

DAILY SHIPPING NEWSLETTER 2003 – 100



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VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.



The URS tug **BANCKERT** seen in Zeebrugge last weekend, **note the new URS funnel logo !!!!**

Photo : Stefaan Joris ©

EVENTS, INCIDENTS & OPERATIONS



Smit shearlegs **AJAX** and **TAKLIFT 3** replaced successfully the "hamerstuk" named **H 5** at the newbuilding bridge at the Moerdijk location for the new HSL line, the "hamerstuk" with a length of 46 meters and a height of 10,5 meters had a weight of 530 ton. **Photo : Jos Leentvaar ©**

Will ss Rotterdam be acknowledged as a monument?

The foundation has urged the Undersecretary for Culture, mrs. van der Laan, to acknowledge the ship as a monument. She considers to overrule a promise, made by her predecessor mr. van Leeuwen towards the owner of the ship, RDM. According to that promise, the ship qualifies for a status as a monument, "on the analogy of the Monument Act". This act however does not formally apply on mobile heritage.

The success of the project will not be exclusively dependent on a status as a monument. Nevertheless, the foundation regards acknowledgement as very important. Apart from the financial side (possibilities for subsidies for maintenance and tax benefits) this can be a major factor in the public image of the ship. As such, it might be reflected in the choice of the final berth in the port of Rotterdam. And of course, a status as a monument is the best instrument to protect the Rotterdam's authentic character.

Ship help for Tuvalu

The New Zealand Maritime School is surveying two cargo vessels as part of a three-year contract with the Asian Development Bank to assist the Tuvalu Government with maritime training and standards. The vessels are owned by the Tuvalu Government.

Hanjin Pennsylvania to be rebuilt by Zodiac Maritime

HANJIN Pennsylvania, the containership so badly ravaged by fire last November that it was written off as a total loss, could be back in service early next year.

But its repair is considered highly controversial by the original owning company which was under the impression that the 4,389 teu vessel was to be scrapped.

Instead, the Hanjin Pennsylvania has been purchased by Zodiac Maritime Agencies, Lloyd's List understands.

London-headquartered Zodiac has bought the ship and taken it from Singapore to China to be fixed.

However, German ship financing firm Dr Peters regards any rebuilding of the badly damaged boxship a breach of contract, managing director Jürgen Salamon told Lloyd's List.

Following an explosion last November off the coast of Sri Lanka in which two crewmen died, the ship was declared a constructive total loss and sold for scrap.

The **Hanjin Pennsylvania** was taken over by Chinese Breakers, a holding group to three companies, at the end of March. In mid-June, the ship left Singapore in tow for demolition in Shanghai.

Dr Peters reportedly received \$2.3m from the Chinese buyer. "The contract says that the ship has to be scrapped," Mr Salamon stressed. He added that he did not regard rebuilding as sensible, either. Otherwise, the insurers would have insisted on it.

SHIPYARD NEWS

QUEEN VICTORIA KEEL LAYING

Saturday 12 July 2003, saw the keel of **Queen Victoria** - the second largest Cunarder ever built. The keel was laid at the Marghera shipyard of Fincantieri near Venice, Italy. **Queen Victoria** will enter service in April 2005, a little over a year after **Queen Mary 2** - the largest, longest, widest, tallest and most expensive passenger ship ever. Both ships will join the most famous ship in the world, **Queen Elizabeth 2**, as part of the Cunard fleet.

The keel laying involved the placement in the dry dock of central section AC. This painted section is made up of six blocks, weighs 480 tons and is fitted with 80 tons of pipes, cables, insulation and other equipment.

The ceremony follows an intensive period of design and development and the cutting of the first steel in February this year. Approximately 68 sections will be used in the construction of **Queen Victoria** and her float out is scheduled for May 2004 prior to her delivery in March 2005. Speeches were made by Pamela Conover (Cunard's President and Chief Operating Officer) and Enrico Buschi (Executive VP Cruise Ship Business Unit, Fincantieri). Music at the ceremony included the British and Italian national anthems and 'Ode to Joy'. A blessing by Father Angelo Tironi was then given. For the construction of **Queen Victoria**, some 5,000 tons of steel have already been cut, welded and assembled in specialized workshops. Her final hull weight will be 16,500 tons.

Pamela Conover, Cunard's President and Chief Operating Officer, said: "Today is another historic day for Cunard as its rejuvenation continues at a rapid pace. The keel of **Queen Victoria** is being laid just

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a little over a year after the keel was laid for **Queen Mary 2**. These two great ships will join **QE2** in forming the new Cunard fleet - the greatest and most famous ocean liners in the world".

Giuseppe Bono, Chief Executive Officer of Fincantieri, added: "This is an extremely important occasion for Fincantieri as we officially celebrate the keel laying of our first Cunarder. We are delighted to be working with Cunard Line, a well-established and prestigious name in the world of international shipowners and this is a further testament of our close co-operation with the Carnival Group".

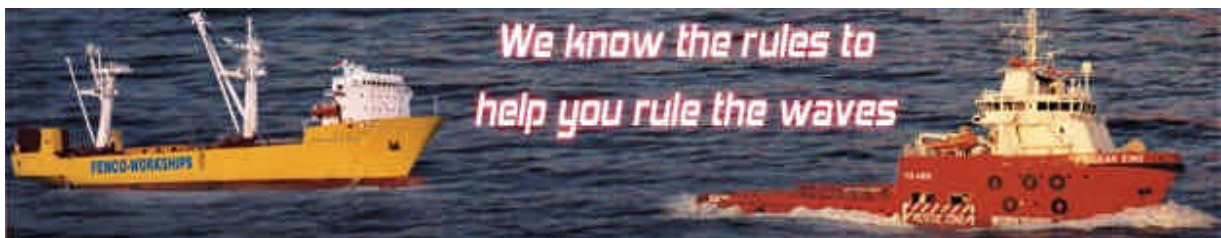
Hyundai Heavy bags \$220m ONGC contract

HYUNDAI Heavy Industries has clinched a \$220m contract from India's state oil firm Oil and Natural Gas Corp for an offshore platform. The natural gas processing and compression platform will be installed on the Bombay High field, some 160 km west of Mumbai and will increase gas output from India's largest offshore field. State firm ONGC has ramped up drilling and development activities off the coast of India to increase gas production and reduce the need for future imports of liquefied natural gas.

ROUTE, PORTS & SERVICES

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Sea Containers sells Isle of Man ferry company

SEA Containers has sold the Isle of Man Steam Packet Company to Montagu Private Equity Limited for £142m (\$233m).

The ferry company was put up for sale earlier this year, along with a number of other non-core assets.

The money raised was to be put towards debt reduction. However, Sea Containers' plans to sell its US container manufacturing facility may now be shelved after failure to attract offers at the right price. Sea Containers' president James Sherwood said today that the company expects to conclude soon the sale of its port interests in Folkestone and part of its port interests in Newhaven for £16 million (\$26 million). It will retain the Newhaven Marina and property development site adjacent. The sale of the company's Charleston container manufacturing facility at this time is not necessary to meet the company's obligations in light of the successful exchange offer for the July 1, 2003 matured notes, Mr Sherwood added. The Isle of Man ferry sale will accrue a profit of \$100 million. Sea Containers said it

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had decided to establish provisions for the restructuring of its fast ferry business and to reduce the carrying value of certain assets to current market value.

Total provisions will be approx. \$40 million. The company also advised that its exchange offer of 13% senior notes due 2006 for July 1, 2003 matured 9.5% and 10.5% senior notes had been subscribed in the amount of \$22.5 million. The balance of these senior notes (\$136.6 million) has been repaid.

FDS NAKIKA towed out by HEEREMA MARINE CONTRACTORS



The tugs **DEVIN CANDIES** and the **KELLY CANDIES**, both with a maximum bollard pull of 120 tons towing the **FDS NAKIKA** out from one of the site channels of the Corpus Christi Ship Channel, Later the **EDISON CHOUEST** with a bollard pull of 220 ton joined the transport, the Stern tug was **the Eagle II** with a bollard pull of 75 tons. the transport is at present enroute the Gulf of Mexico

Photo,s :
Willem van Woercom &
Jan Berghuis ©
TOWMASTERS HMC

Havenbedrijf Amsterdam verwacht daling overslag

AMSTERDAM - Het Gemeentelijk Havenbedrijf van Amsterdam verwacht dit jaar een daling van de goederenoverslag met ongeveer 10 procent. In maart ging de havenautoriteit nog uit van groei, maar de recessie dwingt de directie de verwachtingen naar beneden bij te stellen. Dat zei directeur H. Gerson donderdag in een toelichting op het jaarverslag. Het zou de eerste keer zijn sinds 1990 als de overslag afneemt. Gerson wil de acquisitie-inspanningen verhogen om extra lading en bedrijvigheid naar de haven te leiden. „Dit alles om de haven als economische motor, 70.000 banen en een toegevoegde waarde van 5 miljard euro, in stand te houden.”

OOCL orders two Samsung SX ships

OOCL has signed a contract with Samsung Heavy Industries Co. Ltd for the construction of two 8,063 TEU SX class vessels to be delivered in 2006.

To-date a total of 10 SX class vessels have been ordered with Samsung Heavy Industries. [OOCL Shenzhen](#) and [OOCL Long Beach](#) were delivered to OOCL in April and June.

Concordia Maritime opts for P-Max four from Croatia

SWEDISH tanker owner Concordia Maritime ordered four new P-Max medium range product tankers for about \$140m from Croatia's Brodosplit Shipyard.

The Stena group tanker arm did not reveal a value for the four orders, but market estimates put a price tag in the region of \$35m on each ship, Concordia also has options on two further vessels in the new category, which is the latest development in the group's distinctive wide beam ultra-modern Stena Max tanker series.

The Gothenburg-based company has taken 18 months to develop the double-hull and double-engine vessels and spent the last five years expanding the Stena Max concept based around providing ultra-modern, safe oil transportation. These vessels will fit in equally well operating out of New York or around Europe," said Concordia president Lars Carlsson. "Safe, quality shipping is a big issue and this type of vessel we believe will have a lot of support in Europe." The 49,900 dwt product tankers will have a lower draught and higher speed than traditional designs, and a wide 40 m beam that allows 70,000 cu m of cargo capacity compared with 55,000 cu m usually offered by medium range product carriers. "This is the heart of the Stena Max concept: 30% more cargo and highest safety," said Mr Carlsson. "These are highly flexible vessels with lots of opportunities."

The Swedish tanker owner is due to take delivery of the first P-Max in 2005, with convenience cited by Mr Carlsson as one major factor in the award of the deal to the Croatian yard over and above Asian rivals. Concordia has not yet fixed any of the tankers, and was in discussions with charterers and cargo owners. "These P-Max ships are being built for an increasingly environment- conscious market," added Mr Carlsson. "The P-Max will make a positive difference to both safety and environmental protection – something that both charterers and the public will demand in future years."

Concordia also operates two 314,000 dwt V-Max VLCCs, which were delivered two years ago, with a further two C-Max 10,000-dwt product carriers operated with the Stena Group.

Mr Carlsson added that the group is looking at developing a suezmax addition to the Stena Max range.

He said that it has been in discussions with shipyards to place more order for V-Max vessels.

NAVY NEWS

NAVY DAYS IN ZEEBRUGGE



All photo's : Stefaan Joris ©

Last weekend the open days of the Belgian "zeemacht" were held in Zeebrugge

The days were opened by **King Albert** of Belgium which boarded the **A 960 BNS Godetia**, the vessel made a sailpast along all the visiting (foreign) naval vessels

Below : The arrival of the Irish patrol vessel **NIAMH (P 52)** in Zeebrugge.



Below : a lot of Belgium and foreign visitors at the navy base in Zeebrugge



Carrier costs 'could escalate'



Taxpayers could end up paying much more than the £2.9bn (\$4.7bn) originally estimated by the Ministry of Defence for the next generation of aircraft carrier.

The Financial Times has said the final cost of two state-of-the-art carriers being built by BAE Systems could reach £4bn.

A Ministry of Defence spokesman admitted the final cost of the project could be higher than originally thought. But he said it would not be known for certain until spring 2004, when the designs had been finalised. 'Rough estimate' "We are in the middle of an assessment phase," he told BBC News Online. He also played down the FT's claim that the carriers would have to be simplified and shrunk to meet budget restrictions. "The various options don't necessarily mean a smaller aircraft carrier." Lead contractor BAE Systems hit back at the FT's claim that it could not build the two ships to the original budget. "We have never given a firm price," said a BAE spokesman. "There have been lots of figures flying around, but they are only rough estimates."

Cost overruns

BAE has been stung by criticism in the past for cost overruns on defence projects. Earlier this year, the government was forced to pay £700m to bail BAE out after cost overruns on the Nimrod maritime patrol aircraft. The UK defence giant was awarded the lead role on the carrier project after a battle with French contractor Thales. The two companies have since formed a 300-strong project team to assess the requirements of the Royal Navy and put a final cost on the proposal. At the time, analysts warned the government's decision to select the larger Thales design in preference to BAE's could cause complications.

Smaller design?

According to the Financial Times, quoting an MoD source, the Royal Navy may have to accept a smaller design if it wants to stay within the initial budget estimates. Originally the plan was for the warships to carry 48 aircraft, the FT said, yet smaller ships could carry only 20. The paper added that the MoD is concerned that a reduction in the size of the aircraft carriers would limit their effectiveness and ability to "project power". It said the decision could also affect Britain's commitment to the F-35 Joint Strike Fighter, a linked programme with the US, which are planned to be carried on the carriers.

Prime Minister Tony Blair is this week expected to push for greater UK access to US military secrets, potentially clearing the way for a merger between BAE and a US defence giant.

MOVEMENTS

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Top : The **ABYOT** departing from the Westerscheldt river— **photo : Willem Kruit ©**

Below : Also the **GRANDE EUROPA** departed from Antwerp seen here at the flushing Pilot station
Photo : Willem Kruit ©



ATLANTIC OSPREY



Atlantic Osprey, the fourth in a series of offshore supply vessels built at the Halifax Shipyard for Atlantic Towing, was Launched Thursday April 18th 2003 The **Atlantic Osprey** is equipped to supply drilling rigs, handle anchors, fight fires and tow offshore structures.

The picture of the **Atlantic Osprey** was taken on May 24th 2003 while she was being fitted out at the Halifax Shipyard.

Photo : Jim Gallagher ©



The **IBERIAN OCEAN** which has been idle at Ipswich since December 2001, with engine problems, was slipped Monday July 14th, 2003 - **photo : David Hazell ©**

.... PHOTO OF THE DAY



Some sailing vessels moored at **DELFSAIL 2003** - **photo : Jan Simons ©**

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