



## DAILY SHIPPING NEWSLETTER 2003 – 034



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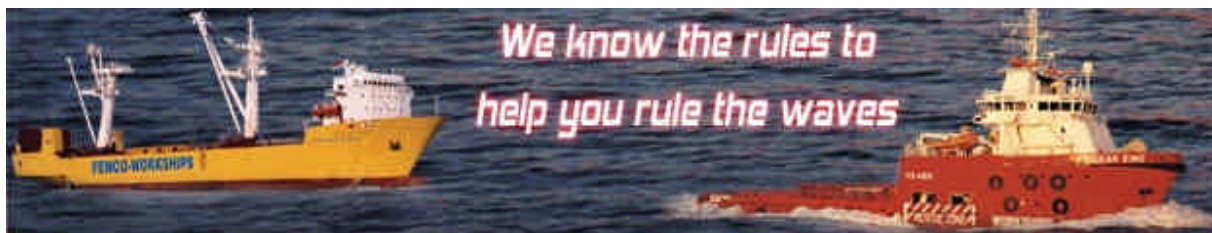
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## HMM faces legal action over N Korea

THE South Korean government is to initiate legal action against Hyundai Merchant Marine as the shipping company has refused to submit information regarding alleged illegal transfer of funds to North Korea. The government's corporate watchdog said today that HMM had refused to submit relevant information despite being asked as many as nine times. The issue relates to an omission of W300Bn (\$242M) in the company's balance sheet for the first half of 2000. It is alleged that this amount was transferred illegally to North Korea. The Korea Stock Exchange has stopped trading in HMM shares following the indictment. Meanwhile, HMM has reported a net profit of W308Bn for the year 2002, although turnover fell by 16 per cent to W4.6Trn due to the slowdown in the world economy and the appreciation of the Korean currency. The sale of the car carrier unit to Wallenius Wilhelmsen and other

assets and a favourable exchange rate saw the company return to profit after suffering losses of W319Bn in 2001.

## Filipino crew took on illegals

THREE Filipino crew members on dry cargo vessel **Balsa 58** have been charged by US authorities in connection with people smuggling, near the US Gulf port of New Orleans. Four illegal immigrants from the Dominican Republic paid \$8,700 each to crew members to gain passage on the vessel, according to the Department of Justice. The Balsa 58, operated and managed by Hong Kong-based Hiong Guan Navegacion and owned by Japan's Dowa Line, was intercepted in the Southwest Pass in Southern Louisiana en route to the Mississippi river on February 8. The Filipinos, Gil Marquez, 43, Mario Yolangco, 36 and Fernando Kisteria, 34, face up to ten years' imprisonment and up to \$250,000 in fines if convicted.

## UNION MANTA COMMENCED SEATRAILS



The URS Newbuilding **UNION MANTA** commenced her seatrials.

Photo : via Pey Christian – URS

## Cocaine haul on Cunard's Caronia

UK Customs officials yesterday seized £1M of cocaine from passengers disembarking from Cunard's 677-passenger cruise ship **Caronia** in Southampton. Three men, all believed to be from Liverpool, are still being questioned today by customs officers after 20 kilos of the drug was discovered hidden in suit carriers packed in a number of suitcases. The haul, which is estimated to be worth £1.16M (\$1.87M), was discovered when the 24,492-GT vessel arrived in the UK early yesterday morning at the end of a trip to South America and the Caribbean.

## CASUALTY REPORTING

### MERWEDIEP (NETHERLANDS)

C.c. **Merwediep** (3620 gt, built 1998), Italy for Thessaloniki, grounded in Thessaloniki port area in lat 40 34.8N, long 22 50.2E, about 0920, local time, today. Vessel attempting to refloat under own power.

### SAM 3 (INDIA)

Twelve crew members of supply vessel SAM 3, ex anchor handling tug/supply **Samudrika 3** (951 gt, built 1986) chartered by the state-owned Oil and Natural Gas Corporation (ONGC) had a miraculous escape recently when the vessel's engine-room flooded after its hatches were damaged. The incident took place in the North Fields area, about 70 nautical miles from Mumbai, on Mar 4. Confirming that the supply vessel was towed into Mumbai docks by Shipping Corporation of India's SCI 02 on Mar 5, ONGC officials said hatches of the vessel were damaged in rough seas on Mar 4. The vessel was manned by crew from Dolphin Offshore. According to ONGC spokesperson Madhulika Verman, the food boxes dashed against the hatches and resulted in flooding of the steering-room. "The damaged portion has been repaired and the vessel is likely to sail late Tuesday evening," added Verman. According to eye-witnesses, for more than two days after the vessel was holed, the engine-room was still flooded. In fact, repair work on SAM 3 was finally completed today and the vessel is on sea trials.

### GUDRUN GISLADOTTIR (ICELAND)



Fishing Gudrun Gísladóttir: Seloy Undervannsservice AS inform today that due to long lasting bad weather they have not been able to actually turn the vessel. However, they are ready to make an attempt as soon as the weather improves. They estimate 10 working days after turning of the vessel before they are ready to make an attempt to refloat it.

### CIARA JOY

More salvage teams were expected to arrive yesterday at the Bredco Port 2, in the Reclamation area to lift ro/ro **Ciara Joy**, which capsized Saturday afternoon (Mar 8) before it could leave for Iloilo City.

Ralph Sarmiento, counsel for the vessel owner, Aleson Shipping Lines, said Tuesday that salvage teams from Manila, Iloilo, Cebu and Zamboanga, which have lifting equipment, salvage boats, floaters, balloons, among others, will help in lifting the vessel. Sarmiento said they have stopped lifting operations using cranes as it failed to lift the vessel because of its sheer weight. Based on initial findings, the estimated damage on the vessel alone is pegged at P15 million to 20 million.

## SHIPYARD NEWS

### QM2 float-out delayed



FLOATING out of the giant cruise newbuilding **Queen Mary 2**, scheduled for March 16, will not take place before March 21 at the earliest because the completion dock is still being dredged to accommodate it. The float-out involves moving the 142,200-GT vessel from its building dock at Chantiers de l'Atlantique in St Nazaire, France to completion Dock C. However, work has yet to be completed at Dock C to accommodate the ship – which is 33 m deep from main deck to keel – and the operation will take longer than expected. The dock has only been used as a fitting-out berth so far, and will be completely emptied this time to permit the installation of the QM2 pods in dry conditions. Meanwhile, a 'pre-shifting' ceremony will still take place at St Nazaire on Sunday, where about 300 guests are expected.

### STX Shipbuilding backlog of 45 Ships

STX Shipbuilding, with its recent Tankers (except 3 optional Tanker), has orders to build 21 ships worth US\$600 million (except 18 optional ships worth US\$500 million) this year. As of August, STX Shipbuilding has backlogs of orders for 45 ships worth US\$1.3 billion to build by early 2005. The 45 ships are 42 Product Oil/Chemical Tankers-26(twenty-six) 46,000~51,000 DWT, 8(eight) 37,000 DWT, 8(eight) Panamax type (71,000~74,000 DWT)-as well as 2(two) 2,500 TEU Containerships and 1(one) 23,000 CBM LPG Carrier. STX Shipbuilding is expected to have backlogs of orders for a total of 63 ships worth US\$1.8 billion by this year, when the 18 optional ships are taken into account.

### DSME named Two Ships

The naming ceremony for Niarchos 105k COT bearing Hull No. 5220 was held on the 7th March at quay A in the presence of about 50 owner and yard members. The Ship was named by Mrs. Ioanna Pinotsi - Menelaou(Wife of Capt. Christos Menelaou, Vice President of Transoceanic Marine) as '**WORLD KRONOS**'. In the meantime, OAK Maritime 173k Bulk Carrier bearing Hull No. 1146 had the naming ceremony on the 12th March at quay C. The Ship was named by Mrs. May Tsai(Wife of Mr. Fred C. P. Tsai, Chairman of Sincere Navigation Corporation) as '**MINERAL ANTWERPEN**'.

### Samsung continues to receive large orders

Samsung Heavy Industries recently received orders for a total of 8 ships worth \$580 million: an LNG carrier from Qatar's Ras Laffan LNG Co., Ltd.(RasGas), 5 container vessels from Canada's Seaspan Container Lines Ltd. and 2 product carriers (PC) from Italy's Euroceanica CTGM SA.

The capacity of the LNG carrier ordered by Qatar's RasGas is 145,000? , 7,000? larger than the existing 138,000? , and RasGas is expected to order 3 more ships from Samsung. On the other hand, Samsung Heavy Industries has continuously received orders from Canada's Seaspan Container Lines Ltd., the world's largest 8,100TEU-class super-large container vessels which ordered from Samsung



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five 4,000TEU-class ships and seventeen 5,000TEU-class super-large container vessels in last 3 years. These 8,100 TEU-class super-large container vessels are scheduled to be delivered successively starting next year till the first half of 2005.

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### HK Capesize operators join forces

SIX Hong Kong Capesize operators have teamed up with U-Ming Marine of Taiwan to set up the Cape Asia Inc pool, with an eye on the ever-growing volume of commodities going in and out of China. The Hong Kong companies are Wah Kwong, Oak Maritime, Unique Shipping, Grand Seatrade, Chinese Maritime Transportation and Teh-Hu Cargocean Management. U-Ming chairman Douglas Hsu will assume chairmanship when the pool is expected to be up and running in about three months, with Oak Maritime chairman Steve Hsu becoming MD. The new company, based in Hong Kong, will initially charter in two ships because most of the partners' vessels are on long-term charters. If the experiment is successful, the partners will enrol their ships with the aim of expanding the pooled fleet to 40 in a few years. But some owners and brokers doubt the viability of the arrangement. Prominent Hong Kong owners Tai Chong Cheang Steamship, which operates 12 Capes, and Island Navigation, which has four, have opted to stay out.

### Cosco signs up for LNG venture

COSCO and China Merchant Holdings have signed an agreement in Beijing to form a joint-venture for the Guangdong LNG project including shipping arrangements. The agreement, which is valid for 25 years, provides for import of LNG from Australia to Dapeng Bay near Shenzhen in southern China. Zhou Qifang, vice-general manager of China Merchant Holdings will head up the preparatory group that will arrange for the shipments and placing of orders for five LNG newbuildings of 134,000 m<sup>3</sup> each. Hudong Shipbuilding, which is said to have entered into a partnership with Chantiers de l'Atlantique of France for the purpose, has been chosen to build the vessels.

### Carnival looks to Far East

CARNIVAL DLC, the cruise shipping conglomerate due to emerge from the merger of Carnival Corp and P&O Princess Cruises, is interested in looking at Far Eastern source markets for cruise passengers in about two years' time, after the merger has been completed. Carnival Corp chairman Micky Arison says the merger will bring knowledge about how to do business in the Far East that Carnival has so far

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lacked. The corporation tried to launch a joint venture with Hyundai in South Korea in 1998 but a financial crisis that rammed the region led to the plan being dropped. Princess Cruises, part of P&O Princess, has two 113,000-GT cruise ships on order at Mitsubishi in Japan. The group has extensive cruise operations in the Asia-Pacific region under the P&O Cruises, P&O Cruises Australia and Princess Cruises brands. The Carnival DLC group will have 13 brands after the merger is in place. Arison told travel press last week in Miami that it has no plans to increase that number.

## VISBY COMMENCE SERVICE A LITTLE LATER



The new **Visby** shall start service first the 28 of March, It was said she should start 24 of March, but after the training exercise to evacuate the ship in Visby harbor today, they need some more days to train everything. On Friday (14 march) she will go to Poland for some repairs on the stern.

## WINTERSTOP ??



During winter time all these beauties at their safe anchorage sleep and rest, waiting for the coming of Summer time, in order to sail proudly for another time at blue waters. (photo taken by **Yorgos Graikos** at Keratsini port Greece).



Due to problems with her engines ms **PETER PAN** will sail to Flender in Lübeck on Monday. MS **NILS HOLGERSSON** will sail one week after ms **PETER PAN** to the yard. The **NILS HOLGERSON** crossing and the **PETER PAN** departure from Travemünde or Trelleborg are scheduled with **ROBIN HOOD** or **NILS DACK**. Ms **PETER PAN** is back in service on Sunday (23.3.03)

## Greece's Minoan Lines sells ferry for \$67 mln



Greek ferry operator Minoan Lines said on Wednesday it concluded the sale of vessel **Ariadne Palace** to Italy's SIME TRE Spa, a subsidiary of Corsica Sardinia Ferries for \$67 million. "The sale...marks a further step of the company's strategy to reduce debt and strengthen liquidity," Minoan Lines said.

Left : **Ariadne Palace** in Genua

Photo : **Piet Sinke** ©

In late January, Minoan, with a current market value of 59 million euros, terminated its cooperation with Italian shipping group Grimaldi, withdrawing its vessel from the Genoa-Tunis sea route. The shares were erasing early losses of more 1.0 percent, gaining 1.19 percent to 0.85 euros.

## "Midnatsol" ready this week

The new Coast Express vessel "**Midnatsol**" is ready for delivery to the owners Troms Fylkes Dampskibsselskap (TDFS) by the builders Fosen Mek. Verksteder. The vessel is the second for the same owners, and the first, "Trollfjord" has become a favourite among the tourists. "Midnatsol", which will have equipment onboard to be used as a hospital ship for the Norwegian Navy, is leaving for Hamburg to be baptised on March 22th by Ruth Brandt, wife of the former German Chancellor Willy Brandt. Ruth Brandt is Norwegian born.



At the Tyne the **Asian Hercules II** lifted again some other modules onboard the Bonga.

Photo's : **Kevin Blair** ©





## NAVY NEWS



A helicopter hovers near the Ticonderoga-class guided missile cruiser **USS Cowpens** in the northern Gulf, March 12, 2003. The Cowpens forms part of the Kitty Hawk battle group and is equipped with Tomahawk cruise missiles.

## Ships may enter war by back door

Two Canadian warships have begun patrolling waters in the Persian Gulf as far north as Kuwait and are poised to take on a direct support role for the U.S. military if Canada joins a war on Iraq, sources say.

Since taking command last month of a multi-national naval task force - officially called Task Force 151 -- the Canadian frigates **HMCS Montreal** and **HMCS Winnipeg** have been authorized to sail as far north as the 29th parallel, off the southern tip of Kuwait. The extended range allows the Canadian ships -- and up to 20 vessels under their command -- to escort U.S. supply ships en route to port in Kuwait and other military bases in the area. "Before we took on Task Force 151, they didn't stray too much farther north than the Strait of Hormuz, so basically they were in the Gulf of Oman," said a senior Defence Department official, who asked not to be named.

"But since then, the expanded region gives us operational command up to the 29th parallel [latitude]. That is the southernmost point of Kuwait." National Defence headquarters has deliberately played down the fact that Canadian ships are patrolling ever closer to the theatre of operations for a possible U.S.-led attack on Iraq. Citing operational security, Jae Malana, a department spokesman, declined to

confirm the ships' patrol range extends as far north as Kuwait. He would only say that Canadian warships are in the Arabian Sea region, which is approximately 300 nautical miles to the south.



Left: File picture of the **HMCS IROQUOIS** departing from Rotterdam 22-11-1999  
**Photo : Piet Sinke ©**



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Three other Canadian ships are currently en route to the Persian Gulf, including the destroyer **HMCS Iroquois**. It will assume command of Task Force 151 when it arrives with the frigate **HMCS Fredericton** by mid-April.

The frigate **HMCS Regina**, which sailed from Vancouver on Feb. 2, is expected in the Persian Gulf within days. If Canada formally joins a war, the Navy would likely continue its escort and interdiction role, protecting "high-value units" like oil tankers and supply ships carrying munitions and equipment. "Our ships are not capable of projecting power ashore. We don't have Tomahawk cruise missiles. The guns are useful in a limited sense. They can pound beaches. But the Americans are looking much farther inland than that," said Mr. Gimblett. The Canadian frigates are armed with eight harpoon ship-to-ship missiles and 16 Sea Sparrow surface-to-air missiles, which are capable of intercepting incoming supersonic missiles or manned airplanes.

"The harpoon is very likely a last-resort, self-defence weapon," Mr. Gimblett said. "The Sea Sparrow is very good at taking out closing targets." The Iroquois is armed with Standard missiles, an air defence weapon effective to about 320 kilometres. Although the Canadian ships would not have a direct offensive role in an Iraq war, Mr. Gimblett said they have huge responsibilities in their command position with Task Force 151. The British naval commander in the Gulf warned this week that al-Qaeda attacks on warships posed the biggest security threat to forces preparing for war in Iraq. Allied supply ships "make lovely targets" for terrorists who may be plotting attacks in small boats, like the one against a French oil tanker last year off the coast of Yemen, Mr. Gimblett said. "Our ships are good at defending against the small speed boats that could have a rocket-propelled grenade. The Gulf is just littered with those people."

### **HMCS Iroquois & Fredericton arrived Gibraltar Thursday, March 13, 2003**



British ground crew aboard the Royal Navy aircraft carrier **HMS Ark Royal** wave to their comrades on the helicopter assault ship **HMS Ocean** as they cruise in the northern Gulf March 13, 2003.

The Royal Navy aircraft carrier **HMS Ark Royal** cruises in the northern Gulf March 13, 2003. U.N. Secretary-General Kofi Annan called on all members of the deadlocked 15-nation U.N. Security Council on Thursday to work together to break an impasse over how to ensure Iraqi disarmament. Annan also said that Prime Minister Tony Blair had assured him this week that Britain was genuinely searching for a way forward on Iraq that could lead to peaceful disarmament rather than seeking a hidden trigger for war, as suggested by France and Russia.



## MOVEMENTS



The tow-out of the FPSO to the field is arranged by EXMAR and will be preformed by ITC.

Built in El Ferrol Spain for EXMAR / CPTL, Lenght between p.p. 210,60 m, Breadth moulded 44,00 m Depth moulded 23,00 m

Photo´s + Text : Capt Cor Bakker ©

The **Farwah FPSO** is due to be installed offshore Libya approx. 54 nm NE of Zarsis, between the 21st and 28th of April Solstad will do the installation as subcontractor of **Doris Engineering**, Solstad's scope will be the hook-up of the FPSO, installation off riser and power cable.



## PSD FERRIES SOLD



The 3 oldest units of the PSD fleet, **Prinses Christina (1968)**, **Prins Willem Alexander (1970)** and **Prinses Juliana (1986)** have been sold to an Italian buyer for service between Sicily and the mainland. Total price around 1 million euro in a package deal. The deal is to be signed Thursday. Efforts to keep the Christina here for historical reasons have failed with this deal.

Photo : Maik Ebel ©

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## AIRCRAFT / AIRPORT NEWS



The United States has begun deploying radar-avoiding **B-2 stealth bombers**, which pack one of the biggest punches in the U.S. arsenal, for use in a possible war against Iraq, the military said on March 13, 2003. A military spokesman would not say how many B-2s had been sent or where they were would be based, but the high-tech bombers, each capable of carrying 16

satellite-guided 2,000-pound (900 kg) bombs, were believed headed for the Indian Ocean island of Diego Garcia. A B-2 bomber, part of the 509th Bomb Wing at Whiteman Air Force Base in Missouri, stops for refueling at the U.S. military base on Diego Garcia in this file photo taken October 8, 2001, following an air strike mission over Afghanistan in support of Operation Enduring Freedom.

## RIJNMOND WEATHER

Vooruitzichten van vrijdag t/m dinsdag:

**Prachtig voorjaarsweer!**

Het blijft voorlopig zonnig. Overdag wordt het geleidelijk zachter en omdat er maar weinig wind staat zal het aangenaam aanvoelen. In de nacht vorst aan de grond.

© Ed Aldus 2003	VR-14	ZA-15	ZO-16	MA-17	DI-18
Maximumtemperatuur:	10	11	12	13	14
Minimumtemperatuur:	0	0	1	1	2
Zonnekans in %:	80	80	80	70	70
Neerslagkans in %:	1	1	1	5	5
Neerslagkans in mm:	0	0	0	0	0
Windrichting kracht:	ONO-3-4	O-3-4	O-2-4	O-2-4	ZO-2-3



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



The **CORMORANT** lifted the sunken **ECLIPS** in the Port of Antwerp  
Photo: **MULTRASHIP – Terneuzen** ©