

DAILY SHIPPING NEWSLETTER 2003 – 069



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CVN 68 - USS NIMITZ full speed ahead and hard to port rudder !!

EVENTS, INCIDENTS & OPERATIONS



A boat cruises near the massive Three Gorges Dam on the Yangtze River, near Yichang, in central China's Hubei province Friday June 13, 2003. Chinese officials have admitted there are about 80 cracks in the dam, the world's largest, which could cause leaks if not fixed

Ding-dong over shipbreaking

A FRACTIOUS meeting between Greenpeace and shipping industry representatives in London yesterday failed to reach agreement on how to tackle shipbreaking in the third world.

In fact, you could say it all degenerated into a bit of a ding-dong, after the International Chamber of Shipping declined to accept the gift of a bell from a scrapped ship.

The environmentalists left proclaiming themselves "shocked" with the allegedly "arrogant" attitude of the ICS.

For its part, the ICS was angered by accusations that the industry does not respect basic human rights.

Greenpeace is taking a delegation of Indian and Bangladeshi breaking yard workers on a tour of Europe to meet the shipping industry. The London leg took place at Intertanko's premises at the Baltic Exchange, with both the ICS and Intercargo in attendance.

According to Marietta Harjono of Greenpeace, the environmentalists wanted an admission that the industry is responsible for what happens to vessels at the end of their lives.

"We were really shocked by the arrogant position of the International Chamber of Shipping," she said.

"We are really concerned they will hijack the situation."

But Brian Parkinson of the ICS countered: "We were presented with a series of 'demands' we felt we couldn't support."

Mr Parkinson said he recognised the difficulties associated with ship recycling in the third world.

However, governments in shipbreaking countries have some responsibility for introducing occupational health and safety regulation at the yards, he insisted.

"We did not think it was appropriate to accept the bell as a gift. We felt there was no sense of compromise on their part."

Asked if the discussions became heated, he replied wryly: "You will have to ask the people in the next room."

Clanger: Ramapati Kumar of Greenpeace India, and Sunita Dubey, representing the Environmental Justice Initiative, with the ship's bell that the International Chamber of Shipping refused to accept.

Herculean labours for Smit



FLOATING production system construction is keeping heavy lift markets buoyant with several FPSO newbuilds and conversions requiring the services of mobile crane barges.

Already this year a prolonged lift programme has been completed by Dutch contractor Smit on the Bonga project at Amec's yard in Newcastle upon Tyne.

It deployed the 3,200-tonne capacity **Asian Hercules II** to perform 23 lifts of topside modules on to the hull for the newbuild FPSO.

Now Smit is to mobilise the sheer-leg crane barge to Indonesia to perform a similar task at McDermott's Batam yard near Singapore.

The **Asian Hercules II** will be undertaking 20 lifts of modules on to the Belanak FPSO hull during the fourth quarter, says Abel Dutilh, division manager for transport and heavy lift at Smit in Rotterdam.

The contractor has a strong position in Singapore, where the **Asian Hercules I** works in the three main yards under a joint venture with the Keppel group.

The 1,600 tonne capacity crane barge is due to begin a 26 lift programme for Single Buoy Mooring on its Marlim Sul leased production ship from July until December.

After this the crane barge will be working on ExxonMobil's Erha FPSO hull in the Sembawang yard. Mr Dutilh believes the market is looking strong but does not have enough potential to invest in new crane barges, which he thinks will need €35m (\$40m) in capital expenditure.

"There are a number of projects and demand is good so we cannot complain," he says. "Heavy lift is solid but not strong enough for more investment."

"If the FPSO market goes forward as expected this looks to have quite steady growth and we reckon it will be a decent market for a couple of years to come."

The company operates not only in the Far East but also in Brazil, where it will be using two crane barges together for double lifts on to two FPSOs under construction.

Kellogg Brown & Root is busy constructing the P-43 for Barracuda and P-48 for Caratinga projects for state oil company Petrobrás.

It is employing Smit's **Taklift 4** and **Taklift 6** to perform up to 38 lifts during the fourth quarter of this year.

The two barges will operate in tandem with a combined lift capacity of 2,800 tonnes.

Smit's other venture into the FPSO business is in towing these units around the world, mostly from the Far East to other yards.

It towed the Bonga hull last year and will be involved in taking it to the field in Nigeria from September.

Its next tow will be the Barracuda vessel from the Jurong yard in Singapore to Rio de Janeiro in July. This will involve two vessels during a 100-day journey

SHIPYARD NEWS

Dutch yards report stronger 12 months

THE Netherlands Shipbuilding Industry Association says its member yards strengthened their position in Europe last year and consolidated their position worldwide.

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But it warned that if the yards were to continue on a “stable development” path it was crucial that they were given “access to the same funding instruments and fiscal facilities as their European Union counterparts in the near future”.

Representing around 95 yards, the VNSI has long advocated both a tax lease scheme and fiscal tools such as the guarantee fund in order to enhance the availability of borrowings.

When it came to seagoing newbuilds, the Dutch order book had been preserved at €1bn (\$1.15bn), the level of the previous year. They had a global market share of 2.1% and the export share had increased from 47% to 55%.

In total 106 vessels were commissioned, representing 468,000 gt. The complexity of vessels had increased considerably.

In naval vessels sales of patrol and research craft represented €65m and the order intake was €225m.

Repairs to seagoing ships was the same as in 2001 and worth €275m but 2002 had been “a challenging year”. There were a greater number of repairs but the quantity of work on each vessel was significantly smaller.

In small shipbuilding, 95 contracts for non-seagoing vessels were won, representing more than €252m. A total of 61 of these (€118m) were earmarked for export.

In 2001 the yards won 98 contracts, representing €277m, of which 50 were for foreign clients.

When it came to non-cargo vessels, such as tugs, pontoons, patrol, research and firefighting vessels, 34 contracts, valued at €45m, were won and 34 were also commissioned during the year.

Dutch yards won 50 contracts for seagoing, non-cargo vessels with tonnage in excess of 100 gt. These were worth €451m and 29 of these vessels were commissioned.

Twenty-one non-seagoing, mainly suction, dredger contracts valued at €45m were won, but only one was for a domestic client.

Eleven construction contracts for inland passenger vessels were awarded, representing €61m, and 16 passengerships were commissioned.

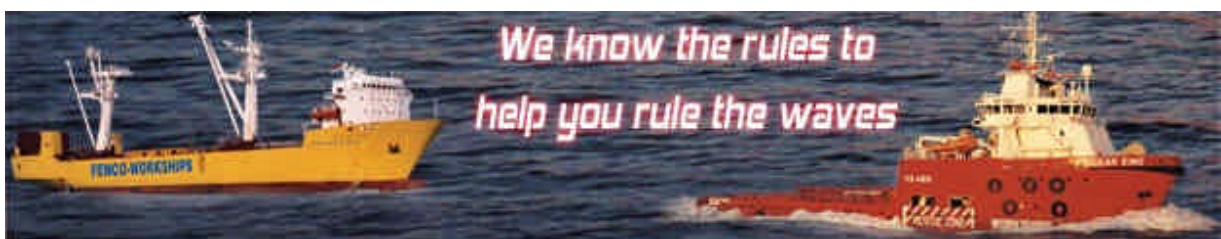
Yacht building sales were valued at €350m but there was pressure on margins due to merchant yards poaching business because their markets were under pressure, the VNSI said.

The number of students enrolling for shipbuilding courses had fallen from 120 to 75 but students for marine engineering remained the same.

ROUTE, PORTS & SERVICES

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Lys-Line controlling stake purchase strengthens DFDS

PASSENGER and freight vessel operator DFDS is reinforcing its position on the North Sea with the acquisition of 66% of Norwegian freight shipping company Lys-Line, with which it already co-operates, writes Andrew Draper.

Last January, DFDS acquired 66% of DFDS Lys-Line Rederi, the company owning the fleet. The new acquisition is the operating company.

No purchase price was disclosed but reliable industry sources put it around \$6m.

The acquisition brings DFDS access to a wider market with side port and lo-lo vessels. The group's presiding director Ole Frie told Lloyd's List the company would now be entering Portugal and Ireland, the latter for the first time.

The remaining 34% shareholding in Lys-Line will be owned by the Simonsen family, which also holds 34% of the shares in DFDS Lys-Line Rederi. Mr Frie said there were no plans or options to buy the family out.

Lys-Line operates 17 liner ships on routes between Norway and Germany, the Netherlands, Belgium and Britain as well as other liner routes to Ireland and Spain and freight activities to Portugal and the Mediterranean.

All the vessels are chartered from DFDS Lys-Line Rederi. Annual turnover is around Nkr760m (\$112m).

Lys-Line is this month establishing a new route between Skogn (Trondheim), the Continent and Tilbury. The general cargo ship Lysblink, which will join the route from the end of this year, is being extended by 27 m, increasing capacity by 50%.

Mr Frie said DFDS would operate Lys-Line as a distinct brand, as it was already well established in Norway and Sweden. "It might be that we will co-ordinate back office functions," he added. We will try to achieve synergies between the two companies. Both companies have, for example, offices in Ghent, Immingham and Rotterdam.

"In the ports there are synergies we can utilise. Each of the two companies also have container fleets which can also result in synergy."

Heerema Marine secures Visund module lifting contracts

STATOIL is progressing with its plans to pump natural gas from the Visund oil field in the northern North Sea by 2005 by awarding the module lifting contracts. Heerema Marine Contractors has clinched a Nkr40m (\$5.8m) contract from Statoil to lift compression and gas export modules on to the Visund floating production semi-submersible, which pumps oil from the Tampen area, now solely operated by the state oil firm.

Gas deliveries of up to 15m cu m per day from Visund will be piped to the onshore Kollsnes terminal near Bergen, via the Troll gas processing facilities from October 2005. Heerema will install the MO1 and MO2 modules in May-June 2005 with its **Thialf** crane barge.

Statoil's Visund gas project goes head to head with Norsk Hydro's plans for a similar gas development on its Njord floating production semi-submersible in the Norwegian Sea. The Norwegian oil company will submit a plan for development and operations before the end of this year and is likely to link gas exports with the Asgard trunk line to Kollsnes.

NAVY NEWS



Top : **USS Arleigh Burke** March 29th, 2003 – photo : Coll Piet Sinke

USS Arleigh Burke Returns from OIF



The guided-missile destroyer **USS Arleigh Burke (DDG 51)** returned to its homeport in Norfolk, Va., June 11, after a successful five-month deployment supporting Operation Enduring Freedom and Operation Iraqi Freedom.

The homecoming marks the end of Arleigh Burke's surge deployment to the U.S. European and Central Commands.

The destroyer left Norfolk Jan. 7, as part of the **USS Theodore Roosevelt (CVN 71)** Carrier Strike Group (TRCSG) for a Composite Training Unit Exercise (COMPTUEX), a month long training exercise conducted in the Caribbean Sea.

During the later stages of the exercise, units of the TRCSG received deployment orders to the U.S. 6th Fleet, home based in the Mediterranean Sea. During Operation Iraqi Freedom, **Arleigh Burke** launched 26 Tomahawk Cruise Missiles against regime targets in Iraq. In addition, the ship served in numerous U.S. and coalition task groups, escorted more than 80 ships through high-threat chokepoints, conducted Leadership Interdiction Operations in the Gulf of Aden and participated in counter-piracy operations in the Horn of Africa.

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Members of the Vessel Boarding Search and Seizure (VBSS) team from the aegis cruiser **USS Vella Gulf (CG 72)** depart for a training exercise aboard the Russian Naval ship **RFS Nastoychivyy** during the annual maritime exercise Baltic Operations (BALTOPS) 2003. The United States and 12 other nations are participating in this year's exercise. BALTOPS 2003 is intended to improve interoperability between allies and Partnership for Peace countries by conducting a peace support operation at sea including exercises in gunnery, replenishment-at-sea, undersea warfare, radar tracking, mine countermeasures, seamanship, search and rescue, maritime interdiction operations, and scenarios dealing with potentially real world crises.



A Russian-built submarine belonging to China's The People's Liberation Army at the naval headquarters of the China North Sea Fleet in the eastern Chinese port city of Qingdao

Photo : Reuters

MOVEMENTS

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**The Passenger liner ROYAL PRINCESS is expected at the Maas Pilot station
Saturday June 14th at 05:45 hrs !!**



UASC's **NAJIRAN** departing from Rotterdam

Photo : Bram Plokker / Ineke de Kok ©



The **PATRICIA ESSBERGER** at the Maaspilot station – photo : Piet Sinke ©

.... PHOTO OF THE DAY



The **NORTHERN QUEEN** arriving at IJmuiden 12-06-2003 - photo : Piet Sinke ©



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Open Dagen Koninklijke Luchtmacht



De Open Dagen is een jaarlijks terugkerend evenement waarop bezoekers op een directe manier kunnen kennismaken met de mensen, het materieel en de activiteiten van de Koninklijke Luchtmacht. De toegang is gratis. Jaarlijks bezoeken meer dan 250.000 mensen de Open Dagen.

Waarom Open Dagen?

Met de Open Dagen wil de Koninklijke Luchtmacht verantwoording af leggen aan de Nederlandse bevolking en de

directe omgeving over de manier waarop het krijgsmachtdeel invulling geeft aan haar taken.

Interessante tentoonstellingen Het tentoonstellingsprogramma vormt het hart van de Open Dagen. Hier maakt u kennis met de mensen en het materieel van de Koninklijke Luchtmacht. Bij veel

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materieel is een typespecialist aanwezig die op verzoek uitleg geeft. Daarnaast worden vliegshows gegeven door verschillende demoteams uit binnen- en buitenland. Ook is een groot aantal clubs, organisaties en opleidingsinstituten uit de luchtvaartwereld aanwezig.

Open Dagen 2003

De Open Dagen worden afwisselend georganiseerd door de vliegbases Twenthe, Volkel en Leeuwarden. Deze Main Operating Bases zijn de thuisbases van de Nederlandse F-16's. Dit jaar worden de Open Dagen van **20 tot en met 21 juni** op **Vliegbasis Twenthe** van 09.00 tot 18:00 uur gehouden. Net als voorgaande jaren kunt u ook dit keer weer veel materieel van de Koninklijke Luchtmacht en andere landen van dichtbij te bezichtigen. Daarnaast zullen ook de demoteams uit binnen- en buitenland niet ontbreken. In 2002 bezochten zo'n **270.00 bezoekers** de Open Dagen op Vliegbasis Gilze-Rijen.

THE RED ARROWS at TWENTHE AFB

By : Piet Sinke



One of the **Display teams** which will perform at **Twenthe Airforce base** during the open days will be the famous **RED ARROWS**, this team which flies with **9 HAWK aircrafts** (as shown below) is



famous all over the world with their demonstrations, the team is commanded by Squadron Leader **Carl 'Spike' Jepson** (37) which took command of The Red Arrows in November 2001. He was born in Dhekelia, Cyprus, and educated at Silcoates School, Wakefield.



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Whilst at school, Squadron Leader Jepson was awarded an RAF Sixth Form Scholarship and an RAF Flying Scholarship and learnt to fly long before he could drive.

He joined the Royal Air Force in 1983, Squadron Leader Jepson's selection for The Red Arrows in 1994. He was then posted to Dhahran in Saudi Arabia where he trained from scratch the Royal Saudi Air Force Aerobatic Team.



Commander on 3(F) Squadron, RAF Cottesmore before taking command of The Red Arrows.

Right; **The SPOV ON THE WINGS formation**

Photo's : E.J. van Koningsveld ©

Left : The **RED ARROWS** performing the
GYPO BREAK

On his return to the UK, Squadron Leader Jepson was once again posted to fly the Harrier and, amongst other things, flew peacekeeping missions over the Balkans and operated from HMS Illustrious. He served as a Flight



The pilots at the **HAWK's** during the demo at Twenthe AFB will be :

Red 1 = Squadron Leader Spike Jepson

Red 3 = Flt Lt Duncan Mason

Red 2 = Flt Lt Jez Griggs

Red 4 = Flt Lt Dan Simmons

Red 5 = Squadron Ldr John Green

Red 6 = Squadron Ldr Myles Garland

Red 7 = Flt Lt David Thomas

Red 8 = Flt Lt Anthony Parkinson

Red 9 = Squadron Ldr Christian Gleave



Red 10 – Flight Lieutenant Steve Underwood.

Red 10 is a fully-qualified Hawk pilot of Flight Lieutenant rank who flies the 10th aircraft when The Red Arrows deploy to an airfield site away from base. This gives the Team a reserve aircraft at the display site. Also known as the Road Manager, Red 10's main duties include display co-ordination and acting as the Team's dedicated Ground Safety Officer during the display season. In constant radio contact with the Team Leader, he attends every display on the ground to fulfil his primary duty of ensuring

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that conditions are suitable. **The Red Arrows will not display until he is certain that the crowd and the pilots are in a totally safe environment.**

Red 10 is also the Team Commentator and flies TV cameramen and photographers authorised by MOD to take air-to-air shots of the Red Arrows. It requires a highly skilled pilot to fly a cameraman: not only has he to position the camera aircraft in such a way as to provide the best possible platform for pictures, but he has to be able to follow the nine display aircraft safely and smoothly around all the complicated manoeuvres.

Flight Lieutenant Steve Underwood AFC (43) is in his second year as Red 10. Since joining the RAF in 1979 Steve has flown both helicopters and fast jets in a variety of operational roles. Steve began his RAF career flying Puma and Wessex helicopters, followed by a secondment to The Sultan of Oman Air Force, where he instructed on the Huey. On his return to the UK Steve transferred to fixed-wing flying and became an instructor on the Central Flying School (CFS). Steve was then selected to fly the Harrier GR5 (and subsequently the GR7) on No. 1 (F) Squadron. In 1996 Steve returned to CFS instructional duties, this time on the Hawk with 19(F) Squadron, RAF Valley. Here Steve specialised in combat and low-level tactics.

"SEE U" at TWENTHE AIRFORCE BASE

