

DAILY SHIPPING NEWSLETTER 2003 – 117



Number 117****DAILY SHIPPING NEWSLETTER**** Sunday 03-08-2003

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000

(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.

Have a look for shipping movements around Hoek van Holland at :

<http://www.scheepvaarthoek.nl>

Met grote verslagenheid hebben wij kennis genomen van het overlijden van :

Pierre Lemmens

Technicus

44 jaar

Pierre was aanboord van de URS sleepboot **Burcht** aan de motoren bezig toen de sleepboot plotseling ondersteboven ging gedurende de assistentie van een zeeschip bij het invaren van de Berendrecht sluis in Antwerpen.

De samensteller en lezers van de scheepvaart nieuwsbrief wensen Pierre zijn vrouw en 2 kinderen heel veel sterkte met het verwerken van dit verlies.

EVENTS, INCIDENTS & OPERATIONS

RCCL Takes Delivery of Serenade of the Seas

The **Serenade of the Seas**' atrium is among many of the exotic features aboard the latest addition to the RCCL fleet. The third of Royal Caribbean's Radiance-class ships, Serenade of the Seas will be named in NYC on August 22. At a ceremony July 30th in Eemshaven, Netherlands, Royal Caribbean International added Serenade of the Seas to its fleet. The 2,110-guest ship, built at Meyerwerft Yard in Papenburg, Germany, will be the first Royal Caribbean ship to sail an inaugural season from New York City, as well as the first to offer Canada itineraries from The Big Apple. "Serenade of the Seas is one of the most beautiful ships we've introduced to date," said Jack Williams, president and chief operating officer for Royal Caribbean International. "Her design, décor and art collection come together to offer a truly elegant escape. Yet she also has everything an active cruiser could want, from our signature rock-climbing wall to a state-of-the-art fitness center to a comprehensive shore excursion program offering adventures in every port of call." The third of Royal Caribbean's Radiance-class ships, Serenade of the Seas offers a medley of outstanding amenities, including intimate lounges, indulgent spa services and diverse dining venues. Art aficionados will enjoy the ship's eclectic collection of artwork, ranging from sculptures, textile artistry and paintings to stained glass, photography and colorful outdoor murals. Serenade of the Seas will be named in New York City on Aug. 22 by godmother Whoopi Goldberg. On Aug. 25, she'll sail a one-time-only, seven-night New England/Canada cruise and then begin her scheduled four- and five-night Canadian itineraries, Sept. 1 through Oct. 27, with ports of call in Halifax, Nova Scotia, and Saint John, New Brunswick.

Trico Marine to sell interest in Brazilian newbuilding project

OFFSHORE support vessel major Trico Marine, which is struggling to restructure its finances in the midst of a long-running market downturn, is to sell its interest in a newbuilding project in Brazil along with a contract with Petrobras to charter the anchor-handling, towing and supply vessel.

Trico did not reveal the name of the buyer or the terms of the purchase but did say it expected to recover substantially all of its costs related to the project.

Separately, Trico has refinanced its outstanding Norwegian kroner loan, with the new three-year, NOK 150m facility equipped with the same covenants as the existing loan. The company said the proceeds were used to pay down an outstanding NOK 40m loan, repay amounts outstanding under its NOK 760m revolving credit facility and provide additional borrowing capacity.

Both the newbuilding sale and the refinancing are part of what Trico termed its liquidity enhancing plan. Trico has had an increasingly tough time of it in a market characterised by weak demand and stiff competition.

In the first quarter of this year, it posted losses of \$13.5m on revenues of \$29m, the latest in a string of losing quarters.

Last month, ratings agency Moody's downgraded several of the company's ratings, citing the poor outlook for capital spending in both the Gulf of Mexico and the North Sea, where Trico has a significant presence, substantial vessel overcapacity in both areas, insufficient upside in other producing areas and Trico's existing leverage.

Tillen eerste wrakstuk Tricolor is voor zondag

Het optillen van het eerste wrakstuk van de Tricolor zal zondagmorgen tussen 06.00 en 07.00 uur beginnen. Dat heeft woordvoerder Lars Walder van de Combinatie Berging Tricolor zaterdag gezegd. De poging om zaterdagmiddag het stuk nog te lichten is afgelast. "We willen vermijden dat we straks in het donker moeten werken", zegt Walder. Zaterdagmorgen werd het eerste stuk wel een honderdtal meter verplaatst terwijl het aan de kranen **Asian Hercules II** en **Rambiz** hing. Pas zondagmorgen zal een nieuwe poging worden ondernomen om het stuk volledig boven water te tillen en het op de drijvend bak **Giant 4** te leggen. Dat zal het stuk zondag in de loop van de namiddag nog naar Zeebrugge brengen. Het gewicht van het eerste van negen stukken zou 3.000 ton bedragen. Het Noorse autoschip Tricolor zonk op 14 december 2002 voor de kust van Duinkerke na een aanvaring met een containerschip. Het autoschip zonk in de vaarroute naar onder meer Zeebrugge en Antwerpen.

CASUALTY REPORTING

OFFSHORE SUPPLIER (CAYMAN ISLANDS)

Tug **Offshore Supplier** (127 gt, built 1979) towing barge **Rebecca VII** (1140 gt), empty, left Salt Rock Dock, Little Cayman, at approximately 2300, Jul 30, and proceeded to and attached to a mooring buoy off Preston Bay, Little Cayman, for the night. Once moored the tug stopped its engines. At 0200, Jul 31 the mooring rope parted from the buoy. The tug started its engines, however, the wave action and current moved Offshore Supplier close to the forward section of the barge. When the engine of the tug was put in gear to move ahead the propeller was fouled by the tow rope from the barge causing the tug to become disabled and drift aground on shallows off Preston Bay. Tug has water in engine-room due to heavy swell breaking over the tug. Arrangement are being made to get a tug from Roatan Island, Honduras. The stern of the tug is pounding against the forward part of the barge. The tug and barge are still aground, and a boat is en route with pumps to pump out the water in the tug's engine-room. The tug and barge are in regular operation between Grand Cayman and Cayman Brac.

TASMAN SPIRIT (MALTA)

The Greek based shipping company owner of crude oil tanker **Tasman Spirit** has sought help from two international ports to salvage its tanker. The company has arranged two powerful tugs which would join the salvage operation very soon, one tug of 90 Bollard Tonne Pull (BTP) had left Colombo port for Karachi, while another tug of 70 BTP, left Dubai and are due shortly to join the operation. Sources said that the salvage operation of the tanker has been hampered by the ongoing high monsoon weather as a tanker which was arranged for salvaging Tasman Spirit could not start lighterage activity yesterday. The experts started lighterage activity, but high tides and gusting winds did not allow them to start operation. Oil tanker Endeavor II owned by the same company has arrived at the outer anchorage of Karachi from Fujairah.

SHIPYARD NEWS

ThyssenKrupp bids for HDW

THYSSENKRUPP, the German steel and engineering group, has made an offer to buy HDW shipyard from US investor One Equity Partners. Thyssen chief executive Ekkehard Schulz told reporters today the group would not pay cash, and thought HDW was worth less than the amount OEP paid for it. One Equity bought a 75 per cent stake in HDW in June last year from engineering group Babcock Borsig, Preussag and another investor. Three months later it bought the remaining 25 per cent. Although the price One Equity paid for HDW was never revealed, it is known to have bought an initial 25 per cent in March 2002 for \$348M. The Thyssen bid is for full control of the Kiel-based builder. Thyssen, which is struggling to cut its high debt levels, owns the German builders Blohm+Voss and Nordseewerke. An alliance between HDW, B+V and TNSW has been the subject of discussion for many years. Northrop

DAILY SHIPPING NEWSLETTER 2003 – 117

Grumman is expected to put in a \$400M offer later in the year and French group Thales is said to be interested. The attraction is HDW's advanced non-nuclear submarine technology.

Rig ruling does not worry Keppel

SINGAPORE conglomerate Keppel Corp has shrugged off the impact of potential claims running up to \$44M over a rig built by affiliate Keppel FELS (KFELS) for Norway's Smedvig. "We can take it in our stride, there is no need for any excitement," executive chairman Lim Chee Onn said at the 2003 interim results review yesterday. The possibility of a lawsuit against Keppel has loomed following a Norwegian court judgement on July 30. The court has allowed claims by Esso Exploration and Production Norway (Esso) against Smedvig amounting to \$70M relating to the sale, delivery, operation and maintenance of the FPSO built by KFELS for Smedvig under a contract signed in 1994. In the midst of construction, the specifications were amended when the vessel was sold by Smedvig to Esso in 1995. Keppel, which is not a party to the suit, stated that it has "reasonable grounds" for defence to any claims that Smedvig may bring. "The judgement is not expected to have any material adverse effect," KFELS said.

Jinling gives wings to new ro-ro

A UNIQUE ro-ro ship has been launched from Nanjing-based Jinling Shipyard which will be used to transport parts of Airbus 380s, writes Sam Chambers in Hong Kong.

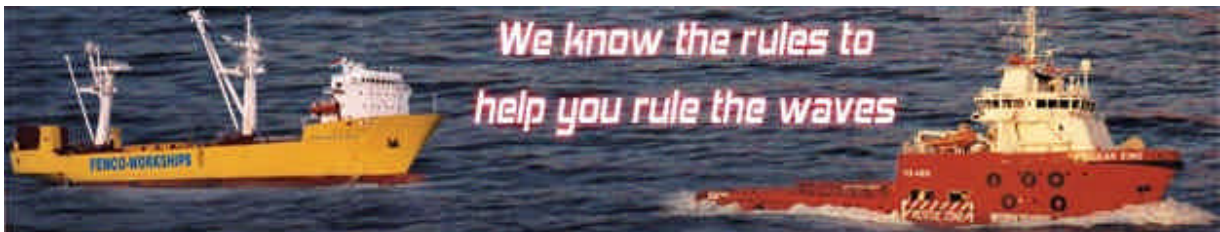
The \$24m, 5,200 dwt ship boasts the largest ever ro-ro watertight stern door with 22 m by 14 m dimensions. It is 154.15 m long and 24 m wide and has 6,720 sq m of cargo deck space. The ship, owned by FRE/Cetam, a subsidiary of Louis Dreyfus and Leif Höegh, and chartered by Airbus will move A380 materials from factories in Broughton in Britain, Hamburg in Germany, Puerto Real in Spain and Saint Nazaire in France to its final assembly line in Toulouse, France.

"We feel proud to be able to build the vessel for the transportation of A380 components, the world's largest commercial aircraft," said Ma Bihai, Jinling president, at the launching ceremony.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :

Workships Contractors bv



K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : post@workships.nl
Telex : 24390 wosh nl

SEACOR MADISON DELIVERED



LOCKPORT, La...Bollinger Shipyards, Inc., Lockport, La., has delivered the **SEACOR MADISON**, the first of three 207-foot, 4750 BHP supply boats to Seacor Marine, Inc., Houston, Tex. It will be followed by two others of Seacor's new President Class offshore support vessels (OSV), the **SEACOR WASHINGTON** and **SEACOR JEFFERSON**.

The boats are part of Bollinger's new 220 Class OSVs that are designed to provide more cargo capacities, more versatility, more options and

lower operating costs than larger vessels. "For example," said Mike Ellis, chief operating officer of Bollinger, "the SEACOR MADISON can carry 6,223 barrels of liquid mud and has 6,000 cubic feet of storage for dry bulk mud. Combine these capacities usually found in OSVs from 220-240 feet with the lower operating costs of a 207-foot vessel and you have a boat that will be very efficient. It has separate pump systems that can handle different liquid mud products without danger of contamination. And, all pump systems can be operated through a central control system in the pilothouse, which also accommodates the boat's ABS (American Bureau of Shipping) classed DPS2 dynamic positioning system."

Ellis said, "The design is a result of close cooperation with Seacor and Bollinger's design and engineering teams." The pilot house is located further forward and features 360 degree visibility free from interference by stacks and includes touch screen computer displays for the boat's dynamic positioning system and other control systems. He added, "Seacor's successful experience with Bollinger's repair facilities and past new build programs was a big factor in the decision to team with us on these large capacity 220 series vessels. Bollinger has a long-standing relationship with Seacor and we will continue to pursue innovative solutions to their needs domestically as well as internationally."

Seacor's President, Milt Rose, said, "The **SEACOR MADISON** and her sister vessels were designed to provide maximum capacities of key cargoes such as liquid mud, as well as to provide redundancy in transfer and operating systems so as to assure cargo deliverability. In addition to the vessel's cargo capabilities, great care has gone into the design of the vessel to incorporate features that will significantly minimize the possibility of spills of fuel and liquid mud cargoes. The SEACOR MADISON is a vessel that offers reliability, maximum capacities, and a design for safe operations."

Overall, **SEACOR MADISON** is 207-feet long, 53-feet wide and 19-feet deep. Light draft is 6.5 feet; loaded draft is 16.2 feet.

Two Caterpillar 3516B diesels developing a total of 4,750 BHP at 1,600 RPM driving two Steerprop SP25 azimuthing propulsors supplied by Karl Senner, Inc, provide propulsion. Two 370 kW generators driven by two Caterpillar 3408 diesels produce electricity. The boat is also equipped with a 95 kW generator as part of its Safety of Life At Sea (SOLAS) classification. Two 1,000 horsepower SMI bow thrusters driven by two Caterpillar 3508B diesels aid maneuverability and station keeping. Bow thruster noise is reduced by a Sound Down noise damping system. All of the Caterpillar engines were supplied by Louisiana Machinery, Inc.

Her cargo deck has a clear area of 6,525 square feet capable of carrying 1380 long tons. Some other capacities are: 169,774 gallons of drill water; 106,129 gallons of ballast water; 155,313 gallons of fuel oil; 2,296 gallons of lube oil; 1,155 gallons of hydraulic oil, and 2,498 gallons of sewage.

DAILY SHIPPING NEWSLETTER 2003 – 117

A partial list of electronics and controls includes: a Simrad DPS-2 vessel control; a Furuno GPS; SteerProp engine controls; two JRC radars; an A3 GMDSS radio system; a Bogen public address system; OFE Globe Offshore internet E-mail; a Standard Horizon VHF and loudhailer, and a JRC speed log.

Other equipment includes a Coastal Marine anchor windlass, a Stang 1,900 GPM fire monitor with a Crane Demming pump driven by a Caterpillar 3508B diesel; six (6) 16-man inflatable life rafts; a SOLAS rigid inflatable boat (RIB) with a 50 HP motor, and a Headhunter 36-person marine sanitation device.

Air-conditioned and heated accommodations are provided for 26 people in 11 cabins, all with private heads. A double bed hospital is also included and the boat's galley can serve 12 persons at a time.

SEACOR MADISON is U. S. flagged and classed by the ABS Maltese Cross A1, AMS, DPS2 and documented by the U. S. Coast Guard under sub-chapter L OSV & I Misc. Vessel and carries full SOLAS certification.

Del Monte faces fraud allegations

REEFER operator Fresh Del Monte Produce (FDP) has been ordered to defend itself in court against allegations that the company was founded on bribery and fraud. The company, located in Miami, is being sued by former shareholders who allege price rigging in the \$125M sale of the company to Chile's IAT fruit producing group, at a time when independent analysts valued the company at \$600M. FDP divisions own or lease 40 reefer vessels operating world-wide. Mexican shareholders have convinced a Florida state court to proceed with a hearing of their claims that a Mexican government agent, now a state governor, took a \$321,000 bribe in 1996 and "undersold" Fresh Del Monte Produce to IAT, controlled by Mohammad Abu-Ghazaleh and his United Arab Emirates family. Cayman Islands-registered FDP says the investors have no case, but the investors' lawyer says current and previous FDP management will be proven to have perpetrated "a massive security fraud" on his clients. Mexican congressman David Sotelo Rosas has called for a federal investigation, claiming taxpayers were also ripped off because FDP was technically under Mexican state control when the Abu-Ghazaleh bought it.

Philippines acts on overloading

SALE of tickets to passengers already on board Philippines ferry is to be banned in a move to stop the practice of overloading. The Department of Transportation and Communication said yesterday it would also demand that ships must be boarded from a specific area so all passengers can be accounted for. DOTC is currently drafting measures to stop the practice of overloading, stating that the owner or operator of the ship will also be held responsible to ensure that no unauthorised persons are onboard during the voyage. The shipping company will be required to inform the Philippine Coast Guard the schedule of boarding time in reference to the vessel's schedule of arrival and departure. Operators should also submit an initial passenger manifest to the PCG at least two hours before the scheduled boarding time as deemed necessary depending on the duration of stay of the vessel in port. This is to give ample time to PCG inspectors that no unauthorised passengers are on board prior to the actual boarding. It said that only travellers with valid ticket and registered porters with proper identification would be allowed to board the ship.

Euro box throughput grows strongly

THREE north European ports have announced a strong increase in their box traffic during the first half of 2003 on the back of rising trade with the Far East. Rotterdam posted an 11 per cent boost in containers handled or 350,000 TEU more than in first half 2002. The Dutch port expects to handle more than 7M TEU for the full year. The increase follows several years of slow growth. Belgian rival Antwerp also enjoyed a high level of growth in the first half, up by 14 per cent to 2.66M TEU. April saw

a spectacular rise of 22 per cent over April 2002. The port expects to handle 5M for the full year, compared with 4.7M last year. In France, Le Havre also had a strong first half, with its box traffic growing by 15 per cent on the back of increasing transshipment activity by Mediterranean Shipping Co, which alone is expected to handle close to 500,000 TEU at the port this year. Last year, Le Havre handled 1.7M TEU.

French have vision for ANL brand

ANL Container Line's move to take slots on another loop of its parent CMA CGM's trans-Pacific service further confirms the French company's push to develop its Australian company both regionally and globally. John Lines, ANL's chief executive, told Fairplay that CMA CGM chairman Jacques Saade has "a vision for continuing to develop the ANL brand" and that further announcements on service expansions will be made in due course. From August 22, ANL will provide customers space on the Jade Express TPX2 service linking China with Busan, Kobe, Los Angeles and Oakland. The Australian line already contributes one vessel, ANL Pacific, to its parent's weekly TPX1 service connecting Chinese ports with Busan, Los Angeles and Vancouver. "We are a vessel operator in that trade and we've used the fact that we've contributed that vessel to access slots on the Jade Express service as well," Lines said. The continuing strength of Chinese exports to North America was another factor. In Australia, ANL still has tentative longer-term plans to embark on a new coastal service between Fremantle and Melbourne, although the current strength of the charter market may delay the launch of this initiative.

HMM to order four 6,500 teu ships

HYUNDAI Merchant Marine is putting the finishing touches to a four-ship newbuild contract with Hyundai Heavy Industries, writes Sam Chambers in Hong Kong.

The shipping line will shortly make an announcement about its quadruple 6,500 teu class boxship order. The ships, which will be delivered in mid-2006, will be deployed on Asia-Europe routes.

HMM has been conspicuous by its absence in this latest ordering frenzy with just one 4,600 teu ship due for delivery next February from Mitsubishi Heavy Industries.

Coping with the increased volumes this year, HMM has relied on its New World Alliance members for additional space on the main east-west trades while it has chartered in tonnage for intra-Asia liftings. HMM is on course to increase 2002's 1.7m teu liftings by more than 10% this year.

Pacific Carriers opts for five double-hulls

SINGAPORE'S Pacific Carriers has converted its order for five post panamax bulkers at IHI Marine United to double-hulls, writes Marcus Hand in Singapore. The decision by PCL to upgrade the specifications of the five post panamax bulkers led to a redesign that has also increased their capacity a further 1,000 tonnes to 87,000 dwt.

It is understood PCL has decided to change the design to double-hulls as it sees them as a new breed of ship. The seven-hold, seven-hatched ships have been designed to PCL's specifications to what is termed as a kamsarmax, designed to be the largest ships possible that can serve the port of Kamsar in Guinea.

The 229 m long and 36.5 m beam vessels with a shallow draught are the first of a new, yet to be named, series to be marketed by IHIMU. At present PCL staff affectionately refer to the ships as the "fat boys". The company has said previously that the design had been well received by the market. The five ships are due for delivery from the Japanese yard in 2005 and will be owned and operated by PCL's Malaysian joint venture Malaysian Bulk Carriers.

Scottish ferry operator in pay talks with RMT

CALEDONIAN MacBrayne bosses will meet the RMT ratings union today in talks aimed at averting a walk-out over pay, writes David Osler . The result of an RMT-organised strike ballot is expected on August 21. The Scottish ferry operator's managing director Lawrie Sinclair said: "Caledonian MacBrayne is doing everything it can to achieve an amicable outcome to the talks which broke down last week.

"The company believes that it has made a fair and reasonable offer in the circumstances and will pursue every opportunity to avoid the need for a ballot and threat of action." He stressed that even a majority for industrial action would not automatically entail a strike. Mr Sinclair also promised to keep customers informed of progress. "Caledonian MacBrayne has no wish to see strike action and sincerely hopes that this will be avoided.

"Our customers do not deserve to be targeted in this way and we will do everything we can to achieve a successful outcome for all concerned," he went on. RMT representative Steve Todd was yesterday unavailable for comment.

NAVY NEWS



Crewmen aboard the Los Angeles-class nuclear powered attack submarine **USS Portsmouth (SSN 707)**, man the topside navigation watch as the submarine operates at high speed near San Diego.

Photo : US Navy – July 29th, 2003

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :

DAILY SHIPPING NEWSLETTER 2003 – 117



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>



The **FUNCHAL** seen here passing Velsen, outward bound from Amsterdam
photo : Jack van der Valk ©



Fred Olsen's **BLACK WATCH** outward bound at the Westerscheldt river
Photo : Henk de Winde ©

DAILY SHIPPING NEWSLETTER 2003 – 117



The Muller **Pontoon 5511** with the pusher tug **ORION** pictured at Willebroek in Belgium, the 275 ton in weight unit was loaded within 45 minutes, the unit is bound for **CONOCO** in Immingham (UK)
Muller Dordrecht is organizing the complete transport

Photo : Hans de Jong – Maritime pictures ©



The Wijsmuller-Svitser tug **ZEELAND** in her new livery – **photo : Joop Marechal ©**



The **EDDA FRIGG** departed from Rotterdam Saturday – photo : Piet Sinke ©

.... PHOTO OF THE DAY



The **FRANS NAEREBOUT** with in the background the **PRINS JOHAN FRISO** both entering the port of Flushing - Photo : Willem Kruit ©

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

