

## DAILY SHIPPING NEWSLETTER 2003 – 242



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The two sisters **WOLRAAD WOLTEMADE** and the **SMIT AMANDLA** moored in Cape Town Sunday morning, the **WOLRAAD WOLTEMADE** was due to depart Sunday evening 17:00 hrs to take over the tow from the **SMITWIJS LONDON** off Durban

Photo : Aad Noorland ©

## EVENTS, INCIDENTS & OPERATIONS

### Spanish warship escorts tanker

SPANISH authorities, fearing an oil spill similar to that from the Prestige last year, today dispatched a warship to escort a potentially dangerous Russian tanker and ensure it did not enter Spanish waters.

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The 24-year-old **Hero of Sevastopol**, a single-hull vessel carrying 50,000 tonnes of heavy fuel for Singapore, was being escorted by the Spanish patrol boat in the high seas, Spanish government officials said.

The tanker left the Latvian free port at Ventspils on December 6 under charter by the US firm Westport Petroleum from its Russian owners Novorossiysk Shipping.

Like the Prestige, which went down last year in the Atlantic in Spain's worst oil spill, it was scheduled to skirt the coast of Spain before passing through the Straits of Gibraltar and the Suez Canal.

But the ship's captain today reassured authorities in both Spain and Portugal that the vessel would not enter the waters of those country's economic zones.

"We have also ... made it known that we had no intention of entering Portugal's Exclusive Economic Zone nor that of Spain," Ramil Afilov told Portugal's Lusa news agency.

Responding directly to the Prestige disaster, the European Union in October banned single-hull tankers carrying heavy fuel oil like the Hero of Sebastopol from EU ports.

However, the ban does not apply to vessels sailing outside European territorial waters.

The ban brought the EU in line with the United States, which restricted single-hull tankers carrying heavy-grade fuel from its waters three years after the 1989 Exxon Valdez disaster in Alaska, meaning that many of those tankers switched their base of operations to Europe.

EU experts were sent to inspect the vessel in Latvia after the EU Commission in Brussels expressed concern about the safety of the ship.

## HIGHLAND ENDURANCE COMMISSIONED



Top : The 16320 BHP **HIGHLAND ENDURANCE** with a Bollard pull of 180 tons



**left:**

A South Korean Navy ship tows a North Korean fishing boat, right, toward Sokcho port, 150 kilometers (93 miles) northeast of Seoul, Sunday, Dec. 14, 2003. South Korean authorities said Sunday they were questioning a North Korean man whose fishing boat drifted across the tense border dividing the two countries into South Korean waters.



Greenpeace boat MV **Arctic Sunrise** is seen traveling on the Xingu River in the Amazon rainforest during an anti-deforestation campaign in northern Brazilian state of Para, Nov. 12, 2003. A female British Greenpeace activist, Emily Cradock, 27, is missing in the Amazon delta since Friday, Dec. 12, when she was last seen onboard the MV **Arctic Sunrise**. As of Saturday, Greenpeace doesn't state any suspicion that her disappearance could be related to the anti-logging campaign, said Greenpeace spokesperson Tica Minami.

## Scrap rates go into orbit as tonnage supply dries up

DEMOLITION records have tumbled as breakers around the world are forced to pay up to \$300 per ldt to fill rapidly emptying beaches, write Brian Reyes and Martyn Wingrove.

Market sources claimed that Chinese breakers have paid the record \$300 per ldt for European Navigation's Aframax Devon as the demolition market waits impatiently for more tonnage to be scrapped.

The Greek shipowner has gained such a high rate for the 87,066 dwt, 15,000 ldt tanker because of the strong steel market in China and the lack of vessels coming to scrapyards. The Devon was built in Japan in 1976.

"The breakers are gambling that the lack of tonnage will continue, but it is really about local demand," said a London broker. "Breakers are empty and they are desperately looking to fill their beaches."

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Some brokers expect the tight demolition market to weaken over the rest of December as this price indicates the demand is there for available vessels and shipowners may be attracted to scrap vessels even though freight rates remain high.

But with the shortage of tonnage set to continue in the short term, others speculate that rates could go up even further. China, with its huge appetite for steel, will lead the way, but other markets are expected to join in. "Sooner or later, India and Bangladesh will have to follow," another broker predicted.

Demolition experts described the rate as unprecedented, "an all-time high". "I have never seen anything like this in my lifetime," declared one broker.

## CASUALTY REPORTING

### SIR WALTER (PHILIPPINES)

While downbound in the Welland Canal, bulk **Sir Walter** (11193 gt, built 1996), cargo mixed grain, struck the east bridge abutment upon entering Lock No.1 at 1750, Dec 10. Minor damage above waterline to vessel forward and concrete abutment of bridge.

### COLUMBUS CANADA (CYPRUS)

Following received from Bermuda RCC: At 0112, Nov 23 c.c. **Columbus Canada** (24080 gt, built 1979), New Jersey for Brazil, contacted Bermuda Harbour Radio reporting the need to divert to Bermuda to carry out urgent repairs to the ship's stern tube. The vessel arrived the following afternoon and proceeded to anchor in Murray's Anchorage while repairs were carried out. The ship later undertook sea trials before resuming its voyage Nov 26

## SHIPYARD NEWS



The **ESPERANZA** owned by Greenpeace, (formerly **Eco Fighter**), Dutch registry, built in 1984, 2008 gross tonnage, radio callsign PD6464, as seen Dec 13th 2003, on the drydock at Piraeus Greece.

Photo : George Grekos ©



## Shipbuilders' cover to soar after \$370m yard losses



SHIPYARDS are being set rigorous new conditions by underwriters after a series of catastrophes has piled massive losses — possibly as high as \$370m — on to the marine book.

Just ahead of the January renewals, insurers have begun driving hard for a new “shipyard risk assessment” form to be included in all policies. Shipbuilders are now likely to struggle to achieve cover at affordable rates without giving clear assurances on safety and other precautions.

The initiative by the London joint hull committee, comprising representatives of Lloyd's and the companies market, came in response to disasters including the most costly to date, the November, 2002, fire in a Japanese yard on the cruise ship Diamond Princess, which is rumoured to

have cost up to \$250m.

As members of the committee intensified their work their market was struck by two other calamities — typhoon Maemi, which lashed South Korean yard and quayside installations in September causing an estimated \$65m to \$70m of damage, and the October fire on another cruise newbuilding, the Westerdam, at Fincantieri's Marghera yard, where market estimates are ranging from \$50m to \$70m despite initial hopes that the damage was minor.

Shock waves from the incidents, with a considerable amount reinsured into London, have forced some providers to withdraw from shipyard insurance and others are scaling back, which alone might have been expected to send premiums soaring.

Now, within days of the committee releasing its shipyard circular, it has won strong support from underwriters and brokers.

Detailed work was carried out by a sub-committee of the joint hull committee led by Kevin Golson of Lloyd's operation BRM, with considerable input from Mike Bennett of Limit syndicate and others.

William Beveridge, of XL Markets, who chaired preparations for the new strategy before assuming chairmanship of the joint hull committee, said that the Diamond Princess was only the most serious of the accidents that had raised serious doubts among underwriters about the levels of loss prevention and risk management at some shipyards.

There was a clear need to equip underwriters with a relevant wording.

Mr Beveridge said that as well as fending off severe problems the new provision ought to help cut down attritional — day-to-day — claims that were a further worry in the sector.

The new form calls for a suitably qualified surveyor to be chosen by underwriters in consultation with the yard to carry out a risk assessment.

Recommendations by the surveyor have to be carried out within his time scales.

The assessment includes how far the yard is attuned to risks including windstorms and earthquakes, general site condition and housekeeping, management of subcontractors and emergency response plans.

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SMIT 'S **HUBERTA** moored in Port Gentil (Gabon) – photo : Oddgeir Refvik ©

## Geen toezegging over vaargeul

door Ben Jansen

In het overleg vorige week tussen premier Balkenende en zijn Vlaamse collega Somers is geen toezegging gedaan over een nieuwe verdieping van de Westerschelde. De beide

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**regeringsleiders hebben slechts onderstreept dat ze tevreden zijn over de Nederlands-Vlaamse voorbereidingen voor een politieke beslissing voor eind volgend jaar over een ontwikkelingsplan voor het Schelde-estuarium.**

H. van Zwam, directeur van de projectorganisaties Proses die dit ontwikkelingsplan voorbereid, verzekerde dit gisteravond tijdens een informatie-avond voor leden van Provinciale Staten en gemeenteraden. „Ik ben er zelf niet bij geweest, maar ik heb voldoende mensen gesproken die de ontmoeting tussen Balkenende en Somers wel hebben meegemaakt. Er is niet gezegd: dit en dit besluit komt er wel.``

Vorige week ontstond in Antwerpse havenkringen een uitgelaten stemming over de vermeende verzekering van Balkenende dat het wel goed komt met een volgende verdieping van de Westerschelde. Somers stelde dat Nederland `absoluut wil meewerken aan een snelle realisering van de verdere verdieping`. Dat leidde tot knorrige brieven van de Statenfracties van GroenLinks en de Partij voor Zeeland. De eerste liet Balkenende weten dat vele gemeente- en provinciebestuurders zich buitenspel gezet voelen `mocht de heer Somers de conclusies van het overleg met u juist hebben weergegeven`. Fractievoorzitter M. Wiersma schreef in de brief aan de minister-president: „De toekomst van het enige estuarium in de Delta lijkt ondergeschikt gemaakt aan andere belangen. De GroenLinks-fractie kan zich dat nauwelijks voorstellen. U kunt ongewettigd één en ander rechtzetten, waardoor Zeeuwen (en Vlamingen) weten dat de voorwaarden voor een evenwichtig beleid voor het Schelde-estuarium onaangetast blijven.`` De PvZ benaderde de vaste Kamercommissie voor verkeer en waterstaat met het verzoek Balkenende aan de tand te voelen. Volgens deze partij hebben de uitspraken van Balkenende in België wellicht ten onrechte hoge verwachtingen gewekt. Ze verstoren volgens de PvZ in elk geval het democratische voorbereidingsproces voor een ontwikkelingsplan en leiden ertoe dat de geloofwaardigheid van de overheid opnieuw een serieuze deuk oploopt.

Van Zwam zei gisteravond dat hij heeft begrepen dat is toegezegd dat, als de beide regeringen instemmen met het ontwikkelingsplan, Nederland zal meewerken aan een vlotte procedure die kan leiden tot besluiten die uit het plan voortvloeien. Daarbij is aangetekend dat procedure en besluiten de toets der kritiek van de Raad van State moeten kunnen doorstaan.

## OVERSEAS REQUIREMENTS / FIXTURES

In the Mediterranean, the large anchor handler **‘Maersk Puncher’** (ME606) was chartered to support a one well (circa 30 days) programme with the ‘Atwood Hunter’ for MP Zarat in Tunisian waters. The contract commenced around mid November. In addition, BG (Tunisia) have chartered the large anchor handlers **‘Normand Drott’** (UT712) & **‘Normand Jarl’** (UT712) for a one well (circa 60 days) programme with the ‘Actinia’ commencing early December. Both vessels were recently released by Saipem on completion of medium term contracts supporting the ‘Greenstream’ pipelay project in the Mediterranean.

Saipem have chartered an additional anchor handler to support the ‘Greenstream’ pipelay project. The **‘Aldoma’** (UT708), which has been in the Mediterranean since March, has been fixed for 1-2 months from the beginning of December. Saipem currently have around ten large PSV’s/anchor handlers supporting the pipelay barge ‘Castoro Sei’ although the project could potentially complete by end January. BG (Egypt) are reportedly close to chartering two/three large North Sea based anchorhandlers to support their circa two year drilling programmes with the ‘Atwood Hunter’ & ‘Scarabeo 6’ from around the end of the year. The large anchor handlers **‘Boa King’** (17500 BHP) & **‘Boa Hercules’** (18500) have been chartered by Saipem to tow the ‘Scarabeo 6’ from Brest to Egypt which presumably puts them in advantageous position for the BG work.

The large anchor handler **‘Boa Giant’** (VS480) was chartered by salvage specialists Titan Marine to assist a distressed offshore Mauritania. The vessel left the region early in November and on completion demobilised to the Mediterranean to await the outcome of various tenders in the region.

Another requirement that could potentially attract North Sea tonnage is Total’s outstanding tender for two medium sized PSV’s to support their Libyan operations for two years plus options from January.

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In Canada, Canadian Superior Energy chartered the large anchor handlers **'Atlantic Hawk'** (UT722) & **'Bourbon Castle'** to support their one well (circa 90 days) programme with the 'Rowan Gorilla V' from around mid November. In Mexican waters, Pemex are reportedly tendering for a large anchor handler for four years from early January. The requirement is thought to be against the **'Bourbon Charisma'** (KMAR404) which mobilised to the region in February for a ten month contract. Groupe Bourbon also have the DPII large PSV **'Bourbon Reel'** on long term contract to Pemex although the vessel could potentially be released in January on completion of a circa 18 month contract.

The large anchor handlers **'Olympic Poseidon'** (UT722) & **'Far Grip'** (UT722) are currently towing the Semi-Subs 'Borgny Dolphin' & 'Bulford Dolphin' respectively from Belfast to Mexico. Both vessels are likely to be back in the North Sea by mid/end January.

The large anchor handler **'McNee Tide'** (KMAR404) is likely to arrive in Sardinia in the first half of January after completing the towage of the S-44 from Mexico. The vessel left the North Sea in September to tow the barge from Spain to Mexico although it is unclear if the unit will return to North West Europe. In Cuba, Repsol are tendering for a medium sized PSV to support a deepwater well (circa 60 days) with the 'Eirik Raude' from March. With the American shipowners unable to bid the possibility exists that a vessel maybe mobilised from Europe. The newbuilding medium sized PSV **'Seabulk Asia'** (UT755L), which recently left the North Sea, has been chartered by ExxonMobil (Angola) for around three months to support their 'Kizomba Field'. Generally the West African market is relatively quiet with various shipowners circulating availability including Groupe Bourbon who reportedly have the anchor handlers **'Bourbon Borgstein'** (UT722L) / **'Bourbon Champion'** (10000 BHP) & **'Bourbon Captain'** (10000 BHP) charter free in the region after they recently completed medium term contracts with CNR (Angola) / SBM (Angola) & Total (Congo) respectively.

The large anchor handler **'Far Saltire'** (UT728L) has completed the towage of Shell's 'BONGA FPSO' from Wallsend to Nigeria but will remain in the region for the time being after securing some short term work. After drydocking, the large anchor handler **'Maersk Dispatcher'** (KMAR404) was recently handed over to the owners Tidewater Marine in West Africa on completion of a five year bareboat contract. The vessel has been renamed the 'Ray J Hope' and will remain in the region. The similarly specified **'Maersk Detector'**, which is also based in West Africa, is scheduled to be handed over to Tidewater Marine in February.

The large anchor handler **'Amadon Tide'** (K404) has been fixed for around four months by ExxonMobil (Angola). The vessel is reportedly acting as a forerunner to Surf's newbuild UT721 anchor handler which is due for delivery in January. The large anchor handler **'Olympic Hercules'** (A101) will leave the region in the first half of December for the towage of Prosafe's 'Regalia' from Norway to Nigeria. The 'Regalia' has picked up a circa six month contract with Shell (Nigeria) although the **'Olympic Hercules'** is likely to return to the North Sea around end January on completion of the towage.

In Brazil, Petrobras have reportedly fixed the newbuilding medium sized PSV **'Milan Tide'** (UT755L) on a long term basis after the vessel delivers from the local Promar shipyard later this month. With so many PSV's/anchor handlers under construction locally it is difficult to see significant opportunities over the next few years for European based tonnage. Wintershall / Devon Energy / BP / EnCana are circulating enquiries to support medium term drilling programmes in 2004 although, again, these requirements are unlikely to have a positive effect on the North Sea market.

Further South, Total / J Ray McDermott confirmed the charters of three DPII large PSV's – namely the **'Olympic Orion'** (MT6016) / **'Normand Vester'** (UT745) & **'Skandi Hav'** – to support a pipelay project offshore Argentina. The vessels mobilised from the North Sea in November and will not return before March 2004. As expected four North Sea based medium sized PSV's have been confirmed for minimum three year charters to support ONGC's drilling programmes offshore India. The **'Highland Drummer'** (UT755) & **'Waveney Castle'** (UT755L) left the region towards the end of October and commenced the support of the drillship 'Belford Dolphin' at the beginning of December. The **'SBS Nimbus'** (VS470mkII) & **'SBS Stratus'** (VS470mkII) are scheduled to depart towards the latter part of December and will support the drillship 'Discoverer Seven Seas', which is enroute to India from Brazil, from early February.



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United Arab Emirates based Seaport International Shipping have purchased the small supply vessel 'Far Sun' that has been on contract to BP Norge for the last ten years. The vessel has been renamed the 'SIS Champ' and mobilised from the North Sea at the beginning of December. The sale price was reportedly around \$4 million and the new owners have purchased the vessel for a long term contract with Statoil (Iran). [Info : Seascope Offshore](#)

## PETREL 1 COMMISSIONED INTO SPANISH CUSTOM SERVICE



TOP : A Dauphin 365 helicopter lands on the new **PETREL 1** — [photo : via Jan Braas](#)

The **PETREL 1** is having a length of 72.5 mtr and measures a displacement of 4000 ton, she is powered by 2 MWM diesels for a speed of 15 knots , the crew consist out of 22 persons, the vessel is equipped with 3 RIB's , 2 x DUARRY CORMORAN's 730 good for 35 knots speed and 1 DUARRY BRIO 620 good for 60 knots , outside this 3 RIB's the vessel is equipped with 2 Aluminium boats with a speed of 40 knots for boarding operations.

## NAVY NEWS



The **HMAS MANOORA (L52)** moored outside of the **HMAS KANIMBLA (L51)** in Sydney  
[Photo : Adam Louwen ©](#)

## MOVEMENTS

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The **MSC SANDRA**, Panamanian flag, built in 2001 in Korea, 43575 GT, as seen departing Dec 14th from Piraeus bound for Alexandria - Egypt.

**Photo : George Grekos ©**

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The **PATRICIA ESSBERGER** was seen at the Westerscheldt River – photo : Henk de Winde ©



Seen in Auckland (New Zealand) 2 weeks ago, the **LOYAL** homeported Rarotonga (Cook Islands), this Voith Schneider tug is built in 1968 at Whangarei Engineering and Construction and measures 29.9 x 8.6 x 3.17 mtr, and is powered by 2 Ruston diesels.

The vessel was named original **HAUROKO**, in 2000 she was renamed **HAUROKO II** and operated in Bluff harbour in July/August 2003 she got the name **LOYAL**

She sailed from Auckland for New Caledonia. on 14th September 2003 with a barge in tow

Photo : Adam Louwen ©

## AIRCRAFT / AIRPORT NEWS

### SAS to offer direct service to Shanghai

SCANDINAVIAN Airlines will launch a new intercontinental route between Copenhagen and Pudong Airport in Shanghai next year.

The three times weekly service, which is to be offered from March 28, 2004, will use an Airbus A340.

Departures from Copenhagen are scheduled for Tuesdays, Thursdays and Sundays at 15:15hrs and arrive in Shanghai at 07:35hrs the following day.

The return flight to Copenhagen will depart at 10:30hrs and land at 15:40hrs.

The company said it added the route because it feels that there is an increasing need for air transport between China and Europe.

"Our daily flights to Beijing from Copenhagen are, in principle, always fully booked and we foresee a continued demand for travel between China and Europe. As the largest industrial and commercial market, Shanghai has enormous growth potential," said Soren Belin, executive vice president and COO, Scandinavian Airlines.

With the addition of this route, Scandinavian Airlines will have nine intercontinental destinations.

## RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Sunday 14-12 19:30 hrs

PRESENT WIND DIRECTION / FORCE	:	WNW 8- 13 KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	WNW 22 KNOTS
PRESENT BAROMETER READING	:	1011.8 hPa
MIN TEMP LAST 24 HRS	:	8.3 °C
MAX TEMP LAST 24 HRS	:	11.2 °C
OUTDOOR HUMIDITY	:	77 %
DEWPOINT	:	4.6 °C
WINDCHILL	:	1.4 °C

Vooruitzichten van zaterdag t/m dinsdag:

**EERST VEEL WIND!**

Morgen veel regen en op zondag enkele buien. Het gehele weekend staat er veel wind.

Maandag en dinsdag af en toe zon en een afnemende kans op een bui.

Middagtemperatuur dalend naar 6 graden.

© Ed Aldus 2003	ZA-13	ZO-14	MA-15	DI-16
Maximumtemperatuur:	12	9	7	6
Minimumtemperatuur:	6	7	6	4
Zonnekans in %:	10	20	30	30
Neerslagkans in %:	90	70	40	20
Windrichting kracht:	ZW-5-7	NW-5-8	NW-4-6	Z-3-4



## .... PHOTO OF THE DAY ....



Heerema's **RETRIEVER** seen here at the West African coast – photo : Oddgeir Refvik ©

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