

DAILY SHIPPING NEWSLETTER 2003 – 141



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The **ASIAN HERCULES II** and **RAMBIZ** working at the **Tricolor** – Photo : **Christian Pey** ©

EVENTS, INCIDENTS & OPERATIONS

End of toothfish chase in sight

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The 19-day chase of a Uruguayan trawler with a suspected hold full of poached Patagonian toothfish is expected to reach a climax within hours on Tuesday.

It emerged for the first time on Tuesday that the most powerful salvage tug in South Africa, the **John Ross**, has joined the chase, and is now within striking distance of the fleeing **Viarsa 1**.



Top : The South African tug **JOHN ROSS** – photo : **Piet Sinke** ©

The tug has Australian customs and South African fisheries officials on board, as well as members of a private security company. Horst Kleinschmidt, head of marine and coastal management in the department of environment affairs, said shortly after 4.30 that the **John Ross**, travelling at 17 knots, had overtaken the **SA Agulhas**, which had earlier joined an Australian fisheries inspectorate vessel, the **Southern Supporter**, in the chase. All four vessels were now at a position 45 degrees south 16 degrees west, right in the middle of the Roaring Forties. He said the **John Ross**, which last week was one of three tugs trying to free the stranded **Sealand express** in Table Bay, sailed on Friday after being hired by the Australian government. The security company staff were there "for backup", he said. "The Australians are leaving nothing to chance." He said it was expected the inspectors would try to board the **Viarsa 1** by dinghy rather than helicopter. The Uruguayan has been chased by the **Southern Supporter** since it was first spotted 19 days ago near Heard and McDonald Islands in the southern Indian Ocean.

The **SA Agulhas** joined in some days later. Kleinschmidt said the power of arrest lay with the South African authorities, and would be exercised in terms of the Convention on the Conservation of Antarctic Living Resources.

Oudste motorreddingsboot naar Terschelling

De oudste motorreddingsboot ter wereld, de **Jhr.Mr.J.W.H. Rutgers van Rozenburg**, komt naar Terschelling. De stichting behoud oudste motorreddingboot ter wereld meldde dat de kosten voor de aanschaf van het schip bij elkaar zijn gesprokkeld. De boot werd in 1907 in Amsterdam gebouwd en was



tot 1925 in gebruik als reddingsboot in Scheveningen. Daarna deed het schip nog vijf jaar dienst op het IJsselmeer en toen ging het over van eigenaar op eigenaar.

Een journalist ontdekte dat 'de Rutgers' te koop lag. Inspectie wees uit dat de voormalige reddingsboot nog in goede conditie verkeert en makkelijk in de oude staat is terug te brengen. „De boot is goed onderhouden. Dat maakt hem ook zo aantrekkelijk. De Rutgers is een monument", zei M. Kusters van de stichting. De stichting heeft een kwart van de financiën rond en probeert nog ruim 120.000 euro bij allerlei fondsen, bedrijven en andere sponsors los te krijgen om een „bijzondere museumfunctie" te realiseren. Kusters is positief. „Wij hopen dat we de financiering rond krijgen. De actie lijkt vrijwel zeker te slagen. Van de provincie verwachten we aanmerkelijke steun." De stichting



wil de boot ter beschikking stellen aan het Museum 't Behouden Huys in Terschelling West. Zo wil het museum met groepen kinderen gaan varen. Bezoekers kunnen een rondvaart maken. Kusters: „Het scheepje krijgt op zijn oude dag een multifunctionele taak." De Rutgers is een ontwerp van Daniel Goedkoop. Het schip volgde de roeireddings- en stoomboten op. Van Goedkoop's ontwerp is maar één exemplaar gebouwd. In 1910 kwam de opvolger, de Brandaris. De Koninklijke Nederlandse Redding Maatschappij erkent dat het „een bijzonder schip" was.

Hansa Touristik confirms death of Ocean Monarch passenger



ONE of the passengers of the cruiseship **Ocean Monarch**, who was hospitalised on Saturday has died, the charterers of the vessel confirmed this afternoon.

In a statement Hansa Touristik said it was saddened to learn of the death of the passenger and hospitalisation of four others to a flu-like virus suspected to be Legionnaires disease.

The passenger from the German state of

Saxony-Anhalt was directly hospitalised in Magdeburg after the vessel returned to Cuxhaven from a voyage to Greenland. Saxony-Anhalt's Health Minister said that no risk of infection exists, because the suspected disease is not passed on from person to person. But he declined to give any further details about the person who died. On board the 15,833 gt cruiseship were 358 passengers, among them 218 Germans.

All passengers have been contacted, a spokeswoman of the Health Ministry in Lower Saxony said. "Up to now we have four cases of infection. One of the passengers is already recovering. It is indeed possible that more suspected infections will be reported," she said.

Slim hope of refloating Sealand Express



Salvors will begin the tricky operation to refloat the **Sealand Express** at midnight on Friday, but say the odds of getting the ship off the sand this weekend are slim.

Dave Main of Smit Marine said on Tuesday: "The odds are, quite frankly, that she's not going to come off." If this attempt at spring tide fails, the salvors plan to construct a causeway from the ship to the beach in the shape of a T, creating a "quay" alongside the ship designed to take a 400-ton crane. The crane would lift the containers that would be transported to the shore. "We can also put a jack-up barge alongside the vessel but that would be a last resort," Main said.

A major problem in pulling the ship off is that she is lying in a sandy gully six metres deep. To float again, she needs 10m of water. Main said the spring tide would help them as it would increase the depth of water. "There are hundreds, if not millions, of tons of sand that have to be moved. The dredger arrived last night, which can move 9 000 cubic metres of sand an hour," Main said.



The dredger has two massive "vacuum cleaners" that suck up sand and spew it out at high pressure, away from the vessel. The operation to pump fuel off the ship resumed on Tuesday.

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"There are two functions in removing the oil. Every ton out is one ton less to cause pollution. The second is to lighten the ship," Main said. The operation to airlift some of the hazardous cargo off the ship will begin on Wednesday. The cargo will be unpacked on board and repacked into a small container like a wasteskip and airlifted to the port. A helicopter that can lift 1,5 tons is available in Cape Town and another which could lift five tons is on its way from upcountry.

"We have a third chopper option - a big Russian Mi26. We have one on standby, the biggest chopper in the world. It can lift 20 tons, so it can lift containers which weigh 18 tons because of the weight of the carrying gear," Main said. The cost of keeping the Mi26 in the air was R65 000 an hour. The weight of the containers varied, with some as heavy as 28 tons. Bill Dernier of the South African Maritime Safety Authority said on Tuesday that the report being compiled by the United States Coastguard into the circumstances surrounding the grounding of the Sealand would be made public. Earlier the Cape Times was told it would remain confidential.

Dernier said maritime legislation needed revision. Currently, port authorities could only advise ships, not instruct them. This was the case with the [Sealand Express](#), which had been warned by the port authorities that she was dragging anchor and heading for trouble. He said legislation needed to change from the port control's role being advisory to being prescriptive.

CASUALTY REPORTING

TOLEDO CARRIER (BAHAMAS)

Ref [Toledo Carrier](#) (5944 gt, built 1994) and fishing [Maria de Lourdes II](#) were in collision 20 miles off the coast of Guayaquil at 1915, local time, Aug 22. [Maria de Lourdes II](#) subsequently sank and two crewmembers were killed, four others are still missing. The master of [Toledo Carrier](#), Mr. Serges Novoselovs (Russian), remains on board the vessel anchored at the private terminal Fertisa in Guayaquil, waiting for investigations to be carried out on this incident. A search and rescue operation lead by the Ecuadorian Navy is underway to find the four missing crew members of [Maria de Lourdes II](#). The fishing vessel's shipowner, Oswaldo Gomez Rosales, is also taking part in the search and rescue operation

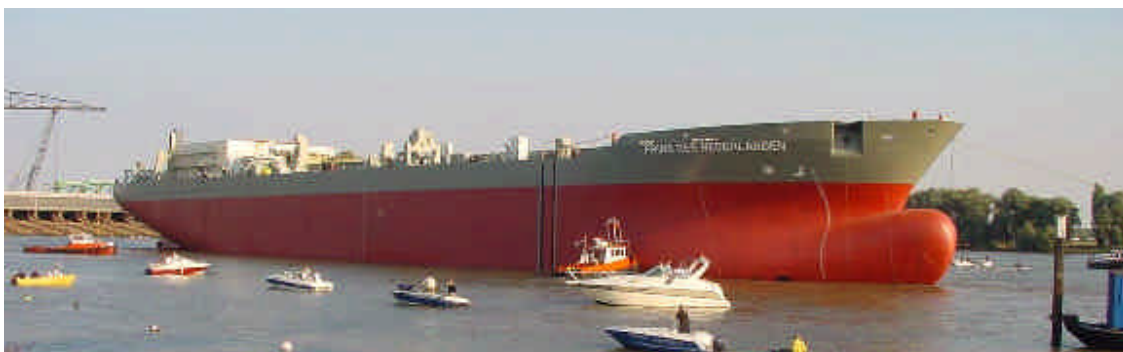
SEA-LAND EXPRESS (U.S.A.)

A helicopter is due to arrive in Cape Town tomorrow, ready to lift some of the hazardous cargo off grounded c.c. [Sea-Land Express](#). The containership is likely to remain wedged in a sandy gully for several more days yet, with salvage teams hoping the next spring tides later this week, combined with favourable weather, will provide a 48-hour window in which to drag the vessel free. News that its cargo included about 50 tonnes of uranium ore being exported from South Africa to Canada raised local concerns about the possible risk of radio- active contamination should the 1980-built vessel break up and lose its containers overboard. However, the ship is being constantly monitored and remains upright and structurally sound, Clare Gomes of the salvage firm Smit Marine South Africa, said yesterday. A dredger able to move up to 9,000 tonnes of sand an hour has also been chartered to help clear the sandbar from around the port shoulder of the vessel since the ship is now buried too deep for tugs to pull it clear. [Sea-Land Express](#) grounded just 200 m from the beach north of Cape Town a week ago during a severe winter storm and several efforts to refloat it have failed. The ship is insured for liabilities with the UK P&I Club and classed by ABS. Nearly half the 3,700 tonnes of fuel oil had been removed from the 2,686 teu vessel by Saturday before bad weather forced the suspension of lightering operations that are now due to resume later today. All the tanks considered most at risk should the condition of Sea-Land Express change have now been emptied of heavy oil. The vessel, owned by US Ship Management and on charter to Maersk Sealand, is carrying 33 containers loaded with hazardous cargo, of which three contain uranium ore. All are being constantly monitored by a chemist and the salvage team and are not deemed to be a safety risk. Nevertheless, a helicopter able

to lift up to five tonnes has been mobilised while a crane is being assembled on board the ship. The plan is to remove some of the hazardous materials from the containers, repackaging them into air loads, and transfer them by helicopter to a designated part of the port. At no stage will the helicopter fly over land with its payload.

SHIPYARD NEWS

PRINS DER NEDERLANDEN LAUNCHED



At the MERWEDE shipyard in Hardinxveld Giessendam the brandnew Trailer suction dredger **PRINS DER NEDERLANDEN** was launched August 26th, this new dredger which is owned by **Boskalis** is a sistership of the **QUEEN OF THE NETHERLANDS**. Photo : **Bram Plokker / Ineke de Kok** ©

Northrup Grumman Agrees to Pay the U.S. Government \$60 Million

The Office of the Inspector General (OIG), Department of Defense (DoD), announced today that on Aug. 20, 2003, under a settlement agreement, Northrup Grumman agreed to pay the United States of America \$60,000,000.

The settlement agreement and release resulted from an investigation into allegations that Northrup Grumman subsidiary Newport News Shipbuilding Inc. (NNS) had falsely and fraudulently mischarged and claimed costs as "independent research and development" (IR&D) on government contracts. While applicable regulations dictate that costs may only be charged as IR&D to government contracts if they are not for effort required to perform a contract, from 1994-1999 NNS allegedly mischarged and claimed as IR&D its costs for the design and development of double hulled tankers that the shipbuilder had contracts to build. The U.S. Navy reimbursed NNS for its claimed IR&D costs through progress payments and final invoices submitted under flexibly-priced shipbuilding and ship repair contracts in the proportion that Navy contracts bore to all of NNS's contracts.

NNS will pay the United States \$60,000,000 to settle the allegations. Since November 2001, NNS has been a wholly owned subsidiary of Northrup Grumman. The investigation was conducted by the Defense Criminal Investigative Service (the criminal investigative arm of the OIG, DoD) and the Naval Criminal Investigative Service, with audit assistance provided by the Defense Contract Audit Agency. The civil investigation was handled by Assistant U.S. Attorney Craig Wittman, U.S. Attorney's Office, Eastern District of Virginia, Norfolk, Va., and David Sadoff, attorney, Main Justice, Department of Justice, Washington, D.C.

Sembcorp lines up new yard site to replace Jurong and Sembawang

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SEMBCORP Marine is considering whether to build a new shipyard in Singapore as a longer term replacement for its Jurong and Sembawang yards.

"We have been looking at the creation of a yard with a more efficient set-up," Heng Chiang Gnee, deputy president of SembCorp Marine, told Lloyd's List.

The group is close to deciding whether to go ahead with building a new shipyard in the west of Singapore which would probably be one of the island's largest industrial facilities. "It is nearing the end of whole process before we push the button and say let's start it," Mr Heng said.

The company is hoping to make a decision before the end of the year, including approvals from the relevant authorities. Explaining the rationale behind SembCorp Marine wanting to build a new shipyard, Mr Heng said: "If you look at the yards that we have in terms of layout and design, we assessed the possibility of building a new facility that would build in features which allow you to operate with much higher efficiencies than what we are able to do with the present facilities.

"So hence the creation of the new yard we are looking at." Mr Heng would not reveal how much building a new yard would cost, but said the sum would be sizeable. When Jurong Shipyard completed its 500,000 dwt dry dock in 1996 it cost S\$170m.

To be built in phases, the intention was that over time the new shipyard would take over from SembCorp Marine's existing Sembawang Shipyard and Jurong Shipyard. No timescale was revealed for building the new yard.

The two existing yards have a combined drydock capacity of 1.6m dwt. Sembawang Shipyard comprises two graving docks of 400,000 dwt and 100,000 dwt capacity, and three floating docks of 150,000 dwt, 65,000 dwt and 60,000 dwt. Jurong Shipyard has four dry docks of between 100,000 dwt and 500,000 dwt capacity.

The new yard would probably be built in Tuas in the west of Singapore. "[We are] in the process of finalising the terms for the land," he said. In the longer term the existing yards which are on a leasehold basis would be closed down. In the case of Sembawang Shipyard the lease has another 25 years to run. SembCorp applied in 1999 for the rezoning of the 82 ha of land that Sembawang Shipyard sits on for residential use. However the application was rejected and, given the soft property market in Singapore, such redevelopment seems unlikely in the near future.

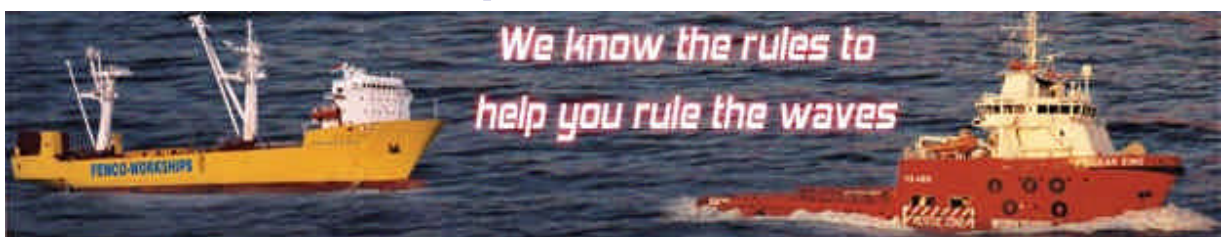
By the time the two yards are merged into a new facility the individual brands of Jurong and Sembawang may well have already disappeared. The group reviews the policy of maintaining separate brands on a regular basis. Although Jurong and Sembawang merged in 1997 to form SembCorp Marine, the group to date has felt that loyalty of some customers to a particular brand has made it sensible to keep the Jurong and Sembawang names.

Efforts in recent years to merge the shipyard groups of SembCorp Marine and Keppel Offshore and Marine into a single yard ended in failure. In addition to Jurong and Sembawang shipyards in Singapore, SembCorp Marine has 85% stake in rig builder PPL Shipyard.

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CMA CGM orders eight more 8,000 teu vessels

CMA CGM is adding to its fleet of 8,000 teu tonnage with an order for another eight, writes Janet Porter.

The French line has confirmed that the newbuildings, to be delivered on a monthly basis starting March 2006, will be deployed in its premier French Asia Line service linking Europe and the Far East. The eight units are to be built by Hyundai Heavy Industries, which is already constructing three similar ships for CMA CGM that are to be deployed on the Pacific in a new service with Mediterranean Shipping Company. However, the French carrier has decided against following the popular trend among liner operators of acquiring tonnage through long-term charter arrangements. Instead it will be buying the eight newbuildings on its own account. With the shipping markets strengthening, bank finance is much easier to obtain, said Jacques Saadé, CMA CGM chairman. The South Korean yard disclosed a month ago that it had won another order for four 8,200 teu ships from CMA CGM. At that time, there were hints that eight ships were involved in total, but the French line has not gone public about this latest order until now. In fact, CMA CGM signed up for the ships several months ago, Mr Saadé disclosed to Lloyd's List.

The arrival of the newbuildings some three years from now will provide the opportunity to cascade tonnage down through the rapidly expanding CMA CGM fleet. The 6,500 teu units in the FAL service will be switched to the North China Express loop where 5,700 teu vessels are deployed. These are now destined for the Mediterranean Express, replacing 4,000 teu tonnage that will be used elsewhere in CMA CGM growing network. Mr Saadé said he expects healthy market conditions, with cargo requirements running ahead of capacity, to continue throughout next year and into 2005. The market may take a dip in 2006, he anticipates, as the pace of ship deliveries starts to outstrip demand growth. But after several years of highly profitable conditions, "we can afford a dip", Mr Saadé said. And by 2007, he expects supply and demand to have returned to a balanced position again.

The service speed of the latest newbuildings has been deliberately kept around 24 to 25 knots rather than pushed up to 27 knots to keep fuel costs reasonable and avoid any risk of the ships being under-powered, Mr Saadé said. Adding an extra knot of speed to a ship of that size can lift bunker consumption fourfold on a pro rata basis. Mr Saadé also revealed that CMA CGM is on the lookout for secondhand tonnage in the 1,700 teu size bracket. Soaring charter rates are making it uneconomical to hire ships these days, he admitted.

NAVY NEWS

HMCS Fredericton home after six months policing Arabian Gulf

About 200 people gathered on the waterfront Monday to welcome the crew of the **HMCS Fredericton** home after six months at sea. The Canadian navy frigate left March 5 to take part in the multinational war against terrorism in the Middle East. "Just smelling the Atlantic is fabulous," said Cmdr. Harry Harsch, commanding officer of the ship. "It's great to get home."

It took almost a month for **HMCS Fredericton** to make the journey from the Arabian Gulf to Canada. The ship and its 245-member crew had been patrolling the Gulf of Oman, the Strait of Hormuz and the southern Arabian Gulf as part of Operation Apollo, the coalition war against terrorism.

Marinehelikopter maakt voorzorgslanding bij tankstation

DEN HAAG (ANP) - Een Lynx-helikopter van de marine heeft dinsdag een voorzorgslanding moeten maken op de parkeerplaats van een benzinestation langs de A7. Volgens een marinewoordvoerder ging er tijdens een routinevlucht een alarmlampje branden. De bemanning besloot vervolgens het toestel tussen Hoorn en Purmerend aan de grond te zetten.

Aan boord bevonden zich vijf personen. Niemand raakte gewond. De marine laat onderzoeken of het alarm dermate ernstig is dat de Lynx over de weg moet worden afgevoerd.

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The **TEXELBANK** is operating now at the Westerscheldt area, here the tug arrives in the port of Flushing – **photo : Peter Andriessen ©**

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Ro-ro passenger ferry **EKATERINI P**, as seen August 24th, entering to the port of Igoumenitsa in Northwest Greece.

Ships data: IMO 9000443, Greek flag, built in 1990, GRT 3250, Signal letters SYZJ.

Photo : George Grekos ©



The **ARTISGRACHT** of Spliethof seen here arriving in Ijmuiden with some yachts from Palma de Mallorca — **photo : Ko Rusman ©**



MERCY ships **ANASTASIS** arrived Tuesday in Rotterdam – **photo : Bert Bot ©**
www.mercyships.org



The Damen tug **RIGHA 2** (homeported Skikda) seen at the Waterweg Tuesday – **Bert Bot ©**

AIRCRAFT / AIRPORT NEWS

Air France, KLM need alliance not risky merger: Experts

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PARIS: Air France and Dutch airline KLM stand to make substantial operational gains through a partnership in the form of KLM membership in the SkyTeam alliance or an equity swap, but an immediate full merger would be too risky, analysts say.

The two airlines have been in talks about a possible partnership or tie-up amid press speculation Groupe Air France SA and KLM Royal Dutch Airlines NV could merge.

KLM membership in SkyTeam would widen Air France's customer base and give it access to KLM's Schiphol hub, which could make SkyTeam "the dominant intercontinental network in Europe", according to analyst Nick van den Brul of BNP Paribas Equities. KPMG Consulting-Syntegra analyst Didier Brechemier agreed, adding that access to another hub would also lessen the risk of saturation at Air France's Roissy base north of Paris.

SkyTeam, created in June 2000, currently includes AeroMexico, Air France, Alitalia, CSA Czech Airlines, Delta Airlines and Korean Air. Analysts warned that operating a double hub, on the model of Northwest Airlines in Detroit and Minneapolis in the United States, is difficult enough and that a full merger in the short-term would create more problems than it solved.

They said merging the two airlines would present problems including differing operating cultures, regulatory constraints on slots and foreign shareholders, antitrust barriers and union objections. A limited alliance made much more sense in the near-term, according to the majority of analysts contacted. Such an alliance would also help guard against threats by new competitors, notably low-cost operators seeking a base at one of the Paris airports.

"Having only one hub puts airlines in a difficult situation as soon as low-costs start to eat into profitability on their most lucrative routes," Brechemier said. He said an operational alliance with KLM, which already has a solid, balanced network, would boost profits and cut costs for Air France.

Doden door botsing Russische militaire helikopters

VLADIVOSTOK (AFP) - Door een botsing van twee Russische militaire helikopters in het verre oosten van Rusland zijn dinsdag zeker zes mensen om het leven gekomen en is een persoon gewond geraakt.

Dat hebben de Russische autoriteiten gemeld.

Het incident gebeurde toen een van de twee Mi-24 helikopters wilde landen op een militair vliegveld bij de stad Vladivostok en toen het andere toestel raakte.

RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

WISSELVALLIG!

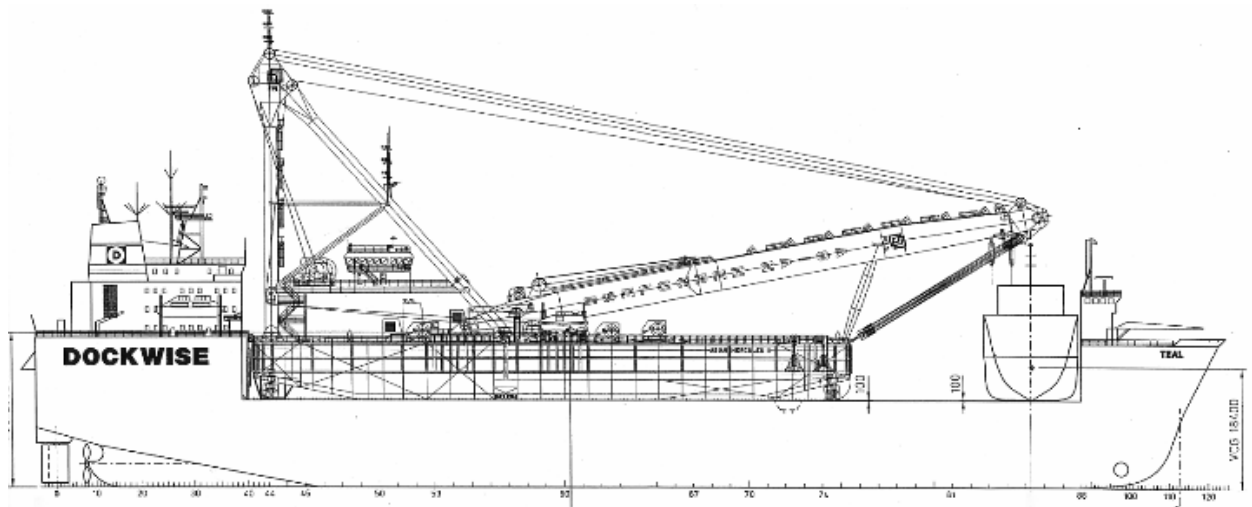
Veel bewolking, vanaf zaterdag ook af en toe zon en enkele buien. Met een middagtemperatuur van 18 graden is het voor het eerst sinds lange tijd koel.

© Ed Aldus 2003	DO-28	VR-29	ZA-30	ZO-31
Maximumtemperatuur:	19	18	18	17
Minimumtemperatuur:	13	12	12	11
Zonnekans in %:	20	20	30	30
Neerslagkans in %:	30	60	60	60
Windrichting kracht:	NO-2-4	NNW-3-5	WNW-3-5	NW-4-5

.... STORY OF THE DAY

ASIAN HERCULES II AND SMIT MADURA LOADED ONBOARD THE TEAL

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Top : The Plan drawing of the **Asian Hercules II** with the **Smit Madura** in front onboard the **Teal**



Wednesday around noon as first the **ASIAN HERCULES II** was floated-on the **TEAL** at buoy 81 in the Caland canal in the Europort.



At the photo left the **SMIT MADURA** in the background is waiting for her turn to be loaded onboard the **TEAL**.

Photo's :
John van Eijk ©



During the early afternoon the **SMIT MADURA** joined the **ASIAN HERCULES II** and the **TEAL** started with de-ballasting the vessel, around 18:00 the deck became dry and the seafastening which will take about 36 hours started.

SMITWIJS TOWAGE B.V.



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