

## DAILY SHIPPING NEWSLETTER 2002 – 101



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## EVENTS, INCIDENTS & OPERATIONS

### Former Ellerman Liner sinking?

The laid up 1953-built **MEDITERRANEAN SKY** (ex CITY OF YORK) was reported to be taking on water in late November at Elefsis, Greece where she had been laid-up since December 1999. The ship was towed to shallow water and grounded. MEDITERRANEAN SKY last operated in August 1996 when she sailed briefly from Brindisi.

## DRUGS SEIZED ON FISHING VESSEL IN PACIFIC OFF MEXICO

A press report, dated Dec 8, states: A U.S. Navy ship has seized more than three tons of cocaine worth tens of millions of dollars from a fishing boat in the Pacific off Mexico, officials said today. Officials from the Navy and the U.S. Coast Guard, which assisted in the seizure, did not know the exact street value of the cocaine, said Coast Guard Petty Officer Dana Warr. Navy crews recovered cargo jettisoned by the vessel, seizing 110 bales of cocaine weighing approximately 65 pounds each, Warr said. The Navy ship returned today to its home port, Mayport Naval Station in Jacksonville. All 10 crew members were detained and the case was turned over for prosecution to the U.S. Attorney's Office in Tampa, which has indicted the crew on cocaine conspiracy and possession charges.

## Nederlandse vissers veroordeeld in België

Tien Nederlandse vissers zijn in België veroordeeld tot voorwaardelijke celstraffen en het betalen van boetes. Ze kregen de straffen wegens het illegaal vissen in Belgische wateren. De vissers, voornamelijk afkomstig uit Arnemuiden, stonden in Brugge terecht omdat ze met te grote schepen voor de Belgische kust hadden gevist. Dat is verboden om de jonge vis tegen de vangst te beschermen. De voorwaardelijke celstraffen van de Nederlandse vissers lopen uiteen van vier maanden tot een jaar. Daarnaast werden boetes opgelegd van tussen de 10 en 25 duizend euro.

## Spain says Prestige still leaking 125 tonnes of fuel a day

THE wreck of the Prestige is leaking up to 125 tonnes of fuel oil every daily, the Spanish government said. Mariano Rajoy, Spain's vice prime minister, said the fuel oil was escaping through at least 14 cracks in the bow and stern sections of the tanker, which broke in two before sinking in 3.6km of water off the coast of Galicia.

Experts had hoped the remainder of the vessel's cargo, estimated at about 50,000 tonnes of fuel oil, would solidify. But data collected by the French mini-submersible Nautile suggests the fuel is far from solid and is slowly being released into the environment.

New slicks were sighted earlier this week in the area where the Prestige sank.

## Teekay says expelled OBO is not carrying crude cargo

TEEKAY Shipping Norway has confirmed that its vessel **Teekay Foam** was expelled from Spain's Exclusive Economic Zone today.



But the company insists that the 1981-built ore/bulk/oil carrier is carrying clean products and not crude oil, as claimed by the Spanish government. That last fact makes the expulsion even more puzzling because the crackdown on older single hull tankers is supposedly focused on ships carrying heavy oils.

Additionally, the ship has a good inspection record with no detentions in recent years. It was last boarded by port state control officials in the Spanish port of Bilbao last February, where it passed its inspection with flying colours.

A spokesman for the company refrained from commenting in detail on the Spanish actions, though he said that there was no legal basis for the expulsions. Spain's attitude was "very conservative," he said.

The deviation enforced by the Spanish navy will add about 16 hours to the ship's voyage from Algeria to Holland

## Morocco joins France and Spain in random tanker expulsions

NEWS of vessel expulsions by the Spanish, French and Portuguese navies has become practically a daily occurrence.

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Yesterday, hot after reports that the French navy had escorted the Lyras Shipping-controlled **Paean** beyond the 200-mile mark, Spain said its navy had booted a 1981-built ore/bulk/oil carrier from its exclusive economic zone.

Like many of the other vessels expelled from the EEZs of the three countries, the Bahamas-flag **Teekay Foam**, operated by Norway's Teekay Shipping, had a good inspection record.

It was last visited by port state control officials in the port of Bilbao, on February 21 this year.

No deficiencies were found. **Teekay Foam** was carrying 58,000 tonnes of crude from the Algerian port of Arzew to Terneuzen.

News of the latest expulsions comes as Morocco signed up to the tri-partite maritime crackdown on single-hull vessels laden with heavy oil.

A statement from the Moroccan transport ministry stated that crews on board the targeted single-skin ships would have to provide "all the useful information" before being allowed to enter the country's EEZ.

The move is widely regarded as a diplomatic attempt by the north African state to wallpaper over cracks in its relationship with Spain, particularly following this summer's row over the disputed Parsley Island.

The daily newspaper Le Matin, a staunch government supporter, said in an editorial: "Everyone knows that it is in a joint struggle that great friendships are forged."

## CASUALTY REPORTING

### HANJIN PENNSYLVANIA (LIBERIA)

C.c. Hanjin Pennsylvania: The last fires in the containers are presently being put out and the situation is continuing to improve on board the vessel. Completion of the operation is expected soon, after which vessel will need to be taken to a suitable location for cargo discharge. -- Wijsmuller Salvage BV.

### MATTEN (ANTIGUA & BARBUDA)

Following received from Hong Kong MRCC, timed 0800, UTC: C.c. Matten has been abandoned by its 13 crew who are now in lifeboats. The vessel is still afloat with a 40 degree list to port. There are a number of containers from the vessel afloat in the area. There are three vessels on scene but no reports have been received yet regarding the rescue of the crew members. The rescue is being hampered by the very rough sea conditions. Hong Kong MRCC also has a fixed wing aircraft on scene.

### SCOT RANGER (U.K.)

General cargo Scot Ranger: A press report, dated Dec 5, states: Penzance harbour-master Neil Clark said the waves crashing over the vessel had caused some structural damage to the cargo support rails on the deck. "Some of the cargo tipped off the ship and on to the pier as soon as it came into harbour. It will all need taking off so the full extent of the damage can be assessed and repaired."

## **Man killed by suspected high pressure leak on ship**

A man was killed by an apparent high-pressure air leak on board a bulk carrier off the coast of Newcastle. The accident, originally thought to be an explosion, occurred on The Golden Bridge, a Panamanian bulk carrier.

The ship was heading from Japan to Port Kembla on the NSW south coast when the accident happened. The Westpac Rescue Helicopter flew paramedics to the vessel which was about 20 nautical miles south of Newcastle.

The man, believed to be Filipino, had suffered head injuries and was pronounced dead at the scene.

## **SHIPYARD NEWS**

### **IHC Caland wins orders worth E250m**

This order boost added to an increase announced on the release of its first half results end-June, when new order intake rose to E1.5bn, compared to E1.1bn.

On the dredging side of its business, IHC was awarded a contract from the China Harbour Engineering Corporation for the design and construction of a 10,000 sq m trailing suction hopper dredger, to be deployed by the Guangzhou Dredging Corporation.

The Dutch firm recently received orders for two standard cutter suction dredgers of the **Beaver-series** for clients in Italy and Bosnia Herzegovina.

A letter of intent was also signed from an unnamed European client for the design and construction of an inland waterway cruise vessel, with an option for a second.

When it came to its offshore activities, IHC won four new contracts.

One was for the turnkey supply of an FSO for an undisclosed oil company in Nigeria. This unit would be made from the conversion of an existing VLCC and would be installed and commissioned on the field end-2004.

Agip Nigeria placed an order for the supply and installation of a CALM buoy export system. This would be installed early 2003 on the Okono field and used for the export of crude oil produced from the field FPSOs.

These were supplied under a double time-charter lease-and-operate contract obtained by IHC in partnership with Saipem in 2001.

### **OOCL gives the nod to Samsung**

Orient Overseas Container Line, controlled by the family of Hong Kong government chief executive Tung Chee-hwa, has confirmed orders worth about US\$146m for two 7,700 teu containerships with South Korea's Samsung Heavy Industries.

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OOCL spokesman Stanley Shen said the vessels are sisterships to six vessels already on order from Samsung. The first two, **OOCL Shenzhen** and **OOCL Long Beach**, are due to join the OOCL fleet next spring.

The firm is believed to have received a significant discount on the latest ships. Based on a stock exchange announcement by OOCL's Hong Kong-listed parent company, Orient Overseas (International), the cost of each ship is US\$73m, considerably less than the US\$80m average price of the six ships ordered in 2000 and 2001.

OOCL has had an option for the ships since November 2000 when it signed contracts for its first two ships, which at that stage were 7,400 teu vessels. It later extended the option at the end of 2001. At the time, Mr Shen said the options were likely to be converted into firm orders because they had been extended rather than left to expire.

Industry insiders said OOCL was keen to order the extra ships but wanted to see how liner shipping coped with the massive overcapacity in the industry coupled with the economic downturn.

The two new ships are due for delivery by second quarter 2005, by which time prospects in the containerised shipping market should have improved. About 80% of the cost of the vessels will come from bank borrowings. The remaining 20% will come from internal resources.

The orders coincide with a decision by OOCL to pull one of its transpacific services out of Yantian port east of Shenzhen, in favour of Shekou in the west. The move will disappoint Hutchison Port Holdings, which has been criticised for high charges at Yantian International Container Terminal.

## Gijon Delivers Another Dredger

IZAR Gijon Shipyard recently delivered an 8,500 m3 Trailing Suction Hopper Dredger (TSHD). It is the second dredging vessel built by Gijon for Dragages Ports, an agency of the French Public Works ministry. This self-propelled TSHD vessel, yard number 366 and named **Samuel De Champlain**, was ordered by Dragages Ports from Gijon Shipyard on May 24, 2000, together with a smaller unit of 5,000 m3 capacity, yard number 365, named DANIEL LAVAL and delivered on February 26 this year. SAMUEL DE CHAMPLAIN is already operated in river Loire, in France, according to shipowner sources. It is equipped with a trailing side suction pipe with underwater dredge pump on starboard and bottom valves for load dumping. The accommodation deckhouse and the wheelhouse are located at the bow of the ship. A machinery deckhouse is located at the stern of the ship. The dredger availability is superior to 7000 hours per year.

## Section of Costa Magica Arrives in Genoa

The fore end section of Costa Crociere's second 105,000 gross tonnage new building, the **Costa Magica**, arrived in Genoa at Fincantieri's yard in Sestri Ponente on December 7. Together with her sister ship **Costa Fortuna**, which is also currently under construction in Sestri Ponente, it will be the largest cruise ship ever to fly the Italian flag. The fore end section of the **Costa Magica** is 534 ft. long, 116.4 ft. in breadth and 25,000 gross tonnage. It was built by Fincantieri in Palermo, from where it was launched on 11th July 2002 prior to being towed to Genoa.





Top : **COSTA FORTUNA** under construction in Genua – **Photo : Piet Sinke ©**

The **Costa Magica** will be housed on the same slipway in the Sestri Ponente yards as her sister ship **Costa Fortuna**, which was launched by floating out on 11th November and is now moored at the dock where she is being fitted out. Once it is in position on the slipway, the fore end section of the **Costa Magica** will be assembled together with other "building blocks" until the vessel is completed. Thanks to Costa Crociere's two new record-breaking ships, the historic Sestri Ponente yard is back in the limelight again, as in the past when it produced such legendary liners as the **Rex (1931)** and the **Michelangelo (1965)**.

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## **WIND SONG, A Loss**



Following a devastating fire **WIND SONG** has been declared a total constructive loss. Parent company Carnival Corporation said that the ship, which caught fire about 10 miles off the coast of Tahaa, French Polynesia, had suffered "significant" damage. As reported, all 127 passengers and 92 crew were evacuated and no injuries were reported. The **WIND STAR**, a sister ship to the **WIND SONG**, will replace the ship in Tahiti beginning January 24.

## Gent schroeft haventarieven voor 2003 terug

Het Havenbedrijf Gent gooit voor volgend jaar het roer om op tariefvlak. Het GAB ziet voor 2003 niet enkel af van de traditionele jaarlijkse indexering van de havenrechten, maar gaat nog een stap verder met een verlaging van de rechten die op schip en lading geheven worden. De dokrechten (op het schip) worden teruggeschroefd tot op het peil van 1994. Ten opzichte van het niveau dat bereikt zou zijn indien gekozen was voor indexering, bedraagt de daling ongeveer 6,5%. De aanlegrechten (op de lading) zakken terug naar het peil van 2000 en liggen ongeveer 5% lager dan indien een indexaanpassing was doorgevoerd. Met die maatregelen wil het havenbestuur een krachtig signaal uitsturen naar de bestaande en potentiële havengebruikers en de door het Vlaams Gewest doorgevoerde verlaging van de loodsgeldtarieven kracht bijzetten.

## Brointermed Lines bedient voortaan ook Algerije

Rederij Brointermed Lines, die sinds 1986 een gemengde conventioneel stukgoed/breakbulk/containerdienst tussen Noord-Europa en Noord-Afrika (meer bepaald Libië) uitbaat, heeft beslist om een nieuwe dimensie aan deze dienst te geven door er een afzonderlijke bediening van Algerije aan toe te voegen. De eerste afvaart vanuit Noord-Europa zal op 22 december plaatsvinden met de "Nordkap".

## Thailand launches ship to clean up oil spills



His Majesty the King presided over a ceremony to anoint the **Chontaranurak** utility ship, built especially for cleaning up oil spills.

The ship, procured by the Water Transport and Maritime Commerce Department, is 41.85m long and 8m wide. It has a 120-cubic-metre slick storage tank.

The ship will operate in the Gulf and the Andaman Sea.

It can also support search-and-rescue operations, the

department said.

Until now, Thailand has only one ship of this kind \_ the **Densutthi** \_ deployed in the Gulf covering an area of 9,500 square kilometres from Phetchaburi to Trat.

The procurement of the **Chontaranurak** is part of Thailand's implementation of the International Maritime Organisation's Oil Pollution Preparedness, Response and Cooperation Convention of 1990.

The department's statistics show that deliberate dumping at sea is the cause of most oil spills in Thai waters. On average, a minor oil spill occurs by accident during a refill once a year. A major one resulting from a ship hitting a reef occurs once every three years, with disastrous impact on the environment and marine life. The **Chontaranurak** was built by Marson Co for the price of 304.8 million baht.

## P&O expects cost cuts of 15m at ferry unit

Peninsular & Oriental Steam Navigation Co (P&O) expects to achieve cost cuts of at least 15 million (\$\$41.7 million) next year as it eliminates jobs and combines management of its ferries business.

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The reorganisation of the unit will also lead to a one-time charge of 15 million, P&O said in a Regulatory News Service statement. About one-third of that cost will be included in 2002 earnings, the company said.

P&O bought the 40 per cent it did not own in P&O Stena Line, its ferry joint venture with Stena Line AB, in August, reducing the fleet and cutting two routes. P&O expects to cut as many as 530 jobs from the business, which combines Irish Sea, North Sea and English Channel operations and has been renamed P&O Ferries.

'Progress with the proposals for the introduction of a new organisational structure within P&O Ferries is being achieved more rapidly than expected,' P&O said in the statement. It added that business at its ports, logistics, ferries and container shipping units 'remains consistent' with its expectations.

## MSC launches direct Australia/Asia/Europe weekly service



Top : The **MSC NATALIA** departing from Rotterdam – **Photo : Piet Sinke ©**

THE Mediterranean Shipping Company is to start a major revamp of its Australia/Europe services from February.

The line will launch a new 14 vessel string connecting Australia directly with Europe through the Mediterranean and the Suez Canal -- rather than operating via South Africa as the line does at present.

The new operation will be fixed-day weekly, and will also go on to New Zealand, with possible impact on the Tasman as well as the Europe trades.

The new string will also provide a northbound service from Australia to Singapore and Jeddah on its way back to Europe, as well as calling southbound in the Indian Ocean islands including Mauritius.

There is to be a new, separate four ship service linking Australia with South Africa and the Indian Ocean islands, turning in Fremantle with cargo for eastern Australia relayed on other MSC services.



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The new European rotation will cover Antwerp, Felixstowe, Rouen, La Havre, Valencia, La Spezia, and Marseille before heading for Mauritius and Reunion.

The Australian rotation southbound from Europe will be Fremantle, Melbourne, and Sydney, before going on to Tauranga and New Zealand's South Island.

The northbound service will return via Sydney, Melbourne, Adelaide, and Fremantle calls.

The new services make Fremantle an increasingly important hub for MSC, with four calls a week at the port.

## MTU adds fast ferries to its range

TWO years after its introduction, MTU reports that its Series 8000 range of diesel engines continues to find favour in new applications,

To date 36 engines have been ordered for commercial, navy and pleasure craft, but the most recent order sees the engine specified for a new fast ferry application at the behest of Australian yard Austal Ships.

Four engines have been ordered for a fast ferry for the Canadian American Transport Systems for installation aboard an 86 m catamaran with a total power of 32,800 kW (nearly 45,000 HP) to achieve a speed of 40 knots.

MTU engines is will also be found aboard two 73 m catamarans due for delivery to the state of Alaska.

Powered by four MTU 16 V 595 engines, the Derecktor Shipyards-built all-aluminium ships for the Alaska Marine Highway System are intended to carry more than 300,000 passengers a year between 32 municipalities in Alaska by a variety of routes.

The first high-speed ferry, with a capacity of 35 vehicles and 250 passengers, is scheduled to enter service in the spring of 2004 between Sitka and Juneau.

The second ferry will, at the end of the same year, serve the triangular route in Prince William Sound between Cordova, Valdez and Whittier. The MTU 16V-595 engines offer a power output of 14,400 kW. This enables them when laden to reach a speed of 35 knots (65 kmh).

The vessels have been designed by Nigel Gee & Associates in such a way that existing docks and facilities can continue to be used. Two further options on ferries of the same size are planned.

Ferry operator El Salam Um recently added a 56 m catamaran to its fleet of ferries on the Red Sea.

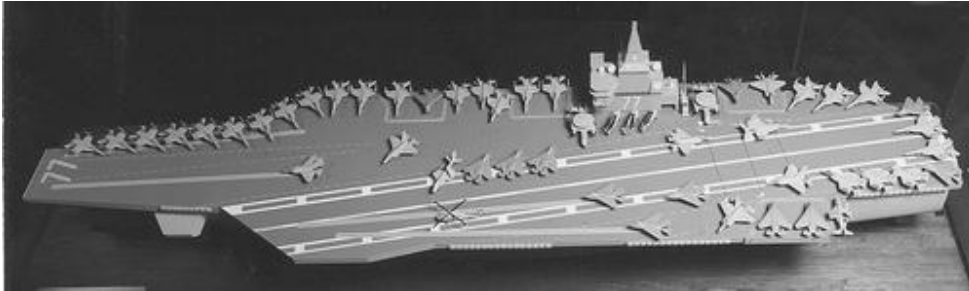
Capable of transporting both passengers and vehicles, the new vessel will be in service on the 105 nautical miles route between Safaga in Egypt and Duba in Saudi Arabia. The aluminum ship is powered by four MTU 16V 4000 engines with total power output of 9,280 kw. Built by Austal, the high-speed ferry can carry 430 passengers and 43 vehicles at a speed of 35 knots.

In addition, the Austal subsidiary Image Marine has delivered two ferries to the Portuguese ferry operator Transtejo. The 37 m river catamarans **Pedro Nunes** and **Cesario Verde** are capable of transporting up to 292 passengers at a speed of 27 knots.

The vessels are powered by two MTU Series 2000 16-cylinder engines.

## NAVY NEWS

# NAVY CARRIER NAMED IN HONOR OF FORMER PRESIDENT



Secretary of the Navy Gordon R. England has named the Navy's tenth Nimitz class aircraft carrier in honor of World War II Naval Aviator

and former President of the United States **George Herbert Walker Bush** during a ceremony in the Pentagon Auditorium.

Senator John Warner of Virginia, a former secretary of the Navy himself, will join England and the former president for the event. The future **USS George H.W. Bush (CVN 77)** is presently under construction at Northrop Grumman's Newport News in Virginia.

At 1,092 feet in length and 97,000 tons, Nimitz class aircraft carriers are the largest warships in the world. They have a flight deck of 4.5 acres and carry an air wing of approximately 75 aircraft and can travel at speeds in excess of 30 knots. America's carriers deploy around the globe in support of U.S. interests and commitments and can respond to crises in ways ranging from peacetime presence to full-scale war serving a vital role in the defense of the American people.

England has also designated Bush's daughter, Mrs. Doro B. Koch for the traditional role of ship's sponsor. USS George H.W. Bush is expected to join the fleet in 2009.

## Aegis ship shown to media ahead of dispatch



An Aegis-equipped high-tech naval vessel was shown to the media on Monday ahead of its dispatch later this month to the Indian Ocean to step up logistical support for the U.S.-led antiterrorism operation.

Monday's tour by the Maritime

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Self-Defense Force (MSDF) inside the 7,250-ton **Kirishima** based in Yokosuka, Kanagawa Prefecture, follows the Japanese government's decision last Wednesday to dispatch the ship, in line with the country's special antiterrorism law enacted last year.

### MOVEMENTS

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### "Geco Bluefin" arrives at company quay



Due to no work for the near future, the 80 meter long seismic vessel "**Geco Bluefin**" arrives its company quay at Alesund, Norway Sunday December 8<sup>th</sup>.

**Photo's : Oddgeir Refvik ©**

She was build in 1982 at Soeviknes Shipyard as trawler "**Inda**" for use in Nigerian waters. In 1999 she was completly rebuild at Baatbygg Shipyard to a seismic vessel. She is operated by WesternGeco, but owned by the AAlesund based company Volstad Shipping. Voldstad Shipping main activity is fishing, thus all the fishing gear seen on the quay at the picture.



## **AIRCRAFT / AIRPORT NEWS**



D-AIME The first **Airbus A330** in Lufthansa livery.

Photo : Anand Mayanna ©

## **RIJNMOND WEATHER**

Vooruitzichten van woensdag t/m vrijdag:

**Flinke tempering van de vorst!**

Morgen en aanvankelijk ook op donderdag nog veel zon en koud. Vanaf vrijdag meer bewolking en kans op lichte sneeuw of ijzel bij een duidelijke stijging van de temperatuur.



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|                      | WO-11 | DO-12 | VR-13  | ZA-14  |
|----------------------|-------|-------|--------|--------|
| Maximumtemperatuur:  | -3    | -1    | 1      | 2      |
| Minimumtemperatuur:  | -8    | -6    | -3     | -1     |
| Zonnekans in %:      | 80    | 60    | 20     | 20     |
| Neerslagkans in %:   | 5     | 10    | 30     | 30     |
| Windrichting kracht: | O-4-5 | O-3-4 | ZO-3-4 | ZO-2-4 |

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



The **Fairplay 21** enroute with the troubled **Barakat** to Rotterdam a few weeks ago.

photo :  
via Capt.  
Dave  
Hangoor

**Fairplay**