

DAILY SHIPPING NEWSLETTER 2003 – 083



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Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000

(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



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The guided missile cruiser **USS Vincennes (CG 49)** arrives for the week-long Brunei phase

EVENTS, INCIDENTS & OPERATIONS

COMMUNICATOR



The **COMMUNICATOR** which was mentioned in yesterday's newsletter was suddenly listing in the port of IJmuiden. It appeared that an overboard valve was open, leaking water through a rotten pump into machinery spaces. Skips people were working for the whole morning to pump the water out, avoiding the vessel to capsize. The valve was closed and after other checks, no more problems were found.

The Radioship came from the IJsselmeer, where she had been for ten years, broadcasting for Holland FM from the Isle of Pampus near Amsterdam. The vessel is sold to Dave Miller from Britain, who wants to continue broadcasting off the British Coast. – **photo / text : Jan Plug ©**

Agents bid to shift Norway claims

CREWING agents in the Philippines have called for the trial of compensation claims against Norwegian Cruise Line in a Philippine court. The claims, which exceed \$1Bn, have been lodged in a US court because the May 25 explosion on the Norway that claimed the lives of eight Filipino seafarers occurred while the ship was in Miami. Going by past precedents, manning agents anticipate dismissal of the case on the grounds of jurisdiction. Magsaysay Maritime Corp and CF Sharp, who are the crewing agents in Manila for Norwegian Cruise Lines, have pointed out that Philippine laws govern all claims of Filipino seafarers, whose contracts are negotiated by the government. A local court should therefore assume jurisdiction of the case, the agents said. Fourteen claims involving about \$1.2Bn have so far been lodged against NCL.

Class needs an overhaul, says ABS

A RADICAL overhaul of class is needed if it is to retain any relevance in the future, warned ABS president Robert Somerville yesterday. Addressing delegates attending the World Maritime Forum in St Petersburg yesterday, Somerville called for an industry-led effort to analyse and improve the current role played by classification societies. "It must address the issue of what role and what power is to be ascribed to the classification societies," he said. "Does the industry want class to be the policemen? If it does, give us the power of enforcement," he continued. He also noted that issues such as exposure of class to unlimited liability, criminal penalties and transparency of information all now need to be addressed by the classification societies. "Self regulation will only continue to provide an effective method for establishing and enforcing standards if all elements of the industry recognise that a substantive overhaul is needed," urged Somerville.

Shell -CARRACK jacket upended.

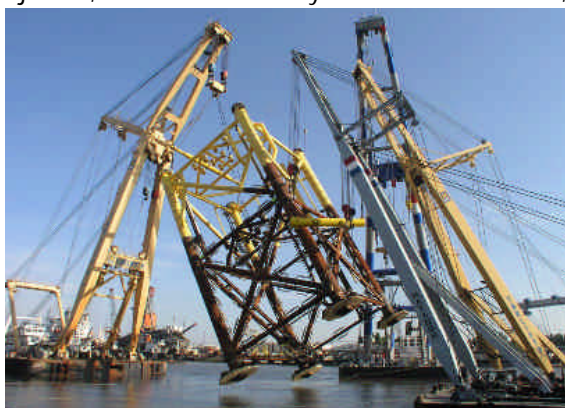


Taklift 4 and **Taklift 3** and **Matador 3** and **Matador**. The 1100 tonnes **Shell -CARRACK** jacket, which was build by HBG from Schiedam,

On Thursday June 26, 2003 a very interesting lifting operation was carried out by 4 sheerlegs in the Wilhelmina Harbour at Schiedam;



was hoisted by the 4 sheerlegs from the shore and upended during the following lifting operation as can



seen on the pictures. At the end of the day the CARRACK jacket was positioned and placed on the Ugland pontoon UR 94.

Photo's / text :

Hans de Jong maritime pictures



CASUALTY REPORTING

CAN DEVAL (BOLIVIA)

General cargo **Lady Cleopatra** (3681 gt, built 1976) was in collision with general cargo **Can Deval** (1915 gt, built 1978) during departure manoeuvres at Preveza, at 2120, local time, Jun 25. At the time Can Deval was moored alongside the quay. There were no injuries and both vessels sustained hull damage. Can Deval sustained a fracture of 1.5 m to the bow, 1.5 m above the waterline. Lady Cleopatra sustained a light indentation to the aft starboard and a davit on the second deck became detached. The Port Authority of Preveza has prohibited the departure of both vessels pending issue of class certificates.

MOSCOW (LIBERIA)

Crude oil tanker **Moscow**, loaded with 100,000 tonnes of oil, is drifting with engine failure 12 nautical miles off the North Cape. The tanker reported engine failure at noon yesterday. The weather in the area is at the moment calm, but the area is known for rapid and dramatic changes in climate. The closest coast guard vessel is apparently 10 hours away from the tanker

RT.HON.PAUL J.MARTIN (CANADA)

Bulk **Rt.Hon.Paul J.Martin** (23989 gt, built 1973) struck bottom in lat 44 16 42N, long 76 01 24W, while proceeding upbound in the American Narrows, St.Lawrence River, at 0415, EDST, May 16. Minor damage at Nos 3 and 4 ballast tanks.

SHIPYARD NEWS

Korean yards keep eye on China

SHIPBUILDERS in South Korea are keeping a careful eye on the progress being made by rival yards in China. Korea's maritime affairs ministry confirmed today that Chinese yards received record newbuilding orders during the first five months of 2003, cutting into the areas of expertise now dominated by Korea, specifically tankers, bulk carriers and container ships. The ministry cited Lloyd's Register-Fairplay statistics, according to which the market share of Chinese shipbuilders rose to 12.6 per cent in 2002 compared to 11.3 per cent in 2001. Chinese yards have also been making inroads into the high value ship sector such as LNG carriers. Though China is estimated to be about seven to eight years behind Korea in LNG technology and about five years for conventional types, major yards are not taking any chances. Hyundai Heavy Industries, Daewoo Shipbuilding and Samsung Heavy Industries are staying away from technological tie-ups with Chinese yards

Keppel Philippines to focus more on shipbuilding

The move is aimed to offset the low demand in the ship repair business

(MANILA) Keppel Philippines Marine is aiming to land more shipbuilding contracts this year to compensate for the slowdown in the local ship repair market.



Looking to foreign ships: Subic Shipyard, which operates a graving dock with a 340,000 dwt capacity, is largely involved in the international market

During the company's recent annual shareholders' meeting, Keppel Marine president Toh Koh Lin said that because of the low demand in the ship repair business, the company is focusing its efforts on shipbuilding.

Last year, Keppel Marine said ship repair demand from foreign ships remained weak due to competition from shipyards in China and Vietnam.

Domestic demand for ship repair continued to be sluggish, as owners changed annual drydocking to two-year drydocking cycles.

'There is low demand partly because of the nature of ship maintenance. Ships are able to go without repairs for longer intervals. They don't need as much repairs. The ship repair business is not giving us the needed growth, so we have to

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seek other areas,' Mr Toh said.

At present, Keppel Philippines Marine's work is dominated by ship repair which accounts for 98 per cent of its revenues. The rest is from shipbuilding.

Keppel Philippines Marine is currently negotiating with a foreign company to build a landing craft this year.

'For 2003, we are getting another contract to build a landing craft. Apart from this we are negotiating for bigger value and bigger contracts. We hope that would help generate more revenues this year,' Mr Toh said. Last year, Keppel Philippines Marine suffered a 42 per cent drop in consolidated net income to 41.6 million pesos (S\$1.35 million) from 72 million pesos the previous year. Consolidated sales revenues fell 6 per cent to 865 million pesos due to lower workloads in Keppel Batangas.

Keppel Philippines Marine is the largest shipyard operation in the Philippines. It operates three shipyards in Batangas, Cebu and Subic. Keppel Batangas and Keppel Cebu service both domestic and international ships.

Subic Shipyard, which operates a graving dock with a 340,000 dwt capacity, is largely involved in the international market. In an earlier effort to boost its foreign ship repair revenues, Keppel Cebu Shipyard actively pursued reefer repairs, completing eight vessels in the first few months of this year.

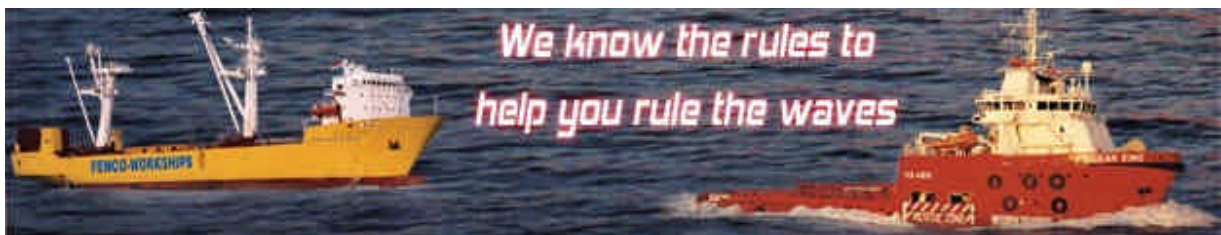
Keppel Philippines Marine is a subsidiary of Singapore's Keppel Offshore & Marine (Keppel O&M) - the largest rig-building and marine group in the region - which has actively expanded overseas for years to build bigger yards without Singapore's land pressures, and to leverage lower labour and operating costs. Its global expansion also positioned Keppel O&M closer to offshore marine markets - the key motivation behind its shipyards in Brazil and Azerbaijan.

The group operates 16 yards worldwide, including facilities in the US, the United Arab Emirates, the Netherlands and Norway.

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Workships Contractors bv



K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : post@workships.nl

Telex : 24390 wosh nl

WG&A to purchase ro-ro ships



PHILIPPINE operator WG&A is to purchase two more ro-ro vessels to boost its fleet. President and chief executive Endika Aboitiz said the PhP1Bn (\$18.7M) would be granted by the Development Bank of the Philippines. The company is planning to tap the potential of the ro-ro routes by deploying most of its ships in the sector offering shipment of both traditional and ro-ro cargo. The deployment of the two proposed ships is estimated to boost turnover target of PhP14Bn for 2004. The company's first quarter profit almost halved to PhP50M

Scandlines expands operations to Finland and Estonia

Scandlines takes over T&E ESCO RORO Line AS - renamed Scandlines Estonia AS

Following approval by the cartel authorities in Germany and Estonia, the Scandlines Group took over the entire operations of T&E ESCO RORO Line AS from Estonian Shipping Company Ltd (ESCO) on 26 June 2003.

At the same time, the name of the Tallinn-based T&E ESCO RORO Line AS is being changed to Scandlines Estonia AS. There will also be appointed a new Supervisory Board and new Management Board.

This expansion of its route network now enables Scandlines to provide its cargo customers with services from Rostock to Finland and Estonia for the first time. With this acquisition, Scandlines is pursuing the strategic objective of constantly further developing and expanding business activities to the northern and eastern Baltic.

"Further projects for the implementation of this strategy are already at the preparation stage. Our plans take account of the opportunities offered by eastward enlargement of the EU as well as our desire for greater integration of transport corridors not served adequately in the past into the Scandlines route network in the future", explained Axel Bertram, CFO of Scandlines AG.

The positive outcome of the negotiations with ESCO's parent company, Tschudi & Eitzen, which satisfied all the interests of both sides, lays the foundation for further successful cooperation, emphasised Axel Bertram.

Scandlines Estonia AS operates two cargo lines between Rostock-Helsinki (Finland) and Helsinki-Muuga (Estonia). These lines will continue to be operated using the chartered Ro-Ro vessels, the "LEMBITU" and the "LEHOLA".

The Scandlines Group, in which Deutsche Bahn AG and the Danish Ministry of Transport each have a 50% holding, now operates 16 ferry routes between Germany, Denmark and Sweden, as well as to the Baltic States and Finland.

Iraq war depresses Carnival cruise line's profits

Carnival Corp. said second-quarter earnings fell 34 percent to \$127.8 million, or 19 cents a share, as cruise demand sagged before the war in Iraq.

In a conference call with analysts, Carnival also disclosed it is designing a ship for its newly acquired Princess Cruises brand that would be the largest afloat.

The ship is intended to operate in the Caribbean. Princess bases most of its Caribbean cruises out of Fort Lauderdale. It would carry 3,600 to 4,000 passengers and displace 170,000 to 180,000 gross metric tons, making it bigger than the Queen Mary 2 now under construction for Cunard Line.

It would also be bigger than Princess' largest vessel, the Grand Princess, which displaces 109,000 tons.

Chairman Micky Arison said Carnival hasn't decided to build the ship yet, in part because of currency strength in Europe where its shipyards are located.

In any case, Arison said the ship wouldn't be ready before late 2006. Design work on the project, dubbed "Ultimate Caribbean Princess," had begun before Carnival acquired Princess. Arison said versions of the ship could sail for other Carnival brands.

Carnival had forecast weak results for its second quarter ended May 31. "We can't recall in our history ever being challenged by so many events outside of our control," Chief Operating Officer Howard Frank said on the conference call.

Because the prewar tensions occurred in the first quarter, when Carnival typically gets 35 percent of its annual bookings, many berths for the rest of the year went unfilled. Carnival has since had to discount prices to fill those cabins. Arison said a lot of other leisure companies are even worse off. "We anticipate we'll be the most profitable company in [the leisure sector]," he said.

NAVY NEWS



The guided missile frigate **USS McInerney (FFG 8)** is anchored in Caldera Bay, Chile, while its crew enjoys a day of liberty in town. McInerney is among 19 ships participating in Teamwork South 2003. Teamwork South is a bi-annual multi-national exercise hosted by the Chilean Navy and conducted in Chilean territorial waters to further bolster a robust relationship and mutual understanding in the region. It offers a unique opportunity to maintain a consistent training environment in the region as well as a continued multi-national commitment to hemispheric defense and coalition.

Navy Christens New Guided-Missile Destroyer



The newest Arleigh Burke class guided-missile destroyer, **DDG 95 James E. Williams**, will be christened on Saturday, June 28, 2003, during a 10 a.m. CDT ceremony at Northrop Grumman Ship Systems in Pascagoula, Miss.

Acting Secretary of the Navy Hansford T. Johnson, will deliver the ceremony's principal address. Mrs. Elaine W. Williams, widow of the ship's namesake, will serve as ship's sponsor. In the time-honored Navy tradition, Williams will break a bottle of champagne across the bow to formally christen the ship.

James E. Williams is the **45th** ship in the DDG 51 Arleigh Burke-class of Aegis guided missile destroyers -- the Navy's most powerful destroyer fleet

BATAAN RETURNED HOME



Sailors "man the rails" aboard the amphibious assault ship **USS Bataan (LHD 5)** as she returns to her homeport of Norfolk, Va., from deployment to the Arabian Gulf in support of Operation Iraqi Freedom

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>



The Fireboat **ZUID-HOLLAND** based in Dordrecht – photo : Bram Plokker / Ineke de Kok ©



The tug **ABEILLE LA HEVE** seen here in a drydock
in Le Havre

photo's : Pierre Hebert ©





The brand new **SEVEN SEAS VOYAGER** seen here arriving at the river Clyde.

Photo : Tomy Bryceland ©

AIRCRAFT / AIRPORT NEWS

KLM may cut 1,500 more jobs

(AMSTERDAM) KLM Royal Dutch Airlines said it was considering an additional 1,500 job cuts above the 3,000 already announced.

KLM spokesman Hugo Baas said the new cuts, which would bring the total jobs lost to 4,500 or 13 per cent of the total workforce, were being considered for the 2004-05 financial year and would depend on economic developments and a decision over an alliance with other airlines. The 3,000 were for the 2003-04 year.

'We have several business cases that we are considering which might mean another 1,500 jobs would be lost,' Mr Baas said. 'A decision on the job losses will be taken over the course of this year.'

Hit by the impact of the Iraq crisis and Sars on top of an already weak airline industry, KLM in April announced far-reaching measures aimed at reducing unit costs by 10 per cent

RIJNMOND WEATHER

Vooruitzichten van vrijdag t/m maandag:

GEREGELD ZON!

Geregeld zon en in de nacht van zaterdag op zondag enkele buien. Maandag af en toe zon en enkele buien gevolgd door een wisselvalliger weertype.

© Ed Aldus 2003	VR-27	ZA-28	ZO-29	MA-30
Maximumtemperatuur:	25	22	25	22
Minimumtemperatuur:	15	14	13	14
Zonnekans in %:	50	50	60	40
Neerslagkans in %:	30	20	10	60
Windrichting kracht:	ZZW-2-4	WZW-3-4	O-3-4	ZW-3-5

.... PHOTO OF THE DAY



The Dutch frigate **Hr Ms TROMP (F 803)** seen here arriving in Amsterdam Thursday June 26th, 2003
Photo's : **Joop Marechal** ©



CORRECTION

BY MISTAKE IN NEWSLETTER 082 IT WAS WRITTEN BELOW 2 PHOTO'S OF THE DEPARTING PSD
FERRIES PHOTO : HENK DE WINDE , **BUT THE PICTURES WERE MADE BY WIM KOSTEN.**
SORRY FOR THE MISTAKE MADE – PIET



SMITWIJS TOWAGE B.V.
Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com

