

## DAILY SHIPPING NEWSLETTER 2003 – 065



Number 065\*\*\*\*DAILY SHIPPING NEWSLETTER\*\*\*\* Tuesday 10-06-2003

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The **ROYAL PRINCESS** (photo : Kenneth Smith) will arrive June 14<sup>th</sup> in the Port of Rotterdam for a visit of 1 day at the Holland America Line Quay – for the arrival and departure times check the shippingnews letter later this week.

## **EVENTS, INCIDENTS & OPERATIONS**

## Cruise ship arrested in sexual assault

An Austrian crewman on a Royal Caribbean Cruise Lines ship was arrested on a charge of sexual assault, according to Alaska State Troopers. Troopers were called to the **Legend of the Seas** when it docked at Seward at 4 a.m. Friday. They arrested Gerald Kugler, 41. Kugler was charged with sexually assaulting a 22-year-old female crew member on Thursday. He was taken to the Seward jail and held there on \$50,000 bail.

## Loading of the SMIT EXPLORER in Rotterdam

As shown in the newsletter no **063** the **SMIT EXPLORER** departed loaded from Rotterdam, herewith some nice pictures of the loading of the vessel in the Waalhaven made by :



Photo's :

**HANS DE JONG "MARITIME PICTURES" ©**

Left / below : The Boskalis dredger **ORION** was loaded assisted by the tug **Eerland 5** whilst the **Smit**



**Explorer** was partly submerged and the dock was flooded, also the multicat **ARGUS** was loaded, and finally the **ASIAN HERCULES** lifted her own jib onboard the **SMIT EXPLORER**.



Finally the **Smit Explorer** departed for her final voyage bound for Shanghai with a stop in Singapore where the AHII top will be unloaded from the **Smit Explorer**.

## **Spanish to raise Prestige hull sections to back up ABS lawsuit**

THE Spanish government plans to cut and raise small segments of the hull of the **Prestige** as part of its ongoing investigation into the causes of the casualty.

The removal of hull samples from the wreck will form part of the broader operation to empty the remaining fuel oil on board the tanker — up to 50,000 tonnes — according to some estimates.

Officials hope that hard evidence from the seabed will help to strengthen the government's case in its lawsuit against classification society ABS.

But it is not yet clear how useful that evidence will be, not least because the steel plates that gave way in the first place are believed to be scattered on the seabed across a wide area off northwest Spain.

The Spanish government alleges that ABS was negligent in certifying as seaworthy a vessel that was "unfit and unsuitable" for carrying oil, an accusation which the US classification society has strongly refuted.

Physical samples from the wreck could help to clarify the causes of the casualty and substantiate, or indeed dispel, the Spanish claims.

What is clear, however, is that Spain believes it has a strong case.

One source involved in the investigation said that, even without hull samples, there was enough documentary evidence to support Madrid's argument, a position that ABS rejects.

The Spanish government already has substantial photographic and video evidence of the condition of the wreck, gathered during numerous underwater surveys of the Prestige carried out this year.

Samples from the hull will probably be raised as part of trials to be carried out later this summer before efforts to remove the remaining cargo from the Prestige get fully under way next spring.

Spanish energy company Repsol YPF was entrusted by Madrid in February to draw up a plan to empty the Prestige, which lies in two halves at a depth of nearly 4,000 m. Repsol, working with other international energy companies with extensive experience of deep-sea operations, has developed four remote-control 'robots' capable of carrying out the work in extreme conditions.

The company is designing a perforation system that will enable it to cut into the wreck and extract the fuel by gravity using specially designed shuttle bags. In coming months, Repsol and its partners will conduct a detailed survey of the condition of the wreck and carry out tests with the shuttle bags, first in shallow waters and then on the Prestige itself.

One crucial aspect which has yet to be determined is whether the fuel oil will flow into the shuttle bags, though studies simulating the same pressure and temperature conditions as found on the wreck suggest that the plan, in theory at least, will work.

If not, Repsol and its partners will enclose the wreck with a steel sarcophagus which is already being designed and which initial tests have proved to be viable. Sonsub, part of the Italian group Saipem, has developed two of the four robots that will carry out the underwater work.

The other two were designed by Anglo-American company Thales, which has also developed instruments to collect data from the wreck.

Repsol has also contracted the Sonsub ship Polar Prince, from which this summer's operations will be carried out. Part of the work will involve sealing small leaks in the hull. The cost of defusing what environmental groups describe "an ecological time bomb" will be at least \$50m, according to Repsol.

## **CASUALTY REPORTING**

### **Seventeen students, one crewman missing as ferry turnover on rocks**

Seventeen middle school students and one crewman are missing after their ferry boat overturned at 12:30 on Saturday in Jianhe County in southwest China's Guizhou Province.

The accident occurred when an oil tube in the cabin caught fire, causing the engine to stall and the ferry to crash into the rocks along the shore. The ferry capsized, and the 59 students and two crewmen aboard plunged into the water. Forty-two students and one crewman have been pulled from the water.

Upon receiving news of the accident, Communications Minister Zhang Chunxian rushed to the China shipwreck salvage center to direct the rescue work. Eight ships are continuing the search for the missing persons.

### **Fishing boat sinks after Humber bulker collision**

A UK fishing boat sank early on Friday after colliding with the the bulker **Santa Vitoria**, 13 miles from Spurn Point at the mouth of the Humber, writes Rob McKay. The six crew of the 50-foot **Diana**, which is thought to be a whelker, were rescued by the rig standby vessel Putford Trader, said Humber Coastguard watch manager Steve Kinroy. The 75,966 dwt **Santa Vitoria** was at anchor at the time. "The bulk carrier has experienced no damage or pollution," said Mr Kinroy, which will come as a relief to its operator, Mitsubishi Ore Transport Co.

### **STENA TRANSPORTER (U.K.)**

Passenger ro/ro **Stena Transporter** (16776 gt, built 1978) contacted the quay while berthing at Holyhead. The vessel has a small hole in the hull.

### **SUPERFERRY 12 (PHILIPPINES)**

The master and crew of ferry **San Nicolas** will face criminal charges for the death of at least 46 passengers in a mid-sea collision with passenger ro/ro **Superferry 12** last week, following a board of inquiry's findings that they were guilty of negligence and ignorance of maritime regulations. Charges of reckless imprudence resulting in multiple and frustrated homicide will be filed against Major Patron Celso Ibañez and his crew, while the Special Board of Marine Inquiry will also recommend the revocation of their licences. After reviewing the testimonies of both crews of the involved vessels, the board noted that had the crew of the San Nicolas observed proper procedure in manoeuvring during the critical moments, the collision could have been prevented. The investigation revealed that San Nicolas changed course three times in the moments before the collision, which gave the impression that the vessel's crew lacked the proper skills to avoid an accident. The crew of the San Nicolas, according to the board, also failed to use their radio to warn the Superferry 12 of their unstable sailing condition, which they blamed on the strong currents and buffeting winds off the coast of Limbones Island in Bataan. Ibañez was also found to be a rank lower than what the laws prescribed for an eligible skipper. The Superferry 12 was also cited for minor infraction, the board said, since the vessel's crew testified that they executed proper precautions to prevent the collision. The board will submit its findings and recommendations to President Arroyo, after which the Department of Transportation and Communications will officially file the charges.



## SHIPYARD NEWS



General dry cargo "**DUTCH RUNNER**" (ex NORTH KING 2000, ex P&O DOUALA 2001), Antigua and Barbuda flag, radio call V2PO9, GRT 2234, built in 1988, on drydock bed for her annual survey at Piraeus Greece.

Photo : George Grekos ©

## Keppel Singmarine delivers two tugs



(SINGAPORE) Keppel Offshore & Marine's specialised shipbuilding division Keppel Singmarine has delivered June 5<sup>th</sup> two tugs to Keppel Smit Towage (KST) destined for charter to Brunei Shell

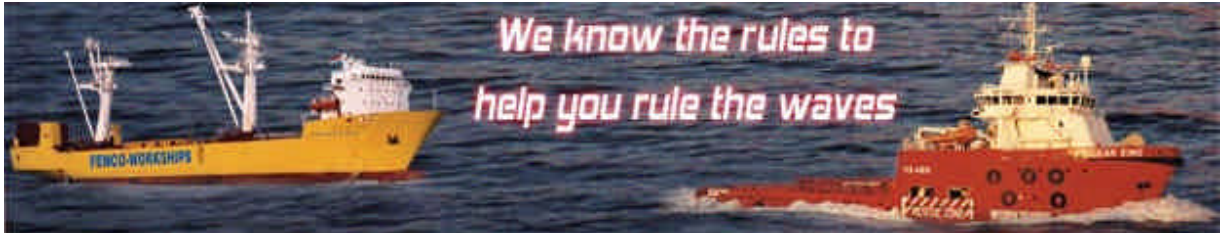
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Petroleum. The stern drive utility tug and tractor tug will be deployed for berthing and un berthing of LNG tankers at the Brunei LNG Terminal. The **Pegasus 51** and **Phoenix 52** will be joined by a third tug, **Pisces 53**, later this year, boosting KST's fleet to **28 tugs**.

## ROUTE, PORTS & SERVICES

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## SHIP SALES

FOLLOWING the previous week's reported sale of the Handymax bulker **Boron Explorer** the very similar **Rubin Dover** (45,000/97) is reported sold at around US\$14.85 million. However, this vessel is said to be sold within Japan.

### TANKERS:

**'Front Sun'**: 159,999 tdw blt 00 Hyundai coiled cow igs sbt.  
**'Front Sky'**: sistership blt 00 Hyundai reported sold region US\$49,000,000 each to clients of OMI.  
**'Front Melofy'**: 150,000 tdw blt 01 Sasebo coiled cow igs sbt.  
**'Front Symphont'**: sistership blt 01 Sasebo reported sold region US\$54,000,000 each to German KG buyers, clients of Dr Peters, combined with 12 years bareboat charter at around US\$15,000 daily.  
**'Knock Sallie'**: 153,800 tdw blt 99 Hyundai coiled cow igs sbt.  
**'Knock Whillan'**: 153,800 tdw blt 99 Hyundai coiled cow igs sbt.  
**'Knock An'**: 134,510 tdw blt 96 Harland + Wolff coiled cow igs sbt. These 3 specialised shuttle tankers are reported sold region US\$203,000,000 'en bloc' to clients of Knutsen OAS. The transaction remains subject to transfer of existing charters.  
**'Aldebaran'**: 89,696 tdw blt 85 Kawasaki coiled cow igs sbt double sides reported sold region US\$7,600,000 to Greek buyers.  
**'Chembulk Clipper'**: 22,294 tdw blt 81 Uwajima coated coiled igs IMO 2+3 reported sold region US\$2,950,000 to undisclosed buyers.

### DEMOLITION: all prices per ton lightweight

Ulc **'Sea World'**: 491,120 dwt, blt 1972 Japan, 55,354 lwt reported sold region US\$ 201 with delivery PROC.  
Mt **'Arcadian'1'**: 267,632 dwt, blt 1976 Japan, 37,442 lwt reported sold region US\$206 with delivery Bangladesh.  
Mt **'Cello'**: 83,983 dwt, blt 1968 Japan, 15,798 lwt reported sold region US\$208.50 with delivery Bangladesh.

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Mt '**Kriti Wave**': 81,212 dwt, blt 1974 Canada, 15,905 lwt reported sold region US\$201 with delivery Pakistan.

Mt '**Sacha**': 31,102 dwt, blt 1974 Finland, 8,088 lwt reported sold region US\$212 with delivery Bangladesh.

### NEWBUILDING FOR SEAFRANCE

SeaFrance, a SNCF (French railway) daughter company, signed an 'intent letter' with 'Alstom marine' to build a new car-ferry. The future ferry will be delivered in 2005. She will be a 186 m length and 28 m width ship. She will be able to carry 1900 passengers and 900 cars (or 220 trucks). Talks are not finished, SeaFrance want to have her money back in the case of shipyard meet difficulties avoiding to deliver the ship. Thursday 5th, 800 shipyard worker stopped work for a moment after a shipyard unions call from Alstom group. This, against redundancies risks.

### Computer crash leaves top UK container ports in chaos

TWO top UK container ports were in a race against time over the weekend to clear up days of chaos caused by the crash of a new computer system. A series of malfunctions last week blocked electronic customs clearance at Southampton and Tilbury. Bristol and Humberside ports were also affected. The collapse also had a "severe effect" on some UK courier operators, using Heathrow, Stansted and East Midlands airport, said an official at the Assoc of International Courier & Express Services.

Community Network Services, which manages the IT network for the ports, was forced to revert to an old mainframe on Friday rather than risk gridlock today. Southampton and Tilbury were severely disrupted last Wednesday when freight forwarders and customs agents had to use manual processing of imports and exports. The problems originated with a systems upgrade by CNS. The company, owned by Southampton Container Terminals, had switched from a mainframe to a new PC platform when hardware failures forced a shutdown, with no immediate back-up. With some mega-containerships scheduled to arrive in Southampton over the weekend, including the Grand Alliance's 6,200 teu NYK Sirius and a couple of ships on the North Atlantic run, CNS staff were working flat out to restore the old network before office staff begin processing the cargo today.

The network was running again with full functionality by Friday evening. The earlier failure caused huge problems for some lines and their customers, with hundreds of boxes stuck on the berth awaiting clearance. "It is an absolute shambles, a nightmare," said Stuart Sutherland, managing director of shipping line CMA CGM (UK). Despite the collapse of CNS's port inventory system, SCT's business development manager Derek Smith said containers had continued to move in and out of Southampton, with about 1,400 trucks handled last Thursday against the usual 1,500. Nevertheless, the freight forwarder association Bifa is pressing for compensation.

Bifa's trade services director, Roger Blacklock, described the situation as "totally unacceptable", with CNS "single-handedly managing to severely disrupt United Kingdom trade". Bifa was also deeply concerned at the time Customs and Excise took to respond to the developing crisis. "Our members are doing their best to keep shipments moving, but it is inevitable that some will get delayed and these delays will have a knock-on effect on their customers," Mr Blacklock said. Bifa "wanted to know why it is taking so long to get such an important part of the supply chain up and running". Neil Robinson, managing director of CNS, said he would be meeting the heads of the Southampton and Tilbury terminals early this week to discuss the fiasco. There is no date yet for when the new system may be reintroduced after its embarrassing start a week ago. "Through Monday and Tuesday we experienced some hardware problems ... and it became clear by Wednesday that we would have to implement our fallback plan of going back to the original system," said Mr Robinson. By then several days of data had to be replaced, compounding the delays, while on Friday the original computer system also suffered a hardware problem, forcing CNS to ration power.

## NAVY NEWS



The German guided missile frigate **SACHSEN F 219** arriving in Zeebrugge 20-05-2003.

Photo : Leo van Ginderen ©

### PORT VISITS OF DUTCH WARSHIPS FOR THE MONTH OF JUNE EXPECTED PORT VISITS FOR FOREIGN WARSHIPS TO DUTCH PORTS DURING JUNE

13 Jun 03	HNLMS Middelburg	M 858	Faslane
13 Jun 03	HNLMS Van Kinsbergen	A 902	Glasgow
13 Jun 03	HNLMS Makkum	M 857	Glasgow
13 Jun 03	HNLMS Maasluis	M 856	Glasgow
13 Jun 03	HNLMS Willemstad	M 864	Glasgow
14 Jun 03	HNLMS Cerberus	A 851	Harderwijk
16 Jun 03	CNS Esmeralda	BE 43	Delfzijl
16 Jun 03	HNLMS Dolfijn	S 808	Cardiff
16 Jun 03	HMS Puncher	P 291	Middelburg
16 Jun 03	HMS Blazer	P 279	Middelburg
18 Jun 03	HMS Puncher	P 291	Willemstad NL
18 Jun 03	HMS Blazer	P 279	Willemstad NL
20 Jun 03	HNLMS Van Speijk	F 828	Kiel
20 Jun 03	HNLMS Walrus	S 802	Valletta
20 Jun 03	HMS Puncher	P 291	Hellevoetsluis
20 Jun 03	HMS Blazer	P 279	Hellevoetsluis
21 Jun 03	HNLMS Hydra	A 854	Stellendam
22 Jun 03	HMS Puncher	P 291	Vlissingen
22 Jun 03	HMS Blazer	P 279	Vlissingen
27 Jun 03	HNLMS Middelburg	M 858	Glasgow



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28 Jun 03	HNLMS Willemstad	M 864	Rouen
28 Jun 03	HNLMS Makkum	M 857	Rouen
28 Jun 03	HNLMS Maasluis	M 856	Rouen
28 Jun 03	HNLMS Van Kinsbergen	A 902	Rouen
28 Jun 03	HNLMS Mercuur	A 900	Rouen
28 Jun 03	HNLMS Nautilus	A 853	Maasbracht

## MOVEMENTS

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The **Jaya Commander** is working for Talisman Drilling in Malaysia and serving the two rigs **Roger Mowel** and the **Harvey Ward**

photo : Jaap van Heeren ©

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Passenger "**Princesa Victoria**" built in 1936 (!) by Harland and Wolff in Belfast, laid up since October 2002 in Elefsis in Greece, she was built as the **DUNNOTTAR CASTLE** under which name she sailed from 1936 until 1975, then she was renamed **VICTORIA** until 1977 and sailed under the name **THE VICTORIA** during the period 1977 – 1993 when she was renamed **PRINCESA VICTORIA**.

photo : George Grekos ©

Vehicle carrier **ASIAN VENTURE**, built in 1995, GRT 44891, radio callsign DSEB7, South Korean flag, while discharging vehicles at Piraeus port Greece, Sunday morning June 8th 2003

Photo :  
George Grekos ©



The **ADA-D** arrived Sunday with **TAKLIFT 3** back in Rotterdam – photo : Piet Sinke ©



The **ASIAN HERCULES II** departed from Rotterdam bound for the **TRICOLOR** location

Photo : Piet Sinke ©

## **AIRCRAFT / AIRPORT NEWS**

### **KLM's May passenger traffic down 10%**

**Sars wipes out 35% of its traffic on key Asian routes**

Dutch airline KLM said its passenger traffic fell 10 per cent in May as the Severe Acute Respiratory Syndrome (Sars) virus wiped out more than a third of its traffic on key Asian routes.

Yet the market, still cheering positive comments from rival Lufthansa at the weekend, took the news in its stride, and the KLM shares extended their recent gains amid relief at signs that Sars may have peaked.

Europe's fourth largest airline, which has the continent's largest exposure to Asian destinations, said passenger traffic on routes to the region fell by 35 per cent, but Middle East traffic was recovering after the end of the war in Iraq.

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'The problem with Sars is that it came unexpectedly, making it impossible for airlines to adjust their capacity in time,' said Maarten Bakker, analyst at Fortis Bank. 'But Sars should be considered a one-off factor, especially since we are seeing the number of new cases declining.'

On Monday, China reported no new Sars cases for the first time in at least six weeks, a clear sign that the disease is on the retreat in Asia. But the World Health Organisation (WHO), pointing to a renewed outbreak in Canada, warned that the virus was proving hard to eliminate.

On Tuesday, KLM chief executive Leo van Wijk said business in the first quarter ending June had so far been 'lousy' and he did not see significant signs of recovery. His comments, however, contrasted with a more bullish statement from Lufthansa CEO Juergen Weber, who said on Sunday the worst may be over for the battered industry and that it had brought idle planes back into service.

KLM said it cut 12 per cent of its capacity to Asian destinations in May. Its overall passenger load factor, or the percentage of filled seats, fell 3.5 percentage points to 73.7 per cent in the month. On the bright side, its cargo load factor increased by 2.3 percentage points to 71.9 per cent.

It plans to axe at least 3,000 jobs as part of a big cost-reduction programme after it reported a record loss in the fiscal year ending in March.

European airline shares, including British Airways and Air France, have regained ground in the recent sessions on signs that Sars was on the retreat. Yet despite the recent rebound in the KLM share price, its market capitalisation of 313 million euros (\$633.4 million) is still less than the cost of two of its 22 largest Boeing aircraft

## RIJNMOND WEATHER

Vooruitzichten van dinsdag t/m vrijdag:

### AANHOUDEND ZOMERS!

Perioden met zon en morgenmiddag en donderdagmiddag een regen of onweersbui.  
Donderdag wordt een zeer warme dag met plaatselijk een tropische 30 graden.

© Ed Aldus 2003	DI-10	WO-11	DO-12	VR-12
Maximumtemperatuur:	25	22	28	22
Minimumtemperatuur:	13	15	14	15
Zonnekans in %:	40	60	50	60
Neerslagkans in %:	50	10	50	10
Windrichting kracht:	Z-3-5	W-3-4	ZO-3-4	W-3-4

## .... PHOTO OF THE DAY .....





The **MULTRATUG 10** and **MULTRATUG 11** moored in Terneuzen  
Photo : Alain Doods ©



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## Nieuwe variant Bugbear-virus actief

Een nieuwe variant van het gevreesde Bugbear-virus is sinds donderdag wereldwijd actief. Computergebruikers die een e-mail met een verdacht attachment krijgen, worden geadviseerd het niet te openen, liet de Waarschuwingdienst donderdag weten.

In een halve dag tijd zijn al ruim 12.000 mensen door het virus getroffen, van wie 7 procent in Nederland. Het nieuwe virus **W.32.Bugbear.Bm** werkt als een worm en verspreidt zich via e-mail en gedeelde netwerkmappen. Zodra de worm het systeem infecteert, verstuurt hij zichzelf per e-mail naar andere systemen.

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Deze mail verschilt steeds sterk, aangezien het virus veel verschillende onderwerpregels, berichten en bijnamen combineert. Mensen moeten er volgens de dienst voor zorgen dat ze hun antivirusprogramma actualiseren en verdachte bijlagen niet openen.

# TERNEUZENSE HAVENFEESTEN



**27 - 29 JUNI 2003**