

DAILY SHIPPING NEWSLETTER 2003 – 028



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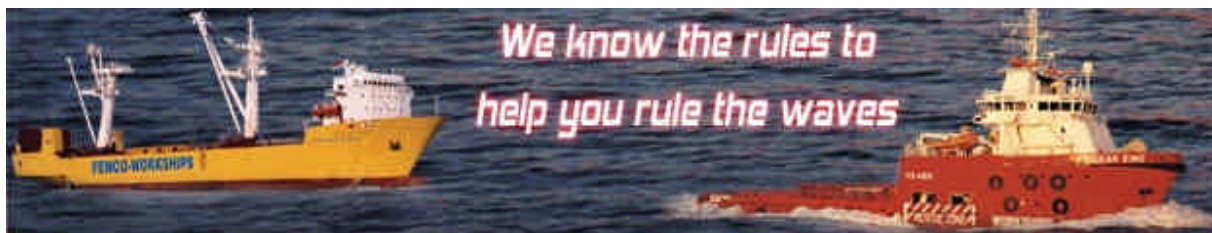
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Finnish minister wants container ships to be equipped for ice

The Finnish minister of transport and communications Kimmo Sasi has demanded that container ships should be suitably equipped for icy conditions.

Sasi wants the European Union to change its regulation of double hulls, and says that cargo ships transporting oil should have suitable modifications to manage in ice and that these have to be approved by the country where it is going, reported the Finnish online newsletter Internytt.

MPA monitoring S China Sea salvage ops

The Maritime and Port Authority of Singapore (MPA) is monitoring the salvage of Singapore-flagged dry cargo ship **Springbok**, which was involved in a collision with a Panama-flagged LPG carrier last week.

The two vessels remain stuck together, after the 1979-built, 9,027 gt **Springbok's** hull was pierced by the 1990-built, 44,690 gt **Gas Roman**.

The Singapore-owned, managed and registered vessel is carrying timber, while the South Korean owned and managed tanker is laden with liquefied petroleum gas.

A MPA spokeswoman told Shipping Times the collision happened in international waters of the South China Sea, 'more than 30km north east of the Horsburgh Lighthouse or Pedra Branca'. She added that while the accident occurred outside the Singapore Straits and beyond Singapore waters, MPA was involved because of the Springbok's registration.

No pollution or casualties have been reported, and shipping traffic remains unaffected, MPA said in an incident update.

'According to the shipmanager of **Springbok**, Supertramp Maritime Pte Ltd, both vessels have been towed to sheltered Indonesian waters and are awaiting the Indonesian authorities to board the vessels for inspection before they anchor. This is to facilitate the salvage operations.'

Meanwhile, the MPA also confirmed the investigation report into the January collision between the Singapore Navy's **RSS Courageous** and the containership **ANL Indonesia** was close to completion, and would be publicly released. The accident, which caused the deaths of four navy personnel, happened close to the disputed outcrop of Pedra Branca.



The world's first floating apartment block, **The World**, begins a turn March 7, 2003 to afford all the apartment owners their fair share of the view of Sydney Opera House. The harbour was brought to a standstill as ferries and other passenger craft were forced to sit and wait as the 44,500 tonne giant liner moved out of its berth and then turned around and came back in allowing those who didn't have the view for the past couple of days their turn

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Keppel gets \$105 mln oil rig contract

Singapore shiprepair conglomerate Keppel Corporation Ltd said on Friday it has clinched a \$105 million oil rig project from U.S.-based drilling and marine transport service provider ENSCO International Inc

Keppel said its unit Keppel FELS will build, own and operate the jack-up rig with ENSCO, and this will be completed by the first quarter of 2005. Keppel will own 75 percent of the rig and ENSCO the balance, though the latter will have an option to buy out Keppel's interest prior to the delivery and for two years after delivery.

"It is positive for Keppel...and should contribute to some earnings in 2004," said Janice Chua, analyst at DBS Vickers Securities. It said the alliance arrangement was not expected to have any significant impact on the net tangible assets or net earnings of Keppel Corp for fiscal 2003.

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NLNG Takes Delivery of 10th LNG Ship

Nigeria Liquefied Natural Gas (NLNG) has taken delivery of LNG Bayelsa, its 10th gas cargo vessel which is expected to load its first export cargo on the 1st of April this year. The company's General Manager in charge of External Relations, Sienna Allwell-Brown disclosed this in a statement released in Lagos , adding that the ship set sail for Bonny Island yesterday . It was disclosed that Bonny Gas Transport (BGT) a wholly owned subsidiary of the NLNG took delivery of the vessel last week in the Hyundai Heavy Industries (HHI) ship yard in Ulsan, South Korea. This was after a christening ceremony performed by the wife of the Bayelsa state governor , Margaret Alamieseigha . She was represented by the State Commissioner for Women Affairs, Jane Alek..

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The **LNG RIVERS** arriving at the Bonny Terminal – photo : **Sicco Ritsma** ©

While speaking on the development, the company's managing director, Dr. Andrew Jamieson said that it was a great pleasure to welcome the vessel into the BGT and NLNG fleet. He said the new vessel will increase the shipping capacity of the company and boost Nigeria's LNG position as a leading exporter of LNG in the world. The statement also disclosed that the delivery of **LNG Bayelsa** completes the shipping requirements of NLNG's third train expansion project. It would be recalled that LNG Bayelsa is also one of the three pioneer new builds part financed with third party loans totaling \$260 million which was raised from the Nigerian and international financial markets last year. The other two new vessels, **LNG Rivers** and **LNG Sokoto** were delivered in June and August last year, respectively.



left :
The **SMIT YERWA** assists the **LNG RIVERS** during the berthing at the Bonny Terminal

Photo : **Sicco Ritsma** ©

The statement also recalled that BGT has flagged off a campaign in the Nigerian and international financial markets, to raise an additional \$ 460 million as part financing for four new LNG ships to meet part of the shipping requirements of trains 4 and 5 expansion project. While pointing out that \$700 million is actually required for the construction of the four new LNG vessels, the statement disclosed that the balance would be provided by the company and that the vessels would also be built by HHI.

On his part, the general manager of BGT Shipping Services, Yann Le Roy opined that the timely delivery of the high quality vessel was a demonstration of the close working relationship among the parties involved in the project.

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He said he was confident in BGT's ability to ensure safe, efficient and reliable operations of its fleet, while giving the assurance that the company would deliver maximum benefits to all of its stakeholders. The lead arranger for the loans and representative of Credit Suisse First Boston (CSFB), Sarah Wu while speaking at the hand over ceremony expressed the pleasure of the banks over the delivery of the vessel on time and within budget. Sarah Wu who is also the vice president of CSFB said that the banks urged BGT to maintain the new vessel as a performing asset.

BGT also plans to charter another four ships, with an option to buy after five years, having signed a contract agreement to this effect with Bergesen of Norway in December 2001. BGT is a subsidiary company of the NLNG which is a Nigerian Joint Venture company. Its shareholders are NNPC (49%), Shell Gas BV. (25.6%), TotalFinaElf (15.0) and Agip International (10.0%).

P&O Nedlloyd: meer containers, minder geld

Het is eigenlijk heel zuur: rederij P&O Nedlloyd vervoert steeds meer containers, maar verdient steeds minder geld. Rederij-topman H. H. Meijer blijft echter optimistisch. Van frustraties is geen sprake, beweert hij. Sterker nog: er wordt wel zeker geld verdiend, vindt Meijer.

De 'winst' zit in de gigantische kostenbesparingen, legt Meijer uit. De toekomst voor de Brits-Nederlandse rederij is bovendien zonniger dan ooit, mits aan één belangrijke voorwaarde kan worden voldaan: herstel van de tarieven. Er zijn al voorzichtige signalen die daar op duiden. „Maar,” zegt Meijer in een toelichting op de zwaar tegenvallende jaarcijfers (206 miljoen dolar verlies in 2002), „de onzekerheden in de wereld zijn vandaag de dag ook erg groot.”

De ongeveer honderdzestig schepen van P&O Nedlloyd hebben vorig jaar iets meer dan 3,5 miljoen standaard containers (TEU's) vervoerd. Dat is liefst twaalf procent meer dan in het jaar er voor. Echter, de tarieven zijn beroerd. Voor iets meer dan duizend dollar gaat tegenwoordig een container de hele wereld over.

Het gaat de laatste maanden weer iets beter met die tarieven. Gelukkig voor P&O Nedlloyd vooral op de handelsroutes tussen Azië en Europa en die over de Pacific, routes die samen goed zijn voor 45 procent van de handel van de rederij. Toch is de gemiddelde opbrengst per container vorig jaar met honderd dollar verslechterd. Over een heel jaar gerekend heeft P&O Nedlloyd daardoor bijna vijfhonderd miljoen dollar aan inkomsten misgelopen. De totale tariefsdaling over 2002 is twaalf procent.



Boven: De **P&O Nedlloyd Stuyvesant** vertrekt uit de Europoort - foto : **Michael vd Meer** ©

Al langer werkt P&O Nedlloyd aan besparing van kosten. Veel administratieve activiteiten zijn de laatste twee jaar overgebracht naar landen met lage lonen: India en China. Veel zaken ook probeert de rederij vooral slimmer te doen, met moderne computertechnologie als hulpmiddel. De eerste besparingsprogramma's verliepen al in aanvang zó gunstig dat doelen snel zijn bijgesteld. P&O

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Nedlloyd hoopt aan het eind van 2003 op jaarbasis 350 miljoen dollar te besparen op kosten. Eind vorig jaar stond de teller op 290 miljoen dollar.

Rederij-topman Meijer zegt hard te werken aan herstel van de tarieven. Beetje bij beetje moeten die weer worden opgevoerd. Zijn geluk is dat de concurrenten van P&O Nedlloyd hetzelfde nastreven. Maar volgens Meijer staat 'zijn' rederij er beter voor dankzij alle besparingsprogramma's. „Die programma's én het streven om alles slimmer te doen maken dat wij de afgelopen tijd feitelijk hebben gebouwd aan een geheel nieuw bedrijf,” licht hij toe.

Bijkomend voordeel is dat door de groei van het mondiale ladingaanbod de overcapaciteit van scheepsruimte, ook een probleem van de afgelopen jaren, voor het belangrijkste deel is verdwenen. De schepen van P&O Nedlloyd kenden de laatste maanden van het vorig jaar een gemiddelde beladingsgraad van tachtig procent, terwijl in tegenstelling tot andere kwartalen er dit keer geen schepen tijdelijk waren opgelegd.

De verliezen bij de rederij hebben bij 'halve' moeder Koninklijke Nedlloyd ook voor een verlies gezorgd: honderdzestig miljoen euro negatief. Meijer, die ook bestuursvoorzitter van Nedlloyd is, streeft er naar dit jaar het belang van vijftig procent in luchtvaartmaatschappij Martinair eindelijk af te stoten. Ook moet dit jaar de beursnotering van P&O Nedlloyd een feit worden.

Meijer moet als rederijtopman wel op zoek naar een nieuwe collega. De Britse co-voorzitter van het bestuurscomité, R. Woods, wordt aan het eind van dit jaar bestuursvoorzitter van P&O.

PORT OF HOEK VAN HOLLAND



De Negen installed the oil boom to close the harbour – **photo's : Piet Sinke ©**

Friday the Port of Hoek van Holland was closed for several hours due to some oilspil which consisted out of some "heavy oil" patches floating in the harbour, the AVR mobilised the vessel **DE ZES** and the **DE NEGEN** to clear the oilpatches.



NAVY NEWS

USS Iwo Jima Amphibious Ready Group Deploys



More than 4,000 Sailors and Marines attached to ships and units of the **USS Iwo Jima (LHA 5)** Amphibious Ready Group (ARG), along with the 26th Marine Expeditionary Unit (Special Operations Capable), departed from their East Coast home ports March 4.

The Iwo Jima ARG is composed of Commander, Amphibious Squadron 6; the

multipurpose amphibious assault ship Iwo Jima; amphibious transport dock **USS Nashville (LPD 13)**; the dock-landing ship **USS Carter Hall (LSD 50)**.

The **Iwo Jima ARG** is commanded by Capt. David C. Taylor, Commander, Amphibious Squadron 6. Iwo Jima, from Naval Station Norfolk, Va., is commanded by Capt. John W. Snedeker. **USS Carter Hall (LSD 50)**, from Naval Amphibious Base, Little Creek, Va., is commanded by Cmdr. Troy L. Hart. **USS Nashville (LPD 13)**, from Naval Station Norfolk, Va., is commanded by Capt. Shawn Tallant.



left : The guided missile cruiser **USS Princeton (CG 59)** makes her way across the San Diego Bay after pulling away from her berth at Naval Station San Diego. Princeton is deploying as part of **the Nimitz Battle Group** to the Arabian Gulf

Below: The aircraft carrier **USS Nimitz (CVN 68)** pulls away from its berth as her crew "man the rails" and bid farewell to their friends, family, and loved ones

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USNS Walter S. Diehl (T-AO 193) pulls along side **USS Nimitz (CVN 68)**, preparing for an underway replenishment (UNREP). The UNREP allows ships to take on fuel and other supplies while at

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sea. The Nimitz Battle Group, Cruiser Destroyer Group Five, are all on regularly scheduled deployments in support of Operation Enduring Freedom

HMCS CORNER BROOK DUE TO ARRIVE IN CANADA

HMCS Corner Brook, a Victoria-class submarine, with a crew of 58 officers and sailors will arrive in HMC Dockyard on Monday, March 10th at 1 p.m. Corner Brook is the third of the Canadian Navy's four



modern and highly capable diesel-electric submarines acquired from the British Royal Navy.

Left : An **UPHOLDER** (in the Canadian navy called **VICTORIA**) class submarine navigating on the surface. **Photo : Coll. Piet Sinke.**

"The trip across the Atlantic is going extremely well, the boat is performing admirably, and we are expecting to qualify several new submariners shortly," said Rear Admiral Glenn Davidson, Commander of Maritime Forces Atlantic in Halifax. "I attended the naming and acceptance ceremony in Britain last month. The boat is in

excellent condition, the crew's morale is high and they are looking forward to bringing her home, just as much as we are to having Corner Brook here," added Davidson.

MOVEMENTS

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JUMPING JACK / ESVAGT CONNECTOR



The Esvagt AHTS **ESVAKT CONNECTOR** arrived Friday afternoon with the **JUMPING JACK** of Mammoet-Van Oord in Rotterdam. Photo's : Piet Sinke ©



HMCS REGINA



The Canadian frigate **HMCS REGINA** (FFGH 334) arrived Friday in Singapore for a port visit.

AIRCRAFT / AIRPORT NEWS

Airbus may cut output without firing workers

Flexible working arrangements will help it to weather decline in orders

Airbus SAS, the only builder of large commercial aircraft besides Boeing Co, may cut production without firing workers, helping it weather a decline in the civil aviation industry, said chief executive officer Noel Forgeard.

Mr Forgeard: cost of firing workers in Europe has prompted Airbus and its employees to agree on ways of trimming work hours and pay whenever production falls. The planemaker can deliver between 260 and 340 planes 'with the current headcount because of our flexible working arrangements,' Mr Forgeard said in a speech to the Royal Aeronautical Society in London. 'This is a major asset for Airbus.'



Top : The latest new edition of the A340 series, the **A340-642**, seen here at Toulouse March 5th, 2003

Photo : Clovis Bouhier ©

Toulouse, France-based Airbus, which is 80 per cent owned by European Aeronautic, Defence & Space Co, has said it will deliver 300 planes this year compared with 280 from Boeing.

The European planemaker's battle with its Chicago-based rival has intensified as slow economic growth and the threat of war in Iraq have led airlines to lower traffic forecasts for 2003.

Airbus currently employs 46,000 in France, Germany, Spain and the UK. The cost of firing workers in Europe has prompted Airbus and its employees to agree on ways of trimming work hours and pay whenever production falls to avoid forcing people off the payroll, Mr Forgeard told the society on Wednesday.

That flexibility allowed Airbus to cut the equivalent of more than 9,000 jobs without mass firings last year as it scaled back production.

Carriers are idling planes and cancelling flights - reducing the need for new aircraft - as traffic has fallen following the Sept 11 hijackings, slowing worldwide economic growth and the threat of war in Iraq. Boeing's deliveries last year fell 27 per cent to 381 planes. Airbus's fell 6.8 per cent to 303 planes.

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Deutsche Lufthansa AG and **KLM Royal Dutch Airlines NV** have said they are grounding aircraft in coming months, Air France SA scaled back an increase in seating capacity in its timetable starting in April and British Airways said last month that it could not rule out cutting its fleet.

At the same time, Airbus is developing the 550-seat A380 aircraft, which when it goes into service in 2006 will beat Boeing's 400-seat 747 as the world's biggest airliner.

EADS, Europe's biggest aerospace company, said it may provide more funds for the A380 project should slower-than-expected plane deliveries reduce Airbus's cash flow.

RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

Licht wisselvallig!

Af en toe zon en meestentijds droog. De gehele periode staat er tamelijk veel wind en is het zacht.

© Ed Aldus 2003	ZA-08	ZO-09	MA-10	DI-11
Maximumtemperatuur:	9	11	12	12
Minimumtemperatuur:	5	6	7	8
Zonnekans in %:	30	30	30	30
Neerslagkans in %:	30	10	20	20
Windrichting kracht:	WZW-4-6	ZW-4-6	ZW-4-6	ZW-5-7