

DAILY SHIPPING NEWSLETTER 2003 – 071



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The **FINNFELLOW** departs from Travemunde, note the closed stern of the vessel comparing to when she was operating under the name **STENA BRITANNICA** at the route Hoek van Holland – Harwich last year

Photo : Top :Henk van der Lugt ©

Right : Piet Sinke ©



EVENTS, INCIDENTS & OPERATIONS

Lawyers bid to sell four Kien Hung boxships

LAW firm, Jonathan Rostron, will today seek the go-ahead from Hong Kong's High Court to sell four containerships owned and operated by troubled Taiwanese shipping line Kien Hung and its Singapore associate company, Powick Shipping.

Damien Laracy, a partner in Jonathan Rostron, said should the judge approve the sale, a public auction could take place in the middle of next month once legal formalities, including vessel valuations and newspaper advertisements confirming the sale, are completed.

The 1,400 teu-1,500 teu ships — the **Kingdom Container**, **Convenience Container**, **Liberty Container** and **Mandarin Container** — were arrested by Jonathan Rostron acting on behalf of several Taiwan banks, including Grand Commercial Bank and a banking syndicate led by First Commercial Bank.

No details of how much the banks are owed has been released, although industry insiders put the figure at about \$60m.

By comparison, the ships are likely to be sold for at least \$17m each, while one source suggested they would go under the hammer for between \$17.5m-\$18m.

The individual sale price is unlikely to break the \$20m ceiling "because that would be approaching newbuild prices", one source said.

If these estimates are realised it would mean more than \$10m, less lawyer and court fees and outstanding wage claims, would be available for other creditors, including Splendid Shipping, Sendrian Bhd and Trans-Tec Asia.

Reverend Peter Ellis, from the Hong Kong seamen's mission, believed many of the seafarers from the four arrested ships had already been paid. He said finding alternative jobs might be harder for them.

Writs against the four ships show that aside from the banks, other creditors are owed more than \$3m. Consequently, it is likely they would get all or part of the money they are owed.

A larger proportion of the High Court writs have been issued against two other Kien Hung/Powick Shipping vessels — the **Excellence Container** and the **Prosperity Container**, both built in 1994.

The **Excellence Container** arrived in Hong Kong yesterday. The **Prosperity Container** is on its way to Kaohsiung, in southern Taiwan.

Insiders believed it was likely both ships would be arrested as creditors seek to recoup unpaid debts. Meanwhile, there is uncertainty over claims against at least five other containerships that were owned by Kien Hung and Powick Shipping.

They include the **Ace Container**, which has been renamed the **Cape Negro** and is under the control of Columbia Shipmanagement.

The same firms, together with Johnson Stokes & Master on behalf of International Transportation Services, have writs against the **Justice Container**, which is now the **Cape Norvegia** and also under the control of Columbia Shipmanagement.

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Deacons, acting on behalf of Hong Kong's Yiu Lian Dockyards, has also issued writs against three other ships — the **Royal Container**, **Intelligence Container** and **Diligence Container**— as has Holman Fenwick & Willan.

Piraeus-based Teo Ship-ping Corporation, controls the **Royal Container**, which has become the **Gallant Wave**, and the **Intelligence Container**, which has become the **Bow Wave**.

The **Diligence Container** is now the **Orient Victory** and operated by Dubai's Orient Express Ship Management.

SHIPYARD NEWS



The new Police patrol vessel **P 49** fitting out at the Damen Shipyard in Gorinchem
photo : Ton Grootenboer ©

Mega-mosselkotter klaar voor zee

door Steffan ter Maat

Scheepswerf Reimerswaal levert op 27 juni de grootste mosselkotter ter wereld op. Het bedrijf uit Hansweert draagt de **Mare Gratia** dan over aan de opdrachtgever en eigenaar, het Nederlands-Britse bedrijf Deepdock Ltd. Het is de eerste nieuwbouw mosselkotter van de scheepswerf, maar als het aan de directie ligt zeker niet de laatste.

Directeur en mede-eigenaar R. Pieters is trots op het werk dat is geleverd: „Het casco werd in de Oekraïne gebouwd, maar kwam hier zes of zeven weken te laat aan. We hebben het schip vervolgens zonder grote problemen in twaalf weken helemaal afgebouwd. Daarmee halen we uiteindelijk nog de oorspronkelijke opleverdatum.”

Ondanks de tijdsdruk verliep de bouw boven verwachting en werd er vorige week al met het schip gevaren en proefgedraaid met het vissen. Er waren slechts een paar kleine aanpassingen nodig; verder kon het schip

overgedaan worden aan de schilders.

Dat het schip de grootste mosselkotter ter wereld is, was geen bewuste opzet. De eigenaar kwam er onlangs pas achter. „Het is voor ons vooral belangrijk dat de kweekcapaciteit van het schip twee keer zo groot is dan bij de meeste andere mosselkotters”, zegt W. Verwijs van Deepdock Ltd. „Zo hebben de meeste kotters vier korren, deze heeft er acht. Alles is zwaarder en geavanceerder dan bij de meeste mosselkotters. Het is meer de zeewaardigheid dan de lengte van 43 meter waarmee het schip zich onderscheidt. Het voldoet aan strenge internationale certificeringseisen en het is ook toegestaan voor zo ongeveer het hele Europese vaargebied. Voor de mosselkotters in Nederland geldt dat bijvoorbeeld niet.” Hoewel het de eerste nieuw gebouwde mosselkotter voor de scheepswerf is, had Verwijs er alle vertrouwen in: „We zijn hier al jaren klant voor andere scheepsaangelegenheden, dus we kenden het bedrijf al. Het is nog een echt familiebedrijf, met een ziel. Dat sprak ons aan. Daarnaast heeft deze werf natuurlijk veel ervaring met het onderhoud van mosselkotters.”

De Mare Gratia gaat volgende week naar de haven van Bangor in Noord-Wales, waar het met een Britse bemanning en onder Ierse vlag, direct in gebruik wordt genomen.

Voordat het zover is, laat Pieters morgen aan 350 genodigden zien tot welk werk de werf in staat is. „We maken ook een brochure voor geïnteresseerden in Europa”, vertelt Pieters. „In landen zoals Engeland, Denemarken en Duitsland zijn de nieuw gebouwde mosselkotters ook in opkomst en we willen ons graag op die markt profileren.”

Repair RoundUp

Dorbyl Marine clinches six-containership contract

South Africa's Dorbyl Marine has won a six-ship repair contract involving containerships on charter to Maersk Line.

Five are owned by Germany's Alpha Ships — the 25,107 dwt [Sirius](#), the 29,098 dwt [Maersk Valparaiso](#), the 29,266 dwt [Maersk Itajai](#), the 24,049 dwt [Safmarine Amazon](#), and the 19,229 dwt [Pegasus](#). The sixth is owned by Scott Shipmanagement (UK) — the 11,754 dwt [Range](#). All the ships will be drydocked for around 10 days each between June and September 2003.

Dorbyl Marine is also working on two engine renewals, main anchor winch repairs and several other minor works onboard the offshore vessel [Alligator](#), and is carrying out repairs and maintenance on the [Seabulk Raven](#), which is due for its five-year DNV survey. Future bookings include Tidewater Marine's 1,359 dwt offshore supply vessel [Construct Tide](#).

Gt Yarmouth's Gard Line has booked the 1,275 gt research vessel [Sea Surveyor](#) into South Africa's East London Shipyard, which is a joint venture between Elgin Brown & Hamer and Dorbyl Marine.

Singapore

As part of the Alliance between Singapore's Sembawang Shipyard and UK oil major BP, the 305,994 dwt ULCC [British Pride](#) will undergo scheduled drydocking operations in the yard during the second week in June.

Also in Singapore, Sembawang Marine, also a subsidiary of SembCorp, will drydock Graig Shipmanagement's 4,110 dwt general cargoship [CEC Spring](#).

Malaysia

London's MOL Tankships has booked the 311,625 dwt ULCC [Atlantic Liberty](#) into Malaysia's Malaysia Shipyard & Engineering, Pasir Gudang

Chile

THE UK's Gemini Shipping has booked three of its fleet of containerships into Chile's Asmar and one into Italy's San Giorgio del Porto, Genoa. The three in Asmar are the 46,376 dwt **CCNI Angle** , the 44,596 dwt **CSAV Valencia** , and the 44,593 dwt **CCNI Atacama** , while the 44,583 dwt **CCNI Anakena** has been booked into Genoa.

Bahamas

Freeport's Grand Bahama Shipyard has secured two new general repair contracts. The first is for two patrol craft for the Royal Bahamian Defence Force, the **RBDF Bahamas** and the **RBDF Nassau** . The second contract that the shipyard has secured is the 41,168 gt Japanese car carrier vessel the **Braunschweig** , which is owned by Kansai Steamship, Tokyo.

The shipyard is repairing three ships — the research vessel **Atlantis** , which is operated by the Woods Hole Institute, Dobson Lines' 9,200 dwt ro-ro **Crowley Universe** , and Meridian Cruises' 15,409 gt cruiseship **Island Adventure** .

Work is now completed on P&O's Princess Cruises' 77,499 gt, 1998-built cruiseship **Sea Princess**, which has now changed owners and changed name while in Grand Bahama Shipyard. It is to be operated by P&O Cruises under the new name **Adonia**.

Portugal

Lisnave, located at Setubal, has three new arrivals in for general repair operations this week — Neptune Orient Lines' 105,500 dwt tanker **Eagle Phoenix** , the 26,152 dwt containership **Safmarine Concord** , owned by Safmarine Containers Lines, Antwerp and the 45,299 dwt chemical tanker **Las Cuevas** , owned by Mitsui OSK Lines, Tokyo. Meanwhile, still at the yard is the 51,504 dwt bulk carrier **Fatima** , which is owned by Perosea Shipping, Greece.

Canada

Halifax Shipyard, Nova Scotia, has the largest double-hulled oil-carrying barge in the world in dock for general repair operations. The vessel, which is an Integrated Tug Barge system, is in the Nova dock, which has dimensions of 257 m x 38 m x 9 m draught and can accommodate ships up to 36,000 tonnes.

The ship is owned by Maritrans Operating Co LP of Tampa, Florida.

The ITB comprises the 920 gt tug **Constitution** and the barge **Ocean 400**. The total running days for the job will take it into July, the main drydocking work comprising pipe renewal, valve repair, blast and paint of the tanks, closed loaded system and steel renewal.

Spain

Astilleros Santander (Astander) is repairing five ships. These include the 11,564 gt **CSO Deep Pioneer** a flexi-cable laying ship, which is undergoing the installation of new cable laying equipment and the enlarging of the accommodation area. **The ship is owned by Smit International Singapore, Singapore** .

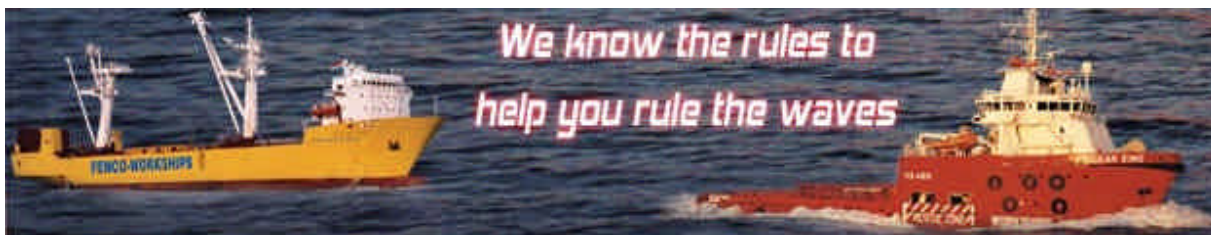
Also undergoing general repairs are the 12,250 dwt containership **Bunga Mas 9** , which is being drydocked and repaired, Seavoss Schiffahrt's 2,888 dwt general cargoship **Treuburg** , which is having bottom repairs, the 9,000 dwt general cargo ship **Katia** ,

owned by Intersee Schiffharts- Gesellschaft, undergoing rudder repairs, and the 1,212 dwt **Sato Baleares** barge hopper.

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Kandla port: ship master told to pay for damage

MASTER of West Indian ship, Rembrandt, registered at St Vincent, has been asked by the Kandla Port authorities to pay for the damage caused during the unloading of its cargo of logs on Saturday or face confiscation of the ship.

The ship had arrived at Kandla with a cargo of Malaysian logs. Over 5,000 of these logs were to be unloaded at the port. However, the cargo fell into the sea immediately after the ship berthed on jetty number 6-A. The incident took place when the support which held the logs on board gave way.

The legal notice to the master of the ship was served by the deputy conservator, head of the marine department of Kandla port, on Thursday. "Of the total number of 20,205 logs stacked on the board, 417 fell in the sea. We have retrieved 150 logs and have called special teams of divers from Mumbai to retrieve the remaining", Traffic Manager R T Revankar said.

Revankar said all logs on board had also been unloaded and an operation was now on to unload the logs stored in the ship's hatches. "Nothing serious has happened. There is not much damage to the jetty," Revankar said. He denied reports that KPT Chairman A K Joti and the Marine Department chief had been kept in the dark on the accident. Joti had denied occurrence of any such incident on being contacted by the press.

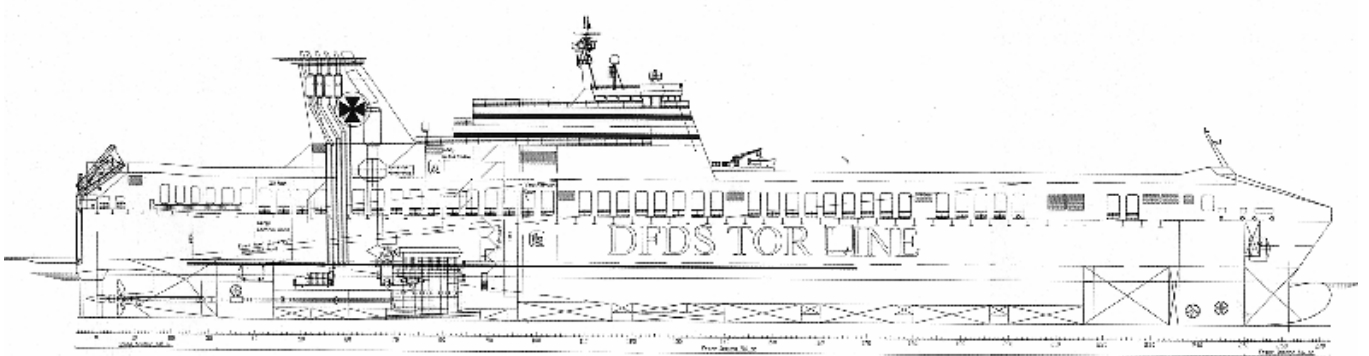
"He (Joti) also visited the port on Wednesday and inspected the salvage operations," the traffic manager said. However, according to insiders, the port trust departments — civil and marine — would not have issued damage memoes to the ship's master if the damage was not considerable.

The damage has been estimated at Rs 90,000 as jetty attachments like fender chains and their tops, bollard cap and the edge of the jetty, were badly damaged by the falling logs.

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The marine department also sustained losses which included damage to the port's pilot launch, which has been rendered inoperational, as well as possible damage to the waterfront. While damage to the launch has been estimated to be around over Rs 3 lakh, the damage to the water-front may run into lakhs of rupees. The memo has directed the master of the ship to ensure that after the removal of all wooden logs lying at the bottom of the sea, the waterfront has the same draft as before. The port spends crores of rupees every year on the maintenance of the draft along its jetty. Dredging operations had recently been completed on this jetty. Sources said the crew of the pilot launch, which had brought the ship from the OTB, had a providential escape as they had left the launch a little while before after completing the mooring work.

NEW SHIPS FOR DFDS TOR LINE



DFDS TOR Line is expanding the fleet with 5 new vessels of the new 3900 design, Earlier this year the German Shipyard of Flensburg laid the keel for the first unit, this vessel is to be delivered to DFDS TORLine towards the end of September and will be named **TOR MAGNOLIA**, the vessel was launched May 23rd.

DFDS TOR plans to run this 199.8 mtr vessel on their freight ANGLOBRIDGE route between Gothenburg and Immingham when she will be one of the largest ro-ro vessels in the North Sea area. Together with the newbuildings no 2 and 3 which are due for delivery during January and May 2004 respectively, the entry into service of **TOR MAGNOLIA** will add significant to the company's capacity on the route between Sweden and the UK.



The 3900 series will replace DFDS's 11,000 DWT ro-ro's like the above **TOR BRITANNIA**

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photo : Terje Moen ©

This 32.395 GRT ships will replace the current three ships on the route, all of which were built at Fincantieri as recently as 1999 and 2000.

The last two units which are scheduled for delivery during 2004 will operated on the BritanniaBridge route between Esbjerg and Immingham-Harwich. All 5 vessels will increase freight capacity on heir respective routes by approximately 1000 lane meters will increasing the service speed from 21 tot 22.5 knots.

Vessel Details

| | |
|---------------|---|
| Length oa. | 199.8 mtr |
| Breadth | 26.5 mtr |
| Draught (max) | 7.3 mtr |
| Deadweight | 10.500 tons |
| GRT | 32.395 tons |
| Main Engines | 1 x 2 stroke MAN B&W 9L60 123 RPM 20.070 kW |
| Service speed | 22.5 knots |

NAVY NEWS



The Netherlands Frigate **F 812 JACOB VAN HEEMSKERCK** at full speed

Photo : Royal Netherlands Navy

Nederlandse onderzeeër loopt averij op



Top : Hr Ms Dolfijn – foto : Terje Moen ©

DEN HAAG De Nederlandse onderzeeër Hr Ms Dolfijn heeft zaterdag zijn onderroer beschadigd tijdens een oefening op dertig meter diepte in de buurt van de Scilly-eilanden. "Voor de 55-koppige bemanning was het even flink schrikken toen de onderzeeër van de Walrusklasse iets hards raakte", aldus een woordvoerder van de marine zondag.

Van de bemanningsleden raakte niemand gewond. Ook bleek de Dolfijn nog in staat op eigen kracht verder te varen. De onderzeeër hoopt zondagmiddag in de haven van Plymouth in het zuidwesten van Engeland aan te komen. Daar wordt bekeken hoe groot de schade aan het bakboordroer precies is.

MOVEMENTS

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The **ROYAL PRINCESS** departed again from Rotterdam – photo : Piet Sinke ©



Top : The **LOUISE RUSS** seen her departing from the Cobelfret terminal – photo : Rob de Visser ©

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The TRITON seen in Genua 10-2002 – photo : Piet Sinke ©

The cruise liner Triton, will be stationed at Amsterdam for the current summer. Triton will make two routes, the first is called "big baltic" with departures from Amsterdam on 14/July and 04/August, the other named "norwegian fjords" with departures from Amsterdam on 25/July and 15/August.

(mentioned also earlier in the news letter but now with picture of the vessel)



The **HIGHLAND CHAMPION** arrived Sunday at the Tyne for OTP Walker

Photo : Kevin Blair ©

The ADSTEAM tug **GURRONG** arrived in Rotterdam

Photo's : Ane Ree ©



AIRCRAFT / AIRPORT NEWS



A French **Rafale** fighter jet speeds above Le Bourget airport during the 45th Paris Air Show, Saturday, June 14, 2003. The show was inaugurated by French President Jacques Chirac Saturday, before opening to the public on Sunday

.... PHOTO OF THE DAY



The Pilot tender **VOYAGER** arrives back in the port of Flushing – photo : Piet Sinke ©

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