

DAILY SHIPPING NEWSLETTER 2003 – 201



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The French tug **FAROUCHE** which operates in the port of Dunkirk

Photo : Peter Andriessen ©

EVENTS, INCIDENTS & OPERATIONS

Australië betert leven na schapenbootdrama

Australië heeft zaterdag aanpassingen in de pluimvee-export aangekondigd. Het land wil problemen,



zoals met de 'schapenboot', voorkomen. Landbouwminister Warren Truss stemde echter niet in met een door dierenbeschermers geëist verbod op de uitvoer van levende dieren.

De Cormo Express, met 50.000 Australische schapen aan boord, dreef 79 dagen op zee, omdat geen enkel land de lading wilde hebben. De lading was bedoeld voor Saudi-Arabië, maar die wilde er niets meer mee te maken hebben, aangezien enkele schapen met een ziekte besmet zouden zijn. Tientallen andere landen wilden de schapen

ook niet meer.

Uiteindelijk gingen de dieren gratis naar Eritrea dat er van Australië nog geld bovenop kreeg. Het schip was overigens eigendom van de rederij Vroon uit Breskens, maar vaart onder Filipijnse vlag.

Het gedoe leidde tot veel kritiek van dierenliefhebbers die zeer bezorgd waren over het welzijn van de schapen. Minister Truss van Landbouw zei zaterdag dat er maatregelen komen waarbij het welzijn van dieren voorop staat. „Ik ben blij dat de zaak is opgelost op een manier die bevredigend is voor de schapen en voor de bevolking van Eritrea. Maar we moeten er nu wel aan werken dat dit nooit meer gebeurt." De bewindsman kon nog niet aangeven om welke aanpassingen het gaat.

Coast Guard Rescues Toddler From Cruise Ship

A San Diego-based U.S. Coast Guard helicopter hoisted a 3-year-old girl suffering from severe respiratory failure from a cruise ship 275 miles south of San Diego, 10News reported.

The ship's doctor notified the Coast Guard of the girl's condition at about 5:30 p.m. Thursday, said public affairs officer Jamie Devitt-Chacon.

The helicopter arrived at the Carnival cruise lines ship "**Spirit**" at 7:55 p.m., lifted the child, her mother and the ship's doctor aboard before returning to San Diego at about 9:45 p.m., Devitt-Chacon said.

Paramedics took the girl to Children's Hospital, where her condition was not immediately available.

NY ferry captain fails to show up

THE captain of the **Andrew J Barberi**, the New York ferry that crashed into a Staten Island pier on 15 October, killing ten passengers, has failed to show up for either of two scheduled interviews with the National Transportation Safety Board this week. Lawyers for Michael Gansas said he was "too psychologically traumatised" to discuss the accident, an Associated Press report said. Gansas told police immediately after the accident that he had tried to pull assistant captain Richard Smith off the controls after Smith lost consciousness while in command of the vessel on its approach to Staten Island. Smith has been unable to talk to investigators after attempting to commit suicide. Another officer has been suspended by New York authorities for failing to co-operate in the probe. But while

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New York mayor Michael Bloomberg called Gansas' refusal to appear an "outrage", former NTSB managing director Peter Goelz warned: "You cannot ask an individual to voluntarily give up his right against self-incrimination simply because the NTSB has a safety investigation to complete ... It's having a very chilling effect on the safety investigations."

MULTRASHIP PURCHASED THE MITRA



Multraship in Terneuzen has purchased the former Dutch Rijkswaterstaat survey vessel **MITRA**, the ship will be renamed **MULTRA COMMANDER** early November.

BARRACUDA CARATINGA PROJECT



Whilst the **SMITWIJS LONDON** is arriving Monday October 27th, after more than 105 days towing from Singapore, in Rio de Janeiro with the **FPSO P 43**, in Rio the **SMIT** sheerlegs **TAKLIFT 4** and **TAKLIFT 6** performed the first lifts for another part of the same project.

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Top : SMIT Riggers connecting the heavy shackles prior lifting the topsite



The topsite lifted by the shearlegs **TAKLIFT 4** and **TAKLIFT 6**
Photo's : Albert Snoei ©

SHIPYARD NEWS

Subsidy boost for German yards

THE German government says it is confident the EU will prolong its newbuilding subsidy policy, which amounts to six per cent of the contract price, until spring 2004. The government's new maritime co-ordinator, Georg Wilhelm Adamowitsch, said a decision is expected at the end of the year. Subsidies are provided by local governments, which have consistently refused to grant them in full by arguing that their budgets will not allow it. However, after a long battle, Schleswig-Holstein has now promised to give the full amount for a total of eleven newbuildings to be delivered until 2005. This includes four container vessels at HDW, four product tankers at Lindenau and newbuildings for Flensburger Schiffbau. The city of Kiel will pay €9M (\$10.5M) in 2004 and will also back date full subsidies to earlier delivered Lindenau tankers. Meanwhile, Hamburg finance minister Gunnar Uldall has announced that the city will increase its subsidies, which have been limited to €2M and are to be supplemented by €1M from the Berlin government.

MAN B&W To Re-Engine Ferry Banasa



Top : COMARIT's **BANASA** moored in the Port of Algeciras – photo : Piet Sinke ©

MAN B&W Diesel A/S has been awarded the contract to carry out a large re-engining job on the car and passenger ferry Banasa. This is the third job of this scale to be carried out by the MAN B&W engine specialists at the company's own Service Center Denmark in Frederikshavn. Earlier similar jobs included the Princess of Scandinavia (finished March 2000) and the re-engining/overhaul of four Olympic Countess main engines (finished spring 2001). The common de-nominator is ferries or passenger vessels in the 20+ years age - where hull and accommodation has sufficient potential and where the machinery packages have to be brought up-to-date. The ferry, owned and operated by Comarit (Compagnie Maritime Marocco-Norvegienne S.A. Tanger, Morocco) since 1996, serves the Mediterranean shuttle route between Algeciras, Spain and Tanger, Morocco. Special circumstances with the Banasa mean that the job is performed in two steps. Due to the present condition of the existing 28-year old B&W 6S50HU main engines, a crankshaft has been replaced in one engine. This repair and replacement job was finished during June, whereas the removal of the damaged crankshaft and line boring of the engine block was performed in April by Service Center Denmark engineers on site. After completion, the vessel has maintained its summer season shuttle service with three daily roundtrips between Algeciras and Tanger until this autumn. The Banasa is scheduled to arrive in Frederikshavn on November 10, 2003 and will, according to the re-engining contract, depart in March 2004. Step Two

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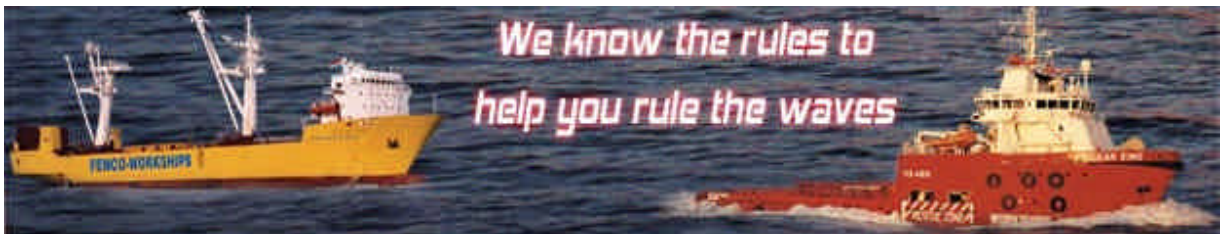
starts with the removal of the existing engines - and finish with the final installation of four new MAN B&W L27/38 engines.

The new eight cylinder L27/38 engines are each rated 2,720 kW (3,700 bhp) at 800 rpm. This makes a new total main engine output for propulsion of 14,800 bhp - chosen for today's service speed of around 18 knots. Like the existing engines, the new engines are to be arranged in a twin-screw twin-in/single-out configuration and fitted to the existing Renk gears via new step-down gearboxes with a ratio of 800:450 rpm. The engines will be seated resiliently on new foundations. With regard to controls, the engines are to be interfaced with the vessel's original remote control systems for CP Propellers and the ship's alarm system.

ROUTE, PORTS & SERVICES

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Vopak bereikt akkoord over verkoop vloot chemie tankers

Vopak maakt bekend dat overeenstemming op hoofdlijnen is bereikt over de verkoop van de chemie tankers aan John T. Essberger GmbH & Co uit Hamburg, onderdeel van de Duitse Rantzaugroup. De verkoop vindt plaats tegen ongeveer boekwaarde.



top : De **DUTCH SPIRIT** van VOPAK passeert Hoek van Holland uitgaand – foto : Dirk Kleijn ©

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De verkoop van de chemie tankers vloeit voort uit de eerder aangekondigde strategische heroriëntatie van alle niet-tankterminalactiviteiten als onderdeel van de Tank Terminal *Plus* strategie van Vopak.

Met John T. Essberger is op hoofdlijnen overeenstemming bereikt over de verkoop van de vloot chemie tankers die opereert onder de naam Vopak Chemical Tankers. John T. Essberger is de partner van Vopak Chemical Tankers in de Vopak Essberger ChemPool die een vloot van in totaal 26 chemie tankers voor de Europese wateren omvat .

De vakorganisaties zullen over de voorgenenomen transactie worden geïnformeerd en de betrokken ondernemingsraden zullen om advies worden gevraagd. Partijen verwachten voor het einde van dit jaar tot definitieve overeenstemming te zullen komen.

De verkoop van Vopak Chemical Tankers omvat een vloot van 14 zeegaande chemie tankers variërend in grootte van 2.500 tot 6.400 DWT en zal plaatsvinden met terugwerkende kracht tot 30 september 2003. Het is de intentie van John T. Essberger om de activiteiten van Vopak Chemical Tankers vanuit Dordrecht op dezelfde wijze voort te zetten hetgeen wil zeggen volgens hetzelfde concept als op dit moment binnen Vopak Essberger ChemPool.

DFDS closes Gdansk link

DANISH ferry operator DFDS is to close its service linking Copenhagen, Trelleborg and Gdansk until it finds a vessel suitable to replace its 19,000gt **Duke of Scandinavia**.



The 1974-built ship is being transferred to the popular Amsterdam-Newcastle route to run alongside the 33,000gt **Queen of Scandinavia**. The vessel currently on the service, the 21,000gt, 1975-built **Prince of Scandinavia**, has been sold to Italian operator Moby for an undisclosed price. As a result of the sale, DFDS has adjusted full year expectations downwards by

DK28M (\$4.4M) to cover redundancy payments to the crew and a minor loss incurred on the sale of the ship. The move is part of the company's policy to reduce the average age of its fleet: **King of Scandinavia** and **Admiral of Scandinavia** were sold in 2002. Although DFDS has no replacement for its Prince, the offer was taken "because the right buyer emerged", DFDS said in a statement. The company has invested heavily in five new freight ro-ro ships at Flensburger shipyard in Germany, the first two of which are scheduled for delivery before the end of the year. However it has been reluctant to order cruise ferry tonnage after it unveiled a new strategy in 2001 that focused more heavily on freight.

November start for Shanghai Express

THE first fast ro-ro service between Japan and China is to be launched on 7 November by Shanghai Super Express, a joint venture set up by Japan's MOL, Sumitomo Corp, Nippon Express and Kamigumi. It will run between Hakata and Shanghai. Shanghai Super Express, inaugurated with capital of ¥300M (\$2.74M), is owned 40 per cent by Sumitomo, 40 per cent by Nippon Express, 15 per cent by MOL and 5 per cent by Kamigumi. The company will provide a fixed-day, twice-weekly service using a high-speed MOL ship capable of carrying 120 FEU on trailers. MOL purchased the 7,389gt Musashi Maru,

which can operate at 20kt, from Kyushu Kyuko Ferry and has renamed it Shanghai Super Express. The transit time will be 26 hours, the fastest among all services between the two ports. Cargo shipped from China will be delivered to eastern and western Japanese cities by rail, trucks and coastal ferries after customs clearance at Hakata.

Ro-ros to lose container capacity

A company jointly owned by Wilh Wilhelmsen in Norway and Wallenius Lines in Sweden has signed a contract with the Chengxi Shipyard in China to convert five deep sea ro-ro container carriers to provide additional car capacity.



Top : The **TAPIOLA** - Photo : Maritime Images ©

The **Tapiola** and **Tourcoing**, both built in 1978, can currently carry 2,000 TEU plus 2,058 cars, while the **Toba**, **Talabot** and **Tampere**, all constructed in 1979, have a capacity of 1,889 TEU and 2,074 cars. The work is estimated to take 45-50 days at a cost of about \$4.6M per ship and will enable the ships to have the capacity to carry a further 1,800 cars instead of containers on deck. The ships will be employed in trades between the Middle East and the Far East after completion of the project. The five ships are owned by MK I KS, in which Wallenius and Wilhelmsen each own a half stake. Conversion follows similar work on four Mark II and Mark III ro-ro/container ships. The latest move will leave Wallenius Wilhelmsen-managed vessels with no on-deck container capacity. Wilh Wilhelmsen spokesman Hans-Christian Bangsmoen told Fairplay that strong demand for vehicle carrier capacity in the Far East-Middle East trade had prompted the investment.

Hong Kong forecasts 20M TEUs this year

Hong Kong expects to handle a record 20 million TEUs this year, officials said on the formal opening of the first berth at the new Container Terminal 9, maintaining its position as the world's busiest container port. In 2002, Hong Kong set a record by handling more than 19.1 million TEUs. "Roughly speaking, our port handles one box every one-and-a half seconds, 24 hours a day, seven days a week," Stephen Ip, Secretary for Economic Development and Labor, said at the opening ceremony.

When fully operational commissioning in 2005, the six-berth CT9 will increase Hong Kong's capacity by more than 2.6 million TEUs. The new berth on Tsing Yi Island - 14 months late - is the first addition to the main Kwai Chung container center in nine years. It will also be the last. Dominant operator

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Hongkong International Terminals Ltd. will take the first two berths at the new terminal and No. 2 Modern Terminals Ltd. will acquire two later in a complex swap deal. The development is being jointly financed by HIT, MTL and Asia Container Terminals Ltd., which operates the single-berth Terminal 3. Erik Bogh Christensen, managing director of MTL, forecast Hong Kong will increase volumes by more than 500,000 TEUs this year despite continuing competition from China's nearby Shenzhen ports.

They have been winning some business away from Hong Kong, in part on much lower rates. Ip said the government will continue developing a long-term port blueprint through its 2020 master plan, due for completion by year's end. "The study will update the port cargo forecasts and will propose a competitive and sustainable strategy as well as a master plan for Hong Kong's port development, including the feasibility of constructing Container Terminal 10." That proposal, if realized, would be on outlying Lantau Island, home of the international airport.

NAVY NEWS

Franse marine onderschept verkocht vliegdekschip

De bemanning van het Franse fregat Guépratte heeft bij Sicilië beslag gelegd op het 276 meter lange Franse vliegdekmoederschip [Clémenceau](#). Het vaartuig was drie jaar geleden uit de vaart genomen.



Het schip is verkocht aan een Spaans sloopbedrijf. Op 17 oktober voer de voormalige trots van de Franse marine achter een sleepboot zijn thuishaven Toulon uit, kennelijk naar Gijón, een haven aan de Spaanse noordkust.

De Franse marine zag de 'Clem' een tijdje later toen het bij Sicilië voer. Blijkbaar werd de [Clémenceau](#) door de koper naar Turkije gesleept om daar te worden gesloopt.

De sloop zou daar waarschijnlijk niet volgens de Europese regels plaatsvinden zoals wel contractueel was vastgelegd. In het schip is veel asbest verwerkt. De Franse marine zegt dat sprake is van contractbreuk. De Guépratte heeft de Spaanse sleper verjaagd en blijft bij de ontmantelde [Clémenceau](#) tot er een nieuwe sleepboot komt. Dat moet er een zijn van een Duitse firma. Dat bedrijf is van plan het vaartuig volgens de regels tot schroot te verwerken in Griekenland.

MOVEMENTS

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The **BONGA** enroute Setubal, with visible the tugs **FAR SALTIRE** and **WOLRAAD WOLTEMADE**

Photo : Capt. Peter Heerema – master Smitwijs Rotterdam ©

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The **FEDERAL KUMANO** passing the Sas van Gent bridge enroute Gent
Photo : Johnny van de Velde ©



The brand new ferry **GOTLAND** enroute from the builders in China to Sweden made a stop in Cape town for bunkers

Photo's : Ian Schiffman ©



AIRCRAFT / AIRPORT NEWS

FIRST KLM BOEING 777-206ER



Saturday October 25th, the first KLM **BOEING 777-206ER** arrived from Everett at Schiphol Amsterdam Airport

photo's : Top : Wietse de Graaf © below : Eric Meijer ©



A U.S. military Black Hawk helicopter burns after crashing as another one flies away carrying injured in Tikrit, 110 miles north of Baghdad, October 25, 2003. Five U.S. soldiers were wounded when their helicopter crashed and came under attack from rocket-propelled grenades (RPGs), a U.S. military spokeswoman said

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Sunday 26-10 17:00 hrs

PRESENT WIND DIRECTION / FORCE	:	N-ly 5 - 8	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	WSW 15	KNOTS
PRESENT BAROMETER READING	:	1012.6	hPa
MIN TEMP LAST 24 HRS	:	8.5	°C
MAX TEMP LAST 24 HRS	:	11.9	°C
OUTDOOR HUMIDITY	:	69	%
DEWPOINT	:	3.8	°C
WINDCHILL	:	3.9	°C

Vooruitzichten van zaterdag t/m woensdag:

WISSELVALLIG!

Veel bewolking, slechts af en toe zon en van tijd tot tijd regen of enkele buien.

© Ed Aldus 2003	ZA-25	ZO-26	MA-27	DI-28
Maximumtemperatuur:	9	9	10	12
Minimumtemperatuur:	2	4	4	5
Zonnekans in %:	30	20	30	20
Neerslagkans in %:	50	70	30	50
Windrichting kracht:	W-4-5	NW-3-4	ZW-3-4	ZW-4-6

.... PHOTO OF THE DAY

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The tug **STEVNS OCEAN** in Great Yarmouth – photo : Chris Jones ©

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