

DAILY SHIPPING NEWSLETTER 2002 – 076



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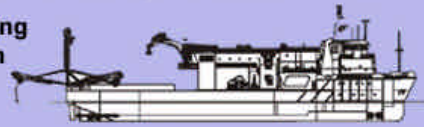
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**Operation
Enduring Freedom**



operations on ship's flight deck, including the air space immediately around the carrier. Abraham Lincoln is on a regularly scheduled deployment conducting combat missions in support of Operations Southern Watch and Enduring Freedom

Commander Jeffery Kirby from Kettering, Ohio, the aircraft carrier's "Mini Boss," watches from high above the ship's flight deck as a C-2A "Greyhound" lands aboard the **USS Abraham Lincoln**. The Mini Boss aboard any aircraft carrier operates from the ship's Primary Flight Control center, managing day-to-day flight

EVENTS, INCIDENTS & OPERATIONS

Smit bergt zinkende olietanker voor Spaanse kust

LA CORUÑA/BERLIJN - Bergingswerkers zijn er donderdag in geslaagd een stukgeslagen olietanker geladen met 77.000 ton dieselolie aan een sleepboot vast te maken. De tanker dreigt op nog slechts 15 kilometer van Kaap Tourinán voor de noordwestkust van Spanje (Galicië) ten onder te gaan.



Na zestien mislukte pogingen in zware storm konden bergingswerkers eindelijk kabels aan boord van het schip brengen. Twee sleepboten van de Nederlandse bergingsmaatschappij Smit zijn vastgemaakt aan de tanker Prestige. De kansen dat het schip naar open zee kan worden gesleept om een milieuramp te voorkomen, zijn daarmee goed.

Het schip voer voor een Griekse rederij en kwam door slecht weer in de problemen. Uit de tanker stroomt dieselolie, zo'n

3000 ton tot dusverre, aldus een Spaanse regeringsfunctionaris op donderdag in La Coruña.

Olie

Er drijft al een negen kilometer lange oliesliert op zee. Het schip maakt slagzij en dreigt te breken. Reddingshelikopters hebben 24 opvarenden al in veiligheid gebracht. Drie Griekse bemanningsleden, onder wie de kapitein, zijn aan boord gebleven. De 243 meter lange Prestige vaart onder de vlag van de Bahama's. De in 1976 in Japan gebouwde tanker was op weg van Riga en Letland naar de Britse kroonkolonie Gibraltar.

De Spaanse autoriteiten wijten het lek in de romp aan materiaalmoetheid en de slechte toestand van de tanker die voor het laatst in 1999 is nagekeken. Het ministerie van Buitenlandse Zaken in Madrid heeft contact opgenomen met de regeringen van de Bahama's, Griekenland, Letland en Groot-Brittannië over mogelijke schadevergoedingen.

De Duitse afdeling van het Wereld Natuurfonds (WWF) heeft donderdag opgeroepen tot de oprichting van een met grote bevoegdheden uitgeruste Europese kustwacht. Die moet daarbij over sleepboten beschikken om onmiddellijk in te grijpen bij rampen als deze. Volgens WWF-medewerker Hans Ulrich Roesler telt op zee alleen de winst.

Oude en slecht onderhouden schepen varen met slecht betaalde zeelui. Dat vormt vaak de oorzaak van rampen als deze. Tal van milieuorganisaties zijn razend dat er sinds de ondergang van de tanker Erika

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in 1999 voor de Franse westkust kennelijk niets voor veiligheid op zee is gedaan ondanks verscherpte regelgeving.

Slecht onderhoud

De Prestige is lijkt een schoolvoorbeeld van een slecht onderhouden vaartuig. Er zijn volgens een voorman van het Spaanse loodswezen in 1999 bij controles gebreken vastgesteld door deskundigen in de havens van New York en Rotterdam.

De scheepsramp voor het noordwestpuntje van Spanje dreigt voorts een nieuw ruzie over het zuidelijkste punt van het land, Gibraltar, te ontketenen. De Prestige heeft daar herhaaldelijk veel aangemeerd maar is er nooit nagekeken.

Spanje en de Europese Commissie willen nu van Londen weten waarom. Spanje maakt juist recent weer verwoed aanspraken op de Britse kroonkolonie Gibraltar.

SMIT Salvage successfully halts the drifting Prestige off the Spanish coast.



The SMIT Salvage team attending the stricken Prestige have successfully connected a tow line to the drifting vessel. The connection of the towline has put a halt to the vessel's drift towards the Spanish coast. Two tugboats are now attending the vessel and latest reports from the scene confirm that there is no longer a major threat of the vessel grounding herself on the Spanish coast.

In a further development, a SMIT Salvage team has been airlifted by helicopter to the Prestige. The Salvage team was mobilised in response to the previously reported awarding of a LOF 2000 Scopic contract to provide emergency assistance to the stricken vessel.

Fully laden with a cargo of 77 000 tonnes of fuel oil, salvage efforts are focusing on a number of key areas. The first priority for the salvage team is to investigate the cause of the problem and thereafter to implement measures to remedy the situation. As always, minimising the threat of pollution to the environment is a key component of the work undertaken by SMIT Salvage. Another important goal for the Salvage team is the stabilising of the vessel.

Weather on site is improving with the winds lightening from the gale force 10 and 11 conditions experienced over the past 24 hours.

Throughout this operation, SMIT Salvage has worked in close association with their Spanish associates Technosub.

The Prestige is a Bahamas flagged Tanker with a deadweight tonnage of 81,564 tonnes. She measures 243.50 meters in length and 34.40 meters in width and was built in 1976.

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Kustwacht Antillen in actie voor brandend schip

Het Rescue and Coordination Center (RCC) van de Kustwacht voor de Nederlandse Antillen en Aruba op Curaçao ontving 14 november rond kwart voor acht lokale tijd een noodsignaal van het motorschip **Don Andres** dat er brand aan boord was uitgebroken na een explosie. Het schip bevond zich op dat moment 3,5 kilometer uit de kust van Curaçao ter hoogte van Hambrak. Op dat moment waren zeven personen aan boord van het schip.



De kapitein van de **Don Andres** verzocht om zuurstofmaskers zodat de situatie kon worden bekeken. Door de vele rookontwikkeling die na de explosie was ontstaan konden ze niet zonder masker in de machinekamer terecht. De helikopter van de Kustwacht werd naar het schip gestuurd om te assisteren. Ook de Kustwachtcutter **Jaguar** werd richting de **Don Andres** gestuurd. Om kwart over negen ging de brandploeg van

de **Jaguar** aan boord van de **Don Andres** om de situatie te bekijken. In verband met het opnieuw opblaaien van de brand bleef de brandploeg van de **Jaguar** aan boord. Na ruim een uur was de brandploeg klaar met haar werkzaamheden en kon de **Don Andres** weggesleept worden.

De machinist van de **Don Andres**, die ademhalingsproblemen had gekregen, werd met de rubberboot van de Kustwacht naar land gebracht en vanaf daar met de ambulance naar het ziekenhuis vervoerd. Zijn situatie bleek redelijk te zijn

'Super Ship' Arrival Delayed

Attempts to bring a mammoth vessel into a riverside shipyard have again been delayed, a spokesman for the owners said today.

Just hours before the 300,000 tonne **Bonga** floating oil platform was due to enter the River Tyne, the painstaking operation was called off.

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Hundreds of people were expected to turn out for the spectacle of the giant ship being negotiated the last few miles along the river to the Amec yard in Wallsend, North Tyneside.



Top : The BONGA transport departing from Rotterdam last Sunday bound for Newcastle

Photo : Piet Sinke ©

The **Bonga** arrived last month after being towed 13,000 miles from South Korea but bad weather prevented it being brought up the river and it sheltered in Rotterdam.

The vessel will stay on Tyneside for 12 months to undergo a £300 million refit before being towed to the **Bonga** oilfield off Nigeria.

A spokesman for owners Shell said the next attempt to bring it up the river will not happen today.

He blamed last-minute preparations not being completed but vowed the Bonga will make it safely to Tyneside soon.

Cruise ship grounding exposes flaws in Cairns' risk assessment



In allowing **Regal Princess** to enter port, economic advantages may have taken precedence over safety concerns COMMERCIAL incentives for accepting large cruise ships may have influenced the approval process to exceed the limits of safety when

the British-flagged cruise ship Regal Princess grounded in the Queensland port of Cairns last year.

This is one of the conclusions of the Australian Transport Safety Bureau (ATSB) in its recent report into the grounding of the 70,000-tonne vessel in the Cairns port channel.

The incident did not cause injury to persons, damage to property or marine pollution but revealed several shortcomings in risk management.

Regal Princess arrived in Cairns on March 15, 2001 and was due to leave at 5pm the same day.

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The inward pilotage into Cairns was free of incidents, although there were some difficulties with the handling of the vessel. The pilot, who was assigned both the inward and outward pilotage, was concerned about ship handling difficulties due to the height and ebb of the tide and a strong wind warning at 5pm. Departure was then delayed till 2am the next morning, when the wind was expected to have abated and the tide would be flooding, providing more underkeel clearance. The vessel departed as scheduled but about 40 minutes later, grounded on the eastern side of the channel after a series of pronounced yaws.

The ship was manoeuvred off the bank after about four minutes. Following a detailed review of the effects of rudder and propeller configuration on a vessel's manoeuvrability, the ATSB concluded that the vessel's twin screw and single rudder configuration made it unsuitable for safe transit in the Cairns port channel. (See Investigation Report Number 166 dated 18 September 2002. Available at www.atsb.gov.au)

The lack of risk assessment for Cairns port by the vessel's operator, coupled with the fact that the Cairns port channel was too restrictive for Regal Princess, which is 245.06 metres in length with a moulded beam of 32.25 metres, exposed the ship to a foreseeable, but unnecessary risk, said the ATSB.

'It seems incredible that a major asset, involving a considerable number of passengers and crew, should be committed to a port without any form of risk or safety assessment being undertaken by the ship's operators,' said the ATSB.



At the time of the grounding, the Cairns port approval procedures for vessels over 200 metres in length and 32 metres in beam involved identifying the ship dimensions and probable manoeuvring characteristics but there was no formal risk assessment process, said the ATSB.

The harbour master's approval for the entry of Regal Princess and the conditions imposed on the vessel were based on the information provided by the ship's operator and the experience of other 'oversized' ships visiting the port. Since 1998, some 25 cruise ships of 150 metres

or more in length have visited Cairns, some more than once. All these ships were twin screw vessels. Eight of these ships were more than 200 metres in length and two of these were 260 metres or more in length.

Although the harbour master is in a position to decline to accept a ship, the consequences of refusing entry are significant, observed the ATSB. According to a 1996 study, the Cairns seaport generated

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direct and indirect economic input to the region worth about A\$1.3 billion (S\$1.27 billion), leading to incomes of about A\$320 million and over 10,400 jobs or 9 per cent of the region's workforce.

'There is therefore considerable commercial incentive, for those that benefit directly from the visit of cruise liners, to apply pressure to the approving authority to stretch the safety envelope,' said the ATSB.

Following the grounding of Regal Princess, an external review commissioned by Queensland Transport recommended that the Cairns Port Authority adopt a quantitative measure of risk assessment (Vessel Assessment Model) to rate a ship's dimensions, propulsion system, steering characteristics and other relevant features with environmental factors.

The risk rating can then be compared to a minimum bench-mark, providing a quantifiable and objective measure of a ship's suitability to transit the channel, said the ATSB.

The ATSB has also recommended that the Cairns Port Authority conduct trials to examine the effectiveness of tug assistance for large vessels with limited manoeuvring characteristics and assess the benefit of modelling the Cairns approach channel and harbour to simulate the behaviour of large ships entering and sailing from Cairns.

The Bureau has also called on Queensland Transport to assist port authorities by refining their Vessel Assessment Model or developing a suitable alternative quantitative model. Finally, Princess Cruises, the operator of Regal Princess, should undertake a risk assessment of the port of Cairns, said the ATSB.

CASUALTY REPORTING

HANJIN PENNSYLVANIA (LIBERIA)

C.c. Hanjin Pennsylvania was burning for the third day yesterday, following an explosion in one of its containers. The vessel caught fire on Monday (Nov 11) off the coast of Sri Lanka while it was on its way to Hamburg. One of the 19 crew members died and a second is missing. The fire is said to be under control and once extinguished, it will probably be towed to China or Singapore for repair. The vessel is owned by German shipowner Reederei F Laeisz in Hamburg, but chartered to Hanjin. Nikolaus H Schues, managing director at Laeisz, said it was currently not possible to establish the damage or the reason for the explosion. "But we do not believe that this was a terrorist act, he added

VARNADIEP (NETHERLANDS)

General cargo Varnadiiep (4950 gt, built 2002), from Kotka, put into Vigo with list of 10 deg to starboard and shifted cargo at 1100 hrs Nov 13. Confirmed that force 8-10 winds (gale-storm) washed part cargo of 200 poles, loaded on hatch cover 2, overboard in lat 43 10N, long 10 40W Nov 12. Vessel now alongside checking heavy weather damage and to re-stow cargo, also checking possible hull damage. -- Lloyd's Agents.

SHIPYARD NEWS

Scheepsbouw presteert beter dan buitenland

De scheepswerven in Nederland presteren beter dan in de meeste andere Europese landen. Ondanks de stagnerende economie en de onzekerheid over de toekomst, verwachten de werf dit jaar voor anderhalf miljard euro aan orders binnen te halen.

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Dat is zelfs iets meer dan vorig jaar, terwijl de malaise in de scheepsbouw wereldwijd verder is toegenomen.

Vergeleken met twee jaar geleden is de totale orderontvangst voor nieuwbouw in de wereld met bijna tweederde gezakt. In de Europese Unie is de situatie nog slechter, met een daling van bijna tachtig procent, zo blijkt uit een rapport van de Europese Commissie.

De Nederlandse werven doen het daarmee vergeleken goed. Ook blijkt dat, volgens voorzitter **M. Busker** van de Vereniging Nederlandse Scheepsbouw Industrie (VNSI), uit het feit dat de winsten van de afgelopen jaren voor het overgrote deel in de bedrijven zijn geïnvesteerd. **Busker** zei dat gisteren tijdens de jaarvergadering van de VNSI in Rotterdam.

Busker ziet echter wel minpunten, zoals de terugkeer van de scheepsbouwsubsidies in Europa. Dat is volgens hem nadelig voor de Nederlandse scheepsbouw omdat die al verregaand is gesaneerd. De Europese Unie heeft de steun weer toegestaan, omdat Zuid-Korea onder de marktprijzen werkt en daarmee vals zou concurreren. Volgens Busker werkt de teruggekeerde overheidssteun in Europa echter verstorender dan de Koreaanse bodemprijzen.

Nederlands grootste scheepsbouwer **Damen Shipyards** (eigenaar van De Schelde in Vlissingen), vindt zelfs dat de klacht tegen Korea ongegrond ``

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Port of Yokohama aims to be Japan's top auto handling pier

THE Port of Yokohama, one of Japan's largest, is currently expanding its automobile-related handling facilities at its Daikoku Pier with the aim of making it Japan's premier import and export vehicle processing centre by 2005, the October edition of the Yokohama Port News said.

At present automobiles are amongst the pier's leading goods traded.

The port publication said the development plan of Daikoku includes the expansion of the pier's terminals so as to accommodate more vehicles, and also calls for the construction of pre-delivery inspection facilities as well as storage areas for automobile parts.

At present, the pier has a multimodal transport centre along with container berths and storage facilities plus 1,751 pure car carriers moored at Daikoku.

Last year the port handled a combined import and export volume of 650,000 vehicles, according to Yokohama Customs.

Meanwhile, the Port of Yokohama said that in order to compete with other major Asian ports that it would be offering several incentive programmes to reduce total port usage costs.

It said that for transshipped container cargoes, gantry crane usage fees will be reduced by 50 to 75 per cent and container terminal yard fees would be dropped by 50 per cent. In addition, the port said measures were in place to reduce port dues by 30 to 50 per cent for vessels handling " a large amount of containers

Third quarter net income inches higher for Cronos Group

CRONOS Group, a intermodal container lessor of dry cargo, refrigerated and other specialised containers, reported a net income of US\$219,000 or \$0.03 per diluted share, for the third quarter of this year, a rise of \$3,000 over the corresponding quarter in 2001.

The company, which owns and manages a fleet of over 390,00 TEU of containers, said its total revenues for the quarter ended September 30 were \$29.5 million, compared with \$31.5 million for the same period last year.

Its gross lease revenue for the quarter was \$1.5 million lower than the third quarter of last year, due mostly to the effect of lower dry container rental rates.

However, the company said, demand for leased containers has strengthened this year because of lower levels of new container production than in recent years and increased activity in certain trade routes.

As a result, utilisation of Cronos' fleet of dry cargo containers improved to 83 per cent during the quarter, compared to 73 per cent at the start of the year.

The company reported its net income for the nine-month period ended September was \$3 million, or \$0.40 per diluted share, compared to \$2.8 million, or \$0.34 per diluted share, for the same period in 2001.

Star Cruises to base a vessel in Shanghai

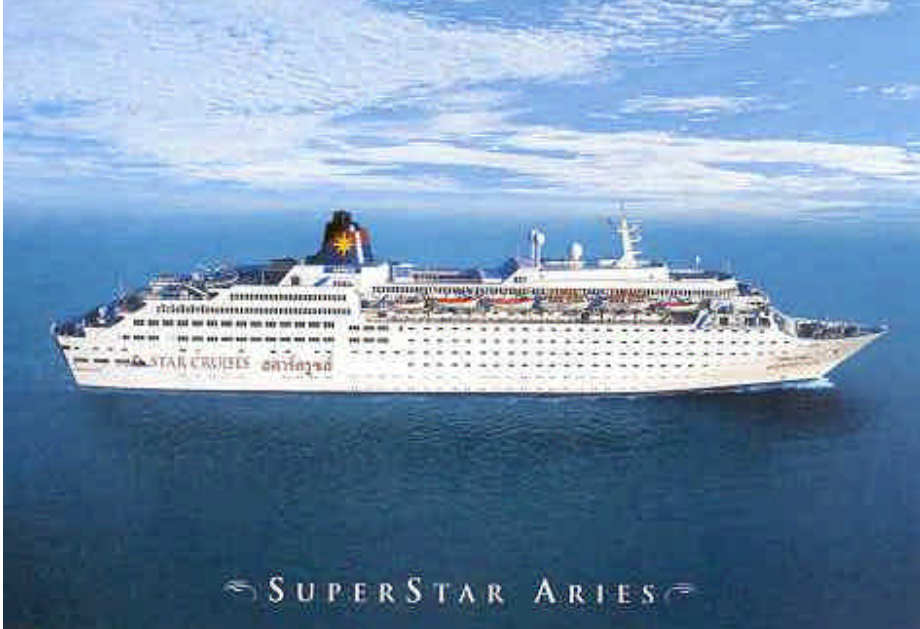
GENTING group associate Star Cruises, which is setting its sights on the China market, hopes to base one of its vessels in Shanghai to attract increasingly affluent Chinese to holidays with a difference.

Chairman, president and chief executive officer Tan Sri Lim Kok Thay said Star Cruises was committed to developing the cruise potential of China, adding that the cruise operator would also be announcing four scheduled services to Shanghai from Hong Kong next year.

Lim said the services were specially planned to promote cruising to Shanghai, stressing that the company was well aware of the country's potential in the cruise inbound and outbound markets.

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"Shanghai certainly has all the ingredients to become the region's cruise capital given its tourism appeal, history, location, cosmopolitan outlook and affluence, to name a few, and judging from the feedback from our passengers in Singapore, Hong Kong, Japan, Korea and Thailand," Lim said at a ceremony on Tuesday to welcome the arrival to Shanghai of two of the company's vessels – the **SuperStar Leo** and **SuperStar Aries**.



This is the first time in Shanghai's maritime history that two world-class cruise liners are berthed alongside each other. The SuperStar Leo and SuperStar Aries have been successfully berthed alongside the Gao Yang pier at the world-renowned 'Bund.'

The SuperStar Leo, which arrived from Hong Kong, was shown off to the travel trade, media

and local Shanghai residents for two days.

Star Cruises has also made history of sorts as SuperStar Aries, which started its journey from Taiwan, is the first passenger liner to travel across the straits in almost half a century.

Lim said before berthing the 76,800-tonne SuperStar Leo at the Gao Yang pier, Star Cruises had conducted many simulation studies at its US\$5mil Star Cruises ship simulator facility in Port Klang, in order to time the tide levels of the Huangpu river and clearance of the Yangpu bridge.

The company had also timed the arrival of its two ships in Shanghai to coincide with the China International Travel Mart 2002 that opened on Wednesday.

"Star Cruises will use the travel market to gauge the response of the Shanghai travel trade, media community and local residents towards the two ships," he said.

"We foresee the economic benefits of significantly increasing the number of calls in Shanghai," Lim said.

He also said that the spending by the 2,200 passengers who arrived aboard the two ships was an example of such benefits.

Star Cruises is the fourth largest cruise company in the world operating a fleet of 19 ships with over 24,000 lower berths.

It operates cruises to destinations and islands in the Asia-Pacific, North and South America, Hawaii, the Caribbean, Alaska, Europe, the Mediterranean, Bermuda and Antarctica under the Star Cruises, Norwegian Cruise Line, Orient Lines and Cruise Ferries brands.

NAVY NEWS



The Military Sealift Command ship **USNS Concord (T-AFS 5)** pulls alongside **Kitty Hawk** in preparation for an underway replenishment (UNREP) evolution. Despite high seas and heavy winds, both vessels maneuver carefully to get into proper position to transport cargo, supplies, and combat stores. Kitty Hawk is the Navy's only permanently forward-deployed aircraft carrier and operates out of Yokosuka, Japan

MOVEMENTS



Adsteams tug **SUN THAMES** 330/1982 at Woolwich Nov 7th 2002 – Photo : Kenneth Smith ©



The **PASVIK** which is managed by Workshops arrived in the port of Rotterdam, the ship will leave later this month bound for Nigeria again. – **Photo : Jan van der Klooster ©**

AIRCRAFT / AIRPORT NEWS

Marine Jet Crashes Off Mexico Coast



A fighter jet from Marine Corps Air Station Miramar crashed off the coast of Mexico on Thursday. The pilot ejected from the aircraft and was rescued.

Air Force Capt. Michael C. Suermann, 30, was reported in stable condition at Balboa Naval Medical Center.

The single-seat **F/A-18 D Hornet** was on a routine training mission about 100 miles southwest of the San Diego base when it crashed about 11:45 a.m., according to

Miramar officials. A Navy helicopter rescue team plucked Suermann from the sea within minutes.

The cause of the crash was under investigation.

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Suermann was a member of the Marine Fighter Attack Training Squadron-101, made up of Navy and Marine Corps pilots. He had been with the squadron for about six months.

The crash happened a day after an Air Force Reserve F-16 crashed in Utah, killing the pilot.

RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

Rustig herfstweer!

Veel bewolking, ook af en toe zon en in de nacht en ochtend kans op mist. Zondag vanaf de namiddag bestaat er kans op een bui.

	ZA-16	ZO-17	MA-18	DI-19
Maximumtemperatuur:	9	9	9	8
Minimumtemperatuur:	5	5	5	4
Zonnekans in %:	30	20	20	40
Neerslagkans in %:	10	30	30	20
Windrichting kracht:	NO-2-4	ZW-2-3	ZW-3-4	ZO-2-4

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

<http://www.scheepvaarthoek.nl>

And the renewed site of the National Tugboat Museum at :

<http://www.nationaalsleepvaartmuseum.nl>