

## DAILY SHIPPING NEWSLETTER 2002 – 080



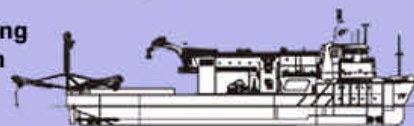
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## EVENTS, INCIDENTS & OPERATIONS



A layer of thick black fuel oil from the stricken **Prestige** tanker coated a 100-mile stretch of Spain's scenic north-west Atlantic coast yesterday, devastating local fishing grounds, coastal ecosystems and birdlife.

## PRESTIGE

Photo's : courtesy of SMIT Salvage

### Damaged Oil Tanker Breaks in Two and Sinks Off Spain's Northwestern Coast

A damaged tanker carrying more than 20 million gallons of fuel oil broke in two off the northwest coast of Spain and sank Tuesday, threatening an environmental disaster.



If the Bahamas-flagged **Prestige** spills its entire cargo as it sinks, the spill would be nearly twice the size of the 1989 Exxon Valdez disaster in Alaska. Some

10.92 million gallons of crude oil were lost from the Valdez.

"We can say goodbye to the ship and its cargo," said Lars Walder, a spokesman for SMIT salvage company.

He added that although an oil slick surrounded the vessel, its tanks appeared to be mostly intact.



The tanker ruptured last Wednesday during a storm. The salvage company estimated it had lost between 1.3 million and 2.6 million gallons of fuel so far. Most of the crew was airlifted off the ship last week.

The spill caused friction between Portugal and Spain over which government would be responsible for the clean-up, but prevailing winds put Spain's coast at a greater risk for damage from the spill.

Spanish beaches were mired in oil and scores of animals were covered in sludge. Fishing was prohibited, putting hundreds out of work. The spill threatened some of the region's richest fishing grounds.

Salvage workers have said there is a chance some of the oil compartments could remain intact as they sink 11,800 feet to the sea floor, moderating the damage.

But worries about the potential for a massive environmental disaster grew. Fuel oil is more environmentally damaging than crude oil, said Maria Jose Caballero, who leads the coastal protection project for Greenpeace in Spain.

"The vessel cracked in the hull because it was very old. There's nothing that makes us believe it won't finally burst and leak all its oil," she said.

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The Prestige, owned by Mare Shipping Inc., of the Bahamas, was bound for Singapore when the storm hit. The American Bureau of Shipping, a Houston-based registration company that makes sure shipping papers are in order, said the Prestige was up to date with its inspections.

The vessel, built in 1976, is operated by the Greece-based Universe Maritime, Ltd., ABS said. The ship's last annual survey was carried out in Dubai in May, and a full drydock inspection was carried out in China in May, 2001, ABS said.



A Universe Maritime spokesman complained that the damaged vessel had been exposed to storms because it had been forced so far off shore. The Spanish government had ordered the ship far from land to limit contamination.

The tanker sustained a 30- to 50-foot crack in the hull below the waterline which made it unable to proceed under its own power while salvagers sought a port to do repairs or transfer the oil to another ship.

Spanish soldiers and volunteers were cleaning up some 40 miles of coastline

between Cape Finisterre and the city of A Coruna, a town about 370 miles northwest of Madrid.

As onlookers gathered along the walled shoreline of Malpica, orange-jumpsuited emergency workers tried to vacuum oil from the beach. Elsewhere, naval cadets and sailors in green rain slickers used shovels and buckets to try scoop up the sludge as it was carried in by the tide.

Sea birds floated helpless in the blackened waves and fish washed ashore. Volunteers captured about 150 of the injured animals, hoping to save their lives by cleaning off the oil.

"We've seen many dead fish and birds and many others in agony when we rescue them," said Ezequiel Navio, from the World Wildlife Fund's Spanish branch.

Spain's Interior Ministry said the ship went down in an area where Portugal had responsibility for maritime rescue operations. Portuguese Prime Minister Jose Durao Barroso said it was "absolutely sure and confirmed" by the Portuguese Navy that the tanker was lying in Spanish waters.

Both Portugal and Spain had barred the salvagers from towing the ship to any of their ports to protect their fishing and tourism industries.



The tanker's Greek captain, Apostolus Maguras, was jailed on charges of disobeying authorities and harming the environment.



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In Brussels, EU officials demanded governments move faster to enforce new inspection rules that could prevent such catastrophes.

Under the rules, ports are required to check at least 25 percent of all ships coming in, starting with older, single-hull vessels. Ships flying "flags of convenience" or registered in countries with lax safety, labor or tax rules are to be given priority, said Gilles Gantelet, spokesman for the European Commission.

Spain's northwest coast has suffered several tanker accidents in recent years. The worst was in 1992, when the Greek tanker Aegean Sea lost 21.5 million gallons of crude oil when it ran aground near A Coruna.

## Piracy Incidents

**07.11.2002** at 12.01am, Gulf of Aden, two pirates armed with knives boarded a bulk carrier underway from a boat. They ransacked master's cabin, held him hostage and demanded money and safe key. When master refused, they beat him up severely until he became unconscious. Master received extensive injuries and his speech became impaired. Pirates stole US\$33,028 from ship's safe together with personal property and escaped.

**06.11.2002** at 3.40am at Pier No.1 East, Rio Haina Port, Dominican Republic, five pirates armed with knives and wooden battens boarded a bulk carrier from forecastle. They assaulted and tied up second officer and hit duty officer on the head when he raised alarm. Pirates destroyed life raft, stole ship's stores, property, and crew belongings and escaped. Master informed authorities and navy who boarded ship for investigation. Second officer and duty officer sustained injuries and were sent ashore for treatment.

**06.11.2002** at 1.45am, Chennai anchorage, India, three pirates in a speedboat using grappling hooks boarded a container ship. Alert duty officer sounded ship's whistle and raised alarm. Pirates escaped by jumping into water and fled.

## Shell comes to ASCO's rescue

It all appeared to be going pear-shaped last month for international logistics specialist Aberdeen-based ASCO when oil giant BP decided to move its port-based services from Peterhead to Aberdeen. In a competitive tendering process ASCO lost the bulk of a £50 million-a-year contract.

But now comes the news that the other oil giant, Shell Expro, has awarded a £35 million-plus five-year integrated supply logistics contract to ASCO. The contract, which contains options to extend up to seven years, starts on 1 February next year.

The contract, which will see a number of employees transfer from Seaforth Maritime to ASCO, is for the provision of base services and the management of Shell Expros Torry Marine Base and Altens Operations Base (warehousing operations) in Aberdeen.

The workscope will see ASCO providing a number of key services including stevedoring, transportation, materials handling, receipting and dispatching, stock handling and preservation, daily management of platform supply vessels and optimisation of fleet.

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ASCO chief executive Colin Manderson said: >=We are delighted with the award of this major contract. Shell Expro is a new customer for ASCO in the northern North Sea and we look forward to working closely with them to provide the highest level of service and commitment to safety.

Shell Expro logistics manager Chris Paul said the contract award underlines his companys continued commitment to the North Sea.

## CASUALTY REPORTING

### NORMAN LADY (NORWAY INT. REGISTER)

London, Nov 18 -- Divers have discovered extensive damage to the hull of lng/lpg **Norman Lady**, which was in collision last week with nuclear-powered submarine Oklahoma City, surfacing off the Straits of Gibraltar. Norman Lady was struck below the waterline on Nov 13, en route from Barcelona, where it had delivered a full cargo of highly flammable liquefied natural gas. There are cracks and dents in the hull of the vessel. There were about three dents measuring between two and three metres and half a metre in width. Divers found the damage on Nov 15, around the starboard side, near the first LNG cargo tank and about 10 metres below water. Initial investigations had established a leakage of seawater into the double bottom dry tank area. There are no leakages of oil from the vessel, the owners stated. There is no danger for crew or vessel, nor any environmental hazards. Oklahoma City sustained damage to its periscope and control tower in the collision. Spokesmen at US Navy headquarters in Virginia and at the headquarters of the Sixth Fleet in Italy both declined to comment on how long an ongoing investigation might take and what it had uncovered so far.

However, the Navy said that the submarine continued on its course following the incident, judging that the other vessel did not need assistance. No casualties were reported by the US Navy submarine, while Leif Hoegh said that its 11 Norwegian, Croatian and Slovenian officers and 19 Filipino ratings were unharmed. There had been no danger to the empty gas tanks, which were five metres from the point of collision and the spherical design of the hull had taken the impact.

Norman Lady was, at the weekend, anchored to the west of Gibraltar, as crew worked to clear the vessel of around 1,000 cu metres of residual gas before sailing for drydock. Mr Guttormsen said work to make the vessel completely gas-free would take seven or eight days. The group had started to look for a facility in the region big enough to dock Norman Lady. Technical people are already looking at sites in Spain and Portugal.

## PETROBRAS XXXIV (PANAMA)



Rio de Janeiro, Nov 18 --  
As far as could be  
informed repairs to  
floating production  
**Petrobras XXXIV** have  
been completed and the  
platform is back in  
operation.

## HANJIN PENNSYLVANIA

Below the latest new pictures of the **Hanjin Pennsylvania**



Photo´s : via Fokko Ringersma (Wijismuller) / Piet Veenman

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## **SHIPYARD NEWS**

### **A New Ship for Indonesia**

Meyer Werft Shipyard Delivers for the Expansion of Transport Infrastructure in Southeast Asian Archipelago The Papenburg Meyer Werft shipyard is going to build a new passenger ship for the Republic of Indonesia. The contract to build this ship was signed in Jakarta. The now ordered ship for 3,084 passengers will be delivered to Indonesia in mid 2004. With this vessel, the Papenburg shipbuilders resume the series of 22 passenger ships already built for Indonesia. In spring 2002 "**Nggapulu**" was the last ship delivered so far to Indonesia.

The main technical data of this new ship are: tonnage 15,200 GT, length 146.50 m, breadth 23.50 m, draught 5.90 m, speed 22.4 knots. With an engine capacity of 2 x 8,400 kw the ship is designed to accommodate more than 3,000 passengers and to transport 26 containers as well as bulk cargo.

Meyer Werft won this order as the Indonesian customer assigned the highest score to their tender with regards to the technical part and the ship's price during evaluation of the invitation to bid. Starting in mid 2004, the ship will be appointed for the regular transportation of the Indonesian archipelago. The vessel is a technical further development of the passenger ships already built in Papenburg which operate extremely successful and contribute a lot to the transport infrastructure in Indonesia.

Like the previous newbuildings the ship will be built according to the rules and requirements of the BKI (Biro Klasifikasi Indonesia), the Germanischer Lloyd and the recent international regulations. Safety devices of the ship therefore comply with the latest standards. This worldwide biggest series of standardized passenger ships has proved itself extremely for the operation between the Indonesian islands. Meanwhile these ships have become a symbol for the German/Indonesian cooperation and they have contributed to the development of the transport infrastructure and with it to the development of the economics of the maritime continent. Given the recent economic crisis in Indonesia the economically priced and safe shipping traffic has become the most important long-distance means of transport for the Indonesian population. In 2001 alone, more than 10 million passengers travelled on these ships and more than 80 million passengers altogether since 1983.

## **Aker Kvaerner wins \$205m boxship sextet deal**

NORWEGIAN engineering group Aker Kvaerner on Monday said it had won a \$205m deal to build six container ships together with merger partner Aker MTW for the Islamic Republic of Iran Shipping Lines. Under the deal, four ships will be built by the Aker MTW Werft in Wismar, Germany, with delivery by mid-2004. The remaining two will be built by Kvaerner Warnow Werft with delivery scheduled for the second quarter 2004.

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## ANGLIAN PRINCESS



The Klyne tug **ANGLIAN PRINCE** in  
the drydock **09-11-2002**,  
completely all the paint was blasted  
off the hull.

**Photo : Patrick Hill ©**

And below in the new Coast Guard  
colours

**18-11-2002**

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Photo's : George Robinson ©



## Gebroeders Klop altijd stand-by



‘Je doet dit werk of je doet het niet en als je het doet, ben je nooit klaar. Je moet altijd mee en vooruit denken, want het is de bedoeling dat de hopperzuiger vaart en zo min mogelijk stilligt. Wij kunnen beter wachten dan het grote schip. Dat moet centjes verdienen voor de baas’, zegt Teun Klop. Hij is schipper op de **Panter** van Van Laars Handels en Scheepvaartonderneming. De vlet wordt al jaren ingezet voor de ‘communicatie’ tussen de wal en hopperzuigers die de Nieuwe Waterweg op diepte houden.

Op zich niets bijzonders. Ware het niet dat de Panter 51 weken per jaar, zeven dagen in de week afwisselend wordt bemand door twee van drie gebroeders Klop die dan dag en nacht standby zijn. Teun (61), Han (64) en Jaap Klop (69) uit Willemstad werken respectievelijk 47, 49 en 54 jaar bij Van Laar en hun gezamenlijke 150 jarig jubileum werd vorige week donderdag aan boord van de Panter in de Berghaven in Hoek van Holland gevierd.

‘Er is ontzettend veel concurrentie in dit werk, maar in dit type werk zijn het anderzijds de mensen die het werk maken. De gebroeders Klop zitten hier intussen ruim tien jaar. Ze kennen elke ondiepte. Ze zijn halve uitvoerders geworden en ik hoop dat ze nog lang de spirit kunnen opbrengen hun werk zo goed te blijven doen’, zegt Olof van Laar, branche manager van Van Laar, een familiebedrijf dat april dit jaar werd verkocht aan rederij Waterweg in Den Helder.

## Jo Tankers vindt nieuwe markt in Noordoost-Azië



Jo Tankers, de Noorse rederij met het hoofdkantoor in Spijkenisse, gaat met een Koreaanse partner chemicaliën vervoeren in Noordoost-Azië. Jo Tankers heeft daarvoor met het Koreaanse Dongkun Shipping een joint-venture opgericht. Het nieuwe bedrijf krijgt de beschikking over drie tankers, waarvan de Jo Mogua juist deze week in de vaart is gebracht.



De nieuwe combinatie Jo Tankers Dongkun, waarin beide partners een even groot belang hebben, richt zich op het vervoer van chemicaliën naar Chinese havens. Die chemicaliën worden vanuit de Amerikaanse havens van Houston en New Orleans in grote tankers vervoerd naar voornamelijk de Zuid-Koreaanse havenstad Ulsan. Met de drie kleinere tankers worden de producten vervolgens verscheept naar verschillende Chinese havens.

Volgens Jo Tankers-topman R. C. van Westenbrugge gaat het hierbij om een nieuwe markt. „De chemische fabrieken in China zijn over land moeilijk bereikbaar,” legt hij uit. „Over zee gaat dat wel, maar de Chinese havens zijn nog niet geschikt voor onze grote tankers.” Jo Tankers gaat het nieuwe samenwerkingsverband niet alleen gebruiken om eigen klanten te bedienen. „We hopen natuurlijk ook op nieuwe klanten,” geeft Van Westenbrugge aan.

Dongkun-directeur Ku Hyun Han, die deze week in Rotterdam de samenwerking heeft bekrachtigd, rekent er op dat met Jo Tankers in Noord-oost-Azië een kwaliteitsproduct kan worden geleverd.

De deze week in de vaart genomen tanker **Jo Mogua** is recent door Jo Tankers aangekocht. Het schip heeft hiervoor onder de naam **Eastern Phoenix** gevaren. 'Mogua' is het Koreaanse woord voor papayaboom.

Jo Tankers vernoemt haar schepen traditioneel naar bomen als verwijzing naar haar oorsprong als transporteur van houtproducten.

## Mærsk Sealand gaat zes schepen van 4.500 TEU inzetten op Zuid-Amerikaanse oostkust



Top : de **JOHANNES MAERSK** afgemeerd aan de terminal in Algeciras – foto : **Piet Sinke** ©

Er is weer sprake van een nieuwe ontwikkeling in de trafiek tussen Noord-Europa en de oostkust van Zuid-Amerika. Dit keer neemt Mærsk Sealand het initiatief, tot vrees en bezorgdheid van de andere rederijen die actief zijn op deze route, waar de markt er reeds slecht aan toe is als gevolg van de economische situatie in Argentinië, Uruguay en Brazilië. De Deense rederij gaat zes containerschepen van 4.500 TEU inzetten ter vervanging van de vier schepen van 2.800 TEU op de eigen dienst vanuit Noord-Europa en van de twee containerschepen van 2.000 TEU die ze inzet op een van beide loops



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(met zes eenheden van die capaciteit) die uitgebaat worden door de groep Hamburg Süd/Alliança/CMA CGM. Mærsk trekt zich begin volgend jaar terug uit dit samenwerkingsverband.

### NAVY NEWS



**TROMP** (I) and **DE RUYTER** as seen July 11<sup>th</sup> 2002 at the navy days in Den Helder  
Photo : Piet Sinke ©

The Dutch frigates **TROMP** and **DE RUYTER** which are laid up in Den Helder for some time are reported sold for a total price of **€15.000** to the Nederlandse Scheeps sloperijen in Hendrik Ido Ambacht – ( Henk Poot (HAPO) in Rotterdam) for scrapping.

### HMS ROEBUCK



The hydrographic survey ship **HMS Roebuck** responded to a distress call north-west of Spain on 13 November and in bad weather successfully located the yacht *Sopra Balthasar*, with one person aboard.

The rough weather and debris in the water made it too dangerous to send a swimmer to the yacht to

recover the man. *Roebuck* therefore summoned a Spanish Search and Rescue helicopter, and stood guard until it had arrived and winched the man to safety.

## MOVEMENTS



The **Wolraad Woltemade** stand by in Cape Town - **Photo Capt Hans Bosch ©**  
Note that the **"butcher"** also did his work onboard this vessel and removed the aft mast

See picture below , the Wolraad Woltemade in het original configuration with Aft mast during a visit to the port of Rotterdam



The Belgium tug **SEA HORSE** arrived Monday with a empty barge on the river to Rotterdam.  
**Photo : Jaap vd Meeberg ©**

## PRIDE OF HULL

By : Rob de Visser



Top : The **PRIDE OF HULL** passing Maassluis outward bound — Photo : Rob de Visser ©

The **PRIDE OF HULL** resumed her service again between Rotterdam and Hull after a few days in drydock at the Keppel-Verolme yard in the Botlek

During the drydocking the **NORSUN** took over the sailings, this vessel returned again Sunday to her regular service port Zeebrugge

## AIRCRAFT / AIRPORT NEWS



A United Airlines passenger jet leaves the gate area of Chicago's O'Hare International Airport, Aug. 2, 2002. United will cut 9,000 jobs and reduce its flight schedule by another 6 percent as part of an effort to return to profitability, the carrier's parent company announced Sunday, Nov. 17, 2002

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Relatives, flight crews and rescue teams gather and hold a memorial mass on board a Philippine Coast guard ship at the site of a plane crash off Manila Bay on Monday Nov. 18, 2002. A Fokker F27 commuter plane crashed into the bay on Monday Nov. 11, 2002 killing 19 of its 34 passengers and crew on board.

## RIJNMOND WEATHER

Vooruitzichten van woensdag t/m zaterdag:

**Voorlopig nog geen winter!**

Wolkenvelden, ook af en toe zon en donderdag enige tijd regen, daarna kans op een bui. Het wordt wat zachter maar door de stevige zuidoostenwind zal het wel koud aanvoelen. Tot het eind van de maand staat nog geen winterweer op het programma.

	WO-20	DO-21	VR-22	ZA-23
<b>Maximumtemperatuur:</b>	8	11	10	10
<b>Minimumtemperatuur:</b>	5	6	6	5
<b>Zonnekans in %:</b>	20	20	30	30
<b>Neerslagkans in %:</b>	20	50	30	30
<b>Windrichting kracht:</b>	ZO-4-5	ZO-4-5	ZZO-4-6	ZO-3-4