

DAILY SHIPPING NEWSLETTER 2003 – 121



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The Breskens lifeboat **ZEEMANSHOOP** operating at the Westerscheldt river

Photo : Willem Kruit ©

EVENTS, INCIDENTS & OPERATIONS

Two piracy attempts in Malacca Straits

(SINGAPORE) Four armed pirates opened fire on a bulk carrier in the Malacca Straits last week, in one of two incidents that mark the end of a relatively quiet period in the often crime-plagued waterway.

Evasive manoeuvres taken by the master of the bulker, coupled with rough seas, prevented the pirates from boarding the vessel, and no one was injured, a report submitted to the International Maritime Bureau's (IMB) Piracy Reporting Centre said. Witnesses said the pirate's boat was named Cakrac 2, painted blue, and flew the Indonesian flag.

Two days later, pirates in a high speed boat attempted to board an LPG carrier underway in the Malacca Straits, but gave up and pursued another ship nearby after crew of the gas carrier directed searchlights at the craft.

There had been a relative lull in reported piracy activity in the Malacca Straits since the mid-June closure of Indonesian waters off the war-torn Aceh province, due to the imposition of martial law in the area in late May.

A spike of attacks around the island of Bintan in recent weeks, and an alarming rise in pirate activity in the Gelasa Strait earlier, indicated a slight geographical shift from the world's worst piracy hot-spot, resulting from the Aceh clampdown.

In the first half of 2003, Indonesian waters claimed 27 per cent of world-wide reported piracy attacks - including the most violent - with 64 incidents. According to IMB reports, 43 vessels were boarded in Indonesian waters, four were hijacked and another 17 experienced attempted boardings

Betonningsschip 'Terschelling' vaker aan de kant

Het betonningsvaartuig Terschelling zal dit jaar vaker aan de kant blijven. Het jaar 2003 is, aldus persvoorlichter Wendy de Heij van de afdeling voorlichting van Rijkswaterstaat Directie Noordzee, een proefjaar, waarin de boeien minder vaak geïnspecteerd en gewisseld zullen worden.

RWS is van mening dat het boeienonderhoud efficiënter kan en wil dit jaar ervaring opdoen met een verminderde inspectie. Het project wordt bij RWS 'verruiming onderhoudsnormering' genoemd. Dit jaar heeft de verminderde inzet van de Terschelling nog geen personele gevolgen, maar als blijkt dat het inderdaad stuk efficiënter kan, dan zal RWS beslissen welke gevolgen dit heeft voor de werkgelegenheid. De gevolgen zullen in dat geval niet alleen op het eiland merkbaar zijn, maar op alle betonningsstations van de Vaarwegmarkeringsdienst langs de kust.

De Terschelling lag de afgelopen periode geruime tijd aan de kant, ook omdat er reparaties moesten worden verricht. Het schip is echter weer inzetbaar voor ad hoc werkzaamheden, zoals reparatie aan de verlichting en het verplaatsen van boeien. etc. Want daarmee is de veiligheid gemoeid en op dat soort werkzaamheden wordt niet bezuinigd", aldus Wendy de Heij.

Fugro in discussions with Thales regarding acquisition of Thales GeoSolutions

Fugro has announced that it has entered into negotiations with Thales SA on the acquisition of the major part of Thales SA's geosolutions business. Thales GeoSolutions, with its headquarters in Chessington, UK, is a global provider of survey, geotechnical and ROV services, operating mainly in the oil and gas market.

Fugro believes that an acquisition of Thales GeoSolutions would strengthen its global capabilities and would generate synergies with its own network of offices around the world and provide more efficient services to its clients. The acquisition would be financed through bridge loan facilities. Thales and Fugro have not reached as yet definitive agreement on a possible transaction.

Wrakstuk Tricolor in Zeebrugge brandt

In de haven van Zeebrugge is dinsdagavond brand ontstaan in het eerste en voorlopig enige wrakstuk van het gekapseide vrachtschip **Tricolor** dat er op een ponton aan de kade ligt. Bij het losbranden van kettingen, vatten vermoedelijk enkele autobanden vuur. Niemand raakte gewond.

Bergers waren enkele kettingen aan het losbranden die ze zelf voordien in het wrak hadden aangebracht om het uit het water te hijsen. Het vuur veroorzaakte meteen een grote rookpluim die tot ver in de omgeving te zien was. De brandweer van Brugge kwam ter plaatse en bluste het vuur met behulp van elevators.

Omstreeks 22 uur was het vuur onder controle, maar werd er nog steeds nageblust. Volgens Gerald Criel van de Combinatie Berging Tricolor was het incident eerder spectaculair dan ernstig. "Door het warme weer was het pas geborgen wrakstuk meteen kurkdroog. Zo'n incident is dan nooit uitgesloten. Het hoort bij de risico's, maar de gevolgen zijn miniem."

Woensdag wordt in het Kanaal opnieuw de zaagkabel onder het gekapseide vrachtschip getrokken. In de loop van de dag zullen de bergers dan kunnen beginnen met het afzagen van een tweede wrakstuk van de Tricolor.

Tasman Spirit: damage uncertain

THE extent of damage to Panamax tanker **Tasman Spirit**, grounded off Karachi since July 27, has still to be ascertained, its owner Polembros has conceded. "Up to this point, we don't know whether [the tanker] was struck by a rock or something else. The front part is positioned in such a way that divers can't go underneath to see what happened," owner's representative Z Lekkas told Fairplay. Karachi Port Trust (KPT) officials said last week that one and possibly two of the ship's tanks had been ruptured in the grounding. It is not clear whether the Tasman Spirit is still leaking any of its 67,500-tonne cargo of crude oil. KPT says the leak has stopped, but despite heavy weather, Fairplay observed a 2-m wide slick near the mouth of the navigation channel on Sunday. Greek salvor Tsavlis yesterday deployed 400 m of booms to contain the spill. Lightering operations are due to begin today, as part of an eight- to ten-day campaign to re-float the tanker.

Aegean transshipment worries Greeks

REPORTS on a planned offshore oil transshipment have raised pollution fears in Greece and prompted a parliamentary question about the preparedness of the country to deal with a major pollution incident. Quoting a Moscow Times story that reported plans of Russia's oil company Yukos to load 2M barrels of crude oil on the VLCC Crown Unity off the Greek coast destined for US ports, a part of the Greek media alerted the government to the risk of accidental pollution from the operation in the sensitive area of the Aegean Sea. The opposition in parliament asked the government what measures they intended to take to protect the sea from such a risky operation. Shipping minister George Paschalidis said the government had not been notified of the planned transshipment and that the Greek law did not allow such operation to take place in territorial waters, except in cases of emergency. He added he was preparing a diplomatic solution in consultation with the foreign ministry to ban the operation in case a location of international jurisdiction in the Aegean Sea was chosen. According to reports, the transshipment is scheduled for August 22 and its purpose is to bypass transiting restrictions for VLCCs in the Bosphorus strait.

CASUALTY REPORTING

Jambo cargo retrieval delayed



WORK to retrieve the 3,300 tonne cargo of zinc sulphide from the sunken cargo ship **Jambo** on the west coast of Scotland is expected to start on August 8. The Jambo ran aground and sank near Ullapool on June 29 and is being salvaged by Smit and Klyne Tugs. Cargo offtake has been held up by delays in completing the removal of the remaining pollutants and by the weather. Removal of the remaining fuel and pollutants was only completed on August 1, since when the ship has undergone a complete survey. It is anticipated

that it will take around two weeks to remove the cargo into a number of hopper barges that have been brought together for the operation. The cargo will be drained and then the water pumped back into the sea at a designated area. The destination of the cargo once recovered is as yet undecided. : photo's : Jan van de Water ©



SHIPYARD NEWS

First SWATH ferry due from Damen by year end



Prinses Maxima, the first of two new Small Waterplane Area Twin Hull (SWATH) ferries being built by Damen shipyards in the Netherlands for the Province of Zeeland is due to be delivered by the end of

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this year, followed by the second ship in the series, the **Prins Willem Alexander**, which is due to be delivered early next year. Both vessels are due to enter service by March of 2004.

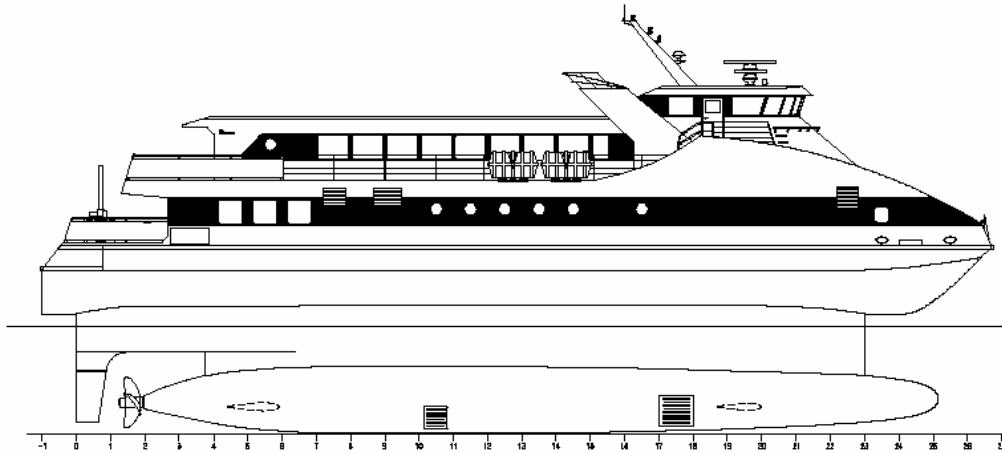
The Damen SWATH 3717 design is noteworthy because of the adoption of a SWATH hullform, and because a new type of 'compact' diesel electric propulsion system has been specified for the vessels.

As Henk van Herwijnen, Damen's Project Manager for Fast Ferries explained, being designed to operate in extreme weather conditions, winds and currents, the seakeeping requirements for the new class of fast passenger and bicycle ferries - which will operate on the Vlissingen-Breskens route in the Netherlands - were such that only a SWATH hullform could comply.

Herwijnen said extensive model testing of the design had been carried out at Maritime Research Institute Netherlands (MARIN) in order to verify the resistance and seakeeping characteristics of the SWATH.

A diesel electric propulsion system - designed in close co-operation with the yard, the owner, and its representatives - was selected in order to avoid having to place large diesel engines in each of the SWATH pontoons, because it offered a high level of reliability and redundancy, flexibility of installation, low levels of noise and vibration, and efficient power distribution and management.

The electric motors at the heart of the system, which were supplied as part of a package from Bakker-Sliedrecht, are designed to have a lifetime of 30 years and have reduced maintenance requirements. The contractor supplying the motors, Bakker-Sliedrecht, was also contracted to provide a Monitoring, Automation & Alarm System for the propulsion and power generation equipment using mimics of the propulsion, power generation, motor drives, bilge levels, ballast systems, tanks and ventilation systems.



The main diesel engines – two MTU 12V 4000 M50 Bs, each rated at 1,80kW at 1,800rpm - are arranged in an engine room on the main deck level, in order to ensure that they can be easily maintained. The generators are a pair of brushless 1,295kW/1,585kVA AVK/Stamford machines (which are complemented by a pair of auxiliary generators), linked to Bakker-Sliedrecht's low speed, double rotor Indar NA 500 – S/6 motors. Brushless AC/DC generators were selected for the ferries in order to save space and weight.

At 37.71m overall with a beam of 17.31m and draft of 4.20m, the new ferries are being built out of high tensile steel with aluminium superstructure, and feature accommodation for 181 plus four crew. They will have a maximum speed of 16.5 knots in Beaufort 2-3 and of 14.5 knots in Beaufort 6-7.

Conceptual design was carried out by Sovereign Marine Services NV with detailed design by Nigel Gee & Associates Ltd in the UK.

Keppel FELS strikes steel on Shah Deniz TPG500

Keppel FELS Ltd, the offshore arm of Keppel Corporation through Keppel Offshore & Marine (O&M), has cut its first piece of steel signifying the start of the fast-track fabrication on the Shah Deniz TPG500 Platform, which will be installed in the Shah Deniz gas and condensate field in the Azerbaijan sector of the Caspian Sea and operated by BP.

Keppel FELS was awarded the \$96 million fabrication project by BP Exploration (Shah Deniz) Ltd, the operator of the Shah Deniz Gas Export Project.

The yard is responsible for the entire fabrication project, including the hull, topsides and living quarters. The TPG500 platform is due to be delivered in July 2004.

France throws Alstom \$340M lifeline

THE French Minister of the Economy, Francis Mer, has today confirmed to the European Commission that the French government will step in to save troubled French engineering group Alstom, owner of shipyard Chantiers de l'Atlantique at St Nazaire. France will contribute 50 per cent to a €600M (\$680M) capital increase and will take 30 per cent of the group's shares, Mer told the EC. The French state will thus become the largest shareholder in the country's ailing flagship engineering group. Alstom desperately needs to strengthen its balance sheet and shore up its huge debt, currently running at almost €5Bn. Trading in Alstom's shares was suspended yesterday at the company's request. Competition Commissioner Mario Monti has asked for "full and detailed information" from the French government on the operation, together with "an official notice and detail of measures the government wants to take to save the group".

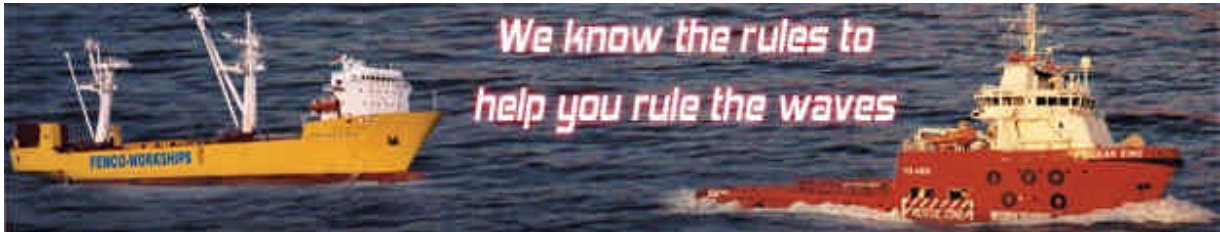


Hull 99 under construction at Aker Brattvaag shipyard original to be named **ACTIVE VENTURE III**, but the vessel seems to be for sale – [photo : Oddgeir Refvik ©](#)

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SOLIMAN REYS ENDS 5 MONTHS CHARTER



Friday 8th August 2003 the ahtsv "**Soliman Reys**" will terminate her "five-months" time charter for diving-support and maintenance work for Gaz de France. Since the past ten years Gaz de France Production Nederland b.v. has chartered the ahtsv "**SOLIMAN REYS**" for participating in the annual "five months" maintenance programme for her various platforms at the Northsea. For that purpose, an

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additional accommodation unit for 10 divers is installed on the aft-deck of the **"SOLIMAN REYS"**, which - in view of her dimensions - is considered very suitable by Gaz de France for this type of work. Consequently, the owners of "Soliman Reys" are quite confident, that in 2004 another "repeat-charter" for this vessel will be fixed for participating in the next "summer maintenance programme" of the GDF platforms.

As from August 15th, 2003, the "Soliman Reys" will be deployed for various deepsea-towages of newbuilding hulls from the Black Sea to north-west Europe again. With her bollard pull of 30 tons, double drum winch and sailing range of over 4.000 miles, this "little sister" will assist her "big brother" **"Thomas de Gauwdief"** in towing various newbuilding hulls from the Black Sea to Holland and Germany.

Apparently there is an almost continuous flow of newbuilding hulls from Romania, Russia and Ukraine to Holland, Norway and Germany, many of which are contracted by/through "Landfall" Transport & Towage b.v.



"Landfall" has now also chartered the German tug **"SALUS"** for towing the inland water tanker hull **"Navira"** from Constantza to Rotterdam (e.t.a. **15th August 2003**), whereas the Belgian tug **"SEAHORSE"** will depart from Kerch, Ukraine, next week with the newbuilding hull of the "Feederlines" container-feeder **"Velserdiep"**.

Left : The SALUS
Photo : Jan Plug ©

Frontline first-half profit bonanza

FRONTLINE, the world's leading tanker owner, has posted first-half net profit of \$334.7M - within analysts' forecasts for full-year earnings of about \$330M-\$350M. The company made a second quarter net profit of \$155.1M compared with a \$31.8M loss in the same period last year, in spite of a fall in its fleet's average earnings in the first quarter. Frontline's VLCC fleet earned on average \$46,000 per day, 17 per cent less than in 1Q03, while its Suezmaxes obtained on average \$39,600 per day, a drop of two per cent. The Suezmax OBO fleet was 17 per cent lower at \$35,200 per ship per day. The Frontline board says about half the company's capacity is fixed at rates \$10,000 above break-even rates. It predicts that spot markets will be volatile but will recover from September, which it said would yield benefits for full-year results. The company is also looking at "optimising ways to use its equity." There have been rumours of a large bond issue, whose proceeds would be used to pay high dividends.

Tidewater reports first quarter results for fiscal 2004

Tidewater has announced first quarter net earnings for the period ended June 30, 2003, of \$18 million, or \$.32 per share, on revenues of \$164.8 million. For the same quarter last year, net earnings were \$23 million, or \$.41 per share, on revenues of \$160.3 million. Net earnings in the immediately preceding quarter ended March 31, 2003, were \$18.6 million, or \$.33 per share, on revenues of \$153.9 million.

ENSCO reports second quarter results

ENSCO International Incorporated has reported net income of \$31.1 million (\$0.21 per diluted share) on revenues of \$196.9 million for the three months ended June 30, 2003, compared to net income of \$23.3 million (\$0.17 per diluted share) on revenues of \$146.1 million for the three months ended June 30, 2002.

The second quarter 2003 results include income from discontinued operations of \$4.2 million (\$0.03 per diluted share) related to the gain on the sale of the Company's marine transportation fleet which was completed on April 1, 2003.

Income from continuing operations for the three months ended June 30, 2003, was \$26.9 million (\$0.18 per diluted share) compared to \$22.5 million (\$0.16 per diluted share) in the year earlier quarter.

ENSCO's net income for the first six months of 2003 was \$54.0 million (\$0.36 per diluted share) on revenues of \$392.0 million, compared to net income of \$39.5 million (\$0.29 per diluted share) on revenues of \$276.1 million for the prior year's first sixmonth period. The six month period results of 2003 include income from discontinued operations of \$0.9 million (\$0.01 per diluted share) related to the Company's marine transportation segment. Income from continuing operations for the six months ended June 30, 2003, was \$53.1 million (\$0.35 per diluted share) compared to \$37.4 million (\$0.27 per diluted share) in the year earlier six month period.

The average day rate for ENSCO's active jack-up rig fleet was \$46,900 for the second quarter of 2003, compared to \$42,100 in the year earlier quarter. Utilization for the Company's jack-up fleet increased to 88% in the most recent quarter, up from 85% in the second quarter of 2002.

Excluding rigs in a shipyard for regulatory, inspection, and enhancement initiatives, jackup utilization was 96% in the most recent quarter, compared to 94% in the year earlier period.

Carl Thorne, Chairman and Chief Executive Officer of ENSCO, commented on the Company's current markets and outlook: "Gulf of Mexico jack-up rig demand is little changed over the last several months, with supply continuing to decrease as some rigs depart for international service. We are beginning to see some improvement in the Gulf of Mexico jack-up day rates, although this primarily applies to the larger, more capable jack-up rigs. The North Sea jack-up market is sluggish, with little term work now being bid, and day rates are beginning to soften. Two of our Europe/Africa jack-up rigs may have some available time during the third quarter before commencing new contract commitments, with the remainder of our fleet in that jurisdiction committed into the fourth quarter of 2003. Asia Pacific remains firm, in terms of both utilization and day rates, with a good level of additional bid activity."

"With respect to our continuing fleet renewal program, in North America, ENSCO 82 remains in a shipyard for major upgrade, with expected completion early in the fourth quarter. ENSCO 68 will enter a shipyard for major enhancement in late 2003. With respect to more limited projects, ENSCO 60 is now in a shipyard until late in the year, and ENSCO 55 is scheduled to follow. In Asia Pacific, ENSCO 57 is currently in a shipyard and due for delivery in August. During the third quarter, ENSCO 97 will also be in a shipyard for approximately 30 days," said Thorne.

"Given expected market softness in the North Sea over the remainder of 2003, muted improvement in Gulf of Mexico day rates, and scheduled shipyard downtime, we expect third quarter 2003 income from continuing operations to be little changed from the \$0.18 per diluted share realized in the second quarter of 2003."

Tordenskhold files for bankruptcy

TORDENSKJOLD, the listed Norwegian shipping group that recently sold its cement carrier business, has filed for bankruptcy after talks with its financiers. The financial situation at the company, which had NK26.3M (\$3.2M) equity compared with NK90M debt at the end of March, worsened at the end of last week, when some of its mortgage lenders decided to terminate their loan agreements. Tordenskjold sought protection against its creditors from Bergen City Court on Friday, but a meeting of bondholders this morning failed to produce a settlement that could have saved the company. After the sale of its cement carriers, Tordenskjold's shipping assets comprised four dry bulk carriers and five forest product carriers.

Malacca Straits warning

(SINGAPORE) Rough seas with waves of up to 3 metres can be expected in the northern sector of the Malacca Straits and parts of the South China Sea off the east coast of Malaysia for the next few days. The Malaysian Meteorological Services has warned mariners that the present strong westerly winds of 40-50 kph over the straits and the northern Malaysian states of Kelantan and Terengganu, and southwesterly winds over Sarawak and West Sabah waters are expected to continue until tomorrow night. Its statement said that the rough weather can be expected to persist throughout the period and that the seas are especially hazardous to small boats.

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The **TRANS ARCTIC** outward bound at Flushing pilot station – **photo : Willem Kruit ©**

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HAL's **ZAANDAM** at sea – photo : Capt. Jeroen van Donselaar ©



The juice tanker **CARLOS FISHER** can carry 37.000 ton concentrated fruitjuice
photo : Willem Kruit ©



The **A'ROSA BLU** visited the port of Amsterdam – photo : Joop Marechal ©

Originally planned for Sitmar but completed for Princess Cruises in 1990, this handsome vessel plied the seas as the **Crown Princess** for 12 years before being transformed into **A'Rosa Blu**, the largest and most enmity-filled ship ever catering almost exclusively to German-speaking passengers. **A'Rosa Blu** is deployed in Northern Europe, the Mediterranean and the Caribbean, the length is 245 m with a gross tonnage of 70.285 ton, the capacity (double occupancy) is 1596 passengers and a crew of 680.



ARIADNE PALACE, Ferry passenger liner (Greece - Italy). IMO 9221310, Greek flag, gross tonnage 28800, built in 2002, seen August 5th entering the Igoumenitsa port.

Photo : George Grekos ©

AIRCRAFT / AIRPORT NEWS

Swiss urged to seek help from another airline

Carrier should examine all possible scenarios to secure its future, says govt

(ZURICH) The Swiss government has asked troubled airline Swiss to examine closer cooperation with another airline, including a merger, to secure its future, a government spokesman said on Sunday.

'The Federal Council expects that Swiss will examine all scenarios for the future, ranging from cooperation, an alliance, up to a merger,' transport ministry spokesman Hugo Schittenhelm told AFP.

The Swiss government holds the largest single stake in the airline (20.4 per cent) and Mr Schittenhelm insisted that the government's position was a request, not an order.

The Swiss economics minister, Joseph Deiss, reiterated in a newspaper interview on Sunday that the airline could not count on further state cash.

KLM ready to sever ties with Northwest if needed

(AMSTERDAM) If necessary KLM is prepared to jettison its long-running transatlantic alliance with Northwest Airlines when it decides later this year whether to join the global oneworld or rival SkyTeam grouping of airlines, a spokesman for the Dutch carrier said.

'KLM wants to keep its successful alliance with Northwest,' spokesman Jan Christiaan Hellendoorn said. 'But if it is in the best interest of both parties, the contract includes the terms under which the link can be ended,' he added.

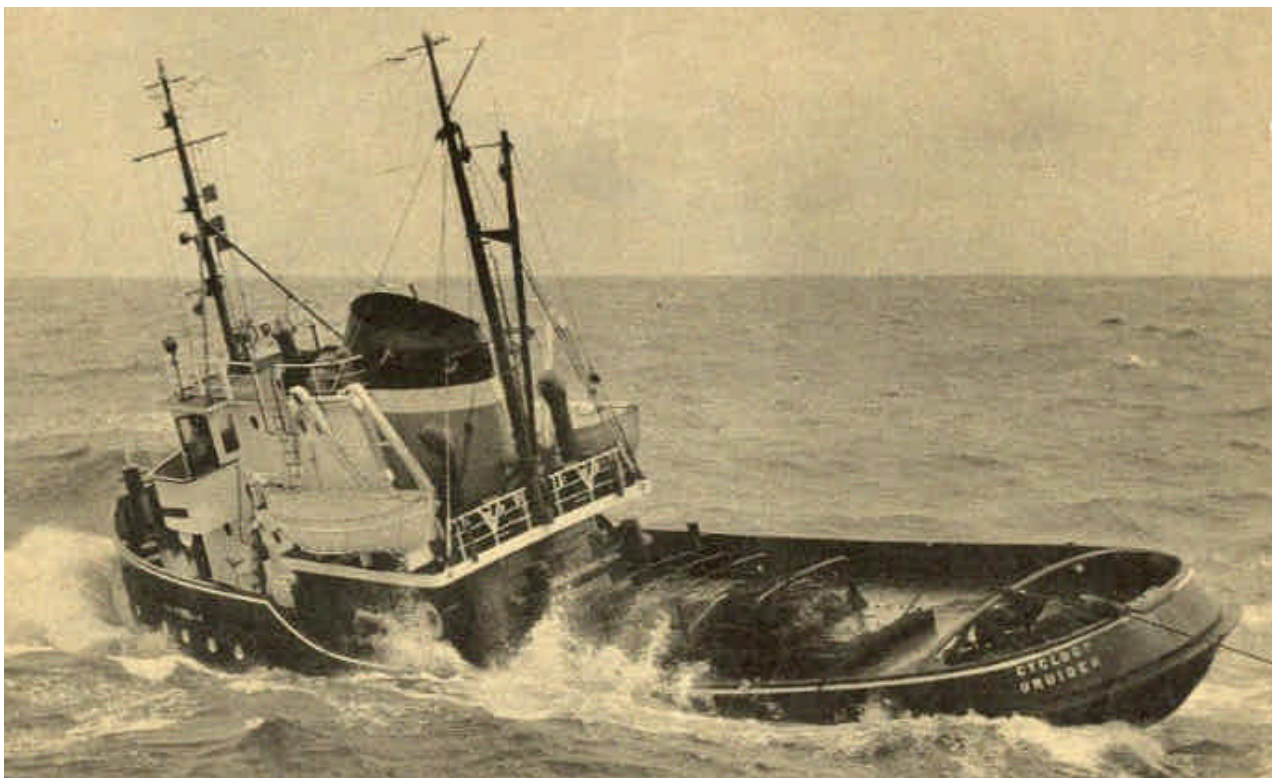
Mr Hellendoorn was commenting on reported remarks made by chief executive Leo van Wijk in an interview with British-based monthly magazine Airline Business, saying that KLM could seek a divorce from NWA.

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Before the end of the year KLM aims to take a decision on joining either the oneworld alliance led by British Airways and American Airlines or the SkyTeam grouping led by Air France and Delta Air Lines. In turn Delta has its own domestic US alliance with Northwest and Continental Airlines.

KLM officials say talks with Air France are currently more intensive than those with BA, with whom it has previously held merger talks, but not necessarily more advanced

.... PHOTO OF THE DAY



Wijsmuller's **CYCLOOP** in action during 1953 - photo : via Joop Marechal ©

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