

## DAILY SHIPPING NEWSLETTER 2003 – 107



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Coxswain **Charles** drives the high speed pilot tender **ENTERPRISE** with 27 knots at Maas Pilot Station.

**Photo : Piet Sinke ©**

## EVENTS, INCIDENTS & OPERATIONS

FOLLOWING RECEIVED FROM THE MASTER OF THE MS ROTTERDAM  
( Holland America Cruises )



ms **Rotterdam** departure time from Rotterdam will be 18:00 instead of 17:00 on July 30th

regards,  
Captain Fred Eversen  
Master ms Rotterdam

## UPDATE- Maersk containership in Antwerp approaches collision

THE engine room of one containership was flooded and the bulbous bow of another damaged in a collision near Antwerp at the weekend.



Top: The **OVET crane** during the discharging of the containers of the **Pelican I**  
Photo : Willy van de Velde ©

The 2,072 teu **Maersk Bahrain**, owned by MC Shipping and on charter to Maersk Sealand, was leaving the Belgian port in the early hours of Sunday morning when it was hit by the incoming 1,939 teu **Pelican 1** which had reported steering problems immediately before the accident.

The Pelican 1, managed by Ofer Brothers and operated by Zim, suffered the most damage, with the hull holed and water entering both the engine room and number 5 hold. No casualties were reported

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nor containers lost from either ship, but some gasoline and lube oil escaped from the Pelican 1 and is now being skimmed off the surface by salvors.

Maersk Sealand is now arranging for 630 containers to be discharged from the Maersk Bahrain which was bound for Gioia Tauro within the Scandinavian-Mediterranean service.

The ship was taken to an anchorage near Flushing while plans are made for it to be drydocked. The **Pelican 1** was also deployed within a North Europe-Mediterranean service jointly operated by Zim Line along with Hamburg Süd, K line and P&O Nedlloyd. Salvors Multiship Salvage and URS Salvage & Maritime have deployed tugs to push the **Pelican 1** onto a sand bank to prevent it from sinking and remove the vessel from a busy shipping lane.



The damage to the **Pelican 1** and cargo clearly visible — **photo : Willy van de Velde ©**

A floating crane was brought alongside to remove the containers, after which divers are due to inspect the hull before on the next course of action.

The two ships collided in the Nauw van Bath, a narrow passage on the Westerscheldt river, and the waterway was closed for a couple of hours Sunday morning until the damaged ship was moved out of the way.

About 10 ships suffered minor delays, Antwerp spokeswoman Ann Wittermans said. The 1975-built 37,129 dwt Maersk Bahrain is flagged in Bahamas, classed with Lloyd's Register, and insured for liabilities with the Gard P&I club. The 1988-built Pelican 1 is registered in Malta, classed with Italy's Rina, and entered with the London Steamship P&I club.

## Norway on course for Bremerhaven

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After a three-week trans-Atlantic crossing, the Norway will be docked at Lloyd Werft shipyard in Germany until further decisions about repairs are made, Norwegian Cruise Line announced Monday afternoon.

Scheduled to arrive Wednesday at the Bremerhaven, Germany, shipyard, which has worked with NCL previously, the Norway will remain docked until NCL officials complete bid evaluations and reach a final decision on where the ship will undergo repairs.

Even though detailed bids are close to the original predicted total, the time frame for repairs is quite different, according to a press release issued by NCL Monday afternoon.

Instead of returning to service on Oct. 5 as scheduled, the ship is now expected to be out of commission until Spring 2004. All repairs around the damaged boiler can be repaired by the original deadline, but delivery of the replacement boiler will take between seven to 12 months.

"Marine boilers are manufactured by specialized companies and then delivered to a shipyard for installation," according to the press release. "The detailed specification and bidding process has revealed that no boilermaker is able to meet the ambitious repair deadline initially indicated to NCL by the shipyards."

There are no plans to replace the Norway with another liner, said NCL spokeswoman Susan Robison. The company doesn't anticipate any capacity problems with its winter fleet of five ships beginning service from the area starting as early as Oct. 11.

However, since the Norway's return date has been postponed until mid-2004, considerations are being made for customers already booked for travel aboard the vessel. All passengers already scheduled will receive a full refund and will be offered a \$50 per person onboard credit if they rebook on another NCL ship before Sept. 30.

The Norway has been out of commission since the boiler room explosion rocked the vessel shortly after it docked at the Port of Miami on May 25. Seven crewmembers died as a result of the blast, which occurred 10 days after the ship passed federal safety inspections.

The ship remained at the Port of Miami until June 27, when it started its trans-Atlantic crossing. For the past three weeks, it was unclear where the ship, being towed by the [Smitwijs Rotterdam](#), was headed.

## GREENPEACE USA CHARGED

GREENPEACE USA has been charged with unlawfully boarding a cargo vessel before its arrival in a port, following an incident off the coast of Miami in April 2002. Greenpeace conspired with its employees and members to place two people on board the container ship APL Jade, the US Attorney for the Southern District of Florida alleges. The indictment alleges two people climbed up the APL Jade pilot's ladder from a boat registered to Greenpeace, about three miles offshore, intending to drape Greenpeace banners on the ship. They were apprehended and detained by the ship's crew until the ship arrived at the port of Miami. Those two people, along with those on the two Greenpeace boats used to reach the ship, were charged and convicted in June 2002. A press release says that Greenpeace USA (sic) faces a maximum penalty of five years' probation and a \$10,000 fine.



## SHIPYARD NEWS

### CUTTER LADDER LOADED AT SLIEDRECHT



The ladder is skidded outward of the building location  
Photo's : Hans de Jong Maritime Pictures ©



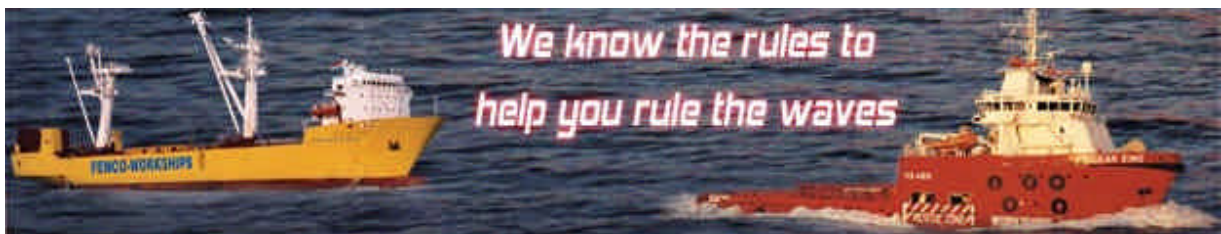
Last Sunday at the IHC Slidrecht shipyard a ladder for a cutter dredger with a weight of 1450 tons was skidded onboard of the **Eerland 3801** for later transport to Kinderdijk during a combined operation of Eerland and Lastra



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## Hamburg sets sights on top container spot

HANDLING giant HHLA has thrown down the gauntlet to Rotterdam as it seeks to make Hamburg the number one container port in the Hamburg-Antwerp range.

"Overtaking Rotterdam is surely a perspective," said new chief executive Klaus-Dieter Peters, who has been heading HHLA since April.

At present Germany's largest port has a market share of around 27.4%, a proportion which has grown steadily and contrasts with Rotterdam's 33.2%, a figure that has been declining in recent years.

Mr Peters believes that Hamburg's prime location between the fast-growing economies of the Far East, particularly China, and the Baltic Sea region will continue to boost its turnover. Feeder traffic volume in the Baltic Sea area nearly doubled from 680m teu to 1.32m between 1997 and 2002.

Over the same period, volume dropped 606m teu to 338m teu in Rotterdam, Mr Peters pointed out. By 2010 the Hamburg-eastward feeder volume is expected to reach 2m teu. That, says Mr Peters, is the principal reason behind HHLA's recent move to Lübeck on the German Baltic Sea coast.

There are plans to link the new lo-lo terminal to Hamburg by rail shuttle, which would shorten the trip from Hamburg to Finland by up to seven days, HHLA says. However, the new terminal has had a rather slow start. The rail shuttle will not become operational before the end of this year, Mr Peters says, and until then trucks will bring the containers to Lübeck. Turnover at the new terminal in its first year of operation is expected to be about 25,000 teu.

HHLA now operates three container terminals in Hamburg including the new facility at Altenwerder, which Mr Peters believes is a world leader in terms of technology. The group expects to report another handling record this year. The three terminals, with a 65% market share of Hamburg's container turnover, showed an increase of 11.9% during the first half. However, this was below total growth for the port.

Mr Peters attributed this to less business from the Grand Alliance and added that growth in the second half of the year could also be limited by the possible negative effects from the severe acute respiratory syndrome epidemic in China. Last year the Hamburg terminals reported total handling of 3.5m teu, up from 3.1m the previous year. In financial terms group turnover including foreign activities, logistics and hinterland transport, reached e 603m (\$696m), up from e 484m.

After-tax profits declined from e 6.8m to e 1.7m, which Mr Peters blamed on start-up costs for Lübeck and Altenwerder. HHLA is at present being reorganised with its operative business being transferred into intermediate holdings. This should, in the longer term, make it easier for outside interests to acquire stakes or for HHLA to take over others.

## Strong first half for CMB

CMB, the leading Belgian shipping group which has just spun off its Exmar gas subsidiary, reported a strong advance in first-half profits, writes Tony Gray .

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But the consolidated post-tax result of E 91m (\$102m), up from E 38m, was struck after a substantial slowdown in the second quarter. The latest result comprises a contribution of E 81m in the first quarter and E 10m in the following three months.

Dry bulk operator Bocimar produced a smaller six-month loss of E 11m against E 18m, while tanker company Euronav swung into a profit of E 44m from a loss of E 3m.

Meanwhile, Exmar's six-month post-tax profit was \$7m, or \$0.95 per share, with cash flow of \$23m.

This is a pro forma result for the first-half. The official result will cover a two month shorter period as the partial de-merger from CMB began retroactively on March 1, 2003.

### Bulker surge lifts Japan yards to new record

MASSIVE demand for bulkers has given Japanese shipbuilders a new monthly exporting record.

In June, 121 ship export contracts were signed equating to 5.12m gt, according to the Japan Ship Exporters' Association. The previous record, set in October, 1973, was for 65 vessels with total tonnage of 4.67m gt. The association put the massive increase down to changed legislation for bulk newbuilds. A total of 96 bulkers were ordered compared with just 26 in June, 2002.

The association was surprised at the high number of tankers ordered last month — 17 with a combined tonnage of 794,450 gt. In June last year, 1.81m gt was secured while in the preceding month 2.24m gt of orders were signed up. Japan's first half was extraordinarily strong, though with berth space increasingly sewn up until 2006 brokers suggest the second half figures will be significantly less.

Already 13.35m gt of ship export contracts have been won in the first half compared with 5.41m gt in the corresponding year. For the record, 2.2% of the contracts signed in January will be delivered this year, 19.1% next year, 37.5% in 2005, 39.4% in 2006 and 1.8% in 2007. Just 39% of the June contracts were in yen.

### Seawheel pledge to keep services

Seawheel's newly installed management buyout team has pledged to keep the existing European shortsea network and is already assessing the longer-term addition of two new routes.



Top : The **SEAWHEEL RHINE** arriving in Rotterdam — photo : Piet Sinke ©

Managing director Alan Jones, whose four-strong team will acquire Seawheel from Simon Group for £1, has confirmed that the loss-making lo-lo and ro-ro operator is on course for monthly break-even next summer.

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Mr Jones, recruited by Simon eight months ago to restructure the £92m (\$150m) turnover business, said: "There are no plans to cut Seawheel services, in fact we are more likely to enhance them. We have no immediate plans to change the ship charters."

Seawheel provides more than 60 sailings a week and operates 15 chartered ships. Its assets include 7,000 containers, trailers and flatracks. With headquarters in Ipswich, Seawheel has other offices in Dublin, Rotterdam, Duisburg, Hamburg and Antwerp. Mr Jones said that Seawheel, which last financial year had a consolidated loss of £10.4m and a further £15.6m goodwill write-off, has been approached about adding two new port calls.

"For reasons of confidentiality I cannot name the ports, but they are a longer-term option for expansion," he added. He said that the idea of a management buyout had not been a factor in his taking on the job: "My only thought was to turn this business round in about 12 to 18 months."

And he confirmed that his hand-picked management team first approached the parent Simon Group two months ago about a possible buyout. "We can see where the business is going and where it will be a year from now," he continued. "We have planned for break-even, on a monthly basis, from the middle of next year."

The buyout team has obtained funding from the Royal Bank of Scotland. The others in the team are Tom Naylor, finance director, Gerry Ruffell, sales and marketing director, and Dave Bardsley, operations director. The team is undaunted by the bad press focused by Simon Group on Seawheel over the past year. Mr Jones added: "We think that the business, which is split into lo-lo and ro-ro, is a sound one."

"We believe that the effects of the working time directive on truck drivers, the new German road toll, plus the growing emphasis on using European regional ports, will help Seawheel."

"In terms of ro-ro we want to build on our door-to-door timetabled services by adding some third party carriage for accompanied and unaccompanied trailers. We believe that our Rotterdam-Killingholme service, with a 9pm departure, are very attractive to road hauliers."

Seawheel, which has £4m in loans available as part of the buyout, is committed to stay at Simon's Killingholme terminal for at least 18 months. "I do not envisage a move from Killingholme beyond that period," said Mr Jones. "It is an ideal location and we would aim to stay there." He said Seawheel's previous bad performance was due to over-ambitious expansion into non-core areas such as warehousing. He added: "We are a high volume, low margin business that charters in ships and does not need to own them. "It is all about making a quick turnround on the 7,000 pieces of equipment that we own, rather than having them sitting idle for three weeks on quay. "Don't let the equipment stand still. Move it and move it efficiently. That can make a big difference to the numbers."

## Majors commit to Qingdao expansion

P&O chairman Lord Sterling signed a major agreement with Qingdao Port Co to invest in and operate a huge new phase of Qingdao container port on the central coast of China. The three-berth Qingdao Qianwan Container Terminal (QQCT) has already reached 1.3M TEU capacity as a result of what Lord Sterling called an exceptional growth rate. The expansion, comprising eight berths and 2.6 km of quay, will increase capacity by 5.1M TEU and will make Qingdao one of the world's top ten container ports. New shareholders have been brought into the venture through the sale of shares to Cosco Pacific and Maersk, leaving Qingdao Port Co with 31 per cent, P&O Ports with 29 per cent and Cosco and Maersk with 20 per cent each. The partners expect to invest up to \$800M for the expansion over the next six years. Initial joint investment, at end-2003/early 2004, is to be \$172M, with P&O contributing \$50M. The concession runs for 30 years. The agreement was signed in Beijing in the presence of Chinese premier Wen Jiabao, and UK prime minister Tony Blair, who is on an official visit to China.



## **Jan de Nul completing gas pipeline**

Belgian dredging contractor Jan De Nul reports that it is in the final stages of completing the 26km gas pipeline connection between Singapore and the Indonesian Island Pulau Pemping.

The dredging works have been carried out in joint venture with Boskalis, with Jan De Nul as leading partner. The contract is executed for Powergas in Singapore and Perusahaan Gas Negara (PGN) in Indonesia. This gas pipeline from Pulau Pemping Pulau Sakra will be used for the transport of gas from the Sumatra gas fields to Singapore. The execution of the works was a real challenge because of the difficult sub sea circumstances and the complication of the busy shipping in the Strait of Singapore in which the works had to be carried out.

Jan De Nul was responsible for the engineering, the dredging and the installation of a protection rock layer for the 28 inch pipeline, and for the pipeline installation which was subcontracted to Global Industries. The pipeline is situated underneath the two shipping routes of Singapore: the Main Strait coming from the West and the Philip Channel, the access to the Port from the East.

In the 9km Singapore section, hard rock material has been dredged by Jan De Nul's cutter suction dredger Marco Polo and split trailer Pinta. On the Indonesian section, the seabed has been leveled to eliminate free spans. Here, Jan De Nul's backhoe dredge, Jerommeke and the dynamic positioned rock dumping vessel Pompei were deployed.

In order to protect the pipeline from anchors of the largest ULCCs, more than two million tons of rock have been dumped. The entire work will be completed end of July 2003.

## **Technip-Coflexip wins East Area project offshore Nigeria**

Technip-Coflexip has been awarded a contract for the East Area - Additional Oil Recovery Project by NNPC/Mobil joint venture. The contract covers engineering, procurement, fabrication, installation, hook-up, commissioning, and start-up assistance for a gas compression platform and associated facilities to be installed in the East Area field offshore Nigeria.

The facilities under Technip-Coflexip's scope of work include a 18,000-ton gas compression platform, supported by 7,200-ton jacket and piles, which is designed to process low pressure gas and provide high pressure gas compression for re-injection to improve the oil recovery of the East Area field.

They also comprise a living quarters platform to accommodate 90 people and house the central control room as well as a flare platform and bridges. The project will be a record for installation through float-over in West Africa using Technip-Coflexip's proprietary Unideck system. The project will be carried out by Technip-Coflexip's engineering center based in Kuala Lumpur, Malaysia. Subcontractors selected to execute various parts of this project include local Nigerian companies, which will perform detail design and fabrication of bridges and flare structure, fabrication of living quarters jacket and piles, as well as marine activities. The facilities are scheduled to be ready in 2006.

## NAVY NEWS



Assisted by a tugboat, **USS Asheville (SSN 758)** pulls into her berth at Naval Submarine Base Point Loma after completing post-overhaul sea trials. Asheville completed her homeport change to San Diego after a two-year overhaul at Naval Submarine Base Bangor, Wash



A SH-60B from the guided missile frigate **USS McInerney (FFG 8)** conducts a vertical replenishment with the destroyer **USS Stump (DD 978)**. Naval and Coast Guard Forces from six countries are participating in UNITAS 44-03 Pacific Phase. UNITAS is the premier naval exercise conducted in the Americas designed to build lasting friendships while increasing the capability of U.S. Naval Forces to operate as a multinational coalition

## MOVEMENTS

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The **JUMBO CHALLENGER**  
seen here loading at HUISMAN  
in Schiedam.

Photo : Jan van der  
Klooster ©



Left :  
The shearlegs **TAKLIFT 3**  
seen here working in the  
Waalhaven in Rotterdam

Photo :  
Piet Sinke ©



ITC tug **SOLANO** departed with the **H 221** from the Europort – Photo : Frits Janse ©



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Top : The **Hemiksem** seen assisting the **LYKES AMBASSADOR** in the Zandvliet locks  
Photo : Bob Soumang ©



The German tug **JADE** departed from Rotterdam Tuesday evening with the **VIKINGBARGE 4** which was loaded with the **Q4-C** platform for Wintershall.

The transport was escorted by the BTS tug **MEERVAL** with onboard a lot of guests

Photo´s : Piet Sinke ©



## .... PHOTO OF THE DAY ....



The **ROTTERDAM** of Holland America Cruises seen here cruising in the Prins Cristian Sound in Greenland July 18<sup>th</sup> 2003 – **Photo Henri Lefering – Ch.Officer ms Rotterdam ©**

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