

## DAILY SHIPPING NEWSLETTER 2004 – 197



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**The new Hoek van Holland lifeboat JANINE PARQUI under construction**

**Photo : Jerry Bezuijen ©**

## EVENTS, INCIDENTS & OPERATIONS



World's largest containership **CSCL EUROPE** seen here departing from Rotterdam with 24 hours delay due to the strike of the dockworkers at the Delta Terminal

Photo : Hans de Jong – Maritime pictures ©

### Fatigue risks too great

Following the release of accident investigation reports into two groundings in the Marlborough Sounds this year the Maritime Safety Authority has called for boat owners, operators and crew to pay more attention to the issue of fatigue.

The grounding of the **Kathleen G** in May and the **Physalie** in June both resulted from skippers falling asleep due to fatigue. "Fortunately no-one was injured in these accidents but our research shows fifty percent of seafarers were fatigued on at least one of their last five trips and already this year there have been five accidents where fatigue has been a major contributing factor," says MSA Manager Strategic Analysis and Planning Sharyn Forsyth.

"The fishing industry by nature has a highly demanding physical workload but not managing fatigue properly is clearly too great a risk to take. "The personal and financial costs of accidents can be devastating so it's clear that good safety practices make good business sense." Information on fatigue management will be included in a Health and Safety booklet MSA is publishing this year as well as in industry guidelines being produced early next year. Fatigue management is also part of nationwide seminars being run for commercial operators.

### Berging Tricolor deze week beëindigd

De berging van het twee jaar geleden gezonken vrachtschip Tricolor wordt zeer waarschijnlijk deze week beëindigd. De verwachting is dat, afhankelijk van het weer, donderdag of vrijdag de klus is geklaard, aldus een woordvoester van de bergingsmaatschappij Combinatie Berging Tricolor (CBT), maandag.

Het Noorse autoschip Tricolor zonk in december 2002 in het Kanaal na een aanvaring met het containerschip Kariba. Dat schip kon doorvaren naar Antwerpen. Aan boord van de Tricolor bevonden

zich bijna 3000 nieuwe auto's. Alle bemanningsleden werden gered. De berging begon vorig jaar juli. De kosten ervan bedragen ruim veertig miljoen euro.

### Coast Guard called to rescue three ill cruise ship passengers

The Coast Guard was called Sunday to rescue three ill cruise ship passengers, including one with a viral infection. A Coast Guard helicopter was dispatched to Holland America Line's **Volendam** to pick up a 26-year-old Indonesian man with an unspecified viral infection.



The illness appeared to be an isolated incident and there was no concern about the virus spreading throughout the ship, said Coast Guard spokesman Robert Lanier.

Last year, nearly 65 passengers and crew on the **Volendam** suffered from a gastrointestinal illness during a seven-day cruise in the Gulf of Mexico and the Bahamas.

The virus, known as norovirus, occurs frequently on cruises. It is spread through contaminated food, contact with infected people or poor hygiene.

Earlier Sunday, the Coast Guard airlifted two elderly passengers off the **Volendam**. An 86-year-old Canadian woman with chest pains and a 72-year-old U.S. man with minor injuries were both taken to Scripps La Jolla hospital in San Diego.

The **Volendam**, sailing from San Francisco to Cabo San Lucas, Mexico, was about 110 miles west of San Diego. It can accommodate up to two thousand passengers and crew.

## CASUALTY REPORTING

Wijismuller Salvage B.V., part of SvitzerWijismuller, succeeded in refloating crude oil tanker **Fotini Lady**. Fully loaded with gasoil, the tanker had run aground last Thursday (Sep 30). On Friday evening Wijismuller Salvage B.V. was contracted. SvitzerWijismuller tug Frigga and a salvage team were on site and took charge of the operations, which were to include a cargo transfer to sufficiently lighten the grounded vessel. On Saturday further team members were moved in and equipment was mobilised in to ensure a smooth cargo transfer. The Wijismuller arranged lighterage tanker arrived on site at 1300 hrs, Sunday and was moored alongside at about 1500 hrs, using the SvitzerWijismuller tugs **Frigga** and **Fenja**. Pumping started after completion of formalities at 1715, Oct 3, and was completed at 0700 hrs, this morning, having transferred 10,800 tons. The lighterage tanker then was moved off using SvitzerWijismuller tugs again. A controlled refloating attempt then was executed using four powerfull

tugs, under the command of the Wijismuller Salvage team, which consisted of a salvage master, a mooring master, a naval architect, salvage technicians and salvage divers. Despite the bad weather, at that stage 20-25 knots winds and the expected increase later today, the vessel was safely refloated and moved (out) of(f) the shallows at 1015 hrs. At present the vessel is being towed to Kalundborg Fjord for further inspections and is expected to anchor there at about 1500 hrs, today.

### SHIPYARD NEWS

## Private Spanish yard secures boxship deal

Unrest at the state-controlled Izar facilities in Spain has not stopped another, privately owned yard from winning more orders.

Vigo-based Hijos de J Barreras is set to ink a EUR 60m (\$73m) order with Spanish owner Trasatlantica, part of the Odiel group. The deal is for two 1,000-teu containerships scheduled for delivery in 2006, according to local sources. Discussions began three years ago when Naviera del Odiel partly owned the yard.

At that time the ships were said to be under negotiation for around EUR 40m in total but they are much more expensive now. In February Odiel sold its 50% stake in the yard to a consortium of workers and management.

The Trasatlantica units appear to be similar to two containerships already built for Odiel, the 14,000-dwt *Canarias* (ex- *Marques de Comillas*) and *Fernando M Pereda*, delivered in 1997 and 1998, respectively. The Barreras order underscores the contrasting fortunes between state and privately run shipbuilders. Barreras is one of several private yards that last week expressed interest in bidding for Izar's civilian-shipbuilding facilities, say sources who quote Barreras chairman Francisco Gonzalez Vinas.

Last week saw violent confrontations at 10 Izar yards stage by shipyard workers threatened with unemployment. A week ago Izar parent Sepi came up with a rescue plan that says the only way to make Izar viable is to separate its money-making military shipyards and spin off the loss-making civilian ones.

It is thought that this plan would necessitate between 4,000 and 5,000 job losses which is why 25,000 people took to the streets this week in protest. The trouble started in May after the European Union (EU) ordered Izar to return EUR 308m (\$377m) it had received in state aid in what was understood to be a breach of competition rules.

Neelie Kroes, the EU's new competition commissioner, says some flexibility in the repayment schedule is permitted but she insists the major problem is European shipyards' poor competitiveness.

## Dubai Drydocks goes for gold

When Dubai Drydocks revealed earlier this year that it was about to enter the shipbuilding market, it did not come as a surprise to many who know the company well. Some even wondered why it had taken so long. Shipbuilding is nothing new for Dubai Drydocks if smaller vessels such as tugs and offshore vessels are included in the picture. But now it wants to build big.

Dubai Drydocks chief executive Geoff Taylor says the yard has just been given the go-ahead to construct a newbuilding facility at its massive repair complex that will be capable of building ships of up to 120 metres in length. Eventually it plans to build even bigger ships by joining sections together in one of its large dry docks. Dubai Drydocks is assembling a newbuilding-management team as it

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prepares to invest \$45m in the first phase of its newbuilding facility. This may seem like a small amount when compared to projects elsewhere but the yard already has many of the facilities required for shipbuilding. Its 4,500-strong workforce could potentially be boosted by another 2,250 workers once the shipbuilding division is up and running. Another \$12m would be required to build accommodation to house the additional workforce.

The yard plans to tender the project towards the end of this year and expects the facility to kick off work in 15 months' time. Rather than compete with production-line style shipbuilding factories in the Far East, Taylor says he is looking to penetrate the specialised, one-off type newbuilding market. He also foresees good potential for building floating, production, storage and offloading (FPSO) hulls. "Most FPSOs today are converted tanker hulls that were built in the 1970s with higher scantlings and Grade A steel. Later tankers built mainly of high-tensile steel may not be suitable for such conversion. The list of potential conversion candidates is dwindling," he said.

With most shipbuilders having orderbooks full until early 2008, Dubai Drydocks' foray into the newbuilding market appears well timed. Taylor says potential customers are already knocking on his door. Dubai Drydocks was started 21 years ago to service the ULCC and VLCC markets. Its strategic location at the entrance to the Middle East Gulf has kept it busy ever since and it does not restrict itself to large tankers. Taylor says it will repair anything from a tug to a ULCC. Indeed, when TradeWinds visited in late August, there were 21 ships ranging from tugs and ferries to containerships and tankers under repair.

It may not be as cheap as China for repair work but customers who patronise the yard say the quality of work is outstanding and it makes economic sense given that ships do not need to make a costly positioning trip to the Far East. But Taylor does not underestimate his competition. "Singapore, our main competitor, keeps everyone on their toes. China has impacted the entire repair market but it has not affected us as much as it has Singapore because of its geographic location," he said.

Despite its reputation and busy workload, Dubai Drydocks is still coming under pricing pressure. "Drydocking rates have remained stagnant over the past six years. Therefore, we have to become leaner and meaner. Efficiency is one of our biggest aims," Taylor said. The yard has also increased its business scope. So far it has completed two FPSO projects and is also targeting LNG work. Taylor proudly points to a photograph taken last year, when no less than five large LNG carriers were in the yard at the same time. "LNG is up and coming and we want to be well placed to get a good share of the market," he said.

To maintain its position at the forefront of shiprepair, Dubai Drydocks is also implementing a \$100m upgrading programme that will extend the life of its facilities and three enormous drydocks for many years to come.

## Repair RoundUp

REPRESENTATIVES of Norwegian shipping company Red Band AS and Blohm+Voss Repair signed an order at last week's SMM exhibition in Hamburg, covering alteration work on the passengership **Black Watch**. The ship will dock at Blohm+Voss Repair in April 2005 for the first time since November 2003.

The remodelling and modernisation work will concentrate on reducing the noise and vibration level on board. The ship will receive a completely new driving system with four MAN 7L32/40 diesel engines, each with 3,500kW and 750rpm.

The company is also responsible for the new Renk double step-down gear unit NDSL-2800, and is providing two 8L21/31 Gensets for the power supply. The new driving system will be fitted 'elastically' on prefabricated foundations; the propeller blades will also be renewed and adapted to the new engine output.

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The two exhaust boilers for steam production installed on board will also be replaced by four new ones. Black Watch will also receive a completely new drive checking system to run the new drive unit in combiner operation. A new 'Power Management' system will be installed to optimise the energy supply.

Extensive modernisation work will also be carried out on safety devices, cabins and public areas.

After a 57-day stay in the shipyard – including a two-day test drive to check the functionality of the new driving unit and systems – the ship will leave Blohm+Voss Repair for Southampton.

### United Kingdom

A&P Tyne has achieved record sales in the first half of 2004 with turnover in excess of £30m (\$54m), an increase of 50% on the first half of the previous year (2003). This has been complemented by the steady growth of the sister facility on Teesside.

Even so, A&P Tyne continues to review its operational costs. Following the completion of the Haewene Brim contract at the Hebburn facility, it is A&P's intention to shift the focus of its activity. Previously, A&P had been centred at the Wallsend site and operated Hebburn as a satellite. However, from Friday this situation has been reversed. A&P Tyne is concentrating on repair and conversion operations around the Hebburn site, with Wallsend available as an overflow facility.

Fred Newman, managing director of A&P Tyne, said: "We realised that Hebburn was a significant asset when we initially acquired the site and its true capability has been confirmed by the series of successful conversion projects undertaken there in the recent past.

"We believe that due to the efficiencies gained, the changes will not materially affect the overall throughput of ships seen in recent years, and should it be necessary, the Wallsend yard could be reactivated at short notice."

The Hebburn drydock is the largest on the north-east coast of England, at 259 m long x 44 m wide at the gate, and with 9.5 m of water depth over the sill.

It can accommodate all vessel sizes up to Aframax tankers.

A number of modifications to the dock have included the introduction of several recesses in the dock bottom, allowing specialist vessels, such as FPSOs, offshore and construction vessels, to be accommodated.

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top : a picture of the ECT Delta Terminal at the Amazoneharbour in Rotterdam Europort during the 24 hours strike with all the cranes "up" moored alongside are the brand new **CSCL EUROPE, EVER UNITED, BREMEN EXPRESS** and the feeder **OOCL NEVA**  
Photo : Michael van der Meer ©

### Hamburg Sud's Monte Cervantes begins service

THE Monte Cervantes, the first of six new identical 5,552-TEU container ships built for Hamburg Sud, has begun service with a short-term charter assignment before it is to join the company's Europe - East Coast South America service early next year.

Her sister ships: **Monte Olivia, Monte Pascoal, Monte Rosa, Monte Sarmiento** and **Monte Verde** are now in various stages of construction at Korea's Daewoo shipyards, and will be delivered in succession between now and the autumn of 2005. With 1,365 reefer container plugs apiece and a 23.3 knot operating speed, the ships have the largest refrigerated capacity in the world's current containership fleet, the company said. They also represent the largest and fastest ships ever ordered by Hamburg Sud.

### At least three more years of massive newbuild deliveries

CONTAINER shipping faces at least three more years of massive newbuilding deliveries as the 2007 orderbook catches up with the record-breaking level of deliveries scheduled for 2006.

Cellular capacity is set to burst decisively through the 10m teu mark by the end of 2007 after another round of ordering activity over the summer.

Although shipyards have been reluctant to quote prices so far ahead after suffering losses on many of the ships being delivered this year because of much higher than anticipated steel costs, they are nevertheless relenting under pressure from customers.

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Braemar Container Shipping & Chartering puts the current size of the 2007 orderbook at almost 1.03m teu, not far short of the 2006 figure of 1.24m teu.

Based on orders placed so far, the cellular containership fleet will stand at 10.15m teu by the end of 2007, representing an increase of 60% on the fleet size at the start of 2004, even after taking into account demolition. Net fleet expansion is estimated at just over 10% this year, rising to 12.5% in 2005 and then leaping ahead to 14.5% in 2006. At the moment, the fleet is poised to grow by a further 10.4% in 2007 as 237 ships are delivered, but there is plenty of scope for that figure to be adjusted upwards.

Braemar notes in its latest quarterly review that newbuilding activity has altered a little over the last few months with fewer large ships ordered as attention switches to smaller sizes. The fleet now consists of two dozen very large containerships already trading, with eight more to be delivered in the final months of this year.

By the end of 2007, Braemar estimates that a further 139 super post-panamaxs will be completed, along with 99 post-panamax ships, and 202 panamaxs. Such is the size of the newbuilding programme that at times ships will be delivered at the equivalent of a vessel per day, Braemar notes.

But the unprecedented size of the orderbook and the potential over-supply is not the most serious problem the industry faces. In Braemar's opinion, "the biggest threat to the container trade at present is the lack of port capacity in Europe and the US which potentially could cause a logjam on an epic scale, given the increasing delivery schedule".

If the ports cannot keep up with the level of growth on the container trades, "then as we move from what has been a low delivery period over the past six quarters into a period of high deliveries, this is bound eventually to cause a problem".

## NEWBUILDING ANCHORHANDLERS

**WorldWise Marine Engineering B.V. has almost completed the conceptual design of a 100 tonnes bollard tug in cooperation with Ferrostaal AG in Essen, Germany**



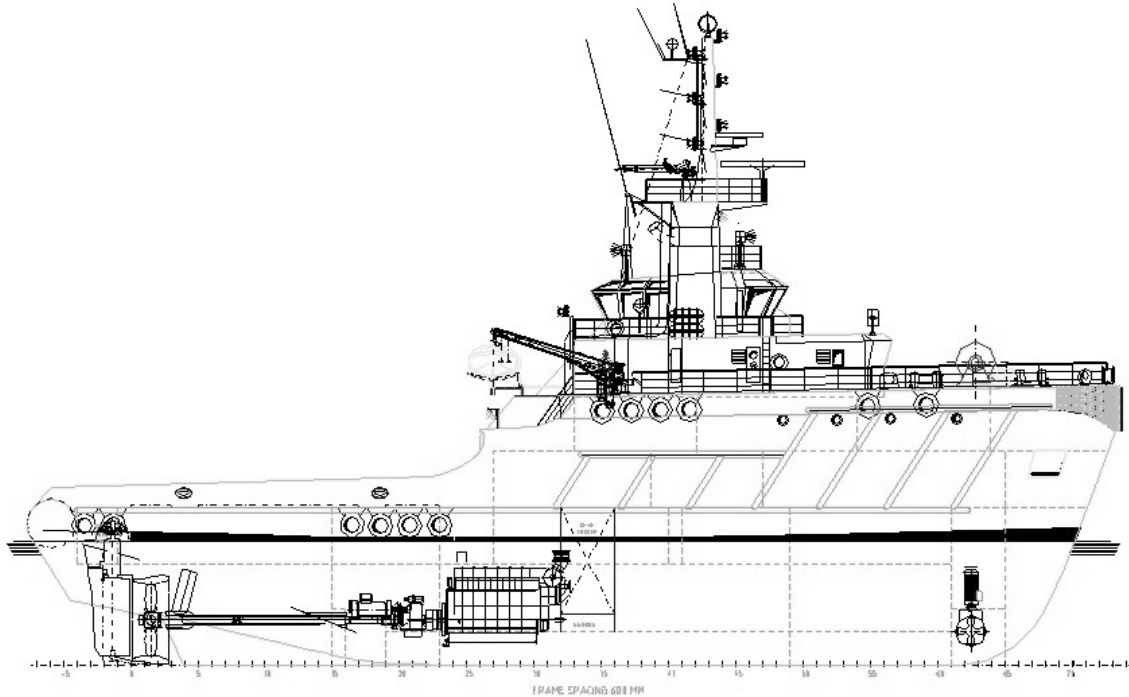
Engineering B.V

The tug is of a similar type as the **Smitwijs Typhoon / Tempest**, owned by SvitzerWijsmuller and managed by SmitWijs. The customer of Ferrostaal and end-user of the tug is SCA from Egypt and the builder is Port Said Shipyard in Egypt. The double bottom section has been erected at the shipyard and the tug will be delivered in 2005.

The tug **PORT SAID** a sistership of the **PRIMUS** the newbuilding for HARMS under construction

photo : **WorldWise Marine**





## Top Glory disposes of fleet

Hong Kong based Top Glory has reportedly sold its entire fleet of bulk carriers. Time to repaint the funnels of the Top Glory fleet. According to broker sources the 16 ship strong fleet has gone to Huaneng of China for \$395m en bloc. The ships consists of handysize, handymax and panamax bulkers built between 1984 and 1999.

Top Glory is owned by China National Cereals, Oil and Foodstuffs (Cofco). A few years ago there was speculations that company would get out of shipping. But Top Glory sources then insisted that it would stay in the business and concentrate on operating the 11 newest bulkers in its fleet.

The latest report of a sale by Top Glory was in March last year when it disposed of the 29,100-dwt bulker NST Challenge (built 1984) for a reported \$4.5m.

## SALES

### TANKERS

•••Callimanopulos-controlled Marine Management Services is said to be buying the 88,800-dwt tanker **Antarctica** (built 1989) from fellow Greek operator Ermis Maritime for \$18m. Earlier this year Marine Management purchased the 140,000-dwt **United Dynamic** (ex-Donat, built 1990) from Croatian shipowner Tankerska Plovidba for between \$19.5m and \$20m. The single-hull ship is trading in the Pacific region, according to an executive at the Greek company.

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•••Stamford-based OMI Corp has confirmed it sold the 322,000-dwt, single-hull ULCC **Settebello** (built 1986) to an affiliate of Brazil energy giant Petrobras, pocketing a book gain of about \$3.2m. TradeWinds reported the sale of the Settebello last week for more than \$20m for conversion into a floating storage and offloading (FSO) unit.

•••Bakri Navigation is said to have sold its 85,000-dwt tanker **Al Safa** (built 1974) to Bangladesh for scrap for some \$415 per Idt, or about \$6.5m. Bakri bought it as the Caribou from Seacrest of Greece in 1996 for \$4.5m.

•••Drytank of Greece is denying reports linking it to the purchase of an aframax tanker.

The company is said to have paid \$14.8m for the 105,000-dwt **Jag Larjish** (built 1986).

George Economou-controlled Drytank has bought several aframaxes this year and last month booked a 105,000-dwt newbuilding at Shanghai Waigaoqiao shipyard in China in addition to a further three ordered last year at the same yard. Its total newbuilding tally stands at six aframaxes. The remaining two are on order at Hyundai, due for delivery in 2006

### BULKERS

•••Chowgule Steamships of India is said to have fetched a firm price for the Indian-built, 76,000-dwt panamax bulker **Maratha Mission** (built 1985). It has gone to a Far East-based buyer for \$13.5m, just \$1m less than what the Romanian-built, 65,000-dwt bulker **Zeng He** (built 1989) fetched recently. Brokers say Romanian and Indian-built ships would normally fetch the same prices. Chowgule has made repeated efforts to sell the **Maratha Mission**.

•••The 21,000-dwt, Shanghai-built bulker **Zhen Fen 8** (built 1985) is said to have been sold to Chinese buyers for \$6m.

•••Action Maritime of Greece is negotiating the sale of its only vessel, the 24,000-dwt **Marine Legend** (built 1980) but the deal is not firm yet.

Brokers suggested the Watanabe-built bulker had gone to other Greek interests for \$5.3m. If the price is in this range it will be an excellent deal for Action, which purchased the ship as **Alexandrite** in November 2001 for just \$1.7m.

Evangelos Georgiadis of Action says the prospective sale does not indicate a withdrawal from shipping. He hopes to replace the vessel with younger tonnage.

•••Shinko Maritime of Japan is said to have sold the 28,300-dwt bulk carrier **Ansac Ace** (built 1996) to unspecified Japanese interests for \$18m.

•••Rimorchiatori Laziali of Italy appears to have made a big profit on the sale of the 42,500-dwt bulker **Sanmari** (built 1985) to undisclosed buyers for \$12.7m. The Mitsui-built ship was purchased as **Star Libra** in March last year from Greek owner Rethymnis&Kulukundis for around \$6.4m. It was said to be due for special survey in June.

•••Chinese buyers are said to have paid a handsome \$15.5m for the 27,800-dwt bulker **Eny** (built 1989). Brokers say the Shin Kurushima-built ship fetched a similar price to the three-year younger, similar-size bulker Ankora, which was reported sold last week.

•••Efplioia Shipping of Greece is said to have sold the 64,300-dwt bulker **Oinoussian Father** (built 1987) for \$17.6m. The name of the buyer was not revealed. The ship will be delivered early next year.

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•••Inter Pacific Lines of Japan is said to have sold the Hakodate-built, 31,700-dwt bulker **Century Forest** (built 1999) to undisclosed interests for \$20m.

•••Jiliang Shipping has sold the 26,600-dwt bulker **J Auspices** (built 1983) to undisclosed Korean buyers. The Hakodate-built vessel is said to have raised \$8.6m.

•••The Japanese-built, 12,000-dwt bulker **Al Khaled** (built 1975) has been sold by Muhieddine Shipping to fellow Syrian interests for \$2.5m.

•••Greek buyers are said to have purchased the Cosco-controlled, 42,300-dwt bulker **Sea Swan** (built 1984) for \$11.3m.

## Haven in de tegenaanval

Door Alexander Bakker

Rotterdam gaat in het havenschandaal in de tegenaanval. Alle door de inmiddels ontslagen havendirecteur mr. W. K. Scholten verleende garanties worden betwist. De eerste bank die een gegarandeerde lening heeft opgeëist, is al voor de rechter gedaagd omdat, in de ogen van het Havenbedrijf, de bank de garantie niet had mogen accepteren.

Het havenschandaal blijkt ook veel groter dan gedacht. Accountants hebben al gegarandeerde leningen ter waarde van honderdtachtig miljoen euro achterhaald bij niet twee, maar bij vijf banken. Het maximale risico dat het Havenbedrijf loopt op grond van de stand van zaken nu, is circa 120 miljoen euro.

Havendirecteur Scholten blijkt ook in een geheime overeenkomst met zakenman J. van de Nieuwenhuyzen niet voor maximaal honderd miljoen euro aan garanties te hebben toegezegd, maar voor minimaal honderd miljoen euro. „Dat is dus een blanco cheque,” oordeelt president-commissaris M. W. van Sluis van het Havenbedrijf.

De honderdtachtig miljoen euro is in kleinere porties gegaan naar Van den Nieuwenhuyzen en zijn bedrijven, zo heeft Van Sluis gistermiddag gezegd in een toelichting op de tussenrapportage van zijn accountants. „Leningen rijp en groen door elkaar,” verduidelijkt hij, „voor Van den Nieuwenhuyzen en zijn bedrijven, van de Antillen tot in China.”

Naar de mening van het Havenbedrijf heeft oud-directeur Scholten in alle gevallen onbevoegd gehandeld. Ook heeft hij in zijn eentje geopereerd. In de administratie van het Havenbedrijf is van alle verleende garanties geen snipper papier teruggevonden. De papieren die tot nu toe wél zijn opgedoken, komen in meerderheid uit de kluis in de Wilton-villa, het hoofdkwartier van Van den Nieuwenhuyzen. Scholten en Van den Nieuwenhuyzen werken aan alle onderzoeken mee, maar over de kwaliteit van de medewerking zegt Van Sluis 'geen mededelingen' te willen doen.

Alle tot nu toe door de accountants achterhaalde transacties worden omschreven als 'onbruikbaar'. „In alle gevallen ontbreekt een tegenwaarde,” zegt Van Sluis. „Vaak zijn de kredieten nog dezelfde dag naar andere bedrijven overgeboekt.” Het Havenbedrijf wacht nog met juridische stappen tegen oud-directeur Scholten en andere betrokkenen. Wel is duidelijk geworden dat Scholten in augustus 2002 naar de reikwijdte van zijn bevoegdheden heeft geïnformeerd.

Alleen tegen de Britse zakenbank Barclays, die als eerste een gegarandeerde lening van vijftig miljoen euro heeft opgeëist, is al een rechtzaak aangespannen. De laatste dagen druppelen de claims van de banken echter binnen. Barclays heeft ook een claim van 19,5 miljoen euro ingediend en juist gistermiddag heeft de Duitse Commerzbank voor eenzelfde bedrag zijn hand opgestoken.

## **MISC selling off its entire bulker fleet**

**MISC says bulkers are no longer part of its core business and it is time to get out.**

Malaysia International Shipping Corp (MISC) is shedding its entire bulker fleet as part of its plan to focus on the tanker and LNG trades. In a surprise move this week, the company sought bids for its 32-strong bulker fleet in the hopes of raising \$750m.

MISC is said to have appointed five banks including HSBC and Citibank to carry out the bidding process, which closed yesterday.

Greek shipowner Nicos Pateras is among a number of owners bidding. The head of Pacific & Atlantic Corp has offered \$670m for the fleet comprised of panamax, handymax and handysize units.

However, reliable sources tell TradeWinds the owner has also put in a bid of \$275m for just the Malaysian company's nine panamaxes, which are built between 1993 and 1999.

It is believed that between six and 10 shipping groups have shown interest in buying the MISC ships including Norway's John Fredriksen.

MISC is said to be looking for up to \$750m for the bulkers. It will require that short-listed bidders inspect the vessels within the next 60 days in order to conclude the deal.

Sources close to MISC say that if a suitable bid is not offered, it will continue to sell the ships off piecemeal.

MISC's diverse bulker fleet is split almost equally between panamax, handymax and handysize vessels. The handymaxes were built in the mid-1990s.

MISC is particularly eager to shed the handysize vessels, which were built in the mid-1980s and were inherited when it bought the fleet of fellow Malaysian owner PNSL in the wake of the Asian financial crisis. Earlier this year it sold off 15 such vessels to Thailand's Precious Shipping as part of a \$98m en bloc deal.

Bulkers are no longer part of MISC's core business strategy and it is picking the right time to sell off the ships. Brokers caution, however, that some of the ships were fixed on long-term charters a while back and are now earning well below market rates.

MISC is also selling off its smaller containerships, although it pledges it will remain an active player in this sector.

## **NAVY NEWS**

### **Go-ahead to \$6bn navy ship project**

THE Howard Government will today commit to building all three of the navy's new air warfare destroyers in Australia.

The \$6 billion project will be the biggest naval construction program since the 10 Anzac frigates, built by Tenix in Melbourne's Williamstown dockyard, were completed last year.

The decision to go ahead with the local construction of the three 6000-tonne high-technology ships represents a major vote of confidence in the Australian defence industry.

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Defence Minister Robert Hill's announcement will put an end to speculation that the new destroyers could be built in an overseas shipyard amid growing concerns about a future cost blowout in the defence capital equipment budget.

Tenix, together with the Adelaide-based submarine builder, the wholly government owned ASC, are expected to compete for the prize of prime contractors for the construction of the vessels with a decision on the winner expected early next year.

Adelaide is favoured as the main construction site with ASC tomorrow announcing a rebranding of the company as part of a long-term strategy to become Australia's leading naval shipbuilder. Mr Howard is due to attend the rebranding tomorrow night, bolstering the company's bid to win the contract.

The Government has delayed the planned sale of ASC until at least 2006 to allow the company to bid for major naval construction projects.

But ASC has been instructed by the Government not to team with strategic partners during the tender competition in order not to reduce competition for the AWD build.

The Government is expected to release a request for proposals for the build phase soon after next week's election, with a decision on the winning design due by early 2005.

Together with the planned \$3 billion build of two amphibious ships for the navy, the AWD build represents one of the biggest ever challenges for Australia's defence industry.

There are three foreign designers competing for the right to design the destroyers, which will form the backbone of the navy's fighting arm and are due to enter service from 2013.

They are the US firm Gibbs and Cox with a modified version of the US navy's Arleigh Burke destroyer, the Spanish firm Izar with their F100 ship and the German Blohm and Voss F124.

Two months ago the Government announced that the US Aegis air warfare system had been selected as the combat system for the destroyers.

The air warfare destroyers will be by far the most sophisticated and capable warships in the RAN's order of battle, with the Aegis system providing defence against hostile aircraft and missiles at a range of more than 150km

## MOVEMENTS

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**DAILY SHIPPING NEWSLETTER 2004 – 197**



The **PACIFIC BANNER** in the Port of Rotterdam  
Photo : Bas van den Bos D-ploeg RPA 11 ©



The tug **MILLENIUM MAVERICK** operating in the Port of Los Angeles  
Photo : Zane Johnston ©



The **FIGHTER** arrived back on the Westerscheldt from West Africa  
Photo : Willem Kruit ©



The tug **INDUSBANK** assisting the tanker **CROSS** at Bonaire  
Photo : John Smit ©

## **AIRCRAFT / AIRPORT NEWS**

### **Northwest to fly between Anchorage-Maui**

## DAILY SHIPPING NEWSLETTER 2004 – 197

NORTHWEST Airlines is to offer a new seasonal service between Anchorage, Alaska, Maui, Hawaii, and Honolulu, from February 17 through April 3, 2005. The flights are the first non-stop service the airline has offered between Alaska and Hawaii.

"We are excited to offer this non-stop service between Anchorage, Maui, and Honolulu," said Tom Bach, vice president of market planning and Airlink.

"This new service will be great for winter and early spring getaways to the warm and sunny Hawaiian islands."

The flights will be operated with Boeing 757-300 aircraft.

Flight 93 between Anchorage and Maui, continuing to Honolulu, will operate on Sundays, Thursdays, Fridays, and Saturdays and services between Maui and Honolulu, continuing to Anchorage, will operate on the same days.

With the addition of these new flights, Northwest will offer service to Honolulu from a total of seven US cities, including Detroit (seasonal), Los Angeles, Minneapolis/St. Paul, Seattle, Portland, Ore., and San Francisco. In addition, Northwest offers two daily flights between Honolulu and Northwest's hub at Tokyo-Narita and one daily flight from Honolulu to Osaka, Japan.

## Martinair and Tampa Cargo join GF-X



Top : A **Martinair MD-11 Cargo** plane enroute the runway at Schiphol for departure  
Photo : Piet Sinke ©

MARTINAIR Cargo and Tampa Cargo are to link up with the GF-X Exchange, an electronic airfreight reservations system.

GF-X is presently working with both carriers to complete the implementation process and Martinair Cargo and Tampa Cargo expect to start receiving bookings via the system early next year.

Meta Ullings, senior vice president of Martinair Cargo said: "Joining the GF-X Exchange is a natural step for us as many of our key forwarder customers are already members of GF-X and are keen to be able to book with us electronically."

Tampa Cargo CEO, Frederik Jacobsen, said: "The GF-X Exchange is a proven solution with worldwide coverage, including the Latin American market which is a key area for us, and as such GF-X was the natural solution for Tampa Cargo."



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Vincent Ryan, vice president of Business Development Americas at GF-X, said: "Their membership, along with all the other carriers and forwarders who have joined over the last few years, proves again the importance of electronic reservations within the industry."

### RIJNSMOND WEATHER

Vooruitzichten van dinsdag t/m vrijdag:

#### LICHT WISSELVALLIG!

Veel bewolking, ook af en toe zon en een enkele bui. Middagtemperatuur dalend naar 14 graden.

| © Ed Aldus 2004      | DI-05  | WO-06  | DO-07 | VR-08  |
|----------------------|--------|--------|-------|--------|
| Maximumtemperatuur:  | 17     | 16     | 15    | 14     |
| Minimumtemperatuur:  | 11     | 11     | 10    | 8      |
| Zonnekans in %:      | 30     | 30     | 40    | 40     |
| Neerslagkans in %:   | 30     | 30     | 30    | 40     |
| Neerslag in mm:      | 1      | 1      | 1     | 1      |
| Windrichting kracht: | ZW-4-6 | ZW-4-5 | W-3-4 | NW-3-4 |

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



The **TOR VIKING II**  
Photo : Capt Hans Bosch ©

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## SCHEEPVAARTBERICHTEN

ACHTERGRACHT 4 te Aarhus,  
ALDEBARAN 4 pas Kielerkanaal nr Amsterdam,  
ALERT 4 55 nno Oran nr Catania,  
ALEXANDERGRACHT 4 460 nno St Helena nr Adelaide,  
AMSTELDIEP 5 te Damietta,  
ANJELIERSGRACHT 5 rede Bell Bay,  
ANKERGRACHT 4 510 wzw San Diego nr Honolulu,  
APOLLOGRACHT 4 te Mackay,  
AQUATIQUE 4 95 z Cagliari nr Villagarcia,  
ARCHANGELGRACHT 4 90 no Tunis nr Palma de Mallorca,  
ARKLOW RANGER 4 te Gent,  
ARKLOW SURF 4 180 nno La Coruna nr Villagarcia,  
ARROW 4 pas Beachy Head nr Foynes,  
ARTISGRACHT 4 500 wn Walvisbaai nr Norrkoping,  
BANJAARD 4 ps Dardanellen nr Madras,  
BENGUELA STREAM 4 570 nw Guadeloupe nr Setubal,  
CAPRICORN 4 820 zw Flores nr Paranam,  
CLARISSA 4 te Rotterdam,  
COOL EXPRESS 3 340 z Cape Palmas nr Tarragona,  
CORAL ISIS 3 50 nw Le Havre nr Antwerpen,  
CORAL MILLEPORA 4 10 n Holtenau nr Hamina,  
CORAL RIGIDA 4 20 o Okinawa nr Merak,  
CORAL RUBRUM 4 te Pasir Gadang,  
DANIELLA 3 140 zo Nagaaki nr Panamakanaal,  
DEO VOLENTE 4 50 z Lofoten nr Bergen,  
DEPENDENT 5 pas Den Helder nr Gandia,  
DOCK EXPRESS-10 4 te Balboa,  
DOGGERSBANK pas Texel nr Kokkola,  
DONGEBORG 4 te Damietta,  
DUTCH EMERALD 4 160 zw Brest nr Antwerpen,  
DUTCH MARINER 4 60 zw Lorient nr Antwerpen,  
DUTCH NAVIGATOR 4 te Tees,  
DUTCH SPIRIT 4 18 wzw Holyhead nr Liverpool,  
EDAMGRACHT 4 240 nw Dampier nr Fremantle,  
EDISONGRACHT 5 vn Hobart nr Point Henry,

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EEMSDIEP 4 10 nw Helsingborg nr Gandia,  
EGBERT WAGENBORG 4 pas Dover nr Las Palmas,  
EGELANTIERSGRACHT 4 70 w Tapeh nr Kobe,  
EGNES 4 15 z Madeira nr Marina di Carrara,  
ELANDSGRACHT 5 te Ujung Pandang,  
ELSEBETH 40 zw Cyprus nr Cristobal,  
EMERALD 3 te Zeebrugge,  
EMMAGRACHT 4 1260 w Christmas Eil nr La Spezia,  
EMUNA 4 80 o Alger nr Mersin,  
EUROGRACHT 5 ps Cayman Eil nr Vera Cruz,  
FAIRLIFT 4 te Alexandrie,  
FAST SUS 5 te Odense,  
FLINTERBORG 4 te Antalya,  
FLINTERDIJK 4 180 nw Fiinisterre,  
FLINTERDUIN 4 40 n Terschelling nr Gavle,  
FORTE 5 te Hamina,  
GOOTEBORG 4 25 no Rostock,  
GOTLAND 7 verw te Parnu,  
HAPPY RANGER 3 240 z Newfoundland nr Qaboos,  
HAPPY ROVER 4 te Lagos,  
HEEMSKERCK 4 rede Durban,  
JUSSEL TRADER 4 850 zo Kaohsiung nr Kaohsiung,  
KIENA 4 te Duinkerken,  
IRINA 4 pas Bornholm nr Norrkoping,  
IVER EXACT 4 210 o New York,  
IVER EXAMPLE 3 180 w Jamaica nr Pajaritos,  
IVER EXCEL 4 te Tela,  
IVER EXPERT 3 t a Corinto,  
JACOBUS BROERE 8 vewr te Hamburg,  
JO CALLUNA 4 300 no Azoren,  
JO CEDAR 6 verw te Canakkale,  
JO LONN 4 300 z Mekka,  
JO SELJE 4 te New Orleans,  
JO SPRUCE 4 te Fawley,  
JUMBO SPIRIT 4 200 n Cap Blanc nr Warri,  
KASTEELBORG 4 pas Stockholm nr Raahe,  
KEIZERSBORG 4 140 no Madeira nr Albany,  
KONINGSBORG 4 300 w Lands End nr Tornio,  
KWINTEBANK 4 te Windsor,  
LADON 4 in Ionische Zee nr Ashdod,  
LELIEGRACHT 4 te Aarhus,  
LEVANTGRACHT 4 400 zzw Jakarta nr Dampier,  
LIJNBAANSGRACHT 3 te Callao,  
LOMBOK STRAIT 4 60 n Gran Canaria nr Sheerness,  
LUMARE 4 te Ayr,  
MAASBORG 4 te Dakar,  
MAGDALENA GREEN 4 pas Gibraltar nr Bombay,  
MAGIC 3 te Kaliningrad,  
MAGNIFIC 5 te Lagos,  
MAINEBORG 4 110 zw Newfoundland nr Philadelphia,  
MAKIRI GREEN 4 50 zoz Suez nr Bahrain,  
MARJOLEIN 4 te Vigo,  
MARNEBORG 4 360 o New York nr Philadelphia,

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MCL MOSCOW 4 te Vostochny,  
METSABORG 4 pas Dover nr Philadelphia,  
MICHIGANBORG 4 op Lake Huron nr Garston,  
MIGHTY SERVANT-3 4 110 w Nouackchott nr Malabo,  
MISSOURIBORG 4 360 nw Azoren nr Tornio,  
MOEZELBORG 4 75 nw Kreta nr Dordrecht,  
MORRABORG 4 pas Texel nr Gandia,  
MSC POLAND 5 te Bremerhaven,  
MUNTEBORG 4 te Setubal,  
NEDLL AMERICA 6 verw te Hamburg,  
NES. 3 30 w Bornholm nr Joutseno,  
NOLA 4 te Savontinna,  
NORA 4 pas Ystad nr Fecamp,  
NORDLAND 4 te Emden,  
NORMED HAMBURG 4 pas Dardanellen nr Bilbao,  
NORMED IZMIR 4 thv Texel nr Catania,  
NORTHERN EXPLORER 4 rede Inchon,  
NOVA 4 te Vaasa,  
OCEAAN KLIPEPR 5 t a Victoria,  
ONEGO MERCHANT 4 300 z Bermuda nr New Orleans,  
P&O NEDLL AUCKLAND 4 te Bremerhaven,  
P&O NEDLL BUENOS AIRES 3 40 zo Natal,  
P&O NEDLL COLOMBO 4 vn Colombo nr Port Kelang,  
P&O NEDLL HOUSTON 4 310 n Belem,  
P&O NEDLL JAKARTA 3 te Hamburg,  
P&O NEDLL VERA CRUZ 4 te Kingston,  
PAUWGRACHT 4 300 no Palau Isl nr Port Alma,  
PELAGIA 3 2000 o St Maarten,  
POOLGRACHT 4 te Kemi,  
PRINS JOHAN WILLEM FRISO 4 vn Porvoo nr Stenungsund,  
PRINSENBORG 4 te Taranto,  
RHONEBORG 4 420 z Singapore,  
ROYAL KLIPPER 10 verw te Sheerness,  
SAGA 5 te Bintulu,  
SALMON 4 te Le Havre,  
SCHELDE TRADER 4 te Hakata,  
SCHELDEGRACHT 4 120 zw Lands End nr Baltimore,  
SCHUITENDIEP 10 verw te Randers,  
SMARAGD 4 te Nauplia,  
SMITWIJS ROTTERDAM 4 180 zzw Nicobar,  
SOMERS ISLES 4 180 w Bermuda nr Hamilton,  
SPAARNEDIEP 4 pas Gotland nr Katakolon,  
SPAARNEGRACHT 4 te Kotka,  
STATENGRACHT 4 500 n Azoren nr Gothenborg,  
STELLA NOVA 4 te Houston,  
STELLA POLARIS 3 vn Petit Couronne nr Tromso,  
STELLA POLARIS 4 115 nww Den Helder nr Tromso,  
SWING 4 pas Kopenhagen nr Odda,  
SYLVIA 4 te Annaba,  
TANJA 4 te Hamburg,  
THEODORA 3 pas Great Yarmouth nr Tees,  
TRAVELLER 6 verw te Guayaquil,  
TRINITAS 4 pas Aland nr Husum,

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UAL AFRICA 4 150 z Madeira nr Lobito,  
VANCOUVERBORG 4 te Kubikenborg,  
VARNEBANK 5 op Lake Eire nr Menominee,  
VECHTBORG 4 pas Den Helder nr Hamburg,  
VIRGINIABORG 4 pas Finisterre nr Hull,  
VLIEBORG 4 45 zw Calvi nr Livorno,  
VLISTBORG 4 60 w Guernsey nr Bilbao,  
VOORNEBORG 4 thv Esbjerg nr Menominee,  
WESTERBORG 3 te Joensuu,  
WESTERSCHELDEBORG 4 te Frederiksvaerk,  
ZEUS 4 pas Bogazikanaal nr Derince.