

DAILY SHIPPING NEWSLETTER 2002 – 106



Number 106***DAILY SHIPPING NEWSLETTER*** Friday 20-12-2002

THIS NEWSLETTER IS BROUGHT TO YOU BY :

SOCSS Smit-Oceaneering Cable Systems
inquiry@socsys.com www.socsys.com

Vessel & ROV operations - Cable & Umbilical Installation - Plowing
Subsea Excavation - Salvage Support - Underwater Intervention
Seismic Support - Cable Burial - Subsea Construction Support
Speciality Tooling & Hardware - Specialized Personnel

A detailed illustration of a cable ship, a large vessel with multiple masts and complex rigging, used for laying and maintaining submarine cables.

**THE MULTRASHIP TUG BARRACUDA WILL DEPART
FRIDAY MORNING (20-12-2002) FROM DEN HELDER
NAVAL BASE BOUND FOR 'S GRAVENDEEL**

EVENTS, INCIDENTS & OPERATIONS

Tricolor triggers Channel mayhem

A FOURTH vessel came within 100 metres of joining the multiple pile-up in the Channel, with a UK aircraft forced to take unorthodox action to warn of the need to change course, Lloyd's List has learned.



Left : The **NICOLA** sitting on top of the **TRICOLOR**

Photo : **MULTRASHIP – Terneuzen ©**

Photographs released by the UK Maritime and Coastguard Agency will add to industry claims that France has badly mishandled Saturday's collision between boxship Kariba and vehicle carrier Tricolor, causing the latter to sink.

Things went from bad to worse in the early hours of Monday morning, when the 5,050 dwt Netherlands Antilles-flag general cargoship **Nicola** hit the semi-submerged **Tricolor**.

DAILY SHIPPING NEWSLETTER 2002 – 106

Shipping sources questioned how this could occur, given that a buoy and a French warship were supposedly warning other vessels away.

Nicola's German owner, Intersee, claimed yesterday there were no visible markers to show the site of the wreck. Furthermore, the co-ordinates provided by the French authorities about the location of Tricolor were incorrect, according to Folkmar Marks, Intersee's superintendent. The ship was resting on the seabed about three miles to the west of the position given, he added.

Concern will be increased by pictures from an MCA counter-pollution aircraft, taken on Sunday, that show no visible sign of French activity. The aircraft saw another ship heading straight for the sunken vessel, but was unable to establish radio contact.

As a last resort, the pilot deliberately shook the aircraft's wings three times, hoping that the master of the ship would notice. Fortunately the vessel altered course before it was too late. According to the MCA, the ship involved in the near miss was NDS Provider, a Cypriot-flagged, 22,186 dwt ro-ro managed out of Limassol by Hanseatic.



This is disputed by Hanseatic, a leading player in the shipmanagement business, which yesterday insisted that its ship had come no nearer than 15 nautical miles to the wreck of Tricolor.

Left : The **NICOLA** sitting on top of the **TRICOLOR**

Photo : MULTRASHIP – Terneuzen ©

Meanwhile, the French maritime prefecture in Cherbourg yesterday strongly defended its actions. Spokesman Antoine Goulley said that the position of the Tricolor had been marked by an illuminated buoy some 150 metres from the sunken vessel, and that radio warnings had been broadcast by the French coastguard service at half-hour intervals.

In addition, he insisted, three vessels had been on hand at the scene to ensure security.

These were the French maritime gendarmerie patrol vessel Geranium and two vessels sent by Smit Union Salvage, the **Deurloo** and the **Onrust**.

The location of the wreck of **Tricolor**, about two miles north east of the Hinder 1 buoy, places the ship in the middle of the main route used by traffic leaving the ports of Zeebrugge and Antwerp.

From the near misses, it seems that ships are failing to listen to the regularly broadcast navigational warnings giving the location of the wreck and warning traffic to keep clear.

A proper visual and radar lookout would provide adequate warning of the wreck site, experts said.

DAILY SHIPPING NEWSLETTER 2002 – 106

The situation appears to be not unlike that of January 1971, when the Texaco Caribbean collided and exploded in the Dover Strait, and the German Brandenburg and Greek Niki ran onto the wreck, with 52 seafarers dying in the chaos.

This accident encouraged the mandatory use of traffic separation in the Channel.

The Cherbourg prefecture added that as many French naval resources are being deployed on anti-pollution duties in Spain, they are looking for UK and Belgian help to increase the number of vessels involved in protecting the wreck site and to carry out regular fly-overs.

A UK vessel, the [Anglesey](#), was due on site yesterday evening

Weer olie op Spaanse kust

LA CORUNA (ANP) - Ruim een maand na de ondergang van de tanker Prestige is woensdag op de Spaanse Atlantische kust opnieuw olie aangespoeld. De nieuwe olieplakken zijn soms meer dan een meter dik, berichtte de radio-omroep RNE.



Weer olie op Spaanse kust
(EPA - Esteban Cobo)

Een visser uit de regio Galicië, dat zwaar is getroffen door de milieuramp, zei sinds de catastrofe nog niet eerder zulke dikke olieplakken te hebben gezien. De stranden van Galicië waren al twee keer eerder vervuild met olie uit de Prestige.

De Prestige zonk vier weken geleden. Ongeveer 20.000 ton ruwe olie belandde in zee. In het gezonken schip bevindt zich nog 50.000 ton olie. Het wrak ligt op ongeveer 3500 meter diepte. Naar verwachting zal uit het wrak meer olie gaan lekken.

De Spaanse regering maakte woensdag bekend dat tot dusver al 200 miljoen euro is uitgegeven om de olie op te ruimen en de schade binnen de perken te houden. Spanje krijgt van de Europese Unie een bedrag van 265 miljoen euro voor de zwaar getroffen visindustrie.

Sub dives to plug oil tanker leaks



MADRID, Spain (CNN) -- A yellow mini-submarine loaded with bungs and plugs is preparing to dive to seal 14 holes leaking toxic tar-like fuel oil from the wreckage of the tanker Prestige off the coast of Spain. The 26-year-old Prestige, which spewed more than 20,000 tonnes of fuel before sinking to the ocean bed off the northwest coast last month, is still thought to be leaking about 120 tonnes a day. Spain has contracted a French firm which owns the specialised Nautilo mini-sub -- best known for discovering the wreck of the Titanic -- to seal up the oozing ship. After plugging one leak last week, the sub was transported back to the wreck site by another ship and was due to dive on Thursday. High pressure and the extreme cold of the deep waters where the Prestige lies present unprecedented problems for the dive team.

The project will cost about \$1.2 million dollars according to Emilio Lora-Tamayo, a leading member of a scientific committee set up to solve the crisis. Bugging the holes will take up to 20 dives, but even after the cracks are sealed the vessel may continue to leak oil. "The estimate is that in the worst case there could be remaining leaks... to the order of 11 tonnes a day," he said. The oil takes a day to reach the surface from the two-mile-deep (3,600 metres) wreck. The Nautilo will shove metal bells into gaping holes, cover other gaps in sheeting and for smaller cracks, will use bags filled with metal balls. Its job was likely to be done by January 20, allowing for rough weather off the rugged Galician coast. Meanwhile, Lora-Tamayo's research committee will continue to work on a permanent solution for a disaster. Earlier, environmental activists Greenpeace said the fuel oil from the Prestige contained toxins which were fat soluble and could remain in the human body for years, possibly causing cancer, if passed on through the food chain. It said the environment would not recover from the spill for 10 years. "Judging by other slicks...we're talking about a decade at least...not simply for fish or barnacles to come back, but for the ecosystem to regain its balance," Maria Jose Caballero, head of Greenpeace's coastal campaign, told reporters. She said in France after a similar oil spill from the tanker Erika in 1999, many sea birds were left sterile. Spain says it has spent \$200 million euros so far offsetting damage from the spill. Prime Minister Jose Maria Aznar said on Saturday regions whose fishing industry has been devastated by oil from the Prestige will receive \$265 million euros of EU funding. Last week experts said the Prestige could go on leaking fuel oil until 2006, causing long-lasting damage to the coastline.

CASUALTY REPORTING



Firemen look at the body of a baby in Brazil's Amazon River near the town of Barcarena, about 2,000 miles (3,300 kms) north of Rio de Janeiro, December 19, 2002. At least seven women and children died after a crammed boat sank on a river in the Amazon jungle on December 17.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :

VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.

Meer dan half miljoen passagiers voor DFDS



boven : de [Queen of Scandinavia](#) loopt IJmuiden binnen - foto : [Piet Sinke](#) ©

DAILY SHIPPING NEWSLETTER 2002 – 106

Reder DFDS Seaways doorbreekt dit jaar de magische grens van een half miljoen passagiers die gebruik maken van de veerdienst IJmuiden-Newcastle. De reder verwacht eind deze maand uit te komen op zo'n 514.000 reizigers, een stijging van 14 procent ten opzichte van 2001. Algemeen-directeur R. Huisman maakte dit gisteren bekend tijdens de traditionele kerstbijeenkomst aan boord van de **Prince of Scandinavia**.

De groei van het aantal passagiers op de veerdienst naar Newcastle werd enigszins getemperd door de naweeën van de MKZ-crisis in Groot-Brittannië, de huidige economische malaise en de hoge koers van het Britse pond. Desondanks kijkt Huisman tevreden terug op het huidige jaar. Hij constateert dat vooral de minicruises naar Nederland aanslaan bij het Britse publiek.

Maar ook de belangstelling van Nederlanders voor de overtocht naar Engeland is nog groeiende, wat blijkt uit de 22.000 boekingen bij de diverse verkoopkantoren van DFDS Seaways. Voor volgend jaar gaat Huisman uit van 540.000 opvarenden die meegaan met de jaarlijkse 728 afvaarten van en naar IJmuiden.

De afgelopen maanden is de Felison-terminal aan de Kop van de Haven al aangepast op de verwachte toename van het aantal passagiers op de lijndienst IJmuiden-Newcastle en degenen die gebruikmaken van de cruiseschepen die medio volgend jaar vertrekken van de nieuwe Cruisekade bij de terminal. Zo zijn de controlepunten voor de auto's gemoderniseerd en komen er nog deze maand nieuwe incheckbalies in de grote hal.

Daarnaast is het douaneloket in deze hal al verruimd. Bedoeling is dat volgend jaar op de eerste verdieping in de terminal een extra ruimte komt voor de wachtende reizigers. Het secretariaat van de rederij verhuist naar de tweede verdieping.

Minder te spreken is Huisman over de infrastructuur rond de terminal. Vooral het gebruik aan parkeergelegenheid baart hem zorgen. Naar verwachting maken volgend jaar 120.000 automobilisten gebruik van de veerverbinding en worden dagelijks acht tot tien autobussen ingezet. Daarbij komen nog de naar schatting 6.000 passagiers voor de cruisetochten. Al geruime tijd is de reder in gesprek met de gemeente Velsen voor de plaatsing van verkeerslichten bij het kruispunt Halkade en nieuwe parkeervoorzieningen op braakliggende terreinen bij de terminal en de kade. Tot dusverre heeft dit overleg nog niets opgeleverd.

EBDG-Designed Mare Australis is Delivered

Elliott Bay Design Group (EBDG) of Seattle announced the delivery of the **Mare Australis**. EBDG became involved with the Mare Australis project when operator Nisa Navegacion was referred to them by a previous client. Navegacion was looking to design a new vessel and EBDG was selected based on their expertise with small cruise ships. According to EBDG Project Manager, Douglas Wolff, P.E., the design was based on the successful design of her sister ship the TERRA AUSTRALIS. In 2000, Wolff traveled to Chile to ride the Terra Australis and learn of the vessel's operations and layout so that similar elements could be incorporated into the new design. The Contract Design for the Mare Australis was completed in fall 2001. The vessel, constructed at ASENAV Shipyard in Chile, was delivered on November 11 and sailed to Punta Arenas and began commercial voyages on November 29th. The SOLAS-compliant Mare Australis has a steel hull and aluminum superstructure. Unique design features include passenger lounges which convert to lecture halls where naturalists lead educational programs on wildlife and ecology. The galley boasts the latest in equipment for preparation of regional cuisine. The transom is designed so that all passengers can safely access rigid inflatable boats which are used for the numerous shore excursions. A bow thruster was added for extra maneuverability and every passenger cabin has a window. It features a conventional driveline with fixed-pitch propellers, 2 Caterpillar 3512B engines, 2 Twin Disc MG-6984-00-SC reduction gears, and 2 Detroit Diesel 6L-71 180 kW generators with a 90 kW emergency gen set.

Coquitlam Begins Upgrade



The **Queen of Coquitlam** left for Vancouver Drydock this morning to begin a major upgrade as part of a strategy to improve operational efficiency on the services between Horseshoe Bay and Nanaimo. The Washington Marine Group of Vancouver was awarded the contract to upgrade the 26-year-old Queen of Coquitlam following an international competitive bidding process. The Queen of Coquitlam, built in 1976, is one of five double-ended vessels that operate on major routes between Vancouver Island and the Mainland. The vessel will undergo

extraordinary maintenance, regulatory compliance modifications and renovation of the restaurant and passenger accommodation to prepare the vessel for an additional 20 years of service. The passenger accommodation upgrade will include an expansion of the gift shop area, new food service facilities, which will provide more selection and choice, in addition to a new interior design for the cafeteria and snack bar. In addition, the passenger lounge and children's play area will be redesigned, and study carrels and an enclosed video arcade will be constructed. The shipyard work is scheduled to May 2003, followed by four weeks of crew training and Transport Canada certification. The ship is scheduled to return to service on or before June 28, 2003.

Finnlines lanceert roro-dienst tussen Finland en Zeebrugge

Rederij Finnlines gaat een op trailers en vrachtwagen gerichte roro-dienst die enige tijd geleden met bestemming Antwerpen werd opgestart, laten aanlopen in Zeebrugge. De nieuwe dienstregeling zal op 1 januari van kracht worden. Vanuit Helsinki en Hamina wordt de Scheldehaven momenteel elke dinsdag door een roro-schip aangelopen. Een ander roro-schip laadt er elke vrijdag goederen met bestemming Finland. De dienst genereert momenteel 70 trailers/vrachtwagens in elke richting.

NAVY NEWS

Britain Orders More Cargo Ships for Iraq - Sources

Britain's Ministry of Defense Thursday ordered four more large merchant ships to haul armor in preparation for a possible military assault on Iraq, shipping sources said.

"They've come in again today for four roll-on roll-off ships to carry tracked vehicles, and containers, probably used to store ammunition," an industry source familiar with the ministry's operations told Reuters.

DAILY SHIPPING NEWSLETTER 2002 – 106

There was no immediate comment from the ministry. The tender request follows an order for three ships Wednesday. The source said the four fresh orders were for delivery by Jan. 15 and were exactly the same size as the one requested Wednesday. Each can carry up to 10,000 metric tons of equipment.

The merchant ships are due for delivery to Britain's south coast to sail between northern Europe and the eastern Mediterranean according to a summary of the tender document. The source said the ministry could be hiring the vessels to shuttle equipment between military ports, although the ships could easily be diverted to the Gulf should the need arise.

He said they were initially on hire for three months with an option for a further three. In recent months, Britain's armed forces have considerably enhanced their strategic sealift capability with the delivery of three new cargo vessels specially built to handle battle tanks and armored vehicles.

Each can carry 25 Challenger II battle tanks, 24 Warrior infantry combat vehicles and self-propelled howitzers, military experts say. Two more are due for delivery in February and a sixth vessel is due in April. The tender requests so far are nothing like those made of merchant shipping during the 1991 Gulf War. Industry editor of shipping newspaper Lloyd's List, David Osler, said: "During Desert Storm, 143 ships were chartered at a cost of 116 million pounds (\$186 million) according to National Audit Office statistics." Wednesday, the ministry sought two other ships, one to haul 900 containers and a semi-submersible vessel used to move landing craft.

INS Pralaya commissioned into Navy

INS Pralaya, the fourth missile vessel and second ship of Prabal class, built by Goa Shipyard Ltd (GSL), was on Wednesday commissioned into the Indian Navy at a colourful function here. The vessel was commissioned by Goa Governor Kidar Nath Sahani in the presence of chief minister Manohar Parrikar and flag officer C-in-C Western Naval Command, Vice Admiral Vinod Pasricha.

The 56-metre long ship is powered by four high performance gas turbine engines propelling her at a top speed of 40 knots. Its state of the art sensor package gives her total surveillance capability in the area of operations, GSL sources said. The vessel is armed with 16 long range surface to surface missiles, a 76.2 mm main gun and two 30 mm anti-air weapons, the sources said. It is named after the old Pralaya, an OSA class missile boat decommissioned last year after 25 years of glorious service. The governor said it was a matter of great pride for everybody that yet another indigenously built Naval warship was commissioned.

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>

DAILY SHIPPING NEWSLETTER 2002 – 106



Left :

Last week the
brand new
**MAERSK
WATERFORD**
Was moored for a
few days at the
Wilhelminakade
in Rotterdam

Photo:
Allin Britstra
Rotterdam Port
Authority

DAILY SHIPPING NEWSLETTER 2002 – 106



The brandnew, for the first time in Rotterdam, **WAPPEN von HAMBURG**

Photo's : Bram Plokker / Ineke de Kok ©



AIRCRAFT / AIRPORT NEWS

KLM to start new codeshare

KLM is to extend its South African route network by codesharing with **Comair**, a local domestic and regional carrier. KLM will add Durban and Port Elizabeth as codeshare destinations. KLM currently serves Cape Town and Johannesburg. Comair currently operates a fleet of Boeing 727, 737-200 and 737-400 aircraft.



Part of the **British Airways** fleet parked in London Heathrow's Terminal 4, Thursday Dec.19 2002. Earlier the British government announced that armed air marshals may now be used on UK passenger flights. The Transport Secretary Alistair Darling said the capability to post specially trained police officers on board civil aircraft was now in place.

Alan R. Mulally, chief executive of Boeing's commercial airplanes division, shows a model of the Sonic Cruiser at the Paris Air Show in Bourget airport, north of Paris, France, Tuesday, June 19, 2001. According to published reports, the Chicago-based aerospace manufacturer has decided to shelve plans for developing the jet, that could travel near the speed of sound, in favor of a more conventional, fuel-efficient plane the size of its 767 jet. An announcement is expected by the end of the week



RIJNMOND WEATHER

DAILY SHIPPING NEWSLETTER 2002 – 106

Vooruitzichten van vrijdag t/m maandag:

Wisselvallig en zacht!

Veel bewolking en af en toe regen. Middagtemperatuur oplopend naar 9 graden, de nachtelijke vorst verdwijnt.

	VR-20	ZA-21	ZO-22	MA-23
Maximumtemperatuur:	4	6	9	9
Minimumtemperatuur:	-2	0	4	5
Zonnekans in %:	20	10	10	10
Neerslagkans in %:	20	50	70	70
Windrichting kracht:	Z-2-3	ZO-2-3	ZW-3-5	Z-3-4

.... PHOTO OF THE DAY



The **SMIT DEE** - Photo : Will Ruts – SMIT ©



The Russian Kirov class nuclear powered guided missile cruiser [Petr Velikiy](#) near the Kursk Location
[Photo : Piet Sinke](#) ©