

DAILY SHIPPING NEWSLETTER 2002 – 084



Number 084***DAILY SHIPPING NEWSLETTER*** Sunday 24-11-2002

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EVENTS, INCIDENTS & OPERATIONS

Loodsen te water



Twee loodsen raakten vorige week dinsdagmiddag te water, toen ze in het Stortemelk tussen Vlieland en Terschelling aan boord van het vrachtschip White Dolphin wilden gaan.

Bij het beklimmen van de ladder gleed de eerste loods uit en viel van een hoogte van circa 7 meter te water. Hij nam de tweede loods, die net aan de beklimming was begonnen mee en schampte de loodsboot **Wulp**, waarbij hij zijn been licht blesseerde. De helikopter van het Search and Rescue (SAR) team van de Luchtmacht, die op Vlieland was gestationeerd, was snel ter plekke. Ook de **Typhoon** van bergingsbedrijf Noordgat en de reddingboot **Arie Visser**, beide van Terschelling, gingen erop af, maar de heli was eerst en slaagde erin de mannen binnen een kwartier uit het water te vissen.

De mannen, inwoners van Terschelling en Ameland, zijn op Vlieland afgezet en ter observatie opgenomen in het ziekenhuis te Leeuwarden, dat ze spoedig konden verlaten.

Virus hits over 600 on 2 cruise ships



PORT CANAVERAL, Fla. (AP) — About 100 passengers on a Disney cruise ship contracted a contagious stomach virus, shortly after more than 500 persons on another cruise ship came down with a similar illness, Disney officials said Thursday.

Passengers and crew members on the Disney Cruise Line ship [Magic](#) became ill Wednesday. The ship departed Nov. 17 from Port Canaveral with 3,200 persons on board and returns today.

Disney will clean and disinfect the ship at sea, spokesman Mark Jaronski said. Disney's terminal and other locations also will be cleaned.

Sick passengers will be offered compensation. The company has no plans to cancel any scheduled cruises aboard the Magic, he said.

Disney made its announcement the same day that Holland America's cruise ship [Amsterdam](#) returned to port for a stem-to-stern scouring after more than 500 passengers on its last four voyages became sick.

Bernadette Burden with the Centers for Disease Control and Prevention said terrorist attacks have been ruled out as causes for the outbreaks.

"The way the virus has passed by person-to-person contact instead of food or water gives no indication that this was a deliberate act of terrorism," Ms. Burden said.

The Amsterdam had been scheduled to leave on a 10-day Caribbean cruise Thursday, but the voyage was canceled so the vessel could be sanitized. Ms. Burden said the ship will embark on its next 10-day trip Dec. 1.

After the latest passengers disembarked, 573 crew members began cleaning the ship, emptying garbage cans and wiping down remote controls, clock radios, even Bibles. During the next 10 days, crew members will replace 2,500 pillows and dry-clean, steam-clean and disinfect every surface aboard the ship, which is 780 feet long and has 690 staterooms.

"Historically, we've seen a significant reduction in viral eruptions within four days of cleaning the ship," Ms. Burden said.

Molly McPherson with the International Council of Cruise Lines, a nonprofit trade group representing 16 of the major cruise lines, said the cruise industry was not expecting a negative economic effect from the recent outbreaks.

"As long as people are aware that the disease spreads from person to person and take precautions, like washing their hands before and after meals, they should be OK," she said.

The Holland America cruise line said that during the ship's just-completed 10-day voyage, 58 passengers and 18 crew members developed symptoms associated with the Norwalk virus. Eighty-seven of the 1,305 passengers left the ship at various ports in the Caribbean and were flown home.

In all, 454 passengers and 70 crew members have become sick within the past month during four successive voyages aboard the Amsterdam.

The virus, spread through close contact with infected people, can cause diarrhea, stomach pain and vomiting. Cruise ships, shopping and day care centers often are breeding grounds for the disease, Ms. Burden said.

DAILY SHIPPING NEWSLETTER 2002 – 084

"Any place where people are in close contact with each other for a prolonged period of time fuels this sort of virus," she said.

The cruise line had spent more than 10 hours scrubbing the Amsterdam with a chlorine solution before it departed on its latest voyage.

On the cruise, passengers were barred from serving themselves at buffets or touching any food or drinks but their own.

"They were cleaning all the time. You'd see people and then they would not be there for dinner, so you knew they got sick," said Lori Druckeroff, a Boynton Beach, Fla., retiree.

The cruise line is working with the CDC.

Holland America Line is owned by Miami-based Carnival Corp.

Submarine to check sunken tanker



Oil has poured onto more than 100 beaches

The Spanish Government has commissioned a French submarine to dive to the ocean floor to check whether oil is still leaking from the wreck of the Prestige tanker.

Deputy Prime Minister Mariano Rajoy said the submarine would be able to see if the tanker's cargo had solidified in the chilly depths of the Atlantic as some experts hope.

The tanker broke up and sank on Tuesday with 77,000 tons of oil on board, and is now lying at a depth of 3,500 metres off Spain's northern coast.

Oil washed ashore has left thousands of fishermen out of work, contaminated more than 100 beaches and caused untold damage to the environment.

Estimates of the amount of oil that has already leaked from the tanker vary from 10,000 to 20,000 tons.

Not all experts agree that the oil left in the tanker has solidified. Some fear that the Prestige's tanks may have ruptured when it hit the sea bed and that oil is still pouring out.

In 1989, when the Exxon Valdez oil tanker ran aground near Alaska, 37,000 tonnes of oil was spilled, causing the worst environmental disaster of its kind to date.

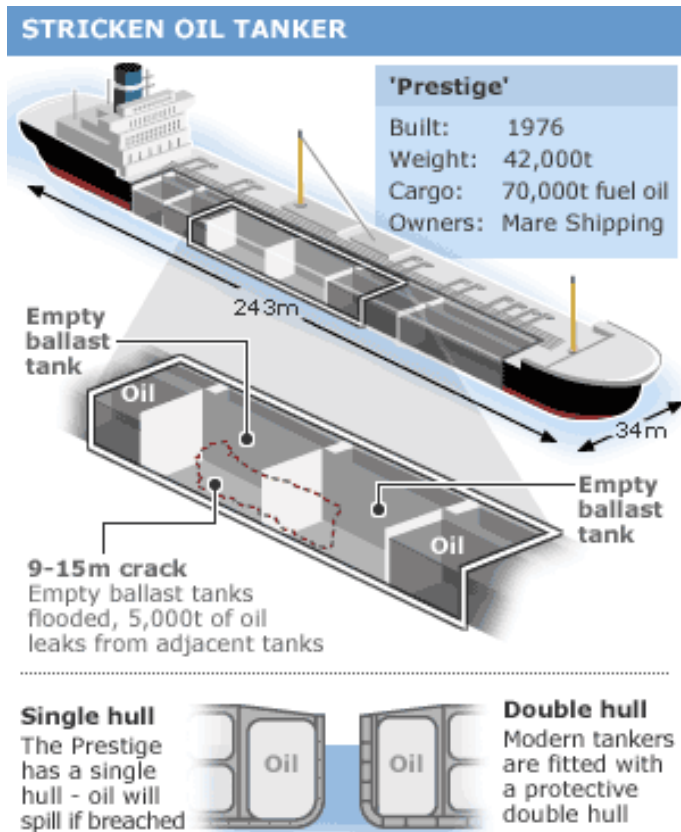


A major slick of some 3,000 tonnes has already hit the Spanish coast, in a region dependent on fishing and tourism.

A fishing ban along long

11/23/2002

DAILY SHIPPING NEWSLETTER 2002 – 084



stretches of the coast was extended on Friday.

Mr Rajoy said four other slicks were close to the coast, and were being driven towards the shore by high winds and big waves.

He outlined a recovery plan including 200 million euros of cheap or interest free loans, tax breaks and easier access to welfare.

Apart from the French submarine, a fleet of tugs, salvage ships, clean-up vessels and helicopters have patrolled the area where the tanker sank, 200 kilometres (120 miles) off the coast.

Some 500 workers are employed scraping oil from the coastline.

The Spanish director of the Greenpeace environmental pressure group, Juan Lopez, accused the government of not doing enough.

"It is not dedicating the means necessary for a catastrophe of this

magnitude," he said.

Mr Rajoy said Spain was looking at ways of recovering some of the costs of the disaster by suing the tanker's captain, owner, and managing company.

CASUALTY REPORTING



DAILY SHIPPING NEWSLETTER 2002 – 084

The last new patrol vessel of the Port of Rotterdam named **RPA 16** ran aground near the Northern breakwaters off Hoek van Holland, with as result severe damage to the propellers , shafts and engine foundations.

Photo : Piet Sinke © (The RPA 16 with the Bonga Transport)

Chopper crashes on Jolly Rubino, bursts into flames



Top : File picture of a **PUMA helicopter** working near the Jolly Rubino

Photo : Jaap van de Meeberg ©

Durban - Six people were rushed to a Richards Bay hospital in KwaZulu-Natal after a Puma helicopter crashed on the deck of the Jolly Rubino on Saturday morning, government officials said.

The aircraft, carrying 17 passengers, caught fire immediately after it crashed in Richards Bay, environmental affairs spokesperson Zodumo Mbuli said.

Mbuli said the six passengers were in a critical condition. The rest escaped unscathed. They were being evacuated from the aircraft.



Top : File picture of a **PUMA helicopter** lowering the salvage team onboard the **Jolly Rubino**

Photo : Jaap van de Meeberg ©

"Our people are currently at the scene. We are investigating the cause of the accident. We want to know how it happened," she said.

Police spokesperson, Superintendent Vishnu Naidoo, said the accident occurred around 07:30 and that a 17-member crew were salvaging the remains of the Italian cargo vessel which grounded on a sandbank 1.2km north east of the Cape St Lucia lighthouse.

The Jolly Rubino was en route from Durban to Mombasa when it caught fire about three months ago. It was carrying a cargo of container with hazardous and highly flammable chemicals when it burnt about 22 miles off Richards Bay.

ABERDEEN CO-ORDINATES MEDICAL EVACUATION IN NORTH SEA



Aberdeen Coastguard are co-ordinating a medical evacuation from the passenger ship '**Jupiter**' (20,581 tonnes) which is currently on passage to Newcastle and is approximately 120 nautical miles south east of Aberdeen.

At 11:36 a.m. Saturday morning Aberdeen Coastguard scrambled a Rescue helicopter from RAF Boulmer to the passenger ship as a result of one of the passengers needing immediate

medical attention. The casualty is from Norway and said to be in his mid fifties.

The passenger ship operates from Norway to Newcastle and is owned by the Fjord Line and registered in Bergen, Norway.

Steve Quinn, Aberdeen Coastguard Watch Officer said:

"The rescue helicopter was on scene at 1:20 p.m. the casualty was airlifted and taken to the Newcastle Royal Infirmary."

The weather conditions are south east winds, force 8 with big seas, visibility is moderate to good.

SHIPYARD NEWS

Keppel Singmarine completes four tugs for Keppel Smit Towage

Keppel Singmarine, a member of Keppel Offshore and Marine, has successfully completed four tugs for Keppel Smit Towage (KST).

Two tugs, **KST Sculptor** and **KST Scorpius** were delivered earlier and the remaining two, **KST Spica** and **KST Sirius**, delivered on 19 September 2002. Upon delivery, these tugs will boost KST's fleet strength from 24 to 28 tugs.

The vessels, with bollard pull of 48 tons, meet the requirements of assisting the berthing and unberthing of Very Large Crude Carriers (VLCCs) at two fixed jetties located at the Sinki Fairway, off the western sector of Singapore.

Sister vessels, **KST Sculptor** and **KST Scorpius**, have a gross tonnage of 246 GT, while **KST Spica** and **KST Sirius** are 257 GT. All four tugs are equipped with fire-fighting systems, with a pumping capacity of 1,200 cubic metres per hour. Other additional features include oil dispersant and chemical dosing systems.

DAILY SHIPPING NEWSLETTER 2002 – 084



Keppel Singmarine has also been awarded another contract in May 2002 for the building of three larger tugs with bollard pull capacity of more than 60 tons. These tugs, two tractors and stern drive tug, are scheduled for delivery in the second quarter of 2003, bringing KST's fleet to 31 vessels. Keppel Singmarine has the capability to customise and build a wide range of high quality tugs, with bollard pull ranging from 30 to 65 tons based on different customer requirements, on time and on budget.

Through its parent company, Keppel Offshore & Marine Ltd (Keppel O&M) which has a global network of shipyards near oilfields and exploration areas, Keppel Singmarine is well positioned to meet the demand for offshore support vessels. Keppel O&M has shipbuilding experience that ranges from sophisticated Anchor Handling Tug Supply vessels, Floating Production Storage Offloading, sub-sea optics cable laying and repair vessels to Liquefied Petroleum Gas carriers and chemical tankers.



An aerial shot Friday, Nov. 22, 2002, showing most of the 33 acres of the Truman Annex Naval Base that was transferred from the U.S. Navy to the City of Key West Friday. The Outer Mole (dock in background with cruise ship) will be retained by the Navy, but will continue to be available to the city for cruise ship berthing.

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Tijdens een gezellige avond in Bornholm op Terschelling zijn vorige week zaterdag vijf medewerkers van de reddingmaatschappij KNRM gehuldigd. Ze kregen van burgemeester Cootje van Beukering-Dijk, die voor het laatst optrad als voorzitter van de plaatselijke commissie van de KNRM, een 'vrijwilligersmedaille openbare orde en veiligheid' uitgereikt. Johan van Roosmalen en Wim Swart kregen de medaille omdat ze 20 jaar zijn verbonden aan de KNRM, Jaap Buren (niet aanwezig), Cees Reijn Mier en Gert Willem Buren voor hun 10-jarige inzet als vrijwilliger bij de KNRM. Van Beukering, die ruim 14 jaar voorzitter was, noemde de plaatselijke KNRM "een goed geoliede machine". Ze memoreerde dat in die 14 jaar heel wat gebeurd en verbeterd is, zoals de totstandkoming van twee nieuwe boothuizen en de komst van nieuwe reddingboten. "En we hebben zeer goed geofende mensen", voegde ze eraan toe.

Panama Canal Authority Reduces Time

The Panama Canal Authority (ACP) announced that it has reduced by 16.6 percent, the time a vessel spends in Canal waters until it completes its transit through the waterway. The average Canal Waters Time (CWT) for 2001-2002 was 26.2 hours, compared to an average CWT of 31.4 hours for 1999-

DAILY SHIPPING NEWSLETTER 2002 – 084

2000. The difference represents a 5.2-hour average savings to vessels on each trip through the Canal. Moreover, the reduction was more dramatic for shippers using the Canal's "reservation system," where ships are able to reserve an exact date to transit the Canal, resulting in precise scheduling. Ships that employed the reservation system took only 18.6 hours to transit the Canal. "Reducing the passage time for vessels saves our customers a lot of money in fuel and other costs and it allows them to get their goods to the market faster. We are running the Canal like a business -- with a market-oriented approach -- so we are constantly striving to improve services and provide new products for our customers. I give credit to our management team for their tenacious efforts to enhance Canal operations and increase the reliability of our service," said ACP Administrator Alberto Alemán Zubieta. The ACP attributed the reduction to, in part, its permanent modernization program, which has recently widened the Gaillard Cut, increased the Canal's locomotive fleet from 80 to 100, and acquired more powerful and maneuverable tugs.

FRENCH PORTS SET FOR TRUCKERS BLOCKADE

British tourists and hauliers face travel disruption next week during a French truckers' blockade.

The French lorry drivers, who are striking over pay and conditions, are set to start road blockades from 10pm on Sunday. Ports are expected to be targeted by the action - hitting cross-Channel ferry passengers and UK hauliers.

"We are particularly concerned about the prospects of a blockade of the port of Calais," said Geoff Dossetter of the UK's Freight Transport Association.

He went on: "Some 5,000 lorries cross from Europe to the UK each day, with a similar number going in the opposite direction. "If the action results in a blockade or hold-ups in Calais then there is likely to be a knock-on effect in the UK with lorries delayed at Dover and on the M20."

The British freight transport industry was severely hit by lengthy action by French transport workers in both 1996 and 1997. There were numerous roadblocks set up around France and some UK lorry drivers were stranded for days at a time. Since then, there have been isolated short strikes but it has been mainly quiet on the dispute front over the past two years.

RIVERWIJS DAMPIER



The new names of the RIVERWIJS DAMPIER tugs are as follows :

RiverWijs Gillian: ex Withnell Bay
RiverWijs Claudine: ex King Bay
RiverWijs Olivia: ex Hearson Cove
RiverWijs Edwina: ex Cowrie Cove ,

The names RiverWijs Vanessa (Withnell Bay) and RiverWijs Claudia (King Bay) disappeared from the list , what happened with this tugs is not known — [info](#) . [Jos Haver](#)

NAVY NEWS

Kustwacht Antillen geeft illegale vissers boete

De Kustwachtcutter [Panter](#) van de Kustwacht van de Nederlandse Antillen en Aruba heeft 20 november ten westen van Aruba twee Venezolaanse vissers aangehouden voor het

DAILY SHIPPING NEWSLETTER 2002 – 084

illegaal vissen binnen de territoriale wateren van Aruba. De twee vissersboten, de "Cruz del Sur" en de "Los Monges" waren de dag ervoor ook al binnen de territoriale wateren gesignaleerd en gevraagd om hun illegale visvangst te beëindigen.

Toen de vissersboten voor de tweede keer werden gesignaleerd, zijn beide bootjes in overleg met de Officier van Justitie opgebracht naar Oranjestad. Daar werd respectievelijk 495 en 1500 kilo vis in beslag genomen. Deze illegale visvangst was voor ieder van de eigenaren van de vissersboten goed voor een boete van 15.500 Arubaanse Florijnen. De Kustwacht voor de Nederlandse Antillen en Aruba patrouilleert regelmatig binnen de Economische Visserij Zone van Aruba en de Nederlandse Antillen om te voorkomen dat de visgronden ten onrechte door buitenstaanders worden leeggevisd.

MOVEMENTS

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The **PUTFORD ROVER** entered Friday the Tyne for the drydock due to some thruster problems

Photo : Kevin Blair ©

DAILY SHIPPING NEWSLETTER 2002 – 084



The **LT Ulysses** arrived Friday in Rotterdam – photo : Jaap vd Meeberg ©



The Chinese COESS tug **DE DA** arrived Saturday morning in Rotterdam – Photo : Jan vd Klooster ©



Left :
The tug **RT ANDLESE**
(former RFA tug
Roysterer) which was
laid up for a long time
at the Moerdijk is now
seen moored alongside
a small drydock in the
Beerkanaal awaiting
departure.

Photo: Jas Louwen ©

RIJNMOND WEATHER

Vooruitzichten van zondag t/m woensdag:

Licht wisselvallig!

Veel bewolking, ook af en toe zon en vooral maandag later op de dag en dinsdagochtend
wat regen.

DAILY SHIPPING NEWSLETTER 2002 – 084

	ZO-24	MA-25	DI-26	WO-27
Maximumtemperatuur:	10	10	9	9
Minimumtemperatuur:	6	6	6	5
Zonnekans in %:	30	20	20	30
Neerslagkans in %:	10	60	40	30
Windrichting kracht:	ZO-3-4	O-3-4	ZW-3-5	Z-3-5

.... PHOTO OF THE DAY



The Scottish fisheries protection vessel **SULISKER** moored at the Alexandra dock, Hull 18-11-2002

Photo : George Robinson ©

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](http://www.nationaalsleepvaartmuseum.nl)