis said.

The cause of the crash was under investigation, the Navy said. No severe weather was reported in the area, the weather service said.

The servicemen on the plane were identified as pilot Lt. J.G. Thomas McCombie, 25, of State College, Pa.; Lt. Cmdr. Jeffrey Gray, 40, of Mound, Minn.; and Lt. Cmdr. Michael Chalfant, 36, of Jacksonville, Fla.

The plane went down during exercises at the Navy's bombing range on Vieques. The training continued Thursday.

On Aug. 7, an Air Force MC-130H transport plane crashed during a training mission in Puerto Rico. All 10 U.S. military personnel on board died.

.... **PHOTO OF THE DAY** ....



**A Maersk Supplier in action with giant waves**

[Photo received via Bram Belder](#)