

DAILY SHIPPING NEWSLETTER 2003 – 063



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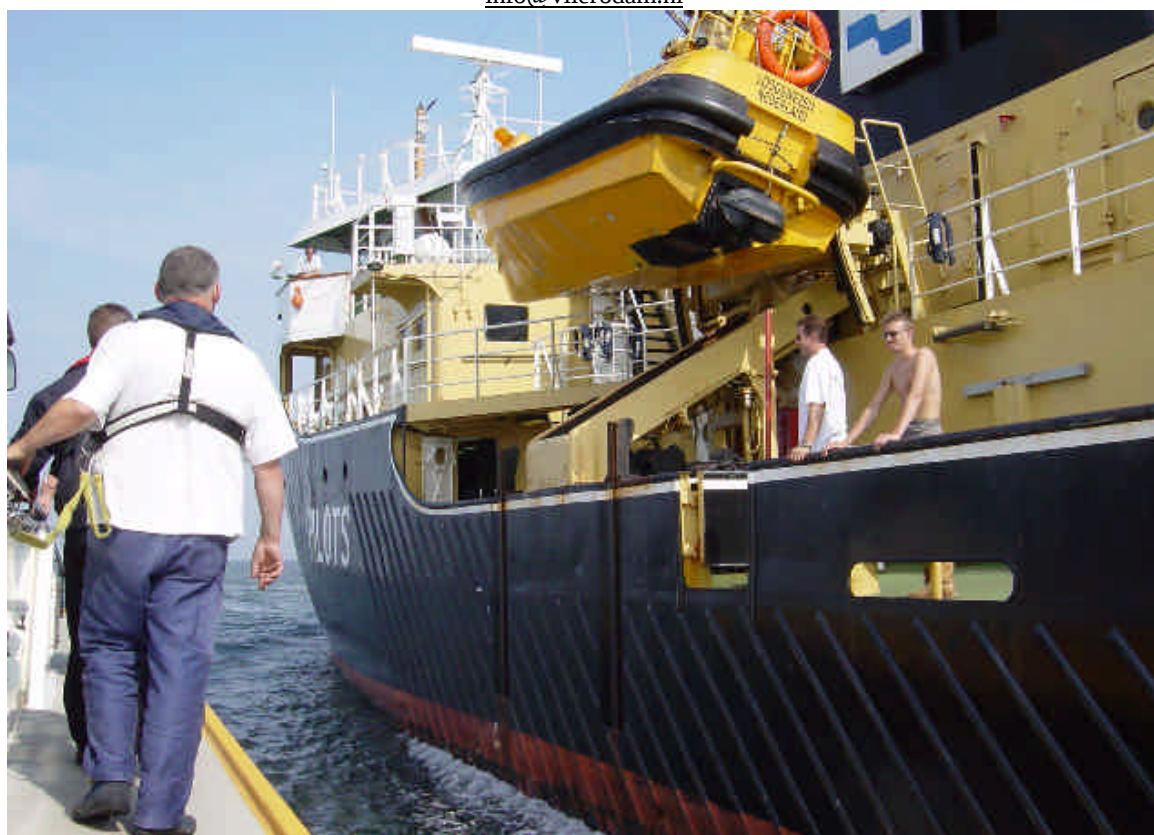
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The Pilot tender **MERCURY** goes alongside the **MARKAB** to return a pilot.

Photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS

Subsea 7 announces appointment of vice president for West Africa

Global subsea construction contractor, Subsea 7, has announced the addition of **Jan Willem van der Graaf** to its senior management team.

He joins the company as vice president West Africa and will be responsible for developing Subsea 7's presence and activities in the region.



Top : The **DSND PELICAN** of Subsea 7 - photo : Greg Pascaud ©

Der Graaf's career has focused on the operational and general management of major, international organisations in the shipping and oil and gas industries. John Smith, chief executive officer of Subsea 7 commented: "I am delighted that Jan Willem is on board to drive our ambitious growth plans in West Africa. Jan Willem possesses solid experience in delivering bottom line results through excellent management of both projects and people. These skills will help us to accelerate our expansion throughout the region."

GROOTSTE TWEE CONTAINERSCHEPEN SAMEN IN ROTTERDAM



Dinsdag 10 juni 2003 om 08.30 uur arriveert voor de eerste maal de **OOCL Shenzhen** in Rotterdam

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(ECT Delta terminal, Amazonehaven, havennummer 8160). Het is officieel het grootste containerschip ter wereld omdat er 8063 twintig-voets-containers (TEU) op kunnen. Het is 323 meter lang en bijna 43 meter breed. Het uit Hamburg afkomstige schip van de Hongkongse reder Orient Oversea Container Line is bezig aan zijn 56 dagen durende maidentrip. Dezelfde dag komt op een nog onbekend tijdstip ook de gloednieuwe **Axel Maersk** aan op de Maersk Sealand terminal (havennummer 8190). Dit is officieus het grootste containerschip ter wereld omdat het schip qua omvang groter is dan de **OOCL Shenzhen** (Dead weight: 105.000 ton i.p.v. 100.000 ton). Met een officiële capaciteit van 'slechts' 6600 TEU kan het schip op papier echter aanzienlijk minder containers vervoeren.

Fotomoment

Alleen in de lucht is het mogelijk de twee schepen tegelijk te fotograferen. Een goede locatie om de aankomst van de **OOCL Shenzhen** in beeld te brengen is de uitkijkpost tussen de 8ste Petroleumhaven en de Papagaaienbek op de Maasvlakte (havennummer 8500). Fotografen moeten daar wel dinsdagochtend omstreeks 07.00 uur zijn. Geïnteresseerden kunnen maandagavond 06-53325334 bellen om er achter te komen of de verwachte aankomsttijd nog juist is.

Schaalvergroting Containerscheepvaart



Op 5 mei 1966 arriveert de m.s. **Fairland** met 226 containers aan boord in Rotterdam. De eerste Europese aanloop van een containerschip is een feit. In het midden van de jaren zeventig was de maximale capaciteit van containerschepen opgekrikt tot iets meer dan 2000 **TEU (standaardmaat voor containers, het betekent twenty feet equivalent unit)**. De geleidelijke groei naar 4500 TEU, duurde een jaar of tien. Enkele uitzonderingen daargelaten, kan dit formaat niet door het Panamakanaal (maximale breedte 32 meter) en spreken we van 'post-panamax' schepen. Hiervoor werd een

laadvermogen van circa 5000 TEU tot een soort standaard. Tot dat Maersk in 1996 de 'K-klasse' introduceerde. Het eerste schip uit de serie, de **Regina Maersk**, kon 6000 TEU vervoeren. Vanaf schip nummer zeven werd de K vervangen door de S, vanwege de grotere capaciteit van 6600 TEU voor onder andere de **Sovereign Maersk**. Officieel, want officieus wordt op basis van het tonnage aangenomen dat de capaciteit van dit soort schepen bijna 8000 TEU is. De geheimzinnigheid van Maersk Sealand (MSL) gaf Hapag-Lloyd de gelegenheid om vanaf 2001 de 7500 TEU grote **Hamburg Express** en zusterschepen te presenteren als nieuwe wereldrecordhouder. De **OOCL Shenzhen**



heeft deze vlag nu overgenomen. Het schip, het eerste van een serie van acht, is besteld op 7400 TEU. Tijdens de bouw is dit via 7700 TEU, opgevoerd tot 8063 TEU. Kwestie van slim persen door bouwer Samsung, want het DWT van de paradepaarden van Hapag en OOCL is gelijk: 100.000 ton.

Links : De Axel Maersk – foto : Piet Sinke ©

Begin maart kwam de **Axel Maersk** in de vaart, met een DWT van 105.000. MSL houdt het officieel nog steeds op een capaciteit van 6600 TEU, maar op basis van het tonnage is 8500 TEU aannemelijk. Als dit klopt, dan blijven de zes schepen uit de 'A-klasse', waarvan het tweede ook al in de vaart is, nog wel even de

officieuze koploper. Er wordt gesproken over bestellingen van schepen tot 8500 TEU, maar daarvoor is

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pas in 2004/2005 werfcapaciteit in Azië beschikbaar.

De steeds iets grotere capaciteit van de genoemde schepen komt niet uit de breedte, die is in alle gevallen 43 meter; genoeg voor 17 rijen containers aan dek. De diepgang, loopt iets uiteen: 15 meter voor de Maersk 'A-klasse' en 50 centimeter minder voor de andere schepen. De **Hamburg Express** meet echter 320 meter, de **OOCL Shenzhen** drie meter meer. MSL is van 319 (Regina) via 347 (Sovereign) naar 352 meter (Axel) gegaan.

Vraag is of de verdere toename van de scheepsgrootte gaat komen uit de breedte, lengte of diepgang. Maurits van Schuylenburg, projectleider Havenbedrijf: "In eerste instantie de breedte. Maersk studeert op het 'uitkragen' van het dek, waardoor er aan weerszijden een rij containers bij kan komen. De rompvorm blijft hetzelfde zodat het beeld vergelijkbaar wordt met een vliegdekschip. Je kunt zo ongeveer 500 TEU winnen. De diepgang zal daardoor een ietsje toenemen. Een andere indicatie dat de schepen breder zullen worden, is dat de kranen op de grote containerterminals wereldwijd al geschikt zijn voor schepen met 22 rijen containers aan dek." De experts gaan momenteel uit van een maximaal haalbare capaciteit van 12.000 TEU. Van Schuylenburg: "Volgens de in deze sector belangrijke Duitse scheepseigenaren lukt dit nog met een diepgang van 14 tot 14,5 meter. Zeg maar de diepgang van Hamburg. Ikzelf denk aan minimaal 17 meter en daar komt dan nog een meter bij, als speling voor de kiel."

Bodies of 6 Pinoy seamen brought home

The remains of six Filipino seamen killed in a cruise ship explosion in Miami, Florida last month arrived at the Ninoy Aquino International Airport aboard a Northwest Airlines flight from the US.

Reports said relatives of the victims plan to sue the Norwegian Cruise Lines, owner of the SS Norway, where an explosion occurred in the boiler room last May 25. Administrator Virgilio Angelo of the Overseas Workers' Welfare Administration (OWWA) said Ramil Bernal, Ricardo Rosal, Candido Valenzuela and Rene Villanueva were killed instantly, while Mari John Bautista and Ramon Villasis, who sustained third degree burns, died later from serious injuries at the hospital.

OWWA has given P120,000 to the family of each of the victims, representing insurance gratuities, scholarships and other forms of assistance, in addition to benefits from their foreign employer. Abdi Comedia, one of the Filipinos injured in the explosion, has already filed a \$1-billion suit against their foreign principal. Comedia, along with Rolando Tejero, Raymond Lovino, Ronaldo Marcelino and Paul Peralta, is still being treated at the Jackson Memorial Hospital in Miami. Earlier, Labor and Employment Secretary Patricia Sto. Tomas cautioned the Filipino seafarers and their relatives against filing a damage suit as it could hamper the hiring of Filipino seafarers abroad.

N Korean Ferry To Japan Fitted With Military Sonar



A North Korean ferry that is suspected of having smuggled missile parts from Japan and is to make a port call there next Monday is equipped with sonar for military use, according to Japanese government sources, the major daily Yomiuri Shimbun reported on its Web site Thursday.

The Japanese government suspect that the vessel, the **Mangyongbong-92**, played some military role, using the sonar both to communicate with North Korean

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submarines operating in the area and to conduct geographical research on the seabed, the report said.

According to the sources, both sonar apparatuses on the ship are the type usually installed in military ships and rarely fitted on commercial or passenger ships, the report said. The **Mangyongbong-92** has the two instruments at the center of its bottom - with one for measuring distance to an object in the sea and the other for intra-sea communication with submarines, the paper said.

Installing such instruments on nonmilitary vessels, however, violates no international or Japanese domestic law, the report added. The **Mangyongbong-92** is visiting the port of Niigata, about 160 miles northwest of Tokyo, for the first time since a North Korean defector told U.S. Congressmen last month that 90% of the imported parts used in North Korea's missile program were smuggled by passenger ship from Japan.

The ferry is the only ship operating regularly between the two countries and is making a port call for the first time in five months. In the wake of the defector's testimony and North Korea's brinkmanship diplomacy over its nuclear weapons program, the Japanese government is going to tighten surveillance and checks over the vessel and their passengers.

SHIPYARD NEWS

Ulstein sets up joint venture with Chinese yard

Ulstein, the well known designer of offshore support vessels based in Ulsteinvik in Norway, is starting up operations in China through a joint venture company with the Chinese shipyard Jiangsu Yangzijiang Shipbuilding Company, which will build Ulstein designed offshore vessels in China.

"Starting up outside of Norway will help to strengthen the environment and level of expertise that we have locally in Ulsteinvik. In China, we will build ships in a wider range than we traditionally have built in Ulsteinvik. Consequently our new initiative will not compete directly with the shipyard in Ulsteinvik. On the contrary, we will achieve experience that will further strengthen design, engineering and project management environment in Norway," said CEO Gunvor Ulstein at Ulstein.

Vidar Eikrem has been assigned the task of setting up Ulstein's operations in China. "With this initiative, we will seek to increase the market shares within the offshore industry. Ulstein has demonstrated that we can develop designs that the global market demands in terms of efficiency, sea-keeping abilities and economical operation. By using our competence in a wider range within the offshore industry, we will reach a new and larger market than we do at present," said Eikrem.

Ulstein Yangzijiang Shipbuilding is the name of the new company in China. In addition to Vidar Eikrem, the idea is to have a project management team consisting of two to four people from Ulstein on location in China when the first contracts are in place.

"When it comes to traditional shipbuilding, China has solid traditions and expertise. Our objective is to transfer some of our strengths within project management and implementation, and in this way create a competitive concept for our customers," said Eikrem.

A&P Tyne completes CSO Wellservicer mid-life refit

A&P Tyne's Hebburn facility has completed an extensive refurbishment and general repairs to the offshore diving support vessel **CSO Wellservicer**, which is operated out of Aberdeen by Technip Offshore (UK).



The vessel arrived at the yard in November last year and work was completed in late April.

photo : Kevin Blair

The work on the CSO Wellservicer included a complete refurbishment of the entire vessel's deck and engine-room equipment. This included the re-engining of the

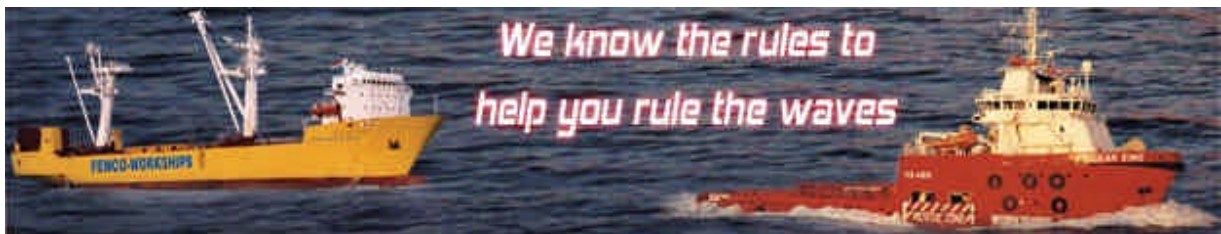
diesel-electric propulsion system; removing the original six Hedemora diesel generating sets and replacing them with six new Wartsila 12V200 diesel engines connected to ABB generators.

The propulsion system is divided into two separate engine rooms, with three diesel-generating sets located in each, providing power for three Kamewa azimuthing thrusters (port, centre and starboard), and two bow thrusters. All the thrusters were disconnected from the vessel and taken to the yard's extensive machine shop facilities for overhaul. Apart from the re-engining operation and work on the thrusters, the refurbishment specification also included: renewal of deck plating and stiffeners; a complete refurbishment of the accommodation; dismantling of the single-pedestal, twin deck crane, refurbishment and re-installation; overhaul of various engine room equipment; complete dry-docking, blasting and painting.

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First Olsen Tankers to sell shuttle tankers

Norway's First Olsen Tankers has signed a deal to sell three shuttle tankers to an undisclosed customer for a total of \$203 million. The vessels are due to be delivered to their new owner later this summer.

P&O sells stake in IOS to Farstad

Farstad Shipping ASA has, on behalf of its subsidiary Farstad Supply AS, signed a Memorandum of Understanding with P&O for the purchase of P&O's 50 per cent share in P/R International Offshore Services ANS (IOS) and P&O's offshore supply management services in Melbourne.

IOS, in which Farstad already had a 50 per cent share, has a fleet of 18 vessels, including two vessels on bareboat contracts. In addition IOS has two newbuildings for delivery in 2003. Except for two vessels, the fleet is trading the South East Asian and Australian market. In 2002 IOS had an operating income of NOK 509.2 million.

The purchase price is 127 million Australian dollars, equivalent to approximately NOK 563 million. The gross investment for Farstad Supply is approximately NOK 1,000 million for the 50 per cent share.

The parties intend to complete the transaction by the end of June. Farstad Shipping will establish a subsidiary in Melbourne, International Offshore Services Pty Ltd, to continue the operation of the fleet in the region. The new company will in addition have representation in Perth, Singapore, Vietnam and the Philippines.

OOCL MONTREAL DELIVERED



OOCL Montreal was delivered to OOCL from Daewoo Shipbuilding and Engineering Co on 19 May, 2003. **OOCL Montreal** is a 4,402 TEU Ice-Strengthened vessel to be phased in Gateway Express (GEX) loop 1 service on 30 June, 2003, with 3 sailings per week plying between Port of Montreal and major European ports via the St. Lawrence River Gateway. **OOCL Montreal** will become the largest ice-class container vessel ever to sail into the St Lawrence River.

Conti confirms Evergreen order

MUNICH ship financing company Conti has confirmed a mega order in South Korea involving 18 boxships for three different charterers.

Evergreen is the charterer for eight **8,100 teu** ships ordered from Samsung, due for delivery from 2005. The five biggest ships, of **8,200 teu**, have been ordered from Hyundai. They will be chartered

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out to CMA CGM for 10 years. Hyundai will also build five 7,500 teu ships which will be operated by Hanjin Shipping, which has also opted for a 10-year charter period.

NAVY NEWS



The latest addition to the Royal Navy the **HMS ALBION** seen here departing from Plymouth
Photo : Ian Denton ©



The **HMS OCEAN (L 12)** seen here arriving in Devonport May 28th, 2003 – **photo : Ian Denton ©**



Left :
The Belgian
guided missile
frigate **F 912
WANDELAAR**
seen here
departing from
Zeebrugge
20-05-2003

**Photo :
Leo van
Ginderen ©**

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The **George Washington Bridge** departed from Rotterdam – **Photo : Piet Sinke ©**

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The **AXEL MAERSK** arrived at the ECT terminal Saturday morning – **photo : Piet Sinke ©**



The **SMIT EXPLORER** loaded with the jib of the **Asian Hercules II** departed Saturday morning from Rotterdam bound for Singapore – **photo : Piet Sinke ©**



The **STENA PARTNER** arriving in the Europort – **photo : Piet Sinke ©**

AIRCRAFT / AIRPORT NEWS



A Rockwell B1B bomber makes a “very” low pass over a lake.

.... PHOTO OF THE DAY



The EUGENA MORAN assisting a seagoing vessel.



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