

DAILY SHIPPING NEWSLETTER 2003 – 046



Number 046***DAILY SHIPPING NEWSLETTER*** Monday 19-05-2003

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.

Look for the latest information about the purchase of the s.s. Rotterdam at :

<http://www.rotterdamsdagblad.nl/extra/ssrotterdam>



The tug **RYAN** seen here in Swansea in her new Svitser colours – **photo : Chris Jones ©**

EVENTS, INCIDENTS & OPERATIONS

THIS SECTION IS BROUGHT TO YOU BY :



SMITWIJS TOWAGE B.V.
Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com



FORMER PSD FERRIES GETTING READY



Three former PSD ferries (**PRINS WILLEM ALEXANDER, PRINSES JULIANA** and the **PRINSES CHRISTINA**) which sailed between Vlissingen and Breskens and Kruiningen - Perkpolder before the new tunnel was completed, are getting ready for transport overseas to their new owners at present in Vlissingen, steelplates are attached in front of the windows at the lower decks and the loading

doors are sealed with pur-foam, noted that all the names were painted over and only the **PRINS WILLEM ALEXANDER** (at the photo above) was given a new name **ATHOS MATACENA**.

photo : Piet Sinke ©

EasyCruise set for 2004 debut and it will be just one ship

STELIOS Haji-Ioannou's eagerly-awaited foray into the cruise shipping market will not materialise at least until early summer 2004 and will initially comprise just one vessel, the Greek entrepreneur revealed yesterday.

'I know less about the cruise business than people think and I am trying to learn,' Mr Haji-Ioannou told delegates to the Maritime Hotel Conference. 'I am looking at the concept of one vessel to see how it goes and have inspected ships but there has been no deal yet,' he said. 'I have thought about the ferry rather than cruiseship concept, but I don't know. Even so, I am not scared of association with the ferry business,' he added. Mr Haji-Ioannou said he was not particularly concerned about the size of vessel.

'It could be four, six or eight thousand grt; you do not need huge ships if you reduce the fixed costs by, for instance, cutting down on catering and service staff. 'You can run a ship with 50 people and, instead of the traditional ratio of two-to-one, I want eight-to-one,' he said, stressing that he was looking to a 50% cost advantage over rivals.

DAILY SHIPPING NEWSLETTER 2003 – 046

'The future, second stage is custom-built ships.

'easyCruise will offer berths from as little as GBP29 per night, initially providing seven-day cruises to six to eight ports in Spain, France and Italy and if one leg sells more space than the others it will be sold on cheaper terms,' Mr Haji-Ioannou stressed. Accommodation will be simple. At around 90 sq ft, coloured Orange, with fixtures and fittings including shower, toilet, sink, and bed on one wall, it will eliminate all frills. 'You design a room which is easy to clean and maintain and outsource the cost to customers,' he said, pointing out that passengers would, for instance, buy sheets on the way in or bring their own.

Those who wanted extra service would pay for it, much along the lines of the easyCar principle, in which cleaning was outsourced to customers. Those who returned cars in a dirty condition paid a surcharge, 'but 90% of our customers return their vehicles clean, and we have a fleet of around 8,500 units', he said.

'This speaks volumes about how consumers behave. Unlike [Sir Richard's] Branson, whom I admire, the Easy brand is something people will pay less, and not more for. Outsourcing to the customer dramatically undercuts competitors,' he added. Mr Haji-Ioannou insisted that he was not a caterer and that he had no intention of becoming one. 'You are more likely to find McDonalds,' he said, stressing that the same would apply to onboard entertainment. 'If a firm wants to provide this, it can and it will run it.'

Bergesen disposes of two of its older gas carriers

BERGESEN has disposed of two of its older gas carriers and generated an "insignificant sales profit" for its second quarter.

The Norwegian bulk shipping giant, now under the control the Sohmen family, has sold the [Havsol](#) and [Havbris](#), both 12,000 cu m, built in 1976 and 1977 respectively. The Havsol has been sold for scrap to Chinese buyers at more than \$200 per ldt, while Havbris has been purchased by Greek LPG shipping firm Naftomar. The follows a recent \$1m docking that pushed the purchase price beyond \$2m. Delivery is expected to take place by the end of this month.

Brokers were not surprised by the deal as the company is heading towards selling or demolishing old tonnage to partially finance the construction of new larger gas carriers.

They were also not surprised that one will continue trading as gas carriers have a longer life span than tankers, with LPG causing less corrosion than crude oil, said brokers.

Sales and purchase markets for wet tonnage are relatively quiet this week but prices remain high and stable, said brokers at Platou. Meanwhile, activity in the dry bulk market is strong and prices are firming, boosted by strength in the charter market.

- The [Boron Explorer](#) , a 45,720-dwt handymax, was sold by Osaka for around \$14.75m

Cruise Ship Auction Fails to Draw a Bid

The [Regal Empress](#) will go back on the block after no one bid on the 900-passenger cruise ship at an auction Friday. A federal judge had ordered the sale of the vessel to pay the creditors of its owner, Regal Cruises.

The minimum bid was \$2 million and several potential buyers had expressed interest, but none submitted a bid. Another auction will be scheduled. Regal Cruises shut down operations in the wake of unpaid bills and the seizure of its only ship by federal marshals on April 18. The company owed

DAILY SHIPPING NEWSLETTER 2003 – 046

\$750,000 to a Fort Lauderdale company for engine repairs and \$300,000 to Port Manatee for dockage and other fees that date back to November. The Bahamas-registered ship is currently moored at the Port of Tampa. The **Regal Empress** was built in Scotland in 1953. It offered winter and spring cruises in the Gulf of Mexico, Caribbean and Panama Canal, and summer and fall cruises along the New England coast from the Port of New York.

ZEELAND



she left Holland in tow of the URS tug **FIGHTER** 20-12-1999 to be converted as a yacht / restaurant in the UK.

Photo's : via Alain Doods – Terneuzen

The tug **ZEELAND** (former **MARG GERLING**) from Terneuzen, was planned to become a part of the Antwerp Maritime Museum, but instead she was sold to interests in Grimsby, which renamed her **ELLA**,



“OUDER DAN HET KONINKRIJK”

Saturday morning Mr G.W. Bier , a former Captain of **GOEDKOOP HAVENSLEEDIENSTEN**, Amsterdam opened the new exposition about GOEDKOOP with the title **“OUDER DAN HET KONINKRIJK”** in the National Tugboat Museum in Maassluis, the exposition will be opened for the public until October 26th, 2003 , for opening times and admission prices the tugboat museum can be contacted via :



info@nationaalsleepvaartmuseum.nl

photo's : Piet Sinke ©

Germany aids Senegal's ferry bid

EIGHT months after the **Le Joola** ferry catastrophe, Germany is to give Senegal CFA3.9Bn (\$7M) to purchase a new vessel and re-launch the Dakar-Ziguinchor service, as part of a CFA10.5Bn aid package. The service was interrupted last September after the Le Joola sank in bad weather, causing the death of about 1,800 passengers. Since then Senegal has approached a number of countries to provide financial aid while the government seeks a new ship on the second-hand market. Among those

negotiated is the French fast-ferry NGV Asco, currently operated by state-owned operator SNCM. The 560-passenger vessel, able to run at 37 kt, is potentially for sale as part of SNCM's plans to restructure its activities and cut its debt. So far, Fairplay believes that no transaction has taken place. The CFA Franc (CFA) is the common currency of 14 West African countries, 12 of which are former French colonies.

SHIPYARD NEWS

Keppel Offshore secures Maersk two-plus-two supply vessel order

KEPPEL Offshore and Marine's Brazilian yard has clinched a contract from Maersk for two platform supply vessels and options for two more.

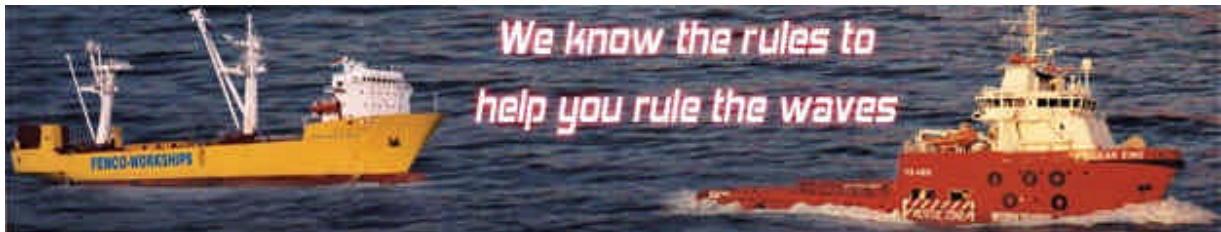
The 89.4m long, 4,500 dwt vessels will be built by the FELs Setal yard from Maersk Brasil.

The vessels to be delivered in July and November 2005 will be suitable for operations in harsh environments. "We have visited the facilities of BrasFELS yard, and are impressed with their project management ability, safety standards, engineering and production capabilities as well as housekeeping," Jorn Steen Nielsen, president of Maersk Broker said. "It is our expectation that FELs Setal will be able to meet its commitment to complete the PSVs on time in accordance with specifications." Over its three years of operations FELs Setal has won \$400m in conversion and repair contracts.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :

Workships Contractors bv



K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : post@workships.nl
Telex : 24390 wosh nl

Asia penetrates US cruise market

ASIAN investment in the lucrative US cruise market will increase next year under the newly-branded NCL America badge. Malaysian-owned Norwegian Cruise Line will place all of its US-flagged and crewed ships under the new brand and expects to increase its Hawaii passenger quota by 40 per cent, to almost 200,000, over the next year. NCL, a subsidiary of Star Cruises, obtained an historic exemption from the US Jones Act earlier this year to operate three foreign-built US-flagged ships in the domestic inter-island Hawaiian market by 2007. They include two so-called Project America newbuildings. The first of these, provisionally named PA1, is scheduled to begin sailing under the US

DAILY SHIPPING NEWSLETTER 2003 – 046

flag in July 2004. The government-subsidised newbuildings lost US taxpayers \$185M when owner American Classic Voyages filed for bankruptcy in 2001 before construction finished. NCL bought the two partially-completed ships for an undisclosed sum.



The new ferry for service at Stavanger - photo : Terje Moen ©

BG gas carrier bonanza for West Africa

UP TO 14 vessels could be employed in BG's two new long-term liquefied natural gas supply contracts with West African projects.

Earlier this week, the British gas utility announced contracts covering almost 6m tonnes of LNG a year, largely for shipping to the US. BG has agreed to buy 3.4m tonnes of LNG a year from Marathon Oil's proposed project in Equatorial Guinea. Under the preliminary agreement, Marathon will supply the LNG for 17 years beginning in 2007. The main market for this LNG will be the Lake Charles import terminal in Louisiana, although BG said it retained "total flexibility on the destination of the gas". The company is buying the LNG on a free-on-board basis, giving it responsibility for shipping. A spokesman for BG said this project was expected to require six to eight LNG carriers.

Chief executive Frank Chapman said BG would use a combination of its LNG newbuilding options with the Samsung yard in South Korea and other vessels. BG continues to hold options on five 138,000 cu m vessels at Samsung. The company has also signed a 20-year deal with Nigeria LNG covering 2.5m tonnes a year, with Lake Charles again the destination. LNG shipments will start in 2005 or early 2006 from the NLNG Plus project involving Trains 4 and 5.

From the end of this year BG will also be allowed to take excess volumes from Trains 1, 2 and 3 not taken up by long-term buyers. Under the long-term agreement, NLNG will be responsible for shipping the gas. However, the BG spokesman said this supply contract was expected to employ "four to six fully dedicated ships". NLNG already has eight vessels lined up to handle the output of Trains 4 and 5. At the end of 2001 the project signed a \$780m deal for four Moss-type LNG carriers at Hyundai Heavy Industries of South Korea. A few months later, NLNG awarded Bergesen a contract to supply four newbuilding 140,500 cu m LNG carriers for more than 20 years. The Norwegian group ordered the vessels from Daewoo Shipbuilding & Marine Engineering, also in South Korea. Cost of the shipbuilding project is around \$710m, including interest and other expenses during construction. At Lake Charles, BG has 80% of the terminal's capacity until September, 2005, and 100% thereafter until 2024.

NEW PEGASUS 51 AND PHOENIX 52 COMPLETED



Keppel Smit Towage received the contract for the Brunei LNG terminal services contract giving employment for three tugs for 10 years, Brunei LNG terminal services are situated in Lumut, Belait.

Keppel Smit Towage had given the Keppel Corporation during May 2002 a \$21 million contract for the three 60-tonne tugs, which are getting now delivered

These tugs, a utility boat and two terminal tractor tugs, will be deployed by Keppel Smit Towage in Brunei Darussalam for charter to Brunei Shell Petroleum Company Sdn Bhd.

The new **PEGASUS 52** (top) and **PHOENIX 52** (right) which are build by Keppel to serve for 10 years at the Shell LNG terminal in Brunei.

Photo's :
KST Singapore via John Bruinsma



NAVY NEWS

NEW SURVEY VESSELS FOR THE DUTCH NAVY



The two vessels which will be named **LUYMES** and **SNELLIUS** will be transported to Flushing for final outfitting, the first to arrive somewhere in June in Flushing **Photo : via Bram Plokker - Ineke de Kok**

Left : The first of the 2 new AGOS vessel for the Royal Dutch Navy under construction at the Damen yard in Rumania.



SPIEGEL GROVE – ARTIFICIAL REEF



Divers install a bronze title plaque on the **USS Spiegel Grove**, May 16, 2003, off Key Largo, in the Florida Keys National Marine Sanctuary. The decommissioned U.S. Navy ship received worldwide attention when it sunk prematurely and rolled over May 17, 2002. Subsequent salvage efforts put the ship on its side three weeks later. The plaques delineate names of 500 contributors who purchased \$250 commemorative medallions to help sponsor the 2002 sinking of the former Navy Landing Ship Dock. The ship is the largest ever intentionally sunk to create an artificial reef.

HMCS Regina to Return from the Arabian Gulf Region

Defence Minister John McCallum says the frigate will leave for its home port of Esquimalt, B.C. around Monday. Regina left for the Arabian Gulf region on February 2 with 225 crew members to participate in Operation Apollo, Canada's contribution to the war on terrorism. Two other Canadian warships -- the frigate Fredericton and the destroyer Iroquois -- are also in the Gulf region.

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>



left :

The **HUAL TRAPEZE** seen here departing outward bound from the Waasland Canal via the Kallo Locks (Antwerp) assisted by the **UNION 7** and the **UNION SAPPHIRE**, the **HUAL TRAPEZE** was formerly named **HUAL CARMENSITA**.

Photo :
Piet Sinke ©

5/17/2003

DAILY SHIPPING NEWSLETTER 2003 – 046

Boughaz is now operating in livery of Lineas Maritimas Europeas. Basically European flag on funnel instead of Comarit flag and broad yellow band on vessel's side now raised to allow company name to be painted on side of vessel in blue capitals!

Photo : Piet Sinke ©
(in old livery)



The **BOUGHAZ** was build during 1974 and sailed under the name **VIKING 5** (1978 – 1981), **THE VIKING** (1982 – 1983) , **SALLY EXPRESS** (1983 – 1984) , **BOLETTE** (1984 – 1988) and since 1989 under her present name **BOUGHAZ** and is servicing the route Algeciras – Tarifa

SMIT HUNTER



The SMIT tug **SMIT HUNTER** departed from Freetown (Bahamas) Friday for a casualty at about 1400 nm distance which encountered engine problems.

The **SMIT HUNTER** will tow the casualty to the Azores.

Photo : Piet Sinke ©

IONIAN STAR

THE **IONIAN STAR** ARRIVED THURSDAY 15/5/03 AT PIRAEUS, FROM HER LAST PORT OF OPERATIONS AT MOGPO IN SOUTH KOREA, AS **SEAWORLD EXPRESS** FERRY. THE FERRY PURCHASED BY GREEKS LAST MONTH, SOME OF MODIFICATIONS MADE ALREADY AT KOREA, AND BALANCE WILL BE CARRIED OUT AT PIRAEUS. STEEL WORKS ALREADY STARTED, AND EXPECTED TO HAVE BEEN COMPLETED BY THE MID OF JULY.

SHE WILL SAIL BETWEEN THE MAINLAND PORT KYLLINI TO THE ISLAND OF ZANTE AND CEPHALONIA.

.... PHOTO OF THE DAY

DAILY SHIPPING NEWSLETTER 2003 – 046



The **MEARSK WINNER** departing from IJMUIDEN after installation of a new crane at KENZ
Photo : Ko Rusman ©

OUDER DAN HET KONINKRIJK

Goedkoop Havensleepdiensten

17 MEI 2003

26 OKTOBER 2003



NATIONAAL SLEEPVAART MUSEUM

Hoogstraat 1-3
MAASSLUIS

