

## DAILY SHIPPING NEWSLETTER 2003 – 237



Number 237 \*\*\*\*DAILY SHIPPING NEWSLETTER\*\*\*Monday 08-12-2003

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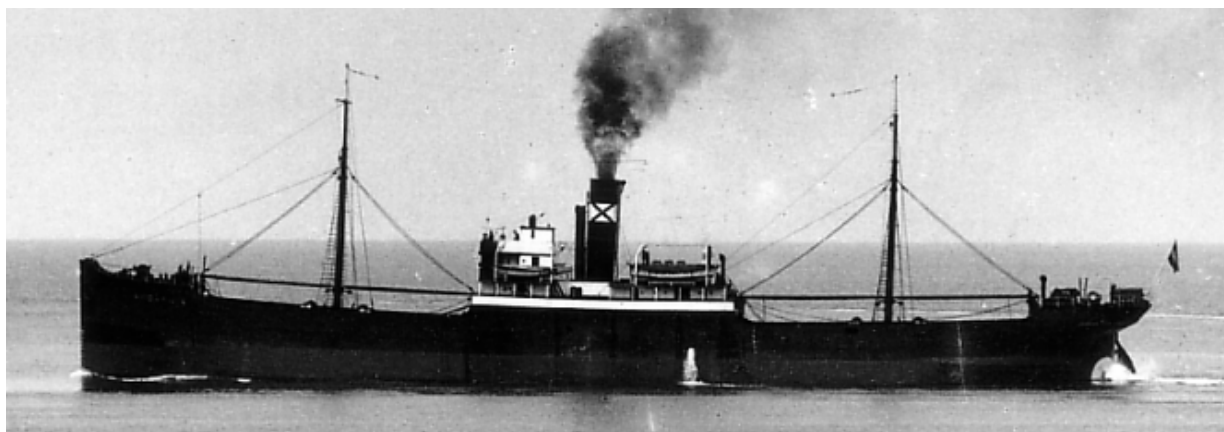
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**Have a look for shipping movements around Hoek van Holland at :**

<http://www.scheepvaarthoek.nl>



Historical photo of the Dutch cargo vessel **NOORDWIJK**

**Photo : Coll Piet Sinke**

## EVENTS, INCIDENTS & OPERATIONS

### KNRM helpt visboot met motorstoring



Vrijdagmiddag 5 december pieperalarm om 13.15. De melding betreft twee sportvisser voor de Maasvlakte die de motor niet gestart krijgen. Om 13.30 vertrekt de KNRM reddingboot **Kapiteins Hazewinkel** uit de Berghaven van Hoek van Holland richting het scheepje. Het scheepje ligt 200 meter van de blokkendam op de redders te wachten.

Ter plaatse aangekomen wordt een sleepverbinding gemaakt en is besloten ze terug te brengen naar de helling, zo'n mijl zuidelijker. De **Kapiteins Hazewinkel** komt zo dicht mogelijk met het scheepje naar het strand varen, waar zij de laatste 25 meter zelf moeten overbruggen. Ook deze keer geen reddingvesten en/of peddels, dus stukje tobben. De twee uit Brabant afkomstige vissers werden verder aan land geholpen door mensen die bij de trailerhelling aanwezig waren. Te 14.30 uur lag de **Kapiteins Hazewinkel** in zijn thuishaven afgemeerd.



Met vragen kunt U contact opnemen met **Ron Zegers**, PR-Coördinator, en bemanning reddingboot "Kapiteins Hazewinkel"  
Van Spilbergenstraat 50. 3151 BZ Hoek van Holland. Tel. **0174-385490 / 06 28118380** (tot 24 uur na actie!)  
E-mail: [ron.zegers@chello.nl](mailto:ron.zegers@chello.nl) Fax: **0174 - 310903**  
De Koninklijke Nederlandse Redding Maatschappij wordt uitsluitend door vrijwillige bijdragen in stand gehouden

## CASUALTY REPORTING

### Tugboat capsizes in Port of Palm Beach

A tugboat pushing a barge capsized in the turning basin of the Port of Palm Beach, Fla., at December 4<sup>th</sup> 10 a.m. Coast Guard Station Lake Worth Inlet received the call at 10:03 a.m. from another boater in the area and immediately sent a 27-foot rescue boat to the scene.

Three people were rescued from the water by a Good Samaritan and were taken to the port, where they are meeting with a Coast Guard marine safety investigator. There were no injuries reported.

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There were 2,000 gallons of diesel on board at the time of the incident and there is a visible sheen on the surface of the water.

The Coast Guard Marine Safety Office is overseeing the pollution response and is working with the vessel's owner on cleanup and salvage plans. Another tugboat was dispatched to retrieve the barge, which has been safely recovered.

The cause of the accident is under investigation.

## SHIPYARD NEWS

### General Dynamics in talks to build 3 tankers

(NEW YORK) General Dynamics Corp, the second-largest shipbuilder for the US Navy, is in talks with undisclosed commercial oil companies to build as many as three oil tankers, chief executive Nicholas Chabraja said.

The ships would be built between 2005 and 2009, after the completion of four ships the company is building for BP, Mr Chabraja told an investor conference in New York.

General Dynamics, seeking to expand into civilian shipbuilding, won a US\$630 million order in September 2000 to build the first three double-hull oil tankers for London-based BP.

Rising costs led General Dynamics' marine-systems unit to record US\$45 million of costs on the programme in the third quarter, cutting the unit's profit 54 per cent from a year earlier. 'This has been a troubled programme for us,' Mr Chabraja said. 'The good news is additional opportunities currently under discussion to build, profitably, tankers for other oil companies.'

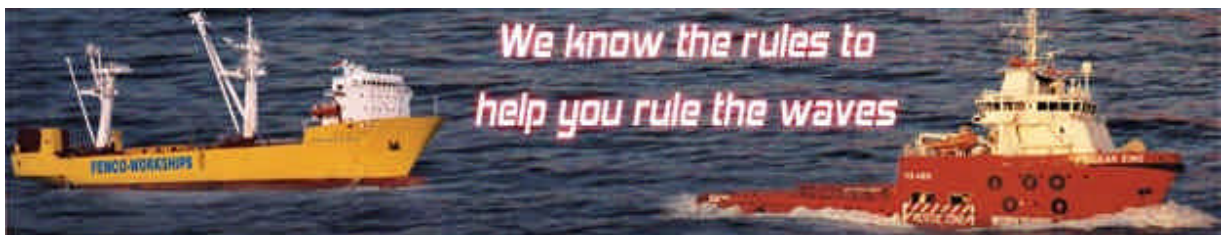
The tankers have a capacity of 1.3 million barrels and will be used to transport crude oil from Valdez, Alaska, to ports on the US West Coast. BP exercised an option for a fourth ship in September 2001.

General Dynamics spokesman Robert Doolittle said he did not have additional information available on talks to build more tankers. General Dynamics' marine-systems unit had a 2002 profit of US\$287 million on sales of US\$3.65 billion.

## ROUTE, PORTS & SERVICES

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## **Metrostar and Ceres win Niarchos tankers with \$306m bid**

THEODORE Angelopoulos' Metrostar group has continued to bolster its tonnage, this time joining forces with Peter Livanos' Ceres Hellenic to acquire five double-hull tankers belonging to the legendary Niarchos group for a reported \$306m, Athens shipping sources said yesterday.

Last month, international shipping circles were stunned by news that one of the last great shipping dynasties, founded by the late Stavros Niarchos, planned to withdraw from shipping.

Seven vessels, including two newbuildings, managed by International Maritime Agencies of Piraeus, were put up for sale following a decision by the board of the Liechtenstein-based Stavros S Niarchos Foundation to leave shipping because the business had become too risky after last year's Prestige oil spill and the more recent Tasman Spirit disaster.

Niarchos interests had invited firm offers for their fleet — which included three double-hull very large crude carriers, two almost new double-hull aframax tankers and a couple of panamax bulk carrier newbuildings scheduled for delivery next year — by November 26.

London broker EA Gibson, which handled the disposal, had said that the ships were available either singly or en bloc .

It appears that Mr Angelopoulos' Metrostar Management, in its joint bid with Livanos' Ceres, managed to pip a host of other parties interested in purchasing the Niarchos ships en bloc, with lower bidders said to have included Angelicoussis' Anangel Maritime, Vafias' Stealth Maritime and Chandris Hellas.

The two aframax vessels, the 110,000 dwt **World Kronos** and the 105,000 dwt **World Kindred** , both built 2003, were two of the five Niarchos ships bought by Peter Livanos' Ceres Hellenic for about \$90m, sources close to Ceres told Lloyd's List yesterday.

The other three vessels — the 291,000 dwt **Ocean Guardian** (built 1993), the 298,000 dwt **World Creation** (built 1998) and the 306,000 dwt **World Crest** (built 2002) — will go to Mr Angelopoulos' Metrostar, according to reports.

Metrostar last month bought the **Samco Scandinavia** , a VLCC under construction at the Samho shipyard in Korea, from the Saudi Maritime Holding Company for \$83m.

In the past year, Metrostar has embarked on an ambitious newbuild programme following the sale of its entire crude oil tanker fleet to General Maritime for \$520m, while two vessels under construction were sold to Ceres Hellenic for \$103m.

Metrostar acquired contracts this summer for a trio of large panamax bulk carriers being built at the Tsuneishi shipyard in Japan in an investment thought to be worth \$70m.

This followed a surprise move in March to take over a newbuilding order for one double-hull capesize vessel just weeks after the sale of Metrostar's entire crude oil tanker fleet of 19 vessels to General Maritime.

## **K-Line sets aside \$3.7bn for 180-vessel fleet expansion bonanza**

KAWASAKI Kisen Kaisha, Japan's third-biggest shipping line, could spend Y400bn (\$3.69bn) buying 180 vessels in the next five years to tap rising trade in Asia, company President Yasuhide Sakinaga said.

The company plans to expand its fleet to 500 ships by March 2009 from the current 350, Mr Sakinaga said in an interview.

The order includes container ships, bulkers, tankers and car carriers. The company declined to give details about which yards be contracted to build the 180 ships.

Asian shipping companies are expanding their fleets as China's economic expansion drives demand for goods such as furniture, electronic products and raw materials for steel production.

Just three days ago MOL announced a 30-ship \$900m newbuilding spree.

Kawasaki Kisen's first-half profit tripled as cargo demand and freight rates rose and the company cut costs. "Earnings may expand further on their ship investment, because the increase in cargo volume and the gains in the marine transportation market will continue," said Makoto Sakumafund manager at Asahi Life.

Tokyo-based K-Line, which forecast sales of Y700bn this fiscal year, aims to boost revenue by 5% in the year starting April 1, 2004.

"Our cost reduction efforts made it easier for us to reinvest in ships," Sakinaga said. ``We got over the crisis as we recovered earnings" after freight rates increased.

## **NAVY NEWS**



Three U.S. battleships are hit from the air during the Japanese attack on Pearl Harbor on Dec. 7, 1941. Japan's bombing of U.S. military bases at Pearl Harbor brings the U.S. into World War II. From left are: **USS West Virginia**, severely damaged; **USS Tennessee**, damaged; and **USS Arizona**, sunk. Sixty-two years after that haunting Dec. 7 at Pearl Harbor, thoughts of the Japanese attack that killed 2,390 people are not far off for a nation that has seen more dismal days, fought in more wars, lost thousands more sons and daughters.

## MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



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The trailer suction dredger **SEINE** operating at the Westerscheldt river – photo : Henk de Winde ©

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The Polish tug **POSEJDON** departed from Rotterdam with a small barge

Photo : Nico Ouwehand ©



The Finnish tanker **TERVI** outward bound at Maas Pilot station – photo : Piet Sinke ©



The **HUA AN** arrived in Rotterdam to collect the **TOGMOR** for Port Fourchon.

Photo : Aad Sinke ©

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The **RAMBIZ** returned in Rotterdam under tow of the **BEVER** assisted on the river by the **Texelbank**  
Photo : Aad Sinke ©



Cobelfret **CYMBERLINE** outward bound at the Westerscheldt river – photo : Willem Kruit ©



The **JULIE DELMAS** seen here at Flushing pilot station outward bound – photo : **Jamie Reurink** ©

## **AIRCRAFT / AIRPORT NEWS**



PH-BUN / GL-JK (cn 21660) The Fire department Shower with the arrival of the last KLM flight with the **CLASSIC Boeing 747-200 ANTHONY H.G.FOKKER** on December 3<sup>rd</sup>.

**Photo : Marcel Venema** ©

31 january 1971, The first Boeing 747-200 flight. After 20 aircraft, 319902 cycles, 1747314 flight hours and 38671 times around the world, KLM is saying goodbye to the Classic Lady on 3 december 2003.



With the doors open she was towed to the platform where over a month ago her replacement was welcomed. The profession of Flight Engineer dies at KLM with the retirement of this last 747-200 SUD

**Photo : Wietse de Graaf ©**



Emirati security officers stand next to a British Harrier jet fighter during the opening of the Dubai Air Show. Around 550 exhibitors from 36 countries are taking part in the show

## **RIJNMOND WEATHER**

**OBSERVATION LOCATION : HOEK VAN HOLLAND – Sunday 07-12 21:00 hrs**

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PRESENT WIND DIRECTION / FORCE	:	NE 5 - 10	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	NE 9.1	KNOTS
PRESENT BAROMETER READING	:	1029.3	hPa
MIN TEMP LAST 24 HRS	:	-0.5	°C
MAX TEMP LAST 24 HRS	:	2.5	°C
OUTDOOR HUMIDITY	:	55	%
DEWPOINT	:	-8.2	°C
WINDCHILL	:	-3.4	°C

## .... STORY OF THE DAY ....



The **HAK** is the former **SCALDIS** - photo : [www.tugspotters.com](http://www.tugspotters.com)

The HAK was original build as the tug **HERMES** in 1954 , she sailed under this name until 1975 when she was renamed **SCALDIS** , in Februari 1983 she was renamed in **HAK** and the new owner became a company from Nigeria and was brought under the Panamanian flag.

49 x 9.2 x 4.1 meter

The latest status report shows : **Existence in doubt**

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Prior his departure from Holland back to Spain **Sinterklaas** visited the SMIT office in Rotterdam with 2 Zwarte Pieten.

Photo : Claudia van Andel ©