

DAILY SHIPPING NEWSLETTER 2003 – 109



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Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

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The **RPA 10** during the arrival of the **DELPHIN RENAISSANCE** in Rotterdam

Photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS

EXPRESS SAMINA



The Shipping Accidents Investigation Council (ASNA) has ruled that officers and crew members of passenger ro/ro Express Samina that sank in the Aegean three years ago killing 80 people are guilty of charges of extreme negligence. The vessel struck rocks as it approached the island of Paros on the night of Sep 26, 2000, took on water and sank within half an hour. The council, whose

members met last Thursday (Jul 17), ruled that the crew was disorganized and inadequately trained to deal with emergencies. However, in contrast to a recent Aegean appeals court ruling, the majority of the council did not attribute responsibility to representatives of the owners, Minoan Flying Dolphins, now renamed Hellas Flying Dolphins. According to sources, the ASNA president disagreed with the other four members on this point. ASNA found that First Mate Anastasios Psychoyios, who was on bridge duty at the time of the accident, had not been in control of the vessel in accordance with regulations. It found that the captain, Vassilis Yiannakis, had not reacted fast enough based on his knowledge and experience of the specific vessel, after becoming aware of the situation. It also found him responsible for not ensuring that the crew were trained in dealing with orders to abandon ship. Second Mate Giorgos Triantafyllou was found guilty of negligence by failing to ensure that the flood control doors were secured before the vessel sailed and for not making lifesaving gear available in time. Also according to ASNA, First Engineer Gerasimos Skiadaresis should have isolated the main engine-room as soon as he realized what had happened and informed the bridge. The judicial investigation into the sinking is separate.

Compromise on chemical tanker pollution rules wins acceptance

A LAST-minute compromise package has sealed international acceptance of a radically amended regulatory regime for the prevention of pollution from chemical tankers.

The package is to be adopted formally by the International Maritime Organisation next year. The earliest possible date for entry into force is November 2006. The IMO seal of approval is widely expected to boost the confidence of investors in new chemical tanker tonnage in particular.

The respective requirements of the two annexes have been rationalised, following a more logical and harmonised approach. The revised annexes also take account of the latest industry practices.

Approval of the revised Annex II of the International Marine Pollution Convention (Marpol 73/78) brought welcome relief to last week's highly controversial 'Prestige' session of the IMO's Marine Environment Protection Committee.

The compromise hinged on overcoming opposition from Japan and other countries concerned about the impact on their international vegetable oil trades. In addition, the Republic of Korea sought protection for national flag chemical carriers operating between its domestic ports and which are mostly smaller tankers.

There were also outstanding concerns about the impact on existing ships.

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The debate was further complicated by the strong differences of opinion over the future of so-called unregulated substances. These concern the group of bulk liquids listed in Appendix III of the existing Annex II and which may be discharged overboard uncontrolled, without any quantity restrictions or quality standards.

Committee chairman Andreas Chrysostomou tabled his own, four-category compromise proposal.

No further objections were raised, although the US representative said his country would reserve its position for the time being. The compromise sanctions the continued use of a list of unregulated substances provided that all products assigned to the — fourth — category concerned are shown to be harmless by all of the properties evaluated scientifically in accordance with the recognised international hazard rating system (Gesamp/EHS). The committee agreed to assign fourth category status to eight bulk liquids including molasses.

The seven other substances it agreed to include on the unregulated list, which may be expanded in future, are apple juice, clay slurry, coal slurry, dextrose solution, glucose solution, kaolin slurry and water. The 'special areas', as currently defined in the existing Annex II, no longer feature in the revised annex, with the exception of the Antarctic. The revision of the annex took experts 10 years to complete and was undertaken in parallel with an equally comprehensive overhaul of Marpol Annex I concerning oil pollution prevention.

The draft revised Annex I was also approved by the committee. It includes a critical new requirement concerning the use of the probabilistic method to calculate accidental oil outflow. The revised Annex I may enter into force as early as August 2005. However, a decision has yet to be made whether to align the entry into force date for the two revised annexes.

CASUALTY REPORTING

PELICAN I (MALTA)

C.c. Pelican I has a 20 metre hole on its starboard side. Salvors will decide today how best to take the vessel into Flushing, after completing the discharge of deck cargo overnight. Pelican I was pushed onto a sandbank by tugs, while more than 300 containers were removed from the deck. URS Salvage and Multirship Salvage now hope the vessel can be refloated and towed into Flushing, where the rest of the cargo will be offloaded before the vessel is taken to a repair yard. C.c. Maersk Bahrain, which sustained a damaged bulbous bow in the collision, was able to proceed under its own power to Flushing, where more than 600 containers were discharged.

ALGOSAR (CANADA)

Chem.tank Algosar (7964 gt, built 1974), Quebec City for Sarnia, experienced a black-out during the early evening of Jul 21 while approaching the entrance to the St. Lawrence Seaway. The vessel was able to drop its stern anchor and grounded lightly against the channel bank. It was assisted by two tugs and was berthed at Section 48, Montreal, for inspection. A diver's inspection was carried out overnight and only scrapes on the underwater hull were found, along with minor damage to the propeller blades where they contacted the anchor chain. The Coast Guard and the vessel's Classification Society have allowed the vessel to proceed to Sarnia to discharge its cargo. Understand the cause of the casualty was due to the fact that the third generator, which was installed in a container on deck, was operating. Heavy rain during the early evening reportedly caused a short-circuit, causing the generator, as well as the other two, to fail, which resulted in the vessel experiencing a complete black-out. However, there was no serious damage to the vessel, no pollution and no personal injury. -- Lloyd's Agents. London, Jul 22 -- Chem.tank Algosar experienced a total black-out at 1918, EDT, Jul 21, while upbound from Montreal into the St. Lawrence Seaway. The

vessel developed a shear to starboard and made contact with the channel side. No injuries or pollution reported.

SHIPYARD NEWS

Damen wins double-ended ferry order

DAMEN Shipyards Gorinchem has signed a contract to build a double-ended ro-ro ferry, pictured, for Texels Eigen Stoomboot Onderneming.

The vessel, whose keel is due to be laid in December 2003, for delivery by June 2005, has been designed for public ferry service between Den Helder and Texel, the Netherlands.

With capacity to transport around 300 cars and 1,750 passengers, the 15-knot capable ferry has been designed by Bureau Voor Scheepsbouw, with its interior and exterior styled by Studio Yacht. The 130 m-long vessel will be 23 m wide and draw a maximum draught of 4.4 m.

It will be classed by Lloyd's Register to +100 A1 Ferry Extended protected water service "ice conditions according to RIZA code R" specifications. The hull and superstructure will be built at Damen Shipyards Galatz (Romania) while outfitting will take place at the Royal Schelde Yard in Vlissingen. Both of these yards are members of the Damen Shipyards Group.

Repair Round Up Romania

Daewoo Mangalia Heavy Industries will repair the 113,419 dwt tanker **Valbruna**, owned by Italy's Montanari. The vessel suffered damage just off the Algerian coast earlier this year and went to the dry docks at Izar Carenas, Cadiz before being moved to the Romanian yard for cost purposes: steel renewal is \$3.7/kg in Spain compared to \$1.7/kg in Romania. This move proved somewhat controversial especially as the vessel still contained oil and could have posed a substantial risk to the environment. It is unknown just how long it will be at the Romanian yard. Also booked in there is Cardiff Marine's 60,962 dwt post panamax tanker **Milagro**.

Portugal

New arrivals this week at Lisnave include the 17,340 dwt bulk carrier **Konstantinos**, owned by Oscar Shipmanagement, the 51,504 dwt bulk carrier **Fatima**, owned by Perosea Shipping Co, Neptune Shipmanagement Services' 107,160 dwt tanker **Eagle Albany**, the 81,274 dwt tanker **Columbia Spirit**, owned by Teekay Shipping (Canada) and the 5,071 dwt tanker **Ngol Bengo**, owned by ABC Maritime.

Philippines

Subic Bay Shipyard, Philippines, carried out repairs to the 197,000 dwt ore carrier **Lambert Maru** from International Marine Transport, Japan, within a respectable 14 days. The **Yahagi Maru**, an 88,835 dwt Japanese capesize bulk carrier stayed last month for 20 days and the Canadian 169,159 dwt capesize bulk carrier **Yue Shan** from Oak Maritime recently had some repair work carried out.

Also booked in were the 36,234 dwt chemical tanker **Yormosa Eleven** from Taiwan's Formosa Plastic Marine Corp and the 25,309 dwt handysized bulk carrier **Gant Prosperity** from Anthony Giavridis Maritime Greece.

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The 15,603 dwt car carrier **Hual Trailer** from Hoegh Fleet Services, Norway, had repairs carried out last month. The vessel came in for afloat repairs, which included ballast tank pipe works, steel repairs on the car deck and ballast tanks. There were also repairs on the main engine and auxiliary engine rooms.

The **Moleson**, a 73,018 dwt panamax bulk carrier from Suisse Atlantique Societe De Navigation Maritime, had several repairs carried out on it last month. Firstly, a preservation job on the hull followed by further repairs on the main deck. Steel repairs were undertaken on the fuel tank and the engine room pipes. All works were completed successfully and on schedule.

AKER DELIVERS NORDPACIFIC



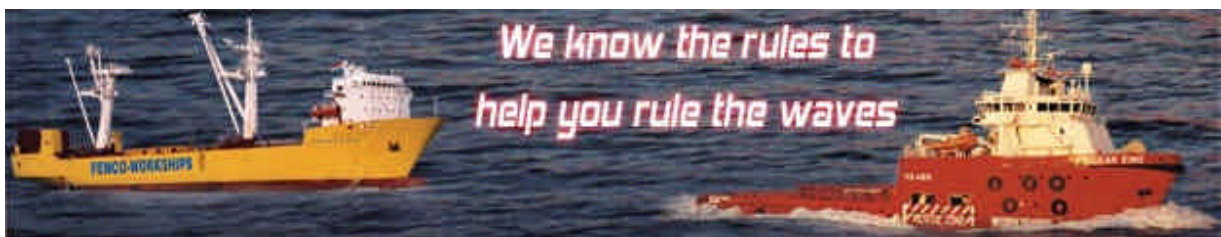
At Aker MTW Werft (AMTW) in Wismar (Germany) the third vessel in 2003 was delivered on Friday (July 18). The container vessel of the type MTW 2500 with yard number 017 is the second of four vessels of this type ordered by the shipping company Reederei "NORD" Klaus E. Oldendorff Ltd. in Limassol (Cyprus) and follows the deliveries of the passenger vessel "**AIDAaura**" in April and the first container vessel of this series "**NORDATLANTIC**" in May. Yard number 017 was named "**NORDPACIFIC**" immediately after the out-floating at May 16, 2003.

The vessel is 207.4 m long and 29.8 m wide, with a deadweight of 33.825 t. It has a total container stowage capacity of 2,478 TEU with 400 reefer sockets. With a main engine (7RTA72 U-B) output of 21,560 kW the vessel has a speed of 22.8 kn.

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Star Cruises vessel to ply Malaysian waters soon

STAR CRUISES will re-deploy its 38,000-tonne **SuperStar Aries** vessel to ply Malaysian waters by month-end as the market picks up, following recovery from impact of the Severe Acute Respiratory Syndrome (SARS) outbreak.

Its senior vice-president Gerard Lim Ewe Keng said the vessel, with a capacity of 678 passengers, would ply the Port Klang-Langkawi-Port Klang route. "We are pulling it back to Port Klang from Singapore by month-end. And in coming back to Port Klang, the vessel will also resume trips to Penang. We hope to announce soon the Penang itinerary for this cruise liner as we need time to market and sell the cabins," he said during the maiden call by the 76,800-tonne **SuperStar Virgo** at the North Butterworth Container Terminal (NBCT) in Butterworth yesterday.

SuperStar Aries was called back to Singapore last year as it did not have enough passenger load to set sail. At the moment, he said, the plan was to have the liner ply out of Port Klang, but during the weekdays, the company might consider a stopover in Penang before proceeding to Langkawi and back to Port Klang. "Malaysians can once again board the **SuperStar Aries** from Port Klang without having to go to Singapore. And, of course, if we have sufficient passengers out of Penang, we can actually do a Penang-Langkawi-Phuket-Penang route in the near future," he said.

Since the recovery, passengers have started to come back in Hong Kong and Singapore. And that was why the **SuperStar Leo** and **SuperStar Virgo** were brought back to its homeports in both countries respectively, Lim said.

"At the peak of the outbreak, our passenger load was about 30% compared to now, which is close to about 90%," he said. The **SuperStar Leo** and **SuperStar Virgo** were deployed to Australia during the height of SARS in Asia and have to date successfully conducted cruises with zero incidence of SARS on board. Penang Chief Minister Tan Sri Dr Koh Tsu Koon said **SuperStar Virgo's** maiden call was a good start to boost tourism in Penang, noting that the vessel would from now on make a monthly call at the NBCT. **SuperStar Virgo**, with a capacity of 1,960 passengers, was de- ployed to Australia for 2 months due to the SARS outbreak.

Essar quarterly net profit soars over 800%

INDIA'S second largest private sector shipowner, Essar Shipping, has recorded an increase of more than 800% in its net profit for the quarter ended June 30, 2003, albeit on a small base.

The post-tax profit for the period April to June 2003 stood at Rs302.8m (\$6.55m), compared with Rs33.1m for the corresponding period in the previous year.

The net profit figure was arrived at after providing a book loss on sale of a vessel and dry-docking, aggregating to Rs253.2m. Total income for the quarter was Rs1.52bn, compared with Rs970.2m for the corresponding period of the previous year, representing an increase of 56.3%.

Fleet operations and charter revenues were higher at Rs1.23bn, compared with Rs722.8m in the corresponding period last year.

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The shipowner achieved an earnings margin before interest, depreciation and taxes of 53.2% for the quarter ended June 30, 2003, against 49.3% in the corresponding period of the previous year. "After a slow start to the quarter, which saw freight rates for suezmax tankers plunge because of shortage of cargo due to strikes and social unrest in Nigeria, there was slow improvement after the end of the US-Iraq war," said Essar Shipping's chief executive Sanjay Mehta.

"Freight rates initially came down from \$45,000 per day to \$25,000, but then improved to \$34,000 due to an increase in the supply of cargo by end-May 2003.

"Then there was an increased level of activity in the Mediterranean, which took rates to \$42,000 per day."

Mr Mehta said that the smaller dry bulk market showed a lesser amount of volatility and remained steady almost throughout the quarter, with a high level of activity.

"Most iron ore loading facilities had congestion problems which had an impact on the availability of tonnage," he said.

"The handysize market averaged \$6,900 per day, while the handymax market averaged \$9,100 per day during the quarter."

Stril Poseidon offers 'step change'



THE latest offshore support vessel to join operations along the Norwegian continental shelf, **Stril Poseidon**, represents a step change in capability, according to its operator.

Per Haram of Simon MØkster Shipping, which has taken delivery of the vessel and operates it as part of 23-strong fleet, said: 'This is the first of a new generation of support vessels, capable of operating in all weathers, even wave heights of 9.1 m.'

Designed to support the Heidrun platform in the Halten Bank area of the Norwegian Sea, it has the latest system for integrated navigation, dynamic positioning, and thruster control from Kongsberg. On board, for immediate operation in a man-overboard incident, are two fast rescue craft with speeds of 28 and 35 knots; and a tug that can lay the first line of defence against an oil spill.

Fire-fighting equipment enables the ship to pump seawater at a rate of 7,200 tonnes per hour to reach any point on the platform. It has a towing capability of 300 tonnes.

It has a patented stern slipway that allows it to pull freefall lifeboats from the sea, enabling occupants to alight within the vessel.

Injured survivors can be treated immediately in its 35-bed hospital, or evacuated by helicopter.

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Designed by Vik-Sandvik, the hull was supplied by Tangen Verft, and the vessel built at the Aker Langsten shipyard. With an overall length of 91.4 m and a beam of 18.2 m, it is powered by two CAT 3612 TA main engines developing 4,250 BkW at 1,000 rpm, with three CAT 3508 BTA auxiliaries, operating two Scana Volda ACC 95/850k propulsion systems.

The vessel has DNV certificates for clean class, and comfort class 3, signifying it meets IMO rules for environmental discharge, and acceptable levels of noise, vibration and internal temperature.

Operating with a crew of 12, the vessel cost Nkr295m (\$39.3m), and will earn around Nkr600m during its eight-year contract with the oil company Statoil.

Evergreen orders 10 post-Panamax vessels from MHI

EVERGREEN Group has placed orders with Mitsubishi Heavy Industries Ltd in Japan for 10 post-Panamax vessels, each with a capacity of 6,724 TEU. The first vessel is due for delivery in September 2005, with subsequent vessels to be delivered at the rate of approximately four per year.

To be known as S-class vessels, the new ships will be built under the Greenship design concept proposed by Evergreen group chairman Dr Chang Yung-Fa. This involves taking a double-hull approach for the fuel oil tanks in order to take environmental protection into consideration.

Dr Chang said: "We don't want fuel oil tanks to be located at the sides and at the bottom of the ships. If fuel oil tanks are located inside the hulls along the transverse bulkhead, damage to tanks and oil leakage incidents caused by grounding and collisions can be dramatically reduced."

The company said in a statement these vessels are suited for its Far East-Europe services. They will also enable Evergreen to meet the group's fleet reinforcement programme as well as replacement requirements. Vessels due to come into service by the end of 2007 will bring the company's fleet to more than 170 vessels with a total capacity of 0.58 million TEU.

NAVY NEWS



USS Harry S. Truman (CVN 75) steams through the waters off the coast of Florida. Truman is currently conducting Carrier Qualifications (CQ) and an ammo off load on the Eastern Seaboard of the United States

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>



Top : The **REGATTA** seen here departing from Amsterdam Monday July 21st, the **REGATTA** is a sistership of the **DELPHIN RENAISSANCE** which was in Rotterdam Wednesday, The **REGATTA** was build as the **R TWO** - Photo : Ton Grootenboer ©



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The **TROMS TJELD** with the **JUMPING JACK** departed from Rotterdam Wednesday afternoon.
Photo : Bert Bot ©



The legendary yacht **CHRISTINA O** (Christina Onassis) moored at Piraeus port. She was the beloved boat of billionaire shipowner Aristoteles Onassis, who preferred to pass the most of his time aboard this ship.

Christina O has built in 1943 as a Canadian coast guard patrol boat. Onassis bought this ship later and made her a real palace. All bathrooms are made by gold, etc ! After Onassis passing, she remained laid up for years somewhere in Greece. Two years ago ship reconstructed, and today operates as a rental pleasure passenger ship. Many jet set members, country presidents, actors, kings, and politicians have made sails on her decks and into her dining rooms.

Photo: George Grekos July 23rd 2003

AIRCRAFT / AIRPORT NEWS

Russische fotovlucht boven Nederland en België

Militairen van de Russische Federatie hebben woensdag 23 juli tussen 11.45 en 15.00 uur een observatievlucht uitgevoerd boven de Benelux. Het team heeft met een Antonov 30B film- en foto-opnames van het Benelux grondgebied gemaakt. De opnames zijn, in aanwezigheid van alle betrokken partijen, ontwikkeld.

De observatievlucht boven de Benelux komt voort uit het Open Skies Verdrag, waarbij waarnemingsvluchten met niet-bewapende vliegtuigen in het luchtruim van 26 Europese en Noord-Amerikaanse landen worden toegelaten. Dit verdrag is sinds 1 januari 2002 van kracht. Door deze vluchten over bijvoorbeeld militaire installaties en wapencomplexen, wordt het vertrouwen tussen de voormalige rivalen uit de Koude Oorlog bevorderd.

Het is voor de tweede maal dat er een observatievlucht in het kader van het Open Skies Verdrag boven Nederland plaats heeft gevonden. De vorige vlucht was in augustus 2002. Toen werd de hele Nederlandse kustlijn, van Zeeland over de Waddeneilanden tot Oost-Groningen overgevlogen.

.... PHOTO OF THE DAY



Passengerliner **VOLENDAM** sailing at the Glacier Bay in Alaska
photo : via Capt Jeroen van Donselaar (master Volendam)

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com

