

DAILY SHIPPING NEWSLETTER 2004 – 251



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THIS NEWSLETTER IS BROUGHT TO YOU BY :



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**The GIANT 3 loaded with 4 modules departed from Ulsan (Korea) bound for
Bombay high oilfield**

Photo : Maarten Versluijs ©

THE ELBE GALLERY



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

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Save the ELBE

Giro rekening No 8145443

Att : Piet Sinke - Stationsweg 21 - 3151 HR Hoek van Holland

The score until today : 20500 Euro



Piet Sinke (right), editor of the shipping newsletter handed over **the first 20.000 Euro** on behalf of the **readers of the Daily shipping news letter** to **Hans Hoffmann** the Chairman of Elbe foundation.

Photo : Roger van der Kraan ©

EVENTS, INCIDENTS & OPERATIONS

Gash found in spill tanker hull



A 20 mile stretch of the Delaware River, closed to traffic since Friday night's major oil spill, could be opened again on a limited, ship by ship basis.

Hundreds of environmental responders are on the river working to cleanup

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the spill after the Tsakos Group tanker **Athos I** lost an estimated 30,000 gallons of heavy crude oil while it was enroute to the Citgo Facility in Paulsboro, N.J. Friday night.

In keeping with Federal Regulations and company policy, post incident drug and alcohol tests were carried out on all key members of the ship's staff, with negative results. The cause of the incident is under investigation. Divers working below the vessel Sunday morning located a 6 foot by 1 foot punctured tear, breaching the number 7 center cargo tank and number 7 port water ballast tank.

Personnel from the Coast Guard, New Jersey Department of Environmental Protection, Pennsylvania Department of Environmental Protection, Delaware Department of Natural Resources and Environmental Control, United States Environmental Protection Agency, National Oceanic and Atmospheric Administration (NOAA), U.S. Fish and Wildlife, Tri State Bird Rescue and outside contractors are working together to recover oil, find and treat effected wildlife, and investigate the cause of the accident. Contracted for clean-up operations are The O'Brien's Group, Miller Environmental, Delaware River and Bay Co-Op and Clean Ventures.

Clean up crews have recovered thousands of gallons of oil to date. The spill stretches between just north of the Benjamin Franklin Bridge extending south to the Commodore Barry Bridge. Multiple skimmers are in operation while Coast Guard vessels maintain the established safety zone between the Tacony Palmyra Bridge to the Commodore Barry Bridge closing the river to all commercial and pleasure craft. "We are extremely satisfied with how well the cleanup effort is progressing. It's because of the dedicated efforts of the federal, state, local and contracted responders that we are expecting to be able to open up the river on a limited basis sometime tomorrow," said Capt. Jonathan Sarubbi, Federal On Scene Commander for the response.

Approximately three miles of protective boom has been set up around the vessel and neighboring creeks as a preventive measure to contain further impact to the river and wildlife. Additional protective boom will be set up to points north and south of the areas as oil continues to move due to tides and river currents.

Dredger on rocks awaits rescue

BELGIAN dredging specialist Jan de Nul is awaiting the arrival of a Smit pontoon off the port of Kholmsk, in Russia's Sakhalin region, where it will aid the refloating of the hopper/dredger **Cristoforo Colombo**. The 10,252dwt ship remains in 1.5m of water on a rocky beach close to a channel it was dredging in September. A severe storm drove the vessel ashore and efforts to refloat it have been hindered by a long period of heavy weather. Gery Vanderwalle, manager of Jan de Nul's International division, explained that the dredger had tried to raise its anchor and head out into deeper water when the initial storm broke, but its engines failed at crucial times, leaving the ship vulnerable to 8-9m waves. A subsequent investigation by local authorities found there had been no gross negligence on the part of the crew. Although the master, Nicolas Verbraken, and chief engineer were initially prevented from leaving Sakhalin, all the seafarers have now been repatriated. Reports said the fuel tanks and the engine room had been damaged, and about 200 tonnes of fuel oil had polluted the shore. The pontoon is expected to be on scene in 10-15 days. Vanderwalle said the plan was to pivot the dredger by 90 degrees before the pontoon's winches pulled it some 15-20m over the rocks to an area of water 4m deep.

Russians seize cocaine stash on ship

Almost 34 pounds of cocaine have been found on a Maltese vessel in the St. Petersburg seaport, Interfax-Northwest news agency reported Thursday.

The vessel **Sculptor Tomskis**, flying the Maltese flag, came to St. Petersburg from Ecuador carrying a cargo of bananas, the news agency said. A customs inspection revealed over 11 pounds of cocaine on

Dec. 1, it said. Another 23 pounds of cocaine were found early on Thursday morning, an official in the Northwest Customs Department told Interfax-Northwest.

A criminal case may be opened on a charge of drug contraband and a sailor from Latvia has been taken into custody, the news agency said.

Finland to fine ships for oil discharges in international waters

Finnish environment officials will soon be able to punish ships for discharges of oil and other chemicals, even if the spills take place in international waters. A new "economic zone", which extends to open sea, will come into effect at the beginning of February. A law establishing such a zone was passed on November 26th.

Sari Mäkelä of the Ministry of Transport and Communications says that the new law will allow Finland to impose fines on ships dumping chemicals or oil within the economic zone, if the discharge causes considerable damage, or a risk of damage. The economic zone extends from the outer limit of Finland's territorial waters to the middle of the Gulf of Finland and Gulf of Bothnia - that is, to the economic zones of Estonia and Sweden respectively.

As it is now written, a fine would require a decision by a court. However, an amendment to the legislation is planned, which would make it possible to impose on-the-spot fines.

There has been a sharp decrease in illegal dumping of oil in waters near Finland in recent years. In 1999, 448 oil slicks were detected by airborne surveillance, while last year there were only 292. In Finnish territorial waters, 107 oil discharges were detected in 2001, and in 2002 there were 75. Last year only 40 were recorded. In addition to tighter enforcement, the trend is attributed to a new mandatory waste oil disposal levy that is included in a ship's harbour fees. It must be paid regardless of whether or not a ship leaves any oil waste at the harbour.

Senators blame single hulls

SINGLE-hulled and single-bottomed tankers would be unwelcome in US waters earlier than the 2010 deadline established by OPA 90 if two senators have their way. New Jersey Democrats Frank Lautenberg and Jon Corzine told the media yesterday that they will introduce a bill to phase out single hulls earlier, in response to the growing spill from the Cyprus-flagged **Athos I** in the Delaware River, which borders New Jersey. Following an aerial survey of the spill site, the two veteran senators called single-hulled tankers "an accident waiting to happen". The Tsakos Shipping & Trading-owned Athos I, single-bottomed but double-sided, is believed to have struck a submerged obstruction while being pushed into berth by two tugs. That accident ripped several holes in stowage and ballast tanks, spilling what was originally estimated at 100 tonnes of Venezuelan crude. Now, the Coast Guard says that more than 1,600 tonnes are unaccounted for. It added, however, that it is unlikely that all the missing oil entered the river and some is probably in the ship's bilges and ballast tanks. The Army of Corps of Engineers has been scouring the river bottom since the incident for potential obstructions, and some speculate that a propeller lost last year by a dredger in the area may have been to blame.

Irish Ferries to suffer full strike

THE current 24 hour strike by Irish Ferries workers will become a full strike beginning on 6 December. The strike is in response to Irish Ferries placing Eastern European agency seafarers on board its ship Normandy, currently in Belfast for annual dry-docking. Paul Smyth of the SIPTU union told Fairplay:

"the company has broken the rules all along, so from Monday, the strike becomes full out and indefinite. We would rather see the route close than give in to using agency seamen." The dispute concerns Irish Ferries' plan to replace 150 sea-going staff on its Rosslare-Cherbourg service in order to make €3.5M in savings. An Irish Ferries spokesman told Fairplay that "the company has invested €7M in a voluntary severance package which over 80% of the staff has applied for and the other 20% will be transferred to the UK routes." Smyth said: "We have plans for alternative cuts but we have not been able to sit down with the company to discuss them as they insisted we remove the strike threat. We would do that but only if they remove their plan for agency staff."

Piraten openen het vuur op Rotterdamse zeesleper

Door Alexander Bakker

Het is een rustige avond, vroeg donker, goed zicht en nauwelijks golfslag. De zeesleper **SmitWijs London**, met het boorplatform **Ocean Sovereign** op sleep, ploegt met een snelheid van 7,5 knopen door het noordelijk deel van de Straat van Malakka.

In de omgeving dobberen wat vissersboten, zien de twee uitkijken op de brug van de Rotterdamse sleper.

De brug van de **SmitWijs London** is die avond, nu vier weken geleden, dubbel bemand. Zoals afgesproken. De sleep is vanuit Singapore op weg naar Bangladesh. De reis voert door de Straat van Malakka, één van de drukste zeestraten ter wereld. Het is een zeestraat met dubieuze reputatie: het is de speeltuin van piraten.

De bemanning is gewaarschuwd. Afgelopen maanden zijn in de Straat van Malakka diverse sleepboten overvallen. Er zijn zelfs berichten over een ontvoering van een sleepbootkapitein en zijn hoofdwerktuigkundige. De kapitein van de **SmitWijs London** weet van de gevaren die op de loer liggen.

Twee jaar geleden heeft hij voor de kust van Somalië, waar hij met twee collega slepers met een grote sleep passeerde, de hulp van de Nederlandse marine ingeroepen. Kort daarvoor was een Engels schip door piraten geënterd.

Aan boord van zowel de zeesleper als het boorplatform is de bemanning bedacht op piraten. Zij weten zich een gemakkelijke prooi. Met hun lage snelheid zijn zij een eenvoudig doelwit. De sleper heeft als extra nadeel het lage scheepsdek, waarop piraten simpel vanuit hun kleine bootjes kunnen overstappen. Preventief branden op het dek van de **SmitWijs London** alle lampen. Extra schijnwerpers beschijnen vanaf het voordek de zee. Zowel aan bakboord als aan stuurboord staan brandspuiten klaar om eventuele indringers te verdrijven. Om ongeveer zeven uur plaatselijke tijd 'blijft' op de radar een naderend schip, op twee mijl afstand aan bakboordzijde. Vanaf de brug is het niet te zien. De sleep bevindt zich op dat moment ter hoogte van Atjeh, in het noordelijk deel van Sumatra. Na een half uur toont de radar het contact op één mijl afstand. De afstand tot de **SmitWijs London** wordt dan snel kleiner.

Groot alarm

Als de gewaarschuwde kapitein op de brug verschijnt is het andere schip ook met het blote oog te zien. Het stevent recht op de sleper af. Er wordt groot alarm geslagen.

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Gevangen in de schijnwerpers van de **SmitWijs London** blijkt het te gaan om een ongeveer elf meter lang houten vissersschip. Als de afstand tot de sleper minder dan 250 meter is openen de opvarenden van het scheepje het vuur. De **SmitWijs London** wijkt uit naar stuurboord, waarop de belagers recht achter het schip komen.

Er wordt gericht geschoten, blijkt later als de schade wordt opgenomen. De piraten hebben het gemunt op de schijnwerpers, de radar en de 'witte bol' waarin zich de antenne van de satellietradio bevindt. Aan boord van de sleper wordt het vuur van de piraten beantwoord met vuurpijlen. Via de radio wordt het noodsignaal 'may day' uitgezonden. Ook vanaf het boorplatform klinkt dat radiobericht.

Aan boord van de **SmitWijs London** is het nog net geen 'vrouwen en kinderen eerst'. Het vuur van de piraten wordt zelfs zo hevig, dat van enige tegenactie geen sprake kan zijn. Iedereen zoekt een veilig heenkomen. De piraten gebruiken automatische wapens. Aan de hand van de gevonden kogels wordt later vastgesteld dat wapens van het type AK-47 zijn gebruikt. Als de piraten op enkele tientallen meters afstand zijn, wijkt de sleper nogmaals hard naar stuurboord uit, met kort daarna een tegengestelde beweging. Beide schepen raken elkaar nog even midscheeps en daarna verdwijnen de piraten.

Als het geweervuur stopt durven de opvarenden van de **SmitWijs London** uit dekking te komen. Op de radar is zichtbaar hoe de piraten zich in een zuidelijke richting uit de voeten maken. De aanval heeft bijna een kwartier geduurd.

Als de piraten zijn verdwenen wordt over de radio contact gezocht met de **SmitWijs London** door een marineschip dat zich op acht mijl afstand blijkt te bevinden. Het schip meldt zich met de codenaam 'Caddy Lac', maar maakt niet zijn nationaliteit bekend. Er wordt verslag gedaan van het incident en alle gegevens van de piraten, hun koers, snelheid en positie worden doorgegeven. De ontvangst van de gegevens wordt bevestigd, maar het marineschip onderneemt geen verdere actie.

Aan boord van de **SmitWijs London** wordt dan de schade opgenomen. Die is aanzienlijk. Eén van de radars, de satellietontvanger, diverse lampen en schijnwerpers en drie ramen op de brug zijn kapotgeschoten. Op de opbouw van de sleper worden zeker 23 kogelinslagen geteld. Eén kogel heeft zelfs de buitenwand van de hut van de radio-officier doorboord en wordt later uit de betimmering gepeuterd. Op de brug zelf zijn enkele instrumenten door kogels beschadigd. Op de mast zijn veel kabels van antennes en verlichting door kogels beschadigd.

De kapitein van de sleper zet een paar dagen later, na gesprekken met zijn bemanningsleden en met de opvarenden van het boorplatform, de gebeurtenissen op papier. Hij herinnert zich radiocontact met een Maleisisch marineschip op de ochtend van de aanval. Door de opvarenden van het marineschip werd geïnformeerd naar details van sleper, sleep en bestemming. Diezelfde middag heeft de kapitein vanaf de brug op een afstand van ongeveer vier mijl aan stuurboord een fregat met de sleep zien opvaren.

Ver achter de **SmitWijs London** heeft die middag ook het boorplatform **Ocean Sovereign** 'bezoek' gehad. Gedurende een minuut of tien heeft een vissersboot op enkele honderden meters achter het platform gevaren. Uit verklaringen van de bemanning maakt de sleepbootkapitein op dat het ging om eenzelfde soort boot als waarmee de aanval is uitgevoerd. Die middag heeft de sleper nog een paar maal koers bijgesteld om vissersschepen te ontwijken. Bemanningsleden van de **Ocean Sovereign** verklaren later dat ook zij, tijdens de aanval op de sleepboot, vanaf een vissersschip zijn beschoten.

Het gedrag van de marineschepen op de dag van de aanval bevreedt de sleepbootkapitein met terugwerkende kracht. Bijvoorbeeld omdat geen actie werd ondernomen toen de piraten op de vlucht waren geslagen. „Ik wil uit deze zaken geen harde conclusies trekken,” schrijft de kapitein in zijn

verslag, „maar het vermoeden rijst bij mij dat de Caddy Lac een Indonesisch marineschip was dat met de piraten onder één hoedje speelde.”

CASUALTY REPORTING

MALAKHIT SINKS IN BARENTS SEA

The Russian fishing ship Malakhit, which was in distress in the Barents Sea Wednesday, sunk, a source at the Murmansk Board of Civil Defense and Emergencies reported.

"First, the rescue services hoped that water could be pumped from the ship and that it could be towed to Murmansk," the source said. "However on Wednesday, at about 11:00 p.m. Moscow time, the ship sank after it had careened."

According to the source, a Norwegian helicopter brought five members of the crew from the Bear Island to the town of Hammerfest yesterday. Twelve members of the crew were taken on board the Kiev, then to Bear Island and then on board the Izumrud fishing vessel. Soon they will be taken to the Norwegian town of Kirkenes. "Later," the source said, "the ship's owner will decide how to bring them back to Murmansk." The Murmask rescue and coordination center received the Malakhit's distress signal at 5:40 a.m. Moscow time on Wednesday. The Malakhit was in the Barents Sea near Bear Island, Norway.

At 7:10 a.m. Moscow time, the crew abandoned ship in life rafts. The rescue operation was complete on Wednesday at about 10:00 a.m. Moscow time.

Eighteen members of the crew were rescued. Two members, engineer Nikolai Rudenko (1963) and cook Vladimir Dresvin (1968), died. The Norwegian authorities intend to investigate the cause of the shipwreck. The Murmansk Board of Civil Defense and Emergencies reported that as soon as the crew members arrive in Hammerfest, the Norwegian authorities and the Russian Consulate in Norway will interview them about the cause of the shipwreck.

Bulker aground in Lake Michigan

THE Greek registered Handysize bulker **Chios Pride** ran aground in Lake Michigan, according to the US Coast Guard. There were no injuries or pollution, and the 27,124dwt vessel, which is carrying 16,650 tonnes of pig iron, is not blocking the channel. "We know it's not in the shipping channel that it's supposed to be in," said Coast Guard Cmdr Mark Hamilton. Drug and alcohol tests will be administered to some of the crew as normal practice. Hamilton said it was unclear whether mechanical problems or human error were to blame for the grounding. The Coast Guard and salvors examined the ship later to determine any damage and prospects for refloating the ship from the shallows near the Wisconsin-Michigan border in Green Bay. The Harbor Shipping & Trading-owned vessel was en route from Itaquí, Brazil to Marinette in the US state of Michigan when the grounding occurred at about 0655 (local time) in 6.4m of water.

SHIPYARD NEWS

Keppel wins major PEMEX order

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The Keppel SLP Consortium has won a US\$164 million contract to build two accommodation platforms in an international tender by PEMEX Exploracion y Produccion (PEP), a subsidiary of Petroleos Mexicanos (PEMEX), Mexico's national oil company.

The Keppel SLP Consortium comprises four partners, namely Keppel Offshore & Marine USA Inc (Keppel O&M USA), SLP Engineering Ltd, Keppel AmFELS Inc and Gulf Island LLC.

Keppel Offshore & Marine (Keppel O&M) will have 60% share of the consortium through its subsidiaries Keppel O&M USA and Keppel AmFELS. Keppel O&M USA and SLP Engineering will together undertake project management, design & engineering, procurement, hook-up and commissioning of the platforms. Keppel AmFELS will build the accommodation modules while Gulf Island will fabricate the jackets, piles and deck leg modules. Installation of the jackets and platforms will be undertaken by PEP.

"In Keppel O&M's near market, near customer strategy, our Keppel AmFELS yard in Brownsville, U.S.A., is well positioned for opportunities to service the Mexican offshore oil and gas market," said Tong Chong Heong, Managing Director & Chief Operating Officer of Keppel Offshore & Marine and Chairman of Keppel AmFELS. "Keppel AmFELS delivered the jackup drilling rig, TONALA, a KFELS B class, to Perforadora Central for service with PEMEX, earlier this year. With this latest contract, we are glad that we are gaining a foothold in this important market."

The accommodation platforms, to be called HA-KU-S and HA-KU-M, are to be installed in the Ku-Maloob-Zaap field in the Bay of Campeche, Gulf of Mexico, by third quarter of 2006. Keppel AmFELS and Keppel O&M USA are part of the Keppel Offshore & Marine network of 16 shipyards worldwide. Based in the U.K., SLP Engineering Ltd.'s main activities are in accommodation platforms and minimal facilities platforms for offshore oil and gas operations. SLP Engineering has undertaken the engineering of the last seven accommodation platforms for PEMEX.

Gulf Island LLC is a specialized fabricator of jackets and other offshore structures in the Gulf of Mexico.

ROUTE, PORTS & SERVICES

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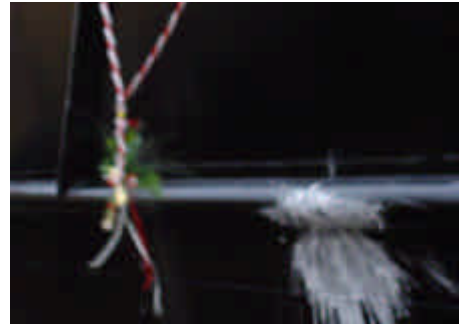
PRIMUS CHRISTENED IN CUXHAVEN

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In Cuxhaven at the Mutzfeldt Werft Saturday December 4th. at 11:00 hrs yard number 250 was christened by **Britta Albrecht**, the daughter of **Michael Albrecht** (right).

At the left **Klaus Dieter Mayer** who purchased together with **Michael Albrecht** the company back from SMIT Deutschland during 2001 and restored the name **HARMS BERGUNG** again.



After the bottle champagne hit the hull the name appeared , **PRIMUS**, the first newbuilding for Harms.

All photo´s : **Piet Sinke** ©



The **PRIMUS**, a brandnew 120 ton bollard pull anchor handling tug, is due to set her first “**dancing steps**” at the river Elbe December 16th.



The Dutch delegation which witnessed the christening ceremony, from the left **Tom van der Molen** (Wagenborg sleepdiensten), **Paul Glerum** (Holand Maritime), **Piet Sinke** (Heerema) and **Maarten Meeuwisse** (Smit) all with their spouses enjoying the lunch at the Mutzelfeldt shipyard.

New box terminal for Mombasa

REPORTS from Kenya say Mombasa is to have a second container terminal. Kenyan transport minister John Michuki is quoted in This Nation newspaper as saying that negotiations are under way with unidentified Japanese donors to secure the \$8Bn required for the facility. The 46ha terminal is planned to be developed on land adjacent to berths 11-14 and it is estimated that building work will take three years, starting in mid-2005. The project was announced at a meeting of the Transit Transport Co-ordination Authority for the Northern [trade] Corridor which involved government ministers from Kenya, Rwanda, Uganda and the Democratic Republic of Congo. The minister said modernisation of the Kipevu container terminal and dredging of Kilindini port to allow for larger ships would be carried out in parallel with work on the new box facility. Mombasa is expected to handle 12M tonnes and 400,000 TEU this year. Earlier this year the port suffered severe congestion and although eased it has not completely cleared. To help deal with this the port authority is buying 400 new rail freight wagons.

MOVEMENTS

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Recently "Landfall" Transport & Towage bv of Sliedrecht, Holland, chartered the Belgian URS tugboat **"Boxer"** for towage of another newbuilding container feeder hull for Bodewes Shipyards in Hoogezand. This convoy departed from Constantza December 4th, 2004 and will pass through Bosphorus Strait today, December 6th, 2004. Weather permitting, this new container-feeder **"YN 634"**, dims. 90 x 15 metres, will be delivered by the tug **"Boxer"** in Delfzijl on December 26th, 2004.
Photo / info : "LANDFALL" Transport & Towage bv ©



The **KLENODEN** enroute Rotterdam
Photo : Frits Janse ©

AIRPORT / AIRCRAFT NEWS

Northwest to boost Indy services

NORTHWEST Airlines says it plans to expand its Indianapolis flight schedule this month.

The US carrier also unveiled plans to begin new daily non-stop service to Dallas/Fort Worth and Kansas City, Missouri, as well as seasonal weekend service to Sarasota and West Palm Beach, Florida, from Indianapolis. When the new flights begin in February 2005, Northwest's Indianapolis schedule will grow to up to 51 flights a day, with service to up to 20 destinations, an increase in departures from its October 2004 schedule of nearly 200 per cent.

With the addition of service to Dallas/Ft. Worth, Kansas City, Sarasota and West Palm Beach, Northwest said it will offer more departures than any other carrier and become Indianapolis' largest airline. When the airline's Indianapolis operation increases to up to 38 flights to 15 destinations on December 15, the carrier added it will serve more cities non-stop from Indianapolis than any other carrier. "The schedule expansion we are announcing, as well as the staff increases and facility investments we have made in our growing Indianapolis operation, further demonstrates our strong commitment to providing convenient and reliable service to customers in Indiana." Northwest will add

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its 17th and 18th non-stop destinations from Indianapolis with three flights to Dallas/Fort Worth and two flights to Kansas City starting February 16, 2005.

The carrier will later add its 19th and 20th non-stop destinations from Indianapolis with seasonal weekend service to Sarasota and West Palm Beach from February 19-May 1, 2005.

RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

HOGERE TEMPERATUREN!

Veel bewolking en alleen zondag nog kans op mist. Op dinsdag valt er wat lichte regen. Middagtemperatuur oplopend naar 10 graden.

© Ed Aldus 2004	ZA-04	ZO-05	MA-06	DI-07
Maximumtemperatuur:	7	8	11	10
Minimumtemperatuur:	0	0	6	8
Zonnekans in %:	20	20	20	20
Neerslagkans in %:	10	20	20	30
Neerslag in mm:	0	0	0	1
Windrichting kracht:	ZW-2-3	ZW-2-4	ZW-3-5	ZW-3-5

.... PHOTO OF THE DAY



The editor of the Daily Shipping newsletter wishes the **Primus** and her crew a safe sailing in the future
Photo : Piet Sinke ©

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