

DAILY SHIPPING NEWSLETTER 2003 – 220



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The **TALAGY** is the new name for the **KIGORIA**, the ship sails now for SMIT / FEMCO as can be seen at the logo's

Photo : Capt. G.Dijkdrenth ©

EVENTS, INCIDENTS & OPERATIONS

Fear of foreign ferry companies

The licence to Danish Mols-Linien for a fast ferry route between Stavanger and Bergen has raised fears that more foreign companies will be allowed to operate other ferry routes in Norway. One example is the local daily Romsdals Budstikke, writing that in future the local ferry route between Molde and Vestnes could just as well be served by Greek ferries and Greek seafarers.

Unions and local union-sponsored MPs are up in arms. The Norwegian government has stated categorically that ferry companies from any country in the EU/EES area are free to compete for the ferry routes in Norway, just as Norwegian ferry companies have the same right in the other countries. Domestic ferry routes have so far not been exposed to much competition. The fear now expressed is that seamen will from other EU/EES countries operating net wage systems, while Norway does not. Local unions also fear for less safety if foreign companies are use on local ferry routes in Norway. The government has retorted that the same safety regulations will apply to any operators on these routes.

Indonesian navy finds wartime mine near Batam island



The Indonesian navy has found a mine near Batam island, a navy spokesman said on Friday.

The mine believed to date from World War II has yet to be removed from the sea pending the arrival of a minesweeping squad from Jakarta, said Budianto of the local naval base.

It was found on Wednesday near Batam island, just south of Singapore. "We are securing it," he said.

KPT goes to tender on Tasman S

KARACHI Port Trust chairman Vice Admiral Ahmad Hayat confirmed this week that bids are to be sought through international tender for removal of the wreck of the tanker **Tasman Spirit**. Hayat said he hoped the operation could be completed within three months, now that KPT has assumed full responsibility for the wreck. Fairplay understands that the port authority had been negotiating with Smit International and had agreed on many of the details before the latest decision was announced. Salvors have already expressed doubts of whether there would be any interest in the project as long as Tsavlis Russ salvage master Nikos Pappas remains under detention in Karachi.

Norway blast costs Star \$9M

THE massive boiler explosion and subsequent fire on Norwegian Cruise Line's 76,000gt Norway on 25 May has cost Star Cruises \$9.2M in loss of hire coverage and related expenses, third quarter figures have revealed. Despite this, the Malaysia-based cruise operator described the summer as "very successful" for NCL, while announcing its financial results for the third quarter and nine months of 2003 ending 30 September. NCL's net yield improved by 1.6%, reflecting a relatively "strong summer season" for domestic North American cruising. There was no information about Norway's future. Turnover dipped two per cent to \$437.5M mainly due to lower cruise ticket prices and overall occupancy level. "The lower net yield and occupancy level were mainly the result of the tail-end effect

of the [SARS virus] on the Asia-Pacific businesses," the cruise operator explained. Turnover for nine months rose one per cent to \$1.21Bn, but operating profit fell 40 per cent to \$88M from \$147M.

CASUALTY REPORTING

Stuurman zwaar gewond geraakt na aanvaring

TERNEUZEN - De Nederlandse binnenvaarttanker Zennestroom is vrijdagavond omstreeks tien uur zwaar beschadigd bij een aanvaring met de brug over het Kanaal Gent-Terneuzen bij Sluiskil. Daarbij werd de stuurman zwaar gewond.

Vermoedelijk heeft ook een tweede opvarende verwondingen opgelopen. Ze bevonden zich op het moment van de botsing in de stuurhut, die grotendeels werd vernield.

De beschadigde tanker werd direct na het ongeval naar Ro-rosteiger II van Verbrugge Terminals in de Zevenaarhaven gemaneuvreerd, waar brandweerlieden en ambulancepersoneel aan boord gingen om de stuurman, die bekneld zat, hulp te bieden. Hij werd om elf uur bevrijd en afgevoerd naar ziekenhuis De Honte in Terneuzen.

De **Zennestroom** (3143 ton) van rederij Van der Sluis was leeg op weg naar Terneuzen. Vermoedelijk heeft de kapitein gepoogd onder de nog draaiende brug heen te varen. De stuurhut werd daarbij geramd door obstakels aan de onderkant van de brug.

Enkele jaren geleden gebeurde hetzelfde. Ook toen ramde een binnenschip de brug en werd het stuurhuis weggeslagen. Daarbij viel eveneens een zwaar gewonde. De waterpolitie stelt een onderzoek in naar de toedracht van de botsing, vrijdagavond.

SHIPYARD NEWS

Nauta verlengt schepen

De Poolse reparatiewerf Nauta in Gdynia heeft van de in Kopenhagen gevestigde rederij DFDS opdracht gekregen drie speciale containerschepen te verlengen.

De **Lysvik**, **Lysblink** en de **Lysbris**, die tussen 1998 en 2000 in Spanje werden gebouwd en onder Noorse vlag varen, krijgen voor totaal circa tien miljoen euro elk een nieuwe middensectie van 27 meter. De schepen worden 129 meter lang en krijgen daardoor een laadvermogen van 7500 ton deadweight in plaats van 5176 dwt. De werf begint in december met de verlengingen en moet er in april mee klaar zijn. De rederij zet de drie schepen daarna exclusief in voor papierproducent Norske Skog, waarmee de DFDS een chartercontract tot 2009 heeft. Norske Skog verscheept rond 700.000 ton papier per jaar. De DFDS bouwt voor Norske Skog tevens een grote opslagloods en distributiecentrum in Rotterdam.

Korea must cut costs to compete

SOUTH Korean yards must reduce costs if they are to remain competitive, believes Daewoo Shipbuilding & Marine Engineering senior executive vice president In-Sung Lee. He told Fairplay today that the future shape of the country's shipbuilding sector would depend on a number of factors but stressed "we have to find a way of surviving if our wages are too high." Korean builders are technologically ahead of China, he said, adding that China will have start-up costs to cover before it can seriously compete. The Chinese yards are all in the highest-wage part of the country but they would be able to rely on large numbers of domestic orders, which are not available in South Korea. He denied a suggestion that shipbuilding was a sunset industry in Korea, "but we need a survival plan."

Van der Giessen de Noord broedplaats voor scheepsbouw

Alexander Bakker

De te sluiten scheepswerf Van der Giessen-de Noord kan een broedplaats zijn voor vernieuwende vormen van scheepsbouw. Verregaande automatisering, standaardisering en toepassing van robottechnieken zouden de Nederlandse scheepsbouw een grote impuls kunnen geven en misschien wel het antwoord zijn op de concurrentie uit het Verre Oosten.

Dat is de visie van directeur **L. Vroombout** van Alpatron Marine, een belangrijke toeleverancier voor de scheepsbouwindustrie. Hij maakt zich sterk voor experimenten met nieuwe vormen van scheepsbouw juist op het moment dat met de aangekondigde sluiting van Van der Giessen-de Noord in Krimpen aan den IJssel de Nederlandse scheepsbouw in het slop zit.

„Ik ben geen scheepsbouwer, maar loop al bijna twintig jaar rond op werven,” zegt Vroombout. „Al die tijd worden schepen nog steeds op dezelfde manier in elkaar gezet. De scheepsbouw in Nederland, maar eigenlijk die in heel Europa, moet nu beslissen: gaan we met elkaar ten onder óf gebruiken we nu onze kennis en ervaring om een grote stap naar voren te maken.”

Goed teken

Het moment is daar, meent Vroombout. „De scheepsbouwopleidingen aan de Technische Universiteit in Delft trekken weer meer studenten,” vertelt hij. „Dat is alvast een goed teken. De werven in het Verre Oosten raken verzadigd door de enorme toevloed aan orders. Wij zitten duimen te draaien. Laten we nu met elkaar eens op een positieve manier kijken naar een sombermakend probleem. De werf Van der Giessen-de Noord staat nu al leeg. Die kunnen we goed voor allerlei experimenten gebruiken.”

De Nederlandse scheepsbouw, zo vindt Vroombout, moet zich toeleggen op standaardschepen. „De werven in Noord-Nederland maken al bijna dezelfde schepen,” licht hij toe. „In Zuid-Holland maakt IHC Holland gespecialiseerde baggerschepen. Ook die kunnen worden gestandaardiseerd. Natuurlijk moeten we wel zorgen dat we tegemoet kunnen komen aan specifieke wensen van opdrachtgevers.” Door standaardisatie kunnen aanmerkelijke kostenvoordelen worden behaald, meent Vroombout. Het 'grove' werk, het maken van de scheepscasco's, kan deels worden geautomatiseerd of worden gedaan met behulp van robots. De technieken daarvoor bestaan en we hebben er in Nederland voldoende kennis over. Bij Van der Giessen kunnen we straks de casco's voor alle Nederlandse werven maken.”

Door robotisering kunnen schepen ongeveer vijftien procent goedkoper worden gebouwd, rekent Vroombout voor. „Dat is precies het verschil tussen de dollar en de dure euro, het verschil waarop we nu veel orders mislopen. Standaardisering kan een voordeel van nog eens vijf procent opleveren. Daarnaast moet de overheid, zowel de Europese Unie als de lidstaten, creatiever omgaan met subsidies en financieringsmogelijkheden.”

Vroombouts Alpatron Marine is leverancier van geavanceerde navigatie- en communicatie-apparatuur. Hij heeft zijn plan voor een 'robot-werf' neergelegd bij zijn branche-organisatie Holland Marine Equipment.

Directeur R. Schouten van de Vereniging van Nederlandse Scheepsbouw Industrie is verrast door de ideeën van Vroombout. Hij geeft toe dat de Nederlandse scheepsbouwers nog veel kunnen winnen

door vernieuwing. „Maar waar het uiteindelijk om gaat is werk," zegt Schouten. „Van der Giessen-de Noord in in problemen gekomen door juist een gebrek aan nieuwe orders."

PYRRHOS GETS BOWTHRUSTER

The tug **PHYRRHOS** which arrived last week in Rotterdam is at present at he Niehuis & van den Berg shipyard in Pernis where the vessel is getting a bow thruster.



The vessel will be renamed **INTREPIDE** and the homeport will be DUNKERQUE

According information received the ownership will change from SURF to LES ABEILLES.

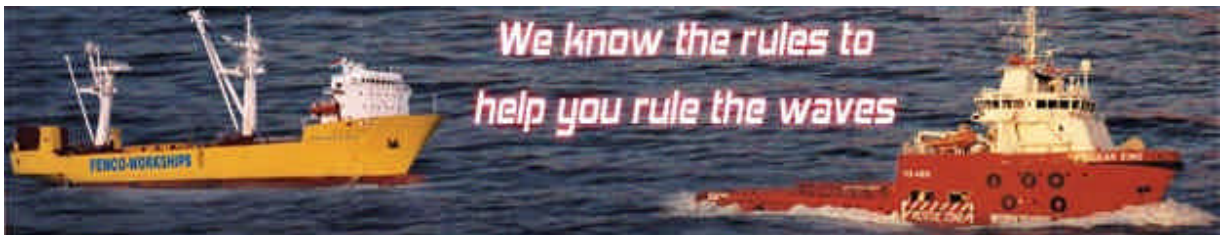
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Major Stena investment in Sweden - Germany service

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Stena Line will replace the 1,700 lane-metre ro-ro vessels "**Stena Carrier**" and "**Stena Freighter**" on the Göteborg – Travemünde run from January next year. The vessels, built in 1978 and 1977 respectively" has serviced the route since 1987. Unconfirmed information from Finland says that the vessels has been acquired by the logistics company Lillbacka for a new Åbo - Travemünde service. Stena Line is investing SEK 500 million (EUR 55.8 million) in the Göteborg-Travemünde service, replacing the current vessels with two new, faster and significantly larger ro-ro ships. Insufficient capacity has resulted in customers choosing to freight their cargo through ports in Southern Sweden. According to Michael McGrath of Stena Freight, the increased capacity has been met positively by several customers. The identity of the replacing tonnage has not yet been revealed but SSG gather that it will be two of the following three Stena Ro-Ro vessels:

- "**Mont Ventoux**" (ex "**Sea Centurion**"), built in Italy 1998 and with a 2,700 lane metre cargo capacity. At present the vessel is engaged on a short-term charter in the Mediterranean.
- The sister vessel "**Sea Chieftain**". Finishing work on the vessel is carried out at a Croatian shipyard for delivery at the end of the year.
- "**Stena Foreteller**", delivered in 2002 from China. The 3,000 lane-metre vessel is at present engaged in a short-term charter on the north Sea after having terminated a charter in the Mediterranean as "Cetam Massilia". Her two sister vessels "**Stena Forerunner**" and "**Stena Forecaster**" has recently entered into long-term charters for Transsfennica on a Finland - Germany route.

Transfennica fleet expansion

The major shareholder in Transfennica Ltd, the Dutch shipowner Spliethoff, Amsterdam, has ordered four new multi-purpose ro-ro vessels from the Stocznia Szczecinska Nowa shipyard in Szczecin, Poland to be in service 2006. These vessels are a continuation of Transfennica's strategy to continually renew the fleet and to maintain it as the youngest and most efficient fleet in Europe. These new 6th generation vessels are incorporating the positive experience gathered from our previous 5th generation, which have proven to be fast and reliable even in heavy ice conditions.

The 6th generation vessels will be even more versatile than the ones of the previous generation and have following properties;

- a.. more lanemetres offering increased container capacity with a total flexibility in container intake for 20', 30', 40' and 45' containers
- a.. higher decks for housing project cargoes and a heavy sternramp for special overweighted rolling cargo
- a.. fixed ramps to all decks offering more efficient cargo handling for increased volumes with equal turnarounds as with the 5th generation vessels
- a.. equipped with double engines, twin screw, double bow thrusters, twin rudders and stabilizing fins for better safety in all situations.

Preliminary main data of the ships are:

Length oa. 205 m	Breadth 25.50 m	Draft 7.20/8.40 m	Speed 22 knots
Ice class 1 A Super	Lane metres abt. 3.000	Containers 660 TEU	

New vessel added to Straits ports trades

GENIKI Lines is adding a new vessel to the containerised service for the Straits port of Pasir Gudang and east Malaysian ports.

The deployment of the 250 TEU new building, **Geniki Johor**, will lift the quality of service in the trade, the company said. Geniki Lines is deploying three vessels to serve the trades.

Twice weekly sailings to Kuching every Wednesday and Saturday and 10-day frequency fast transit to Kota Kinabalu and Bintulu and weekly service to Pontianak every Wednesday make up the service.

Rickmers-Linie names new vessel after Shanghai

RICKMERS-LINIE has named its new multipurpose heavy lift vessel, **Rickmers Shanghai**, after the eastern Chinese city.

The company said in a statement that the christening was significant because it marked the first time an overseas shipping line has named a vessel after the city.

Rickmers Shanghai, one of a batch of nine vessels entrusted by Rickmers-Linie to Chinese shipbuilders, was built by Shanghai Shipyard. She has a length of almost 200 metres, a width of 27.8 metres and a capacity of 1,850 TEU.

The nine multipurpose heavy lift vessels are scheduled to be operational by year end and enter into fixed-day service calling at Shanghai port every three weeks early next year.

They are worth US\$270 million, with four to be delivered by Shanghai Shipyard.

Chinese shipbuilders have won another 17 orders from Rickmers-Linie for medium- and small-sized containerships.

HKT takes delivery of three new quay cranes

HUTCHISON Korea Terminals (HKT) has taken delivery of three new quay cranes, which replace two cranes destroyed when Typhoon Maemi hit Pusan Port in September.

The three new Super Post-Panamax quay cranes have been installed at HKT's Hutchison Pusan Container Terminal. Each has a 20-row (55 metres) outreach and a lift capacity of 61 tons. The cranes are also capable of lifting two TEU containers at the same time.

After test operation and commissioning, the cranes are scheduled to commence operation in early December.

Three other cranes, which were derailed by Typhoon Maemi, were repaired and brought back into normal operation last month.

Won-jong Choi, CEO of HKT in Korea, said: "Leveraging HPH's worldwide network and resources, HKT was able to resume normal terminal operations at a much earlier date.

"With this latest delivery of equipment, the number of quay cranes has increased from 12 to 13. This will greatly enhance our cargo handling productivity and capacity."

Raymond Law, head of the Korea, Middle East and Africa Division of HPH, said: "The quick replenishment of quay cranes at HKT highlights the importance of the Korean market for HPH.

"Although Pusan Port is currently facing a number of challenges, Hutchison remains committed to the success of Korea's port and shipping industry."

Teekay merges shuttle activities

TEEKAY, the Vancouver-based Aframax tanker owner, is to streamline its shuttle tanker operations run from Norway by merging two fully owned subsidiaries into a new company. Teekay Navion Shipping, as the new company is called, will be based in Stavanger on the west coast of Norway and encompass the business of Navion with an owned fleet of eight shuttle tankers and those of Ugland Nordic Shipping, which owns 22 similar vessels. A Teekay Navion official told Fairplay that the question is about streamlining and simplifying the group structure as Navion has chartered several vessels from Ugland Nordic. Both companies were acquired by Teekay as part of its strategy to increase the share of contract trades in its business and reduce exposure to volatile spot freight markets.

Milford Haven closer to LNG focus

THE prospects of Milford Haven, the UK's fifth largest port, becoming a major LNG import terminal have moved a step further with the signing of a Memorandum of Understanding between Petroplus International and BG Energy Holdings. The two companies will each have a 50% stake in Dragon LNG, a special project company set up to establish Petroplus's planned LNG terminal at Milford Haven for which it already has planning permission. In addition to its half stake, BG intends initially to contract for the use of 2.2M tonnes per annum of capacity at the facility. This represents half of the initial planned throughput capacity. Negotiations are underway with National Grid Transco, which operates the UK's national gas pipeline distribution network, as a crucial 50-mile extension will be necessary to link the terminal to the network. As part of the £600M (\$1Bn) development, a new LNG carrier berth will be developed from existing marine facilities at the Petroplus terminal. Exxon also has plans for a large terminal at the port. The gas will help boost supplies to the UK market to overcome shortfalls in domestic supplies from 2007 onwards.

NAVY NEWS

Will Hamilton get decommissioned sub?

Heritage minister Sheila Copps announced Sunday that one of Canada's decommissioned **Oberon class** submarines will be making Hamilton harbour its new home.

But the Department of National Defence denies a deal has been made to send a sub to join the **Haida**, at the new Canada Marine Discovery Centre.

"No decision has been made on what will happen with those boats," said Shane Diaczuk, a spokesman for defence minister John McCallum. According to Diaczuk, the two ministers have discussed it, but that was as far as it's gone. "There was one conversation last week I but the decision haven't been made," he said from Ottawa yesterday.

A number of organizations want to get their hands on one of three remaining Oberon-class subs - the **Onondaga**, the **Ojibwa** and the **Okanagan**, he said, including the new Canadian War Museum.

Four Oberon-Class submarines were bought from the British in the mid-1960s and remained in service for the next three decades when they were replaced by four British surplus **Upholder-Class** submarines.

The **Olympus**, a fourth O-boat that had been used as a dockside training vessel, was recently sold to a naval heritage organization in Britain. The **Onondaga**, last of the O-Boats, was decommissioned in 2000.

USS VANDERGIFT TO VISIT SAIGON

The United States naval vessel, **USS Vandegrift**, will call at Viet Nam's Sai Gon Port from Nov. 19-22, Foreign Ministry spokesman Le Dung told reporters in Ha Noi on Friday.

This will be the first time a US navy ship docks at a Vietnamese port since 1975, he said.

"This event will contribute to expanding and enhancing the relationship in general and the defence cooperation in particular between Viet Nam and the United States," he said.

Kennedy Returns to Sea



USS John F. Kennedy (CV 67) got underway Nov. 11 at 11 a.m. for the first time in almost a year.

During a five-day underway period, known as sea trials, the crew will conduct rigorous operational tests on newly installed or improved systems. Sea trials also marks the first opportunity for the ship's crew – 45 percent of whom have never gotten underway with Kennedy – to practice important seamanship and navigational skills, preparing Big John for its next deployment.

"The crew has been waiting for this moment since we moored for our maintenance several months ago," said Capt. Ronald H. Henderson Jr., Kennedy's commanding officer. "Big John is back in the fight."

During the recently completed extended selected restricted availability, or ESRA, the crew worked with contractors painting, welding and renovating berthing compartments, offices and common areas. The unprecedented maintenance project marks the largest ever conducted outside a naval shipyard.

Combined, contractors and crewmembers invested more than 600,000 man-hours recapitalizing the 35-year-old ship. They completed more than 10,000 jobs during the extended selected restricted availability.

MOVEMENTS

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The **CARNIVAL DESTINY** arrived in Aruba – photo : Ian Denton ©



The **FAR SUPPORTER** enroute Antwerp – photo : Wim Kosten ©



The **TORM ROTNA** arrived at the Westerscheldt river – **photo : Willem Kruit ©**



The **TOISA PROTEUS** seen in Avonmouth – **photo : Roger Wilson ©**

AIRCRAFT / AIRPORT NEWS

China airlines order further 30 Boeing aircraft

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CHINA Aviation Supply Company has finalised an agreement to purchase 30 Boeing Next-Generation 737 aircraft worth approximately US\$1.7 billion, based on average list prices.

Zhang Guobao, vice chairman of China's National Development and Reform Commission, said: "The Chinese aviation industry is the fastest growing market in the world.

"Adding these 737 airplanes to our current fleet of 672 airplanes will help Chinese airlines meet their rapidly growing networks and accommodate the rising demand from our passengers."

The aircraft are to be delivered in 2005 and 2006 to Air China, Hainan Airlines, Shandong Airlines, Shenzhen Airlines and Xiamen Airlines.

"The Next-Generation 737 is an excellent answer to the growing demand for air travel in China," said Li Jun, vice minister - General Administration of Civil Aviation of China.

"These airplanes will play an important role in meeting the ever-increasing demand of China's air market."

"China and Boeing have shared a long and mutually beneficial relationship for more than 30 years," Boeing Commercial Airplanes president and CEO Alan Mulally said.

"We are proud to be the preferred partner of China's aviation industry."

Boeing forecasts that in the next 20 years, China will require 2,400 new airplanes valued at \$197 billion, making it one of the fastest growing markets in the world for commercial aviation.

Meanwhile, Gulf Air's expansion plan has taken another step forward with the signing of a leasing agreement with Boeing.

Three aircraft will enter service early next year, increasing the airline's fleet to 36.

Gulf Air's president and chief executive, James Hogan said the expansion plan is vital to the carrier's restructuring strategy. Mr Hogan added the airline hopes to have 60 aircraft by 2009. The new planes will help the company meet growing demand and stick to its commitment to provide daily services.

The new planes are wide-bodied A340-300 aircraft, including one which rolled off the delivery line last month.

Gulf Air now has 10 A340s, including two which were added to the fleet in July.

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Saturday 16-11 21:30 hrs

PRESENT WIND DIRECTION / FORCE	:	SW 5 - 10	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	SSW 25	KNOTS
PRESENT BAROMETER READING	:	1011.8	hPa
MIN TEMP LAST 24 HRS	:	9.5	°C
MAX TEMP LAST 24 HRS	:	11.7	°C
OUTDOOR HUMIDITY	:	90	%
DEWPOINT	:	7.8	°C
WINDCHILL	:	9.4	°C

.... PHOTO OF THE DAY

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Saturday early morning the 3rd element of the new to build HSL tunnel underneath the Dordtsche Kil was transported from the building dock to 's Gravendeel

Photo's : Hans de Jong – Maritime pictures ©



Arnold , Cor and Erik in action during the unmooring of the element DK3 in Barendrecht last night

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