

DAILY SHIPPING NEWSLETTER 2004 – 208



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**The split-hopper dredger PELICAN which operates around New Zealand now for
NZ Dredging & General Works Ltd, seen at the port of Timaru.**

Photo : Hayden Brown ©

EVENTS, INCIDENTS & OPERATIONS



The brand new tug **UNION CORAL** seen here assisting the **CMA CGM VOLTAIRE** in the Port of Zeebrugge

Photo : Henk Doornhein ©

US court decides on 'ghost ships'

More than 100 vessels are awaiting disposal in the James River



A US court is due to consider allowing more rusting former naval vessels to be scrapped on Teesside.

Four of a fleet of so-called ghost ships are already docked at Hartlepool-based Able UK, awaiting permission for break-up work to begin.

Green campaigners claim the vessels contain high levels of toxic PCBs.

But on Friday the US Department of Transportation Maritime Administration (Marad) is defending its bid to send more vessels to the UK.

Able UK originally signed a deal to dismantle 13 ships at a dry dock facility in Hartlepool. But a catalogue of planning and legal hurdles has delayed the remaining nine vessels, currently moored in the James River in Virginia, from leaving for the UK.

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Strict rules

The US government wants to substitute the outstanding nine vessels with up to 36 others, which it claims have lower levels or no PCBs at all. The case, due to be heard before a district judge in Washington DC, is being brought by the environmental pressure group Basal Action Network (Ban). The group has accused the US government of ignoring strict rules on exporting PCBs from the United States.

But Marad has insisted that no further ships will be allowed to sail to Teesside until Able UK has all the necessary permits and agreements with government agencies and Hartlepool Borough Council.

Able UK says it is in the process of submitting a renewed planning application for a dry dock to Hartlepool Council.

The company says it wants to establish a £30m a year business on Teesside, which could generate at least 200 new jobs.

Charter hire bites Hoegh

A \$20m leap in operating expenses, mostly charter hire, bit into Leif Hoegh's earnings for the third quarter.

Meanwhile, the company is booking \$6.86m in profit on a ship sale in the quarter but declines to identify the ship. Chief financial officer Roar Flom says charter hire during the third quarter was the main factor in bumping operating expenses up by a third from \$59.4m to \$79.1m from the second to the third quarter.



The **HUAL OCEANIA** seen here departing from Rotterdam – Photo : Jan Verhoog ©

He emphasizes that the company is having a very profitable year nonetheless.

The Oslo-listed company reports a \$32.9m operating profit before sales gains and depreciations on freight revenues of \$212.7m. The comparable figures in the previous quarter were \$46.1m on \$203.6m.

Operating profit was \$24.4m in the third quarter, down from \$30.7m in the second quarter.

Comparing the figures with last year's third quarter, operating profit before sales and depreciations was not much changed. But the sale of the unidentified ship contributed significantly to a rise in third-quarter total operating profit from \$14.4m in 2003 to \$24.4m in 2004.

Taking a longer view, accumulated earnings for the year to date are strong. Through 30 September 2004 Hoegh reports a \$117.9m operating profit before sales and depreciations, up from \$99.6m in the first nine months of 2003.

Besides the 50-odd car carriers in its Hual subsidiary, Hoegh operates LNG carriers, two capesize bulkers and seven open-hatch bulkers in the Saga Forest Carriers pool.

'Rotterdamse haven blokkeerde Ceres jarenlang'

Het Rotterdamse havenbedrijf en enkele rederijen hebben illegale afspraken gemaakt, waardoor klanten voor de Ceres-terminal jarenlang uitbleven. Dat meldde de Amsterdamse stadszender AT5 zaterdag aan de hand van 'diverse bronnen', die overigens niet nader worden genoemd. De Nederlandse Mededingingsautoriteit (NMa) zou volgens AT5 onderzoek doen naar de mogelijke concurrentievervalsing, maar dat werd dinsdag door een NMa-woordvoester in het Haarlems Dagblad ontkend.



De eerste, en voorlopig enige klant op de Ceres Terminal in Amsterdam.

Foto :
Paul Lammers ©

De NMA onderzoekt op verzoek van het ministerie van verkeer en waterstaat de verzelfstandiging van de Rotterdamse haven. Mogelijk wordt ook gekeken naar de relatie tussen de haven van Amsterdam en die van Rotterdam, aldus de voorlichtster.

In mei 2001 was de feestelijke oplevering van de Amsterdamse Ceres Terminal. Een hypermoderne containerterminal

waar zeeschepen zeer snel geladen en gelost kunnen worden omdat de terminal is voorzien van een insteekhaven waardoor de enorme kranen aan twee kanten van een schip kunnen werken.

Al drieëneenhalf jaar lang is er nauwelijks activiteit op de terminal waar te nemen. Een van de belangrijkste hoogtepunten was de ontvangst van het cruiseschip "**Queen Elisabeth II**". En nu dan

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eindelijk het eerste containerschip, de **APL Iolite** uit Singapore. Dit schip vaart een lijndienst tussen Singapore, China, Oman, Zeebrugge, Hamburg en Rotterdam. En voor 1 keer Amsterdam.

De Amsterdamse haven is aangedaan om 2000 containers met textiel en elektronica te lossen die vervolgens per binnenvaartschip naar Rotterdam gaan; de haven van bestemming. De uitwijk naar Amsterdam heeft alles te maken met het Rotterdamse capaciteitsprobleem in de containerafhandeling. Ondanks die problemen voelen de reders er overigens nog niet veel voor om Amsterdam als alternatief te kiezen. Op de volgende reizen van de **APL Iolite** komt Amsterdam als aanloophaven al niet meer voor. De eerste klant is binnen, maar vooral nog lijkt het een incidentele klant.

Schooner to be Christened in VA

On Friday, Dec. 10 the Pilot Schooner **Virginia** will be christened on the downtown Norfolk waterfront. Many of the state's elected officials, local civic, business and political leaders, representatives of the maritime community, students from local schools and contributors to the project will be among the thousands on hand to witness the momentous event. Additionally, those attending the ceremony will hear from two of the nation's most distinguished sailors: Capt. Bill Pinkney, USN retired and Gary Jobson, known as the nation's pre-eminent sailing ambassador. Furthermore, Gov. Mark Warner and his wife, Lisa Collins-Warner, who has been asked to officially sponsor the vessel, have been invited. Pinkney, a follower of the Schooner Virginia project, is the first black American to complete a solo circumnavigation of the globe. Pinkney's two-year, 32,000-mile-long voyage was the subject of a PBS documentary entitled "Voyages Home;" he recently retired as master of the tall ship Amistad. Jobson is a sailing analyst for ESPN, was a member of the 1977 victorious America's Cup team and is editor-at-large for Sailing World and Cruising World magazines. Schooner Virginia's voyage to her christening will be a true spectacle for all in attendance. Tugs, fireboats, sightseeing vessels and private boats will line the route from Harbor Park to Otter Berth at Town Point Park on downtown Norfolk's historic waterfront. Additionally, the event will put a piece of Chesapeake Bay history in perspective. The Schooner Virginia project, administered by the Virginia Maritime Heritage Foundation, encompasses the recreation of a 1917-era wooden ship that served as the last pure sailing vessel deployed by the Virginia Pilot Association (VPA).

That pilot schooner worked as a station keeping vessel off the Virginia capes at the mouth of the Chesapeake Bay and delivering Virginia pilots to inbound and outbound vessels from 1917 to 1926. On Dec. 10, Schooner Virginia - aided by tugs -- will be escorted to the christening by two of the modern powerboats the VPA now uses to move its captains and navigators. Schooner Virginia, a handmade replica of her namesake vessel that sailed the Chesapeake Bay from 1917 to 1926, has been evolving in her dry dock since Oct. 2002, when 400 people turned out to watch as the vessel's keel was laid. Since then, work has continued at a rapid pace with shipwrights and marine engineers and architects collaborating on the first wood tall ship built on the Norfolk waterfront in almost a century. Using traditional methods and modified plans from the original ship, Schooner Virginia's builders have fashioned a 122-foot-long vessel that will sail the globe and represent the Commonwealth in many ways. Schooner Virginia will be a floating classroom dedicated to several disciplines of maritime study; she'll travel the world as the seaborne goodwill ambassador for the Commonwealth; and she'll be used as an economic development platform. Many of her port calls in the U.S. and abroad will be selected to coincide with strategic marketing and economic initiatives to further the state's position in the international marketplace. Earlier in the week, Sampson, Tidewater SKANSKA's heavy barge-borne crane, will lift Schooner Virginia from her dry dock berth and gently place her in the water without fanfare.

Friday, Dec. 10, however, will be markedly different as Schooner Virginia, makes her way down the Elizabeth River under the gentle push of a tug boat from W.F. McGann Corp. moves her to Otter Berth, adjacent to Town Point Park, where she'll be greeted by thousands. For those folks working downtown, the christening ceremony would be a great way to spend lunch hour. Sit, watch, eat and listen as Jack

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Ankersen, executive director of the Hampton Roads Sports Commission and voice of the Old Dominion Monarch Basketball teams (men and women) emceeds this momentous and historical occasion. The U.S. Navy's Atlantic Fleet Band will provide the music appropriate to such an event. Schooner Virginia could not have reached this point had it not been for the corporations and individuals that supported the project by donating time, money and/or equipment. The project's planners have been continually mustering support for the project since the idea was taken public in 1997. Additionally, Schooner Virginia project received financial and in-kind support from the Commonwealth of Virginia and the City of Norfolk, her homeport. Following the christening, Town Point Park in the area between Otter Berth and Waterside will take on a festival atmosphere between 1 p.m. - 5 p.m. on Friday, Dec. 10 and from 11 a.m. - 4 p.m., Saturday, Dec. 11. Live entertainment, maritime displays and activities plus get a close-up view of Virginia.

Vessel adrift off North Island coast

The Maritime Safety Authority is monitoring an unmanned former fishing trawler which is adrift 55kms east of Cape Turnagain, north of Castlepoint, to ensure it does not drift closer to shore and run the risk of grounding.

The MSA-managed Rescue Coordination Centre of NZ has been keeping a close watch on the vessel since it became separated while being towed by another vessel yesterday afternoon.

The 62 metre-long **Ksenia Zharkikh** has no crew, fuel or pollutants on board. It is currently drifting to the east, away from the coast, at a speed of about 1 knot. The towing vessel is standing by.

Director of Maritime Safety Russell Kilvington says there are no environmental concerns and it is unlikely the ship would drift closer to shore, at this stage.

"We are facilitating communications to reconnect the tow. A local fishing vessel, **Legionnaire**, is nearby to provide assistance. The **Ksenia Zharkikh** has a spare tow on board," he said.

The **Ksenia Zharkikh**, was being towed from Lyttleton to India for scrap metal by the **Osha**. Both vessels had been laid up in South Island ports for some time. To minimise environmental risks during the voyage, the MSA imposed conditions that the vessels stay at least 12 miles off the coast of New Zealand, do not travel through Cook Strait, and that **Ksenia Zharkikh** does not carry pollutants.

CASUALTY REPORTING

While c.c. **Ever Unific** was arriving at Roberts Bank Oct 13, was in collision with bulk **Bunga Orkid Dua**, which was tied to Berth No.2 at the terminal. As a result, damages were sustained to the forecastle areas of both vessels and have also been advised that **Bunga Orkid Dua** struck substantial dolphins and fenders on the dock. **Bunga Orkid Dua** sailed Roberts Bank at 0400, Oct 14, however, prior to doing so, the vessel's P&I Club provided security to the terminal, totalling C\$300,000 for the damages sustained. The P&I representative has advised that they are currently making arrangements to countersue the representatives of **Ever Unific** for damages sustained to **Bunga Orkid Dua** and the resultant damages to the dock.

Ro/ro **Leconte** that was extensively damaged in May is undergoing sea trials and inspections this week following months of repair work. The Alaska Marine Highway System has not set a date for **Leconte** to return to service, said John Manley, spokesman for the Alaska Department of

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Transportation. Ferry Aurora will continue to handle **Leconte's** normal schedule until the repaired ship returns to service, Manley said.

Tug **Tug Mercur** (324 gt, built 1964), with a Swedish master, and under the management of Marine Carrier Ltd, Piteoe, Sweden, is under suspicion of having caused damage to the electricity supporting cable between Sweden and island of Bornholm, 80 km from Swedish coastline. The current was interrupted and caused problems at the island. The tug, pulling the barge **Forest** (3459 gt) with full load of cargo/coal was on route from Estonia to Copenhagen. Police investigated the matter and found the tug had a missing anchor and chain. Damage is considerable and estimated for repair cost of DKK 10 million.

Tug **Vanguard** was raised Oct 13 and taken to the west side of Rona where it was pumped out. **Vanguard** was then taken by multicat **Seeonee** to a pier at Kyle Akin where it arrived and is now awaiting owners instructions

SHIPYARD NEWS

Siem inks Aker PSV pair

Siem Offshore, formerly DSND, has ordered a pair of platform supply vessels from the Aker Yards group in a deal worth NOK250m (\$37.7m). Both ships will be built at Aker Langsten in Norway. The hulls will be built in Romania. Delivery is scheduled for the fourth quarter 2005.

Aker Yards said the contract includes a potential delivery of further vessels in the coming three years.

The vessels will be built to the Vik & Sandvik design VS 470 MkII, of which ten vessels have been built in the past. Each ship will have an overall length of 73.4 meters, a beam of 16.6 meters and have a maximum cargo capacity of 3,600 tonnes.

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The **FAIRPLAY 23** seen here in the Waalhaven in Rotterdam – **Photo : Piet Sinke ©**

Odfjell sells oldies

Norwegian chemical-carrier operator Odfjell has sold two sisterships for \$12m total.

The 11,000-dwt **Bow Giovanni** (built 1987) and **Bow Marino** (built 1988) will be delivered by the end of next month. They were acquired in 2000 when Odfjell merged with Livanos-controlled Seachem.

Brokers suggest the buyer is likely to be a Turkish owner. The price is described as reflecting the specifications of the Spanish-built, double-bottom ships.

"These are old-fashioned ships. Odfjell's maintenance has been good but these weren't exactly Cadillacs when they were delivered," said a broker, who refers to "pumps like sewing machines" with tiny capacity by modern standards. Soviet state-owned companies originally ordered the pair and eventually sold them on to Livanos. Odfjell operates a number of smaller vessels in regional trades. Odfjell's Espen Bjelland tells TradeWinds the company has no further sales planned and describes the sale of the two oldest units in its Asian regional operations as a "minor refinement".

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Earlier this year the company spent some \$31m acquiring Livanos's last five directly owned chemical carriers, two of 45,000 dwt and three of 38,000 dwt, all built in the 1980s.

Farstad offloads Far Turbot



Farstad Shipping is selling its anchor handler **Far Turbot** (built 1980) to China's Shanghai Offshore Petroleum Exploration & Development Corporation for \$5.6m.

The vessel, which is operated by Farstad subsidiary Farstad Supply, has been laid up since November 2003. The **Far Turbot** is a 10,560bhp UT708 design anchor handling vessel built in Ulsteinvik in Norway in 1980. Farstad said it expects to book a profit of about NOK32m (\$4.8m) from the sale in the fourth quarter of 2004. Delivery to the new owner is expected to take place in November, Farstad said.

MSC Texas makes maiden call at Long Beach

SWITZERLAND-BASED Mediterranean Shipping's 8,200-TEU **MSC Texas**, made its maiden call to the Port of Long Beach on October 12. The newly built **MSC Texas** is 1,095.8 feet long, which is longer than three football fields; 140.4 feet wide, which is 30 feet wider than the Panama Canal; and has a draft of 47.6 feet.

The company said its new vessel is able to carry enough cargo to completely fill a one million-square-foot regional shopping center with clothing, shoes, toys and other products stacked eight feet high.

The Texas is among a new generation of 8,000-TEU vessels that have begun to call at the Port of Long Beach, one of the few US ports with deep enough channels and shipping terminals capable of handling these giant vessels fully loaded. The **Texas** is the first of at least eight 8,200-TEU vessels that Mediterranean Shipping Co. has ordered from shipbuilder Hyundai Heavy Industries of South Korea. MSC will deploy two of the giant vessels in a transpacific service with its French alliance partner, CMA CGM, that calls in China in Xiamen, Chiwan, Hong Kong and Yantian, then across the Pacific to Long Beach and back to Xiamen.

The mega vessel was designed to minimise impact on air quality and to preserve seawater quality, MSC said. Its less-polluting diesel engines and advanced waste-storage systems place the **Texas** among the cleanest of its class.

Per TEU, the Texas' air emissions and fuel consumption are 20 per cent less than for the previous generation of transpacific vessels. Four other lines have 8,000-TEU ships calling in Long Beach: Orient Overseas Container Line, China Shipping, China Ocean Shipping Co., and CMA CGM.

MOL changes Asia-Middle East service

MOL has announced changes to its Asia-Middle East Liner service network, otherwise known as its CMI service. The new CMI service rotation as of October 17 will be - Busan, Kwangyang, Qingdao, Ningbo, Xiamen, Singapore, Jebel Ali, Fujairah, Singapore, Kaohsiung, Busan.

The company said the service would have a more stable schedule with Kwangyang and Xiamen becoming new ports of call on the CMI service. The departure day from Busan is Sunday and the transit time from Busan to Jebel Ali is 19 days. The company also announced a new weekly service between Hong Kong, Chiwan, and Jebel Ali, commencing October 24. The transit time from Hong Kong to Jebel Ali is 10 days.

NAVY NEWS

BLACK SEA FLEET SHIP TO VISIT GREECE

"The **Azov** large marine landing ship sailed off from Sevastopol, main base of Russia's Black Sea Fleet, for a friendly visit to the Greek Republic from October 19 to 31 under the flag of Commodore Oleg Garamov, deputy commander of the Black Sea Fleet's surface ship formation", RIA Novosti was told in the fleet's press service.

According to the press release, in the port of Pilos the Russian ship will attend an anniversary celebration of the battle of Navarino. "In the sea battle of Navarino (Pilos) the allied squadron defeated the Turkish-Egyptian fleet during the Greek national rebellion of 1821-1829 against the Ottoman yoke", explained the press service.

The Black Sea Fleet's ships participate in the Greek national holiday each year. "The only exception was made in 2000 due to the notorious tragic incident in the Barents Sea, namely the wreck of the Kursk submarine", said the press service. During a business call to the port of Piraeus the leadership, officers of the staff and the crew of the Azov will lay wreaths to the Unknown Soldier's Monument in Athens, visit the cemetery of Russian seamen and meet representatives of civil and military authorities and Greek public.

The Azov is also scheduled to enter a port of the Commonwealth of Serbia and Montenegro. Aboard the ship are the Ensemble of the Russian Black Sea Fleet's Officers' House and the brass-band of the Black Sea Fleet's Headquarters, which will give concerts during their stay in the ports.



Top : The **L 12 HMS OCEAN** moored in Rotterdam, the vessel will depart again on Monday October 19th around 08:30 hrs

Photo : Piet Sinke ©

Navy confirms events on sub

Fire was preceded by flooding and electrical malfunction, officials say, Navy officers said that the fatal fire aboard the submarine **HMCS Chicoutimi** last week was immediately preceded by flooding and then an electrical malfunction.

However, it is too early in the investigation to say whether there was a direct cause-and-effect relationship between the flooding and the fire, said Commodore Jim Sylvester, head of the navy's submarine-safety panel. "Let me make this clear, at this point in time the navy does not know what caused the fire on **HMCS Chicoutimi**," he told a news conference.

All that can be said now is that the investigators "confirmed the sequence and timing of a number of individual events in the minutes leading up to the fire . . . an ingress of an unspecified amount of water was followed by an electrical incident and then a fire."

Confirmation of this chain of events by a board of inquiry prompted the decision Tuesday to dock **Chicoutimi**'s three sister subs as a precaution. "This was the first piece of concrete information the navy received since **Chicoutimi** declared her emergency last week. It came from first official inspections," he said.

The cause of the flooding is not yet confirmed. But crew members have said **Chicoutimi** was sailing on the surface in very rough seas with waves crashing over the deck. It is not uncommon for deck hatches to be open when a submarine is on the surface.

Minor flooding sometimes happens aboard submarines at any time, "and that's why we have emergency operating procedures," Lieutenant-Commander Luc Cassivi, the skipper of another sub, **HMCS Victoria**, told reporters.

In Glasgow, **Chicoutimi** crew members angrily denied that the sub's crew had any hand in the fatal fire, a denial that came on a day when the Canadian military limited media access to the crew. "It was not human error," one sailor, who asked not to be named due to the media clampdown, told The Canadian Press.

Nine of **Chicoutimi's** crew suffered smoke inhalation and one, Lieutenant Chris Saunders, died from complications. Two crewmen who were injured in the fire and treated at Sligo General Hospital in Ireland have been released and are headed home to Halifax.

Cmdre. Sylvester would not speculate on how long the sub fleet will remain docked. At this point in the investigation, the sequence of events -- flooding, electrical malfunction, fire -- does not suggest any specific fault with the subs, he said. The other three subs have never reported a similar sequence and what happened aboard **Chicoutimi** "are unique circumstances."

In Scotland, the Canadian inquiry has nearly completed taking preliminary statements from the 54 submariners from **Chicoutimi**. Most will return to Canada today while a handful -- those closest to the fire and with direct knowledge of the events leading to the electrical explosion that filled the submarine with thick, choking, toxic smoke -- will stay into next week to help with the inquiry.

Teams of experts are poring over the badly damaged electrical panels and the burned areas between **Chicoutimi's** two decks on the submarine's starboard side. When the incident occurred, onboard electricians were already looking for an electrical fault.

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Cmdre. Sylvester said service aboard submarines involves special risks. That is why there is a special "subsafe program . . . to reduce the risk at sea to the greatest extent possible in an operational environment which is inherently risky."

The submarine safety panel he chairs is unique in the navy; there are no special safety panels for frigates or other classes of surface ships. The panel was created four years ago as the navy was phasing out its older class of Oberon submarines and starting to take delivery of the British subs. Chicoutimi was on her maiden voyage under the Canadian flag, just two days out of Scotland, when the fire erupted Oct. 5.

Pakistani navy gets patrol craft

The second multi-function fast patrol craft was inducted into the navy on Thursday. Turkish Ambassador H. Kemal Gur was the chief guest at the ceremony held at Pakistan Navy's Special Services Group unit, PNS Iqbal.

He said it was the desire of the Turkish nation to see Pakistan emerge as a strong and developed country. A strong Pakistan Navy would play a pivotal role in maintaining peace and balance in the region and significantly contribute towards world peace, he said. The navy has acquired two fast patrol boats from Turkey. The first boat has already been inducted into the navy's Special Services Group. The boat is the latest platform in the region and it can achieve 60 knots in a short time. The induction of the boat through the collaboration of Turkey would cement the cordial relations between the two countries and pave way for future joint ventures in defence production, a statement issued here said.

In his welcome address, Pakistan Fleet Commander Vice-Admiral Mohammad Haroon said the induction of the speedboat would significantly enhance the navy's capabilities to undertake a variety of surface operations and add a new dimension to its offensive punch.

He said it would contribute to operations against terrorism and smuggling of drugs and weapons. He said the boat would help in safeguarding the country's territorial and economic interests. He expressed his gratitude to Turkey for extending cooperation in strengthening the operational capabilities of the navy.

MOVEMENTS

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The TALAGY (former KIGORIA) is expected Monday October 18th around 15:00 hrs at the Maascenter buoy from Archangelsk bound for the Parkkade in Rotterdam

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The **SEA HORSE I** and the **SEA HORSE II** moored in Galveston
Photo : Jacco van Nieuwenhuyzen ©



The **PIONEER MOLDAVI** moored in the Waalhaven
Photo : Willem Kroon ©



Cosco Norfolk is the former **Cho Yang Phoenix** and built in during 1993 and is sailing since 2001 for COSCO , she will stay under charter until March 2006 and is managed by Karl Schlüter (Rendsburg)

Photo : Gætan Spoormans ©

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The Polish tug **IKAR** arrived with the hull of the **Breko** NB 0359 IMO nr 9309796 in Dordrecht with as stern tug the **GEPKE**

Photo : **Bram Plokker** ©



The tug **DUTCH PARTNER** departed with the pontoons **E 1505** and the **E 202** , assisted by the pushertug **LEK** from Rotterdam enroute the Kaspian Sea

Photo : **Frits Janse** ©

OLDIE – FROM THE SHOEBOX



A postcard of the **PHILIPPINE TRANSPORT** enroute from Cebu to Manilla, at the postcard is written:

"Your 18-knot White Cargoliner"

Photo : **Coll. Jay Thomson**

AIRCRAFT / AIRPORT NEWS



Four **F/A-18A Hornets** assigned to the U.S. Navy flight demonstration team, the "**Blue Angels**," fly in formation over Marine Corps Air Station Kaneohe Bay, Hawaii. The team performed for thousands of spectators at the "Blues on the Bay" Marine Corps-Navy Air Show Oct 9-10, 2004. The Blue Angels fly the **F/A-18A Hornet** as they perform approximately 30 manoeuvres during the aerial demonstration, which runs approximately an hour and 15 minutes. The last time the **Blue Angels** performed in Hawaii was 1995 at Barbers Point.

Airbus presenteert A380 half januari



Het Europese vliegtuigbouwconsortium Airbus zal zijn nieuwe reuzenvliegtuig A380 half januari aan het publiek presenteren in Toulouse. Dat heeft topman Noël Forgeard vrijdag gezegd. Tot nu toe was alleen gesproken van „het begin van het jaar“.

In kringen van Airbus is vernomen dat de exacte datum 18 januari wordt. De assemblage begon in mei. Volgend jaar maart is de eerste proefvlucht. De A380 biedt plaats aan ten minste 555 passagiers. Volgens Forgeard zal het nieuwe toestel de 747 van de Amerikaanse concurrent Boeing „wegvagen“.

Dutch Caribbean Airlines failliet verklaard.

Door Joop Kooijman

Het gerecht heeft op 13 Oktober op verzoek van de DCA zelf, het faillissement van de lokale luchtvaartmaatschappij uitgesproken.

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Tot curator zijn benoemd Mirto Murray van het advocatenkantoor Small, Murray Scheper, en Martijn Welter van advocatenkantoor Spithof.



links :
DC 9
vliegtuigen
geparkeerd op
het vliegveld
van Curacao

Rechter Frans Vennix is tot rechter-commissaris benoemd. Hij houdt toezicht op de curatoren. Vennix was tot tweeneenhalve maand geleden als rechter gestationeerd op Aruba. Op de vraag hoe het is om al vrij snel na aankomst zo'n omvangrijk faillissement in de schoot geworpen te krijgen, reageert Vennix: "Als Recht-commissaris in Amsterdam heb ik het faillissement van Fokker begeleid, dus deze zal ook wel lukken?". Gisteravond laat werd de laatste vlucht van DCA uitgevoerd.

.... PHOTO OF THE DAY



HEEREMA'S **H-627** getting loaded in Ingleside with the largest single piece piles ever, the length of the piles is 190 mtr with a weight of 859 ton and a diameter of 108", the **H-627** will be collected by the tug **SMITWIJS SINGAPORE** October 22nd for transport to Angola.

Photo : Heerema Marine Contractors ©

SMITWIJS TOWAGE B.V.



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