

DAILY SHIPPING NEWSLETTER 2003 – 086



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The pilot tender **COLUMBIA** – photo : Stefaan Joris ©

EVENTS, INCIDENTS & OPERATIONS

Experts Probe Cargo Ship Sinking

Salvage experts were today preparing to carryout an assessment of a cargo ship which sank off the west coast of Scotland. The vessel, which sank near the entrance to Loch Broom in the Highlands, was carrying 3,300 tonnes of zinc concentrate and 83 tonnes of bunker fuel.

The Cypriot-registered **Jambo** struck rocks then sank at the Summer Isles near the entrance to the loch. Seven crew members were rescued from the 61-metre boat, which was en route from Ireland to Norway. Water flooded into the ship through a hole smashed in the bow.

A lifeboat and another vessel were scrambled and the Polish and Croatian crew were rescued uninjured. Police, marine accident investigators and environmental protection agencies immediately set up a group to assess any potential risk to the environment and to the public from the zinc which was on the vessel. Today an incident room was set up at Ullapool by the Maritime and Coastguard Agency (MCA) along with environmental groups including the Scottish Environment Protection Agency (Sepa) to assess the risk posed to local wildlife by the cargo, which is said not to be a danger to humans.

The MCA has also brought counter pollution equipment to the scene and a team of salvage experts was preparing to inspect the wreckage this afternoon. A spokesman for the MCA said: "A diving team will go out if that is deemed necessary. Experts are currently working together to address the situation."

Tall ships display in French port

(ROUEN, France), Nearly 50 rare ships have dropped their anchors in this French river port, where they are expected to attract nearly 10 million visitors in the next two weeks. The gathering, known as the Rouen Armada, brings together yachts, tall ships and military vessels from all over the world.



Rare vessels: Norwegian triple-mast Christian Radich (left), Indonesian Dewaruci (centre) and Dutch JR Tolkien anchored at the port of Rouen where some 40 ships arrived for the 'l'Armada 2003 de Rouen' on Saturday

Among them is Indonesia's Dewaruci, a 191-foot barquentine - a three-masted sailing vessel with 70 cadets on board. The Dewaruci, sailing French waters for the first time, arrived here after a three-month voyage.

Other key exhibits include navy training ships Sagres II of Portugal and Cuauhtemoc of Mexico, the 250-foot Stad Amsterdam - the first clipper ship to be built in 130 years - and the 358-foot, full-rigged Mir from Russia.

The fourth Rouen Armada - the first one took place in 1989 - officially started on Saturday. Regional officials and local politicians led a parade of 'Armada misses' and foreign sailors on the banks of the River Seine as a brass band played. The Armada display continues through July 6.

CASUALTY REPORTING

SMIT HUNTER (BAHAMAS)



At 0815 Sunday morning a fire broke out onboard anchor handling salvage tug **Smit Hunter**. The blaze broke out during maintenance in the machine room and expanded rapidly to the accommodation quarters. Fortunately nobody was injured. The vessel was docked at a shipyard in the Pastoriestraat in Pernis (Rotterdam) for regular maintenance when the fire broke out. The Fire Department arrived quickly at the scene and

received assistance by three fire fighting vessels. The cause of the fire is still unknown but investigations will commence as soon as the fire is under control. The Fire Department confirmed that no dangerous fumes were released during the fire. – [photo : Piet Sinke ©](#)

SUPERFERRY 1 (PHILIPPINES)



Ro/ro Superferry 1 was damaged after it hit an unidentified submerged object off Dumaran island near Palawan in central Philippines yesterday afternoon, the Philippine Coast Guard reported today. **Superferry 1** had left the Port of Puerto Princesa in Palawan island and was en route to Manila when the accident happened. There were no injuries or death among its 604 passengers. The vessel, however, sustained serious damage. The vessel sustained two holes, each with a diameter of about two feet, along the port

side below the waterline. Superferry 1 then diverted to the nearby port of Coron in Palawan Island where it disembarked all its passengers. The vessel is owned by WG&A, the largest domestic ferry operator in the Philippines. WG&A spokesperson Gina Virtusio, said that contrary to speculation, the vessel did not deviate from its normal route. Authorities were still trying to determine what had holed the vessel. Ms. Virtusio said that vessel will undergo emergency drydocking at a still undetermined shipyard. In the meantime, WG&A has dispatched Lady of Lipa to fetch the stranded passengers at Coron port for transport to Manila

SHIPYARD NEWS

Samsung Heavy wins US\$180m ferry order

(SEOUL) Samsung Heavy Industries Co, the world's third-largest shipbuilder, won an order to build two passenger ferries from **Norfolkline Shipping BV** of the Netherlands worth US\$180 million. The 35,000 gross tonne ferries will be delivered by the end of 2005, Samsung Heavy said.

Samsung Heavy has already exceeded its target to win US\$3.5 billion worth of shipbuilding and other orders this year, 17 per cent more than the US\$3 billion of contracts it won in 2002.

Samsung Heavy and local rivals have been benefiting from an increase in global trade, which has prompted Hyundai Merchant Marine Co, Neptune Orient Lines Ltd and other shipping lines to raise rates for carrying cargo to the US and Europe from Asia.

Canada's largest shipyard closes after three idle years

CANADA'S largest shipyard, St John Shipbuilding of New Brunswick has closed after standing idle for three years.

A workforce of 600 will be made redundant from the Irving-owned facility at a cost of C\$10m in severance. The closure follows the non-appearance of a C\$90m federal bailout package which was expected last year.

Irving Shipbuilding has been working with the federal government on finding an alternative use for the yard. Together they have offered to contribute C\$110m to convert the facility to other business purposes, but president James D Irving says the project must be "sustainable and competitive in the long term".

The shipyard's closure is particularly galling because 10 years ago, it supported buoyant levels of defence work. In the early 1990s, it employed 3,500 workers building nine frigates for the Canadian Navy.

Since then, the yard has tried to compete for civil work, constructing small containerships for Irving-owned Kent Line in the late 1990s. The end of shipbuilding activities is accompanied with more than a little bitterness at the failure of government to support Canada's shipyards.

The company had lobbied Ottawa for a federal shipbuilding policy and Mr Irving points out that against subsidised yards in the European Union and Korea, Canadian shipbuilding stood no chance.

The government rejected the idea of a subsidy package preferring a policy of loan insurance and reduced interest rates for buyers. Banned by US statute from selling ships to American shipping companies and with no further defence contracts imminent, the yard built its last ship in 2000.

The loss of the 600 skilled workers who built the frigates is a waste according to Mr Irving.

"We've lost that capability and management skill and that is a tragedy as far as we're concerned. Shipbuilding is a national industry and it has to be supported by government." Canadian shipbuilding was once ranked fourth in the world, employing 50,500 workers in 1943. By 2001 this had fallen to 3,500 in the country as a whole.

The closure leaves just one shipyard, in Levis, Quebec, capable of building ships for the Canadian Navy

NEWBUILDING AT GREENBAY IN CHINA

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Singapore's Greenbay Marine Pte Ltd has recently laid the keels for two BV classed azimuthing stern drive tugs at its yard located in Tanzhou Port, China. The first of these new 29m tugs, designed by Immamura, has been named **Jurong Satu** whilst the second will be called **Jurong Dua**. The tugs are currently being built for charter but will be sold if the right price is obtained.

Measuring 29.00 overall with a beam of 9.50m and a maximum draft of 3.80 m, these newbuildings are designed to meet the demands of Bureau Veritas classification 'unrestricted navigation deep sea



operations' and will both be powered by a pair of Niigata diesels, each developing 1,600hp. Stem mounted Z-peller units with fixed pitch propellers will give the vessels abollard pull of 42 tonnes and a free-running speed of 12.5 knots at 100 per cent MGR.

A Caterpillar 3412 diesel is to drive a 1,200 m³ hr fire-pump, which feeds two roof-mounted foam/water monitors. T 100kW generator sets are also to

be installed

Shipbuilding activities at Greenbay's Singapore yard are now to be focused on the building of aluminium vessels where the second of two 37m fast ferries is nearing completion. Steel vessels will continue to be built at Tanzhou. A third site is under construction in a joint venture yard with China Yuexin Shipbuilding Company, comprising two new covered workshops of 2 these new facilities will be ready in the summer of 2003.

SANMAR X LAUNCHED

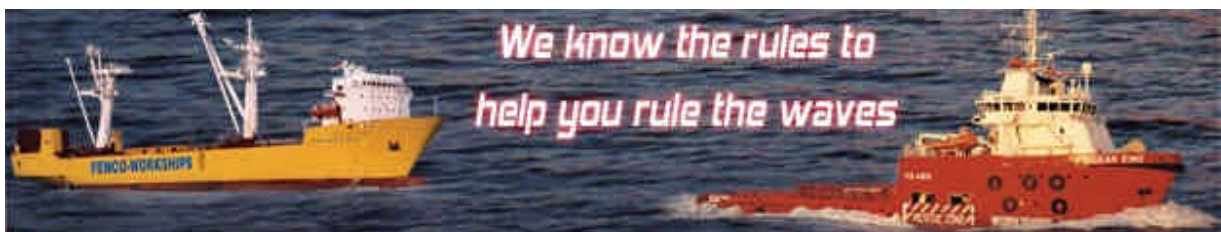


Launched in Tuzla, Turkey, **Sanmar X** has already sailed to the south of the country to join Sanmar Limited's own fleet of terminal berthing tugs. This remarkably successful series of 18.29m Robert Allan Limited designed twin-screw tugs continues almost unabated. Aytak, of the same design and built for another Turkish operator, has just started work at Marniaris Port whilst construction has begun on **Sanmar XIII** and **Sanmar XVI**. **Dogancay VI**, an example of a proven 25m series, has also been started.

Two 22.5 m tugs, **Nehir I** and **Nehir II** are completed at the end of May and construction is about to begin on **Sanmar Eskort**, a 32m. 5,500hp Wartsila powered ASD with Rolls-Royce Aquamaster US 255 CP thrusters - also designed by RAL.

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Europe fails to set up havens for ships in distress

EUROPEAN governments have failed to create places of refuge for vessels in distress despite repeated calls for action to prevent pollution disasters, such as the sinking of the Prestige off the coast of Spain last November.

Leading shipping organisations say that little has been done by European Union governments to comply with a July deadline to make detailed contingency plans for maritime disasters.

After the Prestige broke up 200 km off Spain's Galician coast, Europe's Council of Ministers called on member states to draw up procedures and designate places of refuge for ships in distress. Thousands of tonnes of heavy fuel oil from the vessel still fouls holiday beaches in France and Spain seven months after the disaster. Stung by the public outcry, the Spanish and French Governments called for immediate action. The European Council brought forward a deadline for states to deliver full details of their emergency planning procedures to July 1. The European Commission said on Friday that no information had yet been received from France or Spain about their plans.

Gilles Bergot, an official at the Commission in charge of places of refuge, said: "We have received information from the UK and Germany. Ireland has said they are sending us something. There is still a few days left."

The Round Table of international maritime associations said it was time for member states to deliver on their promise. Peter Swift, head of Intertanko, the association of independent tanker owners, said the principle of places of refuge went back centuries.

However, recent events, including the Prestige and Castor incidents, show a growing reluctance of states to take responsibility. When cracks appeared in the hull of the Prestige, Spain closed its ports to the vessel despite calls from Smit, the salvage company, to allow it entry in order to prevent break-up and a major pollution incident.

"In the case of the Prestige, there were days of dispute with the Spanish authorities. The ship was not allowed into port. It's a sort of Nimby response," Mr Swift said. Instead, Spain ordered the salvage company to tow it out to sea, a decision which led to its break-up.

The row over the Prestige followed a similar dispute in January 2001 when the Castor, a tanker carrying 25,000 tonnes of petrol, was refused port access in Spain and several other countries after a 20-metre crack emerged in its hull. It limped around the Mediterranean for a month before it could transfer its cargo to another ship off Malta.

The row over the Prestige has become political. The Spanish authorities initially blamed Britain for failing to inspect the vessel in Gibraltar although the ship never entered the port. Spain has come under further criticism for its treatment of Apostolos Mangouras, the captain of the Prestige, who was arrested as soon as he stepped on land.

He faces charges of causing environmental pollution and his bail was set at €3 million (£2 million). The charges could lead to a jail sentence. The view among maritime experts, including the American

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Chamber of Shipping, is that the Prestige would not have broken up if it had been allowed into a port in Galicia.

The Commission wants member states to establish clear lines of authority to ensure that harbourmasters cannot refuse ships in distress.

Mystery buyer snaps up Kien Hung four

A MYSTERY buyer paid \$73.2m on Friday to purchase the four 1,500 teu boxships owned by troubled Taiwanese shipping company Kien Hung and Singapore associate Powick Shipping that were under arrest in Hong Kong.

Law firm Ince & Co, which represented the buyer, remained tight-lipped about the identity of the purchaser, although insiders believed it was either from Taiwan or Germany. At \$18.2m per ship, the sale price was higher than expected.

Damien Laracy, a partner in law firm Jonathan Rostron which seized the ships on behalf of two groups of Taiwan banks, had previously said the 1999-built ships would be sold for "in excess of \$17m".

He told Lloyd's List on Friday: "We are very happy with the result."

Jonathan Rostron is representing the Grand Commercial Bank and a syndicate headed by First Commercial Bank which together are owed about \$60m.

The ships — **Kingdom Container**, **Convenience Container**, **Liberty Container** and **Mandarin Container** — were arrested as they arrived in Hong Kong during the last few weeks.

A fifth ship, the Excellence Container, was arrested by law firm Deacon, which is acting on behalf of Hong Kong's Yiu Lian Dockyards. A sixth vessel, the Prosperity Container, has been detained in Kaohsiung.

There are also writs outstanding against the **Ace Container** and **Royal Container**, which had previously been sold but were listed in Hong Kong Admiralty Court documents as being for sale.

Amsterdam acquisition yet to pay off for NYK

Amsterdam, a city of canals and coffee shops, but sadly for NYK still no containerships.

NYK can now boast 21 terminals spread across four continents following the purchase of Ceres' 12 terminals last year.

While 11 of the new acquisitions are gainfully employed, the one in the Netherlands with the flashy indented berth lies redundant. Lloyd's List can exclusively reveal that NYK paid the Amsterdam Port Authority ¥40bn (\$335m) for the lease of the terminal, which includes a further two adjacent berths.

Moreover, Naoki Takahata, NYK's director and general manager of the finance department, reckons the lack of customers will cost his company ¥1bn this year. The first and only ship to call at the port, the **NYK Apollo** in a PR stunt, was empty on arrival and picked up fewer than 50 empty boxes for repositioning in Southampton.

Coercing its partners in the Grand Alliance to call at Amsterdam "is a must for us", says Masahiro Aoyama, the man at the helm of the ports division. Thus far, the alliance, which decides on routes unanimously, has shied away from Amsterdam.

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Rotterdam and Antwerp are the Grand Alliance ports of choice. NYK wants 400,000 teu to pass through its Dutch terminal, a figure described by Mr Aoyama as 'peanuts' compared with the combined 10m of its two local rivals. The Dutch terminal has a physical capacity of 1m teu.

Amsterdam aside, these are exciting times for NYK's ports. A plan drawn up before Ceres came onto the horizon calls for NYK to crack global liftings of 10m teu by 2010. At present, NYK is the seventh largest terminal operator in the world, with 6m teu passing through its berths last year, up 9% from 2001.

Revenues are estimated to grow by ¥23bn this year to ¥89bn. On the east coast, NYK is now, along with P&O Ports, the dominant terminal operator. "The target is to weave our terminals together as a genuine profit centre," says Mr Aoyama, echoing the aims of APM Terminals, part of the Maersk empire. Mr Aoyama and his team are constantly looking for new opportunities to expand. Looking at a map of the world, he points to China as a 'priority'. "Chinese volumes are skyrocketing," he says, admitting that "it will be difficult for NYK to enter".

Consequently, the most likely method of entering the most sought after ports domain in the world would be with a joint venture with a port authority, Cosco or even another terminal operator such as PSA Corp, he reckons.

TAYCO IV & TAYCO V



The well-known design team of Burness Corlett and Partners (BCP) has long been associated with AstiHeros Detroit Chile in the construction of 'Towmaster' twin screw tugs. Latest deliveries include a fifth 29.50 fl., 55 tonne bollard pull unit but a pair of smaller 40 tonne BP units has also recently been built. These are of a brand new design from the UK-based naval architects, for Ian Taylor & Co, a Chilean operator. **Tayco IV** and **Tayco V** each measure 26.75m by 8.5m with a draft of 4.60m and are powered by pair of MTU 12V4000 diesels, producing a total of 5280kw it

1,800 rev/min. These turn 2,250mm Kaplan fixed pitch propellers in fixed Towmaster nozzles, fitted with triple rudders via Reintjes gearboxes with a reduction ratio of 6.44: 1. On trials, maximum free-running speed of 12.4 knots was achieved, together with a bollard pull a fraction over 42 tonnes. The engine room also houses two main MTU powered generator sets, each of 80kW and a 21kW emergency/ harbour set from VM Motori.

CHICHIMECO BUILT BY DETROIT CHILE

Chichimeco is the fifth 30m/ 55 tonne HP fire fighting Burness Corlett designed Towmaster tug built by Detroit Chile since first of class Neeltje P. The first two in the series are currently operating in Curacao and Venezuela whilst the last three, including this latest unit, are in Mexican waters operating for a Chilean company. SAAM Remolques. The specifications and capacities of all the versions built to date follow an almost identical pattern including the DDC/MTU 12V4000 main engines and the

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Towmaster triple high-lift rudder system fitted to the propeller nozzles. This patented BCP system now installed on well in excess of 50 tugs worldwide, gives almost pure side thrust when the rudders reach their maximum design helm angle. A Kobelt system gives combined and independent control. In addition to an 800m³/hr two monitor fire-fighting system, Chicitimeco carries an Ayles Fernie oil dispersant arrangement.

NAVY NEWS



The newbuilding for the Dutch navy **A 802 SNELLIUS** departed from Rumania in tow of the **Scandic Mammut** bound for Flushing.

photo : via **Bram Plokker / Ineke de Kok**



The latest addition to the US Navy the PCU **Ronald Reagan** arriving back after trials

Photo : via **Peter Westdijk**

MOVEMENTS

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The **NORMAND MERMAID** arrived at OTP Walker — photo : Kevin Blair ©



The ferry **ISLA DE LA GOMERA** seen here at Tenerife — photo : Tommy Bryceland ©

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The Greek tanker **MAASSLOT L** seen here passing Maassluis inward bound
Photo : Piet Sinke ©



The **YEOMAN BANK** arrived last week at the Clyde to taking a load of aggregate into Glasgow
Photo : Tommy Bryceland ©

AIRCRAFT / AIRPORT NEWS



Japan's All Nippon Airways (ANA) jets park on a tarmac at Haneda Airport in Tokyo, Monday, June 30, 2003. The company has ordered single-aisle, 142-seat B737-700 series from Boeing Co., to replace the current B737-400, B737-500 series and Airbus A320. The lineup of ANA's Boeing jets are., B747-400, foreground, B777-300, center, and B767.

6/30/2003

.... PHOTO OF THE DAY



The remains of the **SMIT LLOYD 48** in Abidjan – photo : Ian Temlett ©

The **Smit Lloyd 48** was sold during 1989 to Pesqueras Echabastar SA in Georgetown, rebuild as fishing vessel and renamed in **Lagun Alai**, sld again during 1991 to Creswell Shipping Inc, Panama City and renamed in **Pennington Star 1**, afterwards she was most probably sold to Dutch interests and renamed **Bergen 1**. The vessel is dismantled since 1993 in Abidjan as shown on the picture above
Research / info : **Hans van der Ster**



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