

DAILY SHIPPING NEWSLETTER 2003 – 108



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The **SMIT LUCAYA** arrived at the Bahamas — **photo : Peter Koster ©**

EVENTS, INCIDENTS & OPERATIONS

Another tug hijacked off Indon islands

Tug and barge hit on July 10 and crew dropped off in latest in string of attacks

(SINGAPORE) Armed pirates have hijacked another Singapore-flagged tug and barge in Indonesian waters, in the latest in an alarming spike in violent attacks in the past month.

A group of armed men boarded the tug **Bintan 1200** near Indonesia's Sinkep Island, off Bintan, on July 10 and blindfolded and bound the crew, who were dropped at a nearby island and picked up by passing fishermen two days later.

The International Maritime Bureau's Piracy Reporting Centre said the tug, and its towed **barge Bintan Golden 2301**, are still missing, and may have already been disguised with new paint, names and flags.

This hijacking comes just weeks after the recovery in Singapore waters of another Singapore-flagged tug, the **Poet Vanda**, which was hijacked in Indonesian waters on June 18 shortly after leaving Karimun.

That vessel was towing a barge through the Durian Strait when seven pirates armed with knives and parangs boarded the tug off Pulau Mantaras at 2.30am, throwing the seven Indonesian crew overboard. The crew were later rescued by fishermen and the barge found abandoned nearby.

Tsavliris thanks Algerians as bulker salvage ends

SALVOR Tsavliris has thanked the Algerian authorities for "valuable support and assistance" during a recent casualty operation off the North African country's coast.

The Greek based salvage group praised the Algerian's approach as "exceptional".

The operation to save the bulk carrier **Nestor C** began in February when harsh Mediterranean storms swept the vessel ashore at Djen Djen.

It took about four months to remove the stranded vessel, which needed a major lightening operation before it could be refloated.

Reportedly, almost half the cargo of 31,000 t of fertilizer has been spoiled. The handysize bulker suffered a flooded engine-room as well as ruptures to its deck and bottom, partly exposing cargo to the elements

Arroyo leads effort to repair maritime image after exam scandal

PHILIPPINES President Gloria Macapagal-Arroyo has taken the lead in attempting to rehabilitate her country's maritime image following last year's marine deck officers' examination scandal.

International concern was such that Asia-Pacific neighbour Australia placed a ban on the hiring of Filipino seafarers. Mrs Arroyo gave an exclusive interview to Lloyd's List while she was attending the first graduation ceremony at the Maritime Academy of Asia and Pacific at Kamaya Point, in the country's Bataan Province.

She said that the Philippines National Bureau of Investigation had been asked to secure an "airtight case" against the examiners believed to have been responsible for leaking questions to examinees in the case.

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Australia lifted the prohibition order on July 3 after being assured by the Philippines' Professional Regulations Commission of the integrity of the Professional Marine Licence in the south-east Asian country. "The PRC, in its reform, voided the 2002 professional licensure exams for marine deck officers," Mrs Arroyo said. "Most examinees have retaken the exams and appropriate charges have been filed against the errant examiners."

Mrs Arroyo also said she had demanded a meeting with US consular officials in Manila this week in an effort to speed up Filipino seafarers' US visa applications, following the imposition of new regulations after the September 11 terrorist attacks. All Filipino seafarers have been required to process US visa applications in their home countries, placing huge bureaucratic strain on the US consulate in Manila and adding a month to the that time Filipinos – who make up one fifth of the world's seafarers – must wait before they can ascertain whether they will be granted a visa application interview.

"We want to open more windows for Filipinos seeking registration of visa certificates to alleviate the present application situation," said Mrs Arroyo. She also called for "decisive action" in improving safety standards in domestic shipping, following, among others, the May 25 San Nicolas tragedy, calling for the country's maritime industry to actively take part in the national taskforce for maritime safety, and the introduction of clear delineation of shipping lanes and random drug and alcohol testing on board all domestic shipping.

Describing the Maritime Academy of Asia and Pacific as a "world-class" training facility, the president referred to the value of Filipino seafarers, despite pressures on their competitiveness from Chinese and Eastern European merchant seaman in recent years. She said that of the total \$8bn remitted by overseas Filipino workers, about \$1.4bn came from seafarers, and 112,000 had been deployed on ocean-going vessels in the first half of this year alone.

TRICOLOR SALVAGE

A Dutch-Belgian consortium was to embark on a huge salvage operation in which -- weather permitting -- experts will use a cutting cable to carve up the wreck of vehicle Tricolor. One of the biggest salvage operations ever mounted had initially been due to start last Thursday (Jul 17), but poor weather conditions prevented it. Cutting work was then supposed to start on Saturday (Jul 19) but Lars Walder, spokesman for Combinatie Berging Tricolor (CBT), the Dutch-Belgian consortium charged with removing the 190-metre ship, said: "We need a few days to put the equipment in place, anchor the platforms which were brought from the port of Zeebrugge (Belgium), and reconnect the cable." Some 200 engineers, divers and workmen will be on hand for the 40-million-dollar operation, which is based on techniques used to refloat the sunken Russian submarine Kursk in October 2001. The same 58-millimetre cable used to remove the Kursk's nose section will be drawn by guide-wires through tunnels dug in the sand underneath Tricolor. Attached to the two adjacent platforms, it will be drawn to and fro in a sawing motion to cut the ship into nine pieces. These pieces -- weighing between 500 and 1,500 tonnes -- will be raised by the two cranes and placed on board the 140-metre "Giant" barges. These will then ferry the wreckage to Zeebrugge. "All operations will be conducted with due care for the environment and safety of passing vessels in this important shipping lane. An anti-pollution vessel will be in the vicinity of Tricolor throughout," CBT said in a statement on Friday (Jul 18). Experts said the cut-and-lift operation was complicated by tidal currents, which have left Tricolor partially buried in sand. The mission is expected to last at least three months, with the first section -- the stern end -- to be removed at the end of July. A French naval vessel and two boats supplied by Tricolor's owners Wilhelmsen Lines will patrol the area and radar beacons will also ward off ships.

LOOK FOR THE LATEST INFO ON THE TRICOLOR SALVAGE AT :

<http://www.tricolorsalvage.com>

Pelican I sustains 20 m hole in collision

THE containership involved in a collision near Antwerp at the weekend, Pelican I, has a **20 m hole** on its starboard side. (photo below : Willy vd velde ©)



Photo's : Peter Andriessen ©

The **Maersk Bahrain**, which suffered a damaged bulbous bow in the collision, was able to proceed under its own power to Flushing where more than 600 containers were discharged.

Salvors will decide how best to take the ship in to Flushing after completing the discharge of deck cargo overnight. The Ofer Brothers vessel was in collision with another boxship that was leaving Antwerp after apparently suffering a steering failure. The 1,939 teu **Pelican I** was pushed on to a sandbank by tugs while more than 300 containers were removed from the deck. **URS Salvage** and **Multiraship Salvage** now hope the ship, which has a flooded engine room and number 5 hold, can be refloated Thursday and towed into Flushing where the rest of the cargo will be offloaded before the ship is taken to a repair yard.



CASUALTY REPORTING

FLYING DOLPHIN XXIV (GREECE)

Hydrofoil Flying Dolphin XXIV (141 gt, built 1974) grounded on rocks on Trikeri island, Pagasitic Bay, Skopelos, at 1815, local time, Jul 21. A number of the 75 passengers suffered light injuries. The passengers were transferred to hydrofoil Flying Dolphin XVIII and safely transported to the port of Volos, where medical assistance was provided. London, Jul 21 -- Following received from Piraeus RCC, timed 1753, UTC: Hydrofoil Flying Dolphin XXIV is still aground. The vessel will be inspected by divers, after which a decision will be made regarding salvage.

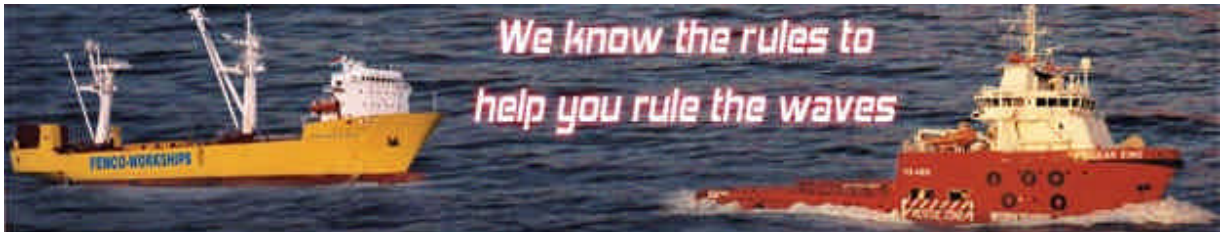
JAMBO (CYPRUS)

Attempts to remove 3,300 tonnes of zinc sulphide from the wreck of general cargo JamboP off west Scotland, due to start yesterday, have been postponed until today. Officials from the Maritime and Coastguard Agency blamed the weather and minor technical hitches, but stressed that any hold-up was unlikely to be long term.

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DSV Azteca delivered

Pan-United Shipyard in Singapore has delivered the diving support vessel **Azteca** to Coastline Maritime Pte Ltd. At 140.00m overall, the **Azteca** is 120.00m between perpendiculars, has a moulded breadth of 22.00m, depth of 9.00m, and draft of 4.30m, and can accommodate 200. The contract to build the ship was awarded to Pan-United Shipyard Pte Ltd in May 2001. **Azteca** is a DP Class 3 ships designed to support offshore construction and repair work and drilling and cable works on an international basis.

AHTS Lady Astrid delivered by Simek

Simek shipyard in Norway has delivered the multi-function AHTS **Lady Astrid** to P/R International Offshore Services ANS (IOS), Ålesund, Norway, the Farstad Shipping subsidiary. The vessel is a UT 712, the second in a series of two. The first, **Lady Caroline**, was delivered in March and is operating out of Australia. **Lady Astrid** will be operating in the North Sea.

Recent newbuildings highlighted by broker

Broking sources report that Seabulk Brazil has placed an order with Estaleiro Promar Shipyard for a UT755L PSV with delivery third quarter of 2004. Building price is reported as \$16,700,000.

Offshore Shipbrokers said Maersk Brazil (Brasmar Ltda) has placed an order with Fels Setal Group for 2 x UT745 PSVs with an option of a further two with the firm orders scheduled for delivery third quarter 2005. China Offshore has placed an order with Wuchung in China for an AHTS of 6798 BHP with delivery December 2003. Esvagt A/S has placed an order at Zamakona Shipyard in Spain for two standby vessels each of 45 metres. Delivery is scheduled for mid 2004. Ultrapetrol Argentina has placed an order for four VS470 PSV at the Elsa Shipyard in Brazil and for two plus two options from a Chinese yard. Chuan Hup has placed an order for two AHTS of 60 tonnes bollard pull at Keppel Singmarine Singapore at a cost of USD 19,000,000 for delivery in the third quarter of 2004. The Great Eastern Shipping Company has placed an order for two AHTS at the Bharati Shipyard Ltd. They are scheduled for delivery in early 2005 and will be capable of providing support for deep water drilling activities. Swire has ordered two plus option two AHTS of the UT780 design from Labroy Batam in Indonesia. They will designated 'P' class and have 4825 BHP.

Maersk, P&O, Cosco in China venture

(BEIJING) AP Moller-Maersk A/S said it agreed with Cosco Pacific, the port arm of China's largest shipping company, and P&O Ports to develop a US\$877 million container terminal, which will be China's largest, in the eastern city of Qingdao.

The venture agreement was signed during ceremonies attended by Premier Wen Jiabao and UK Prime Minister Tony Blair yesterday as part of the British leader's visit to China. 'International trade through the Qingdao port is growing in excess of 25 per cent a year for the past half-dozen years,' Richard Nicholson, Maersk's greater China general manager, said in an interview. 'We are developing this terminal to meet this demand.' Moeller-Maersk will own 20 per cent of the terminal. Six of the 10 berths planned for the terminal are completed and in use, Mr Nicholson said. The seventh will be completed this year, and the remaining three will be finished by the end of 2006.

Copenhagen-based Maersk already has stakes in container terminals at Yantian port in the southern city of Shenzhen, which borders Hong Kong, and in Shanghai's Waigaoqiao port.

Fleet growth lifts China Shipping to record six months

CHINA Shipping Development, mainland China's second largest shipping company, is on course to see first half net profits soar to at least Yuan393m (US\$48m) this year. Confirming the healthy forecast, China Shipping Development company secretary Yao Qiaohong said: "The board is pleased to announce that the net profit of the company for the six months ended 30 June 2003 is expected to increase by over 50%, compared with the same period in 2002."

Last year, the firm posted a sparkling 47% rise in net profits to 262.22m yuan (US\$31.68m) for the first six months of the year. This was helped by the acquisition by 20 tankers from a subsidiary of parent company, China Shipping (Group). In a statement yesterday, Mr Yao said the company, which is listed in both Hong Kong and Shanghai, attributed the optimistic outlook to the "steady and rapid growth in its operations" in the first half of this year. Mr Yao said the firm's oil transportation business has continued to grow. The company has also benefitted from last September's sale, for 1 yuan, of its 25% stake in China Shipping Container Lines (CSCL). The disposal meant China Shipping Development avoided the losses incurred by CSCL.

Glas Dowl upgrade delays

SOEKOR'S Sable development off South Africa is not expected to come online until August after delays to upgrading the floating production ship.



Top : The **GLAS DOWL** at archive picture – photo : Piet Sinke ©

Bluewater's **Glas Dowl** leased floating production storage and offloading vessel is being upgraded with new topsides equipment in Cape Town, but there are delays. There have been problems with new compression equipment on the vessel, which needed extensive reconditioning, said Soekor's Sable project partner Pioneer Natural Resources. Oil sales from the vessel are not now expected until September, almost one month after it starts production operations.

Ferries blamed for Eurotunnel loss

FERRY operators on the Dover-Calais route and low-cost airlines operating between London and Paris/Brussels have been blamed for the collapse in first-half figures at Eurotunnel. The net loss of the company that operates the 50-km-long tunnel between the UK and the Continent widened in the first six months to £79M (\$125M) from a restated £77M in the same period last year on revenue down seven per cent at £280M. Chief executive Richard Shirrefs of Eurotunnel said the company was unlikely to meet its goal of making all interest payments on the £4.8Bn debt this year. "The truck market is depressing and we're struggling to increase yields in the car market," Shirrefs admitted during a conference call with journalists. Prices have had to be cut by up to 20 per cent this year to maintain passenger numbers. Last week competitor Seafrance said it was facing an extremely tough year, and in May P&O announced significantly weaker passenger figures for the first quarter. Low-cost airlines EasyJet and Ryanair have both posted sharp increases in passengers carried on UK-Continent routes.

Seafrance warns of tough year

SEAFRANCE, the French ferry operator, has issued a warning that 2003 will not match last year's positive growth. The company's president, Eudes Riblier, described 2002 as "exceptional" but said

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passenger traffic over the first six months of this year had stagnated and freight business was down.



Top : The **SEAFRANCE CEZANNE** seen here departing from Calais – **photo : Piet Sinke ©**

Although the true picture will not be known until the summer season has ended, Riblier believes the year will fall short of last year's 3.4M passengers carried (a rise of 24 per cent on 2001), 635,000 cars (up 22 per cent) and freight units up 25 per cent at 603,000. The €9.6M operating profit was significantly ahead of the €5.7M loss posted in 2001 and was attributed to the 1,900-passenger capacity newbuilding Seafrance Rodin, which entered service on the Calais-Dover route late in 2001. Last month Seafrance bowed to mounting pressure from the French shipbuilding sector and announced it had signed a letter of intent to build a 2,000-passenger capacity ferry at Chantiers de l'Atlantique for delivery in 2005. The other ships in the fleet, the Cezanne, Renoir, Manet and Nord-Pas de Calais were built between 1980 and 1987.

North Sea AHTS rates may pick up

ANCHOR handling markets are improving this week, but demand for platform supply vessels remains low, writes Martyn Wingrove.

Dayrates for both anchor handling vessels and platform supply vessels are low as demand for these vessels continues to be poor in the North Sea, but more rig moves means AHTS rates could increase, said brokers. Oil companies working in Europe's offshore oil patch are not using the whole rig fleet and this has a knock-on effect on vessel demand. Rates for AHTS ships are between £5,000 (\$8,300) and £6,000 for rig moves, but rates for PSVs on cargo runs are down to £4,000 and in some cases lower, said brokers in Aberdeen.

This week there are three available AHTSs and ten PSVs in Aberdeen for the spot market. That represents an improvement from last week, when there were 12 available AHTS vessels. The upturn in anchor handling markets is because a batch of rig move requirements has come up for tender.

This week, Mobil is towing the Glomar Arctic III semi-submersible in the central North Sea, Talisman is moving Diamond Offshore's Ocean Princess from its Tartan field and Kerr McGee is moving the jack-up Noble Ton Van Langeveld on its Janice field.

In Norway, Total moved the Scarabeo 6 semi-submersible on the Skirne development and Statoil is towing Fred Olsen's Borgland Dolphin rig from its Statfjord North field.

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The Dutch sector is also busy with Shell towing the Ensco 80 jack-up, Total the Glomar Adriatic XI and OMC the Noble George Sauvageau rig. Anchor handling vessels **Pacific Blade** and **Banner** are leaving the North Sea this week to begin a 10-month term contract with Saipem in the Mediterranean.

Coming into the market, Maersk took delivery of its multi-function **Maersk Winner** vessel and the **Atlantic Osprey** AHTS is coming from eastern Canada.

NAVY NEWS



Texas Senator Kay Bailey Hutchison, sponsor of LPD 7 the **San Antonio**, christens the Navy's newest ship in New Orleans. San Antonio is the lead ship in a new class of amphibious warfare ships that will carry Sailors and Marines in defense of freedom for the next several decades

MOVEMENTS

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ITC's **SIROCCO** arrived in Rotterdam Wednesday —photo : Jas Louwen ©



Seacor's **STIRLING IONA** moored on the Parkkade in Rotterdam Tuesday
Photo : Piet Sinke ©

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The **NAVIOS MERCATOR** sailed from Hunterston deep water jetty on the Clyde Tuesday.

Photo :
Tommy
Bryceland ©

JUMPING JACK DEPARTED



The **JUMPING JACK** under tow of the **TROMS TJELD**, and as stern tug the **VARNEBANK** departed from Mammoet in Schiedam bound for Arklow in South East Ireland to build a windmill powerstation park.

Top : Photo Jan Simons ©

and passing (left) Hook of Holland outward bound

Photo : Jas Louwen ©



.... PHOTO OF THE DAY



The **DELPHIN RENAISSANCE** arrived Wednesday from Bremerhaven at the Wilhelmina kade in Rotterdam, this passengerliner with a length of 181 mtr was build by Alstom in St.Nazaire during 2000 under the name **R Seven**, the company went bankrupt and the vessel was laid up for sale, it was

purchased by Martinoli in Monaco during 2002 and renamed **DELPHIN RENAISSANCE**.

Top : Photo
Allin Britstra ©



Left : The **DELPHIN RENAISSANCE** arriving in Rotterdam, KOTUG 's **VS ROTETERDAM** assisting
Photo : Piet Sinke ©

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