

DAILY SHIPPING NEWSLETTER 2004 – 071



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The VARIUS arrived with the RAMBIZ in Rotterdam

Photo : Frits Janse ©

EVENTS, INCIDENTS & OPERATIONS

Daniel Adamson In Dry Dock



The **DANIEL ADAMSON** in the drydock – Photo : George Pennington ©

The **Daniel Adamson** entered Clarence dry dock Thursday 20th May 2004.

The operation went smoothly and she was followed in by the Svitzer tug, '**Yewgarth**' whom she is sharing the dry dock period with.

The DA, as she has become affection ally known as by society members appears to look in good shape as it is 20yrs since she had a dry docking. First inspection of the hull looks favourable however all rests upon the NDT survey due on Friday.

A lot of interest was shown by the dockyard workers in this old timer with a number of offers of help from the time served craftsmen.

A few stats on the **DANIEL ADAMSON** :

Built.1903 by Tranmere Bay Development Company.

L.O.A 110.00 Ft – 33.53 m, Breadth 24.5 Ft – 7.47 m, Draft 8.67 Ft – 2.64 m

Boiler: 'Scotch' type 3 furnace coal fired, 120 p.s.i by Kincaid of Scotland.

Steam Engines. 2 X twin cylinder compound, 250 IHP by J.Jones & Sons, Liverpool.

The Daniel Adamson Preservation Society now has its own website and can be visited on:

www.danieladamson.com

3 Pak fishermen shot dead by Navy

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Vessels opened fire at them near Jakhau on Monday. According to Navy officials, their men opened fire after the Pakistani boat, which had crossed into Indian waters, tried to hit one of its patrol boats. Though the crew of Pakistani boat said they had set off from Kataria village in Karachi on May 12 for fishing, the Navy officials didn't find any fish on board.

Jamnagar Superintendent of Police Manoj Shashidhar said three fishermen have been killed and six crew members, including an injured person, arrested. "A case under Passport Act 2(b) and 15(c) has been registered against them at Okha police station," said Shashidhar. He added, "The bodies have been sent to Jamnagar for post-mortem. The injured fisherman has been admitted to G G Hospital in Jamnagar, while the other five will be brought to Jamnagar for interrogation." Giving details about the incident, a Navy official said around 3 pm on Monday two fast acting craft (FAC) of Indian Navy sent international border line violation signal when they found Pakistan-registered boat 'Shenshah' in Indian waters. However, the Pakistani boat ignored the signals and increased its speed and also tried to hit one of the Navy vessels. The patrolling vessels first fired in the air but the Pakistani boat didn't stop forcing them to open fire at the crew. Those dead have been identified as Sale Mohammed Ali Jata(19), Jabar Bloch(35) and Mohammed Kasam(30). One of the crew members Ali Murad Haji Hanif(30) has been seriously injured. The five arrested are owner of the boat Hamza Mohammed, Ibrahim Suleman, Juman Hasan, Usman Hamza and Ahmed Suleman. During interrogation by commanding officer of T-80 Kartik Kutii, Hamza Mohammed said they had started from Karachi on May 12 and all the nine crew members were residents of Kataria village near Karachi Port.

Ship Collision Sinks 3,000 Hyundai Cars Off Singapore



A ship carrying 3,000 vehicles of Hyundai Motor and Kia Motors and 1,000 second-hand Japanese cars to Europe sank at midnight Saturday after colliding with an oil tanker offshore of southern Singapore, Hyundai said on Sunday.

The tanker **MT Kaminesan** contained 279,949 tons of crude oil drove a hole measuring 50 meters by 20 meters on the side of the car-carrying **MV Hyundai 105**, resulting in the sinking of the carrier, according to the Maritime and Ports Authority of Singapore.

Damage from the accident was estimated at about \$57 million, including \$40 million for the loaded vehicles and \$17 million for the vessel value, according to the Eukor Car Carriers, owner of the sunken ship.

But Hyundai Motor said it has not incurred damage from the accident since it is fully covered by insurance.



Top : File photo of the HYUNDAI No 105

“We are expediting efforts to ship replacements for the sunken vehicles. But it will take some time to replace them,” one Hyundai official said.

The cause of the collision is still under investigation. The oil tanker has been towed by Singapore's port authority for damage assessment.

According to Eukor, there was no oil leak from the tanker and no one was hurt or killed due to the accident.

Eukor's crewmen, including four Koreans and 16 Filipinos, were rescued before the vessel went underwater, Eukor said. The crewmen of the Panama-registered tanker, six Japanese and 20 Filipinos, were reportedly still on the vessel.

Prior to the collision, warnings were given to the two vessels by the traffic information service and the two also communicated with each other at the moment of the collision, according to the authority.

EUKOR Car Carriers

In 2002, Wilh. Wilhelmsen ASA together with Walleniusrederierna AB, Hyundai Motor Company and KIA Motors Corporation acquired the car carrier division of Hyundai Merchant Marine.

The new company named **EUKOR Car Carriers, Inc. (“EUKOR”)** was established in December the same year. The partners Wilh. Wilhelmsen ASA and Walleniusrederierna AB each own 40 percent of

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EUKOR, and the Hyundai Motor Group holds the remaining 20 per cent.

Totalling USD 1 250 million, this acquisition represents a substantial investment for the partners. In addition to self-financing, loans totalling USD 1 050 million have been agreed with a consortium of Korean and international banks.

EUKOR currently controls a fleet of approximately 80 ships and ranks as one of the world's largest car carriers. The acquisition is based not only on long-term contracts of affreightment with Hyundai Motor Company and Kia Motors Corporation to transport the cars exported from these companies to destinations world-wide, but also on good presence in the world wide market. EUKOR is also a big player in the used car segment and totally transport about 2,3 million cars annually. EUKOR also transport a great deal of agricultural and construction machinery.

A large part of its fleet is based on short-term time charters. This provides great flexibility for adapting to volume fluctuations in the freight market. Clear opportunities thereby exist for co-ordinating activities in EUKOR and Wallenius Wilhelmsen Lines in order to achieve more effective utilization of their respective tonnage. Sailings by these companies largely overlap in the main trades, but complement each other to a great extent in all the others

Historic tug Reiss to leave local berth for restoration

This week we start out with some bad news and some good news. The bad news is that a local marine landmark, the tug Reiss, will be leaving its berth next to the Keewatin in Douglas. The venerable vessel has been donated to the Northeastern Maritime Historical Foundation, and sometime this summer it will be heading to the Duluth/Superior area. The good news is that this historic coal-fired steam vessel will be restored to its original name and livery, and may even operate again under its own power.



The Reiss began its life as the Q. A. Gillmore, built at Cleveland, Ohio, and launched in 1913 for the Great Lakes Towing Company, the well-known company that operates the "G-tugs" through out the Lakes. In 1932, it was sold to the Reiss Steamship Company, the transportation arm of the C.

Reiss Coal Company of Wisconsin, and served on Green Bay. Since it was owned by a coal company, conversion to diesel power, the fate of many steam-tugs, didn't happen. By the late 1960s, however,

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the vessel became surplus and was put up for sale. R.J. Peterson bought it and brought it to Douglas to display along side the Keewatin, where it has been since.

Early this summer, efforts to move the tug will begin. The first step will be to dig it out of the mud that it has been moored in for the last 35 years. Later in the summer, the foundation will send a tug to tow it north, where the restoration process will take place



Rescuers search for survivors near a capsized ferry that carried 300 people in the river Meghna, near Chandpur, Bangladesh, May 23, 2004. Fifty people were rescued from the double-decker M.V. Lighting Sun after the latest in Bangladesh's tragic history of ferry disasters, the state news agency BSS said. Divers began work to try to find more survivors

CASUALTY REPORTING

LIL collision with QUOC TU GIAM

DATE: 21.5.2004
CASUALTY: Collision
VESSEL: LIL
TYPE: Bulk Carrier
GRT: 10,421
BUILT: 1985
VOYAGE: Tsukumi / Dalian
CARGO: 16,500 M/T Fertilizer

COMMENT: LIL collided with QUOC TU GIAM in the inland sea off Moji, Japan. LIL suffered substantial damage to her starboard side shell plating in the way of No 3 hold which has been flooded. Salvors have been contracted to carry out repairs to stem the water ingress. QUOC TU GIAM was damaged at the bow in the way of the forepeak tank.

SHIPYARD NEWS

Call to end shipyard uncertainty

Shipbuilding unions are seeking a meeting with Defence Secretary Geoff Hoon in an attempt to end uncertainty over the future of Scottish yards.

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Amicus fears that Vosper Thornycroft would switch contracts to Portsmouth if it bought BAE Systems, taking work away from the yards at Govan and Scotstoun.

There could also be implications for Babcock's Rosyth yard, the union said.

It wants Mr Hoon to seek assurances that at least one of the companies has a long-term commitment to Scotland.

Amicus said it would also use a meeting to discuss whether BAE Systems was actively seeking a sale of the Clyde yards or whether approaches from Vosper Thornycroft were unsolicited.

BAE recently said it was "reviewing its options" on the business and would consider selling it.

The company holds the contract to build six Type 45 Destroyers for the Royal Navy at Govan and Scotstoun.

It also has a joint contract with Babcock at Rosyth for the CVF super aircraft carrier.

"Loss of one or other of these would result in closure of both facilities at the Firth of Forth and Clyde," said an Amicus spokesperson.

The union's regional organiser, Bernie Hamilton, said there was a south coast bias within the naval establishment.

"The continued need for campaigns to save Rosyth and now to fend off corporate asset strippers for the hard-won Clyde yard contracts demonstrate this," he said.

"We are today calling for an urgent face-to-face meeting with Geoff Hoon to secure the contracts announced for these two pillars of Scottish industry and therefore stop the possibility of any kind of asset stripping of our shipbuilding heritage."

Dutch yards keep share of 'extremely poor market'

DESPITE an "extremely poor market" and the closure of the shipyard van der Giessen-de Noord, the Netherlands' share in the production of the newbuilding of seagoing vessels has been sustained at 2% of the world market, the Netherlands Shipbuilding Industry Association VNSI says in its annual report.

Turnover represented nearly €1bn (\$1.2bn), the level of the previous year.

The European Union's Temporary Rule for Order Support for the Newbuilding of Seagoing Vessels, which followed the South Korean dumping row, had contributed significantly towards this, the association said.

Since the end of October, 2002, subsidies may be given in Europe up to a maximum of 6% of the contract amount on container vessels, product tankers, chemical tankers and LNG tankers.

So far, the Dutch government had allotted €60m for the subsidy. But recently the government agreed to make a further €70m available.

This followed a demonstration in which more than 4,000 shipyard workers took part.

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As part of the newbuilding of seagoing vessels, navy shipbuilding realised a turnover of more than €150m.

The repair of seagoing vessels had seen “a disappointing year”, the VNSI said.

Due to the improvement in the freight market, shipowners postponed maintenance and the offshore market was poor.

Repairs picked up again in the last quarter and offshore had also expected more activity. Turnover amounted to €245m.

Small shipbuilding saw a slight decrease from €252m to €231m and repair activities in this sector could be described as “positive”.

Mega yacht shipyards still had a satisfying order portfolio of an estimated €275m.

But there was a slowdown in order intake and a fall in prices due to the general economic situation last year.

This was partly due to the fact that a number of shipyards in Europe had moved into this market because of the general slump in demand for freight and passenger vessels.

Marine equipment suppliers and services were also experiencing the same problems as the shipyards.

Here, turnover was still fractionally lower than in 2002 , when it was €3.9bn.

In the Netherlands at least, a further slight decrease was expected, the VNSI said.

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NYK, K Line post positive FY2003 results



K-Line's **FEEDERBALTIC** – Photo : Piet Sinke ©

JAPAN's NYK Line posted a FY2003 net income of JPY34.8 billion (US\$304.56 million), a 143.6 per cent increase over the same period last year when the firm generated a net income of JPY14.2 billion.

The company also recorded a consolidated revenue of JPY1.4 trillion, an 11.9 per cent increase over last year's revenue of JPY1.25 trillion.

The increase in revenue reflected higher volumes and freight rates in the company's shipping business as well as expansion in core logistics and terminal operations, the company said in a statement.

The company added JPY879.8 billion in revenue was earned from its shipping units, an increase of 11.4 per cent over last year, while its logistics subsidiary generated sales of JPY294.9 billion, up 12.9 per cent year-on-year.

NYK attributed the increase in revenue to its response to increasing demand for car carrier transport in China and elsewhere in Asia.

Meanwhile K Line, also based in Japan, reported a FY2003 net income of JPY33.2 billion (US\$293 million), up compared with its FY2002 net income of JPY10.3 billion.

Operating revenue came to JPY724.7 billion, an improvement over last year's revenue of JPY632.7 billion.

The company said JPY26.8 billion of its total revenue came from K Line's Asia operations, up over last year's Asia figure of JPY15.7 billion.

Naming and launching of DFDS's fourth new Ro-Ro vessel from Flensburg Shipyard

On 14 May 2004, the fourth Ro-Ro vessel in DFDS's current order of six new ships from Flensburg Shipyard was named the **TOR BEGONIA**.

The ship's 'godmother' was Ann-Christine Hvittfeldt, wife of Kjell-Åke Hvittfeldt, Vice President of the Volvo Logistics Corporation, Gothenburg.

The **TOR BEGONIA**, which according to the plan will be delivered at the beginning of September, will

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sail under the Swedish flag on the AngloBridge route between Gothenburg and Immingham, together with its sister ships, the **TOR MAGNOLIA** and **TOR PETUNIA**.

The third new ship, the **TOR PRIMULA**, joined the Gothenburg-Immingham route on 6 May, but will be transferred to the Gothenburg-Ghent route, called EuroBridge, at the beginning of September when the **TOR BEGONIA** enters service on the Gothenburg-Immingham route.

DFDS's total investment in this order of six Ro-Ro ships from Flensburg Shipyard amounts to more than DKK 2 billion. This is one of the largest total Ro-Ro orders in Northern Europe, and the ships will be the largest Ro-Ro ships in the North Sea. DFDS is currently negotiating an option for ship no. 7.

IMPRESSIVE INCREASE IN LOAD FACTORS FOR SUPERFAST FERRIES IN THE SCOTLAND-BELGIUM ROUTE IN THE NORTH SEA



Top : the **SUPERFAST IX** leaving Zeebrugge bound for Rosyth – Photo : Piet Sinke ©

On the direct Scotland-Belgium route, **Superfast IX** and **Superfast X** carried 18,027 passengers, 7,777 freight units and 3,670 private vehicles compared to 21,368 passengers, 5,689 freight units and 3,950 private vehicles in the first quarter of 2003. To meet the high demand in passenger traffic, during their annual maintenance period, **Superfast IX** and **Superfast X** were fitted with additional cabins and new conference areas in the course of the first quarter of 2004. This has prolonged the maintenance period of the ships which operated 84 sailings during the first quarter of 2004 as opposed to 126 the year before.

OOCL alters China/Middle East Service name

OOCL has renamed its China/Middle East Service the Asia Middle East Service (AMS).

The Hong Kong-based carrier said the AMS will continue to provide a full range of logistics and transportation services between the Far East and the Middle East, Pakistan and India.

In addition, AMS will extend its services to Korea and will have more space to meet transshipment demands.

Six ships of 1,500 TEU will be deployed on the service.

The AMS' new port rotation is: Pusan, Qingdao, Shanghai, Ningbo, Hong Kong, Shekou, Singapore, Port Kelang, Jebel Ali, Karachi, Mundra, Nhava Sheva, Singapore, Shanghai, and back to Pusan

CMA CGM renames Transpacific Express service

CMA CGM has renamed its Transpacific Express service that links Asia with the US west coast the Pearl River Express.

The service currently employs five 4,000-TEU vessels, which are to be replaced by five 8,200-TEU vessels in August.

Also during that month, MSC will partner the French carrier on the service.

The port rotation for this service is: Xiamen, Yantian, Hong Kong, Pusan, Los Angeles and Oakland.

CMA CGM said the reorganised Pearl River Express service will allow the carriers to offer competitive transit times such as 13 days from Ningbo to Los Angeles.

New Channel ferry service starts

The first direct ferry link between Dover and Boulogne in more than a decade has come into service. Danish firm SpeedFerries received the go-ahead to run the catamaran service from last February but the start was dogged by delays. The firm - which says the service is already heavily booked - will run the 50-minute journey five times a day.

Management claim they will be offering cheap fares having learned lessons from budget airlines. The first service left Dover at 0745 BST on Wednesday. SpeedFerries originally planned to start its service last summer but the launch was delayed twice.

It will run a fleet of 86-metre catamarans with room for 200 cars and will only be carrying people in cars, not taking any foot passengers.

Passengers who make online bookings far enough in advance will be offered return fares as low as £50, whereas some cross-Channel ferry companies charge more than £100 for similar journeys.

But SpeedFerries tickets booked at short notice will be more expensive, with highest prices above £200. Transport industry analyst Chris Tarry said: "It's always welcome to see a new competitor come into the market but this is a market where there's significant over-capacity already."

"The choice that the consumer makes is really on the basis of price and it's to be seen whether the new company can match the price of the lowest operators already."

NAVY NEWS

Iran's navy to launch 5 war games in Persian Gulf's territorial waters

The Islamic Republic of Iran's Navy will launch five war games in various parts of the country to mark the liberation anniversary of southwestern city of Khorramshahr on May 23.

Commodore Hossein Fazli told IRNA in this southeastern naval zone on Wednesday that the war games will be staged throughout the Persian Gulf and the Sea of Oman, where the first, second and third naval zones are located.

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He said that in addition to the first, second and third naval zones, the war games will be held in Kharg Island and in Khorramshahr port in Persian Gulf.

He added that forces under his command will stage the exercises on threshold of Khorramshahr's liberation anniversary to recall the braveries of the late marines and commandoes in the first 40 days of the operations which resulted in the liberation of the strategic city from Iraqi forces during the 1980-1988 imposed-war.

The commander said most of the navy forces at the time were martyred.

He said that Iranian navy forces had managed to defeat the Iraqi navy in the early days of the war

HMS ST ALBANS BACK FROM THE GULF

The Royal Navy's newest frigate returned to Portsmouth on Friday May 21st from patrols in the Gulf where she played a pivotal role in fighting smuggling and piracy.

For much of her six months away, **HMS St Albans** hosted an 11-strong multi-national command team, which directed six warships in policing busy trading routes.

St Albans was joined by warships from the United States, France, Germany, Spain and Italy – collectively known as Task Force 150 - in policing the Red Sea, Gulf of Aden and the Arabian Sea.

The Type 23 frigate questioned 807 merchant vessels, 31 of which were intercepted as being suspicious, but nothing illegal was found. One of the vessels boarded contained 1,500 goats, although the herd proved to be legal cargo bound for Saudi Arabia.



Commander Mark Knibbs, St Albans' Commanding Officer, said: "We acted as the command platform for Task Force 150 for two months – the first time a Type 23 frigate has been used in such a role. And there is no doubt the force's presence had a tangible effect in reducing piracy and other facets of illegal maritime activity.

"The men and women on board have risen to every challenge and task with professionalism and determination and I am proud of our successes and achievements."

In all St Albans travelled 38,519 miles on patrol, before handing over duties earlier this month to HMS Cumberland.

On the way home she paid a goodwill visit to the Maltese capital Valletta that coincided with Malta's entry into the European Union. Her 174 crew witnessed two days of celebrations, including fireworks, in the Grand Harbour.

KL to deploy three ships in straits

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THE Royal Malaysian Navy (RMN) will deploy at least three ships at all times to patrol the Malacca Straits to ensure that the busy waterway is safe for all ships.

Malaysia's navy chief, Admiral Datuk Seri Mohd Anwar Mohd Nor, was quoted by Bernama as saying yesterday that the presence of the RMN ships will help to deter sea piracy and smuggling activities.

Ships from the Malaysian navy also patrol the country's waters in the South China Sea to prevent illegal fishing by foreign trawlers, he told reporters after the passing-out parade of RMN recruits.



The navy chief's remarks come in the wake of concerns about the possibility of terrorists attacking ships passing through the straits.

The Malaysian **Jebat** - photo : Coll. Piet Sinke ©

Singapore's Defence Minister Teo Chee Hean said last month that security along the straits, through which some 50,000 ships - carrying around a quarter of the world's trade and about half its oil supply - pass yearly, was 'not adequate'.

Several maritime officials had also expressed the fear that terrorists may hijack a ship at sea and use it to carry out attacks in major seaports in the region. The Malaysian navy chief, in his speech yesterday, also talked about plans to increase its fleet of F2000 frigates.

The number will be increased from two to six to form a full frigate squadron.



The **Hr Ms SNELLIUS** seen here at the Maas pilot station – Photo : Martin Zeeman ©

MOVEMENTS

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The **CRYSTAL SYMPHONY** visited the port of Zeebrugge – Photo : Piet Sinke ©



The **ARCHANGELGRACHT** at Maaspilot station – Photo : Jamie Reurink ©



Multiraship 's **BARRACUDA** departed with the **E-1702** from Rotterdam bound for Zeebrugge
Photo : Jamie Reurink ©



Cyprus registered **Prinias** was built in 1994 at the Bharatt Shipyard – Ratnagiri (India)
Photo : Coll. Kevin Blair

AIRCRAFT / AIRPORT NEWS

Air France net profit drops

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AIR FRANCE reported a net profit of EUR93 million (US\$111 million) for fiscal 2003-04, down 22.5 per cent compared to last fiscal year's net profit of EUR120 million.

"The 2003-04 fiscal year was again overshadowed by a difficult economic climate compounded by the Sars crisis in Asia at the start of the year and severe air traffic control disruption," said Jean-Cyril Spinetta, chairman for Air France. However, Mr Spinetta said the net profit figure was affected by the company's cost saving plan that was implemented throughout last year

The airline said in a statement that cargo activity remained stable, but was impacted by the poor global economic climate and the weak dollar. Traffic expressed in revenue tonne-kilometres (RTK) fell 0.2 per cent from FY2002-03's 5.44 billion RTK to 5.43 billion RTK.

During the first quarter of the year, the carrier hauled more cargo. Over the three month period it carried 3.6 per cent more freight than during last year's first quarter. "The main feature of this fiscal year has been the preparation and completion of our merger with KLM," said Mr Spinetta. "The public offer of exchange was an outright success and we are now poised to leverage our position as Europe's leading airline group by improving profitability in each airline.



Firefighters inspect the debris of the 2E passenger terminal after a section of the roof collapsed at Charles de Gaulle airport in Roissy, north of Paris, Sunday, May 23, 2004, killing at least six people and injuring three. The cause of the accident was not immediately known. The terminal was opened just 11 months ago after at least two construction delays.

Northwest to use Airbus A330-200s on Asian services

NORTHWEST Airlines plans to use the Airbus A330-200, its newest aircraft, between Tokyo and three destinations along the west coast of the US and four destinations in the Asia/Pacific region, starting later this year. The airline said flights will go between Tokyo and San Francisco, Portland and Seattle. They will also connect Tokyo with Seoul, Beijing, Singapore and Bangkok. The A330-200 offers NWA Cargo customers up to 77,000 pounds/34,930 kilograms of cargo capacity.

Air France takes delivery of 777-300ER

AIR France took delivery of the second of 16 new Boeing 777-300ER aircraft (10 owned and six leased) ordered from the American aircraft manufacturer recently.

The Boeing 777-300ER, which took to the sky for the first time in early 2003, is the latest addition to the 777 family of long-haul wide-body twin jets. The new aircraft boasts a longer operating range. It is also larger and equipped with two General Electric GE 90-115B powerplants that offer more power

than those of its predecessor, for increased passenger capacity and greater cargo lift: 310 passengers and close to 24 tons of cargo. "The arrival of this aircraft marks a new stage in Air France's programme to rationalise and modernise its fleet. It also corresponds to the outcome of a radical rethink of the Air France customer offering, both on the ground and on board," said Air France chief operating officer Pierre-Henri Gourgeon

Boeing, Nippon Cargo finalise 747-400 freighter agreement

BOEING will manage the conversion of four 747-400 passenger airplanes for Nippon Cargo Airlines (NCA) to special freighter configuration. The planes are scheduled for redelivery in August 2007.

The newly converted freighters will replace older 747 freighters in NCA's fleet. "The 747-400 Special Freighter provides an economical solution for Nippon Cargo to improve operational performance and increase profitability potential," said Lou Mancini, senior vice president of Boeing Commercial Aviation Services.

.... PHOTO OF THE DAY



The **PRINS DER NEDERLANDEN** was contracted to supply about 1 million cub meter sand to the beach near Ter Heyde – **Photo : Adam Louwen ©**

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