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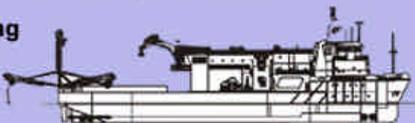


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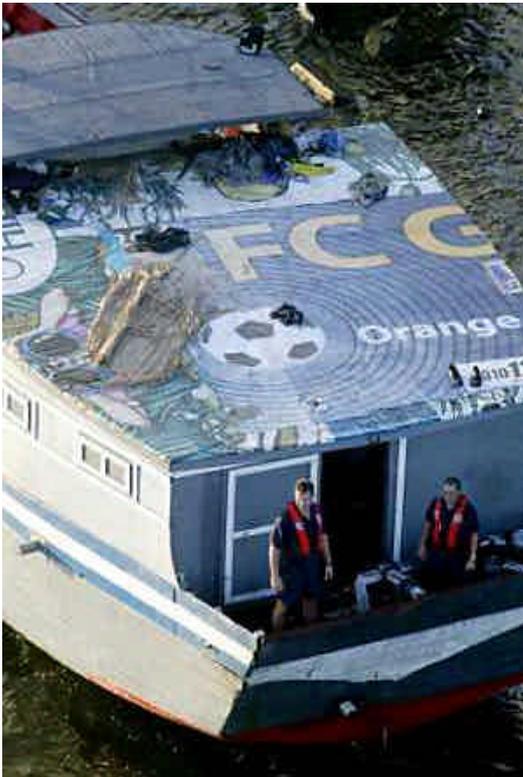
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Operation Enduring Freedom

EVENTS, INCIDENTS & OPERATIONS



U.S. officials stand at the stern of a boat that carried Haitian migrants to the Miami area, October 29, 2002. About 200 Haitian migrants jumped off the dangerously overcrowded freighter after it ran aground in shallow waters off Key Biscayne.



Shipping industry eyes safer demolition rules

The world shipping industry will take a step next month towards improving the safety and environmental credentials of ship demolition, a business that recycles millions of tons of vessels each year on beaches in the Indian sub-continent.



Big international shipowner organisations will meet Chinese, Japanese and Korean shipbuilders in Shanghai to discuss "Green Passports" for vessels. The passport idea is part of a set of draft guidelines approved earlier this month by a committee of the UN's International Maritime Organisation (IMO) for adoption by member countries next year.

The Green Passport would accompany a vessel from builder to breaker. It would record hazardous materials used in construction and subsequent changes in materials and

equipment.

An existing voluntary code lists asbestos and lead and tin-based coatings as materials posing dangers at the breaking yards and another 29 hazardous materials found on board, from raw sewage to mercury.

So far this year, some 24m tonnes of shipping have been scrapped. India, Pakistan and Bangladesh account for over three-quarters of the total. This level of demolition is forecast to continue at least to the end of the decade, driven in part by the compulsory replacement of single-hulled oil tankers and fleet overcapacity.

With virtually all of a vessel recycled, the shipbreaking industry can be seen as a paradigm of the green economy. But as the IMO committee said, "working practices and environmental standards in the yards often leave much to be desired".

The International Labour Organisation reports workers with lung problems, gas explosions and beaches polluted with chemicals and toxic substances. Greenpeace says shipowners make \$1bn a year from demolition tonnage and some of that should be spent cleaning up vessels before being beached.

The environmental group argues that under the Basle Convention, if waste contains hazardous material it may not be exported. But Peter Swift, managing director of the International Association of Independent Tanker Owners, says the IMO does not interpret the convention as applying to ship demolition.

The Shanghai agenda, he says, proves that the Green Passport idea can be passed quickly downstream from owners to builders even before the IMO formally adopts it.

Antwerpse sleepdienst investeert in nieuwe branche

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De Antwerpse Unie van Redding- en Sleepdienst (URS) investeert meer dan honderd miljoen euro in nieuwe vaartuigen. De tewaterlating van de **Union Manta** in het Deense Frederikshaven was vrijdag de eerste stap in het expansieplan van het bedrijf.

Door de versterking van de zeevloot ondergaat de URS de komende jaren een aanzienlijke gedaanteverwisseling. Het bedrijf verwacht dat de oliewinning op zee veel werk zal brengen, en dan vooral omdat meer en meer olie-exploratie verder en dieper op zee gebeurt.

„Hoogzee-activiteiten zijn veel rendabeler dan de sleepbranche. Die laatste tak vertegenwoordigt weliswaar 60 procent van de omzet, maar slechts 10 procent van de winst. Om die reden is het niet onlogisch om zwaar in te zetten op de versterking van de offshore vloot”, vertelde URS-directeur D. Mertens vrijdagmiddag op de Orskov-scheepswerf).

De 34 miljoen euro kostende **Union Manta** is de eerste zeesleper die de URS in twintig jaar laat bouwen. Met een motorvermogen van 20.000 pk en een paaltrekkracht van 210 ton is de ruim vijfenzeventig meter lange boot bijna twee keer zo krachtig als het huidige vlaggenschip, de President Hubert. Er is plaats voor 37 bemanningsleden. De bovenbouw van de boot staat nu nog aan wal. Die wordt de komende weken met het schip samengevoegd en afgewerkt. De Union Manta is vermoedelijk in februari 2003 klaar. In maart volgt de officiële doopplechtigheid in Antwerpen.

Het investeringsprogramma voorziet tot 2006 in de bouw van eenzelfde supersleepboot als de Union Manta, die de komende drie jaar wordt ingezet in de Golf van Mexico bij de aanleg van 1200 kilometer pijpleiding voor de olie-industrie. Daarnaast staan de aankoop van een kleinere oceaansleper, een bevoorradingsschip en een duikondersteuningsschip op stapel. Voor het Deurganckdok in Antwerpen liet de URS al twee sleepers bouwen. Verder investeert de Antwerpse firma in vier havensleepers, waarvan er twee in Vlissingen en twee in Zeebrugge worden gestationeerd.

Milieu

Ook acht de URS het zeer gewenst dat er permanent een reddingsleper -die ook kan worden ingezet als milieubeschermingsvaartuig- stand-by ligt voor de Belgische kust. Het bedrijf is hiervoor afhankelijk van de Vlaamse overheid. „Die moet weten wat ze wil. Zeker is dat de Vlaamse overheid nu geen interventiecapaciteit bezit. Klaarblijkelijk moet er eerst een ramp gebeuren en een minister aftreden voordat daadwerkelijk tot actie wordt overgegaan”, aldus Mertens.

De financiering van het nieuwbouwprogramma levert volgens de URS-topman geen problemen op. Het bedrijf combineert externe financiering via leningen met lange termijn contracten voor de schepen die de komende maanden worden besteld. Bij de aandeelhouders hoeft de firma niet aan te kloppen. Dat is ook niet realistisch omdat groootaandeelhouder **Smit Internationale** uit Rotterdam in grote financiële problemen zit en van zijn aandelenpakket (49 procent) af wil. Momenteel is URS druk op zoek naar partijen die de aandelen van de Nederlanders willen overnemen.

Newbuilding numbers to fall but tonnage to increase

OVER the next five years vessel tonnage delivered by yards around the world is expected to increase by 4 per cent but the number of ships built is likely to fall by 10 per cent.

That, at least, is the conclusion of a new study aimed at assessing the market for marine engines. 'The World Marine Propulsion Report', to be published in November by analysts Douglas-Westwood, says that total propulsion power should increase by 8 per cent when compared to the 1997-2002 period.

The market for marine propulsion systems is expected to grow to become a US\$5 billion market by 2007. Douglas-Westwood's managing director John Westwood said: 'The overall picture is of fewer but larger vessels with bigger engines. Despite a reduction in the number of vessels delivered by yards over the next five years, we expect total propulsive power to continue to increase.'

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The report analyses engine deliveries by type and manufacturer for the 9,789 vessels built over the past five years worldwide and shows the market shares established for all the significant players.

The results show a major shift in market share among the leading engine companies and the relative decline of the South-east Asian designs.

That will not be welcome news in this part of the world but in general the report strikes an optimistic note. Its lead author Barney Parsons said: 'The major driver for vessel construction is the growth in seaborne trade. A large increase in vessel orders followed the sharp increase of seaborne trade in 1998. Looking forward five years, we believe that growth will be highest in 2004 as the world economy recovers somewhat.'

'The effect of the 2000 order boom will be seen in ship deliveries up to 2003, and then we believe a modest return in confidence will allow yard tonnage output to increase steadily up to 2007.'

The prediction that the number of vessels ordered will fall is likely to concern the yards, especially small and medium sized ones.

'Although gross tonnage output is expected to remain relatively stable over the forecast period, we believe that the numbers of vessels constructed will be lower than in the 1997-2001 period.'

Mr Parsons sees a silver lining for the engine manufacturers. He said: 'However, average vessel sizes will be larger and consequently their power requirements greater. This means that the value of the market for propulsion systems will increase.'

That may be so, with both propulsion units and ships, but for many yards it is the number of newbuilding projects available that will be crucial.

The study sees an increasing market share for Chinese shipyards, mainly at the expense of Japanese yards.

It will be interesting to see if the number of vessels contracted really does drop. One can imagine that pressure on medium and smaller yards will make that that sector even more competitive. If Douglas-Westwood is right, there could be some very keen prices available to owners looking for, say, smaller handysize ships.

CASUALTY REPORTING

GARDPOINT (NORWAY INT. REGISTER)

Trondheim, Oct 30 -- Local press report general cargo Gardpoint grounded morning of Oct 25, at Oetervaer, Meloy, Nordland County. Salvage tug Skuld and Coast Guard cutter Senja present. However, Gardpoint refloated without assistance. Vessel sailed, by own power, together with Skuld and arrived Sandnessjoen at 0600, Oct 26, where now on slip at Slipen Mek Verksted. Estimate complete repairs Nov 8/10

MARMARA PRINCESS (TURKEY)

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London, Oct 30 -- A press report, dated today, states: Divers are examining the hulls of naval vessels, damaged yesterday, in the port of Novorossiisk, allegedly by o/ro Marmara Princess (10600 gt, built 1972). A full list of damage done to the vessels and hydroengineering equipment will be determined after the examination, in order to draw the captain's protests against the accident. According to the Southern regional centre of the Russian Emergency Situations Ministry, last night, in the port of Novorossiisk, o/ro Marmara Princess contacted several Russian Navy vessels. The contacts occurred in winding conditions, with gusts up to 25 metres per second, when Marmara Princess was leaving the Geoport harbor. The contacts resulted in damaging the Navy vessels and the wharf. there were no casualties or oil spill

PETROBRAS XXXIV (PANAMA)

Rio de Janeiro, Oct 30 -- Floating production Petrobras XXXIV: List has been corrected and platform is in order. Electrical repairs are being carried out. Cargo pumps are active to avoid listing and vessel is still at Barracuda Field

SHIPYARD NEWS

Chantiers de l'Atlantique finds way in to Chinese market



FRENCH shipbuilder Chantiers de l'Atlantique believes its early agreement covering the transfer of LNG carrier technology to Hudong Zhonghua offers an important opportunity to get in on the ground floor of the next phase in Chinese shipbuilding.

"The agreement was signed at the end of a competition in which European and non-European shipbuilders were involved, and in a context where Asian shipyards, particularly Korean shipyards, have almost monopolised the recent LNG carriers newbuildings," said a spokesman for the Alstom subsidiary.

Hudong-Zhonghua is to deliver the first Chinese-built LNG carrier following a government request.

The carrier will feed a storage base in Shenzhen, Guangdong Province, due for completion at the end of 2005.

The builder has a licensing agreement for membrane ships and a draft agreement with Chantiers to supply drawings and foreign expertise.

The French shipbuilder refused to disclose further details, but it is worth noting that Kvaerner, which has also been seeking a technology transfer partner in China on LNG, shied away from the Hudong deal.

According to a Kvaerner Masa-Yards spokesman, the yard backed out not because it is specialised in spherical containment systems, where Hudong will build membrane technology, but because it wanted to retain more of the production content in Finland than Hudong was prepared to cede

Italian firm finally goes under with debts of \$98m

Italy's Cantiere Navale Fratelli Orlando, which applied for two years of protection under receivers in June, finally went into administration on September 23 carrying estimated debts of just above E 100m (\$98m).

The yard's travails extend back to 1998, when Orlando secured a first order for two 1,800-passenger capacity, 150 m length ropax ships from Corsica Ferries.

In its anxiety to beat off Asian competition, the yard agreed a contract price of Lira140bn excluding operating subsidies – 10%-15% short of a realistic price.

Since then, Orlando has only secured orders for one chemical tanker from Marnavi and one cable layer from Telecom Italia subsidiary Elletra.

The ships were finished late and, as the yard teetered on the brink of receivership, both owners refused delivery.

Both ships are alongside at the Orlando yard and, with one of two slipways already closed, the workforce has been cut from 300 to around 180.

Orlando's final remaining work sees the delivery of the fourth section of the Port of Livorno's new floating dock was due to be completed within weeks.

The court's appointed receiver will need to renegotiate contracts covering delivery of the two vessels, with both original owners in the frame. However, discussions over the ships, reckoned to be worth around E 45m- E 50m apiece, will have to include late delivery penalties, which in the Manarvi case ran to nine months.

The receiver is also looking for a partner to continue with shipbuilding at the facility, although sale for redevelopment is being considered.

AsianYard Roundup

Rivals seek B+H Ocean orders

B+H has asked yards to tender on a six plus 24 basis, but STX is believed to have responded with a six plus four option formula for the 47,000 dwt ships.

Shina Shipbuilding is meanwhile, on the hunt looking for its first 47,000 dwt orders. The company is also in talks for two plus some optional 47,000dwt vessels with Ocean Tanker of Singapore. Shina Shipbuilding is believed to be offering Ocean Tanker attractive pricing to win its first MR orders, but the cost could be offset if it won the B+H deal.

Hyundai Mipo plays great Greek game

Hyundai Mipo is close to winning up to 10 Greek product tanker orders.

No end to duel over Hamburg Süd

Daewoo Shipbuilding and Samsung Heavy Industries continue to spar over a lucrative five plus one option 5,700 teu containership contract from Hamburg Süd.

Hamburg Süd has previously ordered containerships at Samsung, but Daewoo has been making an attractive effort to win the business.

The two yards are also tussling over an order for a pair of LNG carriers from MISC of Malaysia, which recently placed an order for a pair of aframax ships at Samsung.

DSME defies times to win firm deal

IN A newbuilding market jammed with talk, but little ink on paper, Daewoo Shipbuilding & Marine Engineering has signed a deal with LMZ Transoil.

The 69,000 dwt product tanker is estimated to cost \$33m-\$33.5m. STX Shipbuilding had been in the running, but in the end the single ship deal went to DSME.

HHI names LPG carrier

Bibby Line has named a 35,000 cu m LPG at Hyundai Heavy Industries.

Ship particulars are 165 m long and 28 m beam with a depth of 17.8 m. The Hyundai-built main engine of 13,580 bhp main engine will provide a speed of 16.7 knots. The LPG carrier, ordered on August 2000, was named **Lancashire** by Sarah Robertson, wife of David Robertson, the director of Bibby Line.

The vessel will join the LPG fleet of the Cheshire built in Boelwerf Vlaanderen Shipbuilding and the Mitsubishi-built Oxfordshire . The company also operates the 1975-built Lincolnshire, constructed at Swan Hunter.

China Shipbuilding 'Rejuvenation' fruits

The debt-ridden China Shipbuilding Corp managed to turn a profit of T\$198m (\$5.66m) in the first nine months of this year thanks to a "rejuvenation programme", a senior executive said.

CSBC chairman Hsu Chiang made the remarks at a budget screening meeting of the Legislative Yuan's Science and Technology Committee.

The state-owned enterprise cut 2,280 staff positions and hit remaining staff with a 35% pay cut. "We have streamlined personnel management and tightened quality control to ensure stable production and punctual delivery," Mr Hsu said, adding that the three quarter results were an amount rarely seen in the company's history.

Hanjin Heavy wins \$266m warship

Hanjin Heavy Industries and Construction Co has signed an agreement with the Navy to construct an LP-X amphibious ship, the company said. The Won325.7bn (\$266.2m) order requires a June 2007 delivery. In the first half of this year, Hanjin Heavy had a net profit of Won8.1bn, up from Won2.8bn a year ago.

ROUTE, PORTS & SERVICES



Fishermen leave a beached dhow for the night at sunset on the shores of Kuwait City October 29, 2002. Before the oil boom began thirty years ago, Kuwait was known as the most important shipyard in the Gulf. Nowadays the craftsmen who used to build boats that roamed the seas, filled with cargo or fish, make handcrafted models of the grander vessels.

Senator Lines blijft actief op Europa/Azië-route

Door de recente herstructureringen binnen de groep Hanjin Shipping Company, meer bepaald bij dochter Senator Lines, die zich hierdoor terugtrekt uit de vaart over de Stille en over de Atlantische Oceaan, werd gevreesd dat hetzelfde zou gebeuren op de route tussen Europa en Azië. Uit de laatste berichten blijkt dat de hardnekkige geruchten die hierover de ronde deden, ongegrond zijn. “We blijven in deze trafiek met Hanjin en in het raam van de nieuwe CKYHS-configuratie”, liet een vertegenwoordiger van de directie ons weten vanuit het hoofdkwartier van de rederij in Bremen.

Fear Russian oil transport along Norwegian coast



The Russians are reported to have started shipping oil in large tankers along the Norwegian coast this week.

Environmental Minister Boerge Brende fears this could end in an environmental catastrophe.

The unconfirmed reports say the first large Russian tanker with oil left Murmansk four days ago.

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However, neither Norwegian surveillance aircraft, nor the Norwegian Coast Guard have registered any large Russian ships moving along the Norwegian coast.

-Norwegian authorities have advised against this form of transport, since the Russians do not have the equipment suited to prevent oil spills from ships of this type, says Environmental Minister Boerge Brende.

A joint working group will now look into how preparedness against this type of oil spills may be coordinated, NRK reports.

Sleper Smit stapt uit Unie

Rotterdamse onderneming verkoopt belang om geld vrij te maken

Sleep- en bergingsbedrijf Smit Internationale uit Rotterdam stapt uit de Unie van Redding en Sleepdienst (URS) in Antwerpen. De Nederlandse grootaandeelhouder zit in financieel zwaar weer en wil zijn belang van 49 procent verkopen om onder meer te kunnen investeren in offshore-activiteiten. De Rotterdammers willen met name deze kernactiviteit verder uitbouwen.



URS-directeur D. Mertens verklaart dat de plannen van Smit geen negatieve gevolgen hebben voor het personeel van de Nederlandse tak van het bedrijf in Terneuzen en Vlissingen. Met de komst van de Westerschelde Container Terminal en de groei van het aantal autocarriers in Zeebrugge voorziet hij eerder een toename van de activiteiten in de Scheldehavens. De hiermee samenhangende investering van 22 miljoen euro in vier havenslepers, die vooral zullen worden ingezet in Vlissingen en Zeebrugge, lijkt die woorden te bevestigen.

Links : De inmiddels verkochte **HOBOKEN** afgemeerd bij een van de sluisen in Antwerpen

Foto : Piet Sinke©

„In het Scheldebekken hebben we het kritisch minimum bereikt. De personeelssterkte zal hier niet verder dalen”, zei Mertens afgelopen vrijdag in het Deense Frederikshaven bij de tewaterlating van de Union Manta, het nieuwe vlaggenschip van de zeegaande vloot van de URS. Hij zei verder geen vrees te hebben voor een nieuwe concurrentieslag in het Scheldebekken.

Vaarwater

Door uiterst scherpe tarieven - met minieme winstmarges - en de belangrijk toegenomen kwaliteit van de vloot plus personeel is de concurrentiekracht van de onderneming volgens de URS-directeur de laatste jaren sterk toegenomen. „Een bijkomende factor in ons voordeel is de complexiteit van een vaarwater als de Schelde”, aldus Mertens.

De enige kapers op de kust die volgens de URS-topman roet in het eten zouden kunnen gooien, zijn de grote rederijen. In dat geval zou de URS de concurrentie aan moeten gaan met reders die tegelijkertijd sleepdiensten - en eventueel loodsdiensten - zouden uitleveren, een situatie die in Singapore inmiddels werkelijkheid is. Als bijna-monopolist op de Westerschelde voorziet Mertens ook geen verdere toenadering tot Multraship, de enig overgebleven concurrent uit Terneuzen. Hij spreekt van een gedwongen samenwerking, waarbij de relatie waarschijnlijk nooit inniger zal worden zoals die nu is.

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Door de geringe winstmarges op het havensleepwerk is elkaar wegconcurreren volgens hem ook geen optie.



Na vijf zware jaren met ingrijpende reorganisaties - die zo'n driehonderd banen kostten - en een sanering van de vloot, is de URS weer winstgevend. Hoewel de omzet met 48,4 miljoen euro bijna vijftig procent lager ligt dan in 1997, stelt het bedrijf voor 2002 een nettowinst van ruim zes miljoen euro in het vooruitzicht. Die komt voornamelijk van de offshore-activiteiten. Het havensleepwerk levert ook dit jaar weinig tot geen winst op.

Links : De **UNION 11** vaart volle kracht achteruit de sluis uit in Antwerpen.

Foto : Piet Sinke ©

Smit International stays silent over URS tug stake sale

SMIT International has said that there is no decision yet on whether it will sell its 49.9% stake in Belgian firm Unie van Redding en Sleepdienst, the largest tug operator in the port of Antwerp

Reports in Belgian and Dutch newspapers speculated that the Dutch firm was keen to sell because of its earlier announced package of cutbacks.

Rotterdam-based Smit saw interim profits fall by more than half in August, when operating profit plummeted from E 9.5m (\$9.3m) to E 4.6m and it announced a further number of measures designed to halt the decline.

Smit had already started a rationalisation programme in its heavy lift division but the profits slump forced the company to announce further measures.

The Dutch group would continue to focus on its four core activities.

Lars Walder, Smit spokesman, said Smit's new president Ben Vree, was examining all of the company's joint ventures and participations as part of this strategy, including URS.

As well as asking whether they were core activities and offering synergies to the group, Mr Vree was looking at whether Smit had enough influence and management control over the companies. "Do we have enough influence or are we just being used as a bank?" he asked.

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On announcing the interim results, Smit said around 25% of the company's equipment (mainly tugs and barges) would be sold off.

This included three large offshore, so-called SMIT barges, at least one of three large sheerlegs and two of four of the smaller sheerlegs would be decommissioned.

Tg Pelepas to break even by year-end

(KUALA LUMPUR) Port of Tanjung Pelepas, South-east Asia's fastest growing port by volume, will break even by the end of the year, chief executive officer Mohd Sidik Shaik Osman said in an interview.

He declined to give more details. The port posted a loss of RM32.1 million (S\$14.95 million) in the first six months of the year as it lures customers with low rates and expands its capacity, The Business Times reported this month.

Malaysian businessman Syed Mokhtar Shah Al-Bukhary is selling half of the port to Malaysia Mining Corp for RM1.9 billion in cash and new stock to finance its expansion.

The Malaysian port competes with Singapore's PSA Corp, which runs the world's busiest container port, and has attracted two of Singapore's major shipping lines over the last two years. About 95 per cent of the cargo handled by the Malaysian port operator is for transshipment.

Pelepas has lost a total of RM447.7 million since 1997, The Malaysian Business Times reported

Wärtsilä hit by newbuilding malaise

Wärtsilä's earnings continued to come under pressure in the third quarter as the Finnish marine propulsion group continued to be hurt by the slow market for newbuilding orders.

Operating profit fell 36.9% to euros16.1m from euros25.5m in the third quarter of last year.

The decline at the nine-month stage was even sharper with operating profit dropping 81% to euros165m from euros585.6m.

However, the nine-month figures in both years was heavily influenced by capital gains.

A more useful measure is operational earnings before interest and tax which slid to euros53.9m from euros65.2m.

Wärtsilä's third quarter net sales fell 22.9% to euros510.3m from euros661.4m.

The decline in marine sales was gentler at 18.7% to euros148m from euros182.1m, but included a contribution from John Crane-Lips, which was acquired in April.

Wärtsilä said the global shipyard order book remained unchanged during the quarter.

"The only increase in shipyard orders was evident in Japan, mainly due to a small increase in orders for bulk carriers," Wärtsilä explained.

"The volume of orders for containerships showed tentative signs of recovery during the reporting period. The order book for cruise and passenger ships continued to decline as few significant orders were placed worldwide."

Cosco and NYK in car carrier link to reap rewards of China's auto boom

COSCO and Nippon Yusen Kaisha have agreed a joint venture, Nykcos Car Carrier, in a bid to cash in on China's emerging auto export market, writes Matthew Flynn.

"In two or three years, Chinese auto exports will probably reach 400,000 or 500,000," said NYK president Takao Kusakari. He added: "Eventually, it will definitely exceed Japan's 4m."

The new firm is capitalised at \$6.5m and will first use three or four 1,000 unit ships for north-south shipments in the mainland market. Nykcos will also use one ship for transporting imported cars from Japan, Thailand and elsewhere.

The joint venture's real target though is the expected emergence of extensive auto exports from China. The car carrier deal appears to stem from a similar joint venture between Cosco Logistics and NYK Logistics, forged earlier this year. Nykcos Car Carrier will be 51% owned by the Guangzhou arm of Cosco, which is focused on specialised tonnage such as heavy lift and 'tweendeckers. When Cosco was split into regional units specialising in various trades, Cosco Guangzhou was seen as getting the leftover ships other than bulkers, tankers or containers. Instead, the company has shrewdly exploited these niche trades.

Nykcos will be headquartered in Guangzhou and the staff of 15 will man a network in the major Chinese auto manufacturing centres of Shanghai, Tianjin and Changchun. Some 3m vehicles will be produced this year in China, of which about a third will be passenger cars. By contrast, altogether China imported 67,000 vehicles in the first nine months of this year. While World Trade Organisation membership has raised some hopes for shipments for China, the real race is for a manufacturing base.

NYK's 65 car carriers transported 1.6m units in fiscal 2001, roughly the same as the year before, as it used Thailand and European exports to offset the slack auto exports from the home market. One report from Japan said that, with no Japanese auto plants yet exporting from China, the joint venture would first rely on moving General Motors exports from a Shanghai plant to the Philippines.

In addition to close ties with Toyota, NYK Line was presented with a "Supplier of the Year" award by General Motors in Fiscal 2001.

Among the Japanese auto makers, Honda is the first to plan an export-oriented base with the Guangzhou vehicle assembly plant to start shipping 50,000 vehicles a year to Europe and Asia in 2004.

Grimaldi Group Returns to A&P

As part of the Partnership Agreement between Grimaldi Group, Naples and the U.K.'s A&P Group signed earlier this year, the Italian shipping company recently awarded repair contracts to both A&P Falmouth and A&P Southampton. The 51,714grt RoRo **Gran Bretagna**, which dry docked in Falmouth, and the 56,642 grt RoRo **Grande America** which dry docked in Southampton, completed repairs, the work scope including various steel renewals, mechanical overhauls including work to the bow thrusters,

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drencher system pipe renewals and preparation and painting of the vessels hulls and associated equipment.



Both vessels were completed during their scheduled repair periods (12 and 13 days respectively), with the A&P workforce working around the clock to complete on time. Mark Giles, Group Sales Director for A&P commented "This, our second season working with Grimaldi, has confirmed that working together as partners has improved the process of planning, performing the work and cost control for both Grimaldi and A&P."

Washburn & Doughty and BTT Team Up to Build Tugs for LNG Application

Washburn & Doughty Associates, Inc. of East Boothbay, Maine is currently building two 4400 HP Z Drive (ASD) Tugs for Boston Towing & Transportation Company (BTT) of Boston, Massachusetts. The vessels measure 92' x 32' x 13'9" and have an estimated bollard pull of 110,000 lbs ahead and 105,000 lbs astern. BTT is a division of Reinauer Transportation Companies of Staten Island, New York. The vessels, which will be named Freedom and Liberty, were design to fulfill BTT's contract with Tractebel LNG Shipping North America LLC. Tractebel brings LNG ships into Boston Harbor. The tugs will assist the LNG tankers during inbound and outbound transits and will be used to turn the ships 180° in the basin east of the Tobin Bridge and back them under the bridge to their Mystic River berth. In addition to ship docking, the tugs will be used for barge handling. Freedom and Liberty are being built to ABS class Maltese Cross A1, Maltese Cross AMS, with notation: Towing Service and Fire Fighting Capability. At completion they will admeasure less than 150 gross tons and be provided with a Load Line based on USA flag registry and USCG rules. The vessels will each be powered by two Caterpillar 3516B electronic injection main engines rated at 2200 bhp @ 1600 rpm. The propulsion units will be Rolls Royce (Ulstein) 1650H Z Drives equipped with 86" stainless steel propellers and Kort nozzles lined with stainless steel. The Z Drives will be the modular style for removal through soft patches on the main deck. The two generators will be Caterpillar 3304 units providing 99KW @ 1800 rpm, 120/208 volts, 3 phase with auto transfer. One generator will normally be on-line while the other is on standby. Each vessel will be outfitted with two 3000 gpm Alco fire monitors and Aurora model 411 centrifugal pumps driven by Caterpillar 3406TA engines rated 480 HP at 2100 RPM. The systems are designed to allow the crew to start and stop the pump engines from the pilothouse. Additionally, the tugs will feature deluge systems designed to provide water spray coverage over the entire tug. The main engines, pump engine and Z Drives will be keel cooled by Fernstrum grid coolers. The generators will be keel cooled using the skeg as a cooler. The Bow is fitted with a Markey type DEPCF-50 75 HP electric hawser winch, for 500 ft. of 9" synthetic line. The Winch features line-pulls up to 44,000 lbs., line-speeds up to 393 ft/min., and a drum brake holding capacity of 400,000 lbs. The Markey level-wind

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spools the line in such a way as to minimize pull-down during high-tension operations, and a line-tension display system provides the operator with an active display of line-tension while executing ship-docking or escort maneuvers. The Winch is provided with all electrical controls, including controls that allow the operator to freewheel the drum at any time, whether loaded or unloaded, and Markey's constant-tension "hands-free" render-recover system. The Stern is fitted with a Markey type TES-32 75 HP electric towing winch, for 2100 ft. of 2" wire plus three layers flange-margin for synthetic line. The two-speed towing winch features line-pulls up to 156,000 lbs., line-speeds up to 86 ft/min., and a drum brake holding capacity of 400,000 lbs. A standard Markey towing winch level-wind spools the wire-rope smoothly and consistently. Special features of this towing winch include an integrated towing bitt for special operations that require manual line-handling and tie-off, a warping head with line-speeds to 60 ft/min., and a super-compact design as required for stern installation on z-drive tugs. The Winch is provided with all electrical controls, including controls that allow the operator to freewheel the drum at any time, whether loaded or unloaded, and Markey's constant-tension "hands-free" render-recover system. The Markey Electrical Drive & Control System is based on two 75 HP AC Variable Frequency Drives which can be switched between either the Bow Hawser Winch, or the Stern Towing Winch, providing complete redundancy. BTT has strict fendering requirements for its ship assist and barge handling tugs. The upper bow course will be Viking 14" molded square fender. Below it will be Viking 17" Enhanced Soft Loop to the deck level; Viking 12"x14" square fender at the deck line; Viking 17" Enhanced soft loop below the deck line to the waterline; and two courses of 18" Flanged Viking Fender below the waterline. Viking 12" black rubber "D" fender will be fitted at the main deck from the bow fenders at the sides and around the stern. Additional courses of 8" "D" fender will be strategically located at different points on the hull and tires will be used to cover the forward sides. Stainless steel pins will be used to fasten the D fendering

MOVEMENTS



Heerema's **HUSKY** arrived Wednesday afternoon on the Nieuwe Waterweg bound for Rotterdam

AIRCRAFT / AIRPORT NEWS

China Southern strijkt neer op Liège Airport

Serge Kubla, Waals minister bevoegd voor de luchthavens, zou het nieuws officieel aankondigen tijdens een persconferentie volgende week maandag, maar de internetsite van China Southern Airlines was hem voor: de maatschappij zal voorlopig tweemaal per week een nieuwe vrachtlijn verzorgen tussen Shenzhen-Shanghai en Luik met een Boeing 747-400 die gewetleasd wordt van Atlas Air.

RIJNMOND WEATHER

VOORUITZICHTEN: DONDERDAG T/M ZATERDAG:

Wisselvallig!

Overgang naar wisselvallig weer met veel bewolking en van tijd tot tijd regen. Middagtemperatuur oplopend naar 14 graden bij een toenemende zuidwestenwind.

	DO-31	VR-01	ZA-02	ZO-03
Maximumtemperatuur:	11	13	14	14
Minimumtemperatuur:	6	8	10	11
Zonnekans in %:	30	20	20	20
Neerslagkans in %:	10	50	60	60
Windrichting kracht:	VAR-1-3	Z-3-4	ZW-3-5	ZW-4-6

HAVE A LOOK AT THE FOLLOWING **SITES** FOR SHIPPING INFO AND PICTURES OF SHIPS AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

And the renewed site of the National Tugboat Museum at :

<http://www.nationaalsleepvaartmuseum.nl>