

## DAILY SHIPPING NEWSLETTER 2003 – 076



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**THIS NEWSLETTER IS BROUGHT TO YOU BY :**

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### **"Explosion and Fire"**

..Years after the fatal accident..... the big explosion and the fire .....

Who remembers the name ? Who remembers the story ? .. nobody, doesn't matter any more ..

But .. she is still there .. A floating memory ..

photo taken June 17th 2003 at a ships graveyard in Greece by **George Grekos ©**.

## **EVENTS, INCIDENTS & OPERATIONS**

### **US, Colombian navy seize large haul of cocaine in Caribbean Sea**

The US Coast Guard, in collaboration with the Colombian navy, arrested five people and seized 2.3 tons of cocaine stashed in their speedboat in the Caribbean Sea off Colombia's coast on Wednesday, a Colombian Navy spokesman said.

The boat set off from the port of Santa Marta, North Colombia, earlier in the day for the United States. But the navy was keeping a close watch on the Colombian smugglers' activities, the navy spokesman said.

Acting in accordance with a bilateral anti-drugs agreement, the Colombian Navy kept the US Coast Guard informed of the smugglers' movement during the joint operations.

Colombia, one of the largest drug producers in the world, supplies much of the US market. It produces 570 tons of cocaine a year, accounting for 90 percent of the world's total output.

Since the beginning of this year, Colombian authorities have seized 28.6 tons of cocaine.

### **Grounded APL Emerald re-floated**

(SINGAPORE) Grounded Singapore-flagged container ship **APL Emerald** was successfully re-floated in a first attempt at high tide, freeing the vessel from a reef just 1.3km south of the Horsburgh Lighthouse where it has been stuck for seven days.

**Salvors Smit International** told The Shipping Times the 2,838 TEU vessel was re-floated just before 1pm, using a 180 tonne tug, a 90 tonne tug and four towage tugs. Salvage teams remain on site assessing the extent of the damage.

The vessel, chartered to APL, ran aground shortly after leaving Singapore on June 12, en route to Chiwan, China.

Vessel managers Zodiac Maritime Agencies said containers aboard the vessel would be offloaded shortly. The company had earlier indicated the vessel's 1,100 containers - with only about 80 laden - would be removed by floating cranes when APL Emerald could be moved to a safe anchorage.

'Good planning, good weather and a dose of good luck,' Zodiac operations director Paul Shields said following the successful re-float.

Shipping Times understands that **APL Emerald** was heavily grounded and suffered substantial bottom hull damage.

About 150 tonnes of fuel oil spilled from damaged bunker tanks immediately following impact, but the leaks were quickly contained.

## **TIRTA MAS RAISED AND REDELIVERED**



Smit Salvage mobilised units and salvage crew to the sunken **TIRTA MAS** during the third week of April 2003. Four sheerlegs were deployed to raise the casualty, **Asian Hercules**, **Smit Typhoon**, **Asian Helping Hand III** and a **Semco crane**. Tirta Mas was officially redelivered to its owner's (on recovery site) on 18 June 2003.  
**photo : Smit Singapore ©**

## Kien Hung ships up for grabs again as sale fails



PUBLIC bids will be invited for six Kien Hung/Powick Shipping containerships, four of which are under arrest in Hong Kong, after a planned private treaty sale collapsed.

The move means the ships are likely to be sold in early July after Admiralty Judge Justice William Waung rejected all 11 sealed bids that were received for the ships by yesterday morning deadline. He said of the prices: "Many of them don't come up close to the appraisers' valuations." He added: "There is only one serious bidder."

After discussing a possible sale with the chief admiralty bailiff and representatives of the highest tenderer, Justice Waung said: "I regret there is no successful bidder." As a result, public tenders will be invited for the 1,500 teu vessels Kingdom Container, Convenience Container, Liberty Container, Mandarin Container, Ace Container and Royal Container.

But Justice Waung left the door open for a possible private treaty deal if a suitable offer is made.

Advertisements asking for bids will be placed in Lloyd's List and other newspapers in the next few days. Prospective buyers will have seven days to submit a bid after the last newspaper advertisement is published. No details of the valuations done by the appraisers, which include SSY and HSBC, were given in court. But Jonathan Rostron, a partner in law firm Jonathan Rostron which is acting on behalf of two groups of creditor Taiwanese banks, told Lloyd's List that the failure to sell the ships "raises questions about valuations put on the vessels". Earlier, the firm believed the ships would be sold for at least US\$17.5m each. Shipbrokers thought the vessels would attract a higher price of up to US\$18.5m apiece.

Despite the lack of a sale, Jonathan Rostron partner Damien Laracy said: "The response [to the sealed tender] was encouraging. There is still everything to play for." Jonathan Rostron, which is acting on behalf of the Grand Commercial Bank and a syndicate led by First Commercial Bank, seized four Powick Shipping-owned vessels in Hong Kong earlier this month. Another law firm, Deacons, acting on behalf of Hong Kong's Yiu Lian Dockyards, is selling two — Ace Container and Royal Container— that were owned by Kien Hung. These have already been acquired by different owners and are operated by new shipmanagers, which makes their legal status unclear. Industry insiders said Kien Hung and its Singapore offshoot, Powick Shipping, ran into trouble partly as a result of the collapse in the Argentinian economy. They pointed out that Kien Hung pioneered the East Asia-South Africa-South America trade, but when the Argentine economy crashed it left Kien Hung with many customers who either went bankrupt or were unable to pay their bills. This resulted in cashflow problems for the Taiwanese company.

## **CASUALTY REPORTING**

### **Collision Sinks Chinese Ferry on Yangtze**



A Chinese passenger ferry capable of carrying 300 people sank on Thursday after colliding with another boat in heavy fog on the Yangtze River, a company official said.

At least three bodies were recovered and 12 survivors were pulled from the river near the western city of Chongqing, but the scale of the disaster was not immediately clear.

"We don't know how many passengers were on the ferry today. The ferry sank straight away," said an official of the Yangtze River Channel Bureau in the

western municipality of Chongqing. The passenger boat, owned by the Chongqing Three Gorges Shipping Co, could carry 300 people, a company official said. "I don't think it was overloaded," he said by telephone from Chongqing. Earlier, the semi-official China News Service had put the ferry's capacity at more than 100. An official at the Fuling Jianglong Shipping Co said its freighter -- not a car ferry as reported earlier -- was empty at the time of the accident.

Boat collisions are common on the wide and fast-flowing river, which runs 6,300 km (3,900 miles) from western China to the sea near the eastern city of Shanghai. It is plied heavily by vessels transporting goods between the developing west and the richer east coast, passing through a basin that is home to more than 350 million people. The Channel Bureau official, who would only give his surname as Cui, said fog was too thick for rescue boats to head for the site of the breakfast-time collision. "About 12 people were saved by fishing boats," he said. "We are doing rescue work now. But the ferry was washed away and haven't found it yet." The official Xinhua news agency said three bodies had been recovered. Most of the ferry passengers were students and farmers, it said. Police detained the crew of the freighter, Xinhua said without giving details. The accident occurred more than 500 km (300 miles) upstream from the Three Gorges dam, the world's largest hydro-electric project, where sluice gates were closed early this month to begin forming a massive reservoir. Ship locks were tested at the dam earlier this week. They will eventually allow larger vessels -- with up to 10,000 tonnes capacity -- even further upriver. Last year, more than 70 were killed in another ferry collision in Chongqing, the Channel Bureau official said. In 1999, a ferry caught fire and sank in stormy seas off the coast of Shandong province, killing 282 people.



## Four die on product tanker as explosion follows ship-to-ship transfer in Gulf

FOUR died in explosion following a ship-to-ship transfer off the United Arab Emirates between World-Wide Shipping VLCC, *Sebu* and Greek-owned product tanker *Efxinos*.

The Panama-flagged, 1993-built, **279,986 dwt**, *Sebu*, owned by World-Wide Shipping Agency in Singapore had just completed a ship-to-ship transfer to the Maltese-flagged 1978-built, **57,372-tonne**, *Efxinos*, owned by Efxinos Shipping. "Three bodies were found, but the other one is missing," Fujairah port director, Mussa Murad said. He said that the fire onboard the vessels had been put out.

There were no reports of any pollution following the incident and the cause of the explosion is unknown. Billy Chiu chief operating officer of World-Wide Shipping Managers in Singapore denied earlier wire reports that the explosion followed a collision between the two ships.

"That is not true. The ships were ready for departing," he said. The cargo transfer had been completed two hours earlier, at 12:48hrs local time World-Wide said. Unmooring was underway and the *Efxinos* was casting off its final aft mooring there was an explosion in the forward section of the Greek-owned tanker. "Most of the resulting heavy debris from this explosion cleared *Sebu* and fell into the surrounding area of sea on the opposite side of *Sebu*," World-Wide said. There were no injuries to the crew of the *Sebu* and the ship only sustained minor damage. World-Wide said it was working with local authorities to assist in the investigation into this incident and that the *Sebu* was due to sail today

## FRANS ON FIRE



In the Persian Gulf the rockdumper **FRANS** of Van Oord ACZ was hit by a fire as can be seen at the picture left.

## SHIPYARD NEWS

### Repair bill for Stelmar's grounded Keymar could top \$24m



INSURERS are facing a payout of more than Euro20m (\$24m) for damage to Stelmar Shipping's Aframax tanker **Keymar** that was sustained last February on the coast of Algeria.

The 10 year-old tanker is currently at Hellenic Shipyards undergoing what is one of the biggest tanker repairs in recent years.

"Around that number is as accurate an estimate as we can get at this stage," confirmed Stelmar president and chief executive Peter Goodfellow. "It may fluctuate a bit".

He added that the cost of repairing the 95,822dwt tanker was being closely monitored in comparison with declaring the ship a total loss. "We are working very closely with insurers just to make sure we are on the same page," Mr Goodfellow told Lloyd's List. "It is a very good ship in good general condition. We think it is the right thing for us to do and for our insurers to repair the ship." Stelmar's hull and machinery cover is placed 65% in the London market and 35% in Scandinavia.

The tanker ran aground in Skikda, Algeria, in February along with another two tankers, one of which broke up. Stelmar's vessel suffered extensive keel damage along the port side and was towed to Hellenic Shipyards which won the contract to repair the vessel. Dry docking the vessel involved positioning the vessel upon 35 pillars due to the risk of instability from the bottom damage. The job is expected to last six months and includes replacement of about 2,200 t of steel. "Hellenic is doing a very good job technically," said Mr Goodfellow. "We are going to get a ship that is at least as good as new

## KSG bezorgd over orderportefeuille

door Jeffrey Kutterink

**De toekomst van de Koninklijke Schelde Groep staat zwaar onder druk. Alle lopende opdrachten zijn in 2006 klaar. Voor de periode daarna is er nog geen nieuw werk binnengehaald. Daardoor dreigt een periode te ontstaan waarin de werf niet of nauwelijks werk heeft.**

Directeur R. Berkvens van de Koninklijke Schelde Groep (KSG) - waar momenteel 981 mensen werken - maakt zich ernstige zorgen. „Er dreigt een gat te ontstaan“, erkent hij. Wat de gevolgen daarvan kunnen zijn, is volgens hem nog niet duidelijk. „De tijd dringt en we zijn hard bezig om opdrachten binnen te halen.“

In 2005 loopt een aantal grote opdrachten af, zoals de bouw van de Luchtverdedigings en Commando Fregatten voor de Koninklijke Marine, de twee fiets-voetveren voor de provincie Zeeland en het tweede Landing Platform Dock. Secretaris-generaal A. Annink van het ministerie van Defensie legde gisteren daarvan de kiel. Het schip zal Hr. Ms. Johan de Witt gaan heten en wordt in het vroege voorjaar van 2006 gedoopt. Het zal met zijn lengte van 176,35 meter en een breedte van 29,2 meter, het grootste schip van de vloot worden. Het kan worden ingezet bij internationale vredesoperaties en voor humanitaire doeleinden.

### Roemenië

Verder bouwt de KSG nog een inspectievaartuig voor Zuid-Afrika. Damen Shipyards in Gorinchem,

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waar KSG onderdeel van is, heeft de opdracht binnengehaald voor de bouw van een veerboot voor de Texelse Eigen Stoomboot Onderneming (TESO). De Schelde verzorgt het ontwerp en de engineering. Het casco wordt op een Damenwerf in Roemenië gebouwd.

Berkvens: „Hoewel die opdrachten allemaal werk opleveren, vul je er het bedrijf niet mee.`` De directeur zegt wel ijzers in het vuur te hebben als het gaat om het binnenhalen van buitenlandse orders. „Maar dat zal niet op korte termijn zijn. Dat heb ik ook nooit verwacht. Dat kost zeker vijf jaar.``

De Schelde, van oudsher een marinewerf, hoeft waarschijnlijk de eerste jaren niet te rekenen op orders van de Koninklijke Marine. Secretaris-generaal Annink van het ministerie van Defensie liet dat gisteren doorschemeren. „Wees niet verbaast dat er op Prinsjesdag dingen gebeuren die u niet zult begrijpen.`` Hij doelde daarmee in zijn algemeenheid op de bezuinigingsmaatregelen die defensie boven het hoofd hangt. Defensie-woordvoerders zeiden nog niet te weten wat de exacte gevolgen voor de Marine en de KSG zullen zijn.

Berkvens maakte gisteren ook de jaarcijfers over 2002 bekend. Die laten een lichte opleving zien van de winst. Vorig jaar werd 9,8 miljoen euro winst geboekt. Dat was vooral te danken aan marinebouw. In 2001 was de winst 7,3 miljoen. Voor dit jaar verwacht Berkvens echter een bedrag van ongeveer vier miljoen euro over te zullen houden. De luxe jachtenbouw bij AmelsSchelde - waarvan door de KSG veel werd verwacht - levert nog geen hoge inkomsten op.

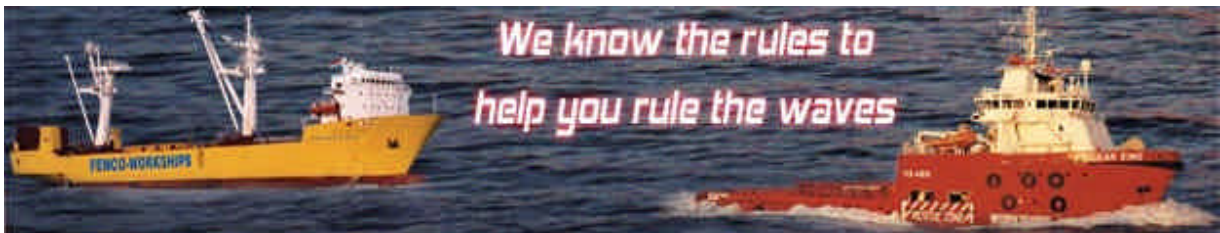
### Verlies

Ook de bouw van de twee fietsvoetveren voor de provincie Zeeland pakt voor de Schelde anders uit. Op het eerste schip wordt volgens directeur Berkvens een `aanzienlijk verlies geleden`. De verwachting is dat het verlies in de honderden duizenden euro`s loopt. „Het is een complex project, waar geen referenties van zijn.`` Of de werf op het tweede schip winst zal maken, is ook nog de vraag. De vertraging in de bouw van anderhalve week verwacht de scheepswerf door de inzet van extra personeel weg te kunnen werken.

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## SHIP SALES

There are reports of Irano Hind making a couple of purchases of Handymax Bulk carriers, the 1995 built Bulk Taurus and Oriental Dream at prices of US\$13.3 million and US\$13 million respectively.

There is also a report of three Capesize vessels being sold in an en bloc deal, the **Corona Luck/Corona Fury/Corona Fortune** (172,000/89-90-93).

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There are a couple of en bloc sales reported in the tanker sector, involving older vessels - the **Proteus/Prodicos** (44,900/84-83) and the **Chebucto/Canso** (31,600/80).

### BULK CARRIERS:

**Corona Luck** : 172,000 Tdw Blt 89 Constantza.

**Corona Fury** : 171,875 Tdw Blt 90 Constantza.

**Corona Fortune**: 172,972 Tdw Blt 93 Constantza reported sold en bloc to Greek buyers. The prices has not yet been reported.

**Nomar** : 52,650 Tdw Blt 87 Okean Gearless reported sold region US\$4,700,000 to undisclosed buyers.  
**Bulk Taurus** : 45,654 Tdw Blt 95 Tsuneishi Crs 4/30 ts reported sold region US\$13,300,000 to clients of Irano Hind.

**Oriental Dream** : 43,670 Tdw Blt 95 Hanjin Pusan Crs 4/25 ts reported sold region US\$13,000,000 to clients of Irano Hind.

### TANKERS:

**Iblea**: 105,500 Tdw Blt 3/03 Namura Coiled Igs Cow Sbt reported sold to clients of Dr Peters region US\$40,500,000, combined with timecharter back for up to 10 years at around US\$17,000 daily.

**Proteus**: 44,900 Tdw Blt 84 Gdanska Coated Cow Igs Sbt.

**Prodicos** : Sistership Blt 9/83 Gdanska reported sold region US\$9,100,000, buyers believed to be clients of Sea Pioneer.

**Chebucto**: 31,676 Tdw Blt 12/80 Sanoyasu Coated Igs.

**Canso**: Sistership Blt 6/80 Sanoyasu reported sold region US\$5,600,000 en bloc to clients of Primal Tankers.

### DEMOLITION: *all prices per ton lightweight*

**Vlcc Stena Convoy**: 262,632 Tdw Blt 72 IHI abt 37,000 ldt reported sold region US\$203.50 with delivery PROC.

**Mt Johar**: 89,500 Tdw Blt 76 Tsuneishi about 17,189 ldt reported sold region US\$207 with delivery PROC.

## THE YACHT "WHIRLAWAY" LOADED ONBOARD THE BBC CHINA



The newbuilding yacht **Whirlaway** was loaded onboard the **BBC CHINA** at J.C.Meyers at the Waalhaven in Rotterdam

Photo : Ruud Breur ©

## New ro-pax'es to Norfolkline



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AP Møller subsidiary Norfolkline has ordered two ro-pax vessels at Samsung for an indicated USD 180 million (EUR 128.2 million) for delivery in July/August 2005. There may be an option for another two vessels. The new 780 pax, 120 trailer and 200 car capacity vessels will replace chartered in Cenargo ro-pax ships on the Dover to Dunkirk service. At 25 knots the vessels will cross the English Channel in one hours and 50 minutes. A new configuration onboard to increase the speed of loading and discharge as well as the speed of the vessels will increase the total capacity compared with the existing three vessels on the route.

## NAVY NEWS

### HMS ALBION COMMISSIONED



Photo / info : Ian Denton ©

**HMS Albion** was commissioned into the Fleet by HRH The Princess Royal at a ceremony at Devonport Naval Base Thursday June 19<sup>th</sup>, 2003 **HMS Albion** photographed here on the 25th May is a helicopter carrier which weighs in at 20,000tons and carries Marines supported by 12 medium support helicopters, six attack helicopters and four landing craft.



A Russian **AKULA class** nuclear powered submarine surfaces , this and other models of ships can be seen at the **Havenfeesten in Terneuzen June 28 – 29** – **model / photo : Stefaan Joris.**

## MOVEMENTS

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The **ZEUS** during a rig move of the **Seafox 4** – photo : Greg Pascaud ©



The **BLACK WATCH** seen here departing from Amsterdam – photo : Willem Kruit ©



The **PRINCE OF SCANDINAVIA** moored in IJmuiden – photo : Piet Sinke ©



The former **PRINSES CHRISTINA** awaiting approval to depart – Photo : Willem Kruit ©

## **AIRCRAFT / AIRPORT NEWS**



A **Eurofighter Typhoon** takes off at Le Bourget Airshow – photo : Phillipe Noret ©



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



The Hansweert based **Politie 82** enters the locks at Vliissingen – **photo : Piet Sinke ©**



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