

DAILY SHIPPING NEWSLETTER 2002 – 092



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**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Dredging (DEME) haalt met consortium Westerscheldecontract binnen

Baggergroep Dredging en bergingsgroepen Scaldis en Smit hebben een contract van EUR 46 miljoen in de wacht gesleept voor de berging van 38 objecten in de Westerschelde. Dredging is een dochter van DEME, Scaldis is voor 55% eigendom van DEME.

Dit consortium haalde het tegen enkele grote buitenlandse concurrenten. De werken moeten zo snel mogelijk aanvangen en moeten binnen de 105 weken uitgevoerd worden. Volgens een woordvoerder van DEME wordt nu bij Dredging gezocht welk materiaal zo snel mogelijk vrij kan gemaakt worden voor de werken. Hij schat dat zo'n 60% van de EUR 46 miljoen voor DEME is. Dredging zal de baggerwerken uitvoeren terwijl Scaldis en Smit de hijs- en bergingswerken voor hun rekening nemen. De aanbesteding werd door de Nederlandse staat uitgeschreven maar wordt door de Vlaamse regering betaald. Dit consortium werkte eerder al samen voor de berging van de Herald of Free Enterprise in 1986.

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Specially-equipped boats work to skim oil from the sea off Finisterre northwestern Spain. The Bahamas-registered **'Prestige'** oil tanker broke in two and sank into the Atlantic Ocean off the coast of Spain last Nov. 19 spilling around 6,000 tons (1.6 million gallons) of oil that has now already contaminated large areas of the coast. A second slick, of some 9,000 tons (2.4 million gallons) is poised to hit the northwestern shore at any time, causing more environmental and

economic distress

Picture shows the Bahamian-flagged **Prestige** Oil tanker sinking off the northwest Spanish coast, November 19, 2002. A monster oil slick from the sunken tanker is bearing down on the northwest coast of Spain, officials said, threatening to pile on misery for a fishing industry already devastated by the disaster. 'The really big slick, the main one, is closing in on the coast right now because of weather conditions and is now 17 nautical miles from the coast,' Deputy Prime Minister Mariano Rajoy told a news conference



The sun rises behind two cargo vessels anchored about eight miles from Iraq near the Marbot Oil terminal, November 30, 2002. The region is monitored by coalition forces who check suspected smugglers trying to import or export prohibited goods to and from Iraq, against UN resolutions

European states get tough on old tankers carrying fuel oil

EU ministers seek ban on fuel oil transport in single-hulled tankers

France and Spain are ready to adopt unilateral measures to protect their coastal waters from older tankers carrying fuel oil or other heavy pollutants. After a meeting in Malaga this week, the Spanish Prime Minister and French President told the press that they would enforce rigorous checks on single-hulled tankers more than 15 years old that sailed within 200 miles of their coastlines.

If the vessels' masters fail to provide satisfactory answers about the vessels and their cargo, they would be expelled from Spanish and French territorial waters, Lloyd's List reported. The Spanish has already sent a warship to enforce the new policy. It would escort vessels refusing to undergo safety checks beyond the 200-mile border.

The Spanish and French were particularly concerned about older tankers carrying cargoes such as fuel oil or tar. Portugal has joined Spain and France in threatening a unilateral ban on single-hulled tankers from entering its territorial waters, Lloyd's List reported.

Also targeting the fuel oil cargo trade on single-hulled vessels is a joint proposal from France and Germany that will be presented to the Council of European Transport Ministers next week in Copenhagen.

Among measures aimed at increasing tanker safety is a proposal that European Union member states should agree with the industry to impose a ban on heavy fuel oil from being transported on single-hulled tankers.

The unilateral approach has met criticism from those who would rather see such legislation submitted through and adopted by the International Maritime Organisation. It is symptomatic that the unilateral action comes from those countries who have been affected by the oil spills following the high-profile tanker tragedies of the Erika in 1999 and now Prestige.

Erika's fuel oil cargo polluted around 400 km of the French Atlantic coast, while part of the 77,000 mt fuel oil cargo from the Prestige has polluted a vast stretch of the Spanish coast, and new slicks remain a threat to the Spanish and Portuguese Atlantic coasts.



German tug boats in action during the yearly open day.

CASUALTY REPORTING

Italian And Turkish Ships Collide In Canakkale Strait

A Turkish-flagged ship collided on Saturday with an Italian-flagged ship in Canakkale Strait. Sources told A.A correspondent that an Italian-flagged ship named "**Challenger**" which was en route from Russia to Italy collided with a Turkish ship named "**Fatih-M**" which was en route from Greece to Russia in Nara Cape due to heavy fog.

The sources said that the Italian ship of 23 thousand gross tons in weight and 186 metres in weight ran aground in Kilye Bay due to the crash.

Turkish ship of 1344 gross tons in weight anchored around Akbas Lighthouse, the sources noted and added that there was minor damage in both of the ships.

Canakkale Strait was closed to traffic for security of the ships.

FALMOUTH COASTGUARD ASSIST STRICKEN VESSEL 250 MILES OFF THE BRAZILIAN COAST.

Falmouth Coastguard received a call from the vessel **CEC COWBRIDGE** via satellite telephone, to inform them that they were proceeding to the assistance of a vessel called **STOLT TENACITY** (a Dutch vessel sailing under the Liberian Flag) after responding to their distress call 250 miles off the coast of Brazil.



Top : File picture of the **STOLT TENACITY** – Photo : Dennis Shum – Hong Kong ©

STOLT TENACITY had suffered a fire in their engine room. To extinguish the fire, the vessel had to activate the CO2 system, causing them to sustain a total loss of engine power.

STOLT TENACITY have auxiliary back up systems, but believe cabling had burnt out to the emergency generator.

There are no injuries to the crew. They are currently working to repair the cabling system to provide electrical power.

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CEC COWBRIDGE called Falmouth Coastguard due to the fact that they were unable to raise the Brazilian Rescue Authorities. Fortunately one of the Watch Officers at Falmouth Coastguard is a fluent Spanish speaker and was able to communicate with the crews on the ships and with the Brazilian Authorities. Falmouth Coastguard was also able to enlist the assistance of the Portuguese Maritime Rescue Co-ordination Centre in Lisbon.

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FREIGHT FIRMS WARM TO ROSYTH FERRY LINK

Freight firms are at last flocking to use Scotland's first direct sea link to the Continent after the first official passenger figures showing ferries ran two-thirds empty overall during the summer. Greek-owned Superfast said it had carried more than 75,000 passengers on its nightly Rosyth-Zeebrugge



services between their launch in May and the end of September. The firm said the figures were in line with expectations, but they amount to an average of only 275 passengers travelling each way in the Superfast IX and Superfast X vessels which can accommodate 730 people. The operator, which is owned by Attica Enterprises, said current bookings showed the route would carry 100,000 people by the end of the year.

In a financial results statement for the first nine months of the year, Attica said its North Sea

ferries had also "dynamically increased their presence in the freight transport market". The vessels can take 110 trucks and buses, and 100 cars. Attica released no exact freight figures, but hauliers told The Scotsman they had noticed a marked increase in freight traffic from Rosyth over the last few months. Phil Flanders, the Scottish regional director of the Road Haulage Association, said: "The service is very busy now. Some sailings have been full and business has had to be turned away." Mr Flanders estimated that some two-thirds of the freight traffic from Scotland comprised unaccompanied lorry trailers, which saved hauliers the need to tie up drivers on the 17½-hour crossing to Belgium.

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However, he said new European regulations to restrict working hours, which will be in force by 2005, would provide an added incentive for hauliers to use the ferry.

Bruce Neilson, the director of Barbour European, a Stirling-based haulage firm, said companies seemed to be heeding earlier warnings that the Superfast service would not survive if they did not use it. Mr Neilson said his firm had continued to send three to four lorries a week via the ferry to destinations across Europe since it was launched. However, he said he had noticed that many others were now following suit. Mr Neilson said: "The amount of traffic has been increasing substantially, and everybody seems to be very happy with the service." Bob Armstrong, the Scottish regional director of the Freight Transport Association, said freight was vital to the route's viability because passenger traffic was expected to fall sharply during the winter. A ferry expert at Napier University in Edinburgh said the service had always been expected to take time to become established, especially because it was a new route. Dr Alf Baird, the head of the maritime research group at the university's Transport Research Institute, said: "It was always going to be slow to start with, and may take three years to bed down, but Superfast should be looking for 200,000 passengers next year. "Freight levels have improved and there is now a variety of traffic." Dr Baird said Superfast's figures compared well with those of rival operators, such as DFDS Seaways, whose Newcastle-Amsterdam route he said had launched with some 50,000 passengers a year. He said the figure had now reached 200,000 a year, but the firm used ferries twice as large as Superfast's. Yannis Criticos, the North Sea project director for Superfast, said: "We are very pleased with the amount of passenger traffic, while freight is growing steadily and we are confident that we will receive the support from the industry we require."

ZEEBRUGGE-DOVER REPORTS INCREASED TOURIST TRAFFIC IN CLOSING MONTHS

Ports and ferries group P&O announced it had seen an improvement in the tourist market over the last quarter. According to company bosses short-sea routes on the ferry services such as Dover-Calais and Dover-Zeebrugge had seen tourist vehicle numbers slightly above last year for the three months from July to September. Tourist vehicle carryings increased by 4% to 561,000 in the third quarter, compared with the same quarter last year. However passengers carried on its ferries for the quarter slipped to 3.51 million from 3.53 million. P&O added, "On-board spend continued the strong growth reported previously, with average sales per passenger 10% higher than for the year to date last year." During the period the group also bought out Swedish firm Stena's 40% shareholding in ferries business P&O Stena Line for £152m, allowing the group to integrate its ferries under a single brand. It is also restructuring the division and has announced plans to cut up to 530 jobs from the ferries business, around 350 of which are in the UK. The rest in Zeebrugge and other ports. However, the group is also creating around 200 additional jobs in Dover and Calais, giving a net loss of 330 jobs.

In its other routes, which include the North Sea, Irish Sea and Scottish Isles, tourist vehicles numbers rose 2% to 397,000 although passenger numbers were broadly flat at 1.52 million, against 1.51 million last time. P&O said carryings were disappointing on the North Sea, where the strong pound put off incoming Continental passengers.

Navigator of the Seas

The fourth cruise ship in the Voyager-class for Royal Caribbean Cruise Line, was delivered by Kvaerner Masa-Yards



The delivery of MS Navigator of the Seas took place on November 18, 2002 at Kvaerner Masa-Yards' Turku shipyard.

Navigator of the Seas, newbuilding 1347, is fourth in the Voyager-class series of cruise ships for Royal Caribbean Cruises Ltd.

The first three ships in the series, **Voyager of the Seas**, **Explorer of the Seas** and **Adventure of the Seas** were delivered in October 1999, September 2000 and October 2001 respectively, and have proven very successful in operation.

With a gross tonnage of approx. 140,000, a passenger capacity of 3,800 passengers and a crew capacity of 1,200 persons, totalling some 5,000 people onboard, the Voyager-class cruise ships are by far the biggest in the world.

The total length of Navigator of the Seas is 311.1 metres, the breadth is 38.6 meters at waterline level (49.1 metres breadth at the bridge wings) and the height is 72.3 metres from keel to the top of the funnel.

Australia's new Princess sets sail on her maiden voyage from Sydney

Australia's new Love Boat, P&O Cruises' **Pacific Princess**, sailed on her maiden voyage from Sydney on Monday November 18 beginning her career as the most modern and upmarket cruise ship ever based here.



The 30,000-ton **Pacific Princess** departed from the Darling Harbour cruise terminal with a capacity 700 passengers sailing on a 10-night cruise to Vanuatu and New Caledonia. The voyage will be the first of 15 cruises the ship will sail between now and Easter, 2003.

Only three years old and assuming the name of P&O's famous but now retired TV 'Love Boat', the sleek passenger liner will be mastered by Captain

Christopher Rynd who worked as a senior officer on the original TV 'Love Boat', **Pacific Princess**, when the hit series which sparked the cruise boom was filmed aboard the ship in the 1970s and 80s.

Operating in tandem with P&O's existing Australia-based cruise ship, the fun-filled and easy-going 1550-passenger **Pacific Sky**, **Pacific Princess** will boost the company's market capacity by 30 per cent, bringing to 64,000 the number of Australians cruising the South Pacific on either ship each year. Pacific Princess will be officially christened by her 'godmother', Gabi Hollows, in a rare naming ceremony at Darling Harbour on Sunday December 8.

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The 11-deck Pacific Princess carries 370 crew - or one for every two passengers - and resembles a country club at sea with a classic décor, ship-top pool, two outdoor jacuzzis, a Lotus Spa complex, jogging track, eight bars and lounges, four restaurants, cabaret lounge, richly furnished library complete with a fireplace, casino, in-cabin movies, shopping arcade and internet facilities. More than two-thirds of Pacific Princess' cabins - or three entire decks - boast a private balcony, making this sought-after feature more affordable for Australian cruisers than ever before.

Ten-night South Pacific cruises from Sydney are priced from \$2295 per person including all meals and entertainment.

Five percent growth in Rotterdam container transshipment

This year has seen a growth in container transshipment in the port of Rotterdam of some 5 percent. This was announced by P. Mittertreiner, commercial manager of the Rotterdam Municipal Port Management at the 2002 Rotterdam Logistiek congress. The prediction is based on the first three quarters; the last months will define the definitive figure which is to be officially announced at the end of the year. This signals another boost in Rotterdam's container segment, according to Mittertreiner.



Last year container transshipment in the port fell by 3.8 percent.

The recovery started to show half way through the year. Following a weak first quarter, a rise of 3 percent was recorded for the first six months. This growth has thus continued in the second six months. However, the increase in traffic still lags behind that in Antwerp and

Hamburg. Antwerp registered a growth in container transshipment of 15 percent, while in Hamburg this segment increased by 12 percent in the first six months. It can be expected that once again Rotterdam's market share will prove to have shrunk. Nonetheless, this share of over 30 percent is still the largest in Europe. The growth in Rotterdam is chiefly due to short-sea traffic, said Mittertreiner. The shrinkage in recent years has been almost exclusively in the primary deep-sea segment: in the Far East and the Atlantic.

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Workers pressure-clean the balcony area of a state room on the **Disney Magic** cruise ship after it returned to port Saturday, Nov. 30, 2002 at Port Canaveral, Fla. The cruise liner, carrying 2,400 guests and about 1,000 crewmembers, returned to port Saturday carrying more than 180 people who had contracted a flu-like virus during its seven-day Caribbean voyage, officials said



New Name For Love Boat

Pullmantur, a subsidiary of the Spanish tour operator Marsans, has announced it will buy US television's "Love boat". P&O Princess recently retired the **PACIFIC PRINCESS** from New York - Bermuda sailings. Following a 6m-euro refit, she will be based in the Caribbean and be marketed to Spaniards. The group will also create a new airline - Pullmantur Air, to fly vacationers to the ship which will be renamed **PACIFIC**.

NAVY NEWS



A local man fishes off a break water on Sunday, Dec 1, 2002 near Changi Naval Base in Singapore where U.S. aircraft carrier **USS Constellation** is berthed. The Constellation arrived Sunday with five warships. American sailors could be seen leaving the base in buses for what could be their last shore leave before setting off for the Middle East and a possible war against Iraq.

MOVEMENTS

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PSV UT705 **Highland Star** has been extended to ConocoPhillips to support the jack up unit Galaxy I, which continues to drill on Jade field (UK Blk 30/2). The extended period is reported to be for one well, which will take the vessel and rig through to early March 2003.

Farstad's AHTS UT741 **Far Sovereign** returned to the spot market late this month after completing an 11-month pipe-laying support charter with EMC in the Far East and Mexico. Farstad reported that there may have to be some alterations made to the vessel prior to it trading the spot, but at time of going to press, the vessel was to retain its A-frame (as shown). Discussions continue as to if the vessel will return to EMC next year.



Solstad's DP3 PSV UT737 **Normand Flower**, left the North Sea this month for the warmer weather of West Africa, after completing its month long fixture with SeaCore. The UT737 was chartered by TFE Nigeria for well stimulation work and construction support for 1-month firm with further various options. The day rate is rumoured to be in the mid teens.

Statesman to join Rio festival



Top : The **Statesman** seen in Aberdeen – photo : **Piet Sinke** ©

AHTS Statesman was recently awarded a 90-day contract with El Paso in Brazil for support duties. Commencement for the contract is expected to be around February 2003. At time of going to press – contracts were being prepared

RIJNMOND WEATHER

Vooruitzichten van maandag t/m donderdag:

Licht wisselvallig!

Veel bewolking en soms wat regen of een bui, grote neerslaghoeveelheden worden niet verwacht. Het blijft voorlopig zacht. Omdat de verschillen in de computermodellen onderling erg groot zijn is de verwachting enigszins onzeker.

	MA-02	DI-03	WO-04	DO-05
Maximumtemperatuur:	9	8	8	9
Minimumtemperatuur:	7	6	5	5
Zonnekans in %:	20	20	20	30
Neerslagkans in %:	70	30	50	30
Windrichting kracht:	ZW-4-6	ZW-3-4	Z-3-5	W-3-5

.... PHOTO OF THE DAY

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The **BALTIC NEWS** moored in the port of Hull - [photo George Robinson ©](#)