

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Monday 04-02-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

INTEC Engineering acquires Fuel Subsea Engineering

SMIT Land and Marine Engineering Ltd., a UK subsidiary of SMIT International, and INTEC Engineering (UK) Ltd. announced completion of an agreement whereby INTEC has acquired Fuel Subsea Engineering, headquartered in Woking, Surrey. Financial terms of the transaction were not disclosed.

Fuel is a recognized expert in the development and implementation of diverless subsea connection systems, and general subsea engineering consultancy. INTEC Engineering (UK) Ltd. is part of the INTEC group of companies headquartered in Houston, Texas, which is a leading engineering and project management organization serving the international oil and gas industry. INTEC's technical disciplines include marine pipelines and terminals, subsea production, floating production and onshore/offshore facilities.

Smit International is a maritime service provider with the world's seas and harbours as its field of operation. The company specialises in harbour towage, terminal assistance, salvage and transport & heavy lift. The sale of Fuel is part of the renewed strategy SMIT formulated in August 2001. In this new strategy the withdrawal of Smit from the oil and gas market is stated.

The acquisition provides INTEC with an opportunity to accelerate its growth in the UK market where, after the combination, it now has more than 80 staff working on several deepwater development projects. "Fuel's established market position and range of services complement INTEC's current activities and will further enable our combined organization to play a major role in the development of offshore oil and gas reserves by our Clients", said Willem Timmermans, INTEC's President.

Peter Roberts, Managing Director of INTEC in the UK explained that INTEC's UK engineering and project management operations will relocate to Woking and be combined with Fuel's. The combined organisation will operate under the INTEC banner.

INTEC is a member of the Heerema Group comprising leaders in the Engineering, Offshore Installation, Fabrication and Heavy Marine Transport markets of the offshore oil and gas industry.

RAF battles storm and low fuel to save lives of 18 fishermen



AN RAF crew operating at the extreme limit of their helicopter's range yesterday pulled off a dramatic rescue of 18 crew aboard a Spanish fishing boat stranded in 30 foot high seas off the Scottish coast.

The rescuers had only minutes to spare to get all the men off Le Perrain which had got into difficulties in gale force winds, 250 miles off the Outer Hebrides.

The boat's French skipper was still missing last night and is believed to have been washed overboard on Friday. He was later

named as Yannick Jeog, from Brittany.

Le Perrain got into difficulties on Friday night but the RAF Nimrod crew stationed above them lost contact overnight. At first light yesterday a Sea King helicopter from RAF Lossiemouth was sent out to rescue the crew.

Working at the extreme edge of his aircraft's range, co-pilot Flight Lt Rob Green, 28, said he had to keep a constant eye on the fuel gauge during the rescue to ensure there was enough fuel left to get his crew back to Stornoway safely.

"Had the fuel gone down any further we would have had to leave someone behind - and none of us wanted to do that in those seas. Had there been any problems with the winching operation, we definitely would not have had enough fuel.

"But it went like clockwork, very fast and efficient. These were some of the worst seas I have performed a rescue in, and I was glad to do it in daylight."

Waves of 30 feet sent the crippled trawler hurtling up and down towards the hovering Sea King. Pilot Captain Tony Gear, 46, said at one stage he found himself staring into the eyes of winchman, John Carrigan, 33, who was standing on the deck of the ship.

"It was very testing," he said. "I could see the boat pitching in the waves, with John on the deck getting the men off.

"I was trying to keep the Sea King at 70 feet, but often the sea would catch me out and a wave would send the boat straight at my face. At one stage I was level with the deck where John was, then the next second he shot away below as the ship crashed down the back of another wave.

"Everyone did a fantastic job, it was very slick, technically perfect operation, but the biggest I have undertaken."

Winchman John Carrigan stayed on the deck of the stricken trawler and hooked two crewmen up at a time to the strap lowered from the Sea King. As the last two men were lifted, he lashed himself to the hoist.

Winch operator, Sqdn Ldr John Ardley, 54 - a veteran of hundreds of air-sea rescues - said the equipment groaned with the weight of the men.

"We had little time left, so John saved time by coming up with the last two," he said. "It saved us about four minutes, a lot when we still had 260 miles to fly before we could be safe."

With the 18 trawlermen and four crew on board, the Sea King was at maximum carrying capacity. But a tail-wind saved gallons of precious fuel on the trip back.

RAF Kinloss spokesman Michael Mulford said: "It was an epic rescue and the helicopter crew had to work at a high rate of knots to get the men off the boat."

None of the rescued crew needed hospital treatment.

The rescue was one of a series that took place around the British coast yesterday as the country was battered by heavy wind and rain.

Off the coast of Cornwall, the 16-strong Russian crew of a cargo vessel also had to be rescued by an

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RAF crew yesterday after the ship's condition deteriorated in heavy seas. The crew of the Maltese-registered **Kodima** were airlifted to safety from the 6,000 tonne vessel, which was carrying timber. In South Wales, a fisherman had to be rescued by lifeboat after he was washed off a stone pier at Porthcawl. The man, believed to be from the Swansea area, was in a critical condition last night.

In Brighton, coastguards called off the search for a man swept out to sea from one of the town's piers. The man, who has not been identified, was seen clinging to girders underneath Brighton Pier but was dragged out to sea by ferocious waves.

Meanwhile, high rainfall also brought severe flooding to parts of the country. In Edinburgh, The Scottish Rugby Union was forced to close some car parks at Murrayfield before yesterday's opening Lloyds TSB Six Nations Championship match against England because of bad weather. In York the river Ouse burst its banks and flooded riverside homes.

Flood warnings were also issued on parts of the River Earn, south of Perth and the Teviot Water in the Borders.

On Monday and Tuesday, storm-force winds of more than 100mph claimed eight lives and caused millions of pounds of damage when they hit parts of Scotland and northern England.

Meteorologists said last night that the wet weather would continue in Southern Scotland today while the north west of Scotland could expect sunny spells and showers.

MOL unveils new look with Ingenuity



MOL Ingenuity has emerged bright and shiny from the CSBC drydock in Kaohsiung. The product of a corporate rebranding campaign, she is the ship formerly known as Danube, writes Matthew Flynn.

"MOL is simplifying and standardising the corporate identity throughout the organisation to build brand equity worldwide," said the Japanese carrier, which has been encouraged the trade press to use the MOL name rather than the Mitsui OSK Lines label.

As part of this strategy, MOL has recently changed the name of its North American

subsidiary to MOL (America) Inc and has brought several logistics subsidiaries under the umbrella of MOL Logistics. The Danube was launched on MOL's Europe/Far East service in March 1992.

The 3,700 teu ship operates on the Atlantic Pacific Express (APX) service calling at Rotterdam, Felixstowe, Le Havre, New York, Norfolk, Charleston and Oakland.

Union snijdt diep in organisatie



- TERNEUZEN - De Unie van Redding- en Sleepdienst (Union) in Antwerpen heeft het sleep- en bergingswerk op de Westerschelde ingrijpend gereorganiseerd. Het is de tweede ingreep in nauwelijks twee jaar tijd.

■ Bij Union in Terneuzen zijn op de sleepboten twintig banen geschrapt en op het kantoor van Union Nederland (het vroegere Willem Muller) vertrekken in elk geval vier mensen. Drie anderen worden

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overgeplaatst naar de vestiging op het sluisencomplex. Het kantoor van Union Nederland aan het Oostelijk Bolwerk gaat dicht.

De Uniondirectie heeft nieuwe collectieve arbeidsovereenkomsten voor het varende personeel afgesloten met de Nederlandse en Belgische vakbonden. Dat gebeurde na uiterst moeizame en langdurige onderhandelingen. Uniondirecteur D. Mertens gisteren: „We hebben veelvuldig overleg gepleegd met zowel de bonden als onze mensen. Uiteindelijk hebben die zich in een referendum akkoord verklaard met de aanpassingen. Vast staat dat de medewerkers er in koopkracht niet op achteruit gaan, dat ze wél langer aan boord verblijven, maar dat die extra tijd niet wordt vergoed. Ik besef dat het personeel daarmee grote moeite had, omdat er nauwelijks twee jaar geleden ook al flink moest worden ingeleverd.`` De CAO voor de Nederlandse en die voor de Belgische tak zijn nu zoveel mogelijk gestroomlijnd.



Volgens Mertens was de reorganisatie bittere noodzaak. Vorig jaar werd alleen al door de sleepdiensten op de Westerschelde (Zeebrugge, Vlissingen, Terneuzen, Gent) ruim twee miljoen euro verlies geleden. „De sleepvaartsector maakt al jaren uiterst moeilijke tijden door. De concurrentie stijgt onrustbarend, de tarieven dalen, terwijl alle mogelijke kostenposten stijgen. Het aantal scheepvaartbewegingen in de Scheldehavens daalt al geruime tijd en de verwachting is dat die ontwikkeling zich de komende jaren zal doorzetten, ook al omdat er geen nieuwe, grote trafieken worden verwacht.``

Na de reorganisatie van twee jaar geleden sneed de directie vorig jaar ook fors in de activiteiten in Antwerpen zelf. Daar gingen verschillende bijkantoren dicht en moest een kwart van de veertig medewerkers op de werf vertrekken. Ook de staf werd ingekrompen. Union België biedt voortaan werk aan 280 mensen, Union Nederland aan 35, de vijf zeegaande sleepers **President Hubert, Fighter, Boxer, Alfons Letzer** en de **Banckert** tellen samen 80 vaste bemanningsleden en bij het sterk verzelfstandigde bergingsbedrijf Van den Akker in Vlissingen werken 30 mensen.

Union is voor 51 procent eigendom van Bofort, een volle dochter van de internationale investeringsgroep Gevaert; 49 procent van de aandelen is in handen van Smit Internationale bv in Rotterdam.

Naar verluidt zou de internationale rederij Maersk belangstelling hebben voor het Antwerpse sleep- en bergingsbedrijf, maar de Uniondirectie gaat daar niet op in. Directeur Mertens: „Het feit dat we reorganiseren wil zeker niet zeggen dat we investeringen op de lange baan schuiven of zelfs schrappen. Integendeel. We hebben bijvoorbeeld 10 miljoen euro geïnvesteerd in twee supersleepboten voor assistentie aan containerschepen in Antwerpen en er loopt ook een investering van 32 miljoen euro in een zogenoemd anchor handlingschip voor het grote werk buitengaats.``

Daarnaast heeft het sleep- en bergingsbedrijf de afgelopen jaren enorm moeten investeren in de opleiding van de bemanningen. Union heeft inmiddels ook een `technisch samenwerkingsverband` met Multiship in Terneuzen gesloten. Bij tal van activiteiten worden gezamenlijk sleepboten ingezet.

CASUALTY REPORTING

KODIMA

KODIMA went ashore on Tiegantze Range, Whitsand Bay, Cornwall Saturday about 7:10 PM. The ship is in no immediate danger of breaking-up and there are no signs of oil. KODIMA contains 450 tonnes of fuel oil, 55 tonnes of Diesel oil, and 10 tonnes of lube oil. Three tugs and a helicopter tried all day to attach a line without success

ROUTE, PORTS & SERVICES

Costa sells Riviera for scrap



THE 30,361 GT cruise ship **Costa Riviera** has been sold to US-based cash buyer Global Marketing Systems (GMS) and will arrive at Alang at the end of February for scrapping. Costa would not officially confirm the sale, but GMS India confirmed to Fairplay that \$2M had been paid. The vessel is currently moored in

Genoa, after making its last cruise from Savona late last year. Completed in 1963 as the **Guglielmo Marconi** at Cantieri Riuniti dell'Adriatico, Monfalcone (now Fincantieri), the ship was acquired by Costa Crociere in 1985. Age eventually brought problems and it was considered unable to meet Costa's standards. When a December 2000 cruise on the Riviera was cancelled following technical failures, Costa claimed it was the first time in its history that a cruise tour had been aborted. The vessel will be the first cruise ship of its size to be beached at Alang for demolition.

Bugsier forced to diversify



BUGSIER, the German tug operator that has been hit hard by competition from Dutch competitors in Hamburg and Bremerhaven, has diversified into the mooring sector. Mooring in Bremerhaven was previously the exclusive preserve of a company called Festma. The newly established venture will concentrate on mooring and gangway services at the port's container terminal. It will not serve car carriers, which have to proceed to inner harbours a considerable distance away. Bugsier will be able to negotiate long-term contracts with a number of operators, the largest being Maersk Sealand. The company has also taken over technical maintenance

of the Weser river ferries connecting Bremerhaven with Blexen.

Singapore Port not the largest

Has Rotterdam regained its position as the largest harbour in the world from Singapore, which was in the lead for the past two years? The 2001 figures released by the two ports would seem to show that. Rotterdam has fallen from 322 million tonnes in 2000 to 315 million tonnes last year, Singapore from 326 to 313 million tonnes.

According to the Rotterdam Municipal Port Authority, Singapore has never been larger than Rotterdam. The Port Authority pointed out that Singapore uses a different methodology to measure its transshipment volumes. Both calculate in tonnes, but in Rotterdam and all other European ports, metric tonnes, or actual weight, are used and in Singapore, and some other Asian ports, freight tonnes are used.

The freight tonne was traditionally used by shippers to calculate the tariffs for conventional cargoes. Either the weight or volume can be used as the determining factor, "whichever is the highest". A cargo weighing a tonne with a volume of five cubic metres is calculated as five tonnes. But a tonne with a volume of only half a cubic metre also counts as a tonne, and not a half tonne. Singapore still bases its harbour fees and its handling figures on this measurement.

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Bulk goods are usually expressed in metric tonnes, mixed cargo, with its diverse volume to weight ratios, is expressed in freight tonnes. As Rotterdam is more of a bulk goods port and Singapore more of a mixed cargo and container port, the numbers look healthier for Singapore than for Rotterdam. What would Singapore's results be if the European calculation methods were used? According to the Port Authority, this calculation can be made by multiplying the figure by 0.75. Singapore would then come out at 240 million tonnes, considerably less than Rotterdam. Neither port made its methods of calculation known when releasing the results.

NAVY NEWS

Navy gas leak



SEVEN sailors have been evacuated from a naval ship after inhaling toxic fumes during a routine exercise off the NSW south coast. A 28-year-old man was in a serious condition and had to be airlifted by Westpac LifeSaver helicopter to Sydney's Prince of Wales Hospital.

Left : HMAS Melbourne

Six other crew members were treated at Jervis Bay, where the ship had been anchored for repairs.

A Royal Australian Navy spokeswoman said all seven personnel were listed in a stable condition after being exposed to "a low level of a toxic gas".

An investigation is underway into the accident which happened shortly after 9am (AEDT).

"**HMAS Melbourne** has been in a period of maintenance of late and it's been simply a routine exercise the sailors were taking part in when it happened," the spokeswoman said.

"A precautionary evacuation was conducted for the seven sailors in Jervis Bay from HMAS Melbourne to the naval base HMAS Creswell by boat, and then by helicopter and ambulances to medical facilities ashore. "All Royal Australian Navy ships regularly conduct drills to combat suspected toxic hazards, so the crew was well prepared for emergency responses."

Westpac LifeSaver rescuers said the sailors had been exposed to hydrogen sulphide, better known as rotten egg gas. "[It] is very foul smelling and very quickly paralyses the sense of smell and can go on to overcome the victim and eventually cause death," a statement from the helicopter rescue service said. "The LifeSaver medical team examined all seven patients."

Five sailors were held at HMAS Creswell for observation and one other was sent to a local hospital at Jervis Bay. A navy spokesman tonight said five sailors had returned to HMAS Melbourne and a sixth crew member admitted to Shoalhaven Hospital had been discharged and was headed back to ship. The man airlifted to Sydney had been transferred to Balmoral Naval Hospital for observation, she said.

U.S. Sailor Lost in Pacific Ocean



SAN DIEGO (AP) — Navy aircraft and ships are searching for a U.S. sailor who fell overboard from an aircraft carrier off the coast of Southern California.

The sailor was discovered missing on the **USS Abraham Lincoln**. A search of the ship failed to locate him.

It was not known how the sailor fell overboard, said Cmdr. Jack Papp, a spokesman for the U.S. Pacific Fleet. The Lincoln, based in Everett, Wash., had been taking part in routine battle group exercises about 90 miles

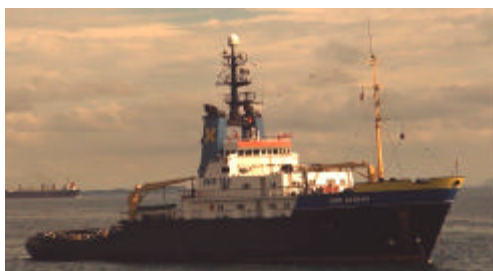
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west of San Diego.

The sailor was assigned to Carrier Air Wing 14, based at Naval Air Station LeMoore, about 280 miles northeast of San Diego. His family has been notified, but his name was being withheld until efforts to find him have been exhausted, Papp said.

MOVEMENTS

SMITWIJS LONDON



Was departed from Las Palmas January 11th after taking bunkers and delivered the PRIDE VENEZUELA (ex.Drillstar) in Venezuela, after delivery the **Smitwijs London** sailed for Curacao for a few days maintenance on SB main engine.

SMITWIJS SINGAPORE

Departed finally from Portland (Oregon) January 13th, is enroute with a tanker for scrap to the Chinese port of Huangdong, ETA will be week 8.



SMITWIJS ROTTERDAM



The **Smitwijs Rotterdam** is still enroute together with the **Smitwijs Tempest** from Tampa (Florida) with the LB-200 to Alexandrie (Egypt), the transport stopped at San Juan for maintenance, and are expecting to pass Cadiz in about 2 weeks for bunkers and a crew change, the ETA in Egypt is half of March.

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SMIT PIONEER



The **Smit Pioneer** completed the Espoir project and is at present enroute for Rotterdam , this week a stop will be made in Las Palmas for bunkers, the ETA in Rotterdam is around Feb 15th.

RIJNSMOND WEATHER

maandag 4 februari

9 uur 's ochtends:

temperatuur: 7 graden

kans op neerslag: 30%

wind: matig (28 km/u) uit WZW

5 uur 's middags :

temperatuur: 10 graden

kans op neerslag: 5%

wind: vrij krachtig (34 km/u) uit ZZW

Expected in Rotterdam

Expected vessels for the next 24 hrs.

<u>Date</u>	<u>Name</u>	<u>GT</u>	<u>Nationality</u>
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Feb-04	MASTERA	81135	FIN
Feb-04	CMA-CGM VERLAINE	72760	LIB
Feb-04	PURPLE BEACH	23401	LIB
Feb-04	ONDA	3226	RUS
Feb-04	SALMON	1605	NTH
Feb-04	HELGA	1472	ABB
Feb-04	BRIGITTA	1578	DEN
Feb-04	WHITE SAPPHIRE	22683	LIB

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Feb-04	GARDSKY	2978	NOR
Feb-04	HAVSTRAUM	4931	NOR
Feb-04	UTA	2119	GIB
Feb-04	MASTER	23897	GEU
Feb-04	IRENE WONSILD	1782	DEN
Feb-04	KURKSE	2658	ETN
Feb-04	PECHENGA	3702	RUS
Feb-04	SUNDSTRAUM	3206	NOR
Feb-04	ABILITY	2822	NOR
Feb-04	LIVARDEN	1449	DEN
Feb-04	JILL C	2999	GBI
Feb-04	RHEIN TRADER	3815	GEU
Feb-04	PRIDE OF BRAILA	2077	NTH
Feb-04	ALIANCA ANTUERPIA	23722	NEA
Feb-04	PEDOULAS	54980	PAN
Feb-04	EK-SKY	8829	NOR
Feb-04	BUNGA ANGGERIK	18453	MAL
Feb-04	TYRUSLAND	20882	GBI
Feb-04	NORDIC TORINITA	58911	CAY
Feb-04	NINCOP	3818	ABB
Feb-04	HOBURGEN	9080	BAH
Feb-04	SEALAND VIRGINIA	74661	GRC
Feb-04	OOCL NEVA	9990	LUX
Feb-04	STONEGATE	107083	PAN
Feb-04	CONNEMARA	4107	IRP
Feb-04	WILMA	8388	ABB

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AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>