

DAILY SHIPPING NEWSLETTER 2003 – 049



Number 049****DAILY SHIPPING NEWSLETTER*** Saturday 24-05-2003

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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



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The **DE HONG** visited the port of Rotterdam 20-05-2003 – **Photo : Job van Eijk ©**

EVENTS, INCIDENTS & OPERATIONS

Prestige damage claim 'will rise'

THE total amount of damages to be claimed against class society ABS by the Spanish government may not be established for a number of years, according to legal sources. A spokesman from Haight Gardner Holland & Knight, the law firm representing the Spanish government in its bid to sue ABS over the sinking of the tanker Prestige, told Fairplay that the initial €700M claim would escalate. Addendum clauses to the suit filed in the Manhattan federal court on Friday will allow the size of the claim to increase as the total amount of damages caused by the incident becomes clearer. Meanwhile, ABS said it would "vigorously" defend all claims against it stemming from the Prestige incident. ABS said none of its officials would be speaking publicly about the litigation "since the matter is now sub judice". But in a statement, the class society stressed it had always "adhered to a policy of full transparency with respect to its involvement in this casualty" and looked forward to "successfully defending its action and its reputation ... against these unmerited and preposterous claims".

Grounding report blames laptop

THE container vessel **ANL Excellence** ran aground off Brisbane last July partly because a temporary buoy was obscured and partly because the pilot's laptop computer could not be seen at a critical moment. The Australian Transport Safety Bureau report concluded that the pilot bringing the ship into Fisherman Islands failed to follow his normal procedure of checking a course alteration using his portable electronic chart system. His laptop "was placed at a significant distance from where he was standing, with its display in power-saving mode", the report indicated. A temporary buoy with a green light was also obscured by rain and the pilot ordered the course alteration too soon – a faulty helm order that was not detected by the bridge team. The report recommended that in future port authorities should ensure any temporary navaid has the same shape and light characteristics as the aid it replaces, and that Brisbane Marine Pilots should review the placement and power management settings of a pilot's portable electronic chart system.

Three Schelde ferries bought by the Maticena family



The three Schelde ferries bought by the Maticena family are being renamed as follows:

PRINSES JULIANA - AMEDEO Maticena;
PRINS WILLEM-ALEXANDER - ATOS Maticena;
PRINSES CHRISTINA - LADIES Maticena.

Left : The **ATHOS Maticena**
Photo : Piet Sinke ©

The ships will run between Villa San Giovanni and Messina under the Portuguese flag. They have the new names temporary painted on their bow/stern doors. Registered at Madeira. The Prinses Juliana and Prins Willem/Alexander will leave soon for Italy after lower windows and doors were welded with steel plates. The Prinses Christina will leave within 2 weeks, as more welding has to be done. Planned to go in service in Italy in July. The Italians have also shown interest in the remaining Koningin Beatrix and Prins Johan Friso, which are available as from 03/2004 and now do service for BBA Fast Ferries between Breskens and Vlissingen.



Top :The Prinses Juliana with her new name painted on **AMEDEO MATAACENA**
photo : Willem Kruit ©

CASUALTY REPORTING

Children die in Vietnam ferry accident

An overcrowded ferry has capsized on a river in the central Vietnamese province of Quang Nam, killing 18 children. The wooden boat was carrying nearly 40 people, most of them children on their way home from school, when it overturned in stormy conditions. Reports say the boat was only designed to carry 20 passengers. Local police say all the bodies have been recovered.

SHIPYARD NEWS

Daewoo to attract foreign investors

THE main creditors of Daewoo Shipbuilding and Marine Engineering – Korea Development Bank and Korea Asset Management Corp – are to encourage foreign investors to buy into the company. From early next month a stake of 15-16 per cent, equivalent to 28.8M-30.8M shares, will become available in the form of global depository receipts (GDRs) to US- and UK-based investors. Currently Korean Development Bank owns 42.1 per cent of Daewoo shipbuilding, while KAMCO holds 27.5 per cent. The builder said it is sounding out the intention of Asian investors – through a conference call to avoid the SARS virus. It is expected that the GDRs will be priced at about W10,770 (\$9) per unit, although the actual value will depend on the stock market position. Shares in Daewoo Shipbuilding fell back on the news today, ending the trading session at W10,100.

STENA CALEDONIA IN DRYDOCK



The **STENA CALEDONIA** seen here in the drydock of Harland & Wolff in Belfast May 21st.

Photo : Larne Ferry Web – Trevor Kidd ©

Kvaerner Masa-Yards Delivers Costa Mediterraneana

M/S **Costa Mediterraneana**, newbuilding 502, for Costa Crociere S.p.A., was delivered at Kvaerner Masa-Yards' Helsinki shipyard. The **Costa Mediterraneana** is the fifth ship in a series of Panamax size cruise ships of a new type for Costa Cruises and Carnival Cruise Lines, and is the second ship in this series built for Costa Crociere. **Costa Atlantica** was delivered in June 2000. Compared to earlier cruise liners of Panamax-size, the relative number of outside passenger staterooms and staterooms with balcony is very high; 80% of all the 1,057 passenger staterooms face the sea and 70% are fitted with a balcony. This is achieved, compared to the Panamax-ships built in the 1990's, by adding one passenger cabin deck to a more narrow superstructure. After the delivery, **Costa Mediterraneana** will leave the yard for a European presentation tour. After two inaugural special cruises in June, the ship will operate weekly cruises from Genoa in the Western Mediterranean calling at Naples, Palermo, Tunis, Palma de Majorca, Barcelona and Marseilles. The order was placed in August 2000. The start of hull assembly took place in June 2001, and the vessel was launched in September 2002 from the Panamax-size covered newbuilding dock at the Helsinki yard. The sea trials took place in April 2003.

ROUTE, PORTS & SERVICES

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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

Mystery investor eyes Wilhelmshaven

UNNAMED interests are reported to be ready to make a major investment in the controversial project to build a huge new port at Wilhelmshaven, Germany. The port is intended to open for business by 2010 at a cost of €755M (\$871M) and will be able to handle container ships of 10,000 TEU. Claus Wulfers, head of project company Jade-Weser-Port, said potential investors have been found who are ready "to spend €305M on building the container terminal". He gave no names but said interest from the international port sector underlined the project's feasibility. The plan was created by several north German state governments, notably Lower Saxony where Wilhelmshaven is located. Hamburg has refused to take part, as any new port would be a serious new competitor. Planning is already under way and more investors are being sought. Construction costs will be met by the state governments supporting the scheme together with private investors.

P&O Ports seals largest India deal

MAURITIUS-registered P&O Ports (Mundra) last week signed India's largest port sector deal, taking over the Adani-owned Mundra International Container Terminal for \$195M. The deal, signed on May 15, also involves revenue sharing – 10-15 per cent of gross revenues – with the Adani Port. The port is expected to handle its first container vessel by June 15, said Adani Group chairman Gautam Adani. The deal comprises the transfer of 100,000 Adani Container Terminals equity shares from the Adani group to a P&O Ports group company for \$60M and transfer or sharing of existing road/rail infrastructure, back-up area and berths from Gujarat Adani Port for \$135M. P&O Ports (Mundra) now owns 100 per cent of Adani. Sources said the company would subsequently be renamed Mundra International Container Terminal

Liners set course for Ulster



THE first luxury liner of the season, the **Kristina Regina**, sailed into Belfast Lough tlast week at the start of a tourist bonanza for Northern Ireland.

The province's rapidly growing reputation as a cruise ship destination is continuing to pay big dividends for the local economy and tourist industry.

Last year, Belfast liner traffic alone was worth around £1m to the local economy. And this summer the city is expecting more than 10,000 cruise visitors with the promise of spin-offs for local businesses. Londonderry is also expecting an influx of visitors - 4,500 passengers made port calls last year.

Moltzaus orders two ferries

Moltzaus Tankrederi AS has ordered two 400-passenger ferries for the Sundsbussarna service between Helsingborg and Elsinore. The 56.2-metre vessels will be built by the Polish shipyard Remonotwa and deliveries are expected with a two-week interval during May/June 2004

Rosyth ferry 'a success'

FERRY chiefs have hailed Scotland's first Euro link a major success as the Rosyth-to-Zeebrugge sailing celebrates its first birthday. Bosses say the route has attracted 100,000 passengers in its first year - double the number initially predicted. And they add that, although lorry numbers have been lower than hoped, there are signs that freight traffic is beginning to increase. The 17-hour ferry route was launched in May last year after years of campaigning for Scotland to have its own direct link to Europe. A spokesman for operators Superfast Ferries said many of the passengers using the service were new visitors to Scotland. The figures have been welcome by tourism body VisitScotland which said the connection with Belgium was bringing new visitors who tend to drive and stay for longer than those arriving by air. The large number of passenger numbers follows the launch last November of a major campaign by the ferry company and Visit Scotland aimed at luring thousands of short-break and touring coach travellers from France on to the ferry in Belgium. While some concerns do remain over the low number of freight users, Superfast has reported that its lorry bookings are growing at about four per cent a month.

Stena Line assigns super ferry Stena Adventurer to Irish Sea service



Stena Line's brand new super ferry, the **Stena Adventurer**, recently departed Korea en route to the Irish Sea where it will start service on July 1, 2000, on the company's Holyhead - Dublin route. On its 10,000 mile journey, the vessel will pass Singapore, Suez, Port Said and Malta before arriving in Dublin on June 16. It will replace the **Stena Forwarder** ro/pax ferry on the route. With a deck capacity of 3,700 lane metres, the vessel will increase existing freight capacity by 70%. The ship is equipped for double deck, bow and stern loading. At 211 metres, the **Stena Adventurer** will also be the longest vessel ever to operate on the Holyhead - Dublin route and port facilities in both Dublin and Holyhead are being enhanced to accommodate the new ship.

The STENA ADVENTURER is the sistership of the STENA BRITANNICA

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>



The **SOLITAIRE** seen here working at the Norwegian Coast with the assisting vessels **NORMAND TONJER** and the pipecarrier **HIGHLAND STAR**

Oceaanreus kwam bijtanken

door Wout Bareman

In nog geen week tijd hebben zich twee gigantische olietankers in het Westerschelde gebied gemeld om er brandstof in te nemen.



Eerst maakte de tanker **C. Dream** op weg van Le Havre naar Frederikshaven in Denemarken een tussenstop in het ankergebied Everingen. En hoewel scheepsagent Barwil Benelux in Sluiskil ervan uitging dat de tanker het grootste schip was, dat ooit de Westerschelde aandeed, bleek dat niet helemaal juist.

[Links](#) : De C.Dream ten anker in de Everingen – [foto : Barwill - Skuiskil](#)

In ieder geval niet wat lengte betreft. De **C. Dream** is 332,95 meter lang en 60 meter breed met een maximum diepgang van 21,13 meter en 159.397 brutoregisterton. Afgelopen zondag echter ging in hetzelfde ankergebied een andere supermammoet ten anker, de **Equatorion Lion**, die precies een halve meter langer is, maar weer wel anderhalve meter minder breed, met een diepgang van 20,62 meter. De tonnage van de twee giganten kwam nagenoeg overeen. Volgens scheepvaartdeskundigen maken de tankers de tussenstop in Nederland om er brandstof te bunkeren, die goedkoper is dan elders.

.... PHOTO OF THE DAY



The Dutch Coast Guard Customs patrol vessel **ZEEAREND** patrolling the Dutch Coast

Photo's : via Alain Dooms



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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



OUDER DAN HET KONINKRIJK

Goedkoop Havensleepdiensten

17 MEI 2003

26 OKTOBER 2003



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Hoogstraat 1-3
MAASSLUIS

