

DAILY SHIPPING NEWSLETTER 2002 – 066



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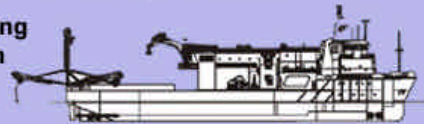
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**Operation
Enduring Freedom**



An F-14D "Tomcat", assigned to the "Tomcatters" of Fighter Squadron Thirty One (VF-31), launches off catapult three, which is one of four steam driven catapults on the ship's flight deck. USS Abraham Lincoln and Carrier Air Wing Fourteen (CVW-14) are on a scheduled six-month deployment conducting combat missions in support of

Operation Enduring Freedom and Operation Southern Watch.

EVENTS, INCIDENTS & OPERATIONS

Castor ruling shocks salvage industry

SALVAGE contractor Tsavlis will have to be satisfied with a cut-price salvage award for the notorious Castor case after the English High Court ruled that there are no grounds for it to challenge the lower amount awarded in appeal arbitration earlier this year.

Salvage circles are likely to shudder at the news, which means that Lloyd's appeal arbitrator Nigel Teare QC did not err in questions of law when he chopped \$2.4m off the original \$8m award.

Mr Teare had decided Tsavlis was not entitled to an increment to special compensation for protecting the environment under Article 14 of the Salvage Convention, despite the furore about the environmental risk that coloured the six-week long Castor drama.

Tsavlis was shocked by the award, claiming it would now barely be able to cover its expenses.

But salvors in general feared it implies they will have a higher burden of proof than they are used to in order to demonstrate the risk of "substantial physical damage" from pollution to be entitled to an uplift.

The admiralty court of the Queen's Bench Division refused leave to appeal based on its analysis of the questions of law suggested by the applicants rather than judging questions of fact.

A spokesman for the salvage company, Nicolas Tsavlis, argued yesterday that the ruling is a deterrent to salvors. "It implies that unless you have a laden VLCC in trouble off Miami beach, you may have difficulty in proving the risk of damage to the environment."

Mr Tsavlis predicted that there would be an increase in salvors wanting to use the relative security of the Scopic clause in salvage cases. But he pointed out that this was "also at the option of insurers".

If given leave to appeal, Tsavlis sought reinstatement of an extra \$1.5m from the original award or, alternatively, for the court to remit the matter to the appeal arbitrator.

The salvage operation in early 2001 became a cause celebre after littoral states shunned the vessel because of the risk of pollution from the cargo of 30,000 tonnes of gasoline.

After appeals against the initial award, Mr Teare found the tanker and its cargo to present "a risk" but not a substantial "threat" to the environment.

There is no further appeal process under the LOF scheme administered by the Salvage Committee at Lloyd's.

Anti-terror guard for tankers



THE Singapore navy is conducting random escorts of merchant vessels in the Singapore Straits — to guard against terrorist attacks.

Concern over attacks in the crowded Strait has grown since the explosion on the Limburg off Yemen.

"Royal Singapore Navy and Police Coast Guard vessels conduct routine patrols along the Singapore Straits. The Royal Singapore Navy also conducts random escort operations for high value merchant vessels," the Ministry of Defence said.

Among the "high value merchant vessels" that fall in the category of sensitive, or high risk vessels potentially requiring escort are liquefied petroleum gas (LPG) and liquefied natural gas (LNG) carriers, crude oil carriers and cruise ships.

Escort procedures were in use before the September 11 attacks on the US but have been stepped up based on the "current threat assessment". There are 12 naval ships, armed with missiles and machine guns, that are ready to counter any terrorist threat.

China to build huge ship to transport jet parts

China has announced plans to build a large-capacity ship to transport A380 aircraft parts, Airbus China President Guy McLeod announced here Monday during the Zhuhai Airshow.

"Suppliers worldwide have taken part in the development of the A380 program, and China, in particular, is making a very visible contribution. A Roll-On, Roll-Off vessel especially designed to meet Airbus' requirements will be built at Nanjing Jinling Shipyard next year," McLeod said. The ship, which will be 154 meters long, 24 meters wide and 19 meters deep, will feature the largest-ever door on a Roll-On, Roll-Off vessel. Airbus will use it for the safe and efficient transport of A380 aircraft components from its factories in the United Kingdom, Germany and Spain to the final assembly line in France. With regard to the project's time frame McLeod said that the vessel's keel-laying is scheduled for February 2003. The ship is scheduled to be launched in August 2003 and delivered in March 2004.

Measuring 73 meters in length with a wingspan of 79.8 meters, the A380 is the world's first fully double-decker airliner. According to Airbus officials, with more seating and floor space than the closest competing aircraft, the A380 will ensure that all passengers have more personal space and will provide unmatched standards of passenger comfort. The A380 will reduce 15 to 20 percent lower operating costs than the largest aircraft flying today and 10 to 15 percent more range, as well as lower fuel burn, less noise and lower emissions.

The market has already demonstrated interest in the Airbus product. To date, nine customers have announced firm commitments for a total of 97 A380s, including 17 freighter versions. Due to enter airline service in 2006, first metal has been cut at Airbus sites around Europe and assembly of major components is due to begin in mid 2003 for delivery to the final assembly line in Toulouse in early 2004.

Airbus's business in China has been steadily expanding since it first entered the country in 1985. The Airbus fleet in service on the Chinese mainland, Hong Kong and Macao has grown to more than 180 from 29 in 1995.

Smit ontkent verkoopplannen URS

Smit Internationale ontkent dat het zijn 49 procents belang in de Unie van Redding en Sleepdienst (URS) uit Antwerpen van de hand wil doen. Wel wordt in Rotterdam gekeken naar de toekomst van buitenlandse joint ventures.

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De berichten dat Smit van de URS af wil, steunen op uitspraken van voorzitter Dirk Mertens van de raad van bestuur van de URS bij de toelating van het nieuwe vlaggenschip van de URS. Deze plechtigheid had plaats in het Deense Frederikshaven, waar de URS bij de Orshov Christensen Shipyard voor 32 miljoen euro een grote zeesleper laat bouwen. De sleper, die **Union Manta** is gedoopt, kan ook ankerbehandelingen en bevoorradingswerk uitvoeren voor de offshore. Het vermogen van de sleper wordt 20.000 pk en de trekkracht 210 ton.

De URS laat ook nog een zusterschip van de **Union Manta** bouwen. Beide zeeslepers gaan deel uitmaken van de zeegaande URS vloot, die nu uit de **President Hubert, Alphonse Letzer, Banckert, Fighter** en **Boxer** bestaat. De twee laatste slepers zijn overigens te koop.

CASUALTY REPORTING

Ship adrift towed to safety



A coaster left drifting without power in gale force conditions off Land's End is being towed to safety by a tug. The Danish vessel, **Sixtus**, was travelling from Greece to Mostyn, north Wales.

The Sixtus lost power at about 0530 GMT on Sunday. The boat's crew discovered a fuel oil pump had failed. They were unable to repair the problem and the coastguard tug **Far Sky** was called out. It arrived on scene about 12 miles south of Land's End at 1000 GMT.

The Sixtus, which is carrying a cargo of marble, was drifting in rough to heavy seas and in gale force winds of force seven to eight, the coastguards said.

The vessel is being towed to Falmouth in Cornwall.

SHIPYARD NEWS

Three dead in dock arm collapse

UNITED Arab Emirates' Dubai Drydocks has suffered another accident during shiprepairing operations, this time with three fatalities.

At approximately 0900 hrs yesterday, a dock arm collapsed resulting in the deaths of three workers who were carrying out hull protection operations in the dock arm's basket. They are believed to have included one shipyard employee and two subcontractors.

Work was being carried out onboard Andros Maritime's **VLCC Falconera** in Dock No 2. No other personnel were injured.

Initial investigations have shown that it is likely that a failure in the dock arm's sub-assembly occurred, causing the basket to fall.

Dubai Drydocks has taken out of commission all the similar dock arms throughout the shipyard for inspection, testing and possible modifications prior to using them again.

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The latest accident comes just seven months after the dock gate in No 1 Dock was breached resulting in the deaths of 29 workers who were in the dock at the time.

Since then, the yard has made a comeback with many shipowners returning for general repair work.

Heavy lift problems widen loss at Guangzhou

GUANGZHOU Shipyard International, the Hong Kong-listed Chinese shipbuilder, says problems with a high specification pair of heavy lift ships have widened its net loss for the first three quarters of the year.

The shipbuilder reported a loss of Yuan64.77m (\$7.8m) for the period to September 30, up from a loss of Yuan1m a year earlier.

The southern Chinese yard has already acknowledged a serious overrun for a pair of ro-ro ships for Swedish owner Rederi AB Gotland.

Now the company acknowledges problems in Cosco's project for what it claims will be the **world's largest and most innovative semisubmersible heavy lift ships**.

GSI is completing two 18,000 dwt semisubmersible heavy lift vessels for Cosco Guangzhou.

Guangzhou Shipyard said that during the nine months, before exceptional items, its principal operations made a loss of Yuan1.88m after recording a Yuan61.16m net profit last year.

"This is mainly due to the technical complexity of the newly developed ro-ro passenger ships and semi-submarine vessels and the increase in technical modification during production, as this is the first vessel of the ships to be built and this caused the slowdown of the production progress and the great increase in the production cost," the company's statement said.

"The great increase in the raw material price for containers also caused the increase in the production cost."

The statement added: "It is foreseeable that the group will record a loss from the principal operations in 2002, but the amount of loss may be further decreased."

In a separate development the company is reported to have won an order for two 1,700 teu containerships from Schulte of Germany for 2004 and 2005 delivery at a price of \$20.8m.

BOLLINGER AWARDED CONTRACT FOR HIGH SPEED VESSEL TO SUPPORT NAVY MINE COMMAND.

Bollinger/Incat USA, LLC, Lockport, La., is being awarded a \$21,737,389 fixed-price contract for the bareboat charter of a high speed vessel configured to support the U.S. Navy Mine Warfare Command. The vessel will serve as a test platform for experiments with advanced hull and propulsion technology integrated with advanced communications technology. This contract contains options which, if exercised, will bring the total cumulative value of this contract to \$53,520,089. Work will be performed in Hobart, Tasmania, Australia, with delivery of the vessel to Ingleside, Texas, and is expected to be completed in June 2003. Contract funds will expire at the end of the current fiscal year. This contract

was competitively procured via the Military Sealift Command web site and the Federal Business Opportunity site, with two offers received. The Military Sealift Command, Washington, D.C., is the contracting activity

ROUTE, PORTS & SERVICES

Evergreen/Maersk feeder venture founders

A FEEDER co-operation between giants Maersk Sealand and Evergreen Marine between the Port of Tanjung Pelepas and South East Asian ports has hit the rocks.

With the move by Evergreen to PTP from Singapore in August, it had tied up with Maersk's feeder shipping arm MCC Transport on joint services to Indonesia and Thailand.

A source close to Evergreen said that the Taiwanese line had terminated all its feeder arrangements with Maersk from Tanjung Pelepas.

He said it was Evergreen's intention to run its own feeders between PTP and Indonesia, Thailand, Singapore and Malaysia.

A source at Maersk however said that the Taiwanese line had only dropped the joint service to Thailand and had resigned from an agreement covering Indonesia. Evergreen is understood to have taken a decision at head office level to terminate all the feeder arrangements but later scaled back its decision.

Evergreen has four services between Tanjung Pelepas and Indonesia.

Two services cover west Indonesia ports, a third eastern ports while a fourth also calls at Singapore and ports in eastern Java.

Evergreen had in the past used common feeder operator Regional Container Lines between Singapore and Thailand. However, RCL does not call at Tanjung Pelepas and would risk losing discounts at PSA Corp's terminals in Singapore linked to so-called shuttle services if it was to add the Malaysian port to existing services.

The Taiwanese line is set to make further changes to its feeder network, which sources indicate could include a greater use of trucking in Singapore and Malaysia.

Despite the failure of the feeder co-operation, Evergreen is understood to be settling in well at PTP, 30% owned by AP MØller Terminals.

Wilhelmshaven port project under threat

PLANS to build a huge new port at Wilhelmshaven in northern Germany appear to have run into trouble amid speculation that no private backer could be found, write Katrin Berkenkopf and Janet Porter.

Consequently, the project may have to be paid for out of state funds, according to local press reports. That would almost certainly lead to protests from Hamburg and other container terminal operators in northwest Europe, local port industry officials warned.

Details of the financing arrangements will be published on Wednesday, the Lower Saxony economics ministry in Hanover said. The ministry would not confirm reports that private investors had shunned the increasingly expensive project.

Gulf of Mexico hits Seabulk results



FLORIDA-based Seabulk International slipped to another loss in the third quarter of this year as continuing weakness in the Gulf of Mexico offshore sector more than offset solid results internationally and a strong performance from the company's tanker division.

Left : The **SEABULK RHODE ISLAND**

Photo: Piet Sinke ©

Seabulk posted a net loss of \$30.6m for the third quarter, including a \$27.8m charge related to retirement of debt in its recent refinancing.

Absent that charge, losses would have come in at \$2.8m, compared with earnings of \$2.9m in the same period last year.

The quarterly figures took losses for the first nine months of this year to \$37.2m, or \$9.4m if that extraordinary charge is discounted, compared with losses of \$1.6m in the first three quarters of 2001.

Revenues slipped from \$89.7m in the third-quarter of last year to \$80.4m this time as market demand and day rates fell in the Gulf of Mexico support vessel business.

The deterioration was also reflected in the revenues for the first nine months, which slipped from \$262.6m last year to \$245.2m this time.

Seabulk chief executive Gerhard Kurz lamented the continuing low level of offshore activity in the Gulf of Mexico.

But, he believed, "it is only a matter of time before the domestic market rebounds as renewed demand for energy catches up to declining supplies".

At the same time, the international support vessel business, which includes operations in West Africa, the Middle East and Southeast Asia, held up well.

Operating earnings for Seabulk Offshore, including both domestic and international operations, came in at \$3.5m — compared with \$13m in third-quarter 2001 — on revenues of \$43m.

Meanwhile, Seabulk Tankers turned in what Mr Kurz termed "a stellar performance", with operating earnings of \$10m on revenues of \$30.4m.

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Also in the latest quarter, Seabulk pushed through a major financial reorganisation, selling \$100m in stock, securing new lines of credit and redeeming its most expensive debt.

Mr Kurz anticipated that these latest moves would “result in annual interest savings of more than \$10m”, adding that they would also give Seabulk “the financial flexibility to invest in selected new equipment and take advantage of further growth opportunities”.

NAVY NEWS

Taiwan drives away spy ship

Taiwanese navy and coast guard vessels chased away a Chinese spy ship in the island's territorial waters after fresh warnings China has expanded naval operations against Taiwan, officials said Sunday.

After a tip-off from fishermen, a [Lafayette-class frigate](#) from the navy and patrol boats from the Coast Guard Administration (CGA) rushed to the scene after “Xiangyanghong No. 14” was detected some nine kilometres off Lanyu, an island southeast of Taiwan, the CGA said.

“We have adopted due procedure to make sure the ship leaves our territorial waters,” a CGA spokesman told AFP.

CGA records showed it was the third time the ship had crossed into Taiwan's territorial waters this year.

The unarmed 2,894-tonne Chinese navigation vessel was last detected and driven away from Lanyu October 10.

The vessel also sailed into Taiwan's turf in May, some 25 nautical miles off Chiupeng base, where most of Taiwan's missile tests have been conducted.

Taiwan's armed forces were, at that time, conducting the “Hankuang 18” (Han Glory) exercise, the year's biggest military exercise to test reforms of the military command structure.

Taiwan defence minister Tang Yao-ming, in surprise testimony to parliament last week, said a Chinese destroyer from the North Sea fleet recently sailed through the waters east of Taiwan to join a wargame in the South China Sea.

Chinese warships usually sailed past the Taiwan Strait for similar missions.

Local military analysts regarded the rare sailing as a flexing of marine muscle by the Chinese navy, which is fast-modernising its fleets after obtaining advanced Kilo-class submarines and Modern-class destroyers from Russia.

Tang urged parliament to approve the navy's controversial plan to purchase four second-hand Kidd-class destroyers from the United States.

Taiwanese officials normally remain tightlipped over Chinese wargames near the island for fear of sparking public panic.

Taiwan and China, which split at the end of a civil war in 1949, are still technically at war despite opening civil contacts in 1987

Hr.Ms. Van Galen passeert Suez-kanaal



Het marinefregat Hr.Ms. Van Galen heeft Zondag 3 november op haar terugreis naar Nederland het Suez-kanaal gepasseerd. De afgelopen maanden verbleef het schip in de wateren rond het Arabisch schiereiland in het kader van de internationale strijd tegen het terrorisme. Het fregat is onderweg naar Piraeus, de haven van Athene (Griekenland). Daar wordt het schip dinsdag (5 november) afgelost door Hr.Ms. Van Nes die vorige week maandag uit Den Helder vertrok. Naar verwachting loopt Hr.Ms. Van Galen op 20 november de haven van Den Helder binnen.

Hr.Ms. Van Galen vertrok op 20 mei naar de wateren rond het Arabisch schiereiland. Het fregat was in het operatiegebied belast met het identificeren, monitoren en controleren van de scheepvaart. De afgelopen maanden heeft Hr.Ms. van Galen ongeveer tweeduizend schepen ondervraagd en ruim dertig schepen onderzocht door zogenoemde "boardings". Daarnaast heeft Hr.Ms. Van Galen begin september een medische evacuatie uitgevoerd in de Indische Oceaan. De patiënt was de kapitein van een onder Maltezer vlag varende tanker die getroffen was door een herseninfarct.



Links : De LYNX 77 – Dalton Flight (Boord helikopter van de **Hr Ms van Galen**) inspecteerd de scheepvaart vanaf de **Hr Ms van Galen** , op de foto word een container schip van MSC bekeken en ondervraagd.

MOVEMENTS

Vlissingen komt 'thuis' in Rotterdam

Het grootste binnenvaartschip ter wereld, de **Vlissingen**, is zondag de Rotterdamse haven binnen gekomen. Het bunkertankschip, dat in opdracht van Verenigde Tankrederij Rotterdam is gebouwd, kan grote zeeschepen snel van veel brandstof voorzien. De **Vlissingen** is 135 meter lang, tweeëntwintig meter breed en kan ruim tien miljoen liter stookolie transporteren en in vijf uur overpompen op een zeeschip.

De komst van steeds grotere zeeschepen, die steeds sneller gelost en geladen moeten worden, en van stookolie voorzien moeten zijn om snel uit te varen, hebben de bouw van steeds grotere bunkerschepen noodzakelijk gemaakt.

De Vlissingen, dat slechts veertien tanks aan boord heeft, is geheel dubbelwandig, met een extra vergrote afstand tussen scheepshuid en tanks, om de veiligheid te vergroten. De drie hoofdmotoren van elk 1520 pk vormen de basis voor een totaal geïnstalleerd vermogen van 7400 pk. Ook de zogenaamde bunkergie (kraan) is met een lengte van vierendertig meter voor zover bekend de grootste ter wereld.



Foto : Piet Sinke ©

Joystick

Het laden en lossen wordt elektronisch vanuit het stuurhuis geregeld.

Het is de eerste binnenvaarttanker die is uitgerust met dit zogenoemde direct positionsysteem, waardoor alle manoeuvres met een joystick verricht kunnen worden.

Het schip zou zelfs geheel radiografisch bestuurd kunnen worden. De Vlissingen is in acht maanden gebouwd op de werf van Damen Shipyards in Nikolaev in de Oekraïne. De sleepboot Neptunia heeft het grootste binnenvaartschip ter wereld naar Rotterdam gebracht.

De komende week zullen op de werf van Rotterdam United de motoren worden geplaatst, waarna de afbouw plaats zal vinden bij Damen Shipyards/Bodewes in Millingen. Volgend voorjaar zal de Vlissingen in gebruik worden genomen.

De Verenigde Tankrederij is met vijftig schepen één van de grootste bunkervloten ter wereld. Naast een vaste plaats in de Rotterdamse haven zijn ook de havens van Antwerpen en Vlissingen belangrijke werkterreinen van deze Rotterdamse onderneming.

De Vlissingen, met een diepgang van ruim vier meter, is er op gebouwd om niet alleen in de havens te kunnen functioneren, maar ook om via de binnenwateren te varen, bijvoorbeeld van Rotterdam naar Antwerpen en Vlissingen.

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The ITC tug
KIGORIA
departed
Monday morning
- photo's : Jas
Louwen ©

SOCS



The latest picture of the **OCEAN HERCULES** of SOCS made in Gull Basin in Singapore.



The former **SMIT TOKYO** operating in Vietnamese waters, this vessel started her life as the **SMIT LLOYD 101** and was build during 1969, she sailed under this name until 1977 and was renamed **SMIT SINGAPORE** and sailed for Smit International South East Asia Pte Ltd until the new **SMIT SINGAPORE** was build and this vessel was renamed **SMIT TOKYO** during 1984, she was renamed **SINGAPORE SALVOR** during 1986 and sailed for Hallstrom Holdings Pte Ltd in Singapore, the same year she was renamed **VISAL** again and then finally she was sold to Vietnam Union salvage in South Vietnam and renamed **DAI LANH** in 1988 where she is still operating

Photo : Jaap Kiewiet via Jan van der Klooster

POSITION URS FLEET VESSELS

UNION BEAVER Contract with "Smit" until approx 08.11.2002 – working at the Dutch Sector

DEURLOO At Flushing

ONRUST At Flushing

UNIE VAN REDDING- EN SLEEPDIENST n.v.

ALPHONSE LETZER – 95 TBP Rig move of "Glomar Adriatic" at the "Anglian Field" until 05.11.2002 PM – afterwards to Zeebrugge

- Mid December 2002 – towage of barge (empty) from Rotterdam to Nigeria - Warri – then 4 à 5 weeks st.by at Nigeria - Warri - then back with this barge (loaded) to Rotterdam

PRESIDENT HUBERT – 160 TBP En route from Curaçao to the DB Thialf at location "Camelot" – ETA 05.11.2002 AM – assisting the DB Thialf until approx 09-10.11.2002

SMIT UNION COASTAL TOWAGE n.v.

BOXER – 52 TBP At Terneuzen

FIGHTER – 52 TBP Assisting sheerleg "Rambiz" near Zeebrugge

BANCKERT – 60 TBP En route with the "Taklift 4" from Rotterdam to Galveston (U.S.A)

AIRCRAFT / AIRPORT NEWS



An F-14 "Tomcat" assigned to the "[Vampires](#)" of Air Test and Evaluation Squadron Nine (VX-9) signals to a maintainer prior to take off during exercise [Cope Snapper 2002](#). Cope Snapper is a multi-aircraft exercise that engages dissimilar air combat training with on fighter data link and joint operations with the Navy and Air Force. The members involved in Cope Snapper consist of the 159th Fighter Wing from Louisiana, the 169th AGS McEntire Air National Guard from South Carolina, and the Navy's F/A-18 "Hornet" and F-14 "Tomcat" fighter jets



Last time it was "Auf Wiedersehen Lufthansa" on EI-CSH... Now it's Alitalia's turn to get the taste of Ryanair.. [photo : Kenneth Sorensen](#) ©

RIJNMOND WEATHER

Vooruitzichten: WOENSDAG T/M ZATERDAG:

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Sterk wisselvallig!

Morgenmiddag veel regen, daarna sterk wisselvallig. Het is dan half tot zwaar bewolkt met af en toe regen of enkele buien en soms ook veel wind.

	WO-06	DO-07	VR-08	ZA-09
Maximumtemperatuur:	10	10	11	12
Minimumtemperatuur:	5	7	6	8
Zonnekans in %:	20	30	30	20
Neerslagkans in %:	90	60	40	80
Windrichting kracht:	Z-5-7	W-3-5	WZW-4-6	WZW-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](http://www.nationaalsleepvaartmuseum.nl)