

DAILY SHIPPING NEWSLETTER 2003 – 178



Number 178 ****DAILY SHIPPING NEWSLETTER****Saturday 04-10-2003

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The SEACAT SCOTLAND arrived at Flushing for maintenance – photo : Jamie Reurink ©

EVENTS, INCIDENTS & OPERATIONS



The livestock ship **Cormo Express** lies anchored in Kuwait waters near the northern shipping port of Shuwaikh October 2, 2003. The Dutch-owned ship has been stuck for nearly a month off the coast of the United Arab Emirates with 50,000 sheep stranded aboard because of a dispute over the health of the sheep.

SEA-LAND EXPRESS

Financial hardship may lie ahead for individuals who had cargo aboard c.c. **Sea-Land Express**. Cargo owners may have to fork out as much as 40% of the value of their consignments to help cover the cost of the vessel's salvage. One of the cargo owners, the Catholic Bookshop in Cape Town, says bankruptcy looms if it is liable for a surcharge of R12 000. The owner of the vessel, United States Ship Management Inc, has invoked General Average, to get the owners of the cargo and containers to help them pay for the salvage bill of an estimated R60 million. Catholic Bookshop manager Meg O'Brian yesterday confirmed that the shop had had a consignment of books worth about R20 000 aboard the vessel. She said she had had to sign a document accepting liability for R12 000 as the bookshop's part of the salvage bill.

Salvors renew call for higher rates

SALVORS yesterday renewed calls for insurers to back their demands for higher awards for spill prevention at the annual meeting of the International Salvage Union in Athens.

ISU members voiced their displeasure at the failure of the joint industry SCR Committee, which includes salvors and insurers, to raise rates under the Special Compensation P&I Club (Scopic) clause in line with inflation.

Salvors had been seeking an increase in the Scopic rates agreed in 1999 which they estimate have fallen 9% because of inflation.

ISU president Joop Timmermans described the failure to increase rates as "discouraging" saying he wished to see salvage arbitrators place greater value on the efforts of salvors to prevent pollution.

"We believe it is now time to place a much higher value on pollution prevention to reflect the concerns and priorities of governments and the public at large," he said.

He called for support from the insurance community "as they have a major interest in continued strong performance by salvors in the area of spill prevention".

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Salvors have been shocked by recent high profile arbitration awards that have been substantially reduced on appeal.

Property salvaged by ISU members in 2002 totalled about \$1.1bn, a fall of 22% on 2001 figures.

Revenue from all forms of salvage work, including wreck removal, totalled \$163.3m last year, down 1.5% on the previous year's figures.

Mr Timmermans expressed his concern over the downturn in the industry's workload and income.

"These negative trends exert pressure on the providers of pollution defence and other vital services for governments and industry."

Master denies discharging pollution off French coast



Photo : Wim van Noort ©

THE German master of a CMA CGM container ship has challenged photographic evidence purporting to show that he deliberately caused pollution in the English Channel last May.

Captain Peter Laudahn's vessel, the 6,700 teu **CMA CGM Voltaire**, was spotted by a French navy helicopter last May 22, 30 miles off the tip of Brittany, apparently at the head of a slick of discoloured water, up to three kilometres long and 100 metres wide.

The characteristic shiny water discoloration has traditionally been taken as evidence of illegal tank cleaning by the French maritime authorities, who have obtained numerous convictions on the basis of comparable evidence.

In the past, masters have frequently accepted the evidence and admitted guilt. This was not the case, however, for Capt Laudahn, who told a court in the port city of Brest that there was no question of his having knowingly caused pollution. He pointed out, moreover, that the vessel was equipped with a

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soiled water separation system which prevented the escape of any water with a pollution level of more than 15 parts per million.

The residues collected by the system, which he said amounted to about one tonne per day, were stored in a special 180-tonne tank which was emptied every two months during a regular port call.

More tellingly, an expert witness called by Capt Laudahn's defence challenged the reliability of the photos allegedly depicting the pollution caused by his ship. What appeared to be pollution could just as easily have been the effect of the wind or the passage of the **CMA CGM Voltaire** on the surface of the sea, the witness claimed.

The helicopter crew took a series of photographs but, according to the evidence given to the court, this was 45 minutes after the slick was spotted and, by this time, it had diminished in size by two thirds. The helicopter commander admitted to the court, moreover, that he had had no means of taking a sample from the slick to compare with the heavy fuel oil and other polluting substances used aboard the **CMA CGM Voltaire**.

The master was nevertheless charged after questioning by maritime gendarmes at his vessel's first port of call after the incident, Le Havre. The **CMA CGM Voltaire**, which was on charter to CMA CGM from German owner, NSB Niederelbe, was only allowed to leave the port, moreover, after payment of E 200,000 bail. NSB Niederelbe's lawyer pointed to the failure of the French authorities to take samples of the alleged oil spill at the time, saying that no master would have been so stupid as to dump contaminated water in the area in the middle of the day.

The prosecutor asked the court to impose a fine of not less than E 100,000 on the master and NSB Niederelbe. But defence lawyer, Guillaume Brajeux, asked the court to find both master and owner not guilty.

The court reserved judgment until November 18.

Stowaways drown in Seine

THREE stowaways from the West African country of Guinea have drowned in the river Seine after jumping from the Cyprus-flagged tanker **Baltic Captain 1** on Monday night, local authorities said yesterday. One body was discovered near the city of Quilleboeuf while the other two are still missing. Another four stowaways aged between 14 and 25 also jumped from the ship but were safely rescued. "We were a group of seven," one of the survivors said, after being taken to hospital suffering from hypothermia. The ship arrived at Rouen's oil terminal, Port Jérôme, on Monday evening to discharge its cargo at the ExxonMobil refinery. It had come from Conakry in Guinea from where it had departed on 19 September. Although the master said he was "completely unaware" of the presence of the stowaways on board, it is widely believed the seven unwanted visitors boarded the ship in Conakry. The 37,339dwt **Baltic Captain 1** is managed by Limassol-based Interorient Navigation for German owners and is crewed by Russians.

CASUALTY REPORTING

TRICOLOR (NIS)

The salvage team of Combinatie Berging Tricolor completed the seventh cut of vehicle **Tricolor**. The cutting operation suffered some delay, which was due to the unfavourable weather conditions experienced last week. Later today and tomorrow, the jack-up rigs **Buzzard** and **Vagant** will be positioned for the eighth and final cut. At the moment the floating crane **Rambiz** is on the salvage site to clean up the remainders of the third, fourth and fifth sections which were left behind after the

respective lifting operations. Weather permitting, the salvage team will start lifting the remaining sections next week.

SHIPYARD NEWS

German yards set to axe 1,800 jobs

GERMAN shipbuilders will shed another 1,800 jobs by the end of 2004, nearly 10% of their present workforce, a study of the Bremen university and the German metal workers' union IG Metall found.

The study has found that the recent upward trend at German shipyards will not prevent lay-offs at the yards and describes the current situation as even worse than forecast in the previous 2002 study.

"One main reason is the enormous decrease of orders," said Rudolf Hickel, professor at the University of Bremen. "The big winner is Asia, especially South Korea." He blames the strong Euro and low prices in non-European shipbuilding industries, especially Korea and, increasingly, China.

"But the problem is not only confined to Germany," warned Mr Hickel. "All of Europe is losing its importance in the shipbuilding industry." The European yards have lost further market shares — they had seven per cent of the world shipbuilding market by the end of 2002. So far in 2003, employment in German shipyards has decreased by 5.1%. In September 2002, 21,796 people worked in the industry, but this fell to 20,681 one year later.

Of those, 4,696 are employed by eastern German yards, 225 less than one year ago. The western German yards have 15,856 employees, a decline of 989. By the end of 2004, the estimated loss of 1,800 further jobs will result in 18,881 employees in the industry. For the yards in eastern Germany, the situation within the global competition is even more critical, as strict European Union limitations on capacities are still in effect. Four German yards are currently in bankruptcy proceedings, 608 jobs are in danger. These yards are Lübecker Maschinenbau Gesellschaft, Flender Werft, Cassens Werft and SSW Fähr- und Spezialschiffbau GmbH.

"We will not be able to beat the low prices of other countries", said Frank Teichmüller, IG Metall's regional director. "Our only chance is to be more innovative."

Marinescheepsbouw moet blijven

door Harmen van der Werf

DEN HAAG - In de volgende kabinetsperiode, vanaf 2007, moet de Koninklijke Marine in kleinere marineschepen en een schip voor het transport van helikopters kunnen investeren. VVD-Kamerlid J. van Baalen doet dit voorstel later deze maand bij de behandeling van de begroting van Defensie.

De kleinere marineschepen moeten twee M-fregatten vervangen. Van Baalen denkt aan vier korvetten. Met die vaartuigen is de Koninklijke Marine beter toegerust voor kustwachttaken. „Onze fregatten zijn mooi`, zegt de liberaal, „maar vragen veel personeel en zijn erg kostenintensief.`

Met de aanschaf van een schip voor het transport van helikopters, wellicht ter vervanging van het bevoorradingschip Zuiderkruis, wil Van Baalen de transportmogelijkheden van de hele Nederlandse krijgsmacht vergroten. Hij is ervan overtuigd dat daaraan behoefte bestaat bij militaire (vredes)missies.

Ontwerper

In de ontwerp-begroting 2004 van Defensie wordt het nieuwbouwprogramma van de marine volledig drooggelegd vanaf 2006 tot na 2010. Van Baalen wil dat dus bijstellen. „De Koninklijke Marine mag

niet op slot en de Nederlandse marinescheepsbouw mag niet verloren gaan. Het voortbestaan van de Koninklijke Schelde Groep (KSG) in Vlissingen als marinewerf staat daarbij niet op de eerste plaats. Het gaat de VVD er om de hele infrastructuur rond de marinebouw, waarin de Koninklijke Marine als ontwerper en kennisinstellingen als TNO Defensieonderzoek een grote rol spelen. Ook in het voorstel van Van Baalen blijft onbetwist dat de Koninklijke Marine materieel moet inleveren. Minister Kamp van Defensie wil terug naar tien fregatten; zes in plaats van acht M-fregatten en vier Lcf-fregatten, waarvan er nog twee in aanbouw zijn. Om plaats te maken voor vier kleinere marineschepen moeten in het plan van Van Baalen nog twee M-fregatten verdwijnen. Uiteindelijk zal de marinebouw op Europese schaal gestalte moeten krijgen, bleek gisteren tijdens een overleg in de Tweede Kamer met minister Kamp. In de Europese Unie komt een speciaal agentschap dat defensie-opdrachten moet gaan coördineren. „Een aloude wens van Frankrijk”, weet Van Baalen, „en hopelijk leidt dit er niet toe dat alleen de Franse industrie daarvan profiteert.” PvdA-Kamerlid F. Timmermans ziet in Europese samenwerking een kans voor met name de cluster Koninklijke Schelde Groep en wapenelectronica-fabrikant Thales Nederland, het vroegere Hollandse Signaal. „Met de Koninklijke Marine heeft dat cluster een sterke positie in Europa”, denkt Timmermans. Hij wijst erop dat de KSG en Thales al aan de weg timmeren met geavanceerde militaire transportschepen.

Staatssecretaris slaat eerste paal overkapping dok 2

door Ab van der Sluis

VLISSINGEN - Staatssecretaris C. van der Knaap van Defensie heeft gisteravond in Vlissingen-Oost het startsein gegeven voor de bouw van de overkapping van dok 2 van de Schelde. Het eerste af te bouwen schip wordt het Landing Platform Dock (LPD), de [hr ms Johan de Witt](#). Dat schip komt in 2006 in de vaart.



[Staatssecretaris C. van der Knaap van Defensie neemt het applaus in ontvangst na het heien van de eerste paal.](#)
(foto Ruben Oreel ©)

Van der Knaap was de eer gegund om de eerste paal de grond in te heien. Met zichtbaar genoegen nam hij plaats in de heilinstallatie. Na slechts luttele minuten zat zijn taak erop. Met een buiging nam hij het applaus van onder anderen Schelde-directeur R. Berkvens in ontvangst. De overkapping van dok 2 wordt vijftig meter hoog, dertig meter breed en 215 meter lang. Het dok kan na de klus gebruikt worden als overdekte bouwlocatie. De werkzaamheden kosten de Schelde 25 miljoen euro, inclusief de bouw van een aantal kantoren en een magazijn.

„Het grootste voordeel van de overkapping is dat je verstoken blijft van wind, regen en sneeuw”, aldus E. van Hoepen, directeur onroerend goed van de Schelde. De Koninklijke Marine, de belangrijkste opdrachtgever van de

Vlissingse scheepwerf, eist ook dat haar schepen in overdekte dokken afgebouwd worden.

De eerste LPD, de hrms [Rotterdam](#), werd in Vlissingen-oost in moten gerealiseerd, die vervolgens in een grote, overdekte loods aan elkaar gelast werden. Dat bleek achteraf niet zo’n simpele constructie. De [Johan de Witt](#) wordt een stuk groter dan het eerste LPD. Na de overkapping kan dok 2 ook gebruikt worden voor reparatiewerkzaamheden, afbouw en ombouw.

Schelde-directeur Berkvens zei dat de overkapping de scheepswerf in staat stelt kwalitatief nog betere schepen te maken. Om de overkapping mogelijk te maken kreeg de Schelde een lening van het Rijk. Met de onderhandeling was twee jaar gemoeid. Berkvens hoopte dat de rijksoverheid aandacht bleef houden voor de marinewerf.

Staatssecretaris Van der Knaap zei dat defensie op dit moment een reorganisatie doormaakt. „Maar

we blijven ons inzetten om onze mensen erop uit te sturen met het beste materiaal. De marine heeft al heel wat mooi spul.``

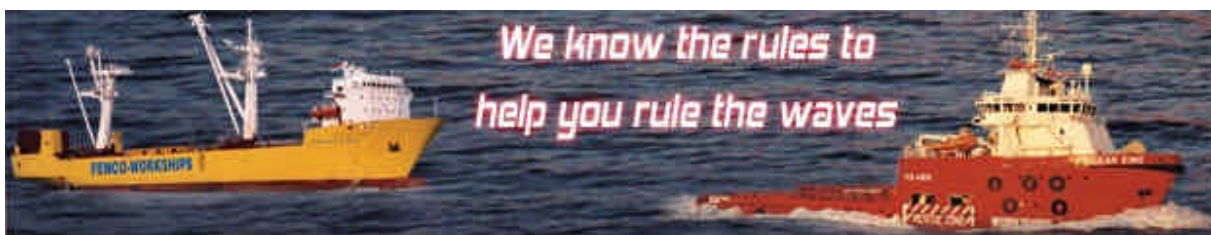
Chinese yards building larger ships

CHINA is increasing its share of the market for larger newbuildings, a study carried out by the Export-Import Bank of Korea has noted. Ship types exported from China have moved away from the small tankers, bulk carriers and container ships of less than 20,000dwt that constituted the bulk of vessels built until the mid-1990s. In terms of value China's ship exports have been rising significantly. For the first six months of 2003 China's turnover from newbuildings rose by 65 per cent to \$3.8Bn. According to data from the Korea Shipbuilders' Association, total completions in China up to end of June amounted to 2Mdw

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Neptune to order car carriers at Fincantieri

MEDITERRANEAN car carrier specialist Neptune Lines is poised to order two car carriers from Italian yard Fincantieri in a deal that may offer modest reassurance that European shipbuilding can still be competitive in niche markets.

Neptune, which currently operates a Mediterranean service with seven of its own car carriers, is understood to have signed a letter of intent with the builder and sources said the final contract is likely to be signed within the next two weeks.

The vessels would be the biggest in the Greek based company's fleet so far, with a capacity of up to 1,800 units.

The ships would also allow for a maximum of 116 trailers loaded with 880 cars.

Those familiar with the design stated that it features high decks to cope with increased average vehicle height and units such as commercial vans that are accounting for a larger share of the vehicle-carrying trade.

Neptune has apparently opted for a 20-knot service speed, the same as for its first pair of newbuildings, the smaller Neptune Aegli and Neptune Dynamis, which were delivered from Spanish builder Hijos de J. Barreras last year.

Far Saltire to tow Bonga

Farstad's AHTS UT728L **Far Saltire** was fixed at the end of September to tow Shell's new Bonga FPSO from Newcastle to its location on Bonga field, offshore Nigeria. Bonga is Nigeria's first offshore deepwater development, and is expected to start production in 2004. The \$2.7 billion development will produce 200,000 barrels per day with recoverable reserves of about 560 million barrels. To help manoeuvre the vessel from the Tyne, Maersk's AHTS **Maersk Logger** and 6 harbour tugs will assist. Current rumours suggest a second AHTS is about to be fixed for the whole tow.

Kingfisher Returns To Canada

Atlantic Towing's AHTS UT722L **Atlantic Kingfisher** was spotted leaving Aberdeen's autumnal shores as it migrated back to its homeland. After completion of the semi-sub Jack Bates rig move, the anchor-handler departed to begin a 3-year contract with PetroCanada providing general support to the Terra Nova project on the EC Canada. The vessel has successfully worked on both sides of the North Sea for the likes of Norsk Hydro, BP, Transocean, Shell, GlobalSantaFe as well as several others. It is understood Atlantic Towing are contemplating bringing to the North Sea another of their anchor-handlers to maintain a presence in the North Sea market, however indications suggest this November.

Trico in Brazilian buyout



Top : The **NORSKAN FLAMENGO** under construction – photo : **Albert Snoei** ©

The subjects have been lifted on the sale of Trico Offshore Ltda (Brazil) to NorSkan Offshore Ltda, the 50/50 joint venture between District Offshore and Solstad Shipping. Under the agreement Norskan will take control of Trico's Brazil's only asset being the AHTS UT722L TBN currently under construction at the Eisa Yard in Brazil. This will bring to a total, three vessels under NorSkan's control, the other two being the PSV **UT755L Norskan Flamengo** on contract for 4 years to Petrobras, and secondly the PSV **UT755L Norskan Leblon** due to deliver ex Estaleiro in early 2004. The company will have an eight-year contract for the AHTS vessel with Petrobras for anchor handling work in deep water on the Brazilian Continental Shelf.

Maersk prepares for Malaga move

MAERSK Sealand is to move into a new box terminal to be opened in January 2004 at the southern Spanish port of Malaga. Enrique Linde, chairman of Malaga port authority, said he believed the move would place the port among the major international box ports. Maersk is expected to move up to 150,000 TEU by the end of next year. Eric Sisco, Maersk Espana managing director, was unavailable for comment. Maersk's move to Malaga will complement its transshipment activity at nearby Algeciras. Terminales Suroeste, owned mainly by Spanish construction giant Dragados, won a 30-year concession to build and operate the 400,000m² terminal earlier this year. A total of €187M (\$217M) is to be invested in the terminal, half of it by private companies. The new box terminal will also have room for ro-ro and vehicle traffic. Malaga is hoping to hit the 750,000 TEU target by 2006 when the second phase of the terminal is finished, Linde said.

Supplier Not In Demand

Olympic Shipping's AHTS [ME303 Olympic Supplier](#), will return from Burlington Resources later this month. The AHTS is due into Aberdeen around early October after having been in the Irish Sea supporting the [Ensco 85](#) (on Rivers fields). The American independent is based in Houston and has significant interests in the Irish Sea including Millom and Dalton fields as well as the \$260 million project on the Rivers fields where production is expected to begin by early 2004.

Edda & Shell celebrate their Silver Anniversary

This year Edda Supply Ships and Shell celebrated 25 continuous years of working together, The relationship started way back in the late 1970's when Shell took the [Edda Sprint](#) and the [Edda Sprite](#) on considerable term charters in 1978 and 1979 respectively. As the association blossomed in the Eighties, the parties worked in conjunction to design and build vessels; which resulted in [the Edda Fram](#) (Models 1 & 2) and the Edda Fjord. This collaboration and arrangement continued into the Nineties when the [Edda's Freya](#) and [Frende](#) were commissioned. These state-of-the-art technology vessels were then chartered on

NAVY NEWS

Navy may move aircraft carrier to Guam or Hawaii

WASHINGTON -- One aircraft carrier might be moved permanently from the continental United States to Hawaii or Guam so the Navy could respond more quickly to a crisis in North Korea or elsewhere in the Asia-Pacific region, the Pacific Fleet commander said Wednesday.

Adm. Walter F. Doran, who is responsible for all Navy ships in the Pacific, said it is unclear whether the carrier would move from an East Coast or a West Coast base, and that no decisions have been made. The Navy has five carriers based on the West Coast, six on the East Coast and one in Japan.

On the West Coast, [the USS John C. Stennis](#), [USS Nimitz](#) and [USS Constellation](#) are based at San Diego, the [USS Abraham Lincoln](#) is based at Everett, and the [USS Carl Vinson](#) is based at Bremerton. The [USS Kitty Hawk](#) is based at Yokosuka, Japan.

The Vinson was on patrol in the Sea of Japan for eight months before it returned to Bremerton.

MOVEMENTS

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The **MEXICAN REEFER** seen here arriving in Antwerp – photo : Willem Kruit ©

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Bulker **GOLDEN SUN** (Freedom class made in Japan) while berthing at Piraeus Greece, Tuesday Sept 30th '03. Vessel's data: imo 7519347, Maltese flag, built in 1977, 13538 gross tonnage.

Photo : George Grekos ©



The **AALSMEERGRACHT** seen in the port of Flushing – photo : Jamie Reurink ©

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The **AYTON CROSS** arrived at the Tyne to assist with the departure of the **BONGA**
Photo : Kevin Blair ©



The **TRITON VIII** of **HEEREMA** arrived alongside the **HERMOD** off Port Fourchon with stores from Flushing.
Photo : Arno Post © - Hermod

.... PHOTO OF THE DAY



The **CHRISTIAN ESSBERGER** seen here departing from Antwerp – photo : Willem Kruit ©

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