

DAILY SHIPPING NEWSLETTER 2004 – 239



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The OOSTERDAM seen here in front of the Hubbard Glacier in Alaska.

Photo : Sven Trostmann & Gielis Stuart ©

THE ELBE GALLERY

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This section of the newsletter is temporarily reserved for companies which donated **500 Euro or more** to save the ocean going tug **ELBE**.

Until now we have received from the following companies the above amount :



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Received a donation from a reader in an envelope with this special Smit-Lloyd stamp

EVENTS, INCIDENTS & OPERATIONS

Wijsmuller krijgt nieuwe, sterke sleepboten



Wijsmuller Havensleepdiensten Amsterdam krijgt twee nieuwe sleepboten, die sterker zijn dan de huidige exemplaren. Het gaat om de **"Svitzer Muiden"** en de **"Svitzer Marken"**. De eerste zal medio december 2004 worden overgedragen, terwijl de tweede half februari 2005 wordt overgedragen. De schepen zijn gebouwd op de werf van A.P. Moller in Klaipeda in Litouwen. A.P. Moller is de moedermaatschappij van SvitzerWijsmuller.

De sleepboten behoren tot de M-klasse. Hiervan zijn er 2 eerder gebouwd. M-klasse schepen zijn 30,3 meter lang en 11,5 meter breed. De bollard pul (trekkracht) van de **"Svitzer Muiden"** bedraagt 60 ton en die van de **"Svitzer Marken"** 70 ton. Het motorvermogen bedraagt 3600 kW. Ze zijn daarmee sterker dan de sterkste sleepboot die Wijsmuller Havensleepdiensten nu gebruikt in het Noordzeekanaalgebied, de **"Titan"** en **"Simson"**. Deze hebben een bollard pull van 50 ton. De grotere bollard pull van de nieuwe sleepboten stelt het sleepbedrijf in staat om grote bulk carriers en containerschepen nog beter van dienst te kunnen zijn.



De nieuwe sleepboten zullen niet alleen in de havens en het Noordzeekanaal worden ingezet. Ze zijn ook geschikt voor assistentie en calamiteitenbestrijding op zee, zoals in de offshore. Ze voldoen aan de hoogste eisen ten aanzien van brandbestrijding. Zo kunnen ze 2.400 kubieke meter bluswater per uur verpompen. Dankzij de 360 graden draaibare schroeven en

boegschroef zijn de schepen zeer wendbaar.

Wijsmuller Havensleepdiensten beschikt in het Noordzeekanaalgebied over zeven sleepboten. Dit aantal zal voorsnog gelijk blijven. Twee van de huidige sleepboten zullen dankzij de komst van de **“Svitzer Muideren”** en de **“Svitzer Marken”** beschikbaar komen om elders te worden ingezet. Waar dit zal zijn, is nog niet bekend.

Gulf of Mexico oil and gas increase

OIL and gas reserves deep under the central and western Gulf of Mexico should boost oil production from the area from the current 1.5M bpd to 2M bpd or more by 2006, according to officials with the US Department of Interior. As to gas, Chris Oynes, Minerals Management Service (MMS) regional director for the Gulf's outer continental shelf, said gas production is expected to drop over the next four years, but begin rebounding in 2008, as the deep wells begin producing. It is expected to reach almost 13.5Bn ft³ per day in 2011, up from slightly more than 12Bn ft³pd at present. The low point, predicted in 2007, is expected to be just over 11Bn ft³pd. Rebecca Watson, assistant secretary in charge of MMS, told a press conference that the deep water and deep shelf production will be enough to heat 3.5M new homes. In the agency's first 10-year projection (they usually come in five-year periods), Watson noted projected oil increases of 43% and gas hikes of 13%. Although these projections are based against this year's production that has been reduced by the impact of Hurricane Ivan. She told Fairplay, it will be another five months before Gulf production recovers fully from the mid-September storm.

Body recovered from Vicuna



One body has been recovered from the wreck of the **Vicuna in Paranagua, Brazil, as the Chilean navy geared up to investigate the loss of the tanker.**

The Chilean-flagged Ultragas ship was broken in half and partially sunk by two huge explosions and a fire on Monday as it discharged a methanol cargo. Police have not identified the body found floating in the water.



Three others were missing and feared dead. The rest of the 28-strong crew survived. Ship manager Humboldt of Valparaiso told a local newspaper that the missing men were Chileans Jose Eduardo Obrequé and Ronald Pena, plus the owner's superintendent Juan Carlos Sepulveda and Argentine Alfredo Omar Vidal.

Chile's navy named a prosecutor to investigate the causes of the tragedy.

"We're still investigating the cause of the accident," Osmar Cunha of the Paranagua Port Authority told reporters.

"There are many factors that could lead to an explosion like this."

Half of the ship sank after being sheared off in the explosion, the port said.

The damaged Cattalini terminal has been shut, as have the nearby Petrobras and Cargill facilities.

Salvage and rescue efforts were being made to prevent oil pollution from the vessel's engine room.

Algeria toll set to rise



Hopes have begun to fade for the 17 seafarers lost off the Algerian coast over the weekend during violent storms after rescuers failed to find any further survivors.

Three seafarers are confirmed dead after the storms that sank one ship and drove another two aground

off the port of Algiers. Most of the missing are from SNTM-CNAN's 11,941-dwt general cargo liner **Bechar** (built 1978), which sank in high seas on Saturday night.

Rescuers had earlier plucked Algerian seaman Mostapha Rezoug from the ocean alive. At least two of the missing are from an as yet unidentified Turkish vessel.

"I can't believe I am still alive, this is really a miracle," a shaken Rezoug told Algerian state television after being brought safely ashore on Sunday.

Another SNTM-CNAN ship, the 20,586-dwt bulker **Batna** (built 1978), was also driven aground during the storms, but there were no reports of any casualties.

Israel's Zim aims to expand fleet and operations

Israel's largest shipping firm Zim Integrated Shipping Services aims to boost its fleet through a series of purchases and is in talks over expanding its shipping lines, company officials said.

Zim, which is 98 per cent owned by holding company Israel Corp after it was privatised by the government, aims to purchase 12 vessels in the period to 2009. 'Our aim is to increase our capabilities and expand our operations,' Zim chief executive officer Yoram Sebba told a news conference.

Israel Corp is 57.3 per cent owned by Israeli conglomerate Ofer Group, with Bank Leumi holding 20 per cent. The remaining shares are listed on the Tel Aviv Stock Exchange.

Zim chairman Udi Angel said the deal would be put to the public shareholders in Israel Corp on Dec 9.

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Due to regulatory restrictions Ofer Group and Bank Leumi will not be able to vote on the deal. 'A minority vote will decide and after Dec 9 we will know if we have a deal. We hope it will be approved,' he said. 'We are already in the process of negotiating with other shipping lines based on the new fleet.'

Under the programme, eight ships, with capacity of 4,250 containers each, will be built in China for delivery in 2006 and 2007. Another four vessels, with capacity of 6,350 containers each, will be delivered from Japan between 2008 and 2009.

'The management of Zim is hoping to acquire as many vessels as it is able to,' said Yossi Rosen, president and chief executive officer of Israel Corp.

STORM DESTROYS PART OF DAM SURROUNDING CRISTOFORO COLOMBO

A storm destroyed about 45 meters of the dam being built around the Belgian ship **Cristoforo Colombo** in the port of Kholmsk in Sakhalin's south, the Sakhalin region's emergency department reported on Wednesday.

A cyclone from the Sea of Japan hit the southern part of the island yesterday and caused a strong storm in the Tatar Strait, which separates the island from continental Russia. In Kholmsk, where the **Cristoforo Colombo** ran aground on September 8, there were strong winds (35m/s) and waves of up to six meters.

A spokesman for the department said experts had repaired the damaged part of the dam and were continuing construction around the ship. The dam will become a makeshift dock.

According to the experts' calculations, the 400-meter high dam around the ship made from soil from the sea floor will act as a dock. Inside the dock, water will be 75cm higher than sea level and the **Cristoforo Colombo** will be able to sail about the rocks she hit.

Five ships will be involved in pulling the **Cristoforo Colombo**. The ship was grounded in Kholmsk by typhoon Songda on September 8. Her fuel tanks and the engine room were damaged and about 200 metric tons of fuel oil and diesel fuel leaked into the sea and on the shore. A criminal case has been launched because of the environmental pollution. The captain of the ship, Belgian Nicolas Verbraken, is out on \$100,000 bail but still in Sakhalin.

China sub tracked by U.S. off Guam before Japan intrusion

A submarine that briefly intruded into Japanese waters last week was tracked by U.S. Navy P-3C patrol planes off Guam until it moved to waters near Okinawa, Japanese government sources said Tuesday.

A Maritime Self-Defense Force helicopter tracks a submarine that entered Japanese waters last week some 300 km north-northwest of Miyako Island. Tokyo determined the sub to be Chinese and lodged a protest. On Tuesday, Beijing acknowledged it was a Chinese vessel and expressed regret over the incident.

Based on the positional information obtained by the **P-3Cs**, which tracked the nuclear-powered sub from the Guam area, Maritime Self-Defense Force patrol planes dropped a sonobuoy for detecting

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submerged submarines and confirmed the vessel's location south of Ishigaki Island in Okinawa Prefecture early Nov. 9, the sources said.

The submarine continued to travel submerged from the Guam area until MSDF planes and vessels stopped tracking it Friday in the East China Sea, they said. It is highly probable that a submarine from the U.S. 7th Fleet was the first to detect the Chinese submarine in the Pacific after a U.S. military satellite system apparently detected a Chinese Han-class sub departing from a Chinese port, the sources said.

Defense Agency sources had earlier said the sub was thought to be a Han class -- China's first nuclear submarines, which went into service in the 1980s -- based on noise analysis.

The sub moved through a corridor between Ishigaki and Miyako islands at around 5:50 a.m. Wednesday, breaching Japanese territorial waters for about two hours.

Since the 1990s, the Chinese Navy has been exploring submarine routes that will take vessels to the Pacific between Taiwan and Okinawa, the sources said.

China has designated the area connecting Tanegashima Island to Amami-Oshima Island, both in Kagoshima Prefecture, and the Sakishima island chain, which includes Ishigaki Island, as one route, and another route between Tokyo Bay and the Izu and Ogasawara island chains, with Guam at its periphery.

"I have heard that the Chinese submarine did not advance into the east side (toward the United States) of the second island chain line" linking Tokyo Bay to the island chains south of Tokyo, a government source said.

The intrusion prompted Defense Agency Director General Yoshinori Ono to mobilize the MSDF for enhanced maritime security at 8:45 a.m. Wednesday. Such an order has been issued only once before in the 50-year history of the Self-Defense Forces. That was in 1999, when two North Korean spy ships were chased away after nearing Ishikawa Prefecture's Noto Peninsula.

The order was lifted at 3:50 p.m. Friday, and MSDF P-3C patrol planes, destroyers and helicopters stopped tracking the sub as it moved away from Japanese territory, judging there was little likelihood it would backtrack.

Military analyst Kenji Ebata said that while it was unclear how close the sub had been to Guam, he had never heard of Chinese subs operating so far away from the Chinese coast.

"It may have been training for encounters with U.S. (military) vessels," he said, adding he was surprised the Chinese side would undertake such activities with Han-class subs, which are large and noisy.

Ebata also said he had no idea why the sub then entered Japanese territorial waters, noting that further information, including how long it took to travel from waters off Guam to those near Ishigaki Island, would be necessary before making such an analysis.

S'pore-owned vessel held for deficiencies

Ship owned by Belchem S'pore among 8 held in UK

A ship owned by a Singapore-based company was among eight vessels detained in UK ports last month for safety violations, according to the country's Maritime and Coastguard Agency (MCA).

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An MCA report said that the master and crew of the bulk carrier **Belguardian**, owned by Belchem Singapore (Pte) Ltd but flagged in Liberia, were unable to demonstrate satisfactory fire and abandon ship drills and familiarisation with the company's International Safety Management Code procedures.

Also detained was a vessel operated on a third-party basis by the ship management arm of leading Thai handysize bulker owner Precious Shipping. The Hong Kong-flagged **Addu Moon** was detained in Immingham and held for seven days for 15 recorded deficiencies, including inoperative or faulty communications equipment and defective emergency lighting and fire dampers.

The MCA report said: 'The nature of the deficiencies indicate a major breakdown of the safety management system. The ship was discharging cargo at the port and its departure was not delayed by the detention.' The managing director of Precious subsidiary Great Circle Shipping Agency, Jaipal Mansukhani, said: 'At the time of the inspection, the vessel had only an interim ISM certificate which was issued by class at the time of 'take over' of the vessel earlier in the year.

'While at Immingham, an 'initial' audit was carried out and the certification was regularised.'

He said the deficiencies pointed out by the MCA were addressed and corrective action approved. He said the vessel was continuing to trade within Europe/UK at present without any problems. The MCA also drew attention to a Finnish ro-ro (car carrier) cargo ship, the **Borden**, held for eight days on the Tyne. The MCA said the vessel entered port with fuel oil leaking down the side of the ship.

A total of 32 deficiencies were recorded, including poor standard of cleanliness of the engine room, leaking steering gear pumps, and a faulty fire detection system panel. The oil spill incident and number of deficiencies indicate a failure of the shipboard safety management system, said the MCA.

The owners are currently under investigation by the MCA Enforcement Branch for the pollution incident. Seven deficiencies were recorded against a Russian general cargo ship, the **Kovera**, which was involved in a collision off Goole.

Besides substantial hull damage, impairing its seaworthiness, the main radio installation was found to be inoperative. The ship was still under detention at the end of September.

CASUALTY REPORTING

Duur bakje koffie

De schipper van het motorschip **Ilona** ging gisterochtend om een duur kopje koffie. Hij verliet de stuurhut, waar verder niemand anders aanwezig was, om even een bakje troost te halen. Vervolgens liep het schip aan de grond.



(foto Wim Kooyman ©)

Het incident deed zich gisteren omstreeks negen uur voor op de Westerschelde, ter hoogte van boei 29. Het schip was op weg naar Antwerpen. De bewuste boei bevindt zich nabij de twee windmolens in de Eendragtspolder tussen Terneuzen en Zaamslag. Volgens een woordvoerder van het Korps Landelijke Politie Diensten in Driebergen kan de schipper over enige tijd een bekeuring voor slecht stuurmanschap tegemoet zien. De **Ilona** is een bunkerschip, dat andere schepen van brandstof voorziet. Het schip was nog slechts geladen met zo'n honderd ton stookolie, een fractie van de totale capaciteit van 2100 ton van deze brandstof. De **Ilona** had geen schade opgelopen

en kwam in de loop van de middag bij hoogwater weer vlot na een klein zetje van een bergingsvaartuig.

SHIPYARD NEWS

Aker order book improves

The order book of Aker Yards is improving although the financial figures still look pretty threadbare and there is not enough work to keep the group's 13 facilities operating at full capacity.

Positive developments in both order intake and on the productivity front have led to Aker raising its operating revenue forecast for the full 2004 year to about NOK 12bn (\$1.92bn), while earnings before interest, tax, amortisation and non-recurring items should end up above 4%. The good news is however only relative for operating revenues last year were NOK 15.9m and the earnings margin 8.5%. Higher steel prices made Aker Yards reluctant to contract newbuildings through the third quarter and will reduce margins although Royal Caribbean ordering a second Ultra Voyager series vessel during this period.

Aker indicates it will press ahead with negotiations to reduce the workforce of the Kvaerner Masa-Yards at Helsinki and Turku and the Aker Finnyards at Rauma by 700 jobs. Moves to cut the Finnish labour force should be completed before mid-January and involve one off costs of EUR 18m to EUR 20m although annual savings of around EUR 20m should result.

Aker Yards had operating revenues of NOK 2,702m in the third quarter of 2004, compared with NOK 4,005m in the corresponding period of 2003. Revenues totalled NOK 8,664m at the nine months stage. Revenues fell in the cruise and ferry as well as the offshore sectors. Pretax profit for the quarter was NOK 67m and net profit NOK 44m, compared to NOK 339m and NOK 255m respectively in the same period of 2003.

Pretax profit for the year to date is NOK 288m, with the net profit at NOK 194m, compared to NOK 961m and NOK 728m respectively for the first three quarters of 2003.

ROUTE, PORTS & SERVICES

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The **ROCHDALE ONE** moored in Amsterdam – Photo : Piet Sinke ©

The **ROCHDALE ONE** is moored in Amsterdam since July 2004 where she arrived from Piraeus, the vessel is build as the **AYVAZOVSKIY** during 1977 at the Dubigeon yard in Nantes under number 144, during 2000 she was for a shortwhile named **KARINA** and the same year she was renamed again in **PRIMEXPRESS ISLAND**, November 2003 she was renamed in **ROCHDALE ONE**

NYK ties up with Sovcomflot

NIPPON Yusen Kaisha of Japan has announced a joint-venture with Russian operator Sovcomflot to transport LNG from the Sakhalin II Project in the Russian Pacific. Having secured 20-year time charters for two ships from Sakhalin Energy Investment Co, the Japanese major has announced orders for four LNG carrier newbuildings. The four ships, two each from Mitsubishi Heavy Industries and Daewoo Shipbuilding, are to be delivered in 2007-8 and will be jointly owned by NYK and Sovcomflot. This deal marks the first time that NYK has entered a joint ownership venture with a Russian shipping company. Due to the extreme winter weather prevailing in Sakhalin, NYK confirmed that all four are to be specified with super ice class. Sakhalin Energy, which is jointly owned by Shell (55%), Mitsui & Co (25%) and Mitsubishi Corp (20%), expects to produce and export 9.6M tones of LNG annually from 2008 when the project achieves full production.

Broström buys out partners

BROSTRÖM, the Gothenburg-based product and chemical carrier group, has decided to buy out its strategic partners' stakes in vessels used in European trades in which the company is part-owner and offer the three firms concerned shares in Broström instead. The companies involved are Rigel Schiffahrt in Germany with 10 ships plus three newbuildings under commercial management of Broström, and Donsotank and Erik Thun, both Swedish companies with five plus one ships and seven plus six ships respectively in Broström service. Broström has called an egm for 1 December to offer 6.3M new class B shares for these companies. The offer, if accepted, is equal to 17.7% of the shares and 11.5% of the voting rights in the company. Broström chief executive Lennart Simonsson said in a statement that part owned vessels have formed an integral part of the group's strategy to reduce its risk. However, it will now move on to full ownership of the fleet, whereby greater transparency and

easier renewal of the fleet become possible. The company has held talks with the partners concerned and the possibilities to complete all or part of the planned deals are good.

Ship seizures hurt Nenaco

Philippine ferry owner Negros Navigation Co (Nenaco) has plunged into the red in the first nine months after a creditor seized some of its ships.

The company also blamed reduced trip frequencies resulting from fewer vessels in service because of drydockings. Net losses were PHP 382.4m (\$6.78m), compared to a profit of PHP 73.6m in the same three quarters of 2003. Costs were cut to PHP 1.4bn from PHP 1.5bn in 2003, due to lower fuel consumption. But revenues slipped to PHP 1.3bn, from PHP 1.8bn the previous year. Philippine shipyard Tsuneishi Heavy Industries seized five Nenaco ships on two occasions this year as it tried to force payment of a repair bill owed to it.

Nenaco filed for bankruptcy protection in March and its new 10-year rehabilitation and debt-repayment scheme was approved last month. Parent company Metro Pacific is buying out minority shareholders to take Nenaco private in a bid to revive its fortunes.

Vroon rounds up more livestock



Top : The BRAHMAN EXPRESS – Photo : Henk de Winde ©

Expanding Dutch owner Vroon has added Danish company Corral Line's five livestock carriers to its fleet. It did not name a price, but said the ships would be traded under its Livestock Express banner.

The move comes less than two months after Vroon bought Singapore owner Labroy Marine's seven livestock ships. "With the increase in fleet size Livestock Express will be able to offer an improved level of service to the livestock industry," Vroon said. The subsidiary now controls 32 carriers. Labroy, Asia's biggest livestock-carrier operator, pulled its seven vessels out of the Australian trade in March because of financial losses caused by low freight rates, new regulations and a strong Australian dollar. Vroon has a mixed fleet of tankers, offshore vessels, boxships, bulkers, reefers and car carriers.

NAVY NEWS

Report says fewer submarines to be part of US Navy fleet

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In what could be a blow to efforts to prevent the closing of the Groton submarine base, a new congressional report suggests that fewer submarines will be part of the Navy fleet in upcoming years.

The Pentagon is scheduled to recommend a round of base closings next May, and the size of the future submarine force is likely to be a factor in deciding which bases will be placed on the closure list.

Navy officials have discussed keeping a fleet of 250 to 330 ships. The number of ships would decrease 19 percent at the low end of that range, or increase 6 percent at the top of the range.

In the Congressional Research Service report, national security analyst Ronald O'Rourke says the number of submarines would decline by about 10 percent, from 55 to 50, if the fleet was set at 330 ships. That number would drop 33 percent to 37 boats in a 250-ship fleet.

"That just doesn't bode well for one of the three submarine homeports on the East Coast," said John C. Markowicz, chairman of the Subbase Realignment Coalition, which is seeking to prevent the closure of the base.

The congressional report says the six shipyards that build warships now, including Electric Boat in Groton, can build about 30 ships a year, three to four times the capacity needed in the near term. Maintaining that much extra capacity could be costing the Navy "several hundred million dollars a year" in excess overhead costs, the report says.

In contrast, the number of surface ships would rise 11 percent to 129 ships in a 330-ship fleet, while dropping 14 percent to 100 ships in a 250-ship fleet. Amphibious ships would stay the same (36) under a 330-ship fleet, and drop 33 percent to 24 under a 250-ship fleet, the report projects. The Navy would likely maintain the same number of aircraft carriers (12) at 330 ships, and lose one, or 8 percent, at 250 ships. Markowicz said that throughout the Cold War, the Navy knew exactly how many submarines it required based on complex calculations that determined how many it could put to sea at any one time, and how broad an area it would have to defend against Soviet submarines and surface ships.

"Those kind of metrics are gone" in a post-Cold War world, he said. "The Navy is reinventing itself, and the best you can hang your hat on is what the joint commanders say they need in the field."

Navy commanders have called for 65 to 72 submarines to be part of the force, but Markowicz said that would not be possible given the state of the shipbuilding budget.

MOVEMENTS

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The **ARKLOW RACER** flying the **Barkmeijer shipyard** flag near Velsen
Photo : **Joop Marechal** ©

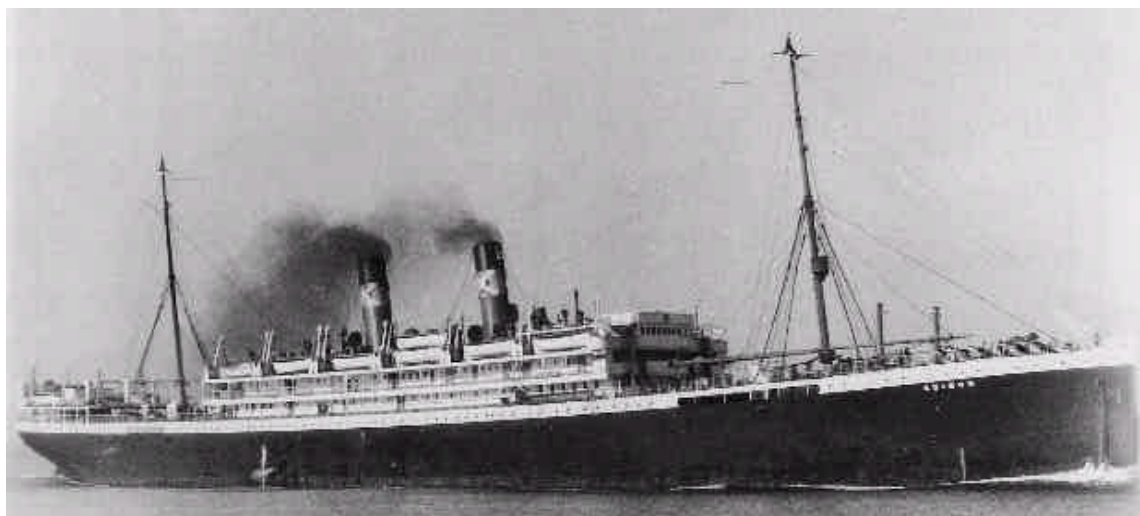


The new **BATTLE** of Clyde Marine Ltd was commissioned - Photo : **Brain Climie** ©



The **MSC EDNA** departed from Santos – Photo : **Marcelo Lopes** ©

OLDIE – FROM THE SHOEBOX



The passenger/ cargo steam ship **EDISON** served from 1897 until 1935

Photo : Coll. Piet Sinke ©

AIRCRAFT / AIRPORT NEWS

China Southern buys airlines

CHINA Southern Airline Co. has reported that its board of directors have given it the green light to buy Northern Airlines and Xinjiang Airlines from its parent company. The approximately US\$1.8 billion acquisitions will increase the airline's fleet from 139 to 214.

The company signed the asset purchase contract with its controlling shareholder and Northern Airlines and Xinjiang Airlines on November 12. The company has 12 operating centres in central and south China and is headquartered in Guangzhou. China Southern Airlines operates 248 domestic air routes to 69 cities, 18 air routes to Hong Kong and Macau, and 45 international routes to 24 cities in Southeast Asia, Oceania, North America and Europe.

RIJNMOND WEATHER

Vooruitzichten van woensdag t/m zaterdag:

TIJDELIJK KOUDER!

Wisselend bewolkt en eerst enkele buien, mogelijk met hagel en natte sneeuw. Zondag af en toe zon en droog. `s nachts tijdens opklaringen en weinig wind kans op nachtvorst. Na zondag oplopende temperaturen.

© Ed Aldus 2004	DO-18	VR-19	ZA-20	ZO-21
Maximumtemperatuur:	10	6	6	8
Minimumtemperatuur:	10	3	1	0
Zonnekans in %:	20	30	40	30
Neerslagkans in %:	90	70	40	30
Neerslag in mm:	10	4	2	1
Windrichting kracht:	NW-4-7	NW-4-6	W-3-5	ZW-3-4

.... PHOTO OF THE DAY



The **BIBER** is the former **Eerland 21** and is now operating for Harms in Hamburg
Photo : Bram Plokker ©

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