

DAILY SHIPPING NEWSLETTER 2003 – 182



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The **McNEE TIDE** —photo : **Capt. Hans Bosch** ©

EVENTS, INCIDENTS & OPERATIONS

Two 'Ghost Fleet' ships depart Virginia for England

Two 1940s-era ships that belong to the James River "Ghost Fleet" were towed to sea Monday to begin a 3,000-mile journey to England to be dismantled.



The auxiliary oil tankers **Canisteo** and the **Caloosahatchee** were pushed and pulled by tugs away from the nearly 100 mothballed ships that are anchored off Fort Eustis as part of the Navy's Reserve Fleet.

Six tugs were to accompany the ships to the Atlantic Ocean. From there, one large ocean-going tug will tow the ships to Teesside, England. The entire trip is expected to last about 21 days, with the ships moving at 7 mph.

An environmental concern in Virginia, the ships' trans-Atlantic journey has been opposed by environmentalists who fear the World War II-vintage ships could break up in rough seas. The ships contain fuel and toxic chemicals. "I frankly don't care if the ships are scrapped internationally or domestically," U.S. Rep. Jo Ann Davis said as the ships began leaving. "We just want them out of our back yard on the James River."

Davis, who has worked in Congress for funding to remove the ships, added, "Right now I'm concerned about here." "We think we've done everything possible to ensure the success of this operation," said Robert Johnson, a spokesman for the U.S. Department of Transportation, which oversees the U.S.



Maritime Administration, caretaker of the fleet.

Until the **Canisteo** and the **Caloosahatchee** get to the Atlantic, they will be trailed by two ships outfitted to clean up a spill. Two other ships deemed seaworthy are expected to leave Virginia waters later this week for the scrapyard.

Last week, a federal judge blocked the government from moving nine of 13 ships slated to be taken to England, saying the Maritime Administration had not done environmental studies as required by law.

US unions support Maersk

THE presidents of the three largest US seagoing unions have asked their members to support the operational transfer of 15 militarily-useful cargo ships to Maersk Line (ML), rejecting nationalist arguments from the current operator, US Ship Management (USSM). The open letter supports Maersk's request to the Maritime Administration to directly operate 15 vessels under the Military Security Program (MSP). It was signed by the leaders of the Marine Engineers Beneficial Association, the Masters, Mates & Pilots, and the Seafarers International Union. They said Maersk Line would honour a job preservation agreement with USSM and asked their members "not [to] be tricked into believing that you will lose your jobs or be looked upon as un-American," because Maersk Line is a US company sailing US-flagged ships. Last April MarAd approved the transfer of the 15 USSM-operated ships, which

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are technically owned by Maersk, to the Danish company's US-flag fleet, expanding Maersk's MSP fleet from four to 19. USSM said MarAd's approval would reward a company whose parent has done business with Iraq, Iran, Libya and Sudan "even though those countries have been officially designated by the US government as 'state sponsors of international terrorism.'"

Nog geen splitsing IHC Caland na winstwaarschuwing

SCHIEDAM - Het maritieme bedrijf IHC Caland heeft maandagochtend een winstwaarschuwing gegeven. Door problemen in de laatste fase van de uitvoering van een aantal projecten zal de winst over 2003 significant lager uitvallen dan de verwachte 110 miljoen euro. In beurstermen betekent dit een daling van 12 tot 20 procent.

Wegens de onzekerheid over de winst van dit jaar heeft IHC Caland zijn voorgenomen splitsing in twee beursgenoteerde ondernemingen uitgesteld totdat de volledige resultaten over 2003 bekend zijn. Het ene bedrijf zou zich gaan bezighouden met de bagger- en scheepsbouwactiviteiten en het andere met offshoreactiviteiten in olie en gas.

IHC Caland bouwt in de Golf van Mexico tegen een vaste prijs een olieplatform. De werkzaamheden blijken echter langer te duren dan het concern had geschat. „Er gaan meer manuren in zitten en we hebben meer materiaal nodig. We hebben ons vergist in het project“, zei president-directeur J. van Dooremalen.

Het maritieme concern heeft besloten tot uitstel van de splitsing, omdat de winstverwachting voor 2003 „een van de pijlers vormt voor het proces“, aldus Van Dooremalen. Bovendien praat IHC Caland met een klein aantal potentiële kopers voor zijn twee scheepswerven IHC Holland en Merwede Shipyard. De onderneming zal deze mogelijkheid eerst nader onderzoeken, voordat de splitsing zal worden doorgezet. Van Dooremalen wilde niet vertellen met welke partijen IHC Caland praat.

Bail for arrested Tasman Spirit crew and salvage man

FOLLOWING their arrest in Karachi last Friday, seven members of the Tasman Spirit tanker crew together with Tsavlis salvage master Nikos Pappas have had the terms of their detention in Pakistan eased again.

Tanker operator Polembros Shipping welcomed a local court order to grant bail today and said it was in the process of arranging for a bond to be posted with the courts to get the men – now said to include five Greeks and two Filipinos – released. However, the company added that, "We and their families remain extremely and understandably concerned".

It noted that at every stage the crew has tried to help the investigation and salvage operation. George Tsavlis, of the Greek based salvage group that handled the lightering of cargo from the crippled tanker, echoed the sentiment

CONTAMINATED SHEEP REJECTED BY SAUDI ARABIA

A fire on board livestock **Cormo Express**, carrying 50,000 Australian sheep has delayed its reprovisioning in Kuwait. The vessel is now expected to leave port by the middle of the week.

Negotiations are continuing to find a destination for the livestock, after the shipment was rejected by Saudi Arabia six weeks ago, because some of the sheep were suffering from "scabby mouth" disease. Australia's chief vet, Dr Gardner Murray, says a fire broke out on the vessel early on Sunday (Oct 5), destroying two tonnes of feed. "The material was very combustible and of course with the heat and the movement of the kind of chaff through the air it can itself ignite," Dr Murray said. Re-stocking the vessel is expected to be complete in a day or two. The sheep are said to be in good condition.

Berging Tricolor ligt stil door slecht weer



Rijswijk - De berging van het Noorse vrachtschip Tricolor in het Kanaal ligt stil. In verband met de slechte weersomstandigheden hebben de bergers de werkzaamheden zaterdag gestaakt. Dat heeft woordvoerder L. Walder van de Combinatie Berging Tricolor (CBT) maandag gemeld.

Wanneer de werkzaamheden worden hervat, is volgens Walder niet bekend. „Het is afwachten, maar het kan nog wel een paar dagen duren." Het werk aan de Tricolor kwam afgelopen weekeinde stil te liggen, omdat er volgens Walder

een golfslag van 5 meter hoogte was.

Een voorspelling over hoe lang het duurt voordat het vrachtschip geborgen is, durft Walder niet te doen. „We zijn in ieder geval nog een paar weken zoet." Volgens de woordvoerder is het grootste probleem dat het schip door het zagen steeds meer uit elkaar valt. „Er komen steeds meer brokken schroot die we moeten opruimen." Het wrak wordt met een ingenieus zaagsysteem in negen stukken gedeeld van elk gemiddeld 20.000 ton. Vijf stukken van het wrak zijn sinds juli al in Zeebrugge aangekomen, de andere compartimenten volgen nog. Op dit moment wordt het laatste deel gehalveerd.



Met het vergaan van de Tricolor, op 14 december 2002, verdwenen ook 2862 luxe personenwagens naar de bodem van Het Kanaal. De Tricolor zonk in de zeer drukke vaarroute na een aanvaring met een containerschip in dichte mist. De kosten van de berging zijn 40

miljoen dollar. (foto 's : Stefaan Joris ©)

German suppliers involved in the Gotland bribery case

German prosecutors are investigating four German companies suspected to be involved in the Rederi AB Gotland bribery case.

Lloyd Werft in Bremerhafen and Renk in suspected to have paid out bribes in connection with the upgrading of ferries during 1997-98. Siemens and Flender are investigated for alleged bribery in connection with deliveries to the high-speed ferries ordered in China in 1999. The bribes could amount to SEK 7.4 million (EUR 820,000) and the Swedish economic crime authority will assist the German prosecutor during the investigation.

CASUALTY REPORTING

KENT RELIANT (PANAMA)

Following received from Coast Guard San Juan, PR, Bulk **Kent Reliant** is anchored in San Juan harbour. A hull survey is in progress. Thus far, no breaches in the hull have been found.

HUMBER FISHER (U.K.)

Following received from Coastguard Humber MRSC, timed 0629, UTC: Product tanker **Humber Fisher** (2760 gt, built 1998) anchored in lat 53 39.1N, long 00 20E with steering problems at 1400, UTC, Oct 5. Towed by tugs Craigsman and Crewman and berthed at Alexandra Dock, Hull, at 0250, UTC, today.

SHIPYARD NEWS

DE HAAS MAASSLUIS



The De Haas Maassluis shipyard, is located in the centre of the Rotterdam harbour area and Europoort.

An excellently equipped shipyard with very extensive know-how specializing in the complete

maintenance, repair and/or renovation of tugs, patrol boats, sounding boats, towboats, pilot boats, firefighting vessels, luxury yachts and other vessels of between 10 and 65 metres in length and a draught of up to 4 metres or more.

Right :

some vessels at the various slips at the De Haas shipyard in Maassluis
photo : Rob de Visser ©



The yard is equipped with modern longitudinal slipways for vessels of up to 750 tonnes in weight. For vessels of up to 70 tonnes a 'Marine Travelift' is available, which enables not only to take the boat out of the water in a highly efficient way but also to put it in the air-conditioned repair workshop for repairs the whole year round in ideal conditions. The yard is also equipped with a machine shop and an engineering workshop.

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Seaspan to build first 9,500 teu boxships at Samsung Heavy

THE world's first **9,500 teu container ships** are set to be built in South Korea, with Seaspan Container Lines placing an eight ship order on Friday.

The Vancouver-headquartered company, which stunned the world in January with the first confirmed investment in 8,000 teu tonnage, is setting the pace once again with this latest deal. A letter of intent for four ships has been signed with Samsung Heavy Industries, with an option for a further four.

The ships will cost \$90m each. China Shipping, with which Seaspan has a long relationship, will charter the ships for 12 years. The daily charter rate is reported to be in the mid \$30,000 range, roughly the same as the good going rate in today's spot market for a 4,000 teu vessel.

Speaking exclusively to Lloyd's List, Seaspan vice-president Graham Porter said the ships would be wider than the current generation of 8,000 teu ships, able to carry 18 rows of containers across their decks. Boxes will also be stacked one or two tiers higher. Although of different design to the 8,000 teu ships now in service the 9,500 units will still be powered by just one engine.

Torch Offshore Sees Increase in Fleet Activity

Torch Offshore has seen an increase in its fleet activity. The **Midnight Wrangler**, a 341-foot dynamically positioned (DP-2) deepwater construction/pipelay vessel, has completed phase 1 of a 4-phase subsea construction project (Ochre) for Mariner Energy, Inc. (Mariner).

Phase 1 was the installation of a subsea tree. Phase 2 will be the recovery of 43,000 feet of double armored subsea control umbilical from the Mustique field. This umbilical will be re-commissioned for installation in phase 4. Recycling the control umbilical is the first project of its kind in the Gulf of Mexico deepwater arena. The Midnight Eagle will be installing tube clamps and equipment at the host

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platform in phase 3. Phase 4 will be the installation of 42,000 feet of 3 1/2-inch flowline, flexible jumpers, flying leads and the 43,000 feet of refurbished umbilical. Phases 1, 2 and 4 will also be performed with the Midnight Wrangler.

Mariner's Ochre project is a single well subsea tie-back in Mississippi Canyon 66 tied back to Mississippi Canyon 20. Additional Mariner project work that was performed by the **Midnight Wrangler**, immediately prior to the Ochre project, consisted of the abandonment of pipeline end terminations, umbilical distribution units, flying leads, flowline jumpers and other hardware from three deepwater fields, Mustique 2, Apia and Dulcimer.

In addition, the modular lay system has been commissioned on the Midnight Wrangler and the vessel has begun its first reeled pipelay job. During the month of September 2003, the **Midnight Arrow**, **Midnight Brave**, **Midnight Dancer** and **Midnight Rider** were fully utilized while the **Midnight Eagle** and **Midnight Star** were nearly fully utilized. The September 2003 utilization was a marked improvement over the utilization experienced in the first two months of the third quarter.

Finally, the **Midnight Runner** is temporarily operating as a spool base for the Midnight Wrangler. The vessel is being utilized to spool pipe on to 9.2 meter and 8.6 meter reels at the Company's base in Dulac, Louisiana. These reels, once loaded with pipe, will be transported to the Midnight Wrangler and loaded on deck. The modular lay system will then lay the pipe off of the reels. This provides the Company with the ability to spool pipe without incurring the additional capital costs of building a reel base.

Lyle G. Stockstill, Torch Offshore, Inc. Chairman and Chief Executive Officer, commented, "The work being performed by the Midnight Wrangler represents the future of the Company as we continue with our strategy to enter the deepwater markets of the world. The vessel has garnered quite a bit of attention from the industry because of its versatility and we look forward to keeping the vessel utilized for the remainder of the year. As for the other vessels in the fleet, we were extremely busy during the month of September in the shallow water Gulf of Mexico and see this level of activity carrying over to the fourth quarter of 2003."

NAVY NEWS



The Norwegian ULA class submarine **Utstein (KNM 302)** participates in NATO exercise Odin-One. The Norwegian submarine and other naval vessels joined U.S. active and reserve anti-submarine forces, including the stealth nuclear-powered submarine, **USS Seawolf (SSN 21)**. The mission of the North Sea War-time exercise was to hunt Allied and NATO submarines. During the exercise, the

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"Emerald Knights" of Helicopter Anti-Submarine Squadron Seventy-Five (HS-75) logged nearly fifty hours of submarine contact within three days and performed countless simulated contacts and kills. Exercise Odin-One represents the strong Allied bond between the U.S. and Norway.



During a counter drug operation in the Eastern Pacific, **USS Rentz (FFG 46)** crew members combat a fire set by suspected drug traffickers in an attempt to escape and destroy evidence. During this operation, the guided missile frigate recovered **37 kilos of cocaine** and detained five suspects, who were turned over to proper authorities for prosecution. U.S. Navy Ships are routinely deployed to the Eastern Pacific and Caribbean in support of the war on drugs. **Rentz** recently pulled into Naval Station Mayport, Fla., to offload seized cargo, and to conduct a scheduled intermediate maintenance availability (IMA) at the mid-point of her six-month deployment with Commander U.S. Naval Forces Southern Command

MOVEMENTS

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The **Peggy Keith Learmond** is an Atlantic RIB. She is launched and recovered down a concrete slipway by the use of her custom made trailer and has a "New Holland" Ford based tractor unit to put her into and take her out of the water.

Her "home" is Largs in Scotland and she covers a large area throughout the River Clyde.

Photo : Tommy Bryceland ©



Jeanie Johnston. A replica Irish emigrant ship. Built at Blennerville, Co. Kerry, Ireland. Displacement: 510 tonnes. Launched April 2000. Shown docked at Bassin Louise, Port of Quebec, at Quay # 5 on Oct 1st 2003. Her next port of call will be St John's Newfoundland.

Photo : Jim Gallacher ©

More information is available at the official Jeanie Johnston web site:

<http://www.jeaniejohnston.com>

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The ferry **MYTILENE** seen here departing from Piraeus – **Photo : Manos Pedritis ©**



The **SMIT LLOYD FORTUNE** seen here departing from Velsen Noord – **photo : Joop Marechal ©**

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The **SCHIPPERSGRACHT** outbound from the Greenock Ocean terminal. She came in from Rauma in Finland and headed out for Baltimore USA. - **Photo : Tommy Bryceland ©**



The passenger liner **OCEAN MONARCH** seen at Piraeus – **photo : Manos Pedritis ©**



The former Dutch tugs
STEENBANK and
HOEKSEBANK now
operating for Grupo Boluda
under the names
V.B.HURACAN and the
V.B.TIFON.

Photo : Grupo Boluda

AIRCRAFT / AIRPORT NEWS

Air Holland gaat hoe dan ook naar Paramaribo

Luchtvaartmaatschappij Air Holland wil koste wat het kost vliegen op Paramaribo in Suriname. Als een aanvraag om vanuit Amsterdam op Suriname te vliegen weer wordt afgewezen, wil Air Holland vanaf Brussel vertrekken. Passagiers kunnen dan in Amsterdam inchecken en worden vervolgens per bus van Schiphol naar Brussel vervoerd.

Zover is het nog niet. Maandag verklaarde Air Holland dat het vanaf eind november in elk geval bestemming Paramaribo op de markt wil brengen. Een aanvraag om van Brussel naar Suriname te vliegen, is inmiddels ingediend.

De KLM vliegt nu exclusief van Amsterdam op Paramaribo. Deze maatschappij heeft volgens het luchtvaartverdrag tussen Nederland en Suriname het alleenrecht op deze bestemming.

Air Holland vindt nu dat door de overnameplannen van KLM door Air France de omstandigheden veranderd zijn. De overname geeft aanleiding om het luchtvaartverdrag opnieuw te bezien. En dan vooral de rechten die exclusief zijn toegekend aan KLM. Eerder al werd een aanvraag van Air Holland om van Amsterdam naar Paramaribo te vliegen afgewezen.

SHIPPING FORECAST

ISSUED BY THE MET OFFICE
AT 1725 ON TUESDAY 07 OCTOBER 2003

**THERE ARE WARNINGS OF GALES IN VIKING FORTIES CROMARTY DOGGER
FISHER GERMAN BIGHT HUMBER THAMES HEBRIDES BAILEY FAIR ISLE FAEROES
SOUTHEAST ICELAND**

THE GENERAL SYNOPSIS AT 1300
LOW SOUTH DENMARK 984 MOVING AWAY STEADILY NORTHEAST, FILLING 992 BY
1300 TOMORROW. ATLANTIC LOW MOVING STEADILY EAST, EXPECTED 120 MILES
NORTH OF VIKING 980 BY SAME TIME

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THE AREA FORECASTS FOR THE NEXT 24 HOURS

VIKING

WEST OR NORTHWEST 5 TO 7, OCCASIONALLY GALE 8, PERHAPS SEVERE GALE 9
LATER. RAIN OR SHOWERS. MODERATE OR GOOD

NORTH UTSIRE SOUTH UTSIRE

NORTHERLY BACKING WESTERLY 4 OR 5 INCREASING 6 OR 7, PERHAPS GALE 8
IN SOUTH UTSIRE LATER. RAIN OR SHOWERS. MODERATE OR GOOD

FORTIES CROMARTY

WEST OR NORTHWEST 5 TO 7, OCCASIONALLY GALE 8, PERHAPS SEVERE GALE
9 LATER. RAIN OR SHOWERS. MODERATE OR GOOD

FORTH TYNE

WEST OR NORTHWEST 5 TO 7. RAIN OR SHOWERS. MODERATE OR GOOD.

DOGGER

NORTHWEST BACKING WEST 6 TO GALE 8, OCCASIONALLY SEVERE GALE 9 AT
FIRST. RAIN OR SHOWERS. MODERATE OR GOOD

FISHER

NORTHWEST, BACKING SOUTHWEST FOR A TIME, 5 TO 7, OCCASIONALLY GALE
8. RAIN OR SHOWERS. MODERATE OR GOOD

GERMAN BIGHT HUMBER

WEST OR NORTHWEST 6 TO GALE 8, OCCASIONALLY SEVERE GALE 9 AT FIRST.
RAIN OR SHOWERS. MODERATE OR GOOD

THAMES

NORTHWEST BACKING WEST 5 TO 7, OCCASIONALLY GALE 8. RAIN OR SHOWERS.
MODERATE OR GOOD

DOVER WIGHT PORTLAND PLYMOUTH NORTH BISCAY

WEST OR NORTHWEST 5 TO 7. RAIN OR SQUALLY SHOWERS. MODERATE OR GOOD

SOUTH BISCAY

NORTHWESTERLY 4 OR 5. OCCASIONAL RAIN. MODERATE OR GOOD

FITZROY

NORTH OR NORTHWEST 4 OR 5, OCCASIONALLY 6. DRIZZLE. MODERATE OR
GOOD

SOLE LUNDY FASTNET IRISH SEA SHANNON ROCKALL MALIN

WEST OR NORTHWEST 5 OR 6, OCCASIONALLY 7. RAIN OR SHOWERS. MODERATE
OR GOOD

HEBRIDES BAILEY

WEST OR NORTHWEST 5 OR 6 INCREASING 6 TO GALE 8, OCCASIONALLY
SEVERE GALE 9 IN BAILEY. RAIN THEN SHOWERS. MODERATE OR GOOD

FAIR ISLE FAEROES

WEST OR NORTHWEST 5 TO 7, OCCASIONALLY GALE 8, PERHAPS SEVERE GALE 9
LATER. RAIN THEN SHOWERS. MODERATE OR GOOD

SOUTHEAST ICELAND

SOUTHERLY 5 OR 6 VEERING NORTHWESTERLY 7 TO SEVERE GALE 9,
DECREASING 5 TO 7 LATER. RAIN THEN SHOWERS. MODERATE OR GOOD

.... PHOTO OF THE DAY



The **WAKER** seen here arriving in IJmuiden – photo : Joop Marechal ©

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