

DAILY SHIPPING NEWSLETTER 2004 – 211



Number 211***DAILY SHIPPING NEWSLETTER***Wednesday 20-10-2004

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The RPA 15 approaching the Breediep in the Europort
Photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS



Salim raising funds to bail out Philippine unit

Bulk of money to come from sale of 5% of Metro Pacific, Indonesia's Salim Group is raising fresh funds to bail out listed shipping subsidiary Negros Navigation Co (Nenaco), the Philippines' second largest inter-island passenger and cargo line, from its financial woes.

The bulk of the money will come from the sale of 5 per cent of the issued shares of listed Metro Pacific Corp (MPC), Salim's Philippines flagship, in the open market, the company said in a statement to the Philippines Stock Exchange.

MPC, Nenaco's parent, said proceeds of the sale would be used to restructure the shipping firm's 2.4 billion pesos (S\$72 million) debts over a 10-year period as approved by a court.

Nenaco had piled up the debts due to weak shipping operations with five of its nine vessels dry-docked, resulting in a 35 per cent decline in inter-island trips.

More trouble followed when the vessels were seized by a court after Nenaco failed to settle the 120.8 million pesos dry-docking services provided by Japanese-Filipino ship repair firm Tsuneishi Heavy Industries.

'This year, we expect to have a significant net loss of between 350 million and 400 million pesos from last year's 8.2 million pesos,' Nenaco president Sulficio Tagud said.

In this year's first six months, Nenaco revenues dropped 36.06 per cent to 964.681 million pesos.

MPC, which is into high-end property ventures, 'is helping us raise the money because creditors won't lend to Nenaco at this point. With the rehabilitation, we can now focus on the real work of turning the company around,' Mr Tagud said.

MPC also made a tender offer to buy out the shipping line's minority stakeholders who own 3 per cent of Nenaco. MPC holds the remaining 97 per cent.

'We understand that many of Nenaco's remaining minority shareholders may prefer to exercise a clear and fair exit mechanism for their investments in Nenaco shares,' MPC vice-president David Nugent said.



The **SMITWIJS SINGAPORE** approaches the **BALDER** to discharge some equipment
Photo : Captain Peter Lankester © – Master Union Manta

Pirate boat capsizes after colliding with tug

Six armed, masked pirates capsized their speedboat while attempting to board a tug that was underway at the southern end of Indonesia's Riau Islands recently.

The attempted boarding occurred mid-morning on Oct 8 in the Selat Riau when the pirates attempted to board the unidentified tug which was towing a barge. During the manoeuvre the speedboat collided with the tug and capsized. The tug continued its voyage, according to the International Maritime Bureau (IMB) website. The fate of the pirates is not known.

Two days earlier, mid-way along the Sumatran coastline at 9.45 am a dark brown hulled boat approached a containership underway in the Malacca Strait and stopped in the vicinity. The small boat then followed the boxship in parallel for 10 minutes but broke off the pursuit due to the vessel's alertness, the IMB said.

Piracy attacks have continued despite high-profile 'coordinated patrols' by the navies of the three littoral states of Indonesia, Malaysia and Singapore. The twin issues of piracy and terrorism have fuelled debate on the effectiveness of the three littoral states patrolling within their own waters.

Calls have been made recently for all users of the Malacca Straits to be involved in an equitable way in protecting the searoutes of the region. According to the IMB, there have been at least six reported attacks on ships in the straits since July. The captains and chief engineers from two tugs have been kidnapped for ransom in Indonesian waters in the past two weeks alone, according to the IMB.

Twenty attacks occurred in the Malacca Strait in the first half of this year - up 33 per cent from a year earlier. Attacks are expected to rise in the coming weeks as historically pirates operating in Indonesian waters become increasingly active ahead of the Hari Raya festive period.

Two Ships in Trouble Off SA Coast

Salvors aim to remove oil and "small pockets" of hazardous cargo from the general cargo and heavy lift ship **BBC China** before trying to pull her off the rocks at the Wild Coast.

Meanwhile, another ship, the general cargo vessel **Taipan 1**, is in difficulty to the west of Cape Town and the salvage tug **Smit Amandla** has been sent to take her in tow.

The **BBC China** ran aground on Saturday night near Port Grosvenor and is lying on rocks in shallow water less than 100m off the beach, her starboard side exposed to the sea. Her cargo, which includes machinery, is intended for Dar-es-Salaam and Muscat in Oman.

Small quantities of paint, batteries and bottles of compressed carbon dioxide are among the hazardous cargo on board, said Captain Bill Dernier of the SA Maritime Safety Authority, who was still waiting for a full report on the **Taipan 1**'s condition.

A rough sea and stormy weather expected to hit the Wild Coast this week is threatening to further damage the German-owned **BBC China**, but Dernier said the ship was still moving and bouncing, meaning there was a chance that she could be pulled off the rocks.

"Our first priority, as always, is to get the oil and the hazardous cargo off first," he said. "The weather today is very good and there is not much oil to get off. She has 58 tons of heavy fuel, 60 tons of gas oil and eight tons of lubrication oil aboard."

Concern over ship's cargo



There is good reason to be concerned about the cargo of the vessel **BBC China**, which went aground on rocks off the Wild Coast at the weekend, the Democratic Alliance warned on Monday.

Photo : SMIT Salvage ©

"Only a year ago, the **BBC China** - en route to Libya at the time - was found to be carrying several containers filled with the parts of sophisticated centrifuges intended for the use in the

building of uranium enrichment plants.

"These were listed on the ship's manifest as 'used machine parts'," DA environment spokesperson Gareth Morgan said. The vessel was also the subject of a search by the US coast guard in Honolulu harbour, in February this year, after a crew member had indicated to officials there might be hazardous material aboard.

"Although ultimately cleared at the time, this ship needs to be treated with caution."

Hazardous materials

Morgan called on Environmental Affairs Minister Marthinus van Schalkwyk to declare "whether there are any hazardous materials aboard the BBC China".

Photo: SMIT Salvage ©

"There has already been a spillage of oil from the ship... but considering (the **BBC China's**) chequered history... the effect of the oil spill could be less significant than potential contamination of the marine environment from the contents or remnants of previous contents on the ship."



The exploits of the **BBC China** had featured in a major speech delivered by US President George Bush in February this year, and had formed the basis of questions put to British foreign secretary Jack Straw.

"The ship is currently off the pristine Pondoland coast in the vicinity of a recently declared Marine Protected Area. "Apart from this being a significant local tourist destination, many locals sustain themselves from harvesting marine resources along this coast, and have the right to be assured that this ecosystem is not contaminated. "In this National marine week, the minister would do well to consider whether ships with histories such as the **BBC China's**, should be travelling anywhere close to our marine protected areas," Morgan said.

Van Schalkwyk's office was not immediately available for comment.

Cargo

According to media reports earlier on Monday - quoting SA maritime safety authority head Captain Bill Dernier - the hazardous cargo aboard the **BBC China** comprises "small quantities of paint, batteries and bottles of compressed carbon dioxide". Dernier said the vessel also had 58 tons of heavy fuel oil, 60 tons of gas oil and eight tons of lubrication oil on board. It is understood the **BBC China** was en route to Dar-es-Salaam at the time she went aground on Saturday night.

Salvors are reportedly planning to first remove all oil from the vessel before launching an attempt to pull her off the rocks.

Stop India from becoming a scrapyard

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The issue of scrap metal imports into India literally blew up with a 'bang' a fortnight ago. Unfortunately it claimed several lives as well. Though this crisis has led to media attention as such consignments (unexploded shells with scrap) continue to be discovered all over the country, the problem has been a chronic one. For example, over the past decade environment groups have been exposing the import of hazardous waste such as lead scrap, zinc ash and electronic waste.

The modus operandi followed is similar. Shipments of scrap are consolidated in places like Dubai and UAE, shipping addresses changed from the original, which could be in Europe, the US or now probably in Iraq, and re-labelled into 'safe' categories such as 'mixed metal scrap.'

The true nature of the scrap is concealed. For example, it is common for electronic waste consignments being so relabelled since e-waste needs special central government permission.

Screening at the ports too is non-existent. Of the 18 odd ports/container uploading areas in India, only Mumbai has scanning equipment. Less than 2% of the containers are scanned, and it is well known that Indian importers prefer shredded scrap since it is significantly cheaper to procure. The over 3.675 million metric tonnes of scrap imported is worth over \$ 730 million and comes in over 5,000 containers. At the inland container depot in Delhi alone, over 300 scrap containers arrive daily. Also, as has been observed in the case of hazardous waste imports, customs officers are geared towards revenue generation and not for screening and stopping imports, unless these are sensitive items like drugs or wildlife articles.

Such large imports of scrap take place in India as Indian buyers outbid others. Lower processing costs, often owing to exploitative labour and environmental standards, enable higher margins and higher bids. For example, Alang, the world's largest ship-breaking yard which supplies over 2 million tonnes of scrap steel to meet about 20% of India's requirement, has been in the international spotlight owing to the despicable working conditions there.

Action at multiple levels is needed to rectify the situation. Firstly, there needs to be strict emphasis on following proper classification. Ratifying international treaties such as the Basel Ban to stop the trans-boundary movement of hazardous wastes, and the Rotterdam Convention, which calls for prior informed consent procedures to be followed, will be a start. Secondly, customs ports need to be properly equipped with scanners and officers trained to 'look out' for and identify such consignments. Thirdly, known offenders must be blacklisted, and their international connections tracked. And finally, units which buy and receive such scrap should obtain authorisation especially to ensure they follow proper procedures and safety standards. All this is only possible, however, if we have the political will to stop India from becoming the world's scrapyards!

Palestinian ship captain jailed for 25 years

Israel yesterday sentenced to 25 years' imprisonment the captain of a Palestinian arms smuggling ship whose capture two years ago prompted Washington to shun Palestinian President Yasser Arafat. Erez Military Court convicted Omar Akkawi, a Palestinian Transportation Ministry employee caught at the **Karine A**'s helm by Israeli naval commandos in January 2002, of trafficking in weapons. Two other Palestinian crew were jailed for 17 years.

"This was the most serious case of arms smuggling ever known by this region, which constituted a huge and destructive threat to the state of Israel and its citizens," the court ruling said.

The interception of the Karine A, a freighter laden with 50 tonnes of military ordnance worth some \$100 million, occurred as Washington tried to defuse a Palestinian uprising that erupted in the Israeli-occupied West Bank and Gaza in September 2000.

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Israel accused Arafat of ordering the shipment, saying the arms were supplied by the Iranian-backed Lebanese guerrilla group Hizbollah and were to intended for Gaza militant groups.

Oil tanker shortages drive costs higher

With about \$100 million worth of crude oil in its hold, the tanker **Front Page** will leave Kuwait in a few weeks, heading for Louisiana via the Suez Canal. When it arrives 30 days later, its two million barrels will feed refineries throughout the Midwest with crude they will turn into heating oil for the winter.

The trip will be expensive. Exxon Mobil is paying Frontline, the ship's Norwegian owner, \$6.95 million to make the journey. Last year, the price was \$2.4 million for a similar haul.

With global oil demand surging and prices hitting record levels, the world's **1,500 oil tankers** are all booked up, and charter rates are soaring. The shortage of tankers is one sign of how strong demand and a lack of investment have left the oil industry's infrastructure stretched thin.

These strains contribute to climbing energy costs for consumers. Estimates by the U.S. Energy Information Agency indicate the increase in oil transport costs this year translates into an extra 5 cents a gallon, or 1.3 cents per liter, for gasoline at the pump.

"Five years ago, when you were looking to book a ship in the Persian Gulf, you used to find 10 ships available," said Jeffrey Goetz, a consultant at Poten & Partners, a broker in New York. "Today, you find three, sometimes only one or two. That's what makes the market feel so tight."

In part because of China's growing appetite for oil, the world is expected to consume 2.7 million more barrels a day this year than it did in 2003, and most of that is being carried by ships crisscrossing the oceans. The strong demand has contributed to a 73 percent jump in oil prices in the last year. A barrel of oil topped \$55 for the first time on Friday, although the price retreated Monday, falling \$1.73 a barrel to \$53.20 by midafternoon in New York.

With shipowners finding it difficult to meet demand for the first time since 1973, tanker rates have more than doubled in recent weeks to a 30-year high.



Top : The **FRONT STRATUS** moored in the Europort – Photo : Piet Sinke ©

Rates on the largest ships, like those traveling between the Gulf and Japan, averaged \$35,000 a day from 1995 to 2004 but have jumped to as much as \$135,000 a day recently, according to Goetz. On a 40-day voyage, the difference adds up to \$4 million.

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"It's a good business to be in," said Tor Olav Troim, vice president of Frontline, the world's largest tanker owner. "All the ships are being used today. In this market, we're making \$5 million every day of net profit, even on Sundays."

High oil prices partly reflect supply concerns stemming from the war in Iraq, the threat of strikes in oil-producing countries like Venezuela and Nigeria and the fact that exporting countries like Saudi Arabia are already pumping nearly all the oil they can. These fears have added as much as \$15 to the price of a barrel, analysts said.

But Erik Kreil, an analyst with the Energy Information Agency, part of the U.S. Energy Department, suggests oil prices are also high because the basic infrastructure of oil supply simply cannot meet the growth in demand this year.

"It's not fear that's driving prices; it's the market fundamentals that everyone overlooked," Kreil said.

The tanker shortfall is just one of the pressures facing oil markets - a tightness that runs throughout the oil production chain, from fewer oil discoveries to a lack of refineries.

Paul Horsnell, who directs energy research at Barclays Capital in London, said the industry was paying the price for its lack of investments in the 1990s. "Everywhere you look, there's a shortage," Horsnell said.

Low oil prices throughout the 1980s and 1990s after a glut of capacity from investments made in the 1970s resulted in few refineries, tanker terminals and pipelines being constructed. For example, not a single new refinery was built in the United States in three decades. But at the same time, demand for oil has grown steadily.

"There's been under investments in absolutely everything," Horsnell said. "What we've got here is payback throughout the industry for a market that's relied too long on spare capacity."

Major oil companies ordered hundreds of giant oil tankers in the late 1960s and early 1970s, after price shocks and the closing of the Suez Canal sent ripples of concern through the West over the security of oil supplies.



The **FRONT CENTURY** in the Europort – Photo : Jan Verhoog ©

But then prices collapsed and the world economy went into a tailspin. For the industry, that meant there were too many ships and too little demand, said Morten Arntzen, president and chief executive of Overseas Shipholding Group, one of the world's top shipowners.

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"Being a tanker owner in the 1980s and 1990s was an unattractive business," Arntzen said. "It took two decades to flush out that oversupply." Over the last decade, the number of tankers in operation has essentially been unchanged, with new ships slowly replacing older vessels that were scrapped.

Also, because of two major oil spills in Europe in recent years, oil companies have come under pressure to require tankers to have double hulls, which are thought to be less prone to spills.

New industry rules, adopted by the International Maritime Organization in 2001, require ships built before 1982 to be taken out of service by next April, while single-hull ships must be scrapped by 2010. In all, 40 percent of the existing fleet may go and it seems unlikely that enough new ships can be built to replace them in time, some shipowners say.

Oil industry analysts, shipbrokers and shipowners have all been caught short by the global growth in oil demand, particularly coming from China, which alone has accounted for 40 percent of that growth in the last four years.

"China has been the big surprise," said Peter Evensen, executive vice president of Teekay Shipping.

China became a net importer of oil in 1993. Its consumption is set to increase 15 percent this year, after jumping 11 percent last year, according to the International Energy Agency. Evensen said the strains were likely to continue for a while longer, as it takes about four years for a tanker to be delivered once it is ordered.

In the meantime, the existing fleet will remain busy. After unloading at the Louisiana Offshore Oil Port, the [Front Page](#) is already booked to load oil in West Africa and bring it to the United States.

Those in the industry say shipping prices are likely to keep rising.

"We get asked whether there are enough ships," said Louisa Follis, director of research at Simpson, Spence & Young, a London shipbroker. "Well, how much do you want to pay?"

Crewman rescued after 12 hours

THREE fishermen trolling for dolphin off the South Florida coast got more than they bargained for when they found Gurit Singh, 12 hours after he fell overboard from the [Tatiana L](#). The Coast Guard told Fairplay that the 28-year-old Indian seafarer was exhausted and is being treated for exposure today at Broward General Hospital. They credit the man's survival to the fact that he was wearing a life jacket. After departing from Port Everglades on the 12 October, the 16,251dwt dry cargo vessel held a crew muster and discovered Singh was missing. The Coast Guard was called who issued a maritime information broadcast and then launched a rescue boat, a helicopter and the 26.5m cutter Dolphin. The fishermen who found Singh told authorities they noticed the Coast Guard activity and that caused them to keep a sharper lookout.

SHIPYARD NEWS

SEPI edges towards Izar solution

SPANISH unions today welcomed the government's newly revised industrial plan to restructure state shipbuilder Izar, but warned that strike action could continue at individual sites. Under the new plan, Izar parent SEPI will set up a holding company, made up of a 100% state-run military construction company and a privately-run merchant vessel builder. The San Fernando and Fene yards will be incorporated into the state-run military construction company. Until now unions had feared that these

two yards would face closure. "This is a positive plan because it covers all yards," a spokesman from the UGT said. SEPI chairman Enrique Martinez Robles said yesterday that the government would inject €357M (\$442M) into the civil construction company, but insisted that SEPI would retain only a minority share in Izar's merchant shipbuilding division. SEPI is planning early retirement for more than 3,000 workers aged 52 and older. Unions in Bilbao warned today they would reject the plan, which would see the privatisation of Sestao yard in the Basque city.

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Top : The bulker **SG PROSPERITY** discharging coal in the Europort – Photo : Piet Sinke ©

Carnival orders again

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Carnival Corp today ordered two 68,500-gt cruiseships from German yard Meyer Werft at a total cost of EUR 630m.

The vessels are destined for the group's AIDA brand, which caters exclusively to the German-speaking market. Delivery is scheduled for April 2007 and April 2009. The all-in cost of EUR 315m per vessel was highlighted by the group, with chief Micky Arison saying the per-berth cost was below the group's historic average for Euro-priced newbuilds.

It is the second order for the group in recent weeks. In September Carnival announced contracts for a 110,000-gt Conquest-class ship for Carnival Cruise Lines at Fincantieri's Sestri yard and a 116,000-gt Caribbean Princess-class ship for Princess Cruises at Fincantieri's Monfalcone yard. Both are expected to be delivered in spring 2007. The first will cost about \$500m and the second \$525m.

Two other ships will be paid for in euros. The vessels, also one of 110,000-gt and one of 116,000-gt, will cost EUR 475m (\$583.7m) and EUR 490m respectively.

Both are scheduled for delivery in spring 2008. No brands have yet been assigned to them, but they will probably operate in Europe.

Carnival said both orders were in line with the group's plans for single-digit capacity growth.

Based on the current orderbook, capacity at the group will grow 6.9% in 2007, 5.5% in 2008 and 2.1% in 2009.

Stena confirms Fosen newbuilds

Stena Line has confirmed its is ordering two ro-pax ferries at Fosen Mekaniske Verksteder (Fosen Mek) in Norway.

TradeWinds first revealed that the Swedish ferry operator was going ahead with the newbuildings back in early September. The two **Stena Seabridger** class ships will be deployed between the Hook of Holland and Killingholme in the UK by May and November 2006 respectively.

Each ship will have a deadweight of 7,500 tons and capacity of 3,100 lane metres plus 100 cabins for drivers. The new ships will give the route about 80% more loading capacity when they replace the **Stena Seatrader** (built 1973) and the **Stena Searider** (built 1969).

"These new vessels will enable us to give our freight customers a better and faster service in an area of steady growth," said Stena Line boss Gunnar Blomdahl. "The route has enjoyed positive growth since its launch four years ago and freight customers are demanding more capacity," claimed Blomdahl.

"The freight market between Holland and the UK continues to flourish and the new vessels will enable us to actively improve our service and boost volumes," he added. "We have invested over EUR400m (\$498m) in the past year in new ferries and routes," said Blomdahl.

"Our investment in these two new vessels is an important step towards improving quality for both freight customers and drivers."

NAVY NEWS



The **HMS OCEAN (L12)** departed from Rotterdam after a port visit – photo : Nico Ouwehand ©

Sailors worry about safety following Chicoutimi fire

As a deadly fire raced through their submarine and repeatedly flared up, the beleaguered crew of **HMCS Chicoutimi** completely ran out of firefighting supplies and came close to exhausting oxygen bottles for the injured, military investigators have been told.

In fact, the crippled warship had to wait for the arrival of a British rescue frigate, **HMS Montrose**, before replenishing their firefighting supplies, several crew members told The Canadian Press.

The flames of the electrical fire proved stubbornly difficult to stamp out, they said. Just when terrified sailors thought they had a control-room blaze extinguished, it would roar back to life.

"There were at least two major flare-ups, maybe a third minor one," said one sailor, who didn't want to be identified. "It was touch and go."

A second crew member said he has concerns about the adequacy of emergency supplies aboard the submarine and urged the navy to take a look at the issue as part of its inquiry.

The men aimed extinguishers and tossed so-called drychem packs - packages of fire-retardant chemicals - at the flames. "There were times when I was wondering whether we were going to get this thing out," said the second crew member.

His voice choked with emotion, a third crew member spoke of watching his captain, Cmdr. Luc Pelletier, an extinguisher in his hand, charge at the fire that was eviscerating his cabin and threatening his ship. The navy's official account of the tragedy, which led to the death of Lieut. Chris Saunders, is that the fires were quickly contained within 15 minutes in both the control room and in an electrical space one deck below.

A third minor fire in an oxygen generator, which the ship's executive officer described as "a pain," was also reported later by the navy.

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The fire took longer to put out than the navy let on, said a crew member, who couldn't give a precise time span because "the minutes seemed like days."

"There were heat flare-ups going on for a while." The sailors said their concerns were outlined in written statements to the military board of inquiry, which began hearing verbal testimony behind closed doors over the weekend at a Glasgow hotel.

A spokesman for the board would not confirm or deny the accounts this weekend. "I cannot speculate on that," said Lt.-Cmdr. Albert Wong. "My commitment is that the board will investigate every lead. We are too early in the process for me to be able to answer these questions." Meanwhile, a member of Britain's House of Lords has hinted that the government could consider charging Canada for the salvage operation, a newspaper reported.

"As for the costs of rescue, Canada will not be charged for any efforts to prevent loss of life," the Scotsman quoted Baroness Christine Crawley as saying.

MSC - MOVEMENTS

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The **MSC LIESELOTTE** awaiting for the Zandvliet lock outward bound

Photo : Piet Sinke ©

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The **MSC CRISTIANA** arriving in Antwerp – Photo : Piet Sinke ©



The **MSC ERMINIA** outward bound from Antwerp – Photo : Piet Sinke ©



The **MSC DYPHNA** seen here departing from Antwerp – Photo : Piet Sinke ©



The **MSC CORINNIA** approaching the Zandvliet locks in Antwerp – Photo : Piet Sinke ©

AIRCRAFT / AIRPORT NEWS

Northwest reaches tentative agreement with pilots

NORTHWEST Airlines Corporation, the parent of Northwest Airlines, has reached a tentative agreement with its pilots, represented by the NWA unit of the Air Line Pilots Association International (ALPA).

The agreement is subject to approval by the ALPA Master Executive Council (MEC) and ratification by Northwest Airlines pilots. The agreement also calls for a satisfactory restructuring of Northwest's US\$975 million revolving credit facility, prior to contract implementation.

According to the airline, the tentative agreement includes US\$300 million in annual labour cost savings from the company's pilots and salaried workers with pilots contributing \$265 million in annual wage, benefit and other contract changes, and salaried and management employees taking \$35 million in annual salary and benefit reductions. If all of the terms of the tentative agreement are satisfied, pilot and salaried employee labour cost reductions could be effective as early as December 1.

Qantas to increase fuel surcharge

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AUSTRALIAN airline, Qantas, has announced that it will increase its fuel surcharge as of October 20, due to the continued escalation in the price of crude oil. The surcharge will increase by AUD\$2 (US\$1.50), from \$10 to \$12 per sector, for domestic travel and by \$7, from \$22 to \$29 per sector, for international travel.

Qantas Airways CFO, Peter Gregg said: "With jet fuel now at more than US\$60 a barrel and showing no sign of falling, an increase in the airline's fuel surcharge was unavoidable," he said. "The hedging we have in place and the higher fuel surcharge will not cover all of the increased cost of jet fuel," Mr Gregg said. "Qantas will continue to absorb much of this increased cost and seek greater efficiencies across the business." This is the second fuel surcharge that the airline has introduced this year, the first was in May.

RIJNMOND WEATHER

Vooruitzichten van woensdag t/m zaterdag:

ZACHT HERFSTWEER!

Slechts af en toe zon en van tijd tot tijd enkele buien en tamelijk veel wind.
Middagtemperatuur rond 15 graden.

© Ed Aldus 2004	WO-20	DO-21	VR-22	ZA-23
Maximumtemperatuur:	17	14	15	15
Minimumtemperatuur:	9	14	10	12
Zonnekans in %:	30	30	30	30
Neerslagkans in %:	70	50	50	70
Neerslag in mm:	4	2	4	4
Windrichting kracht:	ZZO-4-6	ZW-4-6	ZW-5-7	ZW-5-7

.... PHOTO OF THE DAY



The **UNION PEARL** assisting the **CMA CGM CHOPIN** leaving the port of Zeebrugge
Photo : Piet Sinke ©

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SCHEEPVAARTBERICHTEN

ACHTERGRACHT 19 100 z Pico nr Houston,
ALDEBARAN 19 pas Bornholm nr Rotterdam,
ALLIANCE 19 te Kaskinen,
ALSERBACH 18 vn El Ferrol,
AMSTELGRACHT 18 120 n Madeira nr Algeciras,
ANET 19 vn Goole nr Follafos,
ANJELIERSGRACHT 19 900 z Cook Isl nr Houston,
ANKERGRACHT 18 1300 o Tokyo nr Pohang,
ANTJE-K 23 verw te Castellon,
APOLLOGRACHT 19 650 zw Shibushi nr Shibushi,
ARROW 19 200 nno La Coruna nr Cartagena,
ASSI SCAN LINK 19 vn Bremen nr Sheerness,
ATLASGRACHT 19 120 o Banda Aceh nr Suez,
BALTICBORG 19 78 zo Sundsvall nr Haraholmen,
BENGUELA STREAM 18 30 zw Kalamata nr Aegion,
BETTINA-K 22 verw te Sittingbourne,
BRO GALAXY 19 te Grangemouth,
BRO GEMINI 19 vn Mongstad,
BRO GENIUS 22 verw te Salt End,
BRO GLOBE 19 vn Belfast,
BRO GLORY 19 vn Trondheim,
BRO GRACE 19 te Mongstad,
BRO GRANITE 22 verw te Fredericia,
BRO GRATITUDE 22 verw te Le Havre,
CHRISTINA 20 verw te Tornio,
CITO 18 vn Leith nr Aaheim,
CLAUDIA 19 te Sluiskil,
CORAL MILLEPORA 18 te Hamina,
CORAL RIGIDA 17 150 zo Ho Chi Minh nr Kaohsiung,
CORAL RUBRUM 19 80 o Kuantan nr Merak,
DANIEL-K 22 verw te Rotterdam,
DEO VOLENTE 18 in golf vn Biscaye nr Alexandropoulos,
DIEZEBORG 19 te Molfetta,
DINTELBORG 19 rede Odessa,
DOGGERSBANK 18 vn Amsterdam nr Hamburg,
DONGEBORG 19 te Damietta,
DUTCH EMERALD 19 40 z Poole nr Algeciras,

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DUTCH MARINER 19 te Antwerpen,
DUTCH NAVIGATOR 19 onderweg nr Teesport,
DUTCH SPIRIT 19 te Wilhelmshaven,
EDAMGRACHT 19 250 w Melbourne nr Newcastle,
EDISONGRACHT 19 te Gladstone,
EGBERT WAGENBORG 19 39 zw Kreta nr Beiroet,
EGMONDGRACHT 19 230 z New Orleans,
ELANDSGRACHT 19 100 n Darwin nr Gove,
ELKE-K 19 te Gaeta,
EMERALD 18 te Gdansk,
EMMAGRACHT 19 70 w Kreta,
EUROGRACHT 19 pas Str Florida nr Savannah,
FAST SUS 19 te Odense,
FLINTERBORG 19 pas Istanbul nr Contantza,
FLINTERDIJK 19 te Sfax,
FLINTERHAVEN 19 te Stettin,
FLINTERSPIRIT 19 te Casablanca,
GOTLAND 21 verw te Kemi,
HAM-310 19 te Burgas,
HANSEATIC SCOUT 19 te Sevilla,
HAPPY RANGER 18 60 w Jeddah nr Pt Sultan Qaboos,
HEEMSKERCK 18 115 w Freetown nr Las Palmas,
HILJA MARJAN 19 te Duisburg,
HUSKY 19 280 z Ivoorkust,
ICE STAR 19 vn Tyne,
IKIENA 19 vn Bordeaux nr Tilbury,
ILSE-K 19 vn Le Treport,
IRINA 18 50 n Gran Canaria nr Las Palmas,
IVER EXCEL 19 te Georgetown,
JACO TRADER 20 verw te IJmuiden,
JACOBUS BROERE 19 te Runcorn,
JAN VAN GENT 18 te Klaipeda,
JO ASK 19 te Gravenchon,
JO CEDAR 18 100 ono Malta nr US Gulf,
JO EIK 18 50 zo Mosselbaai nr Le Havre,
JO SPRUCE 18 50 o Daytona Beach nr Beaumont,
JOHN PAUL-K 19 te Corinth,
JUMBO VISION 18 230 nw Azoren,
KASTEELBORG 18 pas Dover nr Trieste,
KEIZERSBORG 19 pas Anticosti Isl nr Baie Comeau,
KLIPPER STREAM 18 25 z Monaco nr Genua,
KLOSTERTAL 29 te St Petersburg,
KONINGIN JULIANA 19 t a 2 n Den Helder,
KONINGSBORG 19 pas Noordoostzee Kanaal Harnosand,
KWINTEBANK 19 in Golf vn St Lawrence nr Agadir,
LECKO 21 verw te Nordham,
LELIEGRACHT 19 500 zw Abidjan nr Kaapstad,
LOMBOK STRAIT 18 950 o Bermuda anr Santa Marta,
LUMARE 19 te Zeebrugge,
LURO 20 verw te Villenova,
MAGDALENA GREEN 19 te Bombay,
MAGIC 18 50 z Lands End nr Santa Marta,
MAGNIFIC 18 100 zo Greenville nr Las Palmas,

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MAINEBORG 19 440 ozo Newfoundland nr Izmir,
MAKIRI GREEN 19 te Bahrain,
MARIANNE-K 18 vn Sagunto,
MARINUS GREEN 19 40 w Gabo nr Onne,
MARJOLEIN 19 30 w Ouessant nr Bilbao,
MARLENE GREEN 19 te Rio Haina,
MARNEBORG 19 600 w Brest nr Rotterdam,
MATHILDE 18 pas Cuxhaven nr Villagarcia,
MCL MOSCOW 19 te Vladivostok,
MENNA 19 75 w Linne nr Hamburg,
MERWEZON 18 te Southampton,
MOEZELBROG 19 pas Gotland nr Mantyluoto,
MUNTEBORG 19 38 n Algerije nr Setubal,
NEDLL AMERICA 18 60 zzw Kreta nr Port Said,
NEDLL CLARENCE 19 140 n Paramaribo nr Puerto Cabello,
NEDLL CLEMENT 18 40 zw Esmeraldas nr Buenaventura,
NEDLL OCEANIA 19 te Jebel Ali,
NEKTON 19 200 no Finisterre nr Valletta,
NES. 19 te Mariager,
NORA 19 te Gruvon,
NORMED GEMLIK 19 te Moerdijk,
NORMED ROTTERDAM 19 pas Dardanellen nr Istanbul,
NORTHERN EXPLORER 19 400 z Tokyo nr Tokyo,
NOVA 19 pas Norrkoping nr Svetly,
OLGA 19 te Zaandam,
ONEGO MERCHANT 19 te Tampico,
P&O NEDLL AUCKLAND 22 verw te Rotterdam,
P&O NEDLL BUENOS AIRES 18 260 z New Orleans,
P&O NEDLL COLOMBO 19 te Nhava Sheva,
P&O NEDLL JAKARTA 18 125 w Key West,
P&O NEDLL STUYVESANT 18 150 wnw Mekka nr Singapore,
P&O NEDLL VERA CRUZ 19 te Cartagena,
PACIFIC 21 verw te Davao,
PANDA 19 te Pasajes,
PELAGIA 19 400 z Azoren,
PITZTAL 19 te Rotterdam,
POLAND 19 vn Gdynia nr Bremerhaven,
POOLGRACHT 19 45 w La Coruna nr Antwerpen,
PRINSENBORG 19 90 z St Johns nr Detroit,
RETRIEVER 18 180 zw Monrovia nr Congo,
RIFGAT 19 te Halmstad,
ROELOF 18 pas Dover nr Gavle,
RUFINIA 20 verw te Kaskinen,
SABINIA 19 te Grangemouth,
SCHELDE TRADER 19 te Shanghai,
SCHIPPERSGRACHT 19 te Jacksonville,
SEA BREEZE 19 pas Gibraltar nr Salerno,
SINGELGRACHT 18 350 nw Glasgow nr Baltimore,
SLUISGRACHT 19 50 wnw Esbjerg nr Rauma,
SMARAGD 19 25 zo Cabo da Gata nr Warren Point,
SMITWIJS ROTTERDAM 18 120 w Port Sudan,
SMITWIJS SINGAPORE 19 130 zo New Orleans nr Corpus Christi,
SNOEKGRACHT 19 750 nw Lissabon nr Rauma,

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SNOW STAR 19 vn Hoganas,
SOMERS ISLES 19 te Fernandina,
SPAARNEGRACHT 18 660 w Ierland,
STADIONGRACHT 19 te Stephenville,
STELLA POLARIS 19 70 zw Cape de Gata nr Tarragona,
STELLA PRIMA 19 150 zo Saigon nr Mipo,
SWING 19 vn Vasteras nr Klintehamn,
SYLVIA 19 pas Vlieland,
THEODORA 19 te Frederikstad,
TRAMPER 19 400 o Manila nr Lumut,
TRANSPORTER 18 500 z Kp Verd Eil nr Rotterdam,
TROUT 19 vn Duinkerken nr Antwerpen,
UAL AFRICA 19 te Luanda,
UAL TEXAS 19 200 w Walvisbaai nr New Orleans,
VARNEBANK 19 750 wnw Flores nr Tarragona,
VECHTBORG 19 pas Kattegat nr Almeria,
VIRGINIABORG 19 te Ronnskaer,
VISSERSBANK 18 195 wzw Athene nr Piraeus,
VLIEBORG 19 te Mantyluoto,
VLISTBORG 19 vn Molfetta nr Ravenna,
VOSSDIEP 19 te Catania,
WALSERTAL 19 te Rotterdam,
WATERMAN 19 110 n La Coruna nr La Nouvelle,
WESTERBORG 18 300 zw Fowey nr Oshawa,
WESTERSCHELDEBORG 19 10 w Bornholm nr Kaliningrad,
ZEUS 19 50 zw Kalamata nr Aviles,
ZILLERTAL 19 vn Annaba.