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The newbuilding Damen ASD tug 3211 Sonasurf tug **KAKULO** homeported Port aux Francais seen at the Niehuis & van den Berg shipyard in Rotterdam to load stores before departure.

Photo : Freek Haagmans ©

EVENTS, INCIDENTS & OPERATIONS

Cracked VL awaits transshipment

THE Singapore-flagged VLCC **Napa** is waiting off the coast of Madagascar to tranship its 275,000-tonne cargo of crude oil to another ship, following the discovery of a crack in the vessel's hull. According to the vessel's manager, World-Wide, the 285,640-DWT tanker was en route to the Gulf of Mexico from the Middle East Gulf when the ship's crew spotted a sheen of oil leaking from the vessel. The leak was traced to a crack in the side-shell plating of the No. 4 starboard cargo tank and is thought to have been caused by "a heavy swell in the winter seas off Southern Africa". World-Wide confirmed the leak has been stopped and the Napa has not been disabled in any way. However, the vessel will not complete its voyage and will instead proceed "to a suitable port for inspection and repairs". World-Wide chief operating officer Billy Chiu explained: "In consultation with charterers, we have decided to curtail the voyage and tranship the cargo into another vessel."



Mechanized boats sit at the port as the 49 day ban on industrial boat fishing comes to an end on July 29th, in the area of Quilon, Kerala, India, Monday, July 28, 2003. The government ordered ban as the monsoon season is the time for fishes to breed, and allowed only traditional small fishing crafts to venture out to sea During the monsoon when the rare marine phenomenon 'Chakra' occurs, as a large number of fish throng together in a patch of passive sea surrounded by rough sea.

Pelican onderweg naar Vlissingen

BATH - Het zwaar beschadigde containerschip Pelican 1 is maandagochtend vlotgetrokken. Het is onderweg naar de haven in Vlissingen-Oost. Twaalf sleepboten en een drijvende bok verslepen het schip.



Top : de Pelican I onderweg naar Vlissingen — foto : via Alain Dooms

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Volgens een woordvoerder van bergingsbedrijf Multraship URS Salvage ligt het schip nu weer even op een ankerplaats tussen de Overloop van Valkenisse en het Nauw van Bath in afwachting van het opkomende tij. De zegsman verwacht dat het schip tegen de avond bij de Pas van Terneuzen aankomt. Daar moet weer hoogwater worden afgewacht om verder te kunnen gaan naar Vlissingen-Oost.

Volgens een woordvoerder van de Scheepvaartdienst Westerschelde zal het overige scheepvaartverkeer op de Westerschelde weinig hinder ondervinden van de bergingsoperatie. De Pelican 1 raakte zondag 20 juli zwaar beschadigd bij een aanvaring op de Westerschelde. Het schip, varende onder de Maltese vlag, was onderweg naar de haven van Antwerpen en was geladen met containers met onder meer zoutzuur in gasvorm en waterstofperoxide. Rond drie uur maandagochtend wisten de bergers het vaartuig bij hoogwater vlot te trekken.

Bergers kunnen de Pelican niet naar Antwerpen verslepen omdat het te veel diepgang heeft, doordat het is volgelopen met water, en er richting de Belgische havenstad een aantal sluizen moet worden gepasseerd. Omdat het schip in de richting van Antwerpen lag, moesten zij het na het vlottrekken keren in de vaargeul. Het overige scheepvaartverkeer werd enige tijd stilgelegd.

Crew held for smuggling illegals

JAPANESE police and the Japan Coast Guard announced over the weekend that they had arrested the master and crew of a South Korean flagged ship on suspicion of smuggling illegal immigrants into the country. Following a port call by the 3,870-DWT general cargo ship **Jang Won No. 1** at Toyama last week, eleven people of five different nationalities were detained without entry visas, and the authorities later arrested the ship's crew. The **Jang Won No. 1** sailed from Pohang in South Korean on July 19.

CASUALTY REPORTING

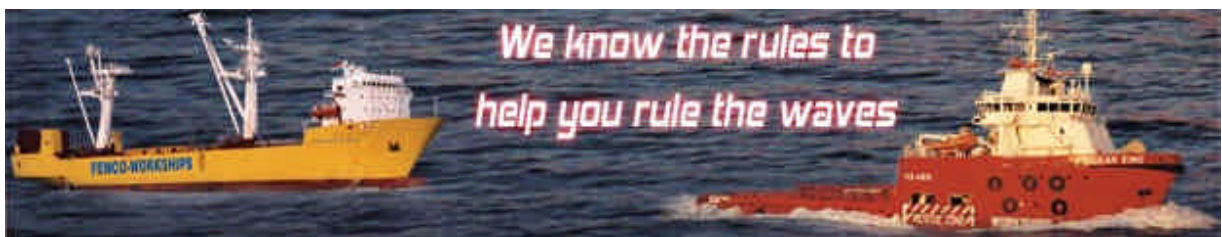
Greek tanker aground off Karachi

A GREEK-flagged oil tanker, **Tasman Spirit**, carrying 62,000 tonnes of crude oil ran aground near Karachi port. Efforts by Karachi Port Trust to re-float the vessel continue amid rumours of oil leaking. An inquiry has been ordered into the incident. "The vessel, in its present position, is clear off the channel and all port operations remain normal," a KPT statement said. KPT sources said the vessel, which was chartered by national flag carrier PNSC to transport crude for its customer Pakistan Oil Refinery, drifted aground following a sudden squall and gusting winds. PNSC does not currently own any tankers.

ROUTE, PORTS & SERVICES

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Hong Kong sees June trade figures rise over year

HONG KONG'S total value of exports and imports both continued to register increases in June over a year earlier. The value of total exports (comprising re-exports and domestic exports) increased by 14 per cent over a year earlier to HK\$142.3 billion (US\$18.24 billion), after a year-on-year increase of 13.6 per cent in May. Within this total, the value of re-exports surged by 16.5 per cent to \$132.1 billion in June, but the value of domestic exports fell by 10.4 per cent to \$10.3 billion.

Concurrently, the value of imports of goods rose by 11.5 per cent to \$146.4 billion last month, after a year-on-year increase of 9.4 per cent. A visible trade deficit of \$4 billion, equivalent to 2.8 per cent of the value of imports, was recorded in June, down from the corresponding deficit of \$6.4 billion in June 2002. For the first half of 2003, the total value of exports rose 14.7 per cent over the same period in 2002. Within this total, the value of re-exports grew 17.2 per cent, but the value of domestic exports shrank by 11 per cent. Over the same period of comparison, the value of imports also increased by 13.4 per cent. A visible trade deficit of \$33.4 billion was also recorded in the first half of 2003 and an improvement over the corresponding deficit of \$37.3 billion recorded during same period in 2002.

Van uden builds Baltic network

One month after it has taken over Baltic Express Line (BEL), Van Uden Maritime from Rotterdam will expand the service. From this week on, a call in the Russian port of Kaliningrad is added to the existing schedule Rotterdam - St. Petersburg. In order to meet the rotation Rotterdam (departure Friday) - Kaliningrad (Tuesday) - St. Petersburg (Friday) a third vessel is deployed. All three vessels are ice-strengthened and have a capacity of 128 TEU. BEL has decided to include Kaliningrad in response to the request of a large customer but sees good perspectives in general as well. Kaliningrad can combine both the legal and administrative advantages of being a Russian port and the close proximity to the Polish market. Through-transport services over land are offered both in Europe and in Russia under BEL Bills of Lading.

Finland, Sweden, Estonia : In April Van Uden already introduced the DtD Scandinavian and Baltic Service between Rotterdam to Finland (Helsinki and Kotka, twice a week), Sweden (Gothenburg and Helsingborg, twice a week) and Estonia (Tallinn, weekly). Door deliveries can be arranged to any inland destination.

Rotterdam-ScanBaltic : Rotterdam Municipal Port Management welcomes the Van Uden initiatives as support to its policy to offer especially its Asian customers more and time-saving connections with the Baltic. Between 1998 and 2001 the Baltic volume via Rotterdam has declined due to the transfer of Maersk Sealand feeder services to Bremerhaven and other lines to Hamburg. Since 2002 the trend is upward again, with a growth of 21%. Besides the initiatives of Van Uden, RCLine / SCF St. Petersburg Line started a new container service between Rotterdam and Vyborg (Russia), close to Hamina (Finland). Also recently the New World Alliance announced to rise Baltic volumes via Rotterdam, taking advantage of faster transit times and lower bottom line costs.

Rotterdam Port keeps on growing

Best half year ever - Containers reach double digits

In the first half of 2003, there was throughput of 164 million tons of goods in the port of Rotterdam, almost 3 percent more than in the first half year of 2002. In particular, imports into Rotterdam increased. The throughput of bulk goods remained more or less constant and throughput of general cargo showed an extraordinarily high growth: +10%. There was lower throughput of agribulk (-2.5%), coal (-4.5%) and oil products (-17.9%). There was a positive development of ore and scrap (+5.7%), other dry bulk (+14.7%), crude oil (+3.3%), other liquid bulk (+7.2%), roro (+12%), containers (+8.9%) and other general cargo (+12.7%). In TEU quantities (20-foot unit) the container throughput

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increased by double digits: +11.4% to 3.5 million. The prospects for the throughput in the second half of the year are positive. An end of year record is feasible.

Dry bulk

The total quantity of dry bulk increased by 2.7% to almost 43 million tons. The downward trend in the throughput of agribulk (cereals, seeds, raw materials for cattle feed) is continuing: -2.5% to 4.6 million tons. The imports of raw materials for cattle feed in particular fell. A positive fact is the concentration in Rotterdam of the import of soy beans by the big agri-concern Bunge.

Approximately 500,000 fewer tons of coal were handled. Due to the strong demand from Asia, the freight rates are relatively high. Consequently people have been using up stock, causing throughput to fall by 4.5% to 11.5 million tons. Recovery is expected for the second half of the year.

The throughput of ore and scrap increased by 5.7% to 21 million tons. In the first five months the production of pig iron was very high (EU: +3.3%, Germany: +7%). Despite a fall in production in June, the RMPM expects good annual results, in line with the three-yearly steel cycle.

The other dry bulk grew by 14.7% to 5.3 million tons. Many mineral raw materials are intended for the steel and chemical industry which have been producing more. The throughput of sand, gravel and biomass also increased. The active attitude of the many stevedores in this sector played a positive role.

Liquid bulk

The total remained constant (-0.8%) at 77 million tons. Crude oil imports saw one of the best semesters in years with an increase of 3.3% to 50 million tons. In 2002 as little as possible was purchased because of the high oil prices and the flat demand for oil products. This year the situation became favourable for supplementing the stock.

Fewer mineral oil products were imported and exported, 2 and 1 million tons respectively. The total, 14 million, is 18% lower than the exceptionally high year of 2002. The throughput of fuel oil did increase, but that of lighter products such as naphtha, petrol and diesel fell substantially. The demand for light products in North Western Europe was rather flat and production in the Middle East in particular fell significantly. In 2002, on the other hand, it was high because of the high oil prices. Some recovery is expected in the second half of 2003 due to increasing demand from the United States.

The throughput of other liquid bulk, primarily basic chemicals, has increased by over 7% to 12.8 million tons. This is more than in 2000 and 2001, the top years for the chemicals sector. The throughput volume illustrates the long-standing positive expectations of the chemical industry, an early-cycle sector. However, the expensive euro will play a role: more imports from the United States and pressure on exports to the United States and Asia. All in all a throughput volume of approx. 28 million tons is expected, well above 2002.

General cargo

The general cargo sector had a particularly good first half year with an increase of 4 million tons (+9.6%) to 44 million tons. Imports in containers rose by 16.5%, from 14 to 16.5 million tons. Exports rose 3% to 18.5 million tons. In terms of quantity, over 11% more was handled: 3.5 million TEU (+350,000). Imports rose by 14%, exports by 8.4%. The Far East and the intra-European traffic are the driving forces behind the growing container throughput. In the third quarter the consequences of the SARS outbreak might temper the growth somewhat, but a significant growth is expected for the entire second half of the year. In addition to the growth of existing services, Rotterdam expects a contribution of a few recently started intra-European services and three new deep-sea services. The customized market penetration which was implemented last year has continued. The areas of concentration are Asia, England and the Baltic area. The roll-on/roll-off transport increased by 12% to 5 million tons. Exports in particular were greater: +17% to 2.8 million tons. The growth in roro is primarily due to the new Seawheel service which has been running between Rotterdam and Humberside since September 2002. Thanks to a leap of almost 13% to 4 millions tons, the other general cargo is now back to the level of 2001. Both imports (+12% to 2.8 million tons) and exports (+15% to 1.3) contributed to this. There was more throughput in virtually all sub-sectors. Important growth sectors were the goods carried by LASH ships, primarily forestry products, and the import of vegetables and fruit.

Hamburg-Süd teams up with NYK

JUST one day after Hamburg-Süd announced it would drop the name of the Taiwanese container operator Kien Hung, the German company revealed it was setting up the New Good Hope Express Service (NGX) to be operated jointly with Grand Alliance member NYK. The weekly connection between Asia, South Africa and East Coast South America continues an existing partnership on the route with the Japanese operator, which also included CSAV. The weekly service employs eleven 2,500 TEU-class vessels chartered in. The former liner network of Kien Hung, which was acquired with effect from April 5, also includes a weekly Far East-US West Coast-South America West Coast service, which is maintained by ten chartered vessels. A weekly intra-Asia service between China, Hong Kong, Philippines and Indonesia with four vessels is kept up together with Cheng Lie Navigation and Yang Ming. Cheng Lie is also the partner in two lines connecting China, Hong Kong, Philippines and Thailand

Strong results from Color Line

Color Line, the Norwegian ferry operator privately owned by Nils-Olav Sunde, chalked up a profit before tax of NOK 329.1 million (EUR 40 million) for 2002. A steady traffic flow of 4.2 million passengers, 800,000 cars and 139,000 commercial vehicles contributed to a 67 per cent share of the ferry market between Norway and Denmark/Germany. Color Line is investing EUR 300 million in a new cruise-ferry for the Oslo-Kiel service, to be built by Masa-Yards for delivery in December 2004.

NAVY NEWS



Sailors "man the rails" of **USS Mustin (DDG 89)**, as the Navy's newest warship is brought to life by her crew at a twilight commissioning ceremony held at North Island Naval Air Station. Mustin is the 39th Arleigh Burke-class guided-missile destroyer and is named in honor of four members of the Mustin family, a namesake that carries a legacy of distinguished naval service stretching over a century.

MOVEMENTS

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The tug **INDUS** arrived with the crane barge **GF 23** at the Westerscheldt enroute Hansweert

photo : Peter Andriessen ©



The Chinese transport vessel **ZHEN HUA No 6** arrived at Hamburg with new container cranes for the Container terminal **ALTENWERDER**

Photo : Hans-Erich Wirsching ©

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The **ZHEN HUA No 6** was build during 1976 at Boelwerf Temse under yard number 1486 under the name **MINERAL BELGIUM**, she sailed under this name until 1979 when she was renamed **BELGIUM**, during 1983 she was renamed again in **TRADE UNITY** until 1985 when she received the name **STRAHLHORN** until 2001 when she was rebuild en renamed **ZHEN HUA No 6**. The vessel has a length of 234 mtr and the width is 32 mtr, she is powered by a MAN diesel of 16100 HP which gives the vessel a speed of 12 knots



The **SAFMARINE KIMLEY** outward bound at Flushing pilot station
Photo : Willem Kruit ©

The **SAFMARINE KIMLEY** is build during 1996 under the name **WHITE SEA**, she was renamed during the same year in **SEA-LAND MISTRAL** under which name she sailed until 2002 when she received the name **SAFMARINE KIMLEY**. The vessel is powered by a Sulzer diesel of 44080 HP which gives the vessel a speed of 24 knots, the vessel has a length of 245 mtr and a beam of 32,2 mtr, and can carry maximum 3660 TEU



The passengerliner **ROTTERDAM** moored at the Wilhelmina kade in Rotterdam
Photo : Piet Sinke ©

The **ROTTERDAM** is build at the Fincantieri yard in Venice under yard number 5980 during 1997, the vessel measures a GRT of 59652 ton, a length of 237 mtr, width of 32.7 mtr and a maximum draft of 8 mtr, the vessel is powered by Sulzer diesels which give the vessel a speed of 22.5 knots



The product tanker **ATLANTIC WIND** on the River Clyde Monday.

Photo : Tommy Bryceland ©

The **ATLANTIC WIND** is build during 1982 at the Naskov yard in Denmark under the name **HENRIETTE MAERSK**, she has a length of 120 mtr and is powered by a B&W diesel of 4940 HP which gives the vessel a speed of 14 knots.

AIRCRAFT / AIRPORT NEWS



With the U.S. Capitol in the backgroud, a US Airways jet lands at Washington's Reagan National Airport Monday, Aug. 12, 2002. US Airways Monday, July 28, 2003, posted a \$13 million profit in its first quarter since emerging from bankruptcy protection, bolstered by a \$214 million handout from the government that masked operating losses.

.... PHOTO OF THE DAY



With the words " **IK DOOP U OOSTERDAM, EN WENS U EN UW BEMANNING EEN BEHOUDEN VAART**" Her Royal Highness Princess Margriet, Godmother of the **OOSTERDAM** christened the new vessel at the Wilhelmina kade in Rotterdam Tuesday July 29th. 16:15 hrs.

Photo : Piet Sinke ©

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