

## DAILY SHIPPING NEWSLETTER 2003 – 177



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The Pushertugs **LEK** and **RIJN** assisting the barges **E 1201** and **E 1202** upon arrival in Rotterdam  
photo : Bert Bot ©

## EVENTS, INCIDENTS & OPERATIONS

### Correction :

The **EERLAND 26** arrived with the double tow of the barges **E1202** and **E1201** from **London Woolwich** and not as mentioned in yesterday's newsletter from Immingham – ( Thanks Aad !!)



Top :

The JAMBO after she went aground and before disappearing under the surface.

Left:

The **HAM 586** moored alongside the **ANNA 4** , outside the **HAM 586** is moored the **AFON LAS** of Holyhead Towing, all these vessels are in use together with a team of **SMIT Salvage** for the recovery of the cargo of the **JAMBO** which sank near the Summer Isles (Scotland)

Photo : Dirk Jan Osinga ©

## UK boost for escort tug training

THE UK will receive its first operational escort tug simulator in November when the £50,000 (\$78,000) Polaris system, manufactured by Kongsberg Maritime Ship Systems, replaces the existing 360° ship's bridge simulator at Lairdsid Maritime Centre in Birkenhead on Merseyside. A new tug will be added to the existing facility to allow full interaction between the tug, pilot and ship team and tug captains will be able to rehearse tanker escort towage. Lairdsid director Phil Davies told Fairplay that training would be limited to pilots, tug captains and tanker officers on Merseyside next year. Shell UK, Svitzer

Marine and Wirral Waterfront are significant contributors. Svitser currently undertakes escort duties on the Mersey and at Milford Haven.

## Decision on 'hearsay' angers Alang

AN LPG tanker is at the centre of a spat between the Indian environment ministry, Alang port authorities and Greenpeace after being denied permission to beach for breaking. The ministry had ordered Alang authorities not to beach the ship after representations from Greenpeace, which believes the 1973-built Norwegian tanker Hesperus contained hazardous material. Alang is upset over the ministry directive as it claims Greenpeace has not been able to provide documentary evidence. "The ministry agreed with Greenpeace on hearsay, which is not good practice," said Capt YP Deulkar, Alang's port officer. "Not just any Tom, Dick or Harry can tell me what and what not to do. In trying to put pressure on somebody in Norway, we end up fingering the poor buyer in India". The tanker is lying at anchorage. Alang is a tidal port and the last tidal window is tomorrow. "The owner will have to bear all the expenses until the next tide, which comes on 8-9 October, just because of the whims and fancies of someone," said Deulkar.



Illegal immigrants arrive in the port after being detained by a Spanish Civil Guard patrol on the the Spanish island of Fuerteventura, one of the Spanish Canary Islands, October 1, 2003. Fuerteventura is the nearest of the Canary Islands to the African coast and traffickers habitually head for its shores from launching points in southern Morocco, packing their passengers into overloaded boats

## STENA LYNX III



Top : The **STENA LYNX III** which was mentioned in yesterday's newsletter  
photo : Rob de Visser ©



## CASUALTY REPORTING

### LITOHORO (MALTA)

Wijismuller Salvage BV refloated bulk **Litohoro** off the West Malaysian east coast during the early morning hours, local time, Oct 1. The vessel grounded on rocks off Kerteh while on loaded voyage with 15,000 tons of white sugar and sustained considerable damage to its forepeak tanks and double bottom tanks. Before being awarded the LOF-2000 contract, Wijismuller Salvage BV's Singapore operations (Wijismuller-Perdana Salvage LTD PTE) decided to mobilise their salvage vessel Perdana Sakti, which arrived on site during the night of Sep 26/27. The contract had been in the meantime agreed late in the day on Sep 25. Upon arrival the condition of the casualty was determined and a dive inspection was executed. Rocks appeared to be protruding into the hull of the casualty upto 3.5 metres and the forepeak tank as well as double bottom tanks 1 and 3 were breached and flooded. Further salvage team members from Singapore and The Netherlands were mobilised and the tug Britoil 28 with special salvage equipment was sent in from Singapore to assist. Preparations for the refloating were subsequently made, inclusive of pressurising the breached tanks and at high water last night a refloating attempt was made. The vessel was moved five metres astern during the attempt under the combined power of the two tugs. During today further preparations were made for a next refloating attempt which included another dive inspection to determine the grounding condition since some more area's could now be reached. Based on these inspections a decision was taken to re-adjust the pulling spread with the tug connecting up forward to pull the ship free from pinnacles blocking further movement aft. This succeeded and shortly after midnight the vessel refloated. The vessel is now in the process of further being stabilised by the salvors. -- **Wijismuller Salvage BV**

### LOWLANDS YARRA GROUNDED



Top : The 283 mtr long **LOWLANDS YARRA** was grounded for about 30 minutes on September 26<sup>th</sup>, near Zeebrugge whilst entering the Westerscheldt river bound for Antwerp with a draft of 15 meter, she came free on her own power and tug assistance of the **BRAAKMAN** and **GENT** was not required.

Photo : Bas Overdulve ©

## SHIPYARD NEWS

### Bust Appledore yard order row

LANGHAM Industries, the company that called receivers into its subsidiary Appledore Shipbuilders on Monday, has dismissed claims that the yard turned away a containership order in the days before its demise.

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Langham Industries chairman John Langham vociferously denied an allegation from local entrepreneur Captain Tom Screech that Appledore had not been interested in an enquiry for four 880 teu boxships, which he was co-brokering with Hamburg's Thomas Ernst.

Mr Screech said he had approached Appledore because the German broker needed swifter delivery than could be secured from China, where it fixed fifteen 1,100 teu ship orders in 2002, for \$14m a ship. The broker had been interested in slotting into the idle Appledore yard, for delivery within nine months, but had been taken aback by the \$20m per ship quoted.



"I asked if it was possible to come down by \$5m, but the yard could not seem to grasp the idea of an opportunity. There is no lack of orders — it is all about delivery and price, but all they could think about was MoD work."

Mr Langham rejected the claims out of hand: "This nightclub owner and former sea captain has on a number of occasions wheeled up asking for quotations. He has wasted a great deal of our time." Mr Langham said that Appledore had checked with the German broker, which had confirmed that the UK yard was up against international competition whose prices it would not be able to match.

Receivers Tenon Recovery made all 550 staff at the North Devon yard redundant on Monday evening.

- Appledore-built **HMS Echo** and **HMS Enterprise**, the Royal Navy's latest hydrographic ships, are literally up the creek without a paddle, writes David Barnicoat.

A fault on Echo's podded propulsion systems has left both ships out of action at the A&P Falmouth shipyard.

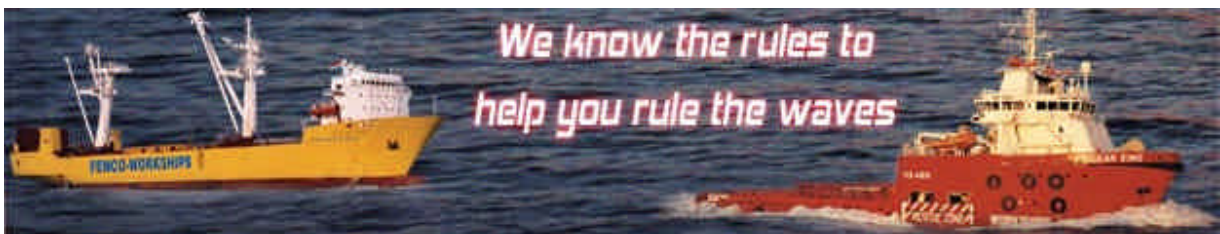
Commissioned earlier this year, Echo has been laid up since the summer, with its two azipod systems removed and shipped back to Finland for repair. Now the MOD has decided to remove the azipods from **Enterprise**, which has yet to be commissioned, and fit them on **Echo**.

It is understood that Enterprise will be towed to DML Devonport next week.

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## The Rio-Antirio bridge

The Rio-Antirio bridge, linking the western Peloponnese with the western mainland, is expected to open to traffic by next September, engineers working on it told reporters. Some 800 meters of the 2,252-meter bridge have been completed. Driving across the strait will take three to four minutes, while 30 minutes are needed to cross by ferry.

## Shihu Port opens to foreign vessels

THE Chinese Government now allows foreign vessels to load and unload at Shihu port in Fujian Province following the granting of Category-One status to the port.

The port is part of Quanzhou Wan Port Area and was built in 1998. It has three berths which can handle 3,000, 10,000 and 30,000 tonnes of freight, respectively. The port is also constructing a 50,000 tonne berth.

In the first eight months of the year, the port handled a total of 2.73 million tonnes of cargo, up 68.4 per cent over the same period last year. The port also handled 133,200 TEU, a rise of 70.1 per cent.

Total volume handled by Shihu port this year is expected to exceed 4 million tonnes while container throughput is forecast to reach 200,000 TEU.

## P&O Nedlloyd krijgt schepen van 8000-plus.

De zes nieuwe schepen die de Brits-Nederlandse rederij P&O Nedlloyd recent heeft besteld krijgen ook een laadvermogen van 8.152 teu's. Eerder heeft de rederij gezegd dat de schepen 7.500 teu's zouden gaan vervoeren. Van de grote containerrederijen was P&O Nedlloyd de enige die nog geen 8.000-plus schepen had besteld. Het zestal, waarvan vier de namen **MONDRIAAN**, **MONET**, **MICHELANGELO** en **MIRO** krijgen, (schildersnamen dus) wordt eind volgend jaar en in 2005 opgeleverd door de werf IHI in Japan. Twee schepen hebben nog geen naam. De bouwopdracht kost ongeveer driehonderd miljoen dollar. De 335 meter lange schepen zullen worden gecharterd door P&O Nedlloyd-dochter Blue Star in Hamburg.

## TESO GETS NEW FERRY



**Left :**

A artist impression of the new to build ferry for the route Den Helder <> Texel.

The vessel will be built at the Damen yard and be named **Dokter Wagemaker**.

## Two-ship order from Hartmann

GERMAN shipyard Nordseewerke in Emden has received an order from German shipping company Hartmann for the construction of two 2,700 teu vessels.

The yard, owned by the steel and engineering conglomerate ThyssenKrupp and managed jointly with Blohm+Voss in Hamburg, will deliver the 215 m-long ships in 2004 and 2005. Its main work is the construction of submarines in co-operation with HDW.

## New era for Brazil's oil exports

BRAZIL'S oil export industry has entered a new era with Shell's first shipment of oil from the **FPSO Fluminense** 130 km off the coast of Macae in Rio de Janeiro state. The Greek-flagged Agathonissos arrived in the Macae basin yesterday and began loading heavy crude from the FPSO, formerly the ULCC Sahara, destined for refining in Iquique, northern Chile. The inaugural Shell lift is part of the company's joint venture with Brazil's state oil company Petrobras in the Bijupirá & Salema fields. The 80:20 Shell/Petrobras venture provides for four scheduled calls a month at the Campos Basin field. The Fluminense, with storage capacity of 1.3M barrels, allows two tankers up to 200,000 dwt to simultaneously load at sea via a tandem mooring arrangement. The maximum loading rate is 45,000 bph. Loading of the Agathonissos is scheduled to be completed in time for the ship to leave today.

## Fuzhou raises navigation alarm

DANGER lurks in China's south-eastern port of Fuzhou as all 112 aids to navigation have broken down. The Fuzhou Navigational Channel Department has apparently no money to repair or replace them. "We are revealing these facts to raise attention," a department official told Fairplay in an obvious appeal for funds. The 42 aids to navigation in the river and 70 in the sea have suffered varying degrees of damage, while some of them have been lost. Already there have been six incidents since April. Fuzhou handles more than 400, 000 TEU annually and though the approach to deep water berths is outside the mouth of the river, safety of navigation is not completely ensured. Ships up to 10,000 dwt, which dock at the harbour located at the mouth of the river, however, face greater danger where there have been a number of groundings. Most of these have occurred after ships struck a submerged dam.

## NAVY NEWS

### Hr.Ms. Jacob van Heemskerck terug uit de Middellandse Zee

Het luchtverdedigingsfregat Hr.Ms. Jacob van Heemskerck keert zaterdag 4 oktober terug uit de Middellandse Zee. Het schip is 27 april vertrokken vanuit Den Helder en is gedurende vijf maanden het vlaggenschip van het permanente NAVO-eskader voor de Middellandse Zee, het Standing Naval Force Mediterranean (STANAVFORMED).

**Hr.Ms. Jacob van Heemskerck** fungeerde als vlaggenschip voor de commandant van het eskader, de Nederlandse Commandeur Wirth, en zijn internationale staf. Deze heeft STANAVFORMED een jaar geleid vanaf Nederlandse schepen. **Hr.Ms. Witte de With** en **Hr.Ms. Abraham van der Hulst** gingen de Heemskerck voor.



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STANAVFORMED opereert, met ondermeer Nederlandse marineschepen, sinds 26 oktober 2001 in het kader van 'Operatie Active Endeavour', de internationale strijd tegen het terrorisme. Deze NAVO actie is een gevolg op Artikel 5 van de Veiligheidsraad 12 september 2001.

### USS ENTERPRISE GOES MEDITERRANEAN



The aircraft carrier **USS Enterprise (CVN 65)** makes her way in the Atlantic Ocean during its final preparation for the Enterprise Strike Group deployment to the Mediterranean.

## MOVEMENTS

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**Left**

Heerema's **HERMOD** seen here operating at the Westport project during May 2003

**Photo via Arno Post**

10/2/2003



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The Polish tug **NEPTUNIA** departed September 7th with the **Lark** from Gent, bound for Greece  
photo : **Rokus Dieleman** ©



The 115 meter long newbuilding yacht **PELORUS**, which is built at the Lurssen yard in Germany is seen here arriving in Le Havre.

Photo : **Pierre Hebert** ©



Top : The **STOLT KESTREL** seen here departing from Rotterdam –photo : **Piet Sinke** ©

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Earlier the newbuilding **SVITSER BRISTOL** arrived in Bristol, she is now followed by her sister **SVITSER BRUNEL** – photo : **Chris Jones** ©



Two SEATRADE ships **ROYAL COOLER** and **COOLER BAY**, as seen Sept 30th 2003, laid up at Salamis island Greece. the both vessels are built in 1979, and flying the St Vincent flag,  
**Photo : George Grekos** ©



The **PRINSENBORG** seen here enroute the Moerdijk Industrial Area south of Rotterdam.  
photo : Bram Plokker / Ineke de Kok ©

## **AIRCRAFT / AIRPORT NEWS**

### **Swiss to stop Washington DC service when winter schedule begins**

SWISS will stop operating flights to Washington DC when its winter timetable comes into effect on October 26. The airline has not been able to find a partner for the Zurich - Washington route following the announcement of its new route network in July. However, a reassessment of the Middle East market means that flights to Jeddah will be maintained at a rate of three per week. The revised route network will still allow Swiss to serve all major destinations throughout the world.

### **Air New Zealand receives first Airbus**

AIR New Zealand has taken delivery of its first Airbus aircraft, an A320. The aircraft, which is leased from ILFC, is the first of 15 A320s being acquired through a mix of purchases and leases. The carrier will initially use the planes on trans-Tasman routes to Australia and, later, on services to South Pacific islands. "Air New Zealand is one of our earliest and most valued customers, while Airbus A320 Family aircraft are among the most successful in our portfolio, which makes for a great start to this partnership," said ILFC chairman and CEO Steve Udvar-Hazy.

Air New Zealand's A320s join a strong Airbus presence in the Pacific, where the company's aircraft underpin virtually all fleet modernisations in the region. Firm orders for the Airbus A320 family stand at over 3,000 - more than 2,000 of which have been delivered to date, the aircraft maker said in a statement.

### **Airbus Industrie sees potential sales to Malaysia Airlines**

Aircraft maker Airbus Industrie sees opportunities to sell its new A320 and A330 airplanes to national carrier Malaysian Airline System Bhd and no-frills airline operator AirAsia Sdn Bhd in the near term, the New Straits Times quoted its communications director for Asia Anthony Phillips as saying.

"Malaysia Airlines has indicated in discussions that it is looking for more aircraft as it seeks to expand its domestic and regional networks in the coming years, and that can be in the form of a purchase or lease option," he said. The company also expects Malaysia Airlines to begin replacing its older aircraft in the medium term, raising potential demand for the A320 family, which comprises the A318, A319, A320 and A321 planes, he added.

The paper said Airbus is also in talks with Malaysia Airlines for the sale of the A380 super jumbo jet that can seat up to 555 people, and so far **Malaysia Airlines** has ordered **six A380-800** aircraft with deliveries scheduled to start in 2007. Phillips said Airbus also believes that AirAsia will be looking for new aircraft within two years and the A320 family would be ideal for the operator.

## Alitalia CEO hopes to join Air France-KLM by April

Alitalia hopes to join a planned merger of Air France and KLM by April 2004, the chief executive of the Italian airline was quoted as saying by newspapers on Wednesday. "We hope to get on board by April 2004," Francesco Mengozzi told Corriere della Sera when asked about the timing of Alitalia joining the new merged airline. Mengozzi also said he hoped a government decree for the privatisation of Alitalia -- a key step before it can join Air France and KLM -- would be ready in coming days.

## KLM en Air France kiezen voor een intensieve samenwerking

Zoals u in diverse media hebt kunnen lezen is deze week bekendgemaakt dat KLM en Air France kiezen voor een intensieve samenwerking. De intentie is dat er een onderneming komt met twee luchtvaartmaatschappijen, die hun mensen, netwerk, merk en partners inbrengen. Samen met Air France gelooft KLM dat deze intensieve manier van samenwerking de meeste duidelijkheid geeft op korte en lange termijn. Door de krachten te bundelen wordt gebouwd aan de eerste echte Europese airline-groep. Daarbij blijft de focus op de drie core-businesses: Passenger, Cargo en Engineering & Maintenance. Naar verwachting zal het definitieve contract tussen KLM en Air France rond 15 oktober 2003 worden getekend.

KLM zal de operationele basis op Schiphol voortzetten waardoor de functie als Europese en intercontinentale hubpositie wordt behouden. Het bestaande KLM product en de service blijft ongewijzigd gehandhaafd alsmede het KLM merk. Ook zal de bestaande samenwerking tussen KLM en Northwest Airlines en de overige partners worden voortgezet. Door deze intensievere samenwerking, de gezamenlijke onderneming en aansluiting van KLM bij Sky Team, verzekert KLM zich van een belangrijke rol in de wereldluchtvaart en het bouwen van wereldwijde alliantie. Op dit moment wordt gewerkt aan voorbereidingen zodat goedkeuring voor deze samenwerking kan worden verkregen door verschillende autoriteiten en instanties. Vanaf april 2004 zal de intensieve samenwerking starten en worden de voordelen zichtbaar.



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



The tug **MONTFRED** operating in the port of Barcelona — photo : Adam Louwen ©

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