

## DAILY SHIPPING NEWSLETTER 2002 – 091



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## EVENTS, INCIDENTS & OPERATIONS

### Western Trader naar Vlaardingen Oost

Het dinsdagavond bij een aanvaring zwaar beschadigde containerschip **Western Trader** is door de drijvende bok **Asian Hercules II** van het Rotterdamse bedrijf Smit bij de scheepswerf Vlaardingen Oost afgeleverd. Daar zal het worden gerepareerd.

Foto : Aad Horians ©



De **Asian Hercules II** had het schip woensdag al in de stroppen getakeld om het stabiel te houden bij het lossen van de containers en het leegpompen van het ruim. Daarvoor gebruikte Smit staaldraden van zestig meter lengte en een dikte van elf centimeter. De **Western Trader** werd aanvankelijk

ondersteund door sleepboten, die het schip tegen het zuidelijke talud van de Nieuwe Waterweg aanhielden om te voorkomen dat het meer water maakte.



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De **Western Trader** kwam dinsdagavond op de Nieuwe Waterweg ter hoogte van de Afvalverwerking Rijnmond in aanvaring met de 111 meter lange tanker **Hellenic Star**, die 28.000 ton gasolie aan boord had. Bij het ongeluk was ook een derde schip betrokken, de **West Express**, dat werd geschampt. De **Hellenic Star** is met een zwaar beschadigde boeg door twee sleepboten van het Rotterdamse bedrijf Kotug afgemeerd bij Odfjell in de Botlek waar het wordt gelost.

De zeehavenpolitie van Rotterdam heeft het ongeluk in onderzoek. De kapiteins, de stuurman en de loodsen van de drie schepen zijn inmiddels gehoord. Het vermoeden van de politie is dat bij het inhalen van de **Hellenic Star** door de **West Express** zuiging ontstond, waardoor de twee schepen elkaar bij het uitvaren van de Derde Petroleumhaven schampten. Vervolgens liep de **Hellenic Star** uit het roer, maakte een zwaai naar bakboord (links) en kwam daardoor in aanvaring met de **Western Trader**, die de schepen tegemoet kwam, zo zegt een woordvoerder van de zeehavenpolitie.

Sommige ooggetuigen meldden dat de **Western Trader** extra vaart had gemaakt om een aanvaring te voorkomen. „Maar wat er precies is gebeurd, dat weten we pas als we alle verklaringen met elkaar hebben vergeleken en onze conclusies hebben getrokken,” aldus de politie. „Daarbij kijken we ook naar de band met de radargegevens van het gemeentelijk havenbedrijf.”

De scheepvaartinspectie is ook bij de afhandeling van het ongeluk betrokken. Die inspecteert of de betrokken schepen nog zeewaardig zijn en of er reparaties moeten worden uitgevoerd.

De Scheepvaart Ongevallen Raad is nog niet betrokken bij het ongeluk. Die kan kapiteins en stuurlieden bestraffen, indien zijn fout hebben gehandeld. Of en door wie er fouten zijn gemaakt moet eerst uit het politie-onderzoek blijken.

## Brussels sets conditions on Wallenius and Wilhelmsen's HMM buy

THE European Commission has cleared the Wallenius and Wilhelmsen acquisition of Hyundai Merchant Marine's car carrier business but only after the two companies agreed to terminate their joint services with Japan's Nippon Yusen Kaisha in two trades.

Brussels was originally concerned that the deal might significantly reduce competition and lead to higher prices for the transport of cars between Europe and the Near East.

But Wallenius and Wilhelmsen offered to withdraw their joint venture, Wallenius Wilhelmsen Lines, from the WALLNYK shipping conference with NYK, one of their main competitors, which "fully removes these concerns."

Wallenius and Wilhelmsen would "not enter into any similar agreement with any competing carrier on the routes in question without the prior consent of the commission."

NYK's role as an independent competing supplier of car carrier services "re-establishes the competitive situation prevailing prior to the proposed merger on the Mediterranean - Near East trade and substantially reduces the impact of the merger on the Northern Europe - Near East trade," the commission said.

Wallenius and Wilhelmsen will rename HMM's car carrier business Ro-Ro Korea. Besides the HMM's vessels, the main assets to be acquired are the car carriage contracts between the latter on the one hand and HMC and KIA on the other.



Top : The **Hual Europe** direct after the grounding and right the same vessel 40 days later after the fire.



## Omstreden tanker naar Rotterdam

De uit de Estlandse haven Tallinn afkomstige tanker "**Byzantio**" blijkt naar Rotterdam te gaan om 50.000 ton zware olie te lossen.

De **Byzantio** heeft alles om verdacht te zijn: het roestig uitziende schip is eigendom van een Griekse maatschappij, Vizantio Shipping, heeft dezelfde reder -Crown Shipping- als de onlangs voor de Spaanse kust vergane Prestige, is voor bijna 100 procent in handen van de groep Alfa, een grote Russische holding, de kapitein is een Griek en de bemanning hoofdzakelijk Aziatisch, en het schip vaart onder de goedkope vlag van Malta.

Leden van de milieuorganisatie Greenpeace hadden zich in Tallinn intussen vastgeketend aan de ankerkabels van de Byzantio om te voorkomen dat het schip de haven zou uitvaren. De politie zette een deel van de haven in de omgeving van de ligplaats van de Byzantio af. Het schip kon de haven vrijdagavond uiteindelijk verlaten.

De Byzantio is net zo oud als de voor de Spaanse kust vergane Prestige en is evenals de Prestige enkelwandig. Ook de lading lijkt op die van de Prestige: zware Russische olie.

## CASUALTY REPORTING

### ARCO BOURNE (U.K.)



Following received from Coastguard Yarmouth MRCC, Trailing suction hopper dredge **Arco Bourne** (3249 gt, built 1980), 11 crew members, reported holed in its forward pump-room in lat 53 20 .7N, long 02 06E at 1807, UTC, Nov 27. The vessel was engaged in dredging operations at the time of the incident. The pump-room was sealed off and no assistance was required. Aggregate on board was ditched, water tight doors closed and water tight integrity checked. Vessel reported making for Hull but this was later changed to Harwich where it safely arrived alongside at 0712, UTC. SAR operations terminated at 0712, UTC.

## SHIPYARD NEWS

### Kyriakou leads \$500m Hyundai order surge

HYUNDAI Heavy Industries, the world's largest shipbuilder, has swooped on tanker contracts totalling \$500m from two major owners, with more orders in the pipeline.

Athens-based "K" Group Limited, holding company for the Kyriakou shipping and media family, has brought its own newbuilding programme at Hyundai Heavy to more than \$400m with orders for a series of up to eight mid-range product tankers.

Jakarta-based Pertamina also looks likely to award a \$135m order for two very large crude carriers to Hyundai Heavy Industries, but local political issues are delaying the nomination of up to 10 more newbuildings.

A spokesman for the company has been quoted as saying that the order for two 260,000 dwt VLCCs would go to Hyundai Heavy pending government approval.



The K Group programme is conceived as a fleet renewal with the ships in effect replacing eight older handysize tankers that comprise the fleet run by the group's traditional management company Athenian Sea Carriers.

Insiders have suggested that a new entity may be formed to manage the new ships to differentiate the modern fleet, although this is apparently still under consideration.

Four of the new 46,000 dwt tankers, believed to be priced at more than \$26m apiece, are firm orders, while there are two separate pairs of optional ships under the contract.

In the Pertamina contract, Hyundai Heavy offered a price of \$67.5m for ship under its contract, according to a statement from Pertamina Shipping. The bid was not the lowest, with Daewoo Shipbuilding and Marine Engineering offering to build the vessels for \$65.4m each.

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The Pertamina vessels are to be constructed by Hyundai's Mipo Dockyard, with deliveries commencing in August 2004 at intervals of two to three months.

Athenian already has orders with Hyundai Heavy for up to four suezmax tankers that were signed earlier this year.

Nick Hondos, chief executive officer of Athenian, said the orders were not so far backed with any charters but the company would be "looking at the market in the next few months".

He said: "The objective is to own and operate one of the youngest and best-managed high quality fleet of tankers available to charterers worldwide".

The new product carriers would be built to a very high specification including the environmental safety notation of class society ABS.

Athenian's suezmaxes at Hyundai Heavy were reportedly priced at \$46m each, with the first vessel due for delivery next October.

In the past few years, the Greek owner has frequently been involved in newbuilding discussions with a previous order for six suezmaxes ending in their re-sale prior to delivery.

According to Mr Hondos the group has not lost interest in a public listing, a move that was being planned two years ago before an international slump in equities, but all the current newbuildings are to be financed by commercial bank loans, he said.

Pertamina's two VLCCs form part of a tender for 12 tankers worth around \$300m that was launched in August.

Only two others that have been nominated are 3,500 dwt tankers, which are likely to be awarded to Indonesian shipyards PT Koga Bahari and PT Nanindah.

Pertamina also tendered for three 30,000 dwt tankers, two 17,500 dwt ships and three more of 6,500 dwt. Based on its business plans, Pertamina needs 38 new tankers by 2007 and has set aside \$540m for investment until 2006.

Local shipyards have been lobbying that the smaller orders should go to them.

## European shiprepair yards unveil collaboration plans

TWO new mergers/joint ventures were announced during Shiprepair & Conversion 2002.

Negotiations are currently underway for Holland's IMCA Group, the holding company for [Shipdock Amsterdam](#), to take over Belgium's [Antwerp Shiprepairers](#).

The merger will result in one of Europe's largest shiprepair companies with a total of 10 graving docks - four in Amsterdam and six in Antwerp.



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Meanwhile, Germany's passenger cruise ship repair specialist, **Lloyd Werft**, Bremerhaven has entered into a joint venture with Spain's **Union Naval Barcelona**.

This will allow for Lloyd Werft quality work to be undertaken on Mediterranean-based cruise ships which want to avoid the long deviation to Northern Europe.

The joint venture will operate on a 'ship by ship' basis and is the result of the successful completion the refit of the P&O Princess's 38,531 gt vessel **Aida Cara** in November.

## Silja Opera conversion hits high note

Turku Repair Yard, operational at Turku, Naantali and Helsinki, anticipates completing 70 drydockings this year, generating an estimated turnover of E 26m (\$25.7m) and its pool of available workers looks set to grow as neighbouring Kvaerner Masa-Yards contemplates a slowdown in operations as cruiseship orders dry up. Around 40% of Turku Repair's work is done for the export market. The yard's most demanding job this year involved the conversion of the 25,000 gt passenger vessel



Leeward to the **Silja Opera** for Silja Line. This vessel is operating on the Helsinki/Tallinn/St Petersburg/Riga service during the summer.

The E 6m contract, completed in June, involved modifications to the vessel's interior, with the main sub-contractors being Shippax and Jokiyhtymä. The public rooms were designed to be as flexible as possible to meet different market demands — including large conference groups and families with children. The open sun deck area on Deck 9 was converted to better suit year-round service in the Baltic, with an installation of a sliding glass roof — manufactured by PIA Engineering. The sun deck will now act as a multi-functional area, complete with a bar and onboard entertainment. Most recently, the graving dock already had Finnlines' 32,534 gt ro-ro vessel **Finnpartner** under repair when the 34,386 gt Viking Lines-owned passenger/car ferry **Isabella** suffered grounding damage.

Turku Repair yard was able to accommodate both ships alongside each other in the graving dock without disruption to either repair programme. Turku shipyard: its pool of available workers looks set to grow as cruiseship orders dry up.

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## 'Waker' blijft op Noordzee



Boven : de **WAKER** afgemeerd in de haven van Den Helder – foto: Piet Sinke ©

De permanente aanwezigheid van een bergingsvaartuig op de Noordzee is tot 2010 gegarandeerd. Het ministerie van Verkeer en Waterstaat heeft hiervoor vandaag een contract ondertekend. Daardoor is de zeesleper '**Waker**' nog minimaal zeven jaar 24 uur per dag beschikbaar om door het Kustwachtcentrum te worden ingezet. Sinds 1995 heeft Verkeer en Waterstaat een contract met een combinatie van Nederlandse bergingsbedrijven. De inzet van de '**Waker**' is vooral gericht op hulp en bijstand bij rampen en incidenten, maar in de loop der jaren is het schip ook ingezet voor andere kustwachttaken zoals de handhaving van regels, verkeersbegeleiding en zeeverkeersonderzoek.

## Disney cancels next Magic cruise

**Ship will instead be docked for thorough cleaning after second virus case**

Disney on Wednesday cancelled the next voyage of the cruise ship Magic after dozens of people contracted a flu-like stomach illness this week - the vessel's second voyage in a row where passengers got sick.

Instead of embarking on a week-long Caribbean cruise tomorrow, the Magic will remain docked in Port Canaveral while crews clean 'every surface throughout the ship that a guest would come in contact with,' Disney Cruise Lines spokeswoman Marilyn Waters said.



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The Magic was in Cozumel, Mexico, on Wednesday with about 2,400 passengers and 950 crew members. Of those, 104 passengers and 19 crew fell ill, the Centers for Disease Control and Prevention said. The ship was disinfected as recently as Saturday, after 275 people got sick on its last seven-day voyage.

A CDC test confirmed on Tuesday that those passengers had the Norwalk virus, a common ailment that can cause diarrhoea, stomach pain and vomiting for up to two days. The CDC said the virus probably passed from person-to-person aboard the cruises.

Disney has contacted most of the 2,400 people scheduled for Saturday's trip and offered them a full refund and 50 per cent off a future cruise, said Disney Cruise Line president Matt Ouimet.

Magic was the third US -based cruise ship pulled from service this year because of passengers getting sick

## Bourbon moves into US Gulf with \$125m order

FRENCH offshore shipping specialist Groupe Bourbon and its US partner, Rigdon Marine, have been given the go-ahead by the US administration for a joint venture involving a \$125m order for 10 new design deepwater offshore supply vessels.

The companies announced yesterday that the order for the vessels, due in service between the first quarter of 2004 and third of 2005, will go to Bender Shipbuilding and Repair of Mobile.

Bourbon is to finance construction of the vessels, which will be used by Rigdon Marine on charter. They are destined essentially for use in the Gulf of Mexico but will also be marketed outside the US with the assistance of Bourbon, an operator in its own right in West Africa, Brazil and the North Sea. The two partners had been waiting for US Coast Guard approval for the project as being in conformity with the Jones Act. They feared it could be rejected as an attempt by a non-US operator to get round the Jones Act through the good offices of a compliant US company. Bourbon and Rigdon insisted, however, that their venture was not to be compared to recent ventures in which non-US owners used charter-back arrangements with US companies to get round the nationality stipulations of the Jones Act.

Rigdon Marine was set up earlier this year in New Orleans by the former Tidewater vice-president, 54-year-old Larry Rigdon, who wanted to rejuvenate the offshore fleet in the Gulf of Mexico, where a large part of the fleet is more than 20 years old. Mr Rigdon said the new vessels, which have been designed in conjunction with Guido Perla & Associates in Seattle, were of a completely new design and represented an important advance in offshore vessel technology. Diesel-electric driven, with 360° azimuthing thrusters powered by electric motors, the 64 m vessels will use less fuel than vessels with conventional diesel-driven propulsion systems and produce less pollution, Rigdon says. The company added that, with a fully loaded speed of 13 knots, they would also be up to 30% faster than most in the existing Gulf fleet.

## NAVY NEWS

### US navy ships make port call to Hong Kong





The US aircraft carrier **Kitty Hawk** and its two support ships arrived in Hong Kong Friday for a port call.

Left : **USS KITTY HAWK**  
Photo : **Coll Piet Sinke**

This is the second visit in a week by a United States Navy aircraft carrier, following the arrival of **USS Constellation** and six other US warships. The Kitty Hawk and its two escorts **USS Curtis Wilbur** and **USS O'Brien**

will stay in Hong Kong for a few days. The port call is a routine visit to provide an opportunity for rest and relaxation ashore for the ship's crews. All three ships have a total crew members of about 6,000. The **Kitty Hawk**, commissioned in 1961, is the oldest active carrier in the United States Navy.

## **Iranian Navy well prepared to defend territorial waters, Mohtaj**

Commander of the Navy of the Islamic Republic Rear Admiral Abbas Mohtaj said on Thursday that the navy is well prepared to defend the territorial waters and national interests, IRNA reported.



Left :

The P 229  
**GARDOUNEH**  
patrolling  
Iranian waters

Photo :  
**Piet Sinke ©**

In a brief interview with reporters at the mausoleum of the late Imam Khomeini, Mohtaj said that the navy is present in the northern and southern seas of the Islamic Republic and will not allow any violation of Iranian territorial waters. he said that on November 28, 1980, Iranian Navy dealt a heavy blow to the Iraqi Navy to the extent that the Iraqi Navy never dared to come to the Iranian domain at sea again. November 28 is marked as the Navy Day in Iran. The navy commanders attended the mausoleum of the late Imam Khomeini on Thursday to renew their allegiance to the founder of the Islamic Republic on the Navy Day.

## MOVEMENTS

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## WALVIS



Top : The **WALVIS** awaiting her faith in the port of Hoek van Holland 03-1999

Photo : Piet Sinke ©



The former dutch Pilot tender **WALVIS** which was layed up for a long time in the harbour of Hoek van Holland departed in tow of the tug **PIETER** Friday afternoon 29-11-2002 enroute Den Helder.

Photo's :

11/30/2002

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Jan van der Klooster ©



The vessel is purchased by **REDERIJ WATERWEG** who also bought the sistership **BRUINVIS** some years ago, this vessel is operating at present for **REDERIJ WATERWEG** as the **COASTAL TENDER**.

## BLACK MARLIN



The **BLACK MARLIN** in the Europort 23-09-2002 – Photo : Hans Lingbeek ©

The **DOCKWISE** vessel **BLACK MARLIN** is due to arrive in the port of **Flushing** Tuesday morning she will load materials December 4<sup>th</sup> and the 5<sup>th</sup> and the departure is scheduled for December 6<sup>th</sup> bound for Norway



## DSND MAYO



The **DSND MAYO** arrived Saturday morning at the Tyne enroute OTP WALKER to load offshore equipment, **note the new funnel of SUBSEA 7**

Photo : Kevin Blair ©

## AIRCRAFT / AIRPORT NEWS



TF-ATO Freshly painted and newly acquired **Boeing 767-200** for Aeromar. This is the first 767-200 in their small growing fleet of jetplanes. They also operate a 757-200 and 767-300 on flights to the Dominican Republic from JFK. **Photo : Carlos Borda ©**

## RIJNMOND WEATHER

Vooruitzichten van maandag t/m donderdag:

**Temperatuur daalt naar normale waarde!**

Morgen van tijd tot tijd regen, op maandag een bui en een stevige wind. Dinsdag en woensdag slechts af en toe zon, kans op mist en vrijwel droog.



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	ZO-01	MA-02	MA-03	WO-04
Maximumtemperatuur:	9	8	6	6
Minimumtemperatuur:	6	6	5	2
Zonnekans in %:	10	10	30	30
Neerslagkans in %:	70	50	30	20
Windrichting kracht:	Z-4-6	ZZO-4-6	O-3-5	NO-2-3

### .... PHOTO OF THE DAY ....



The **FINNREEL** moored in the port of HULL – photo : George Robinson ©

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

<http://www.scheepvaarthoek.nl>

And the renewed site of the National Tugboat Museum at :

[http:// www.nationaalsleepvaartmuseum.nl](http://www.nationaalsleepvaartmuseum.nl)