

## DAILY SHIPPING NEWSLETTER 2003 – 066



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The **IEVOLI SHINE** arriving in Rotterdam – **photo : Piet Sinke ©**

Marnavi SpA Naples 1998 Orlando Leghorn GT 6785 dwt 9887 Loa 126m Bm 19.7m (JvdK)

## **EVENTS, INCIDENTS & OPERATIONS**

**Japan detains 2 Korean ships over safety issues**

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Japan detained two North Korean cargo ships in Japanese ports on Tuesday, moves that North Korea denounced as sanctions and that Japan defended as safety inspections.

"We are ready to thoroughly inspect all North Korean vessels at ports across the country," Chikage Ogi, Japan's transport minister, told a news conference, hours before her inspectors scoured the North Korean ships for violations.

The detentions were ordered a day after Bush administration officials said they were encouraging allies to put pressure on North Korean shipping by enforcing safety rules and searching for illicit funds, weapons and illegal drugs, a major North Korean export. Critics say such commerce underpins Pyongyang's ambition to build an arsenal of nuclear bombs.

Inspectors worked all day in Maizuru, a western Japan port that received about one quarter of the 1,344 port calls by 147 North Korean ships to Japan last year.

After the inspections, Maizuru Transport Ministry officials ordered the detention of the [Nam Sang](#), a 298-ton freighter, until its North Korean crew of 16 could fix three major safety violations, including holes in a forward bulkhead.

"If they don't fix the problems, they can't leave," said Maizuru Coast Guard official Hiroyuki Yokoyama. "This time we are being strict. . . . We can't say big or small when it comes to safety problems."

Farther north, at Otaru port in Hokkaido, northern Japan, transport officials ordered the detention for safety violations of the 178-ton [Daehungrason 2](#), which was carrying a cargo of crabs.

Maizuru customs spokesman Satoshi Shimono said that officials inspected all incoming foreign boats but that "inspections on North Korean boats have become tougher."

In April, Australian authorities found 110 pounds of heroin worth \$48 million from a North Korean-owned ship and charged its 29 crew members with aiding and abetting the import of an illegal product.

North Korea on Tuesday rejected allegations it was involved in drug trafficking and accused Australia of trying to "stifle" the communist state with the charges.

Tuesday's detentions came after North Korean authorities suspended the country's lone ferry link with Japan to protest the new safety inspection policy. On Tuesday, North Korea's state-run press denounced the inspections.

"If this is part of 'sanctions' against the DPRK, we cannot but regard it as a very serious development," the official Korean Central News Agency said, using the initials of North Korea's formal name, Democratic People's Republic of Korea.

The news agency called the safety inspection policy "another sinister political attempt to lay siege to the DPRK."

It called the policy "part of the Bush administration's foolish and shameful moves to ostracize the DPRK politically and morally in the international arena and isolate and stifle it by terming it a 'rogue state.' "

But for Japan, the largest economy in the region, North Korea's hostility only serves to strengthen the political standing at home of Prime Minister Junichiro Koizumi. A survey by NHK public television broadcast on Monday evening showed 59 percent of voters supported Koizumi's 2-year-old government, up five percentage points from May.

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While the United States and Japan are tightening a maritime noose on North Korea, China and South Korea seem increasingly neutral. "Under the present circumstances, both sides should avoid taking measures which are likely to escalate the situation on the Korean Peninsula," Chinese Foreign Ministry spokesman Kong Quan said Tuesday.

In contrast to the isolation approach advocated by Washington, South Korea plans on Saturday to ceremonially mark the renewal of rail and road links with the north. Freight trains should be traveling from Seoul to Pyongyang by the end of September, a senior official at South Korea's Unification Ministry said Tuesday.

### **Stolt Offshore lands Daewoo contract to build Angolan pipes**

OSLO and New York-listed Stolt Offshore yesterday said it had won a \$112m contract with Daewoo Shipbuilding and Marine Engineering Company to install pipework off Angola.

The London-based contractor will carry out the work on the Benguela and Belize offshore field development in Block 14 off Angola. Stolt Offshore will construct a 100 km pipeline network to connect the offshore site operated by Cabinda Gulf Oil Company, which is an affiliate of ChevronTexaco in Angola.

The latest offshore Angolan Epic contract award for Stolt Offshore will connect the field's new Benguela and Belize tower with the Kuito floating production storage and offloading vessel and the South Nemba and KWIP platforms.

"This award is a welcome addition to our business in Angola," said Chief Executive Officer Tom Ehret of Stolt Offshore. "It also demonstrates that with our established skills, local capabilities and track record in the region we are a desirable partner for other contractors.

"We also welcome this continuation of our long-standing relationship with Sonangol and ChevronTexaco, as well as with DSME."

## **SHIPYARD NEWS**

### **Hanjin to build five vessels over 8,000 teu**

THE first South Korean application of an ambitious shipbuilding technique has opened the door for Hanjin Heavy Industries to participate in the surge of orders for 8,000-teu-plus capacity containerships.

The five 8,030 teu ships that Hanjin will build for Claus Peter Offen — and ultimately MSC — will exceed the 300 m length of the shipbuilder's largest dry dock.

However, with 8,000 teu capacity slots filled at Hyundai Heavy Industries and Samsung Heavy Industries, and the owner clearly anxious not to miss a market opportunity, Offen/MSC turned to Hanjin. The yard's delivery slots fitted the bill and it has recently focused on containerships, but its largest previous vessel had been of 6,000 teu capacity.

At 325 m in length, the 8,030 teu capacity ships will require construction of the bow section shoreside outside the dock. Once the main body of the ship is completed in the dock, guide pins and plates will be affixed, after which it will be floated out and moored alongside, with the bow section lifted by a floating crane into position. A caisson will then be fitted around the two sections using chain rods, so they can be welded together. According to Hanjin, the operation will add just a week to the delivery schedule.

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The latest innovation bolsters a remarkable turnaround for Hanjin, which suffered in 2002 because of its concentration on a containership market in downturn. Last year saw the builder casting about to diversify, only to find that its bid to enter the liquefied natural gas carrier market coincided with a lull in the sector.

However, following a major management shake-up, the yard posted net income amounting to Won15.76bn (\$13.19m) for the first quarter of 2003, compared with Won23.9bn for 2002 as a whole.

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## 2 X HAVILA SHIPS PUT UP FOR SALE



HAVILA SUPPLY HAVE PUT THE 2  
SMIT LLOYD 120 CLASS VESSELS  
"HAVILA CAPTAIN" AND  
"HAVILA CHAMPION" UP FOR  
SALE

Left : **HAVILA CHAMPION** is the  
former **SMIT LLOYD 123** seen  
here operating I Greece  
photo : **Piet Sinke ©**

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## Color Line under political pressure

Oslo politicians want the Color Line terminal at Hjordnes in Oslo for house building and amusement purposes, but Color Line has a legally binding contract on the area until 2036. The City of Oslo may offer Color Line a different terminal at the Revier pier, but this will not suit the ferry operators. Color Line has invested huge sums to upgrade the terminal at Hjordnes and will invest more to accommodate the new 70,000 grt cruise ferry due in December next year. The local politicians say that they expect Color Line to be accommodating and that the needs of Oslo's population must always come first. Color Line has a similar problem in Larvik, where the local politicians want to move the ferry terminal out of the city centre.

## New Cruise Ship Will Sail into Dover

A new cruise company will operate its first service next month when a 684-passenger liner sets sail for the port of Dover.



The 30,000-ton **Regatta**, operated by Oceania Cruises, will depart from Barcelona on July 5 and arrive at Dover on July 18.

Describing itself as a company offering five-star cruising at four-star prices, Oceana Cruises will be adding another 30,000-ton vessel, the **Insignia**, to its fleet next year.

This summer the Regatta will sail on European tours, with stops including Barcelona, Copenhagen, Lisbon and Rome.

The Miami-based company will be offering Caribbean and Central American cruises in the winter.

Departures this summer from Dover are on July 19, August 16 and September 13. Both vessels were built in 1998 at the Chantiers de l'Atlantique shipyard in St Nazaire, France. Meanwhile, another cruise company, the Greek-owned Royal Olympic Cruises, will this summer base a vessel at a British port - Tilbury in Essex – for the first time.

The 676-passenger MTS **Triton** will sail from Tilbury on Baltic and Norwegian fjord cruises which will be designed for British passengers.

## Booming Hong Kong on course for 23m teu year

BOOMING exports from the main land helped the eight Kwai Chung container terminals and Hong Kong port post surges in container throughput.

Latest figures from the Port and Maritime Board (PMB) show the eight terminals handled 990,000 teu last month, a 5.3% increase compared with May 2002.

PMB spokeswoman Yik Wai-king said throughput in the first five months of the year climbed 9.6% to 4.9m teu compared with the same period last year.

The Kwai Chung facilities comprise terminals operated by Li Ka- shing's Hongkong International Terminals (HIT), CSX World Terminals, Modern Terminals and Cosco-HIT.

Yik said container throughput had continued to grow despite the outbreak of Sars, which had affected travel between Hong Kong and the main land. "We can't see any Sars impact," she said.



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Separately, the Census and Statistics Department said the number of containers being handled through the port as a whole, including the Kwai Chung and river trade terminals and mid-stream operators rose 15% to 4.7m teu in the first quarter.

### NAVY NEWS



The Pre-commissioning Unit (PCU) **Mustin (DDG 89)** is berthed at the Allegheny Pier on Naval Air Station (NAS) Pensacola before heading to San Diego, where it will be commissioned in mid-July

### MOVEMENTS

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The **MAERSK ROSYTH** seen here arriving in Rotterdam – Photo : Piet Sinke ©  
A.P.Moller Copenhagen/GBR 2003 Guangzhou GT 22181 dwt 35000 Loa 171.2m Bm 27.4m (JvdK)

## Titan estudia utilizar más medios para extraer el 'Castillo de Salas' este mes



**El corte de la chatarra a flote no retrasará el ritmo de los trabajos submarinos El oleaje sólo permitió elevar ayer la segunda pieza, que pesó 240 toneladas**

N. PRIETO/GIJÓN

El rescate, hasta ahora, de sólo dos de las diez piezas en que será dividido el 'Castillo de Salas' no permite asegurar que los trabajos vayan a finalizar este mes. Sin embargo, la empresa Titan

Maritime mantiene su objetivo de extraer el pecio antes de julio, para no tener que interrumpir su labor durante el verano. Fuentes de la empresa contratada por la Sociedad de Salvamento y Seguridad Marítima para la emersión de los restos del granelero aseguraron ayer a este periódico que el corte de la chatarra a flote no retrasará el ritmo de los trabajos submarinos ni la extracción de piezas, de forma que, «si es necesario», se utilizarán grúas más potentes para liberar espacio en la pontona a medida que haga falta.

Ayer salió del agua la segunda pieza de los restos del 'Castillo de Salas', que pesó 240 toneladas. Las condiciones de la mar no propiciaron la extracción de dos bloques, como inicialmente estaba previsto. Hasta las ocho de la mañana no se decidió llevar a cabo la operación, ya que oleaje de fondo dificultaba el trabajo de los buzos y se estima que hacen falta cerca de tres horas para enganchar la chatarra antes de extraerla del fondo marino. De esa forma, eran ya las once de la mañana cuando la segunda pieza del barco zozobrado en 1986 comenzó a ser izada y pasaba el mediodía cuando quedó depositada sobre la pontona que la llevaría a El Musel.

El trozo sacado el pasado martes continúa a bordo de la misma pontona, pero ya está fragmentado en seis partes para sacarlas a tierra en los primeros días de esta semana. La tercera de las diez piezas está cortada bajo la mar y, si las condiciones son favorables, podría salir a la superficie mañana mismo. Sería la tercera de las piezas rescatadas y dejaría la pontona llena o casi llena.

Pese a haberse cumplido para entonces un tercio de junio, Titan Maritime no renuncia al objetivo de concluir los trabajos este mes, fundamental para aprovechar la coordinación de todo el equipo humano que se afana en esta tarea y que perdería la sintonía actual ante un hipotético aplazamiento de los trabajos hasta setiembre. La empresa entiende que las maniobras se agilizarán con la experiencia de las primeras extracciones. La de ayer, destaca, fue ya más precisa.

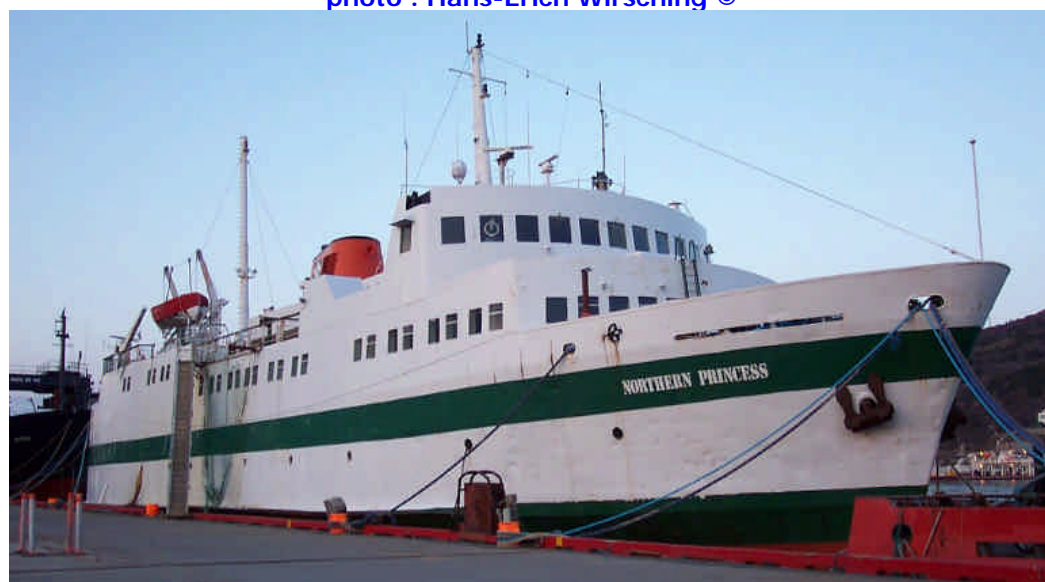
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The Supplier **SETIA MANDAL**, this is a new build support vessel starting to work for the Talisman Hook-up team in the PM 3 field in Malaysia. — **photo : Jaap van Heeren ©**



The brand new **OOCL SHENZHEN** alongside in Hamburg June 9<sup>th</sup>, 2003 next port was Rotterdam **photo : Hans-Erich Wirsching ©**



The **NORTHERN PRINCESS** moored May 19<sup>th</sup>, 2003 in St Johns New Foundland  
Built In Canada 1966, Rebuilt 1990. GT 2558, NT 1389.  
**photo : Jim Gallacher ©**





The **ENSCO 92** positioned by the **FAIRPLAY 23**, **ATREK** and the **BUGSIER 21** near the **K-9-B Platform**  
**Photo : Capt. Jan Weerman – Fairplay 23 ©**

## **AIRCRAFT / AIRPORT NEWS**

### **HELICOPTER CRASH, MPUMALANGA, SOUTH AFRICA**

Six people died in a helicopter crash in Mpumalanga. All the bodies have been recovered. There were no survivors of the accident, which occurred at a remote spot in hills near Graskop last night. The helicopter was chartered by Cell C and was returning to Johannesburg from a company workshop at Earth Lodge in Sabi Sabi. Cell C chairperson and chief executive Talaat Laham travelled to the site of the crash last night. The South African Police Service from Graskop, a Civil Aviation Authority search and rescue team, the South African Airforce, Sappi forest rangers and paramedics from the Graskop traffic department have been involved in the recovery efforts.

## **RIJNMOND WEATHER**

Vooruitzichten van donderdag t/m zondag:

**AANGENAAM ZOMERWEER!**

Perioden met zon, droog en aangenaam. Middagtemperatuur tussen 21 en 23 graden maar langs de kust enkele graden lager.

© Ed Aldus 2003	DO-12	VR-13	ZA-14	ZO-14
Maximumtemperatuur:	23	22	22	21
Minimumtemperatuur:	12	13	12	10
Zonnekans in %:	50	60	60	50
Neerslagkans in %:	30	10	10	10
Windrichting kracht:	W-2-4	W-3-4	W-2-4	NW-2-4

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

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The **RIVTOW CAPT. BOB** working with a RIVTOW barge – photo : via Jos Haver



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Goedkoop Havensleepdiensten

17 MEI 2003

26 OKTOBER 2003



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