

DAILY SHIPPING NEWSLETTER 2003 – 096



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Passengerliner **The Azur**. Panama flag, IMO 8612263, built in 1971, gross tonage 9159, signal letters 3EPR5, as seen July 9th, passing the Corinth channel in Greece.

Photo : George Grekos ©

EVENTS, INCIDENTS & OPERATIONS



fisherman checks on his wooden craft off a beach in Cancun, Mexico after a night of torrential rains and flooding caused by Tropical Storm Claudette, July 11, 2003. Tropical Storm Claudette blew in from the Caribbean, threatening to become a hurricane. The storm never became a hurricane, but packed sustained winds of 70 mph on Thursday night as it churned toward the Yucatan.

The U.S. barge **Helen III** is being pulled by a tug past the old fortress, as it makes its entrance into the port of Havana, July 11, 2003. According to Cuban authorities the Helen III is the first U.S. vessel to enter the Havana Port under the U.S. flag since the Cuban revolution in 1959. The barge is carrying 1,614 tons of newsprint and six tons of timber.



Bergers van Tricolor klaar voor 'grootste uitdaging'

Door Alexander Bakker



Zeebrugge - De BBC-verslaggever komt superlatieven tekort. Hoog boven op een container aan boord van het hefplatform Vagant verhaalt hij met luide stem, alsof hij de boodschap persoonlijk bij de kijkers in Engeland moet afleveren, over 'de grootste uitdaging' op het gebied van het bergen van schepen. Je ziet de verslaggever en vet uitroepteken plaatsen achter zijn bewijs materiaal: „De totale kosten van de berging van de Tricolor bedragen 25 miljoen pond."

's Mans 'stand up' moet nog wel een paar keer opnieuw worden opgenomen. En op steeds andere plekken aan boord van het hefeiland, dat voor de gelegenheid door de bergers aan de massaal

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toegestroomde pers wordt getoond. Tientallen cameraploegen uit Duitsland, Noorwegen, Engeland, België Frankrijk en Nederland zwermen uit over de Vagant op zoek naar de beste plek voor het leukste 'shot'. En keer op keer moeten de bergers uitleggen hoe zij het Noorse autoschip is negen stukken gaan zagen en de stukken met twee bokken van de bodem van Het Kanaal gaan hijsen. Daar ligt de Tricolor, ongelukkig gekapseisd op 14 december vorig jaar na een aanvaring met het Franse containerschip Kariba.

Komende week gaat het echt beginnen. Hopenlijk kort na het weekeinde zullen de hefeilanden Buzzard en Vagant de haven van Zeebrugge worden uitgesleept en worden gepositioneerd aan weerszijde van het achterschip van de Tricolor. Als alles goed gaat kan er volgende weekeinde, misschien al aan het eind van komende week, worden begonnen met het maken van de eerste van acht zaagsneden. Dwars door de dertien 'verdiepingen' hoge, 32 meter brede, 190 meter lange, 20.000 ton zware en met bijna drieduizend luxe personenauto's geladen Tricolor. Zo maar, in krap twee dagen tijd.

De bergers van Smit Salvage uit Rotterdam, die het consortium Combinatie Berging Tricolor aanvoeren, maken zich over dat zagen geen zorgen. De laatste tests zijn afgelopen weekeinde positief verlopen en het met succes verwijderen van de zwaar beschadigde neus van de Russische atoomonderzeeër Kursk, al weer twee jaar geleden, vormt de basis voor een gezonde portie zelfvertrouwen. De zaag is bijna identiek. De zaagdraad is iets dikker en dus sterker. En de 867 speciale, met staalstukjes ingelegde zaagbussen op elke kabel zijn van een nog betere kwaliteit. Er liggen bovendien vijf zaagkabels klaar en extra materieel kan worden opgeroepen.

Het hefeiland Buzzard heeft de afgelopen weken al het voorbereidende werk gedaan. Met een op afstand bestuurbare boor zijn onder de Tricolor door al acht bijna veertig centimeter dikke holle pvc-buizen aangebracht. In de buizen zit al een hulpkabel, waarvan de uiteinden tijdelijk zijn bevestigd aan boeien. Met de hulpdraad wordt straks de zaagkabel onder Tricolor getrokken. Van de platforms Vagant en Buzzard wordt vervolgens de zaag heen en weer getrokken, met een 'slag' van achttien meter. Eerst door de pvc-hulppijp, dan door de Tricolor.

De bergers hebben er ook alle vertrouwen in dat de hele operatie eind september met succes is geklaard. „We zijn er klaar voor,” meldde directeur Hans van Rooij van Smit Salvage, mede namens de bergingsbedrijven Multtraship uit Terneuzen en Scaldis en URS, beide uit Antwerpen. Van Rooij legde nogmaals uit dat het consortium was gevormd om voldoende menskracht en materieel te mobiliseren. Ook om andere reden is hij inmiddels blij dat de krachten gebundeld zijn. Smit heeft er kort achter elkaar drie bergingsklussen bij: de kustvaarder op de rotsen op de Engelse oostkust en twee gezonken binnenvaartschepen, één in Moerdijk en één in de Rotterdamse St. Laurens haven.

De belangstelling voor de bijna drieduizend luxe auto's van de merken Saab, BMW en Volvo die gezekeerd hangen aan de dertien dekken van de Tricolor, blijft groot. Verschillende opkopers en slopers hebben bij zowel de verzekeraar van de Tricolor als bij Smit geïnfomeerd naar de mogelijkheid schip én auto's op te kopen. De verzekeraars van de drie autofabrikanten waken daarvoor. Nog geen moertje mag op de bodem van Het Kanaal achterblijven. En op de sloopplaats in de haven van Zeebrugge, pal tegenover de plek waar de Tricolor op vrijdag 13 december vorig jaar aan zijn laatste reis is begonnen, wordt zal alles dat met de negen wrakdelen wordt aangevoerd worden geregistreerd. Van Rooij: „Iedereen die lading aan boord van de Tricolor had krijgt te horen wat er meer is gebeurd.”

Gezonken veerboot Bangladesh onvindbaar

CHANDPUR - De veerboot Nasreen die woensdag bij het Bengaalse Chandpur in een draaikolk geraakte en zonk, is onvindbaar. Duikers hebben vrijdag tevergeefs de bodem van de rivier de Meghna afgespeurd met metaaldetectoren.

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De autoriteiten zeggen de hulp van de marine te hebben ingeroepen om het wrak te lokaliseren. Het ligt vermoedelijk op een diepte van zestig meter en kan door de stroming van de rivier zijn meegesleurd. De rivieren in Bangladesh zijn flink gezwollen door de hevige moessonregens.

Bij de scheepsramp kwamen enkele honderden passagiers om het leven. Tot nu toe zijn 45 lichamen geborgen.

Leif Hoegh first half hit by losses on ship sales

LEIF Hoegh's half year profit was hit by a \$15m book loss on the sale of its remaining reefer ships.

The Norwegian shipowner, which was delisted from the Oslo stock exchange a month ago, reported a second quarter operating profit, before gains or losses from sales, asset writedowns, and depreciation, of \$38.2m, against \$40.4m in the corresponding quarter of 2002.

But after allowing for those other items, second quarter operating profit was just \$6.3m compared with \$22m a year earlier, while operating profit in the first six months was \$17.6m, down from \$45.4m in the 2002 first half.

After a weak first quarter, Leif Hoegh said second quarter consolidated operating profit was in line with last year, helped by a strong recovery in the ro-ro trades.

Leif Hoegh has now completed its withdrawal from the refrigerated cargo trades with the sale of its last 12 ships. Book losses from these sales reduced operating profit by \$15m, the company said.

Options for another two car carriers have been exercised, bringing the number of newbuildings on order to five. This will increase the fleet of its Hual vehicle carrier operator to about 50 vessels including four new ships on long-term charter from 2003 and 2004. Following its exit from the reefer trades, Leif Hoegh plans to concentrate on the ro-ro and LNG trades.

Leif Hoegh was delisted on June 10 after a company owned by family trusts for beneficiaries Leif O. Høegh and Morten W. Høegh made an offer for all shares at a price of Nkr 124 each, valuing the company at around \$50m.

Shareholders controlling 99.7% of the equity accepted the offer and the remaining shares were acquired through a compulsory buy-out.

CASUALTY REPORTING

Shipwreck cargo to be removed



The boat disappeared beneath the waves in just four hours

Work to remove thousands of tonnes of zinc sulphide from a wrecked ship off the Hebrides is due to get under way next week. The Maritime and Coastguard Agency (MCA) said that the fuel on board the MV Jambo, which went down off the west coast of Scotland on 30 June, has already been removed.

Tests have suggested that efforts to prevent pollution spreading to nearby fish farms have proven a success. The Jambo was carrying 3,500 tonnes of zinc ore when it sank off the Summer Isles. Efforts to bring the cargo ashore will get under way on Thursday. However, it is not yet known whether the zinc will be taken to a landfill site or returned to the original mine.

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It will need to go through a filtration process before being taken back to shore. The ship also had more than 80 tonnes of diesel on board. The fuel has been removed, although a spokesman for the MCA said floating booms were still in place to protect fish farms from any remaining oil. He added that a taste panel had analysed salmon from the fish farms.

The study suggested that the fish had not been tainted by any pollution from the vessel. The decision on the fate of the Jambo itself has yet to be taken. The Cypriot-registered vessel ran aground while was carrying zinc concentrate from Dublin to Norway. The seven crew members were rescued.

HANSEATIC STAR (GIBRALTAR)

Following received from Stavanger RCC, timed 2100, UTC: General cargo Hanseatic Star refloated at 2137, local time. Vessel was sitting on sandy ground and has no damage, it has now proceeded on voyage.

SHIPYARD NEWS

Hyundai Heavy lands 8,200teu quartet from CMA CGM

HYUNDAI Heavy Industries, the world's largest shipbuilder, said on Friday it had won ship orders worth Won377.5bn (\$320.2m) from France's CMA CGM.

The orders are for four 8,200teu containerships, Hyundai said in a public notice to the Korea Stock Exchange.

Hyundai announced the orders after the Seoul stock market had closed. Hyundai shares closed up 1% at Won24,100 on Friday, versus a broader market index that closed up 0.52%.

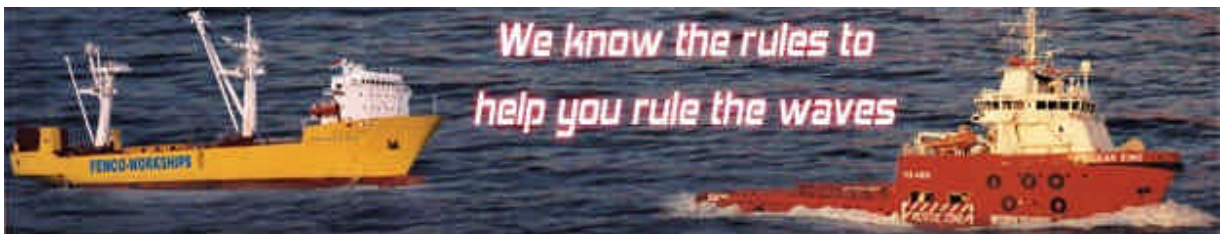
The South Korean shipbuilder said last month it had already exceeded its annual foreign ship order target of \$3bn.

The target represented a 20% increase from \$2.5bn in foreign shipbuilding orders last year.

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Evergreen signs for first 10 of Mitsubishi boxship series

TAIWAN's Evergreen Marine Group will sign the first part of what was a long-awaited US\$1.5bn 30-ship boxship deal later this month with Japanese shipbuilder Mitsubishi Heavy Industries.

Evergreen chairman Chang Yung-fa confirmed contracts valued at about US\$500m would be signed with Mitsubishi by the end of July.

He said contracts would be formally placed by Evergreen's British offshoot, Hatsu Marine, for five ships, while Italian subsidiary, Lloyd Triestino, would order another five vessels.

But Mr Chang indicated that plans to order the full 30 ships have been put on the back burner. He said if further orders are forthcoming they would be for no more than five of the large boxships. Instead, Evergreen is looking at the possibility of ordering smaller 3,000 teu ships.

The first 6,724 teu vessel would be delivered in September 2005, with the others following at three month intervals. The final vessel of the 10-ship tranche would be delivered by January 2008.

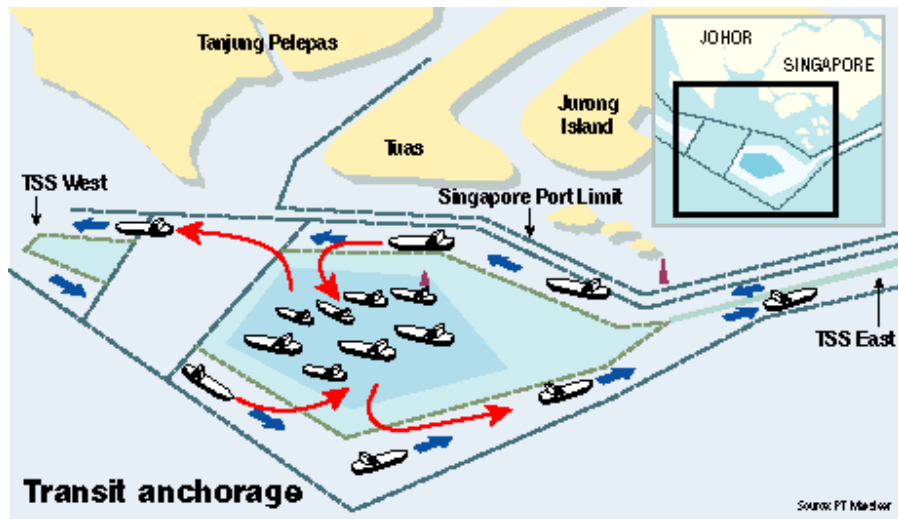
The ships, which will replace 20 2,728 teu containerships in the Evergreen fleet, will augment eight 8,100 teu boxships Evergreen has recently agreed to charter from Germany's Conti Reederei.

The vessels, which have been ordered from Korea's Samsung Heavy Industries, are due to be delivered over about 12 months starting in the second half of 2005.

Transit anchorage in S'pore Strait gets IMO nod

Formal approval expected at next MSC session in May next year

(SINGAPORE) The new privately-managed transit anchorage between the east and west-bound lanes of the Singapore Strait's traffic separation scheme (TSS) has been given an initial stamp of approval by the International Maritime Organisation.



The recent meeting of the IMO's Sub-Committee on Safety of Navigation approved a joint submission by Indonesia, Malaysia and Singapore to amend the existing TSS in the Singapore Strait to allow for the anchorage.

According to the submission, a copy of which was obtained by Shipping Times, the aim of the anchorage is to 'improve safety and enhance efficiency of vessel traffic' in the

Strait.

Specifically the anchorage is intended for 'emergency anchoring of a vessel needing to abort its intended passage, the anchoring of damaged vessels for repairs prior to entry into a shipyard, and a safe place for ships to take on ship supplies'.

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Responding to Shipping Times' queries, an MPA spokesman said: 'Singapore has worked with Indonesia on the appropriate position in regard to the transit anchorage area in the Singapore Strait.

'This has been endorsed by the IMO's navigation sub-committee and would have to be approved by the IMO's Maritime Safety Committee (MSC). Singapore will work closely with Indonesia to ensure that safety of navigation in the Singapore Strait is maintained.'

Formal approval is expected to be given by the MSC at its next general session in May 2004 and until then the three countries have proposed it be considered a 'recommended contingency anchorage'.

The anchorage originally came into being as a temporary measure during the laying of two gas pipelines between Singapore and Indonesia. When the transit anchorage concept was first announced in early March this year, its detractors said it was simply another unregulated spot for often-dubious, out of port limits (OPL) activities, or worse still, a navigational safety hazard.

But a master mariner told Shipping Times that the success in getting rapid IMO approval likely stemmed from the current post-Prestige environment in which the issue of designated places of refuge for ships in distress has taken on new urgency.

Recognising both the safety and commercial potential of establishing an anchorage in this location - which is within Indonesian waters - but lacking resources, Indonesia decided to outsource its management to a private company, who then reports to the Directorate of Sea Communications.

Among three bidders - two Indonesian and one Singaporean - PT Maxsteer, a joint venture with Indonesian state port operator Pelabuhan I was chosen.

'It is a win-win situation for Indonesia in the sense that they have a safety anchorage, it is managed and controlled and at the same time they are able to recover certain economic benefits from the use of that area as well,' PT Maxsteer's director and technical adviser James Fong told Shipping Times.

Because the anchorage is within Indonesian waters, legality was never an issue, said Mr Fong, but legitimacy was because of its unique position in the middle of the traffic separation scheme and the need to attract major shipping lines.

Safety in the Strait is a prime concern acknowledged Mr Fong. 'In today's context, if a ship is in serious trouble there is really no place to go and that puts all three countries at risk.'

The transit anchorage gives ships in distress a potential place of refuge, out of harm's way from the busy traffic lanes of the Singapore Strait, he said. It should also help curb the problem of ships stopping and drifting in the middle of the traffic lanes to take on stores, something which both Singapore and Indonesia have issued marine circulars over, he said.

Mr Fong also maintains there are spinoffs for Singapore as ongoing land reclamation has dramatically reduced the available anchorage space within Singapore port waters and increased vessel traffic and hence risk of accidents.

In this way, the cheaper transit anchorage can actually take a load off Singapore's increasingly congested waters, he said.

As far as bunkering is concerned, 'this anchorage was never meant, nor can it ever, compete with Singapore' because of the quality management systems in place, he said, adding that the transit anchorage has no control over the quality of bunker supplies.

But Mr Fong insists it is not simply an OPL under a different name. With a 24-hour control centre located at Karimun Island equipped with VHS radio communication, radar and enforcement vessels, the

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anchorage is aiming to be halfway between the unregulated OPL 'grey' anchorages and the top-notch Singapore Port.

PT Maxsteer has also undertaken a Memorandum of Understanding (MOU) with the Indonesian Navy for patrols in that area and has, he said, obtained a guaranteed 15-minute response time for any incidents.

Describing the management of the anchorage as 'an iron hand in a velvet glove', he said 'if you make the requirements too high, adopting for instance everything that Singapore does, than nobody will come - they will either go to Singapore or to an OPL anchorage which is free.

'If you operate it too freely it will become a cowboy anchorage, then ships won't come either because owners don't want to put their ships in danger. So therefore there has to be a measured, balanced approach to managing it.'

Once the anchorage gains in popularity piloting will likely be added, he said, with the next immediate step to formalise procedures with Malaysia and Singapore in line with the mandatory reporting system governing traffic in the Malacca and Singapore straits.

NAVY NEWS



The **RFA SIR PERCIVAL (L 3036)** arrived at the Tyne for A&P, Wallsend No4 dry-dock

Photo : Kevin Blair ©

MOVEMENTS

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The **SMIT HUNTER** seen here passing the Erasmus bridge in Rotterdam, the vessel is sold to Henk Poot to be scrapped - **Photo : Bas van Embden ©**



The **EMSGARTH** heading down the Bristol Channel for the last time bound for a new life in Morocco.
Photo : Chris Jones ©



The German tug **JADE** departed with the **VIKING BARGE 2** from IJmuiden.

Photo : Joop Marechal ©

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The **MIGHTY SERVANT 1** arrived in Flushing.
Photo :Willem Kruit ©



The Maritime Institute **WILLEM BARENTSZ** purchased the **OCTANS** as her new instruction vessel for the students, the vessel is seen here arriving in her new homeport Terschelling.



Left : 2 Maritime Institute instructors, **Wibbo Hofman** (with son **Jelle**) and **Frans Donders** watching the arrival of the **OCTANS**.

Photo's : Wibbo Hofman ©

.... PHOTO OF THE DAY



In Singapore the sheerlegs **"Asian Hercules"** carried out several rig leg extension operations for KEPPEL-FELS Singapore utilizing her 96mtr Jib II. Her latest was for the **"ENSCO 57"**.

On the 10th July the last section of the extended leg was lifted in place. The total length of each leg after extension is 126m excluding the mud mat.

**Photo's : via ERIC ANG
ASIAN LIFT SINGAPORE**



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