

## DAILY SHIPPING NEWSLETTER 2003 – 125



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**THIS NEWSLETTER IS BROUGHT TO YOU BY :**



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The Pilot tender **COLUMBIA** operating at the Flushing pilot station – photo : Willem Kruit ©

## EVENTS, INCIDENTS & OPERATIONS

### LADY LAURA SOLD



The venerable **AHT Lady Laura** is reported sold, subject to inspection. Operated by Klyne Tugs she was built in 1977 as the **Lunde Senior** and took a few names before her present one. She is advertised as having 10000BHP with a bollard pull of 100 tons.

photo : Hans Bosch ©

### Royal Marines Raid Oil Smuggling Tanker

Royal Marine commandos raided a ship trying to smuggle 1,100 tonnes of oil out of Iraq, the military said today. The tanker was stopped at about 10pm last night in international waters in the northern Arabian Gulf, according to military spokeswoman Squadron Leader Lynda Sawers.

Speaking from Basra, southern Iraq, she said the raid on the tanker, called **Navstar**, showed the coalition's determination to stop oil smugglers. The operation came after observers had been tracking the ship for nine days, during which the Navstar had received small fuel barges alongside.

The Royal Marine commandos, from the frigate **HMS Sutherland**, boarded the **Navstar** as part of a "co-ordinated coalition effort" and by 11.30pm local time the team had secured the tanker and arrested the crew. The **Navstar** has been ordered to the southern Iraqi port of Umm Qasr. The ship's cargo was the equivalent of about 80 road tankers' worth of oil. Up to 2,500 tonnes of oil are smuggled out of Iraq every day – and the cargo seized last night had an estimated value of about £125,000 (US 200,000).

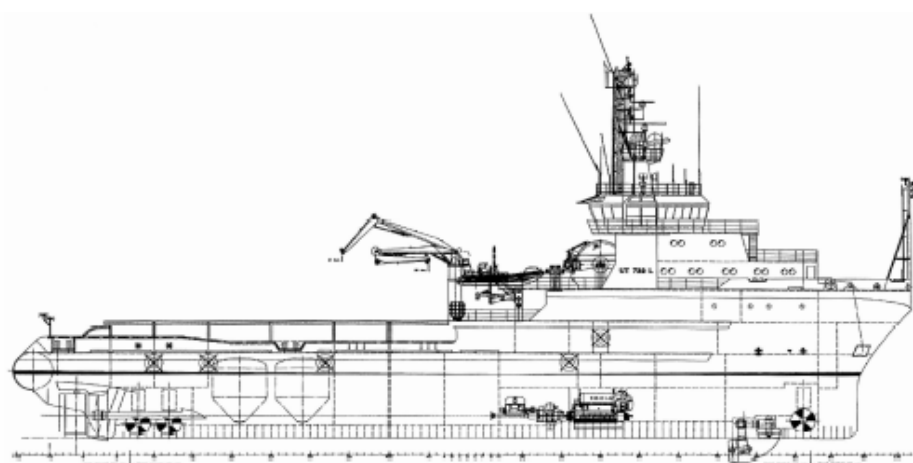
The crew will be handed over to the Iraqi authorities who will arrest and detain them for further questioning, Sq Ldr Sawers said. "This is a significant arrest which demonstrates the effectiveness of the coalition forces to deal with oil smuggling." The message is quite clearly that we will not tolerate theft of oil from Iraq. "The coalition will use the full force of Iraqi law to bring the smugglers to justice."

## **SHIPYARD NEWS**

### **Osprey Takes Wings**



Following years of decline, amateur ornithologists will be pleased to hear of another Osprey.



Unfortunately however it comes as no surprise that the specimen in question is not of the feathered variety! Atlantic Towing, owners of recent fleet addition AHTS **UT722L Atlantic Osprey**, which was enroute to be repositioned in Aberdeen following the delivery from Irvine Group's shipyard in Halifax. It's sister vessel the **Atlantic Kingfisher** has

been here several months now, and the arrival of the **Atlantic Osprey** in Aberdeen was to enhance the owner's position in the North Sea as a supplier of high specification anchor handlers.

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But alas, while the vessel was enroute she gained a charter with Heerema towing the heavy lift barge **"Hermod"** from Trinidad to Canada then to the US Gulf. This job she is doing together with Heerema's **RETRIEVER**. So it will be a while longer before the two birds can meet up. Atlantic Towing also have two further 722L vessels, the **Atlantic Eagle** and **Atlantic Hawk**, both of these vessels are presently working in Canada. The **Osprey** and **Kingfisher** are both equipped with DP2, Deck area of 550m<sup>2</sup>, 16320 BHP with large winch and chain locker capacity .



Top : The **Retriever** (left) and the **Atlantic Osprey** enroute with the Hermod to Canada.

Photo : Jan Terpstra © – Ch.Eng Hermod

## A quick response to cruise line's suit Royal Caribbean allegations denied

The Rolls-Royce Group vowed to fight. Alstom Power Conversion rejected the claims. And Carnival Corp. said it was checking into allegations about a ship-propulsion system that led Royal Caribbean Cruises to file a lawsuit for \$300 million in damages.

European joint-venture partners Rolls-Royce and Alstom issued concise statements Friday, one day after Royal Caribbean made stinging accusations about repeated problems with the system that has taken four of its Celebrity-brand ships out of service for weeks and hurt its reputation.

"RCCL notified Alstom July 10 of its claim for substantial damages," Alstom spokeswoman Severine Gagneraud said by telephone from Paris. "Alstom responded in detail on the 22nd of July, explaining why, under the relevant contracts, the claims from RCCL are without basis or substance and rejecting the claims in their entirety." She said the company would have no further comment since the matter was in Miami-Dade Circuit Court.

The Rolls-Royce Group said that it was aware of the suit only through press reports and that it intended to "vigorously contest any allegations."

Rolls-Royce and Alstom have been working with Royal Caribbean "to provide support where entry into service problems have occurred and to help get ships back into service as quickly as possible," Rolls-Royce said in a statement. The high-tech Mermaid pods are designed to provide more maneuverability than traditional propulsion. The prop shaft and motor are in a self-contained unit beneath the ship, so there are less noise and fewer vibrations throughout the vessel. Problems have cropped up on several other ships using the **Mermaid system**, company spokesman Gordon Welsh said by phone from London, "but these issues have been resolved." The Fort Lauderdale-based Radisson Seven Seas Cruises and the Italy-based Festival



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use the system.

"We did experience some potential problems with one of the pods in April of 2002," said Andrew Poulton, director of strategic marketing for Radisson. The year-old Radisson **Seven Seas Mariner** was taken out of service as a precaution for just over a week. "There was not an imminent problem," he said, and everything has been fine since. The Miami-based Carnival is putting four Mermaid pods on Cunard brand's **Queen Mary 2**. The \$780 million, 2,620-passenger ocean liner being built at the Alstom-owned Chantiers de l'Atlantique in France is due to start sailing in January.

When the pod units were tested after being delivered to the yard, contaminated lubrication oil was discovered, Carnival spokeswoman Jennifer De La Cruz said. All units were sent back to the manufacturer for design improvements.

Welsh said the only problem with the system was that it was delivered late and had "nothing to do with the technical specifications." The **Queen Mary 2** pods are "our latest design" and vary significantly in power, range and size from Celebrity's, he said.

### **Carnival is being cautious.**

"We are examining the Celebrity claim to see if it discloses anything new from a technical perspective. However, we believe that much of it is, in effect, historical at this point," Carnival Chairman Micky Arison said in a statement. "We do expect to benefit from Celebrity's unfortunate experience, as they were the first cruise line to utilize what was at the time a prototype product."

The newness was part of the problem, Royal Caribbean says in its suit. The system "turned out to be a defectively designed and built product which was in fact at an experimental stage of its development when it was installed," the suit says. The systems "are susceptible to multiple failures." Arison said Carnival had "an excellent working relationship" with Rolls-Royce and Chantiers and was "working cooperatively with them to provide the best expert verification that the steps taken to remedy the technical issues that gave rise to Celebrity's problems have been fully rectified in the pods supplied for QM2."

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## Greenstream's flotilla on the move

Swire Pacific's AHTS's UT720 **Pacific Banner** & **Pacific Blade** are set to follow in the footsteps of the **Castoro Sei** pipelay barge, by mobilising to the Mediterranean and in particular, Libya. The **Castoro Sei** was working on Golden Eye project here until mid June but has been towed by Swire's AHTS UT710 **Pacific Warlock** down to the Med. July also saw the departure of the flotilla of PSV's that have been accompanying the barge on it's the recent projects – these being Solstad's UT745 **Normand Carrier** UT745E **Normand Flipper**, and Østensjø's **Edda Frigg** and **Edda Frende**. The vessels will be working the Western Libya Gas Project which is owned by Greenstream (a joint venture between ENI and NOC (of Libya)) and aims to lay a 540km Transmediterranean gas export pipeline connecting Mellitah in Libya to Gela in south eastern Sicily. Cost of the project is estimated at \$283m.

## Assister Arrives And Surf Sails

After completion of the installation of the Fluminense FPSO on the Shell Brazil (ex Enterprise Oil) Bijupira Selema field, the AHTS **Maersk Assister** arrived back in Aberdeen during mid July. The vessel left the North Sea at the end of April to commence this Subsea 7 contract to assist with the installation of the Fluminense FPSO along with the AHTS UT722LX **Havila Surf**. The Maersk Assister promptly fixed a DP charter for BP shortly after its return. The **Maersk Assister** has a deck area of 802m<sup>2</sup> and a bollard pull of over 280 tonnes. Presently the **Havila Surf** is enroute to the North Sea with an ETA of the 11th of August. The **Havila Surf** is also a DP2 vessel and has a bollard pull of 220 tns and a deck area of 560m<sup>2</sup>. The LX notation stands for Lengthened eXtra. LOA is 87.7m as opposed to the 80m of a standard 722L.



## Statoil rides the Wave

Trico were celebrating this month as Statoil chartered their PSV UT 745 Mark II **Northern Wave** for term supply duties. The PSV was fixed for four months firm with a further 2 monthly options and will join Statoil's Kristiansund pool. Unfortunately when Statoil required delivery the vessel was still working for Stolt, so Trico slipped the AHTS vessel **Northern Admiral** in to front run. The **Northern Wave** should deliver to Statoil in early August.

## Esvagt Gamma goes on & on



Almost as soon as the AHTS **Esvagt Gamma** returned from its term charter performing tanker assist duties at Schiehallion FPSO for BP, than it was summoned back West of Shetland again for a similar but this time spot job for BP. The small and versatile AHTS had been on charter since mid April. There is a possibility that this scenario could continue for some time to come.

The **Esvagt Gamma** seen here arriving in Aberdeen

Photo : Piet Sinke ©

## Tay for Two

Seacor's PSV VS483 **Stirling Tay** completed its long term charter with ASCO at the end of June. After completion of the charter the vessel then entered the Wallsend dry-dock on the River Tyne for some "T.L.C." Prior to the docking Seacor decided to upgrade the vessel to DP2 status. So as well as being a large decked PSV of 902m2 she can also compete for DP2 charters with its shiny new ALSTOM ADP21system.

## Hamal Tees up for Total



Augusta's recent addition to their fleet, the 2003-delivered AHT **Hamal** was fixed to Total Libya for a three-year charter. The vessel will support the 916,000 barrel storage capacity FPSO Farwah in the Libyan sector of the Mediterranean. Previously the vessel had been doing spot jobs in the Italian sector. The FPSO is located 100 kilometers off Libya's west coast in water depths of between 83m and 87m..

## Japan's 3 top carriers post sparkling Q1 profits

NYK, MOL, K Line attribute strong growth to better- than-expected recovery in freight rates

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(SINGAPORE) Japan's three major shipping lines Nippon Yusen KK (NYK), Mitsui OSK Lines (MOL) and Kawasaki Kisen Kaisha (K Line) all enjoyed stellar first quarters, comfortably outperforming their FY2002 first-half results in just three months.

The profit boost was attributed to a stronger-than-expected recovery in container freight rates.

NYK's first quarter net profit of 8.77 billion yen (\$128 million) surpassed its first half performance of 7.8 billion yen last year, while MOL's Q1 profit of 11.2 billion yen was double its H1 2002 earnings of 5.5 billion yen, and K Line's 5.9 billion yen profit exceeded its 4.9 billion H1 2002 result.

K Line's performance prompted the line to almost double its full-year profit forecast - from its May outlook of 16.5 billion yen on sales of 675 billion yen, to 30 billion yen on sales of 700 billion yen, but NYK and MOL maintained their full year profit outlooks of 33 billion yen and 38 billion yen respectively.

The three shipping groups reported their first quarterly results to the Tokyo Stock Exchange yesterday for the three months ending June 30, 2003. The results clearly reflected a freight rate recovery - understood to be about 30 per cent - this year as the chronic over-capacity of 2001-2002 shifts in favour of suppliers. Japan's largest shipping line, NYK, generated quarterly sales of 326.6 billion yen, and an operating profit of 19.6 billion yen. Earnings per share were 7.18 yen.

'The liner trade almost achieved the original earnings target as stepped-up efforts for the restoration of freight rates, which had remained low on all trade routes, paid off against the background of the brisk movements of cargo and the tightening of the supply/demand situation worldwide,' NYK said in a statement.

The company said its tramp and specialised carrier long term contracts were running smoothly, while spot prices were at a historical high. Its tanker operations had weakened due to a seasonal drop in petroleum demand. NYK said it had expanded its Europe and US logistics business in the quarter, and actively promoted car-related logistics in Asia.

Volumes at NYK's sea freight terminals and its airfreight business remained steady. It added that cruise passenger demand had slackened due to the conflict in Iraq.

The country's second biggest line, MOL, had sales totalling 234.6 billion yen in the three months to June 30, an operating profit of 18.6 billion yen. Its earnings per share were 9.32 yen. MOL raised its first half profit forecast from 17 billion yen to 19 billion yen, citing higher freight rates.

'The liner division rebounded after the recovery of freight rates on key routes and increasing outbound cargo from Asian countries, mainly China,' MOL said in a statement, adding that the same factors boosted its agency and terminal operations.

Its non-liner and tanker shipping divisions showed 'steady growth', but MOL blamed Sars and the Iraq war for lower-than-forecast profits in its logistics, travel and ferry businesses.



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And third-ranked K Line revenues hit 174.5 billion yen in the quarter, with an operating profit of 12.1 billion yen. Its earnings per share are 9.92 yen.

K Line cited strong container volumes and cost cutting efforts as key factors behind its more favourable performance and outlook.

'The company's better performance is mostly due to the improvement of the container business. Freight volumes were strong, especially from China,' it said.

## **Brazil lends US\$220 mill for new Petrobras tankers**

Brazil's national development bank BNDES has approved US\$220mill in loans to build two Panamax and two Suezmax tankers for Petrobras transport subsidiary Transpetro at Rio shipyard Estaleiro Ilha (EISA) .

Transpetro is preparing to tender contracts to build a further 18 oil tankers. The tender for another four vessels will begin as soon as construction of the first one at EISA begins. The company currently has 53 ships transporting oil and derivatives along the Brazilian coastline.

## **NAVY NEWS**

### **HMS DUMBARTON CASTLE**



**HMS Dumbarton Castle** left Friday Swansea – **photo : Chris Jones ©**

## **Crew fights major blaze in frigate's engine room**

Fire broke out in an engine room of the frigate escorting the submarine **HMCS Victoria** to Esquimalt when it was about 50 nautical miles off Mexico's Baja Peninsula Thursday evening. Heat from the blaze turned the steel enclosure around one of Esquimalt-based **HMCS Ottawa's** two huge gas turbine engines red-hot during the 35-minute fire that started at 9 p.m. Eighteen firefighters were treated for heat exhaustion, another received a minor cut and another two were treated for smoke inhalation. Treatment was given on board and all have returned to duty. The gas turbines are used for high-speed manoeuvres. The ship was cruising on its diesel engine and continued sailing during the fire. Capt. Bob Davidson, acting fleet commander for the Pacific Coast, said morale among the crew of 220 on the 134-metre frigate was high Friday because the emergency had been dealt with and no one was seriously hurt. Ottawa and Victoria are scheduled to arrive in San Diego early next week. The ship's timetable for accompanying the much-slower submarine has not been altered. Victorians should see the sub at its base at CFB Esquimalt near the end of this month. Victoria and its 49 crew members left Halifax late June to travel 7,350-kilometres to Esquimalt, passing through the Panama Canal. Another frigate accompanied Victoria along the eastern seaboard with Ottawa taking over on this coast. Canada bought Victoria and three other subs from Britain in 1998. When Ottawa's heat-sensor alarms went off and sparks were spotted, a fire-suppressing gas was released into the compartment. The room is about the size of a small school gymnasium, Davidson said. A fine water mist was also sprayed on the enclosure holding the port gas turbine, where the fire began. When those measures failed to put out the blaze, firefighters wearing protective gear used a foam-water combination to flood the room and extinguish the fire. It appears that a leaking fuel line helped keep the fire going, Davidson said. "It was a major fire." The gas turbines are similar to what is used on a jet airplane. Each is about five metres long and 2.4 metres in diameter. No distress call was sent and Ottawa informed Victoria that its help was not needed. After the fire was put out, two hours passed before the area was cool enough for crew to enter to assess the damage. Teams from Esquimalt are flying to San Diego to investigate and assess the damage. No estimates of the cost of the damage are ready yet.

## **MOVEMENTS**

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The **ROSA DELMAS** seen at Flushing Pilot station – photo : Willem Kruit ©

The **ROSA DELMAS** was build during 1985 named **ROSA TUCANO** at the NKK yard in Yokohama under yard number 94 , she sailed under this name until 1993 when she was renamed in **CALAPOGGIO** in 1995 she was renamed again in **ROSA TUCANO** and since 1998 the vessel is sailing for the French Delmas group under the name **ROSA DELMAS**.

The vessel is 185 mtr in length and has a width of 32 meters, the 15.120 hp diesel gives the vessel a maximum speed of 16 knots

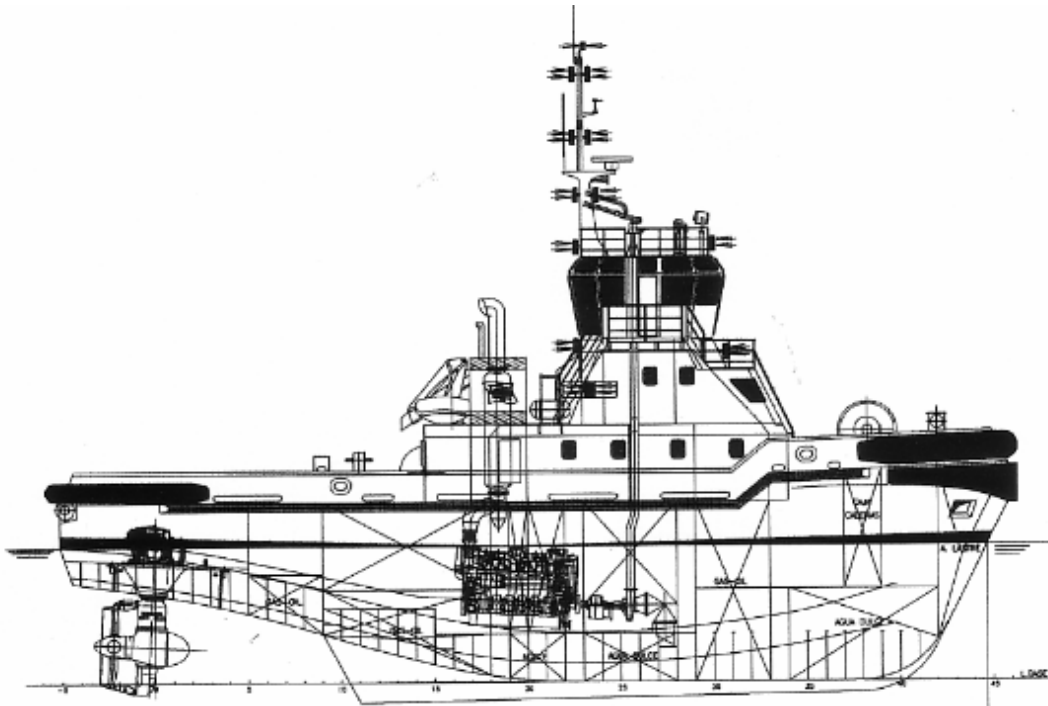


The 2 sisters **CMM CORDOBA** and **CMM VERACRUZ** were delivered in Mexico.

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The **CMM CORDOBA** and **CMM VERACRUZE** measuring 30.5 mtr in length and a beam of 10.6 mtrs, and are powered by 2 Caterpillar 3606 DI TA diesels, each developing 2030 kW at 1000 rev/min. The engines are driving each a stern mounted Schottel type 1515 CP Rudderpropellor equipped with a 5-bladed controllable pitch propeller. During seatrials the vessel achieved a bollard pull of 64 tons ahead and 59 tons astern, the free running speed is 13.6 knots.

[See drawing below](#)



At the Fluessen in the Province Friesland in the Netherlands a transport was seen of a newbuilding casco enroute onboard a barge with some tugs of BTS.

**Photo : Adam Louwen ©**



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The **MSC LEVINA** at the Westerscheldt River – photo : Willem Kruit ©

The **MSC LEVINA** was built at the Samsung yard in Kojé in South Korea under yard number 1063 during 1989, at that time the vessel was named **HANJIN LE HAVRE**, the 241 meter long vessel sailed during the years 1989 until 1998 under this name and received during 1989 the name **MSC LEVINA**, the capacity is 2586 TEU's and the vessel is powered by 1 Sulzer Diesel of 31.500 hp which give the vessel a speed of 22 knots.



Ferry passenger liner "**POLARIS**", (Greece - Italy line). Cypriot flag, built in 1975, gross tonnage 20326, IMO 7358731. Seen August 6th 2003. – photo : George Grekos ©

The **POLARIS**, was build under the name **DANA FUTURA** at the Danyard in Frederikshaven (yard number 407) during 1976, received the name **DAMMAN EXPRESS** during 1976 and was renamed again **DROSSEFELS** in 1972 until 1978 , during the period 1978 – 1988 she sailed again under the name **DANA FUTURA** and between 1989 and 1991 under he name **SKANA LINK**, in 1991 she was named **POLARIS**, the 176 mtr long vessel is equipped with 2 Alpha Diesels with a total output of 13.725 hp which give the vessel a speed of 24 knots, the present owner is Wavelord Nav. in Piraeus.

## AIRCRAFT / AIRPORT NEWS

### European airline traffic up 1.2%

(MUNI CH) European airlines' international passenger traffic rose 1.2 per cent in the week ended July 27, as more people resume flying to the US and the Middle East.

Travel across the North Atlantic rose 6.6 per cent from the comparable week in 2002 while Middle Eastern traffic rose 2.8 per cent, the Brussels-based Association of European Airlines (AEA) said in an e-mailed statement. Air travel within Europe fell 0.5 per cent. Traffic on Asian flights fell 8.5 per cent, the AEA said. The decline in Asian traffic 'suggests that Sars has cost us sixteen weeks of market development in this vitally important region, amounting to virtually one-third of a year of heavy financial losses,' said association Secretary General Ulrich Schulte-Strathaus in the statement.

European airlines will post losses of between US\$1 billion and US\$2.4 billion this year as the spread of severe acute respiratory system, the Iraq war and a slowing economy discourage people from flying, the Brussels-based association has estimated. Demand for air travel may start to recover as the spread of Sars, which has primarily affected Asian countries, abates, analysts have said.

European airlines' traffic since the beginning of this year has fallen 1.8 per cent, the association said. Travel between March 17 and July 27 fell 3.9 per cent from the year-ago period. The war in Iraq began during the week of March 17 to 23, and health authorities began issuing warnings against Sars in

## RIJNMOND WEATHER

Vooruitzichten van maandag t/m donderdag:

**MINDER WARM!**

De komende dagen wordt het langzaam minder warm. In de nacht en ochtend is het aanvankelijk mistig en bewolkt. Overdag breekt op de meeste plaatsen de zon door en neerslag van betekenis wordt er niet verwacht.

© Ed Aldus 2003	MA-11	DI-12	WO-13	DO-14
Maximumtemperatuur:	29	27	25	24
Minimumtemperatuur:	16	18	17	15
Zonnekans in %:	60	40	50	50
Neerslagkans in %:	20	30	30	30
Windrichting kracht:	NO-1-3	N-2-4	NW-2-4	NW-2-4

## .... PHOTO OF THE DAY ....



The newbuilding **SEAWAY PETREL** - photo : Terje Moen ©

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