

DAILY SHIPPING NEWSLETTER 2003 – 084



Number 084****DAILY SHIPPING NEWSLETTER**** Sunday 29-06-2003



THIS NEWSLETTER IS BROUGHT TO YOU BY :

VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

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



VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.

Look for the latest information about the purchase of the s.s. Rotterdam at :

<http://www.rotterdamsdagblad.nl/extra/ssrotterdam>



A historical picture of 3 Smit tugs (from the left) **TASMAN ZEE , ELBE** and the **SCHELDE** passing Hoek van Holland inward bound **May 17th, 1959** with the floating drydock **AFD 11** from Portsmouth, on the left 2 ferries of the Maatschappij Zeeland moored at the ferry terminal.

Photo : coll. Maritime Collection Rijnmond Foundation

EVENTS, INCIDENTS & OPERATIONS

Carnival expects turbulence

CRUISE giant Carnival Corp is expected to face further financial turbulence after reporting a 34 per cent slump in earnings for 2Q03. The \$127M result stemmed, in part, from first quarter jitters about Iraq, which forced the company to discount bookings. UBS Warburg cruise analyst Robin Farley says: "While we remain positive on the long-term fundamentals, the next two months could allow for some volatility in the cruise stocks since summer bookings have not recovered as quickly as the stocks have." Carnival chief operating officer Howard Frank told a conference call: "We can't recall in our history ever being challenged by so many events outside our control." Chairman Micky Arison, who told the same call that many leisure companies are worse off, revealed that Carnival is designing the world's largest cruise ship. The 180,000-GT ship, to carry up to 4,000 passengers, would be larger than the group's Queen Mary 2, which is currently under construction for Cunard. If the project is approved, the group's Princess brand would take delivery in 2006-07.

Ferry operators now fully liable

IN a bid to crack down on ferry operators flouting passenger manifest regulations, the Maritime Industry Authority (Marina) in the Philippines has slapped a mandatory indemnity of PhP100,000 (\$1,900) for every victim whose name does not figure in the passenger manifest. In a statement, Marina has clarified that shipping companies and not insurers would be liable for the penalty for failing to list all passengers. The authority has also specified that the number of passengers permitted covers all people on board including minors, those who do not hold tickets or those accompanying vehicles or animals on board. Operators of any ship found to carry passengers not listed in the manifest would face suspension or cancellation of their licence. Masters and crew of vessels flouting passenger carriage norms also face revocation of their licence and Seafarer's Identification and Record Book

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.

Unlit navaid blamed for sinking

A chief engineer was found dead and eight crew members are reported missing after a general cargo ship sank in eastern China on Sunday. The master and the cook of the Shengxin 658 were rescued by vessels of the Zhenjiang Rescue Centre and the navy as well as some fishing boats. According to survivors the ship was registered in Nanjing and carried 2,100 tonnes of steel. The vessel sank after it hit the wreck of a ship that went down not long ago. Reports said the navigation aid placed over the wreck was not visible in the dark. Officers of the Maritime Safety Bureau, however, have not confirmed the cause and are conducting an investigation.

Onderzoek naar meest efficiënte scheepvaartbegeleiding

Rijkswaterstaat gaat een onderzoek instellen naar de meest efficiënte wijze van scheepvaartbegeleiding. Voorlichter Paula Hof van het hoofdkantoor van district Noord van RWS benadrukt dat het onderzoek nog een voorfase zit.

"We zijn aan het inventariseren wat we moeten onderzoeken. Puur een verkenning dus. Pas daarna komt een plan van aanpak en daarna pas het onderzoek." Een tijdpad kan ze dan ook niet noemen. Hoewel ze aangeeft dat er altijd kritisch wordt gekeken naar de besteding van het belastinggeld van de burgers, moet ze toegeven dat dit onderzoek ook ingegeven is door de bezuinigingen van de regering in combinatie met enkele projecten van RWS als de Betuwelijn, die veel extra geld opslokken. Er wordt met name gekeken naar de functie van drie vuurtorenbemanningen, die op Schiermonnikoog, Ameland en Terschelling. "Met de huidige techniek op het gebied van elektronica kan ik me voorstellen dat centralisatie, bijvoorbeeld aan de vaste wal, mogelijk is. Maar er zijn wellicht nog tal van andere opties", aldus Hof. Ze benadrukt dat de veiligheid voorop blijft staan. Op Terschelling staat een tiental banen op het spel bij de Verkeerscentrale Brandaris. Ook de 37 banen bij de Vaarwegmarkeringsdienst staan onder druk, ook daar stelt RWS een onderzoek in naar de efficiency.

De reddingboot van Hoek van Holland is donderdag 2x uitgevaren voor patiënten.



Donderdag 16 juni is de reddingboot **"Kapiteins Hazewinkel"** 2x uitgevaren voor het afhalen van een patiënt. Het eerste verzoek kwam om 16.10 uur met de melding om een Russische patiënt op te halen. De KNRM reddingboot vertrok om 16.30 richting de **Kapitan Kozjar**, een Russische tanker, die voor de Waterweg voer.

De Rus stond al te wachten op de gangway toen de **Kapiteins Hazewinkel** om 17.30 langszij kwam. Op eenvoudige wijze de patiënt

over kunnen nemen en met de man retour Berghaven. De Russische patiënt was eerder behandeld in het ziekenhuis aan tweede en derde graad brandwonden die hij door heet water heeft opgelopen. De man dacht wel weer mee te kunnen varen maar dat liep anders en zat nu aan boord van de reddingboot voor retour ziekenhuis. Om 18.10 uur was de man onderweg naar het ziekenhuis en de reddingboot weer afgemeerd.

De tweede melding kwam om 20.40 uur en betrof een man in ankergebied 5 die twee vingers had afgekneld. De bemanning van de **Kapiteins Hazewinkel** was snel aan boord. Alleen nog wachtten op ambulance personeel dat op verzoek van de radio medische dienst van de KNRM mee ging.

DAILY SHIPPING NEWSLETTER 2003 – 084

Om 21.00 uur vertrokken uit de Berghaven richting ankergebied 5 (zo'n 10 mijl west van Hoek van Holland) waar de man aan boord van een vrachtschip, de **Bunga Raya Dua** verbleef. Om 21.45 uur opstapper Arie met een ambulancebroeder overgezet op het schip, waarna ze om 22.00 uur terug aan boord van de reddingboot waren met een uit India afkomstige patiënt en de ontbrekende vingers goed verpakt.

Onderweg werd besloten door de broeders dat de man werd vervoerd naar het Leyenburg Ziekenhuis voor verdere behandeling, voor het aanzetten van de vingers werd gevreesd aangezien de man zijn vingers om 17.00 uur heeft afgeklemd. Om 23.00 uur was ieder van boord, de reddingboot gemeerd en de ambulance met patiënt onderweg naar het ziekenhuis.



Met vragen kunt U contact opnemen met **Ron Zegers**, PR-Coördinator, en bemanning reddingboot "Kapiteins Hazewinkel"

Van Spilbergenstraat 50. 3151 BZ Hoek van Holland. Tel. **0174-385490** / **06 28118380** (tot 24 uur na actie!)

E-mail: ron.zegers@chello.nl Fax: **0174 - 310903**

De Koninklijke Nederlandse Redding Maatschappij wordt uitsluitend door vrijwillige bijdragen in stand gehouden

CASUALTY REPORTING

ALAM SENANG (MALAYSIA)

A freighter (bulk Alam Senang, 17056 gt, built 1984) carrying cement grounded about one mile off the Florida coast this morning, Coast Guard officials said. No spillage or water pollution was immediately detected. Coast Guard officers were inspecting the ship, and a salvage company was set to tow it later in the day if it did not dislodge during high tide. (Note -- Alam Senang, Italy for Palm Beach, passed Gibraltar Jun 13.) London, June 26 -- Following received from Coast Guard Miami, timed 1445, UTC: Bulk Alam Senang is still aground. A refloating effort at high tide at 0800, local time, failed when a tow line snapped.

GREEN GLORY (EGYPT)

Following received from Taubatkompagniet A/S, Trondheim, dated today: Our tug/supply **Boa King** is towing general cargo **Green Glory** under Lloyd's Open Form, destination not yet decided.

PELICAN I (MALTA)

C.c. Pelican I (30824 gt, built 1988), entering lock "Zandvlietsluis", bound Antwerp, was in contact with the lock door, 2320, local time, Jun 26. Door of the lock was slightly damaged and vessel has a two metre dent. Vessel proceeded to its berth

SHIPYARD NEWS

Japan seeks shipbuilding third

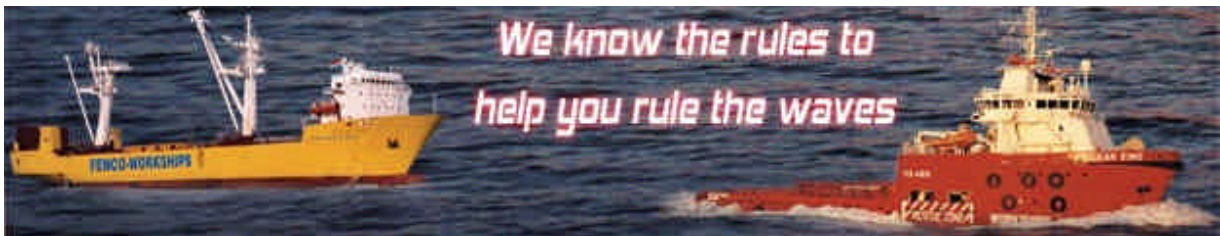
DAILY SHIPPING NEWSLETTER 2003 – 084

A JAPANESE government advisory body has recommended that the country should try to retain a one-third share of the world shipbuilding market with production capacity of about 10M GT. After a year-long study, the 'Strategic Conference on the Competitiveness of the Shipbuilding Industry' reported: "this is imperative for achieving the ultimate goal of firmly establishing the basis for the industry playing a leading role in the global shipping and shipbuilding industries." It also said the shipbuilding industry should make efforts to develop technologies for designing and building the "highest life-cycle value" ship, known as the "most valuable ship by 2010" (MVS-2010). The report said a new shipbuilding R&D system should be set up through close collaboration between shipping and marine equipment industries, educational and research institutions and classification societies.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :

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

PSA in wage restructure talks

PSA Corp, the Singapore government-linked container terminal operator, is holding talks with unions on possible wage cuts in a bid to remain competitive in the face of increasing competition from regional ports. In February, PSA laid off almost 500 employees and 300 more may be forced to leave. Wage cuts for both management and employees were introduced after the September 11, 2001 attacks, but these are reported to have been restored. "PSA Corporation is discussing wage restructuring with the unions. The discussions are in the initial stage and the company will provide more information at the appropriate time," Stephen Lee, Chairman, PSA Corp said in response to Fairplay's queries. Singapore's The Straits Times has reported that wage negotiations would take into account the National Wages Council recommendations, which include wage reforms for companies facing difficult business conditions. PSA's net profit declined 27 per cent to S\$560M (\$320M) for the year 2002, although turnover rose 29 per cent to S\$2.9Bn.

OOCL denies 9,600-TEU talks

ORIENT Overseas Container Line has denied media reports that it is holding talks with Hyundai Heavy Industries of South Korea to build 9,600-TEU box ships. "We took delivery of our first 8,086 TEU ship last month from Samsung, which is building nine more for us, the last of which will be coming out of the yard towards the end of 2005 or early 2006," OOCL spokesman Stanley Shen told Fairplay. He suggested the "said owner" could be one of the South Korean carriers needing larger vessels. "It could be Hyundai Merchant Marine or Hanjin Shipping, which have not upgraded yet," he said. "We are ship operators, not speculators. We don't know how the market will develop in three years' time," he

added. A Hong Kong shipbroker reasoned that if and when OOCL wanted to build bigger ships, "it would, and should, go back to Samsung, with which it has been working."

TMM Lines deploys sixth new ship

TMM Lines, part of CP Ships, has deployed the 4,050-TEU TMM [Aguascalientes](#) on its Mexico-Asia Premier Service. The new ship is the last in a series of six new vessels that TMM has added on trans-Pacific routes in the last 18 months.

The new vessel, on long-term charter, joins five other vessels on the Mexico-Asia route, which has a rotation of Kaohsiung, Chiwan, Hong Kong, Shanghai, Ningbo, Pusan, Yokohama, Los Angeles, Ensenada, Manzanillo, Yokohama, Kobe and Kaohsiung. Each of the six ships has 400 slots for refrigerated containers.

CMA CGM launches Sunda Express service

FRENCH carrier CMA CGM is offering a fourth weekly fixed-day service linking Asia and Europe. Named Sunda Express, the service adds to the space already being offered on the lines FAL, NCX and MEX services.

Seven 3,000 TEU vessels are plying the service's Jakarta, Singapore, Port Klang, Malta, Le Harve, Rotterdam, Hamburg, Zeebrugge, Piraeus and back to Jakarta port rotation.

Calls at Port Klang and Malta will enable the connection of this service to other long haul services the company provides and also to the feeder networks of the group.

SEAFRANCE CONFIRMS NEW FERRY ORDER

SeaFrance today confirmed its order for a new high performance ship specifically designed for the Dover Calais route. Expected to come into service in February 2005, it will follow the design of the hugely successful SeaFrance Rodin, the company's current flagship.

The yet to be named new ship will be built by Alstom owned ship yard Chantiers de l'Atlantique at their Saint Nazare site in Brittany (currently also building the Queen Mary II). With capacity for 1,900 passengers and 700 cars the new ferry will also offer a reduced 70 minute Channel crossing time, sailing at a top speed of 25 knots.

As the only French ferry operator on the Dover-Calais route, SeaFrance operates 5 French ships, carrying out up to 52 crossings per day: the [SeaFrance Cezanne](#), [SeaFrance Manet](#), [SeaFrance Renoir](#), [SeaFrance Nord-Pas-de-Calais](#) and [SeaFrance Rodin](#).

Bourbon ordered to bid for Havila

THE Oslo stock exchange authority has upset Groupe Bourbon's plans for a phased takeover of Norwegian offshore supply vessel operator Havila Supply, ordering it to make a full offer for the company immediately rather than wait until 2006 as it had intended.

Bourbon increased its stake in Havila from 25% to 39.4% earlier this year but deliberately stopped short of the 40% threshold which, under Norwegian regulations, would have obliged it to make an outright bid for the whole company.

Instead, it agreed with fellow shareholder Borgstein Supply Invest, an Ulstein family company, to buy a further 11.1% stake between April and August, 2006.

DAILY SHIPPING NEWSLETTER 2003 – 084

Bourbon's chairman, Jacques de Chateauvieux, said at the time that a full takeover of Havila would have increased Bourbon's debt without any corresponding increasing in its equity.

The stock exchange authority has now ruled that Bourbon's agreement with Borgstein means that it has effectively already crossed the 40% threshold in Havila and therefore it must extend the Nkr5.85 (US\$86¢) price it agreed with Borgstein to other shareholders within four weeks.

Bourbon said it was considering appealing against Oslo Bors' decision but otherwise it would try to reduce its holding in Havila to less than 40% within the time set by the authority.

It repeated that it did not want to take control of Havila at this stage. "Groupe Bourbon has never had intentions and, under the current circumstances, is not willing to take control of Havila Supply ASA and will, if the decision is not appealed, therefore reduce their holding under the 40% limit within the required four weeks," it said. Bourbon has made the point in the past that its agreement with Borgstein did not necessarily mean that it would bid for control of the company in 2006 in that it could reduce its existing stake in the meantime. It has made no secret, however, of its wish to gain control of Havila, whose experience of the North Sea it considers vital to its own ambitions for a leadership position in the deep offshore market. It has admitted that a full-scale takeover is the most likely outcome in 2006.

NAVY NEWS



left :

The amphibious dock landing ship **USS Harpers Ferry (LSD 49)** gets underway for the at-sea portion of the weeklong Brunei phase of exercise Cooperation Afloat Readiness and Training (CARAT). CARAT is a regularly scheduled series of bilateral military training exercises between the U.S. and several Association of Southeast Asian Nations (ASEAN). Harpers Ferry is forward deployed to Sasebo, Japan

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 Norwegian registered saltwater vessel, "**Marinette**", docks at dawn June 26, 2003, at Oshawa, Ontario. That's not fog in the picture, its smog! Tugs "**Glenevis**" and "**Atomic**" assisting.

Photo : Eric E. Stapleton ©

SMITWIJS ROTTERDAM

Norway departed from Miami

After last-minute wrestling in court, Norwegian Cruise Line moved the crippled **Norway** from the Port of Miami-Dade. Exactly where it's going is not clear. "We need to move it to meet our repair schedule," said NCL spokeswoman Susan Robison.

NCL has canceled all sailings of the 43-year-old ship through Sept. 28 following a boiler-room explosion May 25 that killed eight crew members. The ship is under tow of the SMITWIJS tug **SMITWIJS ROTTERDAM**, most probably to Bremerhaven (90%). The route could change, Robison said, because no yard has been lined up to do the work. No final repair plan has been filed, so NCL does not know what the bill will be.

DAILY SHIPPING NEWSLETTER 2003 – 084



Left : The tug SMITWIJS ROTTERDAM can be seen via the webcam of the NORWAY

<http://www.ncl.com/fleet/05/webcam.htm>

The departure was almost delayed until Saturday. Miami admiralty lawyer Luis A. Perez on Tuesday filed an emergency motion to inspect the ship before it left.

Perez filed a \$50 million lawsuit earlier this month on behalf of the survivors of Winston Lewis, an NCL steward and 31-year veteran who was killed in the explosion. He wanted to take

maritime experts onboard to view the area of the explosion and photograph it. Perez said he found out at a hearing Thursday that the ship was leaving. Miami-Dade Circuit Judge Leslie Rothenberg first ordered the ship to stay in port until 6 p.m. Saturday. But NCL objected, saying it already had lined up the tugs, which are costly, and was keeping an eye on the weather as hurricane season heats up. The judge late Thursday agreed to let the **Norway** go. But NCL will have to let Perez inspect it at the first port of call and pay his trip expenses. NCL also must leave everything onboard as it is. "I think it was a fair decision," Perez said. "It would have been most convenient to do the inspection here." The ship has been at the port since the accident and has run up a nearly \$284,000 bill in dock fees. Passengers on cancelled cruises will get refunds.

TERNEUZEN HARBOUR FESTIVAL 2003

Text / photo's : Piet Sinke



tugs like the **Multratug 5** (right) .

This weekend in Terneuzen, the yearly harbour festival is celebrated.

In the harbour of Terneuzen a lot of tugs came together, and trips could be made on several



DAILY SHIPPING NEWSLETTER 2003 – 084



Onboard the **Multratug 5** the captain explained navigating in the “Pas of Terneuzen” using the electronic chart system onboard



In the meantime the Breskens lifeboat **ZEEMANSHOOP** arrived in the port of Terneuzen to be shown to the public, right at the picture the Coxwain of the lifeboat **Harry de Lobel**.

Close to restaurant **WESTKANT** a large basin was



set up in which a lot of beautiful models were showed to the public, models of the **SMIT FRANKRIJK**



and **SMIT DUITSLAND**, build by the family Joris from Wijnegem and a lot more like the **President Hubert**, the **Smit Zweden**, a **Russian Akula class** and a **German type 23 submarine**, which could dive over 30 meters deep !!

Top : **Alex Sinke** in front of the basin with the models

DAILY SHIPPING NEWSLETTER 2003 – 084



Left : The view from restaurant **WESTKANT** over the harbour festival area.

Sunday 29-6-2003 is the last day of the festival ,which is very well worth a visit , the last day will include a “parade of sail” of all the ships which participated in the festival.



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

