

DAILY SHIPPING NEWSLETTER 2003 – 216



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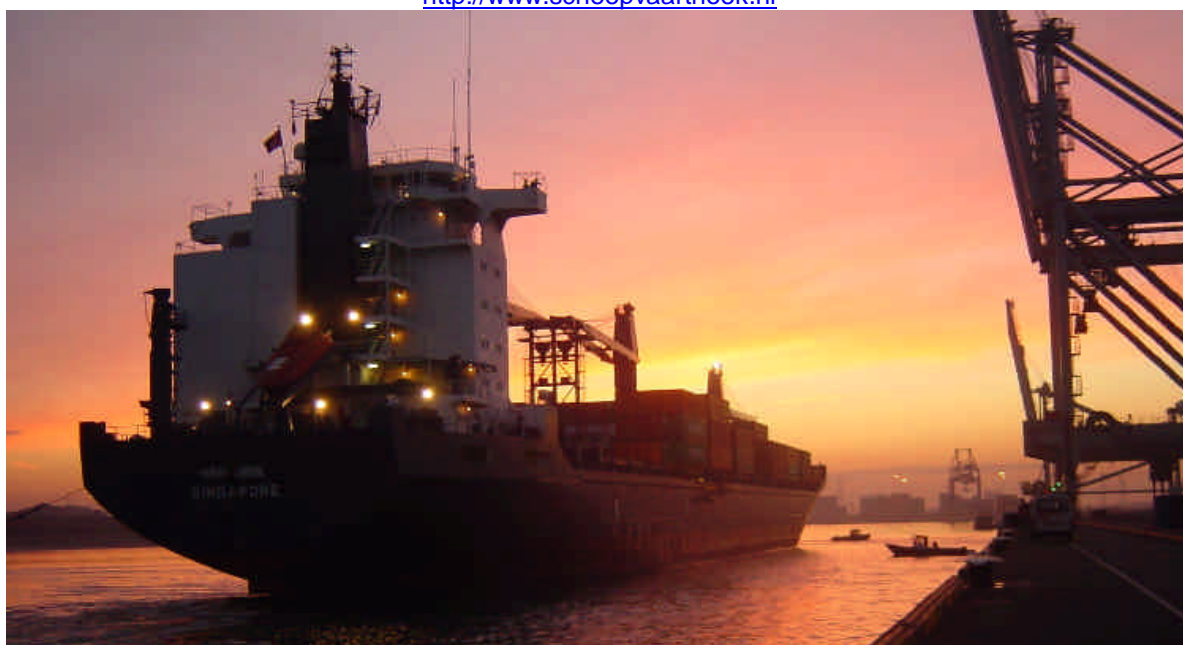
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Sunset behind the **HSH UBIN** – photo : Michael van der Meer ©

EVENTS, INCIDENTS & OPERATIONS

Navy Ships in PCB Dispute Near Britain



The first of 13 aging U.S. Navy vessels destined for a controversial demolition in Britain passed through the English Channel off France on Monday, maritime officials said.

The two World War II-era oil tankers [Canisteco](#) and [Caloosahatchee](#) will likely have to wait in storage amid a dispute with environmentalists, who say the ships are tainted by toxic PCBs and asbestos. A British court last week ruled that plans to scrap all 13 ships from the "Ghost Fleet" of retired U.S. Navy vessels will have to wait until legal challenges by environmentalists are heard next month.

By the time that ruling was issued, four vessels had already left the United States. Britain said they should turn around until the legal issues are resolved, but the United States says returning is impractical, at least for the first two. The [Canisteco](#) and the [Caloosahatchee](#) are expected to arrive at the River Tees in Hartlepool, England, by late Tuesday or early Wednesday, officials in the Normandy town of Cherbourg said Monday. Two other ships crossing the Atlantic are expected to reach England in early December.



The environmental group Friends of the Earth says the first two ships each contain 34.1 tons of non-liquid PCBs - polychlorinated biphenyls, which were used as electrical insulators, but are suspected of causing cancer - and 61 tons of asbestos.

The two others, the [Compass Island](#) and the [Canopus](#), contain even more of the contaminants, the group says. "This is not about an anti-American position, but concerns an international ecological problem," said Paulo-Serge Lopes, a Green Party official from

France's coastal Pas-de-Calais region. The vessels are among nearly 100 ships, many more than 50 years old, anchored in Fort Eustis, Va., as part of the U.S. Navy's Reserve Fleet. The fleet has been an environmental concern in Virginia for years, and nearly 70 ships are considered obsolete and ready to be scrapped.



Peter Stephenson, right, Managing Director of Able UK, talks to the Mayor of the local town of Middlesbrough Ray Mallon, around the Able dockside facility in Seaton Carew near Hartlepool, England Tuesday Nov. 11, 2003. The dock is to dismantle former United States naval ships, which has caused controversy due to the alleged toxic nature of the work involved

Tasman Spirit to end up at Gadani

PAKISTAN'S Gadani shipbreaking yard is likely to be the last resting place for Polembros' broken tanker Tasman Spirit. This development came over the weekend when Sindh high court ordered the removal and disposal of the wreckage of Tasman Spirit on an application from Karachi Port Trust. The court, however, allowed the removal and disposal of the wreckage outside its jurisdiction only under supervision of its assignee, who would deposit the sale proceeds with the court, pending final adjudication of the claims of various litigants. KPT said the wreckage posed a threat to smooth functioning of the port and might have to be removed to Gadani for its sale. Apart from local shipbreakers, KPT has also lined up **Smit International** to remove the wreck. "KPT has lined up **Smit** through an intermediary to forestall criticism on the Dutch salvage company from other members of the salvage industry", an insider told Fairplay today.

Gas carrier crew detain vessel

THE 15 crew members of the small Italian-flagged gas carrier **West Star** have gone on strike because they have not received their full salary since July. They intend to retain control of the vessel off the Bay of Naples until their payments are met and have asked the Coast Guard and the Maritime Police to stay out of the dispute by not imposing compulsory disembarkation on any of the crew. Italian trade union pools Filt/Cgil, Fit/Cisl and Ultrasporti have tried unsuccessfully to mediate with the owner, Venice-based Stargas, which is in turn owned by Salvatore Pianura. The **West Star** departed from Naples on 24 October after discharging its cargo. No destination had been specified as the master was waiting for instructions from the owner.

CASUALTY REPORTING



Georgia-flagged freighter **Svatoy Panteleymon** is seen after it ran aground off the coast of Anadoluferi in Istanbul, Turkey, Tuesday Nov. 11, 2003. The Georgian freighter ran aground in bad weather and split into two in Istanbul's Bosphorus. The 171-meter freighter drifted in the Bosphorus and ran aground off the coast of Anadoluferi near the Black Sea late Monday due to strong winds. The 25 personnel on board were rescued before the freighter began sinking. Some of the freighter's fuel leaked into the sea but did not pose any serious danger to the environment.

Eight sailors missing in stormy waves at Hainan international

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SANYA, Hainan Province, Nov. 11 -- Eight crew of a competing boat have lost contact with the headquarters at the Circum-Hainan Island international sailing event, the Chinese organizers confirmed on Tuesday.

The missing sailors, all from the boat named "**Freedom Fire**", were met with stormy waves about three meters high off Basuo harbor of Hainan Island, in the very south of China, Monday night when they started off with other four boats, according to the Hainan Salvage at Sea Center.

"Three salvage ships have been searching for the missing boats since yesterday," said an official of the Center. "Till this morning, 'Freedom Fire' is still out of touch with us while two of the five competing boats are about to pull over ashore with another two waiting astrand for rescue."

The **Freedom Fire** from Hong Kong, winner of the just-concluded Hong Kong-Sanya international sailing tournament, entered the five-day regatta with other four boats.

The three-phased competition attracted 50 sailors from Australia, Canada, England, Hong Kong of China, Macao of China, the Philippines as well as host China at ages ranging from 25 to 70

FERRY ENROUTE TO BAKAUHERI RAMS INTO TANKER

Bandar Lampung - JATRA Ferry enroute to Bakauheri port in Lampung rammed into a tanker carrying sugar crude at 11:45 local time on Tuesday but no casualty was reported in the collision.

Chief of state owned Land, River and Cabotage Transportation Company PT ASDP Supar Sanyoto, as contacted by phone from Banda Lampung on Tuesday, admitted there was such a minor collision. But he was not sure about the cronology of the accident, as his side was still waiting for an indepth report from the local port administration office.

According to Supar, the accident was directly handled by the Bakauheri port administration, while the tanker has already been at Merak port in Banten province for further inspection of possible leakage.

SHIPYARD NEWS

Big orders lift bottom line of Daewoo Shipbuilding

THE world's second-largest shipbuilder, Daewoo Shipbuilding and Marine Engineering has reported profits of 117.4 billion won (US\$99.41 million) in the three months to September this year, compared with 51.7 billion won a year ago.

Sales at the South Korean shipbuilder increased 37 per cent to 1.05 trillion won, Reuters reported.

South Korean shipbuilders have been enjoying a boom in orders, helped by tighter global regulations on scrapping old vessels and the competitiveness of domestic ship yards, the agency said.

Robust replacement demand for carriers bodes well for Daewoo and other domestic shipyards next year, analysts said.

Company spokesman Ahn Wook Hyun, told Reuters: "We had bumper orders for ships for the third quarter. Also, we had foreign exchange gains, not losses, through hedging."

Busy HHI sees profits tumble

THE world's largest shipbuilder, Hyundai Heavy Industries, has suffered a collapse in its profits in the third quarter. The Korean builder revealed today that net profit for the three months to 30 September had dropped a massive 85% to W3.8Bn (\$3.2M), while operating profit slipped by one-fifth to W60.9Bn from W77.2Bn in the same period last year. Turnover was up slightly on 2002, however, at W1.95Trn (\$1.65Bn). At the end of September HHI said it was sitting on the largest orderbook in its 30-plus-year history, with a value of \$9.14Bn, a 74% increase on a year earlier. In the first nine months HHI won orders for 53 tankers, 57 containerships and two other vessels, but operating profit plunged to W230Bn from W368Bn (\$195M from \$312M).

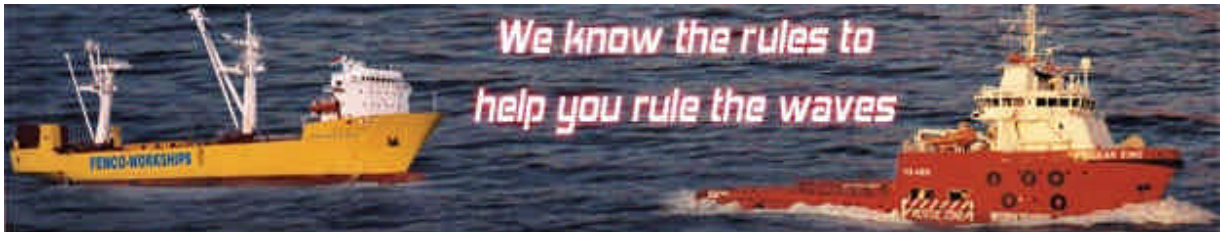
VT sees future in Appledore

VT Group, the UK military service provider formerly known as Vosper Thornycroft, has made a late bid for Appledore Shipbuilders, which went into receivership at the end of September. In a statement VT referred to its "long relationship" with Appledore and said it believed the acquisition of Appledore "would enhance the future prospects of our shipbuilding business and strengthen our position as a leading supplier to the Royal Navy and overseas customers." Tenon Recovery, the receiver for Appledore, has made no comment on VT's bid but a spokesman told Fairplay that "good progress" was being made on assessing bids. It is likely to be another week before more will be said. Apart from VT, the main bidders are understood to be Devonport Management Ltd, which operates the Devonport dockyard, and an unnamed group that is understood to have a series order for tuna fishing vessels to place at the yard.

ROUTE, PORTS & SERVICES

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Qianwan Port handles 100m tonnes

QINGDAO Qianwan Port handled more than 100 million tonnes of cargo in the first 10 months of the year.

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According to statistics by the Port of Qingdao, the volume handled surpassed the combined total for Qingdao old and new port for 2001.

At present, the main cargo handled in Qianwan Port includes containers, ore and oil. Compared with the same period last year, container throughput has increased by 25 per cent, the port said.

Buoyant NOL to raise \$300M

A buoyant Neptune Orient Lines, which has posted a net profit of \$295M for the first nine months of 2003, today announced a share placement of 236M shares to raise \$300M. The Singapore-listed liner major had requested suspension of trading this morning to reveal the move. "In view of our improved performance and with the industry poised for further growth, we believed that it would be timely to raise capital to reduce our debt levels and prepare for future growth, chairman Cheng Wai Keung explained. "Our industry is growing and we intend to grow with it," chief executive David Lim added. Total debt as of 19 September 2003 stood at \$1.6Bn against \$2.8Bn at the end of 2002 while net gearing (debt-equity ratio) has already been reduced to 1.58 from 4.46. NOL aims to reduce net gearing to 1.00. NOL's third quarter net profit soared to \$206M against a loss of \$28M for the same period in 2002. Turnover rose 18 per cent to \$1.3Bn

ISS takes control of US Gulf agency

INCHCAPE Shipping Services, the marine management company, has become the sole owner of ISS RioMar, thereby strengthening its operations in the US Gulf. ISS entered into joint venture agreement with RioGroup in October 2001, and has now exercised its option to acquire the remaining half stake of the US Gulf business. ISS chief executive Simon Morse explained that while a partnership with a local agency was necessary to build up business in certain parts of the world, "elsewhere, and this is the case in the US Gulf, current commercial significance and capacity for future growth mean that it is important to be in sole control of operations to ensure global standards are maintained across the region." The move is in line with ISS' shift away from port agency to voyage, trade and finance management. The US Gulf has a strong focus on the tanker sector, and ISS has recently signed a number of agreements with ExxonMobil, Maersk Tankers, Copenhagen Tankers, Exmar and Torm

NAVY NEWS

Big Homecoming For Returning Navy Ship

The guided missile frigate **Rodney M Davis** docked at the Navy homeport in Everett Monday afternoon, the crew greeted by family members waving flags at the pier.

The ship, with 200 sailors aboard, was deployed more than eight months with the aircraft carrier Nimitz strike group in the Iraq War.

The **Rodney M. Davis** deployed in March and headed to the Persian Gulf. It is the last ship in the U.S.S. **Nimitz** strike group to return home from the war in Iraq.

The Navy hosted a special party for the families of the 200 crew members on board the returning ship. It was a chance for them to share their stories and experiences.



Deyo Decommissioned After 23 Years

The Spruance-class destroyer **USS Deyo (DD 989)** was decommissioned Nov. 6 during a ceremony conducted in its homeport at Naval Station Norfolk, Va.



After being introduced by Capt. Thomas Abernathy, commander, Destroyer Squadron 22, the ship's final commanding officer, Cmdr. James A. Pelkofski, addressed the many families, friends, crewmembers, and former crewmembers who attended the solemn ceremony.

"What do you say as the commanding officer during the decommissioning of a proud and great warship?" said Pelkofski. "Today is about the men and women who brilliantly manned Deyo for more than 23 years. I simply had the good fortune of bearing witness to the accomplishments that the current young men and women forged as Team Deyo.

"Looking in the future, I predict that former Deyo Sailors, spread throughout the fleet, will raise the

fleet to the extraordinarily high standards that they magnificently set for themselves and their ship."

The 27th ship in a series of 31 Spruance-class destroyers, Deyo was named in honor of Vice Adm. Morton L. Deyo, a veteran destroyerman and distinguished naval gunfire support task force commander of World War II.

Since its commissioning, March 22, 1980, Deyo has played a major role in operations in the Atlantic and Eastern Pacific Oceans, Caribbean and Mediterranean Seas, and the Persian Gulf. The ship first deployed in May 1981, when it was ordered to the Persian Gulf in response to rising tensions in the Middle East.

In July 1987, Deyo deployed to the Mediterranean, North Arabian Sea and the Indian Ocean as part of the **USS Iowa (BB 61)** Battleship Battle Group. The ship returned to the Persian Gulf in July 1989 to support tanker escort duties during Operation Earnest Will.

After completing counter-drug operations in the Caribbean Sea in August 1990, Deyo deployed to the Mediterranean Sea in May 1991 as part of the **USS Forrestal (CV 59)** Carrier Battle Group. The destroyer returned to the Mediterranean Sea in 1994 as a member of the **USS George Washington (CVN 73)** Carrier Battle Group.

In June 1998, Deyo again deployed for the Mediterranean Sea, becoming the first American ship to

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serve as flagship for Standing Naval Force Mediterranean.

During its final deployment in December 2002 with the **USS Harry S. Truman (CVN 75)** Carrier Battle Group, Deyo was one of the first ships to fire Tomahawk missiles on Iraqi targets during Operation Iraqi Freedom.

France rejects Clémenceau's return

WITH no solution yet reached on the disposal of its aircraft carrier **Clémenceau**, France has made clear the ship will not be returned to France. "We do not intend to bring the ship back to Toulon to remove the asbestos," said defence ministry spokesman Jean François Bureau. "We are working closely with Eckhardt Marine, which has been chosen to remove the asbestos from the ship to know how, where, and when this asbestos can be removed," he added. According to Eckhardt, asbestos removal at sea is a possibility but would be complicated and costly. The **Clémenceau** is caught in the midst of a complicated commercial and legal wrangle after France terminated a sale contract with the Spanish scrap company Gijonesa de Desguace. The contract stipulated that the asbestos removal scrapping be completed in Spain. However, Gijonesa attempted to remove the ship's asbestos in Turkey

MOVEMENTS

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Correction :

The picture of the **SKANDI YARE** used in newsletter 215 yesterday was made by **JOS HAVER** instead of Nico Jonker , sorry for the inconvenience

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The **ANGLIAN EARL** departed from the Tyne – photo : Kevin Blair ©



The **PAULINE RUSS** at the Westerscheldt river – photo : Henk de Winde ©



The **P&O NEDLLOYD TEMA** departing from Rotterdam
Photo : Freek Haagmans ©



The **SALVANGUARD** fitting out in Singapore – photo : Paul Firet ©



The Felixstowe based tug **TRIMLEY** – photo : David Hazell ©

AIRCRAFT / AIRPORT NEWS

KLM loads up more Asia Pacific goods

DUTCH carrier KLM, which will merge with Air France next year, said Asia Pacific cargo traffic increased by 14 per cent, while capacity was up 11 per cent on last year.

As a result, the cargo load factor improved by 2.5 percentage points to 87.8 per cent. Overall, cargo traffic in October increased by 6 per cent year-on-year on 5 per cent higher capacity, KLM said.

Cargo load factor increased by 0.7 percentage points to 74.7 per cent. Outbound traffic to Europe remains weak because of the relatively strong euro and the weak European economy, KLM said this week, announcing October figures.

North Atlantic cargo traffic fell by 5 per cent, on 2 per cent lower capacity. Consequently, load factor dropped by 2.1 percentage points to 69.5 per cent.

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Wednesday 22-10 21:30 hrs

PRESENT WIND DIRECTION / FORCE	:	SE 0-5	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	SE 10	KNOTS
PRESENT BAROMETER READING	:	1018.0	hPa
MIN TEMP LAST 24 HRS	:	4.2	°C
MAX TEMP LAST 24 HRS	:	8.5	°C
OUTDOOR HUMIDITY	:	85	%
DEWPOINT	:	2.4	°C
WINDCHILL	:	0.9	°C

Vooruitzichten van woensdag t/m zaterdag:

WISSELVALLIGER!

Veel bewolking, slechts af en toe zon en vanaf vrijdag een stevige zuidwestenwind.
Morgenavond en op vrijdag wat regen, zaterdag een enkele bui.

© Ed Aldus 2003	WO-12	DO-13	VR-14	ZA-13
Maximumtemperatuur:	9	12	11	10
Minimumtemperatuur:	2	6	6	7
Zonnekans in %:	30	30	20	30
Neerslagkans in %:	30	20	60	40
Windrichting kracht:	ZO-3-5	ZW-3-4	ZW-4-6	ZW-4-6

.... PHOTO OF THE DAY



The FONDA of MULTRASHIP – photo : Henk de Winde ©

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