

DAILY SHIPPING NEWSLETTER 2003 – 168



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Tugs waiting in the Scheurhaven in the Europoort

Photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS

Star Cruises Asks Banks for \$632 Mln Loan for Ships

Star Cruises Ltd., the world's fourth-largest cruise line operator, is seeking \$632 million in bank loans to pay for two ships as the travel market starts recovering from a slump caused by terrorism and SARS.

The company said in a statement issued through the Hong Kong stock exchange yesterday it plans to buy two cruise ships for \$790 million for its North American business, increasing its fleet from 20 vessels.

Star Cruises is adding ships to compete with Carnival Corp., the world's biggest cruise company, and other operators as the \$15 billion-a-year cruise market starts to recover from a slump caused by the Sept. 11 terrorists attacks, the war in Iraq and the outbreak of severe acute respiratory syndrome. The company had a net loss of \$37.1 million in its first half.

“You need the bigger and newer ships to compete with the likes of Carnival and Royal Caribbean Cruises Ltd.,” said Sharon Wong, an analyst at Standard & Poor's Investment Services. “The key for them is that they need to expand (their American) capacity to be more cost efficient.”

Star Cruises said in the statement it's “presently arranging loan financing to cover approximately 80 percent of the contract price of the vessels.” It didn't identify the banks.

“Nothing is finalized,” said Star Cruises spokeswoman Jane Poh. “We're looking at a few options.” She declined to give further details.

Lending Money

HSBC Holdings Plc. is among banks that have lent the company funds. The bank arranged a seven-year \$450 million loan for Star Cruises in February 2002. The company pays interest of 162.5 basis points more than the London interbank offered rate on \$150 million of the loan and 150 basis points more than Libor on the remainder, according to Bloomberg data. Three-month Libor was last quoted at 1.14 percent. A basis point is 0.01 percentage point.

Star Cruises had debt of \$2.4 billion and cash of \$417 million at the end of December 2002, according to its annual report posted on its Web site.

Jos. L. Meyer GmbH of Germany will build the two new ships, which will each have 1,188 cabins, for delivery in the third quarter of 2005 and the second quarter of 2006. The ships “will improve the operating efficiency and revenue potential of the group,” Star Cruises said in its statement.

Miami-based Royal Caribbean Cruises, the world's second- biggest cruise line, last week said it ordered a \$720 million ship that will be the world's largest passenger ship. Carnival in April also bought P&O Princess Cruises Plc to expand its range of cruise ships it can offer.

Star Cruises' largest shareholder is Golden Hope Ltd., a private fund controlled by the Lim family, whose head, Lim Goh Tong, started Malaysia's Genting Bhd., Asia's biggest casino group by sales.

Star Cruises shares, which trade in Hong Kong, rose 2.2 percent to HK\$2.35. Its Singapore-traded stock closed unchanged at 31 U.S. cents.

Liner passengers coming home

Cape Town - The first of about 60 South Africans, who were stranded in Kusadasi, Turkey, for five days after the hull of the luxury passenger liner in which they were travelling was ripped, will return to South Africa on Tuesday.



Top : MSC's **MELODY** seen here at file picture in Genua – **photo : Piet Sinke ©**

Passengers aboard the **Melody**, a Mediterranean Shipping Company (MSC) vessel, has had to wait in the harbour in Kusadasi since Wednesday for repairs to be completed.

About 1 000 passengers from across the world were aboard the ship. Deborah Uttaro, spokesperson for MSC, said on Monday the **Melody** ran into a pier in Kusadasi harbour during a storm on Wednesday morning. This caused a tear in the hull.

"The passengers were never in danger and all of them had access to the town while we were busy with repairs," she said. However, one of the passengers, who did not want to be named, phoned a South African newspaper from Kusadasi and said they had no idea how long they would still be in the town. "Each day, more empty promises are made. One moment they say the ship has been repaired and we will depart, but we are still waiting."

He said that although passengers were allowed to explore the harbour and neighbouring areas, it was at their own cost and they were called back every now and again with the promise that the ship would sail soon. Craig Bartholomew of Med Tours that represents the **Melody** in South Africa said on Monday the South Africans aboard the ship were mainly from George, Knysna, Johannesburg and Cape Town.

He could not confirm rumours that a former finance minister, Barend du Plessis, was one of the

passengers. Uttaro said all the holidaymakers, who each paid as much as R10 000 for the trip on the Melody, arrived safely in Venice on Monday morning. "Most of them will now holiday in Europe and the first of the South Africans should arrive home on Tuesday," Bartholomew said.

Sealand won't change course

As soon as the **Sealand Express** has been repaired she will return to work and ply the same cargo route as she did before running aground in Cape Town, said Evelyn Holtzhausen, a spokesperson for USSMI, the company that manages the ship.

There are no plans to use her on another route, he said. The **Sealand Express** was pulled off a sandbank on Saturday after running aground off Milnerton almost a month ago.

The ship dragged her anchor in Table Bay during a storm last month and ended up on a sandbank at Sunset Beach. Holtzhausen said the company would repair the damage done to the ship as quickly as possible so that she can be put back to work.

A team of divers recently carried out a thorough examination and found that the steel plates in the ship's hull had buckled. There is also a problem with the ship's steering mechanism.

The last of the **Sealand Express'** cargo was expected to have been offloaded by 02:00 on Wednesday. She will then be taken to a repair quay and wait until a dry dock is available. The **Sealand Express** is expected to spend a month in dry-dock. Holtzhausen said the company was also in the process of deciding which crew members would be transferred to other ships in the USSMI fleet.

He said most of the **Sealand Express'** crew were still on board but that it would be pointless to keep them all on while she was in dry-dock

PSD-film raakt gevoelige snaar

door Ron Magne

VLISSINGEN - Tot het einde van de aftiteling bleef het zaterdagmiddag in Cinecity ijzingwekkend stil tijdens de vertoning van `De boot gaat`. Een zaal vol oud-PSD-medewerkers kreeg een voorvertoning van de documentaire van filmmaker Joost Seelen te zien. De emoties liepen daarbij hoog op. „Ik kreeg een brok in mijn keel.``

De half uur durende film vertoont beelden van de laatste jaren van de PSD verdeeld over vier seizoenen. Filmmaker Seelen heeft zich daarbij puur als observant opgesteld. Dat wil zeggen: de kijker krijgt alleen maar beelden voorgeschoteld zonder commentaar, interviews, beschouwingen of intermezzo's.

Voor aanwezige oud-PSD'ers was het zaterdag één grote aha-erlebnis. Allemaal bekende beelden passeren de revue. Automobilisten die een hazenslaapje in de wagen doen tijdens de overtocht. Passagiers die bij het vallen van de avond met de hand boven de ogen over het glinsterende water kijken. De tolgaarders die in de hokjes de overtocht afrekenen. „Non, pas des cartes!`` Bromfietzers die bij het knipperende bordje `fietsen en brommen verboden` knetterend vol gas geven. Een kijkje in de machinekamer waarbij de motoren ronkend het schip in beweging zetten. Of een blik in de stuurhut als de PSD-stuurman bij hevige wind de boot probeert aan te meren.

Ook de bekende PSD-gezichten vallen op. De verkeersregelaar op leeftijd die in de striemende regen langs de vrachtwagens loopt. Een raampje wordt opengedraaid. „Had nou maar een vak geleerd``, zegt een trucker uit Vogelwaarde gekcherend tegen de PSD'er. Die laat zich niet kennen en dient de vrachtwagenchauffeur lachend van repliek. „Als ik straks thuis kom, hoef ik niet meer te douchen.`` De laatste minuten van de film komt het afscheid aan de PSD aan bod. Een stoet aan auto's die bij het

één van de laatste afvaarten bijvoorbeeld. Claxonnerend en zwaaiend rijden de automobilisten de boot af. Een PSD`er zwaait met glinsterende ogen terug. Of de laatste afvaart in maart die met trommels, trompetgeschal en majoretten uitgeleide wordt gedaan.

Dat is ook het beeld wat oud-directeur van de PSD H. Thomaes het meeste trof. „Bij die laatste beelden had ik ook echt een brok in mijn keel. En het bleef ook zo verschrikkelijk lang stil, totdat de aftiteling helemaal ten einde was.”

Oud-directeur Thomaes kon zaterdag nog niet zeggen wanneer de film te zien is in de Zeeuwse filmhuizen. In ieder geval gaat de film deze week tijdens het Nederlands Filmfestival in Utrecht in première. Deze voorstelling is op donderdag 25 september om 20:00 uur in Hoogt 2 te zien. Een tweede vertoning staat op maandag 29 september om 14:00 in Hoogt 3 gepland.

Reder Vroon machteloos bij twist om schapen



De Nederlandse reder Vroon uit Breskens moet machteloos toezien hoe de toestand van ongeveer 57.000 schapen aan boord van een schip in de Arabische Golf verslechtert. Op 5 augustus vertrok het schip, de **Como Express**, vanuit Fremantle in West-Australië naar Saudi-Arabië. Een bedrijf uit dat land had de dieren gekocht. Ze zijn bedoeld voor rituele slachting.

Toen het schip met de Australische schapen drie weken later aankwam, zijn de dieren door de Saudische douane geweigerd. De autoriteiten verschilden van mening met dierenartsen aan boord van de **Como Express**. Volgens de Saudische douane lijdt zes procent van de schapen aan bekschurft. De dierenartsen menen dat 0,3 procent van de dieren last heeft van deze ongevaarlijke aandoening.

Sindsdien hebben de Saudische eigenaar van de dieren en de Australische regering geprobeerd de schapen aan land te brengen in de Verenigde Arabische Emiraten en Pakistan, maar dat werd steeds geweigerd. Inmiddels zijn door vooral hitte bijna vierduizend dieren op het schip omgekomen.

Een woordvoerder van rederij Vroon verwacht dat dat aantal snel oploopt als er geen oplossing komt. „Het enige dat wij kunnen doen, is de situatie aan boord met onder meer extra bemanning, water en ventilatie zo leefbaar mogelijk houden.” De zegsman voegt eraan toe dat Vroon niet verantwoordelijk is voor het welzijn van de schapen. De reder vervoert de dieren in opdracht van de Saudische koper. Of er snel een oplossing komt, is twijfelachtig. De dieren zitten al zeven weken op zee en onder dierenactivisten gaan stemmen op om ze te laten inslapen. Gisteren hebben de Australische regering en het Saudische bedrijf nog geen bestemming voor het schip gevonden. Eén van de mogelijkheden is om terug te varen naar Fremantle.

Rederi AB Gotland wants out from the stock exchange

the board of the Swedish ferry and tanker owner Rederi AB Gotland wants to de-list the company share from the Stockholm Exchange. According to the board, the stock exchange is not a favourable environment for a shipowning company with large long-term investments. If the proposal is accepted by an extraordinary general meeting, the share could be de-listed by 15 January next year

Load-out of BP Holstein Spar Hull



Top : The Load-out of **BP Holstein Spar Hull** on **Black Marlin** in Pori Finland.
Photo's : Wout Janssens ©

The destination is Corpus Cristi for Mating with Truss structure, the installation will be done by the **Balder** later in 2003 / 2004



CGA warns China stowaways on rise

The problem of stowaways from mainland China entering Taiwan is fast worsening, evidence that the number of illegal mainland immigrants arrested by the Taiwan authorities has been increasing in recent years, according to the Coast Guard Administration under the Executive Yuan.

A total of 2,511 stowaways from mainland China to Taiwan had been detained by authorities as of Sept. 9 since the beginning of this year. That brings the total number of arrested mainland Chinese stowaways in Taiwan to 27,751.

The number of detained mainland Chinese stowaways peaked at 6,130 in 1993, with figures falling to less than 2,000 each year during the 1996-2001 period, an intelligence official at the CGA said, adding that the numbers of males had been far larger than those of females with a ratio of 20 against one until last year.

He noted that females have outstripped males 2,110 by 401 since the start of this year through early September.

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According to the official, the mainland Chinese people are usually transported by mainland vessels to the high seas in the Taiwan Strait, and are then taken away by Taiwan ships to waters off the island before boarding speed boats or bamboo fishing boats arranged by human cargo smuggling rings to carry them to Taiwan.

Pingtang in mainland China's Fujian province is the major transfer spot for illegal human cargo smuggling between the two sides of the Taiwan Strait, he pointed out.

About 26 percent of the mainland Chinese stowaways who landed on Taiwan from July last year to August this year were nabbed within one day upon their arrival by Taiwan police or CGA agents, while some 59 percent were seized within a month. Only 2 percent of them could survive more than six months after entering Taiwan on the sly.

A mainland woman stowaway must pay NT\$160,000 (US\$4,700) to smuggling rings, in addition to a transport fee of about NT\$8,000, as well as NT\$28,000 and NT\$25,000 to brokers in the mainland and Taiwan, respectively, after having entered Taiwan, he said, adding that what they earn as prostitutes in Taiwan would be just enough to pay the cost of sneaking into Taiwan.

Brokers and the so-called "snakeheads" - those who engage in human cargo smuggling operations across the Strait - are the main profiteers in such illegal activities, he noted.

CASUALTY REPORTING

TRICOLOR (NIS)

Following received from Combinatie Berging Tricolor, dated Sept 22: The salvage team delivered the fifth section of vehicle Tricolor t to the scrap site in Zeebrugge this afternoon. This section was lifted from the seabed at 0300 this morning and positioned on top of the SMITbarge 2. The weight of the section is 1380 tonnes. Floating crane Rambiz had to remain connected during the transportation of the section due to the instability of the section. At 1955 yesterday evening, the salvage team completed the sixth cut of Tricolor as well. At present, unfavourable weather conditions are reported in the English Channel with wind forces of up to eight Beaufort. This necessitated the salvage team to call back almost all vessels participating in the operation to seek shelter in the port of Zeebrugge

CARIBE C. (ST. VINCENT & GRENADINES)

General cargo Caribe C.: So far, we have removed 2,000 tonnes of the cargo of bagged sugar from the vessel and it is planned to remove another 2,000 tonnes prior to carrying out refloating efforts. -- Tsavliris Salvage

SHIPYARD NEWS



New Ferry is now in her element



The Ro Ro-car and passenger ferry "**Pont-Aven**" (39.300 GT) for Brittany Ferries is in her element. Michel Maraval, Alexis Gourvennec and Henri-Jean Lebeau, managing directors of the French customer were opening the valves of the dock gates by pressing the button and one hundred million litre of water were floating into the building dock. The floating ferry has been moved within the covered building dock 1 afterwards to be ready for the approaching engine trials and for final outfitting.

This floating-up means a significant building phase before the ferry is

finally leaving the covered building dock. Approximately one third of the prefabricated cabins which have been fabricated by Messrs. G+H PreCab in Papenburg have already been installed in the ship. Also the interior accommodation outfitting will be completed in the remaining time.

On the ship with a length of 182 metre and a breadth of 30.90 metre 650 cabins in total will be installed. The "**Pont-Aven**" is able to carry 2200 passengers, 650 cars and 20 lorries. With a total engine capacity of 68,500 HP the ship will reach a speed of 27 knots (approx. 50 km/h).

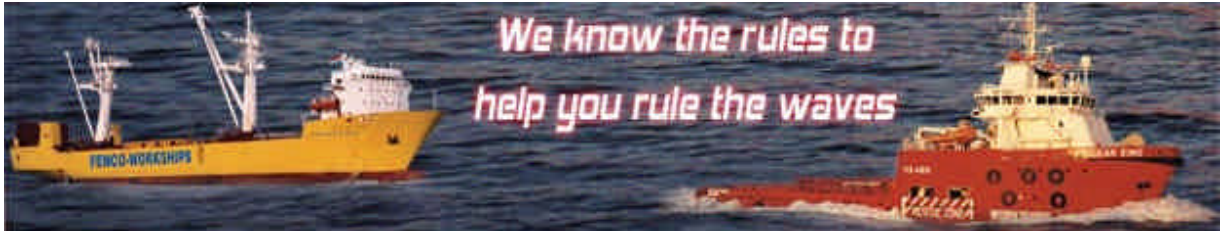
Brittany Ferries will operate with this newbuilding in spring 2004 the first European passenger and car ferry which is offering numerous convenience and comfort as on a luxury cruise vessel as for example an indoor glass covered swimming pool, cabins with balconies, cinema and trend setting restaurants and bistros. She will be operating on the cruises between France - England - Ireland - Spain.

Length overall 182 m
Breadth moulded 30.90 m
Number of decks 10
Draught 6.70 m
Tonnage 39,300 GT
Deadweight 4750 t
Propulsive Power 43,200 kW
Propulsion 2 Wärtsila-Lips CPPs
Main engines 4x MaK 12V M 43 @ 10,800 kW
Aux. engines 3 x MaK 8 M 25 @ 2,400 kW
Speed 27 kn
Total power output 50,400 kW (68,500 HP)
Passenger capacity 2200
Number of passenger cabins 650
Car capacity 650
Truck capacity 20
Crew 185

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Siemens Nederland bouwt mee aan grootste kranen.

Siemens Nederland heeft van de Chinese kranenbouwer Zhenhua Port Machinery Company (ZPMC) in Sjanghai opdracht gekregen voor de levering van de elektrotechnische installaties voor de vier grootste containerkranen ter wereld. De kranen zijn, met zestien kleinere, bestemd voor de uitbreiding van de containerterminal in Dubai (Verenigde Arabische Emiraten).

Het gaat om vier tachtig tons Ship to Shore 'kranen die met een hijsvermogen van bijna twee megawatt de grootste ter wereld worden. De kranen kunnen in één keer vier teu oppakken. Siemens Nederland levert tevens de elektrotechnische installaties voor vier zestig tons kranen en twaalf rijdende Rubber Tyred Gantry 'kranen. Het betreft een order van bijna tien miljoen euro. Siemens is verantwoordelijk voor de inbedrijfstelling van de twintig kranen in 2004. ZPMC is één van de grootste kranenbouwers ter wereld. Eerder ontving Siemens van dit bedrijf opdrachten voor de havens van Felixstowe en Beiroet.

Sinds 1 juli is Siemens Nederland verantwoordelijk voor de wereldwijde kraanactiviteiten van het bedrijf. Centralisering moet de concurrentiepositie van de onderneming verbeteren. De kraanactiviteiten, die tot nu toe door verschillende divisies werden ontplooid, zijn aan de sector Motion Control Systems van de divisie Automation Drives (A&D MC) toegewezen. Tot de verantwoordelijkheden behoren ontwikkeling, productie, verkoop en service voor producten en systemen, samen met de daaraan geassocieerde project- en serviceactiviteiten.

GELD IS OP BIJ RIJKSWATERSTAAT

Onder ambtenaren van Rijkswaterstaat is sprake van ernstige demotivatie. Ze gaan gebukt onder ingrijpende bezuinigingen op onderhoud en beheer. Wegen, bermen, vaargeulen en bruggen lijden er onder. Van de 650 werknemers van Rijkswaterstaat Noord-Nederland zit een groot deel zich te vervelen.

NAVY NEWS



USS Carl Vinson (CVN 70) arrives in her homeport of Bremerton, Washington after completing an extended eight and a half month deployment.



Left :

The Dutch Frigate **F 812 JACOB VAN HEEMSKERCK** seen here arriving in Odessa.

MOVEMENTS

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The **CSCL SHANGHAI** arriving at the Westerscheldt pilot station inward bound
photo : Willem Kruit ©



The Car carrier **ASIAN CAPTAIN** seen here sailing at the Caland Canal outward bound
Photo : Piet Sinke ©



The **Navion Clipper** berthed at the BP Finnart on the River Clyde.
Photo : Tommy Bryceland, Scotland ©



Top : The **P&O NEDLLOYD KOWLOON** moored at the ECT terminal in the Amazone harbour
Photo : Piet Sinke ©

AIRCRAFT / AIRPORT NEWS

Flightstar converting 10 planes to freighters for Astar Air Cargo

FLORIDA-BASED Flightstar Aircraft Services has been awarded a contract to convert 10 B727-200 aircraft, owned by BATA - a joint venture between Boeing Capital Corp. and ATA Holdings Corp., from passenger planes to freighter configuration.

The ten aircraft will be operated by Astar Air Cargo.

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"We are extremely pleased to be awarded this programme from Astar Air Cargo," said Jerry Hernandez, Flightstar's president

Earlier this year, Flightstar completed four B727 aircraft conversions also being operated by Astar Air Cargo.

The company said in a statement that the conversions for the 10 aircraft had begun and that it will also perform a maintenance check for each jet.

The conversion programme will continue through the second quarter of 2005.

"The announcement of this programme, demonstrates our team's commitment to consistently delivering a quality product and our continued dedication to customer satisfaction," said Mr Hernandez.

Upon completion of this programme, Flightstar will have completed 23 freighter conversions since commencing business in April, 2000.

RIJNMOND WEATHER

Vooruitzichten van woensdag t/m zaterdag:

LICHT WISSELVALLIG!

Donderdag zonnig. In de loop van vrijdag meer bewolking en later wat regen of een bui.
Zaterdag af en toe zon en kans op een bui. In de nacht van woensdag op donderdag in het oosten van de regio kans op vorst aan de grond.

© Ed Aldus 2003	WO-24	DO-25	VR-24	ZA-25
Maximumtemperatuur:	17	19	19	18
Minimumtemperatuur:	7	5	9	12
Zonnekans in %:	60	90	50	30
Neerslagkans in %:	10	0	30	30
Windrichting kracht:	WNW-2-4	ZO-3-4	ZZW-3-5	ZW-3-5

.... PHOTO OF THE DAY



The **BANCKERT** seen here departing from Zeebrugge bound for the **Tricolor** location
photo : **Wesley Vercruysse** ©

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SWEN VIRUS, WORLD-WIDE

The Swen computer virus has infected at least 200,000 computers world-wide and could spread to millions more when office workers return to their desks after the weekend, an anti-virus expert in Finland said. "This virus has the technical potential of infecting millions of computers," Mikael Albrecht, a manager at Helsinki-based anti-virus software firm F-Secure, told AFP today. The Swen virus poses as a Microsoft security upgrade and was first detected last week. It is also known under the names I-Worm.Swen, W32/Swen.AAmm, W32/Gibe.EAMM, and Gibe.E, F-Secure said. It has so far caused significantly less damage than was caused by the Sobig F computer bug last month, Albrecht stressed. But he warned: "The number of infected computers is still rising and the number will be boosted by people returning to their offices after the weekend and starting to use their computers again." Swen exploits a vulnerability in the web browser Explorer. It spreads itself primarily through e-mail attachments, local computer networks (LAN) and Internet downloads such as music swapping services, Albrecht said. Swen's e-mail and attachment look like they were sent by Microsoft but Microsoft never issues such warnings by e-mail, Albrecht said, adding that such e-mails should be deleted immediately without being opened. The Swen virus was first detected on Sep 18 and is thought to have originated in Eastern Europe. It has some similarities with earlier varieties of the Gibe family of viruses and was probably created by the same person, Albrecht said.