

DAILY SHIPPING NEWSLETTER 2003 – 060



Number 060****DAILY SHIPPING NEWSLETTER*** Thursday 05-06-2003

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The **SMIT ROTHER** in Dover – photo : Ton Grootenboer ©

EVENTS, INCIDENTS & OPERATIONS

BUNDLE TOW OUT IN SINCLAIRS BAY



Top : The **OLYMPIC PEGASUS** during the recent bundle tow out in Sinclairs Bay (Scotland), the bundle with a length of 7,5 km was towed out by the **OLYMPIC PEGASUS** and the **OLYMPIC HERCULES**, the trailing tug was the **BOB** (below) The towmaster on the **HERCULES** was **Jan Noeken** who send this pictures and at the **BOB** the towmaster was **Greg Pascaud**.



Catamaran was going too fast

DAILY SHIPPING NEWSLETTER 2003 – 060

The high speed ferry **Jet One**, that became stranded in the mid-Aegean with 166 passengers on board after taking on water on Thursday night had been traveling too fast in view of the unfavorable weather conditions, the government said yesterday.

Merchant Marine Minister Giorgos Anomeritis told a press conference that ministry experts who investigated the Jet I catamaran on the island of Santorini found that high waves had smashed through a starboard deck door, sending water into the vessel's starboard hull. Seawater also entered the bridge through ventilation shafts, wiping out the ferry's electronics. But the ship did not sink, as the flooded hull compartment was separated from neighboring sections with watertight seals.

The ferry, which was heading from Santorini to Iraklion on Crete, had been going at 28 knots in 3.5-meter-high waves at the time of the accident, some 25 miles out of port.

Ministry inspectors said the ship should have been going no more than 22 knots in such weather. They confirmed that apart from the large cracks above the plimsoll line to the starboard fore, the catamaran had not been leaking below the waterline.

All passengers were evacuated uninjured from the vessel.



The aerial photo taken on Tuesday, June 3, 2003 shows the Three Gorges Reservoir on the middle reaches of the Yangtze River at Yichang, Hubei province. The water level reached, as planned, 114.29 meters high on the sluice gate at 19:00 Tuesday

Navy to rescue injured British rower



An Australian navy frigate has been diverted to rescue a badly injured British rower attempting to cross the Indian Ocean from Australia to Reunion Island off southern Africa, a navy spokeswoman says.

Left : HMAS Newcastle
Photo : coll Piet Sinke

Mike Noel-Smith, 45, was badly concussed after hitting his head against his boat in stormy seas, said the navy. Local media reported he

was lapsing in and out of consciousness.

DAILY SHIPPING NEWSLETTER 2003 – 060

Noel-Smith and his partner Rob Abernethy, 30, have been rowing for 44 days in their attempt to cross 4,000 nautical miles of Indian Ocean from Carnarvon on the northwest Australian coast to Reunion Island.

The British rowers issued a mayday call on Monday night after being battered by heavy seas in recent days. Australian navy frigate **HMAS Newcastle** was steaming towards the rowers, who are believed to be some 1,400 nautical miles west of Exmouth on the west Australian coast.

"The **Newcastle** is expected to arrive in the search area on 5 June," said the navy spokeswoman.

"They have a doctor on board who will provide medical assistance and evacuate the injured rower."

New lifeboat will be eight knots faster



THE Royal National Lifeboat Institution has unveiled the new generation lifeboat that will replace the Tyne Class which has been in service around British shores for more than 20 years.

The new class, designated as the **FSB II (Fast Slipway Boat)**, will enter the RNLI fleet in 2004-05 as the **Tamar class** vessel.

It is likely that between 30 and 40 Tamar class boats will be built and put into service over the next five years.

The new vessel features electronic control and monitoring systems and, at 25 knots, offers a top speed eight knots faster than the Tyne class.



Powered by twin Cat C18 marine diesel engines, part of a new range from Caterpillar that also includes generator sets, the Tamar class will be capable of slipway launch as well as lying afloat.

It will have a crew of seven and the capacity to accommodate 12 seated survivors.

CASUALTY REPORTING

NORWAY (BAHAMAS)

According to a statement issued by Norwegian Cruise Lines (NCL), the company reported that a seventh crew member has perished as a result of the explosion that occurred onboard the line's passenger Norway, May 25. The line has also informed that both the June 15 and June 22 sailings of the vessel have been cancelled as a result of this accident. While it has not been reported as to what went wrong aboard the vessel, both the NTSB and the U.S. Coast have issued a full investigation, of which NCL is fully cooperating with.

SHIPYARD NEWS

Shiprepair Roundup

United Kingdom

Aberdeen's River Dee Shiprepairers, part of the A&P Group, has won a second drydocking contract from BP Oil following completion of the scheduled repair to the 2,734 dwt coastal tanker **Border Jouster**. River Dee initially quoted for the repair of the **Border Jouster** but was then asked to make it a two-ship deal; involving the 2,257 dwt **Border Warrior**.

Work on the **Border Jouster**, which arrived in Aberdeen on May 13, included overhaul of the main engine and auxiliary engine room equipment, tailshaft and underwater valves, refurbishment of the cargo pumps and the boiler unit, and washing and painting the ship's hull. The tanker has passed sea trials and has returned to service.

Meanwhile, the **Border Warrior** is due to arrive on Thursday for a similar drydocking programme. This is likely to be the last drydocking for both these tankers, which were built in 1972 and 1968 respectively. Before the award of both contracts, BP Oil carried out a full safety audit of the shipyard, as it was to be the first time under the A&P banner that ships from BP Oil had used the Aberdeen facility.

China

COSCO Nantong, part of the Cosco Shipyard Group, has 21 ships booked in the coming weeks.

As ever with the Chinese market, Greek owners are well represented, contributing eight ships. These are Marmaras' 73,810 dwt bulk carrier **Theodoros P**, three bulk carriers from Cyprus Maritime: the 58,074 dwt **Panamax Strength**; the 149,581 dwt **Cape Maxim**; and the 139,469 dwt **Cape Athos**; Alcyon Shipping's 137,241 dwt bulk carrier **SGC Seawind**, Prime Shipmanagement's 46,100 dwt tanker **Panther** and two bulk carriers from Marine Management: the 97,115 dwt **United Reliance** and the 81,188 dwt **United Venture**.

Hong Kong shipowners and ship management companies also play an important role in the yard's fortunes. Ships due include Halim Management's 149,475 dwt bulk carrier **Meridian Polaris**, two bulk carriers from Cosco (HK) — the 45,732 dwt **Xin Qiang** and the 43,980 dwt **Grand View** — Fednav's 43,706 dwt bulk carrier **Federal Baffin** and Vroon's 20,479 dwt general cargo vessel **Canadian Express**.

Other ships include Cowgule's 76,905 dwt bulk carrier **Maratha Mission**, Lykiardopulo's 75,100 dwt bulk carrier **Amalia**, Nanjing Shipping's 69,998 dwt tanker **Tian Xing Zhou**, the Danish cable layer **Heimdal** and Della Gatta's 51,267 dwt tanker **Macaela Della Gatta**.

Elsewhere, ships due at Cosco Dalian include four units from the Greek market — Combine Maritime's 41,418 dwt bulk carrier **Qui Gon Jinn**, Teo Shipping's 28,082 dwt bulk carrier **Antalina**, Efnav's 52,370 dwt bulk carrier **Mastro Giorgis 11** and Dynacom's 81,275 dwt tanker **Express**.

Other bulk carriers due include three from Iran's IRISL, the 43,302 dwt **Iran Saeidi**, the 43,265 dwt **Iran Sadr**, and the 43,499 dwt **Iran Asharfi**. Anglo Eastern's 70,255 dwt **Geeta**, Dohle Shipping's 74,002 dwt **Belgrano**, Coeclerici Costa's 149,495 dwt Bulk **Atalanta**, Associated Bulk Carriers' 122,774 dwt **Duhallow**, Bocimar's 156,700 dwt **Poterne**, Evaland's 34,878 dwt **Good Friday** and Sesa's 81,783 dwt **Orissa**. OOCL's 44,477 dwt containership **OOCL Fidelity** is also due.

ROUTE, PORTS & SERVICES

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Samudera expands to Red Sea

SINGAPORE'S Samudera Shipping Line will begin a new Aden-Hodeidah service tomorrow as part of the company's expansion in the Middle East. Port rotation will be Jebel Ali-Khor Fakkan-Aden-Hodeidah-Jebel Ali with a 14-day frequency. "We expect to begin calls at Salalah, Djibouti, Jeddah and other southern Red Sea ports gradually as part of this service," a spokesman at SSL told Fairplay. The first vessel deployed on the new service is the 450-TEU geared ship Tiger Ocean. The fortnightly service is expected to upgrade to a weekly service within a few months, with the addition of a second vessel with the same capacity and gear.

Stolt Offshore faces fleet sale after recording heavy loss

STOLT Offshore could be forced to sell offshore vessels or its engineering division after sustaining heavy losses from severe cost overruns on three major projects off Africa, said analysts.

The subsea construction subsidiary of Norwegian bulk chemical shipping group Stolt Nielsen expects to see annual losses of between \$100m-\$125m this year after seeing substantial cost hikes on its projects off Egypt and Nigeria. Stolt Nielsen's share price plummeted almost 20% from Nkr50 to Nkr41.5 per share after Stolt Offshore's chief executive Tom Ehret announced the profits warning.

Stolt Offshore's saw its largest ever share price drop in Oslo as prices slumped 37% to Nkr8.5 and its USdepository receipts price fell 29% to \$1.32 in Nasdaq trading. The contractor is discussions with two banks to amend its credit facilities and has taken \$50m loan from the parent company to cover the losses so far this year.

Analysts at Pareto expect the offshore contractor to make further profits warnings and asset write-downs due to the problems it is having operating on projects for oil majors Shell, Total and UK's BG Group.

Boxships delivered to China Shipping

TWO of the largest containerships yet built in China have been handed over to China Shipping.

DAILY SHIPPING NEWSLETTER 2003 – 060

The 5,668 teu capacity pair **New Pudong** and **New Dalian** spearhead the owner's major eight-ship, 70,000 dwt fleet renewal programme. They feature hatch covers designed and supplied by TTS Ships Equipment's Bremen, Germany and Shanghai, China companies, TTS Ships Equipment and TTS Hua Hai Ships Equipment Co.

New Pudong was built by China's Hudong-Zhonghua Shipbuilding, while **New Dalian** was built by Dalian New Shipbuilding Heavy Industries Co. Both vessels feature TTS designed lift-on/lift-off pontoon hatch covers, configured for non-sequential opening/closing. The hatch cover panels are designed for lifting by shore-side cranes and can be stacked either on adjacent covers or ashore. They are arranged so that longitudinal joints between the panels align with spaces between the containers on deck and in the holds. A total of 44 hatch cover panels have been supplied to each China Shipping newbuild, covering a total day-opening area of 6,364 sq m. Each hatch cover is sufficiently strengthened for a container stack load of 90 tonnes for a maximum six tiers of 20 ft containers per stack, or 120 tonnes per six tiers of 40 ft containers per stack.

Both China Shipping vessels also feature TTS Ships Equipment's patented OptiPad hatch cover bearing pad design.

NAVY NEWS



The **USS RODNEY M DAVIES** cruises between the Jordanian city of Aqaba and the Israeli city of Eilat (behind), Tuesday June 3, 2003. Security in Aqaba is increasing ahead of U.S. President George W. Bush summit meeting with Palestinian Prime Minister Mahmoud Abbas and Israeli Prime Minister Ariel Sharon on Wednesday to discuss the U.S. backed 'road map' plan

Malta wins USS La Salle refit

MALTA Drydocks will once again carry out a major refit on the Sixth Fleet's flagship **USS La Salle**, which will arrive in the yard towards the end of June for a two and a half month stay.

Malta Drydocks chairman John Cassar-White did not say what the contract was worth but hinted that it exceeded a previous refit in 2001 which had totalled M€3m (\$8.25m) when the ship was at the yard for three months. The work carried out then led to various US shipowners sending their vessels to Malta Drydocks for maintenance works and repairs.

US Ambassador in Malta Anthony Gioia said the success of Malta Drydocks winning the contract could be attributed to both the management's and workers' hard work in upholding one of Malta's finest traditions.

Malta Drydocks chief executive Peter Moore said that winning this prestigious contract — the yard beat off competition from 13 other bidders — was an important indicator that the Malta shipyards were being taken seriously by competitors and customers.

DAILY SHIPPING NEWSLETTER 2003 – 060

The minister responsible for shipyards, Austin Gatt said: "This success was another result of the government's strategy aimed at putting the drydocks back on its feet."

USS La Salle at Malta Drydocks in 2001. The Sixth Fleet's flagship is due to visit again.



The homecoming of the **CONSTELLATION** in San Diego



MOVEMENTS

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DAILY SHIPPING NEWSLETTER 2003 – 060



The Tug **REDCLIFFE** arrived Tuesday 3rd in Rotterdam – photo : Jan van der Klooster ©



The **STAR INVENTANA** arriving in Antwerp – photo : David Hazell ©

OOCL SHENZHEN

Monday June 9th the brandnew OOCL SHENZHEN will make her maidencall at the ECT-Delta terminal, the OOCL Shenzhen is at this moment the largest container vessel (8063 TEU) in the world.

Giant cruise ship on course for New Zealand



The biggest cruise ship ever to sail to New Zealand - P&O Cruises' new NZ\$1.1 billion mega-liner, **Star Princess** - makes its inaugural visit at the end of the year

Bigger than the world's biggest aircraft carrier - the 98,000-ton USS Nimitz - and only 13 months old, the 109,000-ton **Star Princess** visits New Zealand between November 2003 and February 2004.

Tauranga is her first Australasian port of call this coming season. She docks in the Bay of Plenty's busy port on November 22 before arriving in Auckland the next day and then heading for Sydney.

Star Princess will berth in New Zealand ports 29 times during her three-month South Pacific season.

She visits Milford Sound (six times), Dunedin (six), Christchurch (six), Wellington (four), Auckland (four) and Tauranga (once). She also calls in to Sydney, Melbourne and Hobart on two 12-night cruises and with the addition of Adelaide on two 14-night cruises.

P&O Cruises Australia and New Zealand director of sales Ross Regan says Kiwis will have a choice of a variety of **Star Princess** cruises in Australasian waters, details of which will be announced shortly.

Cabins are now on sale and fares are available from NZ\$2,199 per person for a 12-night cruise including all onboard meals and entertainment.

At 290-metres, the 18-storey high ship is almost three rugby fields long and will be the biggest vessel of any kind to visit this country. She is more than twice as big as the legendary Titanic and carries 2,600 passengers and 1,100 crew.

Mr Regan says the US-based **Star Princess** is nearly 50 per cent bigger than the previous biggest cruise ship to visit New Zealand - the company's 76,000-ton **Aurora** - which first sailed here in 2001.

"Star Princess is a magnificent cruise ship and will prove to be a spectacular sight as she sails around New Zealand later this year," Mr Regan says. "It's a great way to see your country - from the deck of

Star Princess is one of three identical sisters in P&O Cruises' growing international fleet of cruise ships, which currently numbers 20 with another five on order. One ship, P&O Cruises' 46,000-ton **Pacific Sky**, is based in Australasia year-round.

In addition to Star Princess' Australasian season in 2003/04, P&O Cruises is also bringing UK superliner **Aurora** (76,000 tons) to New Zealand.

AIRCRAFT / AIRPORT NEWS

RYANAIR PROFITS SOAR

DAILY SHIPPING NEWSLETTER 2003 – 060



Budget airline Ryanair has revealed soaring profits for the year ending March 2003.

It is now the third largest international carrier in Europe - after Lufthansa and British Airways.

The low-cost carrier made an after-tax profit of £172m in 2002-03 - a 59% rise on the 2001-02 figure of £108m.

Passenger traffic in 2002-03 grew by 42% to £15.7m and the airline's planes were 84% full compared with a figure of 81% in 2001-02.

There was a 6% reduction in average fares in the year ending March 2003.

Record sums

The profit figure was a record for the airline, which has increased its profits for 15 successive years. "These results demonstrate how robust Ryanair's lowest fares business model is in Europe," said Ryanair chief executive Michael O'Leary.

"The market has suffered from high fuel prices, the war in Iraq, the impact of Sars and the continuing effect of the economic downturn in many European countries." However, Mr O'Leary added that load factors would decline this year to about 80% and that margins would be diluted by the takeover of rival low-fare carrier Buzz.

The carrier's aggressive targeting of the market appears to have paid off - it's offering of cut-price deals to Europe has been stepped up since the war against Iraq. The tourism industry feared that the world's economic problems and fears over terrorism would put people off travelling.



An Indian Air Force MiG-21 fighter jet crashed in the western desert state of Rajasthan killing the pilot

RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

EERST ZON, LATER BUIEN!

Morgen en vrijdag perioden met zon en droog. Zaterdagavond meer bewolking gevolgd door enkele buien en afkoeling.

© Ed Aldus 2003	DO-05	VR-06	ZA-06	ZO-07
Maximumtemperatuur:	20	23	23	19
Minimumtemperatuur:	14	12	13	14
Zonnekans in %:	50	50	40	30
Neerslagkans in %:	20	20	30	50
Windrichting kracht:	WZW-3-4	ZZW-3-4	ZZW-3-4	W-3-4

.... PHOTO OF THE DAY



The 1937 build **BRISBANE STAR** 11,124 ton of the Blue Star Line seen here at Southampton July 1954

Photo : Kenneth Smith ©



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Ulstein Verft history



NORWEGIAN shipyard Ulstein Verft has emerged as an independent shipbuilder with a strong offshore record since former parent the Ulstein Group was taken over by UK engineering giant Vickers in 1999.

Ulstein's shipbuilding activities that date back to 1917 are now gathered in a group controlled by the holding company, Ulstein Mekaniske Verksted Holding.

The yard is still owned by the third generation of the Ulstein family, who remain the majority shareholders.

Ulstein Verft, with a main yard in Ulsteinvik and a division in Vanylven, now employs around 500 people.

Yard updates have also given the group an edge in the competitive offshore market, with a new 225 m long and 10 m deep dry dock and 140 m dock hall opened at the beginning of 2002.

"In our part of the world frequent and unpredictable exposure to rain, snow and gales make rational production difficult and can be very costly," explains chairman Idar Ulstein.

"The new dock and hall will significantly increase our efficiency and thereby also enable us to maintain competitive prices."

DAILY SHIPPING NEWSLETTER 2003 – 060

The shipyard division is a market leader in building specialist vessels including offshore, seismic, cable-laying, research and offshore construction.

The sale of the Ulstein Group's design division to Vickers four years ago prompted the group to set up a new design department, which is now a standalone company within the holding group called Ulstein Design AS.

"In order to be a shipbuilder you have to know design," says project manager Lars Skoge.



Solstad's **Normand Master** was delivered on March 28 from Ulstein Verft AS. The anchor handling tug supply vessel, of type designation ULSTEIN A101, is a powerful vessel equipped with a 500 tonne winch and a total engine power of 23,500 bhp, with a bollard pull of 285 tonnes.

"When we sold to Vickers we had to establish a new design capacity."

The holding group also includes Ulstein Elektro, specialising in the installation of electrical equipment in ships with a staff of 100 employees and based in Ulsteinvik with branch offices in Mjølstadneset and Herøy.

Norway's shipbuilding sector has been hit by the wider order slump across Europe, but Ulstein Verft's offshore speciality has kept orders rolling into the yard.

In March, Farstad Shipping agreed to take delivery of the P105 offshore supply vessel from Ulstein Verft.

The deal has been structured around the Ålesund-based supply ship company buying up the equity of special purpose company Seven Sisters III AS and its platform supply vessel.

The Ulstein Verft P105 is due to be delivered in December and Farstad has an agreement with Ulstein



to build a smaller vessel in spring next year. The P105 deal follows a similar deal with Farstad in February, and by the end of the year the yard will have delivered to the Ålesund-based offshore company a total of 18 vessels since 1975. Vessel construction is in the final stage and steel production is due at Ulstein Verft in Vanylven, and shortly after that assembly will start in Ulsteinvik.

DAILY SHIPPING NEWSLETTER 2003 – 060

Developed by Ulstein Design AS, the modular design P105 is 86.2 m long, 19 m wide and powered by a diesel-electric propulsion system.

"Modular design is a very important way of being competitive worldwide," explains marketing manager Harald Møller.

"It gives customers the power to divide vessels into different functions."

Farstad Supply took delivery from Ulstein Verft of the Ulstein P103 last May and also has the P106 on order.

Ulstein Design AS has delivered seven vessel designs, all of them to Norwegian shipowning companies, since it started up in 1999.

In March, Ulstein Verft also delivered to Norwegian offshore group Solstad the **Normand Master** in a deal worth Nkr350m (\$52.6m).

The type A101 anchor handling tug equipped with a 500 tonne winch, a total engine power of 23,500 bhp and a bollard pull of 285 tonnes.

With its length of 82 m, a beam of 20 m and speed of 19 knots, the vessel is designed for supply services as well as subsea operations, and can accommodate more than 60 people.

The **Normand Master** is the 14th vessel ordered by Solstad from the shipyard, and is the third drawn up for the company by Ulstein Design AS.

Ulstein Verft keeps orders flooding in