

DAILY SHIPPING NEWSLETTER 2003 – 230



Number 230 ****DAILY SHIPPING NEWSLETTER*** Saturday 29-11-2003



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The Atlantic pilotage Authorities Pilot Boat **APA No 1** operating in Halifax – **photo : Jim Gallacher ©**

NOTE FROM EDITOR:

CHELLO HAS IMPLEMENTED A SPAM FILTER IN THEIR SYSTEM, THAT IS THE REASON THAT I WAS NOT ABLE TO SEND THE NEWSLETTER ANYMORE THE LAST 10 DAYS IN GROUPS AS I HAVE DONE THE LAST FEW YEARS

WILL CHANGE FROM PROVIDER SOON, LOOKING FOR ONE WITHOUT A SPAM FILTER, IN THE MEANTIME THE NEWSLETTER IS SEND BY ME TO JAAP VD MEEBERG WHO WILL FORWARD IT VIA ANOTHER PROVIDER (XS4ALL) TO THE READERS.

EVENTS, INCIDENTS & OPERATIONS

Haai doodt Zuid-Afrikaan

Een haai heeft voor de kust van Zuid-Afrika een 20-jarige duiker gedood. Van de man bleef niets over dan zijn linkerhand en een stukje van zijn wetsuit. Het incident gebeurde op een populaire duikplek, aldus de politie vrijdag.

Stolt Offshore wins breathing space

THE offshore subsidiary of Stolt-Nielsen, the beleaguered Norwegian group, announced yesterday it had won breathing space until December 15 from creditors in a tangled renegotiation of a \$180m revolving credit facility that fell due on Wednesday.

Losses on projects in Egypt and Nigeria helped to push Stolt Offshore to the brink of default earlier this year in addition to knocking a hole through its bottom line.

The subsidiary has presented its bankers with a restructuring plan known as the "Blueprint".

Earlier covenant waivers secured in this connection expired on October 15 and Wednesday this week.

Emergency measures to keep the offshore subsidiary afloat included a \$50m emergency cash infusion from Stolt-Nielsen, the parent group, earlier in the year. Stolt-Nielsen's transport group, which incorporates its chemical tanker activities, provides it with ironic solace. It is the most profitable, albeit locked in a titanic tussle with leading clients and antitrust officials in a burgeoning price-rigging saga.

For the nine months ended August 31 the transport group contributed an operating profit of \$77.51m compared with losses of \$94.03m and \$28.59m respectively from the offshore and fish farming divisions.

Top Stolt Offshore officials are scheduled to hold a conference call today to provide earnings guidance on the fiscal year ending November 30. The parent group said yesterday it had "made significant progress with creditors and is working hard to reach final agreement as soon as possible".

- Non-Opec oil producer Norway said yesterday it had no plans to curb output next year when the Opec cartel fears prices may falter due to rising world supplies.

Oil and energy minister Einar Steensnaes told reporters at an energy conference in Oslo that Norway planned to maintain production at maximum capacity of 2.9m bpd during next year.

Mr Steensnaes said present prices and inventory levels, violence in the Middle East and delays in the recovery of Iraq's oil exports indicated that there was no need to reduce output.

"All these indications put together say there is no need for production cuts," the minister said.

Norway is the world's number three oil exporter, behind Saudi Arabia and non-Opec Russia.

Salvors seek to foster closer ties with the wider shipping industry

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THE International Salvage Union is building closer links with regulators and the wider shipping industry in a bid to ensure that the lessons of the Prestige and other high profile casualties are learnt.

Joop Timmermans, managing director of ITC Holland and president of the ISU, said that the union is in the final stages of becoming a formal affiliate of both BIMCO and Intertanko.

It is also inviting government, legal and shipping representatives to join the ISU as affiliated members, even if they are not directly involved in the salvage business. The aim is to foster greater understanding of the role of the salvage industry and how to make best use of what it has to offer. "We need to find a new way forward," Mr Timmermans said.

Failure to do so means salvors "run the risk of becoming stale and possibly sidelined".

Mr Timmermans was speaking at the 6th annual Salvage and Wreck Removal conference, organised by Lloyd's List Events in London yesterday. Much of the debate in the opening sessions focused on the fallout of the Prestige casualty and its impact on the salvage industry.

Delegates heard that a key factor raised by the casualty was the need for a clear command and control structure, one that was free from political interference.

Mr Timmermans praised the UK's Sosrep system and said that, while some governments might find such a level of delegation "too radical", all should learn from that model.

There was also concern that remuneration levels for salvors bore little relevance to the value that they brought to society by, for example, preventing a major pollution incident. "A tug with 100 tonne bollard pull is earning less per hour under Scopis rates than a London solicitor," Mr Timmermans said.

Without more realistic rewards, there was a risk that salvors would be unable to invest in the necessary training and developments to ensure that the best response was available.

Dan Koornneef, managing director of Wijsmuller Salvage, also stressed the crucial importance of experience to back up training. While there was a trend for governments to set up their own salvage operations, it could prove hard for state personnel to gain the same level of experience that commercial salvors can offer.

Mr Koornneef also said that the salvage industry should draw up broad training guidelines for future salvors, something that is already on the ISU's agenda. "The salvage industry needs to invest in people," Mr Koornneef said. "It is better for the industry to seize the initiative, rather than to fail to act and leave it to others who do not understand properly the importance, complexity and essential characteristics of the industry."

Tragedy as DR Congo ferries collide

AT least 100 people are reported to have died and a further 600 are still missing following a collision between two small ferries on Lake Mayi Ndombe in the Democratic Republic of Congo. The incident occurred on Tuesday but details are only just reaching the capital Kinshasa, about 400km away. Some 222 passengers are said to have survived the tragedy. The exact cause of the collision is not yet known, although the governor of Bandundu province said it took place in a storm, while the country's health ministry confirmed that the two ships collided. There is also some confusion as to the number of casualties. According to the humanitarian organisation Medecins sans Frontières, "only" 118 bodies have been found so far, but another source in the provincial government has reported 103 bodies. Ferries operated on the lakes and rivers of the Democratic Republic of Congo are known to be poorly maintained and frequently overloaded. Investigations have been launched to establish a cause of the tragedy.

Pirates move closer to Singapore

AN attack by pirates on a product tanker near Singapore last week has been seen by the IMB Piracy Reporting Centre in Kuala Lumpur as a serious development. Seven pirates boarded the 2,400gt vessel on 19 November and made off with cash. Despite using machetes, there were no casualties or damage to the ship. Noel Choong, regional manager at the reporting centre told Fairplay it was the first time this year that an attack had taken place so close to Singapore. The incident occurred "very close" to the Eastern buoy, Singapore (Lat: 01:17.9N; Long: 104:06.1 East). Among several recent incidents in or near Indonesian waters, a 50,000gt crude oil tanker, which was at anchor 14n-miles from Balikpapan, was attacked by three pirates armed with guns and knives on 24 November. One crew member was taken hostage at gun point and the ship's store was looted. Balikpapan is a known 'hot-spot' for piracy attacks.

CASUALTY REPORTING

Maersk Dakar runs aground on approach to Rouen



Top : Maersk Dakar – photo : Jose Miralles Pol ©

THE 2,048teu **Maersk Dakar** was obliged to wait several hours in the River Seine, downstream of the port of Rouen, after running aground in thick fog early on Friday morning.

The 188m vessel, which was heading upstream from Le Havre to Rouen, where it was due to load before sailing for Algeciras and West Africa, ran aground shortly after 03:30 on a loop in the Seine near the town of Jumieges. A first attempt to refloat the vessel on the descending tide failed and the vessel was forced to wait until the start of the afternoon on Friday, when it was freed with the help of three tugs on the ascending tide.

The vessel, which was not thought to have been damaged, resumed its journey to Rouen, where it was expected towards 17:00hrs.

SHIPYARD NEWS RELUME LAUNCHED

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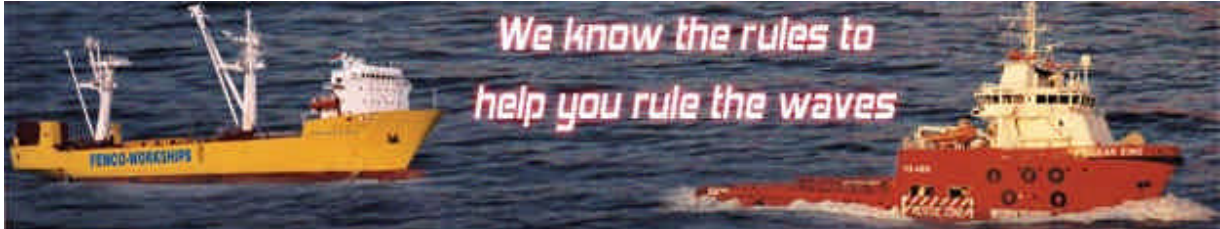
Under yard number 1029 at the Gelati shipyard in Rumania (yard number 394 Schelde yard) the **RELUME** is launched on November 27th, the **RELUME** is under construction for MENAS (Middle East Navigation Services) in Bahrain, and she is due to replace the vessel with the same name which is in service at present – [photo's : Huib Lievense ©](#)



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Tallink to acquire ro-pax ferry

Tallink has signed a preliminary agreement to purchase a ro-pax vessel for the Paldiski-Kapellskär service. The vessel is intended to enter service by the new year. Tallink has for a long time been looking for replacement tonnage to manage the increasing cargo traffic. The new vessel's cargo capacity is twice the size of "**Kapella**", that has been engaged on the service since the start in 1997. Tallink has not revealed ship name nor price. "**Kapella**", built in 1974 and up-graded in 1999, has a cargo capacity of 657 lane metres and accommodation for 50 passengers. She will be moved to the Tallinn - Helsinki route, where most of the cargo traffic has been handled by the passenger/car ferry "**Meloodia**" with two sailings per day.

China Shipping, K Line join forces

CHINA Shipping (Group) has joined forces with Japan's K Line to set up a ro-ro operation that will target China's rapidly expanding vehicle market. The new company, Orient Sea Highway Services, will have an initial capital base of \$10M, with China Shipping holding a majority 51% stake and K Line the remainder. The growth of China's vehicle sector has been fuelled over the past two years by the rapid expansion of the middle class in urban areas and the gradual introduction of credit financing for private vehicle purchases, an analyst told Fairplay. Light vehicle sales in China are expected to show a 37% rise this year to almost 4M, following a 43% increase in 2002. China has become the world's fourth largest car market after the US, Japan and Germany. While the growth in production currently caters mainly for the domestic market, with few exports recorded, it is believed that the doubling this year of car imports and the expansion of exports will attract greater investment by car carrier operators. In a joint statement, China Shipping (Group) said the venture would combine its business strength in the China with K Line's experience in the vehicle market.

North Korea building box port

NORTH Korea is building its first exclusive container port described as a 'milestone' for the country. Construction began last year and is now in full swing at a site along the Daedong River, South Korea's Yonhap news agency reported, quoting North Korean radio broadcasts. No details about the new port

have emerged, although the broadcast did mention that cranes with lifting capacity of up to 130 tonnes would be installed. At present part of the Inter-Korea and North Korea-China trade is being routed through the deep-sea port of Nampo.

Italy's Pride Signals Return to Golden Age of Cruise Liners



Italy's biggest-ever cruise ship set sail on its maiden voyage Tuesday with nearly 3,000 passengers aboard and a message for competitors across a diverse tourism industry: 1950s-style cruising is alive and thriving in the 21st century.

The 105,000-ton **Costa Fortuna**, a veritable floating town with 1,358 cabins, set

off from the northern Italian port of Savona for a 10-day cruise to Spain, Morocco and the Balearic Islands. For the city of Genoa, which jointly assumes the rotating mantle of Culture Capital of Europe with Lille of France next year, the **Costa Fortuna** is something of a lucky charm and a shot in the arm for the shipbuilding industry in nearby Sestri Ponente, where the liner was built.

Builder Fincantieri has turned the corner after it was almost forced to close in the 1980s, not having produced a transatlantic liner since the Michelangelo in 1962.

But the **Costa Fortuna** contributed to 2.2 billion euro in sales last year, and helped safeguard the jobs of some 2,400 people directly employed



in Sestri Ponente as well as those of thousands of subcontracted workers. "For us and for Genoa, the delivery of the Costa Fortuna means we have come through a test," said Armando Firpo, a local official of the FIOM metalworkers union. "We've been waiting for this moment for 20 years."

Next year, parent company Costa Crociere will smash another bottle of champagne on the bows of the Fortuna's sistership, the **Costa Magica** -- to be launched next November -- and be able to toast a carrying capacity of 18,500 passengers across its fleet of 11 ships.

Having invested around one billion euros in the two ships, Costa Crociere president Pier Luigi Foschi is bullish about the cruise industry's future, pointing to a European market which remains largely untapped.

Eight million people annually take cruises in the United States, while in Europe, with a similar



population, the figure is only one quarter of that, he said.

"We have resisted better than others the crises of this difficult year," Foschi said, pointing to figures of 557,000 passengers in the past 12 months, up from 462,000 the year before, and a cabin occupancy rate of 102 percent.

All of Costa Crociere's ships fly the Italian flag. Though the family-owned Italian company was bought by the U.S. cruise giant Carnival in 1997, it has managed to keep its European identity.

Despite the name "**Fortuna**", a reference to the Roman goddess of luck, a cruise on the opulently fitted-out ship need not cost a fortune. Prices start from 1,315 euros (1,550 dollars) per person, and run up to 2,745 euros.



Freight drives DFDS to 3Q profit

COPENHAGEN-based DFDS has posted a third quarter pre-tax profit of DK224M (\$34.5M), a strong increase from the DK43M for the same period last year. Its DFDS Tor Line freight shipping business recorded a 72% rise in EBITDA earnings to DK241M in the first nine months of the year as the volume of freight carried rose by 13%. This was attributed to better trading conditions and lower capital costs. In contrast, the DFDS Seaways cruise ferry business recorded a 26% drop in EBITDA to DK100M in January-September, despite a three per cent rise in passenger volume to 1.39M. However, revenues declined on the Copenhagen-Oslo service, on which the company's two newest and largest vessels are deployed, while the Copenhagen-Gdansk service suffered a loss. On the Ijmuiden-Newcastle service, results improved. The group forecasts a full year profit between DK115M and 135M - compared with DK140M-160M forecast in the first half interim report - following a DK28M provisional loss for the fourth quarter linked to the sale to Moby Lines of the 1975-built cruise ferry Prince of Scandinavia.

NAVY NEWS

Ier overleden op Hr. Ms. Rotterdam

Op het Nederlandse marineschip **Hr. Ms. Rotterdam**, dat deelneemt aan de VN-vredesmissie Unmil in Liberia, is donderdag een Ierse blauwhelm overleden. Een andere Ierse militair kon wel worden gered. Het medisch team van de Rotterdam moest wel een van zijn benen amputeren, zei een woordvoerder van de marine vrijdag desgevraagd. De Ieren belandden op de operatietafel van het Nederlandse schip na een verkeersongeval met een landrover in Monrovia. De Rotterdam is door het kabinet ingezet om gedurende drie maanden medische hulp te verlenen aan personeel van Unmil.

Daarnaast kan de Rotterdam ook worden ingezet voor transporttaken. Het schip arriveerde een ruim week geleden voor de kust van het door een burgeroorlog verscheurde Afrikaanse land. Het medisch team kreeg zaterdag zijn eerste patiënt. Toen werd een Ghanese burger politieman met malariaverschijnselen per helikopter aan boord gebracht.

STANAVFORCHAN ARRIVES IN ROTTERDAM



Top : part of the Stanavforchan is the British **MCM INVERNESS (M 102)** seen here arriving in Rotterdam (**photo : Carlo Schriek ©**) and below the Dutch **Hr Ms SCHIEDAM (M 860)** passing Maassluis enroute Rotterdam (**photo : Aad Sinke ©**)



RSS Courageous Commanding Officer commends navy officers

The questioning of Major Tang Yang Yong, the Commanding Officer of **RSS Courageous**, took an ugly twist in court on Wednesday after the prosecution turned on its own witness.

In fact, it reached a point when the defence lawyer reminded the prosecutor that Major Tang is not one of the two navy officers facing the negligence charges.

On Monday, Major Tang told the court that if he had been navigating the navy ship, he would have done things differently from the two officers, now charged with negligence. But under cross-examination, by the lawyer defending the navy officers, Major Tang commended the officer of the watch Lieutenant Ng Keng Yong, saying he was a seasoned and experienced seafarer.

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Major Tang also described Lieutenant Chua Chue Teng, the trainee officer, as an outstanding officer.

He even said he had "authorised" them to carry out such manoeuvres as the U-turn at sea.

This prompted the prosecution to launch a robust re-examination of their own witness. However, it was during the re-examination that Major Tang was bombarded with questions on the authorities and responsibilities of the Commanding Officer and officer of the watch, to the point that the defence counsel had to remind the prosecutor that Major Tang is the prosecution's own witness and not the accused.

The prosecutor later clarified with the defence counsel that he was joking with him in court, and that he had no intention of charging Major Tang.

Major Tang later conceded that if the navy ship had turned more sharply in either direction, it could have avoided the collision with the [ANL Indonesia](#) provided the container ship had not changed course.

Navy ship campaign is sunk

A CAMPAIGN to give one of the Royal Navy's two biggest warships the name of Army garrison town Colchester has been sunk.

On the recommendation of the Ministry of Defence, the Queen has given royal approval for the naming of the two aircraft carriers, due in service from 2012, [HMS Queen Elizabeth](#) and [HMS Prince of Wales](#).

The idea to try to give one of the aircraft carriers the name Colchester came from the town's Conservative Parliamentary candidate Kevin Bentley, who believed it would greatly increase the public awareness of Colchester.

Mr Bentley said Queen Elizabeth and Prince of Wales were proud, historic names befitting the Navy's traditions.

"However, I will persevere and press Colchester's case for a future destroyer, frigate or minesweeper to carry Colchester's name around the world," he added.

There has not been a warship Colchester since the 17th century when it was sunk in the North Sea. Scores of cities and towns across the UK have given their names in the past 100 years to Royal Navy vessels – some more than once – including Lowestoft, Glasgow, Edinburgh, Berwick, Liverpool, Sheffield, London, Southampton, Plymouth Rhyll, and Cardiff.

Hundreds of names were submitted to the Warship Names Committee at the MoD. Many were traditional Navy names, but among the more unconventional would have been more at home in a Star Wars movie – [HMS Death Star](#) and [HMS Galaxy Blaster](#).

The two 50,000 to 60,000-tonne aircraft carriers – much larger than the three current carriers HM Ships Invincible, Illustrious and Ark Royal – will be continuing a proud naval tradition.

A former [HMS Prince of Wales](#) was sunk by the Japanese off Singapore in December 1941 with the loss of 327 men. A former [HMS Queen Elizabeth](#) fought at Jutland in the World War I and was

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severely damaged in the 1939-45 conflict by an Italian commando raid at Alexandria. She survived, was repaired and eventually sold and dismantled in 1948.

Navy crew to mothball ship, board another

The crew of a U.S. destroyer will be decommissioning their ship next week and then taking over another vessel at an overseas port.

The **USS Elliot** will be decommissioned in San Diego **Dec. 2**. A few days later, the ship's crew will fly to an undisclosed location where they will take over the **USS Fletcher** for a scheduled 6-month deployment that will end with that ship's decommissioning back in San Diego.

The plan is part of the Navy's new Sea Swap program that shuttles entire crews to the **Fletcher** by air, allowing the ship to remain on patrol for longer periods of time without the stress extended voyages place on Navy families. The **Fletcher** earlier this year became the new Sea Swap home for sailors from the destroyers **Oldendorf** and **Kinkaid**.

MOVEMENTS

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The **BONN EXPRESS** at the Westscheldt river – **photo : Johnny van de Velde ©**



The **TARAGO** seen here arriving in Zeebrugge - **photo : Bas Overdulve ©**



The **Star Fraser** at the the Greenock Ocean terminal with a cargo of timber products from Canada.
Photo : Tommy Bryceland – Scotland ©

AIRCRAFT / AIRPORT NEWS

Air Holland mag vanaf Niederrhein naar Paramaribo

Air Holland mag van de Duitse luchtvaartautoriteiten vanaf het vliegveld Niederrhein op de Surinaamse hoofdstad Paramaribo vliegen. Nu is het wachten nog op toestemming van de Surinaamse autoriteiten voordat de vluchten kunnen beginnen, zo heeft Air Holland vrijdag laten weten. Niederrhein ligt vlakbij Nijmegen, net over de grens met Duitsland. Air Holland zorgt voor het vervoer van passagiers tussen Schiphol en Niederrhein. De maatschappij wil tweemaal per week naar Paramaribo op en neer vliegen. De tarieven worden binnenkort bekendgemaakt. Air Holland heeft eerder geprobeerd rechtstreekse chartervluchten tussen Amsterdam en Paramaribo uit te voeren. Het ministerie van Verkeer en Waterstaat stak daar echter een stokje voor. KLM en de Surinaamse Luchtvaartmaatschappij SLM hebben volgens het luchtvaartverdrag tussen Nederland en Suriname het alleenrecht op de route.

RIJMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Friday 28-11 23:59 hrs

PRESENT WIND DIRECTION / FORCE	:	S-ly 5 - 10 KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	S-ly 10 KNOTS
PRESENT BAROMETER READING	:	1014.0 hPa
MIN TEMP LAST 24 HRS	:	4.4 °C
MAX TEMP LAST 24 HRS	:	10.1 °C
OUTDOOR HUMIDITY	:	91 %
DEWPOINT	:	2.9 °C
WINDCHILL	:	- 1.1 °C

.... PHOTO OF THE DAY



Top : The sheerlegs **ASIAN HERCULES II** seen here recent carrying out an operation for Nippon Steel Batam. The project was for Bass Gas. The lift in the picture is a 2700t Deck. The deck was lifted off and to be integrated to the Base Structure. During this operation a 1600mt jacket was also lifted and up-ended by the **AH II** utilizing the Fly Jib and Main frame. The Jacket was subsequently integrated to the Deck and Base Structure. The **Asian Hercules II** we will be returning for the last phase. **Photo : via Eric Ang – Asian Lift ©**

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