

## DAILY SHIPPING NEWSLETTER 2004 – 188



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**Binnenbaan 36 3161VB RHOON The Netherlands**

**Telephone:** (+31)105018000

(+31) 105015440 (a.o.h.)

**Fax :** (+31)105013843

**Internet & E-mail**

[www.vlierodam.nl](http://www.vlierodam.nl)

[info@vlierodam.nl](mailto:info@vlierodam.nl)



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**The trawler Z 596 ZWERVER leaving the port of Ostend**

**Photo : Eddy Vercruysse ©**

## EVENTS, INCIDENTS & OPERATIONS



The **KRONPRINS FREDERIK** arriving in the port of Warnemunde – Photo : **Huib Lieveense** ©

## Loodsen kunnen vaker uitvaren met nieuw schip

Het Nederlands Loodswezen gaat een nieuw type schip gebruiken, dat ook bij hoge golven kan worden ingezet. De betrouwbaarheid van de loodsens neemt daardoor flink toe, zei een woordvoerder van de organisatie vrijdag.



Het loodswezen heeft voor 50 miljoen euro twee zogenoemde Swath's besteld. Dit schip heeft de vorm van een catamaran en ligt daardoor veel stabiel op het water dan de huidige vaartuigen.

Foto : **Charles Bijl** ©

De Swath's kunnen golven van 3,5 meter aan. Het loodswezen verwacht daarom dat de schepen slechts twee dagen per jaar niet kunnen uitvaren

wegens harde wind. De huidige vaartuigen van het loodswezen blijven aan de kade liggen bij golven van ongeveer 2,5 meter. Dat gebeurt zo'n veertig tot zestig dagen per jaar. De loodsens moeten dan een helikopter inzetten. Volgend jaar moeten de Swaths worden afgeleverd. Ze gaan in de havens van Vlissingen en Rotterdam varen.

Het is de bedoeling dat het Loodswezen er nog vier schepen van het type Swath bij krijgt. Rotterdam en Vlissingen krijgen dan elk de beschikking over twee van deze schepen, de loodsen bij IJmuiden krijgen er één en het zesde schip zal als reserve achter de hand worden gehouden.

## **BELGIAN CAPTAIN MAY BE RELEASED ON BAIL**

A motion by the nature conservation prosecutor's office to take Nicolas Verbraeken, the captain of the Belgian dredger the **Cristoforo Colombo**, into custody was rejected by the city court of Kholmsk (a port on southwest coast of Sakhalin) on Friday, federal judge Yulia Kurilo said.

On September 22, Mr. Verbraeken detained for and held in solitary confinement in the isolation ward for 48 hours by acting Sakhalin Nature Conservation Prosecutor Sergei Mochalov.

The **Cristoforo Colombo** ran aground near Kholmsk on September 8 and approximately 200 metric tons of fuel from the vessel polluted the sea and the shore. The captain is suspected of committing a crime due to carelessness.

His detention was in keeping with Russian legislation on the investigation of a criminal case. The case was filed on September 14 under the article of the Criminal Code "Pollution of the Maritime Environment."

Mr. Verbraeken could face two years in prison and a fine. According to preliminary estimates, the oil spill caused Russia more than 57 million rubles (about \$2 million) in damages.

However, the Sakhalin region prosecutor's office said an alternative form of restraint, possibly bail, could be used for Mr. Verbraeken.

## **Dockwise Delivers Thunder Horse PDQ to Corpus Christi**

Dockwise Shipping B.V. set a new record by delivering BP's 59,500-ton semi-submersible **Thunder Horse** platform in Corpus Christi, Texas.



Already on June 19, 2002 Dockwise has been awarded the contract for the sea transportation of the largest semi-submersible PDQ (Production & Drilling Quarters) unit ever built of its kind by DSME in South Korea. The **Thunder Horse PDQ** is transported on the largest heavy transport vessel of the Dockwise fleet the m.v. **Blue Marlin**.

After a smooth float-on loading operation of the **Thunder Horse PDQ**, the **Blue Marlin** has set sail on 23 July for the 15,813 n.m. journey to the Gulf of Mexico, via Cape of Good Hope. After a voyage of approx. 8 weeks with an average speed of 11 knots the Blue Marlin has arrived September 24<sup>th</sup> at the yard of Kiewit in Corpus Christi, where the unit will be completed. The Thunder Horse unit has a length o.a. of 155.95 m, a width o.a. of 113.88 m

and a total height of 132.10 m.

"With the latest conversion of the **Blue Marlin** and subsequent delivery of the BP Thunder Horse PDQ we are convinced to have opened up a burgeoning market for transportation of ultra large and heavy

units", said Rob Schoemaker, general manager commercial affairs Dockwise. "We can now offer oil companies the transportation of fully integrated units to their final destination, eliminating final assembly, hook-up and commissioning on site. Fully integrated units can now be constructed at any location of choice, regardless of distance to site. The 76,061 tons deadweight **Blue Marlin** is the only vessel in the world capable of transporting ultra-large structures up to 73,000 tons."

## **CASUALTY REPORTING**

### **NEW ATTEMPT TO REFLOAT THE MANAAV STAR**



Plans are now in place in a further effort to refloat the grounded general cargo **Maanav Star** during the late morning Monday, Sep 27. A Salvage Control Unit was established earlier this month at Rye Harbour Office by the Secretary of States Representative for Maritime Salvage and Intervention U.K. working with the MCA, who will be on site on Monday. The marine gas oil and bunker fuel has now been removed from the vessel. Some fuel has been kept on board to allow the running of electrical generators. The ship remains ballasted down to minimise its movement from seas at high tide.

Deballasting operations will commence at 0600 Monday as it is intended to refloat the vessel on the subsequent high water during the late morning. Damage to **Maanav Star's** bottom shell plating has been patched. Bilges in the ship's hold have had additional steel plating welded in place as part of refloating preparations. Tug **Alphonse Letzer** will be on scene over the weekend as will a further vessel. Lines will be laid in preparation during Sunday in readiness for the tow. If this tow operation fails, the lines will be kept in place for further attempts at each subsequent high water during daylight hours. Heavy earth moving equipment will

also be mustered at the site over the weekend and under supervision of a flood defence engineer, shingle will be further cleared by the plant to aid the refloating of the vessel. An exclusion zone will be placed around **Maanav Star** at 0600 Monday. This will remain in force until the ship is refloated. Coastguard teams are maintaining a presence at the vessel's location. The ship owners are investigating a port for inspection and repair of the vessel.

## **SHIPYARD NEWS**

### **Bollinger Delivers Heavy Load Capacity Deck Barge**



Bollinger Marine Fabricators, Amelia, La., has delivered OC 4126, a huge 400 x 126.5x 25-ft. extra heavy cargo capacity deck barge to **Otto Candies, LLC, Des Allemands, La.**

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The rake bow, super jumbo barge whose open deck is rated at 5,000 pounds per square foot (PSF) enables it to carry extra heavy loads. Average deck barges are usually rated at 1,500 to 4,000 PSF. OC 4126 features a "skid deck" area meaning the wing structure from the fifth frame to the transom has been increased to handle a maximum of 4700 KIP static skid load. OC 4126 is US flagged and carries the American Bureau of Shipping (ABS) class certificate Maltese Cross A1 barge designation. Boysis Bollinger, chairman and chief executive officer of Bollinger said, "While our shipyards have designed, built, converted and repaired many, many barges, this new **Otto Candies barge** is by far the largest heavy load barge we have ever designed and built. We are doubly proud of our record on this giant barge because our talented work force of naval architects and marine engineers designed it, and our other specialists purchased the steel and other materials, cut the metal, fabricated the components and erected the vessel, delivering it two weeks ahead of the contract delivery date. That is an example of the dedication and experience of the Bollinger team of shipbuilders."



At the K.Damen yard in Hardinxveld the 3 former US Army tugs **IRRUA, BALALI** and **OGBOMOSO** were lifted onshore September 16th by the floating shearlegs **TAKLIFT 1**

The tugs will be conserved and equipped with a bowthruster, the ships will be returned into their element at the end of October, and will depart for Nigeria

**Photo : Jos Leentvaar ©**

## HDW yards to remain active after German shipbuilding merger

ALL three yards of the planned HDW-Thyssen- Krupp shipbuilding group will remain active in both merchant and naval shipbuilding, the metal workers' union IG Metall has said after discussions with employers.

HDW's owner One Equity Partners and ThyssenKrupp plan to combine their yards by the end of this year. They originally wanted HDW to give up merchant shipbuilding and concentrate on submarines.

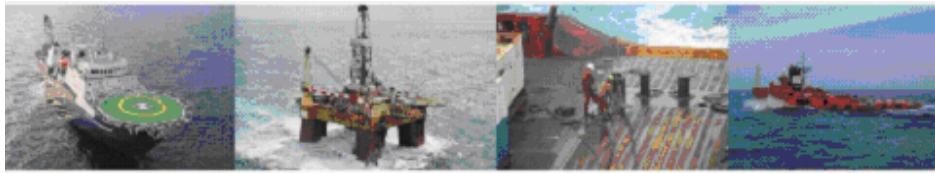
The union said that submarines would also be built in Emden at Nordseewerke, while Blohm+Voss in Hamburg would focus on surface vessels. The product range for boxships will be expanded, according to IG Metall. This should lead to considerably more container vessels being built by the new group.

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The union said that the timetable for the merger and possible cuts in the workforce had not yet been discussed in the regular meetings with the employers.

# ROUTE, PORTS & SERVICES

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### TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77  
Fax : (31) 10 - 453 05 24  
E-mail : [mail@workships.nl](mailto:mail@workships.nl)  
Telex : 24390 wosh nl



The **RELUME** was completed by the Royal Schelde yard in Flushing (Damen group) and departed for Bahrain, where the vessel will commence operations for the MENAS (Middle East Navigation Aids Service)

Photo : Klaas van Belzen ©

## Ships to be scrapped

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By Simon Hartley

Spiralling world prices for scrap have sealed the fate of the Russian trawlers *Osha* and *Om* which will be scrapped in Bombay on India's west coast soon.

*Om* departed the Port of Lyttelton on Monday and a 12-person Indian crew is scheduled to arrive in Dunedin later to ready *Osha* for its last voyage from Dunedin in about 10 days, Workboats New Zealand shipbroker Iain Strachan said when contacted.

"World commodity prices for scrap are at a high at the moment. A year ago it would not have been economic to scrap them," he said.

The two sister-ships and a third in Lyttelton are owned by Xado NZ Ltd and the separate owners of another sister-ship in Dunedin, *Orlovka*, are negotiating through Workboats NZ to possibly scrap the vessel in Bombay as well.

*Osha* and *Orlovka* have been berthed in Dunedin for nearly four years and were sold at undisclosed "bargain" prices in October last year to Xado.

Maritime sources in Dunedin have doubted reports that the boats could be refitted and pressed back in to service because of their deteriorated state. Mr Strachan said the ships' registry would be changed from New Zealand to Tuvalu for the one-way trip, they would need a new survey, a single voyage permit and a final survey by the Maritime Safety Authority before they could leave for the 35-day voyage.

The vessels' sale followed a successful bid by Norwegian Russia Trade, which served a High Court writ on the vessels in April last year to recover a \$1.67 million debt from the ships' owners by pressing for forfeiture and sale. There were originally five sister ships, two of which were sold several years ago, and have been mired in litigation for at least seven years following arrests and convictions for illegal fishing in 1997.

The arrests prompted forfeiture, their controversial sale by the Crown, the stranding of crew in New Zealand, involvement in receivership wrangles and several debt claims which have been pursued through the High Court.

### Leif Höegh order sets new mark for car carriers

LEIF Höegh has taken car carrier prices to a new high on its return to Daewoo Shipbuilding and Marine Engineering for a pair of 6,000 unit ships.

The Scandinavian shipowner is paying its favoured South Korean yard \$61m for each ship, which sets a new record for this vessel type. The ships will be delivered in the first and third quarters of 2008, which is about as late a delivery slot as the world's second largest shipbuilder has offered.

This latest order is essentially a continuation of the seven similar ships already ordered at the yard.

Last week Leif Höegh took delivery of a 6,000 car capacity ship, bearing hull number 4433, built at DSME's no 2 dry dock. Earlier this week Wallenius Lines said it had placed an order for the three largest car carriers ever built at DSME.

H G Lee, of the shipbuilder's car carrier sales department would not confirm the order but said that the building schedule for such a project would stretch into 2009.

Car carriers have always represented a strong earner for shipyards, though their prices, while shooting up 20% over the past year, have failed to see the 40% rise in prices that other sectors such as tankers

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and containerships have attained. Brokers are anticipating a whole swathe of orders in the next three weeks.

“Shipyards do seem to be opening up 2008 berths,” said a Hong Kong broker. “There are lots of deals in the pipeline, with 2008 berths coming on stream and principals flying around the region to negotiate deals.”

### Hapag-Lloyd finds cruise partner

HAPAG-LLOYD has found a new partner for its ailing cruise shipping division but has underlined that it intends to keep hold of the business.

The Hamburg company has started co-operating with US travel operator Expedition Leaders, which has committed to its first charter in taking on one of Hapag-Lloyd's cruiseships from next year.

The official reason given for the partnership is the decision to focus the four-star ship Bremen on expedition cruises with an international character.

However, Hapag-Lloyd parent TUI recently admitted that the market for high-quality cruise shipping was persistently difficult, adding that bookings for the Bremen had gone down over the first half of this year.

The 6,750 gt **Bremen** was built in 1990 and is able to accommodate 164 passengers. The ship will remain in the ownership of Hapag-Lloyd, but will be chartered out to Expedition Leaders from 20 June 2005. It will also be renamed **Discoverer**.

More international passengers will be targeted in addition to Hapag-Lloyd's German-speaking clientele.

Set up in 2003, Expedition Leaders' chief executive Glenn McQuiston used to be the head of Society Expeditions, which offered cruises aboard the **World Discoverer**.

A spokeswoman for the Hapag-Lloyd Kreuzfahrten division said there were no plans to take in partners for its other ships. Another three cruise vessels are owned by Hapag-Lloyd: the 8,380 gt Hanseatic, the 15,000 gt **Columbus**, and its five-star-plus flagship, the 28,600 gt **Europa**.

Last year, the cruise shipping activities generated an operating loss of €4.9m (\$??), but Hapag-Lloyd's chief executive Michael Behrendt underlined his intention to retain the business.

“The new partnership makes sense,” said Hamburg cruise shipping expert Helge Grammerstorf. “If you want to explore a new market, you should look for a partner that is familiar with this market.”

## NAVY NEWS





The British Sandown class mine hunter **M 109 BANGOR** was seen at the river Thames near Northfleet  
**Photo : Jan van der Klooster ©**

## **U.S. Navy to deploy ships near N. Korea**

In the first step toward erecting a multi-billion-dollar shield to protect the United States from foreign missiles, the U.S. Navy will begin deploying state-of-the-art destroyers to patrol the waters off North Korea as early as next week.

The mission, to be conducted in the Sea of Japan by ships assigned to the Navy's 7th fleet, will help lay the foundation for a system to detect and intercept ballistic missiles launched by "rogue nations."

Washington hopes to complete the network over the next several years.



"We are on track," Vice Admiral Jonathan Greenert, commander of the 7th Fleet, told The Associated Press in an interview Wednesday aboard the **USS Coronado**, which is based just south of Tokyo. "We will be ready to conduct the mission when assigned." **(Foto : Coll. Piet Sinke)**

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The deployment will be the first in a controversial program that is high on President Bush's defense agenda. Bush cleared the way to build the system two years ago by withdrawing from the 1972 Anti-Ballistic Missile Treaty, which banned ship-based missile defenses.

He said protecting America from ballistic missiles was "my highest priority as commander in chief, and the highest priority of my administration."

The project - likened to hitting a bullet with a bullet, only at three times the speed - is exceedingly complex, prompting many critics to argue that it will never be reliable or effective. It is also expensive, with an estimated price tag of US\$51 billion over the next five years.

Even so, the missile threat is hard to deny. More than 30 nations have ballistic missiles, according to the U.S. Defense Department's Missile Defense Agency. Though exact times depend on where the launch occurs, missiles could in less than 30 minutes reach virtually anywhere within the United States.

Greenert refused to give a specific date for the first deployment from the 7th Fleet, but said a deadline of Oct. 1 - next Friday - announced by Navy Secretary Gordon England in March has not changed.

Greenert, who assumed command of the Navy's largest fleet last month, also refused to name a target for the Sea of Japan patrols.

"I can't specify adversaries, but you're looking at rogue nations," he said in his first interview since taking the fleet command. "Take it from there."

The country best fitting that description in East Asia is communist wildcard North Korea, which has missiles capable of reaching the American west coast and is believed to either already possess or be well on its way toward successfully developing nuclear weapons.

The North shocked Japan in 1998 by launching a multistage "Taepodong" ballistic missile over Japan's main island. Tokyo responded by beefing up its own surveillance capabilities and launching its first spy satellites in March 2003.

Though Japanese Prime Minister Junichiro Koizumi won a promise in 2002 from the North for a moratorium on further long-range tests, distrust runs deep.

This week, Japanese naval ships were dispatched to the waters off North Korea amid reports that Pyongyang was preparing to test launch a "Nodong" missile, which can reach much of Japan - and the more than 50,000 U.S. troops stationed there - in just minutes.

North Korea is believed to have at least 100 of the missiles.

Because of the North Korean threat, Japan has become the first country to agree to work with Washington on the missile defense project. It is upgrading its own destroyers and acquiring better U.S.-made interceptors - the ship-launched Standard Missile-3 and the ground-based Patriot Advanced Capability-3.

"The Japanese are very interested in developing a missile defense," Greenert said.

He said the role of the 7th Fleet destroyers will be to provide long-range search and tracking of missile activity. Eventually, data gleaned by the ships would be transmitted to Ft. Greely in Alaska and Vandenberg Air Force Base in California, where, if necessary, interceptor missiles would be launched.

But for now, tracking and monitoring are as far as the mission can go. The interceptors won't be fully deployed at the American bases until next year.

## US naval vessel visits Qingdao



Chinese dockworkers moor the visiting US Navy anti-submarine destroyer **USS Cushing (DD 985)** at a civilian dock in Qingdao Friday, September 24, 2004.

The US Navy anti-submarine destroyer **USS Cushing (DD 985)** arrived in the east China's port city Qingdao Friday for a four-day goodwill visit to China.

That is the seventh visit to the city by US naval vessels. The destroyer, with a crew of 351, is from the US Pacific Fleet. The ship is headed by Commander Steven Mucklow.

Mucklow and his officers, who were welcomed by the North China Fleet of the Chinese People's Liberation Army (PLA) at a function upon their arrival, met with Major General Chen Axi, vice commander of the North China Fleet.

During the visit, navy men from the two countries are expected to visit the vessels and play basketball and hold tug-of-war contests.

## SOUTH KOREAN SAILORS VISIT VLADIVOSTOK

On Friday, a group of South Korean naval vessels arrived at the main base of the Russian Pacific Fleet in Vladivostok (the time difference between Vladivostok, the administrative center of the Maritime Territory, and Moscow is + 7 hours).

The press service of the Pacific Fleet reported that the group of ships of the South Korean Navy consists of a destroyer, a mine-layer and the **Hwagyong** support ship under the flag of Rear Admiral Oh Sung Gyue. The host ship of the Pacific Fleet is the Admiral Vinogradov large anti-submarine vessel.

The Russian and South Korean sailors will conduct joint exercises to practice providing help to people in distress at the sea. The South Korean sailors will lay a wreath at the Combat Glory of the Pacific Fleet memorial and visit the S-56 submarine memorial. A South Korean honor guard company, a military orchestra and a Tae Kwon Do team will perform. Russian and South Korean sailors will also compete in a friendly volleyball game.

The South Korean ships will leave on September 27.

The Pacific Fleet press service reported that in February 2004 a group of Russian naval vessels from the Pacific Fleet paid an official visit to the Inch'on port in South Korea under the flag of the fleet's Commander Admiral Viktor Fyodorov. The Russian sailors took part in joint exercises involving seven ships and carrier-based and land-based aircraft.

## MOVEMENTS

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**MULTRASHIP** Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

**Internet**

[commercial@multraship.nl](mailto:commercial@multraship.nl)

<http://www.multraship.nl>



BP tanker **British Security** on her maiden voyage (IMO: 9285718)

Photo : Matterson Marine Pty Ltd



The **CAPE EUROPE** enroute Amsterdam after lightering

Photo : Joop Marechal ©

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The **STAVROS NIARCHOS** of the Sail Training Organisation at the river Thames  
Photo : **Rodger Foden – The Salvage Association** ©



The **SMIT ANAMBAS** loaded with the **TEMSAH 4** jacket – photo : **Hans van der Ster** ©

The **TEMSAH 4** jacket was installed in the Temsah field off Port said close to the **Temsah 1** platform which recently exploded and which was still on fire during the first week of September

## AIRCRAFT / AIRPORT NEWS

### Martinair Cargo increases fuel surcharge

DUTCH carrier and freighter specialist, Martinair Cargo, is to increase its fuel surcharge by 20 per cent from EUR 0.25 (US\$0.30) to EUR 0.30 per actual kilogramme carried.

The airline said the new rate will come into effective on October 1 and has been introduced because of the high cost of fuel.

### Polar starts flights to Peru



Top : A **POLAR** air **BOEING 747-400 Freighter** at Schiphol Airport – **photo : Piet Sinke ©**

POLAR Air Cargo has begun offering service to Lima, Peru on its Boeing 747 freighter aircraft.

The once-weekly flight leaves from Miami on Friday and travels via Sao Paulo, Brazil, to Lima and back to Miami on Saturday. "We are very excited to be serving a new destination in South America," said Maria Chavez, Polar's director of Sales for Latin America. "This further enhances our service in the region. We look forward to providing a premium service for the Peruvian market into the United States, with unbeatable connections into Asia.

## RIJNMOND WEATHER

Vooruitzichten van vrijdag t/m maandag:

**WISSELVALLIG!**

Morgen enkele buien en tamelijk veel wind. Vanaf zaterdag veel bewolking, slechts af en toe zon en soms wat regen.

© Ed Aldus 2004	VR-24	ZA-25	ZO-26	MA-27
Maximumtemperatuur:	14	15	16	17
Minimumtemperatuur:	11	11	11	12
Zonnekans in %:	20	30	30	30
Neerslagkans in %:	70	40	40	30
Neerslag in mm:	5	2	2	1
Windrichting kracht:	NW-4-7	W-3-5	W-3-4	W-3-4

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



The jack-up rig **ENSCO 64** in the Gulf of Mexico after the hurricane **IVAN** had passed

**SMITWIJS TOWAGE B.V.**



Westplein 5b  
3016 BM Rotterdam  
The Netherlands  
Telephone: +31 10 412 6969  
Telefax: +31 10 436 9587  
E-mail: [SmitWijs@SmitWijs.com](mailto:SmitWijs@SmitWijs.com)

