

DAILY SHIPPING NEWSLETTER 2003 – 101



Number 101****DAILY SHIPPING NEWSLETTER**** Thursday 17-07-2003

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The KNRM Lifeboat **JAN en TITIA VISSER** during Delfsail 2003 – **Photo : Jan Simons ©**

EVENTS, INCIDENTS & OPERATIONS

Management team buys Seawheel

Seawheel's senior management team has agreed to take over the company from the Simon Group with completion of the deal scheduled for the end of July. The management team has been assembled over the last six months by Alan Jones, managing director, who was recruited by the Simon Group to turn around the loss-making European shortsea intermodal operator. Funding was obtained from the Royal Bank of Scotland. The other members of the new management are: Tom Naylor, Finance Director; Gerry Ruffell, Sales and Marketing Director and Dave Bardsley, Operations Director. Seawheel, headquartered in Ipswich (Suffolk, UK) is a leading provider of full-load intermodal door-to-door transportation lo-lo and ro-ro services between the UK, Ireland, Spain, Germany and the Netherlands and offers door-to-door services throughout Europe.

Colombian marines patrol aboard a high-speed, armored along the Arauca River border with Venezuela before the arrival of Colombian President Alvaro Uribe in Arauca city, July 15, 2003. Uribe, seeking to show his war-torn nation he is in control, will govern Colombia this week from Arauca, a violent province at the heart of a U.S.-backed fight against Marxist rebels



Spain asks for more Prestige aid

SPAIN is to exert pressure the EU to raise the €8.6M (\$9.6 M) sum expected to help it cover clean-up costs from the Prestige disaster, the Spanish government-designated Commissioner for the case said today. Speaking in Galicia, off whose coast the tanker sank, Commissioner Martin Villa said: "The amount seems low from the point of view of national interests." The EC has asked the European Council of Ministers to approve the €8.6M aid that would be released from the European Solidarity Fund. Despite the complaint, Villa said he said he expected to receive EU subsidies to assist with the fuel extraction costs. Spanish oil major Repsol YPF announced earlier this week that tests had been conducted using two prototype robots to seal cracks in the Prestige at nearly 4,000 m under the sea. 700 litres of fuel is leaking from the wreck every day, and the Spanish government admitted yesterday that new tides of fuel oil had hit 49 beaches across Spain's Atlantic coast.

Ex-owner cries foul as 'write-off' ship goes for repair

THE [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.

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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 repaired.



However, German ship financing firm Dr Peters regards any rebuilding of the badly damaged boxship as 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 seafarers 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 said. He added that he did not regard rebuilding as sensible, either. Otherwise, the insurers would have insisted on it.

However, with containership newbuilding berths so scarce at the moment, Zodiac is thought to have decided this was an attractive way to obtain tonnage within a few months rather than wait several years. Dr Peters was asked for the blueprints for the vessel by its new owner, which aroused some suspicion in the Dortmund-based company. However, Dr Peters will probably not be able to prevent the Hanjin Pennsylvania from being rebuilt, admitting that it would be extremely difficult to challenge such a breach of contract.

Dr Peters, who headed the list of German ship financing companies last year, collected the equity for the ship from private investors. The vessel entered service in March 2002 and was chartered out to Hanjin Shipping for nine years. It was managed by Hamburg shipowning and shipmanagement company Reederei Laeisz, which concluded the contract with Chinese Breakers. The private investors came off lightly from the disaster. Mr Salamon said they had received a return of 10%-20% on the capital invested, depending on the point in time when they paid in the money. He would not give the insured sum, but the purchase price from Hanjin Heavy Industries shipyard was \$44.7m, and the fund value was E 61.3m (\$71m).

Mr Salamon said the ship was insured with a consortium, including Allianz.

CASUALTY REPORTING

Jacht vast in haven Zierikzee

door Marcel Modde



ZIERIKZEE - In de jachthaven van Zierikzee is Dinsdag ochtend een zeilboot in de problemen geraakt. Het ongeveer tien meter lange jacht liep vast toen het bij afgaand water te ruim draaide. Daardoor liep de kiel vast op de inmiddels grotendeels blootliggende glooiing van de oostelijke havenwal. Een poging van havenmeester Ph. de Leeuw de uit het Vlaamse Blankenberge afkomstige Hinano vlot te trekken voordat de waterstand het laagste punt zou bereiken, mislukte.

Het schip helde bij eb gevaarlijk schuin over, maar verdere problemen heeft dat niet opgeleverd, aldus De Leeuw. Zodra de

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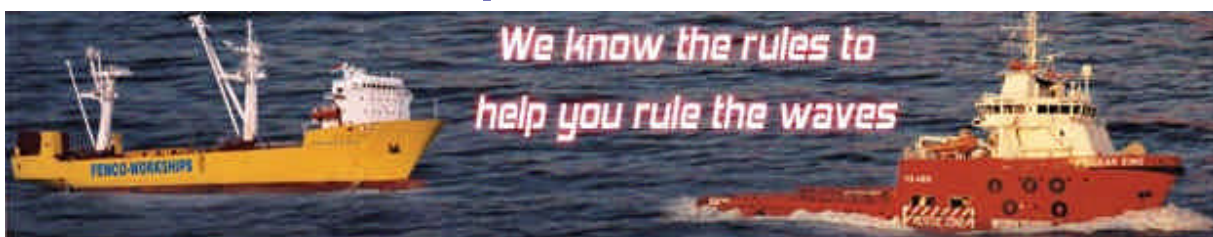
vloed opkwam, kon de schipper (tevens de enige opvarende) zijn weg zonder schade of persoonlijk letsel vervolgen.

De Hinano had de haven van Zierikzee aangedaan voor boodschappen. Het vastlopen wijst volgens de havenmeester niet op de noodzaak van uitbaggeren. „Hij heeft de situatie gewoon verkeerd beoordeeld. Je weet wanneer je zo`n glooiing voor de helft ziet, dat het onder water nog verder doorloopt. Het gebeurt wel eens vaker dat jachten hier te dicht onder de kant varen en de bodem aantikken, maar meestal wordt dat snel gecorrigeerd en is er niks aan de hand.``

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The **RODONA** was renamed Monday in **IPSWICH WAY** – photo : David Hazell ©

New Grimaldi ferry to operate Malta to Salerno route



Grimaldi's brand new 26,000-ton ferry, the MV **Eurostar Valencia** began operating the Malta to Salerno route to the Italian mainland yesterday.

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The ultra-modern vessel can travel at 22.5 knots and has a capacity of 2,230 linear metres of roll-on roll-off cargo intake. It can take a total of 170 trailers and 160 cars on two separate car decks. The MV **Eurostar Valencia** is by no means a luxury liner, but it is clean, bright, pleasant and well furnished. It also has stabilisers, so a smooth ride is ensured. The 185.5 metre long ship can carry 450 passengers who can select between pullman seats, or one of the 89 cabins. The vessel is also equipped with two suites, and facilities for disabled people. It also features a slot machine area, sun deck, aft deck with bar, lounge area, dinning area and two other bars. The vessel leaves Malta on Fridays at 8pm and arrives in Salerno at 12.30pm on Sunday. The service runs throughout the year, thanks to the vessel's stabilising system. The MV **Eurostar Valencia** will replace the MV **Malta Express** which has been calling into Malta on a weekly basis for the past four years.

Mann aquired ESCO company

Estonian Shipping Company (ESCO) has sold its subsidiary ESCO Eurolines to British Mann & Son Holdings Ltd. The operation of the company's last ro-ro services will be handed over to its new owners on 31 July, according to the Estonian news agency BNS. ESCO Eurolines operates liner services from Muuga to Kiel and Århus with two ro-ro vessels. ESCO Eurolines was founded in April 2001 with a share-capital of EEK 40,000 (EUR 2,556) by ESCO Merenduse. A year later, the company founded two subsidiaries, ESCO RORO Lines AS and ESCO Container Lines AS. The former was sold to Scandlines in May this year and renamed Scandlines Estonia. In February, Samskip aquired 50 per cent of ESCO Container Lines.

SVITSER BRISTOL



The brand new Spanish build **SVITZER BRISTOL** arrived in the Bristol Channel Tuesday.
Photo : Chris Jones ©

Sharp increase in passenger numbers in Trelleborg

One million passengers passed the port of Trelleborg during the first half of 2003, up by 12 per cent compared to the same period last year. Cargo volumes increased by 4.1 per cent or approximately 250,000 tons. Railway cargo increased by 8 per cent to 1.5 million tons. Conventional cargo such as bulk and car imports showed the largest increase by 25 per cent.

Flipper – More Than A Day Tripper

Solstad's PSV UT745E **Normand Flipper** was fixed for a term charter last month. Norwegian charterers Statoil snapped the vessel up for one-month firm plus 21 daily options. The vessel had been with Saipem on a pipelay job with Castoro Sei, but as a gap appeared in the schedule, the vessel was released and subsequently fixed up. The vessel is scheduled to return to Saipem upon completion.

Farstad Far From Sad

Farstad Supply were celebrating this month when it was announced that two of their PSV UT755s had been fixed up for long term charters of 3.3 years each. The **Far Scotia** and the **Far Swift** were chartered by Arrendadora Ocean Mexicana SA to carry out maintenance work (ultimately for Pemex). The vessels will be starting work in August and September 2003. It is understood that extra accommodation and equipment will be installed prior to the start of the charter. Newbuild **Far Swift** (UT755L) will deliver from yard in Brevik in early July, while the **Far Scotia** will redeliver from its current long-term charter from ASCO in the second half of July. The value of the contract is estimated to be NOK 225m.

Boa Giant returns

Boa Offshore Taubatkompagniet AHTS VS480 **Boa Giant** strided back to the North Sea at the end of this month after completing a charter for ExxonMobil in Angola. The vessel was to undergo a small period of maintenance prior to commencing a two-week charter with Aker-Kvaerner.

Maersk introduce some old & new friends

Maersk Supply during the final half of this month repositioned two AHTS that have not been seen in these parts either for a couple of years or for the first time. First to arrive back was the Maersk S Class type 18250bhp 1999 built **Maersk Supporter**, which has been working both in the Far East and West Africa. The vessel has completed a couple of rig moves since it's return to the North Sea. At the time of writing – news was reaching us that that the Maersk L Class type Logger 12000bhp 1987 built **Maersk Logger** was set to arrive in Aberdeen during the final weekend of June, but the latest update we'd received was the vessel was now alongside in Great Yarmouth. Currently both vessels are set to stay here for the foreseeable future.

Statoil part waves with Tjeld

Troms Fylkes Dampskibsselskap's (TFDS) AHTS UT704 **Troms Tjeld** returned into the spot light this month after completing it's six-year charter to Statoil. Upon its return an Irish Wind Farm operator for whom it will carry out transportation work, immediately snapped up the vessel.



Top : the **TROMS TJELD** arriving in Rotterdam July 15th, and went to Niehuis & vd Berg for some small repairs and is to depart with the Jack up platform **Jumping Jack** (Van Oord – Mammoet) for the Irish Coast to install a windfarm – **Photo : Bert Bot ©**

NAVY NEWS

HMS ANGLESEY BIDS FAREWELL

Royal Navy fisheries patrol vessel HMS Anglesey makes her final return to Portsmouth on July 16 after a career spanning 24 years.

The Island class vessel has clocked up 644,000 miles policing the UK's fishery limits since she joined the fleet in 1979 and will be decommissioned next month.



Anglesey is the latest of the ageing Island class vessels to be retired. The remaining two - Lindisfarne and Guernsey - will decommission before the end of the year.

Left HMS Anglesey.

Author : Unknown

The Island class ships are being replaced by three new River class vessels - HMS Tyne, Severn and Mersey. Tyne and Severn have recently joined the fleet and Mersey is due to be handed over in the autumn.

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HMS Anglesey's final return home will be marked with a flypast by two Hawk aircraft from RAF Valley on Anglesey, the ship's affiliated RAF unit. And in keeping with tradition, she will fly a decommissioning pennant as she enters the base.

Amphibious Ship San Antonio to be Christened

The lead ship of the Navy's newest class of amphibious warship, **San Antonio (LPD 17)**, will be christened during ceremonies July 19 at Northrop Grumman Ship Systems Avondale Operations in New Orleans. Gen. Michael W. Hagee, commandant of the Marine Corps, will deliver the ceremony's principal address. U.S. Sen. Kay Bailey Hutchison of Texas will serve as ship's sponsor. In the time-honored Navy tradition, Hutchison will break a bottle of champagne across the bow to formally christen the ship, named for the city of San Antonio, Texas. San Antonio is the first surface ship ever designed in "virtual reality," using computer modeling to design most of the ship before any steel was cut. Additionally, by involving the war fighter in the design process from the keel up, the design team and shipbuilders are creating a ship that will best meet the needs of the 21st century Navy and Marine Corps operators, maintainers and trainers, who will ultimately use the ship. San Antonio is designed to support a variety of Marine Corps missions in amphibious warfare, special operations and the multi-mission requirements of expeditionary warfare. At 684-feet long, 105-feet wide, and displacing nearly 25,000 tons, the LPD 17-class ships will be the second-largest amphibious group of ships in the Navy's future amphibious ready groups. San Antonio will carry a crew of 361 Sailors and up to 800 Marines. It will operate up to four helicopters or two vertical take off and landing aircraft, and can carry landing craft or tracked amphibious vehicles. San Antonio also features the advanced enclosed mast/sensor (AEM/S) system that replaces conventional masts, protecting radar and communications antennas from weather and allowing their electronic signals to pass through. The AEM/S, the largest composite material structures ever installed on a U.S. Navy steel ship, will help reduce the ship's vulnerability to detection by hostile radar. Cmdr. Jon Padfield, a native of Salt Lake City, Utah, is San Antonio's prospective commanding officer. The ship is scheduled for commissioning in 2005 and will be homeported in Norfolk, Va.

MOVEMENTS

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The 39 year old Cruise Ship **HEBRIDEAN PRINCESS** 2,112/1964 outbound for France and passing Woolwich July 14th 2003 – **photo : Kenneth Smith ©**



The **HAVILA CASTLE** (ex Boa Sword) moored in Halifax (Canada) – **photo : Jim Callagher ©**



Seatrade's **PRINCE OF STREAM** seen here departing from Rotterdam
Photo : Jan vd Klooster ©



The Jack Up **SEAFOX** was delivered by the tug **ZEUS** in Rotterdam and moored alongside the Mammoet quay by 4 Kooren tugs, Mammoet will install a new crane onboard the Seafox.
Photo : Jan Simons ©

.... SHIP OF THE DAY

AMSTERDAM

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The tug **AMSTERDAM** seen here moored in Bahrain during June 2003

Photo : Maarten Versluis ©

Right : The **Alice L. Moran** –
Photo : via Dave Boon

The **AMSTERDAM** is build as the **ALICE L MORAN** for MORAN TOWAGE in the USA at the Ishikawajima yard in Kure under yard number 106 during 1966, The **ALICE L MORAN** with a gross tonnage of 1167 ton, Net tonnage of 183 ton and a DWT of 813 tons measured a length of 64 mtr and a beam of 13,4 mtr , de max draft of the vessel is 6 mtr. The vessel is powered by 4 General Motor Corp 16 cylinder diesels total developing 8832 kW , driving two CP propellers



The ship sailed for Moran until 1971 when she was sold to United Towing and renamed **STATESMAN** , she sailed under this name until 1975 when she was renamed **STATESMAN I** ,

Right : The **STATESMAN 1**
moored in Rotterdam during 1975 – Photo : Piet Sinke ©

During 1977 she was named **STATESMAN** again until 1978 when she was sold to SELCO in Singapore and received de name **SALVAGUARD** during 1985 WIJSMULLER SALVAGE leased the



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vessel to be used as salvage tug during the Gulf War between Iran and Iraq and renamed her **AMSTERDAM** and the ship was flying the Vanatua flag.



Left : The **AMSTERDAM** in a drydock in the Middle east during the time she sailed for Wijsmuller Salvage.

Photo : Coll. Henk Marijs

In 1987 the vessel was sold to Gulf Development Corporation in Bahrain, but the vessel kept the name **AMSTERDAM** and the flag changed to Honduras with homeport San Lorenzo

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