

DAILY SHIPPING NEWSLETTER 2004 – 051



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The SMIT ORCA near the NAM K-14 platform

Photo : via Maarten Meeuwisse

EVENTS, INCIDENTS & OPERATIONS

Norway attracts hotel interests

UNNAMED French investors are said to have approached Norwegian Cruise Lines (NCL) with an offer to purchase the vintage cruise liner **Norway** currently laid up in Bremerhaven. The idea would be to use the ship as a floating hotel in France. Sources in Paris say the hotel group Accor, the owner of numerous brands such as Novotel, Sofitel and Mercure, could be behind the project, but no further details have emerged. The 76,000gt cruise ship was built by Chantiers de l'Atlantique as the France for Compagnie Générale Transatlantique in 1961. Initially used as a trans-Atlantic liner between Europe and the US, the France was withdrawn from service in 1974 and sold to Norway's Kloster group in 1979, becoming the Norway. The vessel underwent extensive modification for the cruise sector and its passenger capacity was boosted from 2,000 to 2,480. In May last year, the ship suffered a major boiler explosion at Miami, which killed eight crew members. NCL has said the cost of repair works on the engine are not justified and so put the vessel up for sale a few weeks ago at a price reported to be around €25M (\$29.8M). NCL has not said how much interest the Norway has generated and other reports suggest is in discussions with Dutch interests to transform the vessel into a floating hotel in the port of Amsterdam.



Employees at the South Korean National Red Cross wave as a South Korean cargo vessel leaves for North Korea from Incheon, April 28, 2004. The ship loaded with instant noodles sailed North on Wednesday to help victims of last week's train blast, as Seoul moved to meet Pyongyang's request for building materials and school supplies. At least 161 people died and 1,300 were injured in Thursday's blast, which the official KCNA news agency said had the force of 100 one-ton bombs and caused 'horrible' damage in a 2.5-mile radius in Ryongchon on the Chinese border.

Honduran cocaine ships intercepted

TWO Honduran ships carrying cocaine from Panama have been intercepted in the past two days, according to maritime officials. A Honduran coastal freighter named as the **Miss Lorraine** and carrying household appliances and furniture from the Panamanian port of Colon to Roatan Island off Honduras was found to be carrying 2.1kg of cocaine when it was boarded on Monday by Panamanian, US and Colombian authorities north of Colon in Panama's Exclusive Caribbean Economic Zone. That action was followed yesterday by the seizure in waters near Roatan of another Honduran-flag vessel, named as the **Tony Star**, which was found to have over one tonne of cocaine in its holds. Honduran security minister Oscar Alvarez said several people on board were arrested and the search continues for additional illegal drugs that might be hidden on the ship.

12 PIRATE ATTACKS IN A WEEK

A dozen pirate attacks world wide were reported to the International Maritime Bureau in the week ending Monday April 26, including six in Indonesian waters and one more in the Malacca Strait about halfway between the Indonesian and Malaysian coasts. Three of the attacks in Indonesian waters involved the violent takeover of relatively large vessels while underway.

Other attacks occurred in Ivory Coast, Jamaican, Malaysian, Nigerian and Thai waters.

In one of the Indonesian incidents, on Sunday April 25, east of Bintan Island, eight pirates armed with guns and knives boarded a chemical tanker underway. They assaulted the duty officer, tied him up and used him as hostage to force the master and crew to hand over cash and personal belongings before escaping. The day before a similar attack had taken place a bit further to the east. Five pirates armed with guns and long knives boarded a general cargo ship underway. They threatened the crew and stole cash before escaping.

The previous Thursday, in the Gelasa strait, Indonesia, pirates armed with guns, pistols and daggers boarded a container ship underway. They held master, chief officer and six crewmembers at gun point and escaped with cash and crew's personal belongings. No injuries were reported.

SS Rotterdam naar Katendrecht

De SS **Rotterdam**, het voormalige vlaggenschip van de Holland Amerika Lijn, komt in de Rotterdamse Maashaven te liggen. Dat heeft het college van burgemeester en wethouders woensdag besloten. Het cruiseschip meert op zijn vroegst in het najaar van 2005 af bij het westelijke puntje van het schiereiland Katendrecht. Daarmee krijgt de stad er een toeristische trekpleister bij.

De ligplaats van SS Rotterdam is tijdelijk. Binnen tien tot vijftien jaar krijgt het schip waarschijnlijk een definitieve plaats in het Stadshavengebied. Deze oudere havenbekkens (Waalhaven, Merwehaven) veranderen naar werk-, woon- en recreatiegebied.

De ligplaats bij het bewoonde Katendrecht is nog niet helemaal zeker. Het vergt nog een artikel 19-procedure volgens de Wet op de Ruimtelijke Ordening, die minstens tot medio 2005 duurt.

De 228 meter lange SS Rotterdam wordt op dit moment opgeknapt op de Bahama's. Het stoomschip werd in 1958 door de RDM gebouwd. De SS Rotterdam maakte tot 1971 regelmatig de overtocht naar New York en voerde daarna cruises uit voor de Holland Amerika Lijn.

De gemeente wil het grootste passagierschip dat ooit in Nederland is gebouwd al vanaf 1997 terughalen naar Rotterdam. Aanvankelijk was er te weinig geld voor de aankoop, en de verwijdering van asbest was ook te duur. Vorig jaar daalde prijs en besloot het college toe te happen. De RDM werd 5 miljoen euro geleend om de SS Rotterdam te kopen. Hoe het cruiseschip wordt uitgebaat, is nog onbekend. Bij de exploitatie wordt gedacht aan een combinatie van restaurants, congressalen, theater, museum of hotel. Havenwethouder Van Sluis denkt dat de SS Rotterdam veel extra arbeidsplaatsen kan opleveren.

Wrak Assi Eurolink sneller verdiept dan verwacht

Rijkswaterstaat heeft het afgelopen weekeinde de werkzaamheden om het wrak van de **Assi Eurolink** gedeeltelijk in de zeebodem te laten zakken, afgerond. In amper twee weken tijd was de klus geklaard, sneller dan verwacht. Een schip van Rijkswaterstaat heeft gisteren een laatste controle uitgevoerd. Daaruit bleek dat de waterdiepte boven het wrak nu 31 meter bedraagt, dat is twee meter dieper dan de vereiste diepte van 29 meter.

DAILY SHIPPING NEWSLETTER 2004 – 051

Om deze plaatselijk vereiste nautische gegarandeerde diepte te herstellen, is aan beide zijden van het wrak zand weggebaggerd. Hierdoor kon het wrak verder in de bodem zakken. Het werk is uitgevoerd door de bedrijven Boskalis en Noordhoek. Voor de nieuwe sleephopperzuiger Prins der Nederlanden van Boskalis was het de eerste klus, die naar verwachting drie tot vier weken zou duren. Dat het sneller dan verwacht ging, kwam doordat het schip uitstekend functioneerde.

Goed weer en betere grondmechanische eigenschappen dan verwacht - waardoor het zand makkelijk onder het schip vandaan stroomde - waren twee andere factoren die de werkzaamheden bespoedigden. De kosten van de operatie vallen hierdoor ongeveer vijftig procent lager uit dan geraamd.

De controle van de nautische diepte gebeurt door het zogenaamde 'railen'. Een meetschip vaart over het wrak met onder zich een rail die horizontaal op de vereiste diepte hangt. Als de rail niets raakt, is de vereiste diepte een feit. De komende drie jaar zal de diepte van het wrak jaarlijks gecontroleerd worden. De wrakboeien die de Assi Eurolink tot nu toe markeerden, worden zo snel mogelijk weggehaald.

CASUALTY REPORTING

Cape Africa - holed and water ingress

DATE: 26.4.2004
CASUALTY: Water Ingress
VESSEL: **CAPE AFRICA**
TYPE: Bulk carrier
GRT: 77,096
BUILT: 1991

VOYAGE: Brazil (Ponto De Madeira) to Far East ports
CARGO: Iron Ore

COMMENT: We have received reports that the **CAPE AFRICA** has suffered a casualty, namely a 14 metre hole in the hull. She was on a voyage to ports in the Far East having loaded Iron Ore in Brazil. The tug **Smit Amandla** is reportedly on the way to the site of the casualty, which is about 200 miles west of Cape Town. We understand another salvage tug is on standby.

We have identified the vessels' Classification society and are in contact with the P & I club.

Apart from the likelihood of wet cargo, the vessel is likely to need to call in for emergency repairs, which most probably would take place in Saldanha Bay or False Bay in South Africa.

Claims for General Average, Salvage and damage to cargo are likely to arise.

Ben Luc / Danager of sinking

DATE: 28.4.2004
CASUALTY: Danager of sinking
VESSEL: **Ben Luc**
TYPE: LPG carrier
GRT: 826
BUILT: 1977

VOYAGE: Thailand / Ba Ria Vung Tau
CARGO: 788 M/T Liquid Petroleum Gas

DAILY SHIPPING NEWSLETTER 2004 – 051

COMMENT: The vessel is reported to have almost sank off the coast of the southern province of Ba Ria-Vung Tau. Tugs have been dispatched to assist the distressed vessel and all crew have been rescued.

Ship in distress off Cape coast

A huge bulk carrier laden with a cargo of iron ore is battling through heavy seas 514km south-west of Cape Town with a huge hole in her hull - big enough for three double-decker buses to fit through.

It is believed the ship is in danger of sinking, and the salvage tug **Smit Amandla** arrived at the vessel early on Tuesday to take her in tow. The 150 000 ton **Cape Africa**, a Taiwanese-registered ship, called for help early on Monday when her crew discovered the hole in a hold in the forward section. Sources said the hole was big enough for three double-decker buses to fit through, with room to spare. It is unclear how the ship was damaged, but salvage experts believe the hole might have started as a crack that developed due to metal fatigue.

Bill Dernier, of the South African Maritime Safety Authority, said the **Smit Amandla**, formerly the **John Ross**, set sail from Cape Town on Monday. The **Cape Africa** was on her way from Brazil to the Far East. Salvage sources said they were worried about the safety of the ship. Bulk carriers are known to be dangerous when damaged structurally, especially in their forward sections. The **Smit Amandla's** officers waited for dawn to be able to assess the condition of the ship before connecting a tow. Fresh from the refloating of the **Sealand Express** off Sunset Beach, Milnerton, in 2003, a renaming and a renewed government salvage contract, the **Smit Amandla** has been on station for just such an eventuality.

Dernier said the ship would be towed to about 112km off the Western Cape coast, to allow a surveyor to inspect the vessel and see if she would be safe enough to come closer inshore. "The tug will tow the ship at a speed of about five knots, which means it should take about 60 hours to get her to the inspection position," Dernier said. "That brings us to some time on Thursday." Samsa rules for this kind of inspection have been tightened after the 140 000 ton **Treasure** broke and sank in Table Bay on June 23, 2000 after being towed to a point 10km off Melkbospunt.

Engine room fire aboard ro-ro

THREE crewmen were recovering today after an explosion and fire on board the Gorthon-owned ro-ro **Corner Brook** in Port Canaveral, Florida. Fire officials said the men were severely injured late yesterday when a pressure plate exploded in the engine room of the vessel, which was berthed with a cargo of paper products. Two of the crew were taken by helicopter to Holmes Regional Medical Center in Melbourne and the third was rushed by ambulance to Cape Canaveral Hospital in Cocoa Beach

SHIPYARD NEWS

Lloyd Werft 'in the clear' on Pride

THE Bremerhaven prosecutor examining the sinking of the **Pride of America** does not believe Lloyd Werft broke any regulations. He told Fairplay today that the cause of the ship's submerging on 13 January appears to be related to the force of the wind acting on the ship's side. The area presented to the wind was exacerbated by the scaffolding and sheeting set up to protect the ship. A relatively small inclination of just 1.7° was enough to reduce the freeboard by 0.7m, allowing water to enter access holes in the starboard side. The ship would have come to rest against the quayside had a pontoon not

DAILY SHIPPING NEWSLETTER 2004 – 051

been secured between the ship and the quay. The prosecutor said stability calculations had been checked every day, although estimates of inclination caused by the wind had not been taken. He thought insurers would probably give direction to shipbuilders in future to prevent similar accidents happening again. Lloyd Werft has emerged as the yard most likely to repair the damaged vessel, director Werner Lüken confirmed yesterday, as all 64 insurance companies involved had agreed to take responsibility. It is still expected to be several weeks before a final decision is made.

Aker Yards forecasts better 2005

AKER Yards, the Norwegian shipbuilding group set to be listed next month as part of the demerger of the Aker Kværner group, has reported a sharp fall in interim earnings, but the board is forecasting better times in 2005. The group made a 1Q04 net profit of NK89M (\$13.2M) compared with NK190M in the same period a year earlier. Its order reserve increased to NK18.28Bn from NK14.97Bn in the year, while net working capital position improved to a surplus of NK618M compared with a requirement of NK1.70Bn. The board forecasts that the group will make a turnover of NK11-12Bn this year and described it as "a weak year." However, the company should be able to present "positive figures" this year and the situation should improve in 2005.

Daewoo in take-over rumours

SOUTH Korea's Daewoo Shipbuilding says it has no knowledge of attempts by some Chinese shipbuilders to take over the yard through purchase of equity from Daewoo's creditors, who control 51% equity. A spokesman did confirm that some of the creditors had sold equity to individual foreign investors in the past. Reports in the local press had mentioned Hudong Zhonghua and Dalian New as the Chinese shipyards keen to plough into Daewoo equity. The rumour appears to have been fuelled by recent equity captures such as the 10% purchase of shipbuilder Samsung Heavy Industries by Singapore based Templeton and a 15% purchase of Korea Line equity by Golar LNG. However, Daewoo's main creditor, Korea Development Bank, which is linked to the government, is not expected to let that happen as it might mean leaking out technological secrets. "If Daewoo Shipbuilding is taken over by Chinese shipbuilders, there is concern that the picture of world shipbuilding industry will be sharply changed," a creditor was quoted as saying.

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HAL commences \$225M upgrading

CARNIVAL Corp subsidiary Holland America Line is to invest \$225M in a thorough upgrading of its five-star cruise fleet. Stein Kruse, president and chief operating officer said the 'Signature of Excellence' initiative aimed to strengthen the company's position in the luxury cruise category through enhancement of dining, accommodation, service, activity and destination. The new features have been built into the 82,000gt newbuilding **Westerdam**, which has been completed by Fincantieri's Marghera yard for delivery this month. The last ship of the 12-vessel fleet to be upgraded will be the **Noordam** in 2006. HAL marketing and sales VP David Giersdorf claimed it was "the most significant product investment in the industry." HAL has been encouraged to reposition its product after the take-over of P&O Princess, a line targeting the same cruise guests.



The Lightvessel **SPURN** moored in the port of Hull with photo author Jas Louwen in the front
Photo : Jas Louwen ©

Five U.S. Flag Supply and Tug Supply Boats Scheduled For U.S. Marshal Sale

The U.S. Marshal for the Western District of Louisiana has been ordered sell five U.S. flag supply and anchor handling supply boats, the 180' "**Seacor Osprey**", 191' "**Kodiak Island**", 230' "**Gulf Yankee**" (ex-Seacor Yankee), 198' "**Seacor Rebel**" and 248' "**Gulf Frontier**" (ex-Seacor Frontier); their engines, boilers and equipment, etc., at public auction to the highest bidder(s), free and clear of all liens, encumbrances, and pre-existing claims on the said vessels.

Sea marshals to become permanent

THE Philippines plans to permanently deploy 12-16 sea marshals on every domestic ferry in a bid to strengthen security at ports and in domestic waters. The Philippine Coast Guard (PCG) says that 'Plan Sea Marshal', first adopted after the March terrorist attack in Madrid, will become permanent with the deployment of additional police and military personnel. Being a maritime country and having a coastline twice that of the US, a PCG briefing paper says, "the country's premier ports and passenger vessels are vulnerable to terrorist attacks." Each shipboard sea marshal team will be composed of two members of the PCG, Armed Forces or national police and six to 10 ship personnel provided by the shipping company. The PCG says that after a month of operation, the vessel security plan has provided a total of 577 (PCG, Armed Forces and national police combined) sea marshals to 22 passenger ships that have secured a total of 442,496 passengers and crew members.

NAVY NEWS



The **ALMIRANTE IRIZAR** moored in Buenos Aires, Argentina, on 24th April, 2004

Photo : **Silvio Roberto Smera** ©

Coast Guard to Order More Ships, Aircraft to Fight Terrorism

The Coast Guard has to significantly increase its ship and aircraft purchases to meet the demands that have been placed on it since the terrorist attacks of Sept. 11, 2001, a prominent research group has concluded after a months-long study of the sea service.

Rand Corp.'s National Security Research Division determined that the Coast Guard would need twice as many ships, twice as many surveillance drones and 50 percent more short-range helicopters than it would acquire under its planned 20-year acquisition program known as the Integrated Deepwater System.

The report released today also recommends speeding up the program so the ships and aircraft are acquired in 10 years, doubling the pace that was envisioned when the Deepwater office was established in the 1990s. Deepwater "will not provide USCG with adequate assets and capabilities to fulfill demands for traditional missions and emerging responsibilities," the report said.

The Coast Guard has said it will spend about \$500 million a year for 20 years on Deepwater, an attempt to build a new offshore fleet of ships, aircraft and sensors that would be linked by modern communications and computer capabilities. "In order to 'fix' the Coast Guard, they really need to double that, another \$500 million a year," said John L. Birkler, a senior researcher at Rand and the lead author of the report.

DAILY SHIPPING NEWSLETTER 2004 – 051