

DAILY SHIPPING NEWSLETTER 2003 – 160



Number 160 ****DAILY SHIPPING NEWSLETTER**** Tuesday 16-09-2003



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The **MARIANNE THERESA** at Maaspilot station outward bound – photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS

Canada Maritime takes top ocean carrier award

CANADA Maritime has won the Ryder Ocean Carrier Quality Award, which singled out Canada Maritime as one of the Ryder group's top transportation partners. The award recognises Canada Maritime's achievements in areas including on-time service, claims performance, customer service, technological application, economic value and innovation.

Ryder places over US\$2 billion annually of its customers' freight on selected carriers in all modes of transportation. Ryder has presented 14 awards to carriers across all transport modes, but is recognising only one ocean carrier," said Terry Burrows, senior vice president, CP Ships with overall responsibility for Canada Maritime. "It is one of a series of awards we have gained recently and it is certainly encouraging that our clients are recognising and rewarding our hard work."

SANDY CAPE DEPARTED



The ITC Tug **SANDY CAPE** departed last Wednesday from Portland (Oregon) USA to China with the tanker **BENICIA**, this 276 mtr long and 52.7 mtr width tanker and 75372 GRT tanker is bound for the breakers



Original the departure was planned for September 6th, but due to some congestions de departure was postponed to the 10th, assisted by the harbour tugs **PORTLAND, WILLAMETTE** and **DANIEL FOSS** the transport finally departed , for this trip the tanker was renamed **PENI**

Photo's : Gerrit Verwey ©

USCG denies asbestos claim

A WAR of words has broken out on the controversial move of a fleet of 13 toxic ghost ships by British company Able UK from US waters to Teesside for disposal, writes Namrata Nadkarni .

A report from US Marine Administration quoted in a press release by Friends of the Earth states: "They [the vessels] contain hazardous substances such as asbestos and solid and liquid polychlorinated

biphenyl." However, Jerry Crooks, of the US Coast Guard, stated that the only asbestos aboard the two ships scheduled for departure is encapsulated and all liquid PCB has been removed. He denied that leaking vessels had been given permission by the Coast Guard to leave, adding that a final check would be carried out before a load line certificate would be issued, assuring the public that the vessels would only be allowed to sail if they were watertight. He added that the two vessels, the [Caloosahatchee](#) and the [Canisteo](#), had been drained of all oil save 30-40 tonnes.

Sealand Express moored in Cape Town



Top : The [SEALAND EXPRESS](#) arrives in Cape Town in tow of the [John Ross](#)
Photo : Ian Schiffman ©

Cape Town - The container ship, [Sealand Express](#), which was refloated on Saturday after being aground on Table Bay's Sunset Beach for about a month, was brought into Cape Town harbour on Sunday. Spokesperson for the ship's operators, Evelyn Holtzhausen, said the ship was moored at the container dock and was being unloaded on Sunday afternoon. He said she would soon go into the dry dock for certain inspections and possible repairs. Two salvage tugs pulled her off a sandy bottom shortly after 15:00 on Saturday afternoon. Several previous bids to refloat the 33 000 tons vessel had failed, and authorities had at one stage considered building a cause-way through the surf to take off her cargo of containers. The American registered [Sealand Express](#) grounded off Sunset Beach in Table Bay on August 19 after dragging her anchor in a storm.

Sealand will cost 'millions'

The cost of the [Sealand Express](#) salvage will run into millions of rands, according to a maritime expert.

The vessel is now berthed at the container terminal in Cape Town harbour after tugs pulled her off Sunset Beach on Saturday afternoon. Evelyn Holtzhausen, for the [Sealand Express's](#) American operators, US Shipping Management, said surveyors were inspecting the vessel for damage.

Divers were also meant to conduct an external inspection, but visibility in the water was not good. He said when the cargo of just more than 1 000 containers was offloaded, she would go into dry dock for a proper inspection. If repairs were necessary, they probably would be carried out in a South African shipyard, in Cape Town or Durban. He was unable to give a figure on the cost of the 3½-week salvage operation, which involved a dredger, a helicopter, three tugs and environment protection measures. "At this point, insurers are assessing the situation and are unable to deliver a figure," he said.

However a maritime expert, who for professional reasons did not want to be named, said the cost would be "absolutely" in the millions. He said the costs depended partly on a formula involving the

value of the ship, how dangerous the salvage operation was, and the costs incurred by the salvor. In addition, there was the so-called Scopic, an agreement between salvors and insurers that allowed them to claim a fixed-rate tariff for measures taken to prevent environmental pollution.

Samenwerking tussen KTK en Wijsmuller

WILLEMSTAD — Maritiem sleepbedrijf KTK sloot kortgeleden officieel een samenwerkingsovereenkomst met het Nederlandse bergingsbedrijf Wijsmuller Salvage. De samenwerking komt concreet neer op steun van de bergingsmultinational bij scheepsrampen in de Caribische en Latijns-Amerikaanse regio.

Het akkoord betekent voor de Kompania di Tou Korsou verdere internationalisering, zoals moederbedrijf CPA dat voorstaat. Het zeesleepbedrijf kan rekenen op training en begeleiding van personeel op het gebied van berging door Wijsmuller. De officiële ondertekening werd gedaan door CPA-directeur Richard Lopez Ramirez en Wijsmuller-topman Daan Koorneef. KTK-directeur Lionel Stacie was eveneens aanwezig.

Dramatic halt to Gotland case

THE Swedish maritime bribery case involving ferry and tanker owner Rederi AB Gotland has come to a dramatic halt following the apparent suicide of the key defendant. Gotland technical director Bo Pettersson, who was accused of accepting SK1.37M in bribes from two former Rolls-Royce employees, was found dead in his police cell early this morning. According to a spokesman from Gotland's regional court house, Pettersson had admitted taking the money under cross examination on Friday. The court was due to convene this morning to pass its verdict on the case, however this has now been suspended until 19 September. Police are now investigating the death.

CASUALTY REPORTING

JOLLY BLU (ITALY)

Ro/ro **Jolly Blu** (15640 gt, built 1988), Naples for Genoa, was in collision with Italian fishing S.Mauro I, length 12 metres, approximately 12 miles off San Vincenzo, at approximately 0830, Sept 13. The fishing vessel sank and one of the three members of the crew is stated to be missing. Inquiries by the Leghorn Harbour Master Office are in hand. Jolly Blu has been diverted to Leghorn port where the local Magistrate is questioning the master on the circumstances of the collision.

MOBY MAGIC (ITALY)

Passenger ro/ro **Moby Magic**, which ran aground off Sardinia, prompting passengers and crew to abandon ship for lifeboats, was towed to Golfo Aranci port in the early hours of Sep 12. All people on board the ferry, 80 passengers and 80 crew members, were safely transferred to dinghies, after the engine-room started taking on water. Why the vessel ran aground was being investigated. Passengers described a jolt when it ran aground and moments of fear as they abandoned ship. Some were taken to nearby hospitals for such minor injuries as bruises. The vessel's master, Gianfranco Cutugno, said he could not exclude a navigation error as the ferry negotiated various sandbars and shallow areas as it approached port. He said it had touched bottom. The ferry had been heading to Olbia from Livorno, when it ran aground about 4.8 km off Porto Cervo in Sardinia

PELICAN I (MALTA)

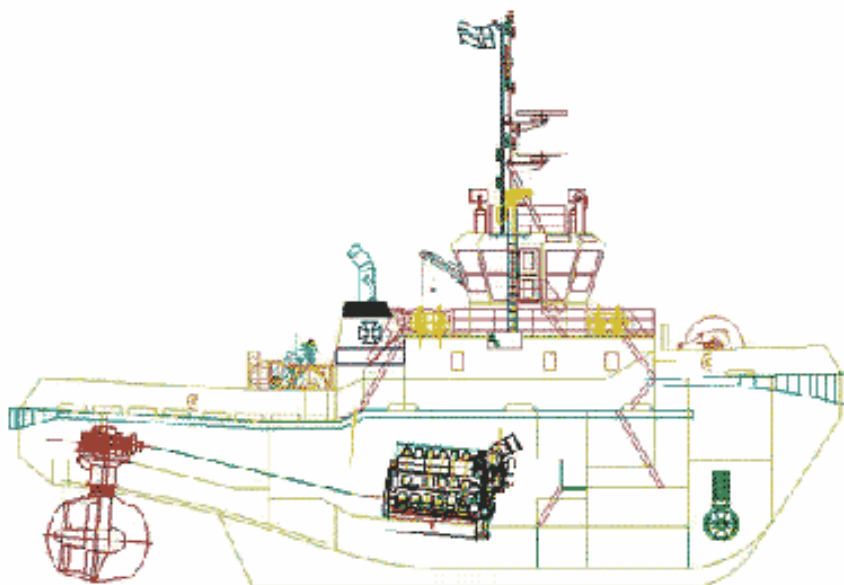


The **PELICAN I** seen here departing from Flushing – **Photo : Wim Kosten ©**

C.c. **Pelican I**, which was in collision in the River Scheldt with c.c. **Maersk Bahrain** on Jul 20, has left the repair yard Scheldepoort at Vlissingen-Oost. The serious damage to the hull has been temporarily repaired. The vessel left the Sloe harbour for Poland, under tow of the tug **Alphonse Letzer**, and was assisted by the tug **Multratug 9** on Saturday afternoon (Sep 13). In a shipyard in Poland the vessel will be repaired and the engine-room refitted.

SHIPYARD NEWS

BALTIJA BUILTS FOR SVITZER



At the end of 2002 the administration carried on active negotiations for construction of harbour tugs such as ASD (azimuth stern drive tugs) for Danish company A/S Em. Z. Svitser. "Baltija" already has experience in cooperation with this customer - in 1998-1999 our yard together with Odense Steel Shipyard Ltd. built three sea tugs for

them. On February 26, 2003 the contract for construction of a series of tugs was signed.

A planned series of fire-fighting tugs consists of **6 vessels**. Besides, the opportunity of the optional

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order of 8 similar tugs is stipulated in the contract. The beginning of construction works on the first tug in a series was planned for June 2003. In May 2004 the tug should be handed over to the customer. Each subsequent vessel will be delivered with a 2 months interval. Tugs will be handed to the customer in Klaipeda. Only bollard pull test will not be carried out in Klaipeda as no necessary equipment, depth and pier is present there.

Designing of tugs has already begun. "Baltic Engineering Center" (BEC) is preparing the basic design together with Odense Steel Shipyard. Working documentation is being prepared by BEC independently. Characteristics of tugs: the length of a vessel will be 30m, width - 11,5 m; speed 13,2 knots; two engines, capacity 1800 kW; system of external firefighting with two trunks of remote control and pumps with a drive from the main engine.

PILOT TENDERS FOR NIGERIA



In Antwerp 2 pilot tenders for Nigeria are getting ready for delivery – [photo : Willem Kruit ©](#)

Burned luxury liner launched after repairs

NAGASAKI The enormous luxury liner [Sapphire Princess](#), formerly named the [Diamond Princess](#), was launched Monday in Nagasaki at a Mitsubishi Heavy Industries Ltd. shipyard after a fire last October delayed construction.

About 40% of the 113,000-ton cruise ship was severely damaged by the fire last year. But repairs have been completed and the ship will undergo final interior touches at the shipyard's dock before being delivered to its owner, British shipping company P&O Princess Cruises PLC, next May.

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SOLITAIRE WORKING NEAR THE F3FB1 PLATFORM



Last week the **SOLITAIRE** and the **PROVIDER I** were together working with installing a new pipeline from the F3FB1 platform.

photo :
Martin
Leupen ©

Bergesen leads the charge on tanker front as it sells duo

THE sale and purchase market appears to be picking up from the summer lull. Trade has been brisk in most vessel types.

Norway's Bergesen Shipping has been leading the charge on the tanker front. The company has reportedly sold **Berge Nisa** (322,000 dwt, built 1983) and **Berge Banker** (323,000, built 1979) to Saudi buyers for \$18m and \$14m respectively.

Tsakos bought the 300,000 dwt **Evelyn Maersk**, built 1995, for \$49m, in a deal that includes 12 years' bareboat at \$17,000 day, according to brokers. Reports claim that Jebsen has sold off two suezmax sisters — **SKS Sinni** and **SKS Saluda** (both 160,000 dwt, built 2003) — to Koenig for \$55m each, with five years' time charter back at \$23,100 per day.

Polembros doesn't seem to have let the **Tasman Spirit** grounding put it off acquiring new vessels. The company has paid \$11.4m for the 134,000 dwt **Eastern Honour**, built 1987, brokers said.

US oil major ChevronTexaco has offloaded a couple of 1988-built tankers, sources say. In an en bloc deal, Liquimar has paid \$19.5m for **Charles B Renfrew** and **R Hal Dean**. Both are of 78,000 dwt.

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The vessels are both single-skinned. It seems the motivation behind the agreement is to employ the ships in the Haidmar pool for lightering purposes, at \$15,000 per day for the next three years.

Greek interests are named as the buyers of **Highland Faith** (77,000 dwt, built 1981). The asking price was \$4.6m. In a resale deal, Morfini has reportedly picked up a 46,000 dwt tanker for delivery 2004, at a price of \$31.3m.

The most important dry bulk deal of the week appears to be the sale of the 74,545 dwt **United Support**, built 1999, to undisclosed buyers for \$20m.

F Laeisz has been named as the purchaser of **United Sage** (74,577, built 1998). The reported price is \$18.8m, including time charter until January 2004 at \$9,750 per day.

Unnamed Greek interests have bought **Pacific Governor** (43,222 dwt) and **Pacific Premier** (43,193 dwt). Both vessels were built in 1995. Different brokers are quoting different prices, but a consensus estimate is \$13m each.

Undisclosed parties paid \$7.25m for **China Merchant** (38,888 dwt, built 1986).

August Bolten has picked up the 1997-built **Sea Wisdom** (24,279 dwt) for \$9.75m, sources claim.

European buyers were found for **Diamond Star** (24,000 dwt, built 1998). The price mentioned was \$9.6m. Thailand's Thoresen Thai Agencies has spent \$4.08m on the 24,900 dwt **Westwind**, previously owned by Colonial Marine Industries of US, according to market reports.

The company is now striving rapidly to expand its fleet. A couple of smaller bulker sales also made it onto some brokers' radar screens.

Allied Shipbroking of Greece reports the sale of **Salamansa I** (3251 dwt, built 1970) to undisclosed buyers on private and confidential terms, and the disposal of **Grava I** (8879 dwt, built 1985) to the Far East for \$1.9m.

Three general cargoships are now under new ownership. **Blue Ocean** (2930 dwt, built 1977) went to European interests for \$450,000.

MSC reportedly bought **Alter Ego** (20,169 dwt, built 1985) and **Absolon** (20,221 dwt, built 1984). It isn't letting on how much it forked out.

A number of containerships appear to have changed hands as well.

Turkish-owned and flagged **Yuksel Guler** (1115 teu, built 1999) has gone to Germany buyers on private and confidential terms. Little information is available about what has happened to **Estestar** (1049 teu, built 1990), which is simply reported as having gone to an undisclosed buyer on private and confidential terms. Orient Express Lines has picked up **La Boheme** (1226 teu, built 1987) for approximately \$6.2m, reports claim. The sellers were Greeks.

The **Corona** (1429 teu, built 1983) has been sold to MSC for around \$5.6m. Reeferships **Costa Rican Star** (10,350 dwt, built 1998) and **Caribbean Star** (10,362 dwt, built 1997) were sold en bloc to Star Regions for approximately \$39.8m. Geared ro-ro **Finnmerchant** (13,090 dwt, built 1983) was bought by the KS Naess Risan for \$7.5m, including four years time charter back.

MOVEMENTS

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Vehicle carrier **RYUJIN**, as seen Sept 14th arriving at Keratsini harbour in Greece.

Vessel's data: IMO 9055486, built in 1993, Panamanian flag, 47737GT, callsign 3FSU3

Photo : George Grekos ©



The **IRAN TEYFOURI** seen here arriving in Antwerp — **photo : Willem Kruit ©**

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The **PORTO CERVO** seen here departing from Terneuzen — photo : Johnny vd Velde ©



The **TOG MOR** was shifted by the **Fairplay 21** from Keppel Verolme to the Caland canal
photo : Job van Eijk ©

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The **NORTHERN ICE** disembarcking the pilot at Flushing pilot station – **photo : Willem Kruit ©**



MSC's passengerliner **MONTEREY** at Funchal (Madeira) – **photo : Trevor ©**
Monterey" is the former "Free State Mariner"



The **NEDLLOYD CLEMENT** departed from Rotterdam – **photo : Piet Sinke ©**

AIRCRAFT / AIRPORT NEWS

Shanghai Airlines adds Boeing 757-200s to fleet

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SHANGHAI Airlines has placed an order for five Boeing 757-200s, valued at approximately US\$410 million at list prices. The first three airplanes are scheduled for delivery in first half of 2004, followed by two more in spring 2005.

At the same time, China Southern Airlines has taken delivery of two new 737-800 aircraft from Boeing in Seattle and a new Airbus A319 from Hamburg. The new China Southern 737-800 aircraft will replace the same number of existing 737 series aircraft currently operated by the carrier and will significantly lower the average age of the airline's fleet. Talking up the new purchase, Zhou Chi, chairman and CEO of Shanghai Airlines, said: "We have found through our years of experience with the Boeing 757 that this airplane fits our market well, while providing great cost-efficiency and reliability."

RIJNMOND WEATHER

Vooruitzichten van dinsdag t/m vrijdag:

LEKKER NAZOMERWEER!

Flinke perioden met zon en in de nacht en ochtend kans op mist. Middagtemperatuur tussen 20 en 24 graden.

© Ed Aldus 2003	DI-16	WO-17	DO-18	VR-19
Maximumtemperatuur:	22	23	23	21
Minimumtemperatuur:	10	11	13	13
Zonnekans in %:	70	60	50	50
Neerslagkans in %:	5	10	10	10
Windrichting kracht:	W-2-3	Z-2-3	ZW-3-4	ZW-3-5

.... PHOTO OF THE DAY



The **STENA NATALITA** approaching the Zandvliet locks in Antwerp – photo : Peter Andriessen ©

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OBITUARIES

Alang scrapyard status in scrapping vessels

Vessel Name	Beaching	LDT	Type	Engine room	Ship expiry	Year	Country
CURICO	29/7/2003	7378	REEFER	30/9/2003	30/10/2003	1979	JAPAN
MARA	5/7/2003	25990	TANKER	30/9/2003	31/10/2003	1979	BRAZIL
SELMA KOSAN	4/8/2003	3610	LPG CARRIER	15/9/2003	15/10/2003	1976	NORWAY
PRUDHAE BAY	16/2/2003	15074	TANKER	16/8/2003	15/9/2003	1971	USA
EXPRESS MALABAR	31/7/2003	4915	CONTAINER	15/9/2003	15/10/2003	1979	NA
COPIAPO	31/7/2003	7396	REEFER	30/9/2003	31/10/2003	1979	JAPAN
EAGLE	6/5/2003	14309	TANKER	31/7/2003	31/8/2003	1960	USA
SAGAR	14/7/2003	8382	PASSENGER	21/10/2003	15/11/2003	1952	FRANCE
ATHENIAN VICTORY	28/7/2003	9093	TANKER	16/10/2003	15/11/2003	1981	RUSSIAN
INVILLE	17/3/2003	25496	TANKER	1/8/2003	15/9/2003	1975	JAPAN
ACE D/V.	3/8/2003	1989	GENERAL CARGO	20/9/2003	15/10/2003	1979	SPAIN
RAY	31/7/2003	9308	TANKER	11/10/2003	15/11/2003	1975	JAPAN
CARIBBEAN SPIRIT	4/7/2003	6468	DRY CARGO	31/8/2003	30/9/2003	1990	ROMANIA
GAZ LION	24/6/2003	5410	LPG CARRIER	16/8/2003	15/9/2003	1972	NORWAY
CITRUS DO BRASIL	3/8/2003	5400	JUICE CARRIER	30/9/2003	30/10/2003	1970	NORWAY
SAVORONA	25/7/2003	1978	GENERAL CARGO	16/8/2003	15/9/2003	1972	JAPAN
SAG RIVER	21/2/2003	15135	TANKER	16/8/2003	30/9/2003	1972	USA
TILEMA CHOS	4/7/2003	12020	TANKER	15/9/2003	30/10/2003	1976	NORWAY
LLOYDS BAHIA D/V.	4/7/2003	6015	MULTIPURPOSE	20/8/2003	15/9/2003	1982	BRAZIL
ISOLA SCARLATTA	12/7/2003	8423	TANKER	26/9/2003	31/10/2003	1980	JAPAN
SAN NICOLAS	28/6/2003	5495	REEFER	6/8/2003	5/9/2003	1969	FRANCE
SKALLISTYY BEREG	18/7/2003	7267	REEFER	30/9/2003	31/10/2003	1977	GERMANY
SARA STAR	28/6/2003	9348	MULTIPURPOSE	11/10/2003	15/11/2003	1977	JAPAN

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OPAL STONE	30/7/2003	12425	TANKER	15/10/2003	25/11/2003	1978	DENMARK
SCEPTRE	29/7/2003	7360	TANKER	30/9/2003	31/10/2003	1971	SWEDEN
SEA JEWEL	29/7/2003	17177	TANKER	5/11/2003	15/12/2003	1980	JAPAN
CHICAGO	27/6/2003	8562	CABLE SHIP	31/8/2003	30/9/2003	1961	GERMANY
IRENEK	30/7/2003	2702	GENERAL CARGO	26/8/2003	25/9/2003	1975	JAPAN
NUEVO SAN JUAN D/V.	6/5/2003	15032	CONTAINER	25/8/2003	30/9/2003	1969	USA
PATTY ANN	4/7/2003	6706	TANKER	11/8/2003	15/9/2003	1974	USA
PATRIOT	15/7/2003	7490	TANKER	15/9/2003	15/10/2003	1975	JAPAN
VELMA	31/5/2003	7304	TANKER	16/8/2003	15/9/2003	1976	BELGIUM
HELIKON	16/7/2003	5647	GENERAL CARGO	31/8/2003	30/9/2003	1977	SPAIN
VESHAM III	2/7/2003	5865	GENERAL CARGO	6/8/2003	30/9/2003	1971	RUSSIAN
MSC PAMELA	19/3/2003	23367	CONTAINER	16/9/2003	31/10/2003	1972	JAPAN
SIRIUS 1	5/6/2003	9600	BULK CARRIER	21/8/2003	15/9/2003	1974	BRAZIL
WARRIOR	28/7/2003	7360	TANKER	15/9/2003	15/10/2003	1972	SWEDEN
BALTIMORE	18/6/2003	8269	TANKER	11/8/2003	15/9/2003	1976	USA
ALLIANCE	30/7/2003	22525	BARGE CARRIER	16/9/2003	15/11/2003	1978	FINLAND
AL KHALEEZ	1/6/2003	7782	LIVE STOCK	11/8/2003	15/9/2003	1965	SWEDEN
BULK SEA	10/7/2003	9100	GENERAL CARGO	26/9/2003	31/10/2003	1978	GERMANY
IVAN ZAGBUNSKI	18/4/2003	6856	GENERAL CARGO	31/7/2003	31/8/2003	1975	RUSSIAN
MSC RITU	4/3/2003	23686	CONTAINER	30/9/2003	15/11/2003	1973	JAPAN
DINA	6/7/2003	7370	GENERAL CARGO	16/8/2003	15/9/2003	1978	KOREA
STONE	5/6/2003	15710	LPG CARRIER	15/9/2003	31/10/2003	1970	JAPAN
VEESHAM IX	10/7/2003	6008	RORO	15/9/2003	15/10/2003	1958	SWEDEN
CLEMENTINA	2/7/2003	5415	REEFER	16/8/2003	15/9/2003	1970	NORWAY
ERKASUN	27/7/2003	4033	CONTAINER	5/9/2003	30/9/2003	1979	ENGLAND
TULIP	30/5/2003	8300	TANKER	16/8/2003	15/9/2003	1975	FINLAND
FENERBAHCE 1	14/7/2003	7485	TANKER	26/8/2003	20/9/2003	1976	JAPAN

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