

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Wednesday 05-06-2002



Look also at my Dutch warship pictures pages:

<http://communities.msn.com/DutchNavyShips/homepage.msnw>

EVENTS, INCIDENTS & OPERATIONS SMIT COMPLETES LIFTS FOR NEW THAMES PEDESTRIAN CROSSINGS



During the early hours of May 20, SMIT commenced the final phase of its involvement in the construction of two new pedestrian foot bridges spanning the River Thames, located on either side of the existing Hungerford Bridge. SMIT's floating sheerlegs Taklift 3 called at London for a six day visit to perform a series of lifts for the installation of six pylons for the downriver crossing. These are four stand-alone pylons, each weighing 30 tonnes; a 42

tonnes A-frame structure; and a 57 tonnes double-pylon structure. The first phase of work was

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completed last year, when sheerlegs Taklift 5 installed the pylons for the upriver crossing over a six-day period. The pylons support the concrete deck of the foot bridge.

Taklift 3's assignment was challenging. The work took place during the night hours, as RAILTRACK would only grant a night time possession. To arrive on site, the sheerlegs had to come upriver under the Thames' numerous bridges, some of which provided very little clearance.

The heavy lift contract was awarded by Costain/Norwest Holst JV. The work involved six main lifts. Taklift 3 was rigged with the A frame plus 37 m flyjib plus the extension 9 m flyjib, providing the sheerlegs with a lifting height of 70 m.



Due to operational constraints, the lifts were performed in two stages. Between 2100 and 2300 hours, Taklift 3 lifted a pylon element from a barge and rotated it into the installation position. Between 0030 and 0430, the sheerlegs manoeuvred with the element in its hooks to the installation site for final positioning on the bridge line.

SMIT Heavy Lift International Sales Manager, Rutger Kouwenhoven says: "Our first task involved the installation of the A-frame near both the railway and the road, which took place in the early hours of May 20. The double-pylon structure was installed on May 24. One of the more challenging tasks was the safe passage through the Thames bridges to the centre of London, with very tight clearance in several cases. In order to ensure safe clearance, the sheerlegs ballasted down to an air draft of 9.5 m. All our work was in close co-operation with the Port of London Authority who provided extensive assistance"

On completion of the Thames lifts, Taklift 3 demobilised and departed for its home port of Rotterdam.

CASUALTY REPORTING

Deense onderzeeër botst op snelweg tegen brug

KOPENHAGEN - De Deense onderzeeër Freja is dit weekeinde op de snelweg bij Kopenhagen tegen een brug gereden. Het zeven meter lange schip werd op een vrachtwagen vervoerd van de werf naar de haven van Kopenhagen. De vrachtwagen

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ramde een brug.

De onderzeeër raakte zwaar beschadigd, onder meer aan de boeg, aldus de krant Berlingske Tidende. Ontwerper/bouwer/eigenaar van de duikboot Peter Madsen kan het nog niet geloven

SHIPYARD NEWS

Shipyard tentatively gets deal for 3 liners

A private investment group is trying to pull together a deal to build three 1,000-foot cruise ships at the former Bethlehem Steel shipyard in Sparrows Point, a \$1.87 billion venture that, if successful, would be the first such major construction job in Baltimore in nearly two decades.

Much of the plan is tentative. The investment group, Voyager Holdings Inc., needs a \$1.64 billion loan guarantee from the federal government before it can begin construction, and it wants a waiver from Congress allowing it to begin operating a cruise line immediately using foreign-built ships.

The group has already spent "very considerable amounts of money" on the plan, said Albert C. Wallack, Voyager's president, and has arranged private financing, contingent on the government guarantee.

Besides signing a deal with the Sparrows Point shipyard, Voyager has reached agreements with General Electric Co. and Rolls-Royce Plc. to provide the ships' propulsion systems, and with Kvaerner Masa Marine to design the vessels. The investment group said it has hired Morgan Stanley to broker the deal and has held discussions with the Navy about making its ships available as military transports in time of war.

"This is not a pipe dream," said David Cassidy, president of Baltimore Marine Industries, which operates the Sparrows Point yard. "We've thought it out, we've done the planning, and we've surrounded ourselves with very good companies that have the skills and the expertise necessary to do this."

Once a major builder, the Sparrows Point yard built its last oceangoing ship in the 1980s. Since then, it has focused on repairing and scrapping vessels and on building barges. The yard employs about 600 workers and would expand to 1,200 or more if the cruise ships are built, Cassidy said.

Voyager Holdings' three-ship construction project would take at least six years to complete, and would virtually take over the Patapsco River shipyard.

Commercial shipbuilding has been a troubled enterprise in the United States, with a long history of missed deadlines, mushrooming costs, bankrupt companies and failed business plans.

A failed bid to revive a Quincy, Mass., shipyard two years ago forced the U.S. Maritime Administration to pay \$59 million to satisfy loans it guaranteed. The bankruptcy of American Classic Voyages last year saddled the administration with two partly built vessels whose costs it underwrote. Because of that history - and because Voyager Holdings wants the same sort of government support - skeptics of the new proposal are not hard to find.

"This industry is full of people with grand schemes, but so often their ideas go nowhere," said Tim Colton, a maritime consultant in Biloxi, Miss. "I would be very skeptical of this. Even if you were to assume that building these ships was the greatest idea ever conceived, the thought of doing it in Sparrows Point is asinine. They don't have the expertise."

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Voyager Holdings is proposing to build one conventional, 2,000-bed passenger ship for cruising the Hawaiian Islands. Because of a federal law designed to encourage domestic shipbuilding, foreign-built vessels are forbidden to sail from one U.S. port to another, including in the Hawaiian Islands.

The company would then build two high-speed trimarans, based on a new and as-yet untested design, that would use water jets instead of propellers and be able to cruise at 45 knots. The three-hulled vessels, 1,000 feet long and 170 feet wide, would likely sail from the Northeastern United States to the Caribbean, Wallack said.

Before construction begins, Voyager hopes to get permission from Congress to buy a foreign-built vessel, reflag it in the United States, and begin sailing it in the Hawaiian cruise trade. Congress has granted similar waivers in the past.

"We recognize that you can't start from scratch and build and sustain an American-flagged cruise business," said Wallack, a former executive with Celebrity Cruises Inc. and Royal Olympic Cruises USA. "We need to establish itineraries and develop an identity in the market in order to generate capital."

Voyager Holdings is a wholly owned subsidiary of the Washington investment company The D'Arcinoff Group.

Wallack, who serves as chief operating officer of the parent company, would not discuss the finances of D'Arcinoff Group except to say that it is not now involved in any profit-making businesses. The company's Web site says it is "actively pursuing opportunities in the protected U.S. flag shipping industries."

The main roadblock to Voyager's plans is the funding guarantee it is seeking from the Maritime Administration. Called Title XI funding because of the section of the law authorizing it, the program was slated for elimination by President Bush but salvaged during the congressional budget process.

Not an actual loan, Title XI provides a government guarantee that ship construction loans will be repaid. The Maritime Administration can guarantee up to 20 times the amount that Congress appropriates for the program. One of Voyager's ships, projected to cost \$600 million apiece, would tie up all of the program's current budget.

"That's why you have to figure this won't happen," said Colton. "It's just too big."

A Maritime Administration spokeswoman declined to comment on Voyager's financing application, except to verify that the company paid the \$5,000 filing fee. She would not speculate when a decision might be made.

"The key thing here is who else believes in it," said Wallack. "We've studied this concept, we know it can work, and we're not alone in this. We have partners. And if they didn't think we could do it, they wouldn't associate themselves with the project."

NAVY NEWS

WHICH FOREIGN NAVY SHIPS WILL VISIT DUTCH PORTS & WHICH PORTS ARE VISITED BY DUTCH NAVY SHIPS

06 Jun 02

HNLMS Philips Van Almonde

F 823

Santa Cruz de Tenerife

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07 Jun 02	HMS Somerset	F 82	Amsterdam
07 Jun 02	HNLMS Maassluis	M 856	Sliedrecht
09 Jun 02	HNLMS Harlingen	M 854	Middelburg
28 Jun 02	HNLMS Tjerk Hiddes	F 803	Amsterdam
28 Jun 02	HNLMS Tydeman	A 906	Terneuzen
09 Jul 02	HNLMS Tydeman	A 906	Amsterdam
12 Jul 02	HNLMS Van Amstel	F 831	Den Helder
12 Jul 02	HNLMS Abraham Van Der Hulst	F 832	Den Helder
12 Jul 02	FS Vulcain	M 611	Amsterdam
16 Aug 02	HNLMS Hellevoetsluis	M 859	Vlissingen

USS McCAMPBELL



The U.S. Navy's most modern Aegis-class destroyer, [USS McCampbell \(DDG 85\)](#), departed Maine May 30th en route to her commissioning in San Francisco later this summer.

The Navy's seventh Flight IIA Arleigh Burke-class Aegis destroyer, McCampbell will make a series of port calls and perform weapons and systems testing before making her way to California. The ship was named after the late Capt. David McCampbell, the Navy's all-time leading ace. During World War II, Capt. McCampbell commanded an air group that saw more than 20,000 hours of

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combat air operations and destroyed more than 650 enemy planes. He also established the single-mission aerial combat record by shooting down nine enemy planes in one mission in October 1944, for which he received the Congressional Medal of Honor. He also was awarded the Navy Cross, the Legion of Merit, the Silver Star, and other awards. He died June 30, 1996, and was buried in Arlington National Cemetery.

USS PREBLE

Navy's newest warship to be commissioned in Hub

America's longstanding opposition to terrorists and aggressors came full circle yesterday with the announcement that the Navy will commission its newest warship in Boston, home to its oldest man-of-war, the USS Constitution. The **USS Preble (DDG 88)**, an Arleigh Burke-class guided missile destroyer, will be commissioned Nov. 9 after its construction is completed in Mississippi.

The 509-foot vessel with a crew of 32 officers and 348 enlisted men and women, is named after Commodore Edward Preble, who with the Constitution as his flagship in 1803, led a seven-ship, 1,000-man squadron, against the Barbary pirates in North Africa.

MOVEMENTS MONTE BELLO



Monte Bello arrived Monday from Rotterdam under tow of **Eerland 26** and **Zeeleeuw**. The tanker has been laid up for 6 months and has just been bought by James Fisher and is to be dry-docked at A&P, Wallsend.

**All photo's :
Kevin Blair**



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NORTHSEA WEATHER

THE SHIPPING FORECAST ISSUED BY THE MET OFFICE AT 1725 ON TUESDAY 04 JUNE 2002

THE GENERAL SYNOPSIS AT 1300

LOW MALIN 996 SLOW MOVING AND FILLING. DEVELOPING LOW EXPECTED EAST ANGLIA 991 BY 1300 TOMORROW. LOW BISCAY 1002 MOVING STEADILY SOUTHEAST AND FILLING

THE AREA FORECASTS FOR THE NEXT 24 HOURS

VIKING NORTH UTSIRE

SOUTHEAST BACKING EAST 4 OR 5, OCCASIONALLY 6 IN SOUTH VIKING LATER. RAIN OR SHOWERS. MODERATE OR GOOD

SOUTH UTSIRE FORTIES

SOUTHERLY BACKING EASTERLY 4 OR 5, INCREASING 6 OR 7. RAIN OR SHOWERS. MODERATE OR GOOD

CROMARTY FORTH TYNE

SOUTHEAST BACKING NORTHEAST 4 INCREASING 5 OR 6. RAIN OR SHOWERS. GOOD BECOMING MODERATE OR POOR WITH FOG PATCHES

DOGGER FISHER GERMAN BIGHT HUMBER

SOUTHEAST BACKING EAST OR NORTHEAST 3 OR 4, INCREASING 6 OR 7. RAIN OR SHOWERS. GOOD BECOMING MODERATE

THAMES

NORTHEASTERLY 3 OR 4 BECOMING CYCLONIC 5 OR 6. RAIN BECOMING THUNDERY. GOOD BECOMING MODERATE OR POOR

DOVER WIGHT

NORTHEAST BACKING WEST 3 OR 4 INCREASING MAINLY 5. RAIN BECOMING THUNDERY. MODERATE OR POOR

PORTLAND PLYMOUTH

NORTHEAST BACKING WEST 3 INCREASING 4 OR 5. RAIN THEN SHOWERS. MODERATE BECOMING GOOD

BISCAY

CYCLONIC BECOMING NORTHWESTERLY 4 OR 5, OCCASIONALLY 6 AT FIRST. RAIN BECOMING THUNDERY. MODERATE OR GOOD

FITZROY SOLE

NORTHWESTERLY 5 OR 6. RAIN THEN SHOWERS. MODERATE OR GOOD

LUNDY FASTNET

WEST VEERING NORTHWEST 4 OR 5. SHOWERS. GOOD

IRISH SEA

SOUTH 4 OR 5 BECOMING VARIABLE 3 THEN NORTHWEST 5 OR 6 LATER. SHOWERS. GOOD

SHANNON

NORTHWESTERLY 5 OR 6. RAIN THEN SHOWERS. MODERATE OR GOOD

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ROCKALL

NORTH OR NORTHWEST 4 OR 5. RAIN THEN SHOWERS. MODERATE OR GOOD

MALIN

CYCLONIC BECOMING NORTHEASTERLY 4 OR 5. RAIN OR SHOWERS. MODERATE OR GOOD

HEBRIDES

NORTHEASTERLY 3 OR 4. SHOWERS. GOOD

BAILEY

NORTHEASTERLY 4 OR 5 BECOMING VARIABLE 3. RAIN OR SHOWERS. MODERATE OR GOOD

FAIR ISLE

SOUTHEAST BACKING NORTHEAST 4 OR 5. RAIN OR SHOWERS. MODERATE WITH FOG PATCHES

FAEROES

NORTHEAST VEERING SOUTHEAST 3 OR 4. RAIN OR SHOWERS. MODERATE WITH FOG PATCHES

SOUTHEAST ICELAND

NORTHEAST VEERING SOUTH 4 OR 5. RAIN AT TIMES. MODERATE OR GOOD

.... SHIP SALES.....

The dry bulk sector has remained active.

Vessels sold for further trading

BULK CARRIERS:

? **Petka**: 75,000 Tdw Blt 94 B + reported sold region US\$14,700,000 to clients of TMA in Germany.

? **Golden Protea**: 45,725 Tdw Blt 98 Hashihama Crs 4/30 ts.

? **Golden Aloe**: Sistership Blt 98 Hashihama reported sold region US\$14,500,000 each to Norwegian buyers.

? **Pacprince**: 37,049 Tdw Blt 86 Hyundai Crs 5/33 ts reported sold region US\$5,800,000 to Greek buyers.

? **Merkur**: 34,542 Tdw Blt 9/76 Sumitomo Crs 4/15 ts reported sold region US\$770,000 at Auction in Durban to Greek buyers.

? **Ocean Camellia**: 28,300 Tdw Blt 96 Imabari Crs 4/31 ts reported sold region US\$10,650,000 to undisclosed buyers.

? **World Lapis**: 26,045 Tdw Blt 9/81 CCN Maua Crs 4/25 ts reported sold region US\$2,000,000 to PROC buyers.

? **Pride**: 22,669 Tdw Blt 78 IHI Crs 5/10 ts reported sold region US\$1,100,000 to Greek buyers.

TWEENDECKER:

? **Millenium Majestic**: 17,170 Tdw Blt 79 IHI Crs 5/25 ts reported sold region US\$700,000 to undisclosed Buyers with delivery "as is" New Orleans.

CONTAINERS:

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? **Kuo Lih:** 18,050 Tdw Blt 95 Imabari abt 1,121 Teu.

? **Kuo Fu:** 18,300 Tdw Blt 95 China Sb abt 1,119 Teu.

? **Kuo Yang:** Sistership Blt 96 China reported sold region US\$32,000,000 "en bloc" to South American Buyers combined with 1 years timecharter back region US\$7,500 daily.

TANKERS:

Olga: 44,484 Tdw Blt 92 Dalian Coiled Coated Cow Igs Sbt Dbl Hull reported sold region US\$17,750,000 to undisclosed buyers combined with 2/1 years timecharter back region US\$13/14,000 daily.

? **Stride:** 40,525 Tdw Blt 90 Uljanik Coated Coiled Cow Igs reported sold region US\$14,500,000 to clients of Chowgule.

DEMOLITION all prices per long ton lightweight

? **Mt Captain Stelios:** 155,212 dwt blt 77, 21,555 lwt reported sold region US\$149 with delivery China.

HAVE A LOOK AT THE FOLLOWING **SITES** FOR SHIPPING INFO AND PICTURES OF SHIPS
AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>

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DE KURSK - DE BERGING

13 APRIL 2002

13 OKTOBER 2002



Nationaal Sleepvaart Museum

Hoogstraat 1-3
Maassluis

