

DAILY SHIPPING NEWSLETTER 2003 – 185



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The re-floating operation of the **KENT RELIANT** off San Juan – **photo : TITAN salvage ©**

EVENTS, INCIDENTS & OPERATIONS

North Sea spot market remains in the doldrums

The North Sea spot market remained poor throughout September, reports Offshore Shipbrokers Ltd (OSL) in its latest monthly report, with rates for cargo runs generally languishing around the £3,500-4,000 level, but peaking briefly at £8000 (**UT755 Monarch Bay** to Kerr McGee).

Rig moving rates were similarly low, said OSL, with Venture paying the lowest day rates of £3,750 for large AHTS to move the Stena Dee, with the highest rates being in the region of £7,000.

"In previous years we have seen a marked increase in rates for both PSVs and AHTS during October as the autumnal bad weather sets in, however it will also require a certain level of activity to lift the market and it remains to be seen whether or not this will materialize this year," noted OSL.

OSL said Dolphin Drilling has issued a Letter of Intent for its contract in India (The Great Eastern Shipping Company/Gulf Offshore).

It is understood that two UT 755s ex North Sea will fulfill the three-year contract which is scheduled to commence in November. Transocean are rumoured to have issued a similar letter to SBS for two of their vessels.

OSL said the Norwegian Coastguard has awarded its ten year contract to Remoy Shipping who will build a new vessel. In the interim period the **Normand Trym** has been chartered for one year to act as front runner. The contract value for the Coastguard is estimated to be worth some NOK 20,000,000 per annum. "Look out for a further tender in early 2004 for a larger number of vessels," noted OSL.

There have been a large number of vessels departing the area during September with the PSV **Normand Mermaid** and AHTS **McNee Tide** heading for Mexico with the latter performing a towage from Spain.

OSL said the AHTS UT712 design **Lady Astrid** and PSV UT755 design **Sam S Allgood** (ex **Monarch Bay**) and the newbuild PSV UT 755L design **Lady Melinda** are heading to the Far East/Australasia. The AHTS **Atlantic Kingfisher** departed for Canada while **Maersk Winner** and **Far Saltire** are proceeding to West Africa, the latter vessel towing the **FPSO Bonga**.

"Unfortunately for owners, the number of vessels departing the North Sea is counterbalanced by the number of vessels scheduled for delivery or redelivering from term charter during the coming weeks," noted OSL.

Redelivering term chartered vessels are a mixture of construction related and exploration support.

Broker reports on newbuilding activity

Offshore Shipbrokers Ltd (OSL) says a North Sea market described by the local press as "the biggest downturn in the market for 25 years" has not stopped owners taking advantage of competitive yard prices to show their confidence in the market.

"A large number of newbuilding orders having been placed in the last few weeks," noted OSL in its latest monthly report. These include Tidewater ordering two AHTS each of 7,200bhp of the Conan Wu

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design from Pan United in Singapore at a cost of about US\$13 million each and two at Aker Tulsa at a cost of US\$ 15 million each and two in Poland. In addition they have ordered two fast supply vessels in the US.

Kvaerner Masa has received an order from Far East Shipping Company for two 20,000bhp, 100m icebreaking AHTS. The vessels will be used in the Okhotsk Sea on the Sakhalin-1 project.

"Look out for further orders in 2004 for PSVs and tugs in response to an expression of interest from SEIC," said OSL.

OH Meling has taken over the newbuilding contract at Malta Shipyard for the VS470 from Havtrade AS. The vessel will delivery directly on charter to MLS Norway in January 2004.

The Great Eastern Shipping Company has purchased the UT755L building at Aukra, Norway on private terms. Delivery will be early 2004. In addition they have order one further UT755L in Norway for delivery third quarter of 2004 as well as a further two AHTS of 80 tonnes Bollard Pull at Bharati Shipyard in India.

OSL says Group Bourbon (Surf) has placed an order for 4 PSVs of the Guido Perla & Associates design in China, whilst Doha Marine Services has placed an order for a multi role supply maintenance vessel in China.

Maersk Supply Service has ordered two AHTS of the MOSS 929 design (18,280bhp) in Chile for delivery in 2005.

CANAL BRIDGE OPENED



The first ships cross the river Elbe through the new canal bridge of the waterway cross north of the city of Magdeburg, eastern Germany, Friday, Oct. 10, 2003. This longest canal bridge of Europe (918 meters) combines the western waterway Mittellandkanal and the eastern waterway Elbe-Havel-Kanal. After a construction time of six years and an investment about 500 millions Euro the waterway cross was officially inducted.

£30 million pipeline bundle project awarded to Subsea 7

Global subsea contractor, Subsea 7 confirmed the award of a £30 million Letter of Intent (LOI) from DNO Britain Limited for the Broom field development. Approval to develop the field as a subsea tieback to the Heather Alpha platform with a first oil target of June 2004 was recently granted by the Department of Trade and Industry (DTI).

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The project consists of the installation of a 7km pipeline bundle incorporating two eight inch production and one eight inch water injection flowline, one gas lift flowline, one three inch scale squeeze flowline and electro/hydraulic/control/service cables and tubing.

The pipeline bundle product, in which multiple flowlines are contained within a single carrier pipe, is unique to Subsea 7.

The work scope includes the tie-in of the first five planned wells (three production and two water injection) and installation of four flexible and one dynamic umbilical catenary riser between the bundle towhead and Heather platform. The Heather platform will be the host facility for the proposed tie-back which in turn will export the processed oil to Ninian through an existing 16 inch oil export pipeline. The work will also include the replacement of a section of the existing 16 inch riser and Ninian oil export pipeline and will utilise several of Subsea 7's in-house diving, ROV (remotely operated vehicle) and support vessels.

Fabrication work will commence in the fourth quarter 2003 at Subsea 7's bundle fabrication site at Wick, Scotland where the project will be manning up in preparation for the job.

Less work for salvors but their role is as important as ever

ANYBODY relying on the general media for their understanding of the shipping industry would probably be surprised to learn that the number of casualties is getting smaller, notwithstanding the occasional headline-grabbing event.



Surprising development: delegates attending the International Salvage Union (ISU) Annual Meeting in Greece last week heard reports confirming that both the volume and value of casualty salvage and wreck removal services continue to decline

Delegates attending the International Salvage Union (ISU) Annual Meeting in Greece last week heard reports confirming that both the volume and value of casualty salvage and wreck removal services continue to decline.

Property (ships, bunkers and cargoes) salvaged by ISU members in cases that were finalised in 2002 totalled nearly US\$1.1 billion - down 22 per cent on the US\$1.4 billion recorded in 2001.

However, salvors' revenue from all casualty salvage activities in 2002 increased slightly from 6.8 per cent of salvaged property value in 2001 to 8.4 per cent last year.

These statistics concern salvage cases where payment was finally agreed last year. The actual salvage services may have been performed in 2002 or earlier. The number of salvage services finalised in 2002 fell by 15 per cent, from 186 in 2001 to 158 last year.

The ISU says that revenue from all forms of salvage activity, including wreck removal, totalled US\$163.3 million last year, a decline of just over 1.5 per cent on 2001.

The salvage industry's wreck removal workload has grown in significance in recent years.

However, the number of operations and income in this sector also fell in 2002. The number of wreck removals fell from 41 to 36 and income dropped from US\$54.7 million to US\$43.1 million.

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Not surprisingly the salvage companies are worried. ISU president Joop Timmermans said: 'The downturn in the industry's workload and income is a major concern for marine salvors. These negative trends exert pressure on the providers of pollution defence and other vital services for governments and industry.'

Salvors see pollution defence as one of their strongest cards since the political reaction to marine pollution. But even here things have not been going entirely the salvage industry's way.

The ISU meeting expressed 'deep disappointment' at the failure of the joint industry committee to raise Special Compensation rates (Scopic rates) for environmental protection services at a casualty and called for insurers to place a much higher priority on environmental protection.

At a meeting of the joint industry SCR Committee (which has responsibility for the review of Scopic rates) in London on Sept 26, insurers refused to accept the salvors' case for an increase in the Scopic rates agreed in 1999 and since eroded by around 11 per cent by inflation.

Mr Timmermans said the failure to increase the rates was discouraging - contrary to the intention of Scopic - and called on salvage arbitrators to place greater value on the salvors' work to prevent pollution.

He said: 'Pollution prevention is only one of 10 criteria used by arbitrators to arrive at salvage awards. It receives no special attention in this process. 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. We ask for the insurance communities' support as they have a major interest in continued strong performance by salvors in the area of spill prevention.'

Of course it is the salvage industry's interest to play up the environmental issue but the ISU has a valid case.

There are fewer casualties nowadays but those that do occur are perceived by society as less and less acceptable and the pressure is on to limit any pollution to an absolute minimum.

If salvors are to maintain the capacity to respond effectively they need to be adequately recompensed.

If the insurance industry is unwilling to do this society will have to find other means. One alternative is for governments to charter salvage tugs to be on station in case of an emergency. The UK and several other European states are in favour of this.

But, one way or the other, the salvor has to be paid.

Olie gevonden op stranden

VLISSINGEN - Op een aantal Zeeuwse stranden is de afgelopen dagen olie aangetroffen. Ook het strand tussen Dishoek en Vrouwenpolder is verontreinigd. Volgens projectleider B. Backus van de directie Noordzee van Rijkswaterstaat gaat het om ongeveer vijf kubieke meter. De herkomst van de smurrie is onbekend.

De olie wordt vandaag van het strand geschept. Ook aan de noordkust van Noord-Beveland is een kleine hoeveelheid olie gevonden. Rijkswaterstaat brengt de olieverontreiniging daar vandaag in kaart. Tussen Nieuwvliet en het Zwin werd, verspreid over een lengte van vijftien kilometer, zo'n duizend liter olie aangetroffen.

Rijkswaterstaat Zeeland heeft gisteren het strand tussen Dishoek en Vrouwenpolder geïnspecteerd. Directeur N. Kramer van de Stichting Strandexploitatie Walcheren meldde naar aanleiding daarvan dat op diverse plekken op het strand olie is gevonden. De verontreiniging verschilt. Op sommige stukken is meer olie aangespoeld dan op andere.

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De verontreiniging op de Walcherse stranden is nog niet zo erg als in januari van dit jaar toen op het strand tussen Westkapelle en Zoutelande ongeveer tien kuub stookolie aanspoelde. De olie bleek afkomstig uit het wrak van de Tricolor, die half december vorig jaar zonk in het Nauw van Calais. Tientallen vogels raakte besmeurd met de olie.

Projectleider Backus zei dat de meeste olie is aangetroffen in zeewier op de vloedlijn. „Het is niet echt kleverig. Over de herkomst, kon hij geen mededelingen doen. „Of het van de Tricolor afkomstig is, is moeilijk te zeggen. Het kan natuurlijk best dat de olie al een tijdje heeft rondgedreven.”

Monster

Om te achterhalen wie verantwoordelijk is voor de olie op het strand, zal Rijkswaterstaat vandaag een monster nemen. Dat wordt opgestuurd naar het Rijksinstituut voor Integraal Zoetwaterbeheer en Afvalwaterbehandeling (RIZA) in Lelystad, waar een vergelijking wordt gemaakt met eerdere monsters. De verontreiniging kan volgens Backus eenvoudig met shovels en scheppen worden opgeruimd. Bij vogelopvangcentrum De Mikke in Middelburg waren tot gistermiddag twee olieslachtoffers binnengebracht, een meerkoet en een alk.

Op het Vlissingse strand was gisteren (nog) geen olie aangespoeld, aldus hoofd strandwacht A.

Dijkstra. Na de eerste alarmerende berichten uit België, waar oliebolletjes waren aangetroffen op de stranden van Knokke-Heist, maakt hij een paar maal per dag een inspectieronde over het strand.

De gemeente Sluis ziet nog geen reden om de oliebolletjes op te ruimen. „De verwachting is dat de olie zich in noordelijke richting verplaatst. We houden de situatie daarom goed in de gaten”, meldt gemeentewoordvoester S. de Kievit. Pas als zeker is dat er geen extra olie aanspoelt, worden de bolletjes opgeruimd. De verontreiniging wordt toegedicht aan het stormachtige weer, waardoor olie die op het water dreef op de stranden is aangespoeld.

CASUALTY REPORTING

Due to adverse weather conditions during the night of Oct 8, the following incidents occurred in the bay of Eleusis: Product tanker **Wave** (12732 gt, built 1958) which has been prohibited to sail for many years from the bay of Eleusis drifted and grounded in shallow waters in the area of Aspropyrgos. General cargo **Horezu** (6836 gt, built 1981) which has been under arrest since 1998, drifted and grounded on the shore close to the training centre of Pallaskas. Bulk **Nestor C.** (22465 gt, built 1979) which was anchored and moored with a row of vessels, drifted and grounded in shallow waters in the area of Batsi, Salamis. Passenger Noa's Ark which was an incomplete newbuilding drifted from the shipyard at Kalambaki Eleusis. Product tanker **Sadalsuud** (1486 gt, built 1971) which was anchored at Aspropyrgos drifted and collided with ferry **Veroniki** (259 gt, built 1966) which was moored alongside the dock of PETROGAZ and both ships sustained hull damages. Laid up vessels: M passenger **Vega** (8881 gt, built 1975), cement **Seabulk I** (9812 gt, built 1965), storage barge **Seabulk Patience** (10596 gt, built 1979) and barge **Seament IX** which were anchored and moored together drifted and had to be brought back into position. General cargo **Aska I** which was prohibited to sail drifted from its anchoring position and was being held by a tugboat, 14 crewmembers were on board. Laid up ro/ro **Mary III** (293 gt, built 1964) and general cargo **Ibis II** (ex Arion, 1060 gt, built 1964) which were moored at a berth in the area of Vlichia drifted together and collided with the passenger **Dion** (Piraeus Registry 9668) which was moored alongside the quay of the ex-American base and a result caused some hull damages to all three vessels. Tug **Fox 1** which was under prohibition to sail, drifted from its mooring position and collided with general cargo **Farouk J.** (1951 gt, built 1978) which was moored alongside at the central port. As a result, small hull damages were caused to both vessels. Barge **Taxiarchis II** drifted from its position and needed tug assistance to re-moor. After inspection by the Port Authority of Eleusis, no pollution was found in the area and there had been no injuries. In the meantime the Port Authority has directed the representatives of the above vessels to arrange for immediate inspection from the relevant class societies and issuance of class maintain certificates.

SHIPYARD NEWS

IHC Caland issues revised guidance after project setbacks

IHC Caland in the Netherlands has announced that due to problems in the final stages of the execution of a number of large innovative projects, the Group will not achieve its forecast profit of US\$110 million.

The exact level of the profit shortfall will be significant, but cannot yet be precisely identified, as it will depend on the finalisation of the projects referred to above, which is expected by the end of this year. The problems indicated are of a project specific nature, and should have no effect on the results for 2004 or future years.

KONINGIN BEATRIX UNDER MAINTENANCE



The Vlissingen – Breskens ferry **KONINGIN BEATRIX** under maintenance at the Schelde shipyard in the Scheldepoort

Photo : Peter Andriessen ©

Kleven to complete PSV/standby vessel for OH Meling

Kleven Verft in Norway has won a contract for a PSV/standby vessel for OH Meling. In a recent issue of its Daily Newbuilding News, Fairplay said the value of the contract is about US\$20 million.

The hull has already been built, in Malta, and it is currently being transported to the yard in Ulsteinvik, Norway. The Norwegian shipbuilder has taken over the hull from Havtrade AS with delivery scheduled for January 2004.

Astander completes upgrade on CSO Deep Pioneer

Astander shipyard in Spain has completed an upgrade of Technip-Coflexip's subsea installation vessel **CSO Deep Pioneer**.



Top : File picture of the **CSO DEEP PIONEER** (Former Smit Pioneer) – **photo : Kevin Blair ©**

Whilst at the yard **CSO Deep Pioneer** was fitted with new ROV launch and recovery systems and new, modular accommodation. A trio of new generators were also installed on the vessel.

Daewoo bags five new orders

DAEWOO Shipbuilding and Marine Engineering has snagged five big orders, it announced today.

AP Moller-Maersk has continued its car carrier replacement scheme with a double order for 4,300 unit car carriers for delivery in January and April 2006. The Danish firm came up with the initial design which was then jointly financed. Each ship is costing approximately \$50m.

Also Norddeutsche Vermögens Anlage has exercised options for two more 8,400 teu ships, bringing to five the number of mega boxships NVA has on order at the world's second largest shipbuilder.

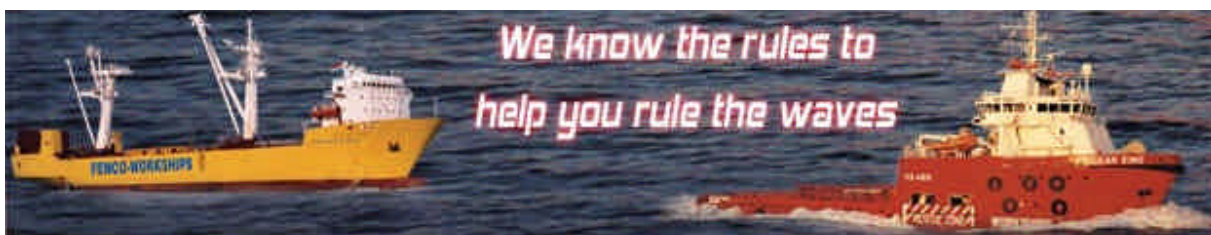
The ships will be delivered in February, June and December of 2006. The 8,400 teu class is currently the largest available at DSME but spokesman, C W Jung maintains that his company is prepared to follow in the footsteps of Samsung Heavy Industries constructing 9,000 plus teu ships. "Of course we can do it. We are ready to design and build that size. We have had a lot of inquiries. We can do it to 10,000 teu too," he said.

Another spokesperson told local news agency Yonhap that the yard has completed designs for a 15,000 teu ship. So far this year, DSME has received \$2.05bn worth of shipbuilding orders.

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More details on Trico's Brazilian deal

Seabrokers has provided more details about the sale of Trico Offshore Ltda (Brazil) to NorSkan Offshore Ltda, the 50/50 joint venture between District Offshore and Solstad Shipping. In the latest issue of Seabrokers's monthly report Seabreeze, the broker noted that under the agreement Norskan will take control of Trico's Brazil's only asset being the AHTS UT722L that is currently under construction at the Eisa Yard in Brazil. This will bring to three the number of vessels under NorSkan's control, the other two being the PSV **UT755L Norskan Flamengo**, which is on contract for four years to Petrobras, and the PSV **UT755L Norskan Leblon**, which is 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.

Active Princess leaves Norway

Norwegian shipyard Aker Brattvaag delivered a UT755L, **Active Princess**, to its new owners Active Venture K/S (a limited partnership company owned by J Hagenæs Shipping) early in October. Seabrokers says the vessel was originally commissioned by Sea Truck Shipping but was sold about a year ago. Upon delivery the vessel will begin an immediate three year plus two year option bare boat charter to Seabulk International, who will rename it **Seabulk Asia**. It is unclear at the time of writing if the vessel will trade the Far East or West Africa.

Farstad takes delivery of Melinda

Farstad's latest newbuild Multi Purpose **UT755L Lady Melinda** was delivered last month. The vessel was built at Aker Brattvaag's Brevik yard in Norway and set sail to join Farstad's Australasian fleet where currently it is uncommitted. Brokers Seabrokers says it believes the UT755L variant is a unique design, as a close study of the owner's preliminary specification reveals that the vessel comes equipped with a 150 tonnes pull double drum winch producing a bollard pull of 80 tonnes. To allow room for the

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winches, the designers 'borrowed' circa 80m² in deck space from a standard UT755L, meaning the vessel now has only 600m² of clear deck space.



Seabulk Towing's Tractor Tug **Broward** holds the stern steady on the 864-foot, 4,053-TEU container vessel **Xin Chong Qing** on its inaugural sailing from Port Everglades, Florida. Seabulk Towing, Inc. (d/b/a Port Everglades Towing), a subsidiary of Seabulk International, Inc., is under a one-year contract to provide ship assist services to owner China Shipping Container Lines, one of the top 15 container carriers in the United States. Sailing every 8-9 days, China Shipping is part of the PEX vessel-sharing consortium, which includes P&O Nedlloyd and CMA CGM and operates a nine-vessel fleet. Florida agent for China Shipping is B&R Agencies, Inc.

Indonesia to get buoy tender vessel

(SINGAPORE) Continuing its ongoing commitment to the safety of navigation in the vital straits of Malacca and Singapore, the Japan-based Malacca Strait Council (MSC) will hand over a new buoy tender vessel to Indonesia in a ceremony on Batam later today. The MSC is supported by the Japanese non-profit Nippon Foundation which fully sponsored the S\$13.2 million cost of the vessel.



Commitment to safety: the Japan-based Malacca Strait Council handed over the \$13m Jadayat to Indonesia on Batam

The handing over of the **Jadayat** to Indonesia is the latest effort by the Nippon Foundation to assist in the maintenance of navigation aids that are vitally crucial to the safe transit of international shipping through the narrow and busy waterways. Installed at some 30 locations, the Nippon Foundation has provided two-thirds of the major lights in the Straits over the last 35 years, at a cost of nearly S\$230 million. The Jadayat will be based at Kijang Port on Bintan Island and will be deployed within the Riau Province focusing on the Malacca and Singapore straits. Last year, the MSC donated a similar vessel to Malaysia. 'Together, the two coastal states would have greater capability in maintaining aids to navigation that lie within the Straits,' the Nippon Foundation said in a statement. The Nippon Foundation's maritime collaboration with Indonesia, Malaysia and Singapore through the MSC stretches back to 1968.

Radarpost Vlissingen neemt werk stakende collega's Zeebrugge over

VLISSINGEN - Het Schelde Coördinatie Centrum in Vlissingen, dat de scheepvaart in de Westerscheldemonding begeleidt, heeft donderdag een groot deel van de dag het werk van de collega-verkeersleiders op de radarpost in Zeebrugge overgenomen. Die hadden het werk 's morgens om acht uur neergelegd uit protest tegen het besluit van de Vlaamse overheid hun werkgebied uit te breiden, maar het aantal medewerkers te verminderen.

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Volgens een woordvoerder van het coördinatiecentrum in Vlissingen, onderdeel van de walradarketen in het Westerscheldegebied, leverde het extra werk geen problemen op. „Op zo'n moment treden vooraf vastgestelde procedures in werking Met wat kleine ingrepen kunnen wij op zo'n moment de begeleiding probleemloos overnemen. Het aanbod van schepen was overigens niet heel groot." De staking was uitgeroepen door de liberale vakbond VSOA. Op de post Zeebrugge werken 28 verkeersleiders. Die dreigen te bezwijken onder een enorme werkdruk. Vakbondsafgevaardigde Geert Verhavert: „De meeste medewerkers hebben al 300 tot 500 uren. Op deze manier is het werk niet langer vol te houden." Volgens Verhavert heeft de Vlaamse minister Paul van Grembergen van Ambtenarenzaken tot nu toe onvoldoende aandacht besteed aan de positie van de verkeersleiders, die uitbreiding van het personeelsbestand met minstens vijf arbeidsplaatsen eisen. De Vlaamse overheid besloot onlangs het werkgebied van de scheepvaartbegeleiders verder uit te breiden richting Franse grens. Met het oog daarop wordt een nieuwe radartoren voor de Vlaamse kust bij Nieuwpoort geplaatst, die de scheepvaartbewegingen tot aan het Kanaal dekt. Zonder uitbreiding van het aantal verkeersleiders vreest vakbondsman Verhavert dat de veiligheid van de scheepvaart op de Noordzee van en naar de monding van de Westerschelde in gevaar komt. Worden hun eisen niet gehonoreerd, dan volgen prikacties. De walradarketen begeleidt de scheepvaart vanaf de Noordzee tot in Antwerpen. Behalve in Zeebrugge zijn er bemande verkeersposten in Vlissingen, Terneuzen, Hansweert en op de Zandvlietsluis in Antwerpen. Daarnaast telt de keten een aantal onbemande radartorens.

MOVEMENTS

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The **DE XIANG** departed from Rotterdam – photo : Jan van der Klooster ©



The ITC tug **SUHAILI** connects up to the **Canisteo** and the **Caloosahatchee** in Norfolk and departed with the dual tow bound for the UK – **photo's : Capt. Gerrit Verweij ©**



THETIS IN IJMUIDEN

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The **THETIS** arrived for the first time in IJmuiden –photo : Joop Marechal ©



Left

The **FAIRPLAY 22** seen here on Thursday operating in the port of IJmuiden

Photo :

Piet Sinke ©



The **FAR GRIMSHADER** seen here arriving at NAM base in Velsen – photo : Piet Sinke ©

AIRCRAFT / AIRPORT NEWS



Airport officials grounded an Air India flight Wednesday and evacuated 203 passengers from the plane as cabin crew unsuccessfully battled to trap the elusive rat, the official said

RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

MOOI HERFSTWEER!

Overgang naar mooi en droog herfstweer met zonnige perioden maar ook enkele wolkenvelden.

© Ed Aldus 2003	ZA-11	ZO-12	MA-13	DI-14
Maximumtemperatuur:	15	14	14	14
Minimumtemperatuur:	9	6	6	7
Zonnekans in %:	30	50	60	50
Neerslagkans in %:	20	5	5	10
Windrichting kracht:	W-3-5	O-3-4	O-3-5	OZO-3-5

.... PHOTO OF THE DAY



The URS tug **WALCHEREN** (Former **SMIT FRANKRIJK**) in action during the un-docking of the **TORM MARTA** at the Scheldepoort / Flushing.

Photo : Peter Andriessen ©

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Tugs of the World - 2nd edition

The new, second edition of Tugs of the World has been published by Oilfield Publications Limited (OPL).

This register, which created an immediate impact when first published in 2000, provides technical and performance information on over 3,700 vessels, including 143 new builds, and 2,523 entries for tugs rated over 2,400bhp.

New and updated information on each tug listed includes: ownership, name, year built, classification and flag, bollard pull, service and maximum speeds, horsepower, dimensions, tonnage, machinery, tank capacities, accommodation, winches and towing gear. This wealth of data is easily accessed by indices listing all tugs by name in alphabetical order, by bhp, by home port name and by owners and managers names. Also included is a Directory of Tug Owners listing over 750 contact addresses world wide.

For further information or to order a copy of the new 615 page 2nd edition of Tugs of the World, which is priced at £95 (\$160, €145), see www.oilpubs.com