

DAILY SHIPPING NEWSLETTER 2003 – 161



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Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000

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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



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The **P 810 JAGUAR** seen here in Curacao — **photo : John Smit ©**

EVENTS, INCIDENTS & OPERATIONS

BOWSTRING WRECK REMOVAL

M/V **"BOWSTRING"**, a 152' x 24.67' research vessel, abandoned by owners, was moored outside the M/V **"ARAWAK TRADER"**, secured to a pier adjacent to the Matthews Bridge in Jacksonville, Florida. On the evening of May 22nd, 2003, the **"BOWSTRING"** sank and came to rest on rocks, in 16' of water with a port list of 15°.



With the vessel's Owners no where to be found, the United States Coast Guard (USCG), Marine Safety Office (MSO), Jacksonville, was faced with a sunken derelict of no value, leaking hydrocarbons and obstructing navigation.

With pollution being the USCG's primary concern, On June 12, 2003, MSO Jacksonville contracted Titan Maritime, LLC to perform a dive survey of the vessel. The purpose of the survey was to assess the condition of the vessel, the quantity of hydrocarbons present and determine possible courses of action to eliminate the threat of pollution.

The survey determined there were no visible cracks, fractures or other type of hull breaching in way of shell plating exposed above the mud line. Divers found various vent pipes to be severely compromised at the main deck level and encountered a significant amount of residual diesel oil and lubricating oil trapped in way of machinery spaces overhead, most likely to have originated from the engine room bilges. This presence of loose residual oil throughout the machinery spaces and other compartments below the main deck rendered the entire vessel as a single source of pollution.

On June 24, 2003, Titan was awarded the Pollution Mitigation/Vessel Removal Project and quickly mobilized a salvage team consisting of a Senior Salvage Master, Salvage Engineer, Diver/Salvors, Crane Operator, Diver Medical Technician/Safety Officer and Logistics Coordinator and equipment to perform the operation.

The plan that developed was one which would remove the source of pollution and recover the vessel in one lift. The only crane on the Eastern Seaboard of the US, large enough to lift the vessel, would have to be mobilized from New York Harbor and was not a cost effective proposition. Titan, best

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known for innovative solutions to complicated problems, engineered a solution that was both novel and simplistic. *"Innovative and complicated do not mean the same thing; keep salvage plans as simple and straightforward as possible"*, said Mauricio Garrido, Titan's Project Manager for the **"BOWSTRING"** recovery.



Fortunately, one of Titan's Salvage/Wreck Removal Jack-up barges, the **"KARLISSA-A"**, was sitting on station in Tampa, Florida. Although an impressive salvage vessel in her own right, the **"KARLISSA-A"** alone was not an end all solution to the problem. Having experienced great successes with their hydraulic linear chain pullers in different type operations, Titan came up with a plan to mount two (2) 300-ton capacity "Titan Pullers" on the deck of the **"KARLISSA-A"**, with two (2) horizontal traveling chain roller assemblies (resembling anchor windless "wild cats") affixed to her bow.

The two (2) independent pulling systems operate by hydraulically pulling runs of 3" (76mm) high strength anchor chain. The pulling ends of the chain were attached to lifting slings that were positioned under the wreck at each end. Utilizing the hydraulic power of both the pulling devices and the barge's jack-up system, the **"BOWSTRING"** was lifted off the bottom and raised just above her waterline. Being a Jack-up barge, The **"KARLISSA-A"** elevated herself to a height capable of accommodating the full height of the **"BOWSTRING"** when raised out of the water.

With the **"BOWSTRING"**'s decks raised to the water line, the Titan salvage team began dewatering the wreck using submersible pumps. The team stabilized and secured the vessel and began removing all pollutants, completing the entire operation on August 26, 2003. Performing this lift marked the first time "Titan Pullers" have been used from a single vessel to perform a vertical salvage lift. Based on the success, it probably won't be the last.

Tasman Spirit: salvors detained

THE eight-man Tsavliris salvage team working on Tasman Spirit are effectively being held hostage by Karachi Port Trust until outstanding expenses are paid. Tsavliris agent MM Marine said the salvage team concluded its operation on Saturday, but discovered that they were barred from leaving the

country by the interior ministry at the request of KPT. "They have been prevented from leaving on the pretext that we [the agents] have not settled KPT's dues, but we have been unable to do so because KPT has failed to send us the bills despite our requests," an MM Marine spokesman told Fairplay today. As a result Tsavlis has diverted a 1,500-tonne crane and containers carrying cutting and other lifting equipment that was on its way from Dubai. "Tsavlis has no intention of bidding for the wreck removal tender floated by the owners and the American P&I Club," the spokesman said. Pakistan's high court will tomorrow hear a Tsavlis application seeking vacation of detention orders on Aframax tanker Endeavor II. KPT has also prevented two smaller tankers, Fair Jolly and Sea Angel, plus two tugs from leaving.

Salvage detention 'disgraceful'

AN advisor to Greek salvor Tsavlis told Fairplay that the detention by Pakistani authorities of the eight-man salvage team, equipment and chartered ships was regarded by the company as "illegal and disgraceful" as there was no court order to that effect. He said no plausible reason for the detention had been offered and alleged that inquiries from both Tsavlis and its P&I-appointed lawyers were not being answered. Funds have already been provided to cover all port dues-related, so it is believed the reason lies in the pressure the move is bringing to bear on the American P&I club to give a \$1Bn guarantee for the pollution. Tsavlis asked the Greek ministry of foreign affairs today to reach an agreement with the Pakistani government regarding an end to the illegal detention of Greek citizens. For its part, the American P&I club is reported to have warned Pakistani authorities that it would take no steps towards the removal of the Tasman Spirit until the policy of detention changes. Fairplay understands that the International Salvage Union is taking a close interest in this case and is reported to have advised its members not to bid for any work in Pakistan until the situation is cleared up.



A minke whale caught by a whaling ship that works out of Isafjordur on North West Iceland is seen in this Sept. 2003 handout photo. The Icelandic government allowed whaling for scientific purposes to resume in August

Maersk incident turns political

A LEADING congressman has asked the Bush administration to explain how a US reporter smuggled 6.8kg of depleted uranium through a West Coast port on a Maersk vessel without the cargo being detected by inspectors. "If we can't pick up the depleted uranium, there's little chance we'll find Highly Enriched Uranium, which can be used to build a nuclear bomb," Representative Edward Markey, a senior member of the House Select Committee on Homeland Security, wrote in a 12 September letter to Tom Ridge, secretary of the Department of Homeland Security (DHS). Markey's letter also raised several questions about the administration's screening and inspection processes for port security.

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"While the DHS apparently targeted this cargo container for heightened security, it never actually opened the container," he said. "President Bush's motto for dealing with cargo security appears to be 'trust the shippers, but don't bother to verify.'" Markey, a Democrat, has been focusing on proliferation issues throughout his two decades in the House, and his views carry considerable weight in Congress. The administration's spending priorities on homeland security has come under close scrutiny in Congress, particularly as its budget for the war in Iraq has soared.

ASTORIA INSPECTED

A press report, states: Passenger **Astoria** (18591 gt, built 1981) has staged a "moonlight flit" from London's port health authority after a routine inspection revealed that its galleys were infested with cockroaches. The vessel docked in Greenwich last week with 492 passengers and 250 crew on board. According to the London port health authority, two officers boarded the vessel and discovered that both its crew galley and its passenger galley were infested with vermin. A spokesman for the authority said the inspectors issued an emergency prohibition notice forbidding the preparation of food on the liner, either for crew or passengers. He said the master, Ivan Smramko, had accepted a "voluntary detention agreement" which required the vessel to stay in port until the infestation had been treated. The liner's passengers are believed to have disembarked in London. However, the **Astoria** was spotted sailing out of Greenwich at 0300, Sep 14, and subsequently arrived and sailed Bremerhaven the following day. The port health authority is considering legal action against the owners, Passat Ship Management, in Cyprus. The authority is also liaising with its counterpart in Germany about taking sanctions against the vessel's crew. The powers to board and inspect foreign vessels under the Food Safety Act only came into force last month.

CASUALTY REPORTING

OOSTERBRUG (NETHERLANDS ANTILLES)

General cargo **Oosterbrug** (2545 gt, built 2001), bound Malmo to discharge wheat, ran aground approximately 500 meters outside the port of Malmo 1700 yesterday. No injuries noted. According to Coast Guard the vessel remains on the ground and at present can't get off. No leakage reported. Having spoken to inspector and tugs, they still await divers report - for final decision.

FLOATING DOCK ADrift OFF SWEDEN

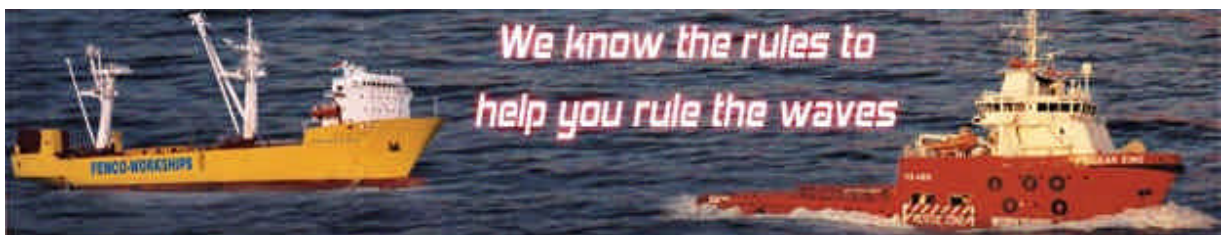
Polish floating dock at Koster, is still at ground at Koster and negotiations with owners and insurance; nothing decided.

TRICOLOR (NORWAY (INT. REGISTER))

Following received from Combinatie Berging **Tricolor**, dated Sep 16: The bow of vehicle **Tricolor** and the adjacent section (sections 3 and 4) arrived in Zeebrugge this morning. Yesterday, the fourth section was positioned next to the bow on top of pontoon **Smit Barge 2** by floating crane **Rambiz**. Shortly after this section was seafastened to the barge, transport to the port of Zeebrugge commenced. In the meantime, the salvage team continues to work on the sixth cut of the **Tricolor**

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Workships Contractors bv



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

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

Orders for 8,000 teu tonnage reach century

ORDERS for containerships of around 8,000 teu have topped the century mark, new figures out today show.

BRS-Alphaliner estimates that orders for vessels with nominal capacity in the 7,400 teu to 8,400 teu range now stand at 100 units.

Furthermore, the French firm, part of shipbroker Barry Rogliano Salles, believes it is just a matter of time before ships able to accommodate up to 15,000 teu are in service.

The latest orderbook figures do not take into account options, according to BRS-Alphaliner, but do include some contracts that are not yet fully finalised but look almost certain to become firm in the near future.

Deliveries will peak in 2006 when 44 ships in the biggest size bracket are scheduled for completion.

Another 33 are due to be finished in 2005 while six are so far down for 2007 delivery. CMACGM has the largest orderbook for ships of this size, either directly or on a long-term charter basis, with 13 to be built.

Mediterranean Shipping Co will take delivery of nine in the years ahead, while OOCL and Evergreen both have eight on order.

Of the existing fleet, Maersk Sealand already has 22 S-class ships in service that are thought to be at least 8,000 teu in size, and has more under construction at AP Møller's Odense shipyard in Denmark.

But with sister company APM Terminals already installing cranes able to handle ships with 22 rows of containers on deck, BRS-Alphaliner said it would not be surprised if Maersk Sealand soon receives ships of that width.

The latest in service at the moment only take 17 across. A ship wide enough to carry 22 rows of containers would be probably have total capacity of 14,000 teu to 15,000 teu, the firm says.

But in the interim, APMøller may introduce shortened versions with space for around 11,000 teu.

Grandi Traghetti and Costa Container Lines set to announce merger

ITALY'S Grandi Traghetti and Costa Container Lines are expected to announce within days that they have reached an agreement to merge their shipping operations, writes Justin Stares in Rome.

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Grandi Traghetti, controlled by shipping patriarch Aldo Grimaldi, confirmed yesterday that negotiations have been taking place between the two Liguria-based companies. Media-shy Costa Container Lines, controlled by the Savona's Orsero family, said separately that a press statement would be released on Friday.

"There have been negotiations," said Roberto Stasio, spokesman for Mr Grimaldi. "It is known that Grandi Traghetti has been looking for a partner with whom it can explore synergies. But nothing has been signed yet."

Grandi Traghetti has struggled to turn a profit since the collapse of automotive traffic between the Mediterranean and the east coast of South America two years ago. Earlier this year, Mr Grimaldi was forced to sell or charter out three deepsea ro-ro ships, replacing them with an independent full container service.

At the time, Mr Grimaldi said he was "ready to consider a joint venture if a serious partner comes along". Grandi Traghetti, which controls quoted cruise-ferry specialist Grandi Navi Veloci, also operates roll-on roll-off service to West Africa with French line Delmas. Milan-listed Grandi Navi is not thought to be part of the negotiations.

Costa Container Lines, part of the GF holding, is best known for its fruit transport business. The company's ships carry a combination of containers and pallets between destinations in the Americas, West Africa and the Mediterranean. Over the past two years the group has also diversified into the automotive distribution business via its hub in Savona.

Costa chief executive Emilio Falsetti yesterday told Lloyd's List: "I can only say that next Friday a press statement will be released on this subject."

If the deal is confirmed, the Italian industry will examine the details to determine whether it constitutes a joint venture or a de facto sale of Grandi Traghetti to the Orsero group. The Genoa branch of the Grimaldi family is understood to have focused its attention on its cruise ferry business, which was profitable last year.

PSA faces up to a new balancing act

LAST year, PSA Corp made a S\$559m (US\$319.48m) profit on a turnover of S\$2.9bn, volumes of its homebase Singapore were up 8% at 16.8m teu, and overseas by 116% at 7.8m teu.

Yet despite the impressive statistics, the press in Singapore has portrayed the terminal operator this year as a company in crisis.

This is partly because the statistics do not tell the whole story. Profits were good, but they were also 23% lower than 2001, although revenues were up nearly 30% at the same time. The 16.8m teu handled at the port was still lower than the 17.1m handled in 2000. Even its overseas ventures saw a hefty writedown, as business at its Aden Container Terminal took a major hit following the terrorist attack on the very large crude carrier Limburg off Yemen last October.

Adding to these, the company considered by many as "a job for life", decided to let go of 800 staff in Singapore this year. Some 496 employees were made immediately redundant and a further 300 through early retirement and non-renewal of contracts. The company also cut pay of its remaining staff in the republic by up 14%.

The source of PSA's woes are well documented and revolve around competition, in particular from the Port of Tanjung Pelepas in Malaysia. The decision by both Maersk Sealand and then Evergreen Marine to shift their regional transshipment business to PTP has been a painful blow to PSA in Singapore, which once stood head and shoulders above other container ports in the region.

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Given that PTP expects to handle 3.5m teu this year almost entirely related to these two customer or their partners, that volume would have put PSA well past the 20m teu mark had PTP or another similar venture never been built. The lack of growth of is reflected in the state-of-the-art Pasir Panjang Terminal, officially opened in early 2000, but today generally looking rather empty, with its quay cranes all too often pointing skywards. As grim as the job losses and salary cuts sound, they are all part of a plan to get PSA back on track under the leadership of its publicity-shy new chief executive Eddie Teh, who was brought in from Hong Kong rival Hutchison. Cost is a serious issue: neighbouring Malaysia has both cheaper labour and land costs, and in the case of PTP has the expertise of shareholder AP Møller Terminals to help run the facility.

Much of PSA's customer base is vulnerable to being poached by cheaper competition, as the container terminals depend on transshipment for around 80% of their business. If Singapore depended solely on its import and export cargo for its business it would barely scrape the bottom of the world's top 20 container port list. Across the board discounts offered last July to customers for one year have since expired. This was not well greeted by customers, but sources at PSA have assured that they are negotiating new, individual packages based on the commitment level of the customers. The objective is understood to be to reduce the price differential between PSA in Singapore and PTP to such a level that the cost of moving outweighs the benefits.

Competition between the two is fierce with PSA fighting to retain its base while PTP has an eight berth phase II looming on the horizon. However, PSA has been successful in getting a number of major customers to sign new long-term service contracts. In major shift in strategy PSA has signed a heads of agreement with Cosco Pacific to set-up a joint venture company that will run two berths at Pasir Panjang Terminal for Cosco Container Lines. It is the first time that PSA has moved away from the common user model. There has also been market speculation and reports of talks on co-operation between PSA and Tanjung Pelepas but these have been denied by the Malaysian port's main shareholder Malaysian Mining Corp.

The rise of other transshipment players is not PSA Singapore's only worry. As other ports in the region come up to speed mainlines may opt for direct calls rather than transshipment. For example much of India's cargo is transhipped via Singapore even though its final destination is Europe. On the overseas front, expansion continues with the company shortlisted for a project a US\$700m project in Puerto Rico and is bidding for a role in the development of the US\$1.72bn first phase of the massive Yangshan port project offshore from Shanghai.

NAVY NEWS

NATO EXERCISE NORTHERN LIGHT 03

The exercise takes place this month between 15 and 26 September in the Irish Sea, on the West Coast of Scotland and in Brittany.



Approximately 8,500 military personnel from twelve NATO nations together with representatives from Lithuania, Sweden and Ukraine will be taking part. The NATO force will comprise 50 ships and submarines, 15 fighter aircraft, numerous military helicopters and approximately 800 amphibious and land troops from the Netherlands, France, Italy and Ukraine.

This exercise will be a showcase opportunity for some of the maritime and amphibious capabilities of the new NATO Response Force (NRF). Amphibious and Land components will also be tested in a rehearsal for an

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amphibious landing on the Isle of Jura, Scotland on Saturday 20 September. In addition, the following seven new experimental projects will be tested and evaluated: Autonomous Underwater Vehicles for Mine Counter Measures; Recognised Environmental Picture; NBC Response Team; NBC Mobile Laboratory; Multinational Logistics Centre procedures; Bi-SC Force Protection measures, and a Common Operating Decision System.

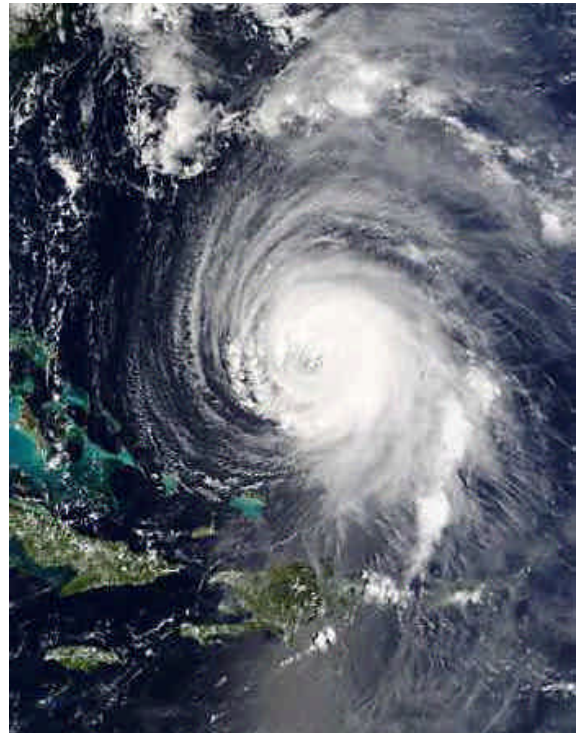
Admiral Sir Jonathon Band KCB United Kingdom Navy, Commander-in-Chief East Atlantic will assume the role of Commander of the NATO forces (COMNATOFOR) and Vice Admiral Américo da Silva Santos, Portuguese Navy, Commander-in-Chief South Atlantic will provide the Commander of the opposing forces

NORFOLK BASED NAVY SHIPS DEPARTED



The destroyer **USS Porter** is pulled away from dock to avoid Hurricane **Isabel**. US warships began steaming out of the US naval base at Norfolk, Virginia, to avoid the fierce storm

Hurricane **Isabel** weakened slightly but was still a powerful storm as it churned through the Atlantic Ocean on September 16, 2003 toward the U.S. East Coast, forecasters said. **Isabel**'s top winds were around 115 mph and it was on a path that would bring it ashore on Thursday on the North Carolina coast, then north along the Chesapeake Bay near Washington D.C., through Virginia, Maryland and Pennsylvania, the U.S. National Hurricane Center said. **Isabel** is seen in this September 15 satellite image



MOVEMENTS

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MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>



The **KIZOMBA-A** Platform was towed last night by the **MAERSK LOGGER** and 4 harbour tugs from the Heerema location to the 8th Petroleum harbour to be loaded onboard the **Mighty Servant 1**

Photo : Job van Eijk (Tugdoc) ©



The **MIGHTY SERVANT 1** started loading the **KIZOMBA-A** platform in the Europort
Photo : Hans de Jong - Maritime pictures ©



The **SMITWIJS ROTTERDAM** anchored off Scheveningen – photo : Hans Koster ©

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The **BBC ICELAND** arrived at OTP Walker on the Tyne – **photo : Kevin Blair ©**



SD JACOBA and **RT MAGIC** towing the jack-up rig **GSF MONITOR** from the Botlek to buoy 81 in the Caland canal to be loaded onboard the American Cormorant.

Photo : Hans de Jong – Maritime pictures ©



Left :
The **P&O NEDLLOYD VESPUCCI** at Maas
pilot station outward bound.

Photo : Willem Knoppert ©

AIRCRAFT / AIRPORT NEWS



Crew members prepare two US Marine Harrier jets for take off Wednesday, Sept. 17, 2003 aboard the **USS Essex** off Manila Bay. About 1,500 US Marines from the amphibious assault ship **USS Essex** is now participating in a week-long joint military exercise with their Philippine counterpart designed to bolster regional security

RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

FLINK WAT ZON!

Flink wat zon maar tussen vrijdag in de namiddag en zaterdagmorgen wolkenvelden en een kleine kans op een bui. Middagtemperatuur tijdelijk dalend naar 19 graden.

© Ed Aldus 2003	DO-18	VR-19	ZA-20	ZO-21
Maximumtemperatuur:	26	22	19	21
Minimumtemperatuur:	12	13	12	7
Zonnekans in %:	80	50	50	80
Neerslagkans in %:	5	20	20	5
Windrichting kracht:	ZW-3-5	W-3-4	NO-3-4	ZO-3-4

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com

