

DAILY SHIPPING NEWSLETTER 2003 – 054



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The **Maersk Helper** - photo : **Oddgeir Refvik** ©

EVENTS, INCIDENTS & OPERATIONS

Cunard Sells Cruise Ship to Saga

Shipping line Cunard is selling its **Caronia** vessel to over-50s holiday company Saga, it was announced today.



The last passenger ship to be built on the Tyne in north-east England, the 24,000-ton vessel has been in service since 1973. The 668-passenger ship will complete her 2004 season with Cunard before starting cruises with Saga in 2005.

Caronia entered service as the **Vistafjord** and was purchased by Cunard in 1983. She was renamed **Caronia** in 1999 becoming the third Cunard ship to bear the name.

Although losing **Caronia**, Cunard has two new ships coming into service soon.

The 150,000-ton **Queen Mary 2**, the world's largest and most expensive cruise liner, will leave Southampton on her maiden voyage in January 2004. Then, in April 2005, the 85,000-ton **Queen Victoria** will enter service.

SS Norway has checkered history

The SS **Norway**, the cruise ship rocked by a boiler room blast that killed five crew members in Miami, has a checkered history as the Norway and before that as the SS **France**, the largest cruise ship of its time.

Since its first, and rough, voyage across the Atlantic in February 1962 as the France, it has had several owners, it has been out of service a number of times and maintenance problems have popped up from time to time.

The explosion occurred Sunday as it was docked at Miami. Five crewmen were killed and two remained in critical condition. None of those killed or injured were passengers.

Local authorities said it was an accident, and there was no evidence of any sabotage by terrorists or anybody else.

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Carol Carmody of the National Transportation Safety Board said Monday that a team of nine had begun an onsite investigation that would last two weeks. "We have no access to the boiler room, but we've started our interviews," Carmody said. "We talked to the captain and to the chief engineer, who said operations appeared to be normal at the time of the explosion." She said there was no fire associated with the explosion, but the sprinkler system went off as a result of the vibration. "If there is good news, it's that all the passengers were evacuated safely," Carmody said.

Ten days ago, the Norway passed its annual Coast Guard inspection covering machinery, safety equipment and navigational equipment. Coast Guard spokeswoman Anastasia Burns said no problems were found.

The popular 41-year-old ship also passed a sanitation inspection by the Centers for Disease Control and Prevention Nov. 17 with a score of 95. The passing grade is 86.

The Norway began its existence as the world's biggest luxury liner. Its capacity is well over 2,000 passengers.

Two years ago, the Norway failed a Coast Guard inspection and was ordered to remain in port. Inspectors found more than 100 problems with repairs on leaks in the sprinkler system.

The main pipe had been repaired using temporary measures, and inspectors said the pipeline could fail and allow a fire to spread. The problems were repaired, and the Coast Guard allowed the ship to sail after a week in port.

After the France was launched as the largest liner in the world in 1962, it sailed until 1974 when it became so expensive to operate, it was taken out of service. In 1977, an Arab millionaire bought it for \$22 million, planning to make it a tourist attraction at Daytona Beach.

Those plans fell through, and Norwegian Lines bought the France in 1977 for \$18 million and refurbished it as a cruise ship for \$120 million. Sailing out of Miami, it continued to have problems. In the early 1980s, the ship's electrical system failed, and it drifted for 28 hours. A few months later, in May 1981, a boiler room failure idled the ship at sea for another day.

A boiler room fire in December 1981 caused two cruises to be canceled, and the Norway drifted for a few hours in March 1982 after still another fire in the boiler room.

Star Cruises, which owns Norwegian Cruise Line, decided two years ago to take the liner to Asia. But Norwegian received so many inquiries from past and future customers, it brought the ship back to Miami where it sails the eastern Caribbean on weeklong cruises.

Tranz Rail's new Cook Strait freight ship arrives



Tranz Rail's new Cook Strait freight ship, the **Purbeck**, sails into Wellington Harbour after a 34-day voyage from Britain. Aimed at the operator's commercial freight customers, the 25-year-old 125m ship will make two return crossings a day, with a journey time of just over 3 1/2 hours each way.

The Interisland Line is chartering the vessel from joint owners Brittany Ferries and Channel Islands Ship Management. Following an inspection by the

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Maritime Safety Authority - and providing the port companies in Wellington and **Picton** complete modifications to the appropriate berths in time, the vessel should be ready to enter service by the end of next month.



SMIT HEAVY LIFT

were contracted by BUTTERLEY LTD to move 2 new building cranes across Number 5 basin – the Royal Navy nuclear submarine facility at Devonport, Plymouth. As **SMIT** sheerlegs were working elsewhere, SMIT hired-in 600 tonnes capacity crane **UGLEN** from Stavanger for the 2 day operation – which took place last week.

The cranes were placed in 15 dock, one of the two recently completed and earthquake proof dry docks, which will service all the Royal Navy's T and V class submarines.

Text / Photo :
Roger Wilson /
Willem Mange ©



CASUALTY REPORTING

JUPITER (CYPRUS)

Understand bulk/c.c. **Jupiter** was refloated at 2215, May 25 and was towed to anchorage off Kronshtadt, where arrived 2400 same day.

SHIPYARD NEWS

Neorion Syros yards double turnover

Neorion Syros Shipyards, which serves as mother company for Greece's second and third largest shipyards, has reported that it doubled its turnover last year on the back of construction and conversion contracts.

Neorion SA, located on the island of Syros, boosted revenues from E 32.7m in 2001 to E 60.8m (\$70m) last year, reporting a 14% higher pre-tax profit of E 7.2m.

Stocklisted Neorion, which has 70% control of the larger Elefsis Shipyards, showed a consolidated balance sheet including turnover of E 351.9m, again double that of the previous year.

Consolidated pre-tax profit rose by 18.7% to E 27.9m in 2002.

In a statement, the company said that last year marked "a strengthening of the group" with a "positive and dynamic course in all areas of activity".

Both yards have invested heavily in modernising facilities to undertake new construction projects.

In the case of Neorion, management said its decision to diversify activities to construct two small cruise vessels for Liveras Yachts was "particularly positive" due to a drop in the shiprepair market internationally. The first of the 85 m vessels is due for delivery by the end of this summer.

Neorion repaired a total of 61 vessels last year, a drop from 81 in 2001 and 78 in 2000.

It hailed the results also in view of last year's devaluation of the dollar against the euro which, it said, "reduced the potential for profits from shiprepair — something applying to all yards in the euro zone".

Meanwhile, Elefsis stemmed 105 ships for repair in 2002 compared with 138 repaired the year before. Berth space for repair was in any case reduced due to a major conversion of the semi-submersible drilling rig Attwood Eagle carried out last year.

The yard has been continuing a construction programme for the Greek Navy that includes three missile patrol boats and completion of a refuelling tanker that is set for delivery next month.

Elefsis said it was awaiting an increase in the programme with a recent decision for the yard to build a corvette and an agreed project to renovate six missile boats that is awaiting signature.

Shiprepair Roundup **United Kingdom**

A&P Falmouth is working on the delivery docking of **HMS Enterprise**, the second of two new patrol craft built by Appledore Shipbuilders for the Ministry of Defence.

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The shipyard completed work on sistership **HMS Echo** last week. In the yard is the locally-owned tug **Battleaxe** , with Brostrom's 14,371 dwt chemical tanker **Bro Traveller** , due.

Left : The **Battleaxe** in drydock photo : Danny Lynch ©

The Aberdeen shipyard (River Dee Shiprepairers) is working on BP Oil's 2,734 dwt coastal tanker **Border Joustier** in drydock, to be followed by the locally-owned tug Stanekhakker.

A&P Southampton has Grimaldi's 26,169 dwt ro-ro ship **Grande America** due at the end of May, the ship being drydocked simultaneously with Wightlink's fast ferry **Our Lady Pamela**. Shortly after the two ships are refloated another of the Grimaldi fleet is due, the sistership **Grande Argentina**.

A&P Birkenhead is completing repairs to SeaConatiners' fast ferry **Diamantand** will then drydock Eicke Shipping's 5,350 dwt general cargo ship **City of Lisbon** for a 24-hour emergency drydocking operation. Meanwhile, work is

carrying on onboard the **Stena Transporter** in the repair basin. At A&P Tyne, the offshore supply ship **Maersk Frontier** is under repair.

Canada

Halifax Shipyard, part of the Irving Group, remains busy on the repair and conversion front with all of the dock space taken.

The Nova Dock has the Penn Maritime's 656 gt **IBV Lucia/Caribbean** undocking on May 16 and will be replaced by the **Maritrans** 9,205 gt ITB Constitution and the barge **Ocean 400**.

The Scotia Dock remains full having finished two tankers — Kent Line's 11,648 dwt **Wellington Kent** , and Algoma's 13,759 dwt **Algofax** .

These will be followed by Bay Ferries aluminium fast-ferry **The Cat** , the same company having the ro-ro ferry **Holiday Island** currently in drydock.

The graving dock has also been full. After the launch of the newbuilding anchor handling, tug and supply ship **Atlantic Osprey** , which was drydocked for hull coatings, another anchor-handling/tug/supply ship, the 2,200 dwt **Atlantic Hawk** , drydocked for class docking and paint.

Montenegro

ships under repair at Adriatic Shipyard, Bijela, include the 3,666 dwt general cargo ship **Atlantic Mercado** , owned by Nautira, Germany, the 4,210 dwt general cargo ship **BBC Australia** , owned by Briesse Schiffahrts, Germany, Hanseatic's 17,872 dwt ro-ro ship **NDS Progress** , the 22,020 dwt container carrier **Calaparana** , owned by FA Vinnen, Germany, Sloman Neptune's 3,356 dwt ro-ro ship **Sloman Rider** and the 36,526 gt bulk carrier **Santos Success** .

Spain

THE Astander yard has four ships in for repair: the 9,000 dwt general cargo ship **Katja** , owned by Intersee Schifffahrts, Germany for drydocking and rudder repairs; the 1,254 dwt Spanish hopper **Sato Gran Canaria** for drydocking and propeller repairs; the 1,587 gt Spanish dredger **Atlantida Primero** for drydocking and tailshaft repairs;



The 11,564 gt flexlay ship **CSO Deep Pioneer** , owned by Technip-Offshore, Aberdeen, for accommodation extension, installation of new machinery and ROV systems, moon pool modifications, drydocking and general repairs. (Photo : Kevin Blair ©)

Meanwhile, Norbulk Shipmanagement has booked the 10,097 dwt reefer ship **Wild Cosmos** into Spain's Astilleros Canarios (Astican), Canary Islands.

Hong Kong

German boxship operator Hapag-Lloyd has booked the 67,685 dwt containership **Essen Express** into HUD Shiprepair for a 13-day drydocking operation.

China

Huarun Dadong Dockyard has been very successful in attracting ships from regular customers. Recent examples have included Japan's Toyo Sangyo, which has placed three ships in the yard over the past two months — the 151,249 dwt bulk carrier **Lady Kadoorie** , the 406,38 dwt containership **MOL Victory**, and the 40,499 dwt containership **MOL Discovery** .

Blue Ocean management has used the yard for repairs to the 259,587 dwt bulk carrier **Waterman N** .

Holland

Rotterdam United Dockyard has two dredgers in for repair and one booked.

The two in the yard are both from Holland's Van Oord ACZ — the **Volvox Hollandia** and the **Volvox Scaldia** . Also due is the dredger **Seine** , which is owned by De Boer BV. The reefer market is another sector which is involved in RUD.

Under repair is Seatrade Groningen's 9,566 dwt **Santa Maria** and booked are two more reefers from the same owner — the sistership **Santa Lucia**, 9,259 dwt **Santa Catharina** and MK Shipmanagement's 10,110 dwt **Wild Jasmine**.

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White sisters' take to the seas

P&O's two newest cruise ships, **Adonia** and **Oceana**, known as the White Sisters, left Southampton on Saturday on their maiden voyages, writes Hugh O'Mahony.



At 77,000 gt, the 261 m ships achieve maximum speed of 21 knots.

Delivered by Fincantieri, at a cost of \$300m apiece, each ship features 1,008 passenger cabins and offers capacity for 2,016 passengers. The ships will be deployed across a range of routes, including the Caribbean, South America, Scandinavia, the Mediterranean, Canary Islands and round the world cruises.

However, while **Oceana** is being promoted for the level of family-holiday facilities, **Adonia** will operate as a "child-free" holiday choice.

P&O AND STENA LINE SIGN MOU FOR IRISH SEA FERRY OPERATIONS

P&O and Stena AB ('Stena') announce that they have signed a Memorandum of Understanding ('MOU') concerning Stena's proposed acquisition of a significant part of P&O's ferry operations on the Irish Sea. The MOU also provides for the transfer of Stena's Stranraer port operations to P&O's port at Cairnryan, with Stena taking a 50% shareholding in the Cairnryan port.

The transaction is part of a wider restructuring of P&O Ferries to focus on higher yielding routes. The book value of the relevant assets is approximately £50 million and, subject to finalisation of the transaction, no significant gain or loss is expected to result for P&O. The proposals are subject to contract, employee consultation and regulatory clearances.

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P&O proposes to sell to Stena five vessels and various port assets at Liverpool, Fleetwood and Dublin and to charter to Stena two other vessels. P&O also proposes to transfer to Stena the crew of the five vessels to be acquired by Stena, together with the relevant shore staff at Liverpool, Fleetwood and Dublin, and those shore staff at Larne dedicated to the Fleetwood-Larne service.

Consultations will be commencing with employee representatives about the possible closure of the Dublin-Mostyn service, of P&O's shoreside operations at the Port of Mostyn and the Fleetwood head office. P&O will continue to operate the Mostyn-Dublin service as normal until the proposals receive the necessary approvals.

P&O will continue to operate the following vessels on the Irish Sea, on the routes indicated:

Vessel	Route
European Causeway	Larne – Cairnryan
European Highlander	Larne – Cairnryan
Superstar Express	Larne - Cairnryan & Larne-Troon
European Mariner	Larne – Troon
European Diplomat	Rosslare - Cherbourg

P&O and Stena propose to form a 50:50 joint venture to acquire P&O's port interests at Cairnryan and to finance the construction of new berths for both P&O and Stena. The Cairnryan redevelopment will be subject to relevant planning approvals. P&O will continue to own and operate the Port of Larne and this will be largely unaffected by these proposals.

Notes to editors:

At December 2002, P&O Ferries reported net operating assets of £627.1 million and an operating profit of £13.7 million. The effect on the ongoing operating profit of P&O Ferries is expected to be immaterial.

Finalisation of the transaction may include some potential route closure costs, the cost of buying in leased assets to be sold to Stena and transaction costs.

Stena Line is a privately owned international transport and travel service company and one of the world's largest ferry operators. It currently operates four routes on the Irish Sea : Fishguard - Rosslare, Holyhead - Dublin, Holyhead - Dun Laoghaire and Stranraer - Belfast.

P&O Press Release - the Leader, Pioneer, Norbay, Norbank and Seafarer are the vessels to be transferred to Stena whilst the two vessels to be time-chartered to Stena are the Ambassador and Envoy.

NAVY NEWS

Grits sneak in chopper contract

The Liberals have secretly approved a \$307-million maintenance contract to keep the aging Sea King helicopters flying for another 11 years, Sun Media has learned. The federal cabinet signed off on a deal during an in-camera Treasury Board meeting two weeks ago, handing a \$118.4-million, five-year contract to IMP Ltd. of Halifax to perform major repairs and overhauls on the 40-year-old Sea Kings.

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The federal government also approved an option to extend IMP's new contract by six years - to 2014 - and forked over \$148.1 million for it. The total earmarked by the feds to keep the Canadian Forces' 28 Sea Kings flying to 2014 is \$307-million, including taxes. Tory MP Elsie Wayne slammed the Liberals for spending their time and money keeping the Sea Kings in the skies. "That is unbelievable. That is wrong," Wayne said.

Wayne said that the 11-year maintenance contract is the strongest sign yet that the Liberals are in no rush to buy replacement choppers and intend to fly the maritime patrol helicopters into 2014.

"If you're going to have the replacements, why would you want that?" Wayne asked. "You wouldn't even put in that six years (extension), you wouldn't even think about it." Military engineers and technicians do the basic maintenance of the 40-year-old choppers during foreign missions and on their military bases.

Defence Department spokesman Tamara Murphy said the Canadian Forces contracts out the major repairs on the Sea Kings, the last two tenders going to IMP.

The new five-year contract requires that IMP do periodic inspections on the Sea Kings, repair broken components, provide manuals on any changes to the choppers, and do large overhauls.

"It's large inspections where they strip down the aircraft to its bare bones," Murphy said.

The former Tory government had purchased EH-101s to replace the Sea Kings, but that deal was cancelled by Prime Minister Jean Chretien at a cost of \$500 million after he took power in 1993.

The Sea Kings have become infamous for their emergency landings, and their requirement of 30 hours of maintenance for every hour of flight.

Earlier this year a Sea King crashed during a training exercise on to the deck of a frigate heading to the Persian Gulf, forcing the ship's return to Halifax and the bird to be hoisted off.

Navy protecting oil tankers in Gulf

The Indian Navy has begun deploying its ships in the Persian Gulf and northern Arabian Sea to secure the country's oil supplies, Rear Admiral Vijay Shankar said on Thursday.



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The rear admiral spoke to reporters on board the navy's Delhi-class destroyer, the **INS Mumbai**, which participated in joint exercises with the Russian Navy in the Arabian Sea.

With nearly 60 per cent of India's oil supplies coming from the Persian Gulf, naval vessels are being deployed in the region to protect the country's vital interests.

Private Indian shipping companies have appreciated the navy's presence in that region, as it has resulted in lower premiums for their vessels passing through the Gulf after the Iraq war, the rear admiral claimed.

Currently, at least one ship of the Western Naval Command is on a forward deployment, he said. Indian naval ships are also making port visits in the region and recently the **INS Mumbai** visited Abu Dhabi and Oman.

The rear admiral also said that the Indian defence establishment has taken serious note of Chinese naval activity on India's western and eastern flanks. The Chinese are helping build the Gwadar port in Pakistan, which could be used as a base for warships that protect tankers carrying oil back to China. The Chinese are also seeking base facilities in Myanmar, he said.

Indian and Russian naval ships sailed out of the Mumbai port on Thursday morning and engaged in several drills for two days. The joint exercise, named 'Indra 2003', marks the first time since 1993 that the two navies are exercising here. The Indian Navy's flagship, **INS Mumbai**, and its Russian counterpart, the Slava-class cruiser **Moskva**, held communications and replenishment exercises.

In one drill, ropes were connected from one ship to another so that crew and material could be transferred. Indian Chetak helicopters landed on the decks of Russian ships.

On Friday, the ships conducted gunnery, air defence and anti-submarine exercises. India's sole aircraft carrier, the **INS Viraat**, destroyer **INS Mysore**, missile frigate **INS Brahmaputra** and submarine **INS Sindhuratna** were the other Indian ships participating.

Apart from the **Moskva**, the Russian ships included the Udaloy-class destroyers **Marshal Shaposhnikov** and **Admiral Panteleyev**. On completion of the exercises, the Russian ships will head for Vishakapatnam for exercises with Eastern Naval Command ships from June 10-12.

MOVEMENTS

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Reported that **KARAMEA** of 1978 by Jonker & Stans and originally **SCHOTLAND** has been sold by her NZ owners and is now **ABDULLATIF ALGHANIM** under North Korea flag, presently waiting delivery from Lyttleton



The jack-up **ROWAN GORILLA VII** arrived Tuesday at the TYNE from Dundee for McNulty's Quay, South Shields in tow of the **VIDAR VIKING** and the **TORM HERON**, the assisting tug was the **RT Magic**.

Photo's : Kevin Blair ©





AIRCRAFT / AIRPORT NEWS



Swiss army soldiers patrol in an armored vehicle near a Lufthansa airplane at the international airport of Geneva, Switzerland, Tuesday, May 27, 2003. The security is being set up in preparation for the upcoming G-8 meeting taking place in nearby Evian, France. France will get the glory of welcoming world leaders to the spa of Evian while neighboring Switzerland braces for the violent demonstrations that often accompany the annual Group of Eight meetings

Travellers trying to leave or get to France by aircraft faced huge disruptions today as air traffic controllers went on strike, joining the growing campaign against the Government's plans for pension reform. The country's civil aviation authority DGAC said some 80 per cent of flights to and from French airports would be cancelled due to the 24-hour work stoppage by controllers and other airport staff, called by the hardline CGT union. Air France said it would operate only 35 per cent of short and medium-haul flights but would maintain all long-distance flights. British Airways said it was cancelling most of its services to and from France, as did KLM and SAS. Passengers were being offered refunds, equivalent trips on connecting flights or on another day, rail tickets, or being re-routed to neighbouring countries with the promise of ground transportation to reach their destination. The disruption is the latest episode in an escalating campaign by France's powerful unions to force the Government of Prime

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Minister Jean-Pierre Raffarin to withdraw a pensions reform Bill due to come before parliament next month. Hundreds of thousands of demonstrators marched on Sunday (May 25) in Paris in protest against the bill, which would require workers - especially those in the public sector - to stay on the job for more years in order to get a full pension. Today, the striking air traffic controllers were to be joined by teachers, who have spearheaded the movement against pension reform and were to stage their ninth walkout since the start of the school year. Postal and telecommunications workers also were stopping work. With the Government showing no signs of giving way, the protests could hit a new peak next week when train and Paris metro workers stage an open-ended strike from June 3 - even though as the beneficiaries of special pensions regimes, they are not affected by the Government's Bill. While France's second-largest union, the French Democratic Labor Confederation (CFDT), has accepted the plan, two other hardline groups have warned of a mass public mobilisation unless the Government backs down.

.... PHOTO OF THE DAY



The **NORTHERN CORONA** – Photo : Oddgeir Refvik ©



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