

## **DAILY SHIPPING NEWSLETTER**



**DAILY SHIPPING NEWSLETTER : Tuesday 12-03-2002**



# **EVENTS, INCIDENTS & OPERATIONS**

## **Officials suspect two ships are responsible for oil slicks**

Officials have identified at least two vessels that might be linked to oily slicks along the Nova Scotia coast that have caused hundreds of dead and dying birds to wash ashore.

Transport Canada has tracked two vessels in international waters that could have spilled oily substances in fragile marine areas along the coast.

"We've targetted vessels which may be related to incidents," Paul Doucet of Transport Canada said yesterday.

"We're trying to link suspect vessels with evidence we've collected from the birds and if we get a match then we could consider prosecution."

The department is investigating one ship believed to be docked in a Cuban port. Canadian officials have asked their Cuban colleagues to check the oil log books, the ship's bilge pumps and pollution-control mechanisms.

### **Bilges**

They are hoping to link material from the ship's bilges with samples of oil and other substances that have been taken from hundreds of sea birds that have been washing ashore for weeks.

Authorities suspect a vessel that caused a spill in Halifax Harbour left metro Feb. 21. The only ship to leave Halterm that day was the MV Cala Palamos, bound for Havana.

Transport Canada was also working with the U.S. Coast Guard to investigate another vessel.

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Doucet wouldn't say where that vessel was or how many ships were being examined in the widespread hunt for ships that might have purposefully dumped their oily waste offshore.

Wind, currents

The department is figuring out which vessels might be implicated in the slicks by tracking their position at a certain time and factoring in wind and currents to help determine when it might have occurred and can look at lists of ships known to be in the area at the time.

If the vessels are found to have dumped material, they could be fined thousands of dollars.

Vessels sometimes dump the material just outside Canada's territorial waters to avoid paying to have their bilges cleaned out.

Officials have counted 150 oiled birds, but said the final tally could be 10 times that number.

## Viktor Lenac shrugs off Alcatel cancellation of cablelayer conversion



CROATIA'S Viktor Lenac, Rijeka shipyard has hit back at claims by Denmark's Alcatel Submarine Network that the telecoms giant cancelled a cablelaying conversion project because of the yard's inability to perform the job to the required standard.

In the second round of a battle that is likely to be played out in the courts, the Croatian yard scorned criticism of the cancelled conversion project claiming that it was a direct result of a collapse in the cablelaying market, and not as ASN — a wholly-owned subsidiary of France's telecoms giant Alcatel — claims, standards of

work by the shipyard.

According to Raoul Cvecic, Viktor Lenac's commercial & technical director: "The cancellation came as a surprise to us as the project was nearing completion. The coincidence in the timing of the collapse in the cablelaying market and the cancellation is too strong to dismiss."

However, Paulo Aielli, corporate communications director of Alcatel in the company's Rome office, said: "The reason behind the cancellation is a pure technical one and has nothing to do with the market".

The collapse has seen US telecoms giant Global Crossing become the fourth largest insolvency in US corporate history resulting in the planned sell-off of its UK subsidiary Global Marine Systems, amongst other proposals. The industry's decline has also led to a large number of cable layers either entering lay-up or having their charters paid off.

Alcatel A shares, quoted on the Paris stock exchange, fell from a high of E 85 (\$74.50) during August 2000, when the Kraka arrived in Rijeka, to a low of around E 10 during October last year. The level remains less than E 20, the cancellation of the project taking place on February 7 this year.

In December last year Anders Soe Jansen, managing director of ASN, said that although it had planned to have a fleet of 10 cablelayers within two years, only four or five will be able to maintain operations.

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He added: "Since few new cable projects are being implemented, ASN is focusing on the maintenance of existing cables." ASN operates a fleet of four cable layers, excluding the Kraka, and has, as part of a joint venture with France's Louis Dreyfus, three newbuildings on order at South Korea's Hyundai Mipo Dockyard.

To prove the standard of work, which Viktor Lenac claims, the shipyard refers to meetings on January 26 with Denmark's Danyard Engineering, which was employed by Viktor Lenac at the recommendation of ASN to look into the problem.

According to minutes from this meeting, Allan Dollerup, consulting team leader, summarises: "We have passed through the time schedule and we find the structure was well structured with only a few minor mistakes."

The minutes of this meeting also go on to question ASN. "We find that Alcatel's site team is not acting as 'superintendents'."

In the conclusion of this meeting, Allan Dollerup also states: "We have found that the quality of the work is very good and at least in line with the quality of the Danish Shipyards."

The shipyard, which has Lloyd's Register (LR) ISO9001 (quality) and ISO14001 (environment) accreditations, has successfully carried out a total of three cablelayer conversions, two for James Fisher and one (an extensive upgrading) for Italy's Pirelli.

The yard also has a specially designed shallow-draft cablelayer on order (newbuilding) from Germany's Bohlen & Doyen, Wismar.

During the past three years the yard has successfully completed two OSVs to pipelaying vessel conversions for Norway's DSND, the Group Vessel Director, Terje Tellefsen commented: "We were very satisfied with the work content and time scale in which these two \$20/\$25m (each) highly technical conversions were completed by Viktor Lenac."

Viktor Lenac has also crucial remarks on the original conversion specification, which was compiled by Danish engineering specialist Shiptech, employed by ASN.

The lack of general information has led to an increase in work far beyond normal shipbuilding/conversion "additions".

The steel content increased substantially leading to the conversion price more than doubling from the initial contract price.

## TIME-CHARTERS

? **Chitose** - (built 2000) 171,199 dwt delivery Rotterdam Mar 15/17 trip via Brazil redelivery China US\$12,500 daily Transfield.

? **Sunrise I** - (built 1981) 138,237 dwt delivery Cape Passero Mar 8/12 trip via Brazil redelivery China US\$9,500 daily Transfield.

? **Thalia** - (built 2001) 75,115 dwt delivery Yokohama Mar 15/17 trip via Newcastle redelivery Japan US\$7,150 daily Shinwa.

? **Rosalia D'Amato** - (built 2001) 74,500 dwt delivery Rotterdam Mar 6/9 trip via Riga redelivery China US\$10,000 daily Bulfracht.

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- ? **Goldbeam Trader** - (built 2001) 74,000 dwt delivery North China prompt trip and redelivery Taiwan US\$7,100 daily Farenco.
- ? **Halo Cygnus** - (built 1998) 73,937 dwt delivery South Japan prompt trip via South Australia redelivery China US\$6,150 daily Bunge.
- ? **Ikan Beliak** - (built 1999) 72,493 dwt delivery Hunterston spot trip 2 laden legs via Ponta da Madeira/ US Gulf redelivery Singapore-Japan range US\$9,250 daily Pan Ocean.
- ? **King Arthur** - (built 1997) 72,000 dwt 3.0 mln cu gr delivery El Ferrol prompt trip via east coast South America redelivery Skaw-Cape Passero US\$7,850 daily Augea.
- ? **CSK Unity** - (built 1995) 68,519 dwt delivery Haramachi spot trip via Nopac redelivery Taiwan US\$6,250 daily Daeyang.
- ? **Ateni** - (built 1982) 63,770 dwt delivery Amsterdam prompt trip via east coast South America redelivery Skaw-Cape Passero US\$6,250 daily Azur.
- ? **Axion I** - (built 1982) 63,100 dwt 13 on 31 plus 2.5 delivery passing Muscat outbound Mar 20/25 trip via Goa redelivery Japan US\$7,000 daily Jin Jiang.
- ? **Morning Sky** - (built 1996) 45,888 dwt delivery Black Sea prompt trip and redelivery Singapore-Japan US\$8,250 daily NYK Bulkship London (Fixed February 28).

## CASUALTY REPORTING

### 2ND LT. JOHN P. BOBO (U.S.A.)

Malta, Mar 1 — Ro/ro *2nd Lt. John P. Bobo* is still repairing at Valletta. — Lloyd's Agents.

### AHMET ERDOGLU (Turkey)

#### MARIN DRZIC (Croatia)

Rijeka, Mar 8 — Passenger *Marin Drzic* (99 gt, built 1954) sustained damage while berthed at Rijeka when she was in contact with general cargo *Ahmet Erdogan* (1991 gt, built 1981) which was manoeuvring in the port at the time. *Ahmet Erdogan* is presently under arrest at Rijeka as a result of the incident. — Lloyd's Agents. (Note — *Ahmet Erdogan* arrived Rijeka Mar 5.)

### ALBAKOR (Russia)

Gothenburg, Mar 7 — Trawler *Albakor* is still aground in the vicinity of Kullagrungs Light. The vessel's second officer was sentenced by the Court of Malmo to two months in prison for severe drunkenness at sea. — Westax Marine Services AB.

### ALTAVERDE (Philippines)

Manila, Mar 8 — General cargo *Altaverde* reportedly sailed Cebu today due to a cargo commitment. Thereafter she will undergo repairs. — Lloyd's Agents.

### BACO-LINER 1 (Liberia)

Nouakchott, Mar 7 — Barge carrier/c.c. *Baco-Liner 1* arrived and sailed Nouakchott Mar 1 bound Apapa/Lagos. — Lloyd's Agents.

### BIYA (Philippines)

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Manila, Mar 8 — Vessel *Biya* (478 gt, built 1981) Dipolog City for Cebu, in ballast, reported to have ran aground in vicinity of Lawis, Cebu at about 0040 hrs, Mar 5. Vessel refloated under own power at 0240 hrs, same day. She is presently docked at F.F. Cruz' private pier in Cebu City, undergoing bottom hull inspection. — Lloyd's Agents.

### BLACK PRINCE (Bahamas)



London, Mar 8 — At 0759 today passenger *Black Prince* was in lat 21 04 43.2N, long 79 47 48W, course 141 degrees at 17.6 knots.

### CINDERELLA (Finland)



Helsinki, Mar 8 — A short circuit in electrical equipment allegedly caused a fire on board Viking Line's passenger ro/ro *Cinderella* (46398 gt, built 1989) last night. The fire broke out in the vessel's night club at 0240 hrs as the vessel was returning from Tallinn to Helsinki. The fire was quickly extinguished but the smoke penetrated onto three decks. No serious injuries to the 1,708 passengers or 179 crew were reported. Two search and rescue helicopters were attending but nobody was evacuated. Vessel arrived at Helsinki Katajanokka Quay at 0420 hrs. Vessel is expected to return to normal service pm, today. — Lloyd's Agents.

Nicosia, Mar 9 — A press report, dated Mar 8, states: A fire broke out today on board passenger ro/ro *Cinderella* (46398 gt, built 1989) carrying 1,700 passengers from Helsinki to the Estonian capital Tallinn, forcing the vessel to turn back to port, the Finnish news agency FNB said. The fire broke out in the vessel's nightclub in the early hours of this morning. Thick smoke spread to three decks and passengers were evacuated from the nightclub and the cabins directly under the nightclub, sea rescue officials said. The vessel's crew was able to quickly put out the flames and no injuries were reported, although firemen were flown in from Helsinki as a precaution. The vessel was escorted back to port by a merchant vessel and two helicopters. The situation was calm on the vessel throughout the incident, officials said. The cause of the blaze was not confirmed, but electricity cables on the nightclub's stage were thought to be the origin. The ferry, which belongs to the Viking Line company, was expected to leave Helsinki for Tallinn later today. — Lloyd's List Correspondent

### DIANA Z. (Panama)

Balboa, Mar 7 — Bulk *Diana Z.* (17656 gt, built 1978), St. Petersburg for Lirquen with fertiliser, contacted bottom with her bulbous bow this morning, while manoeuvring to



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anchor in Gatun Lake, under control of a Panama Canal pilot. Vessel sustained several cracks which allowed ingress of water into the forepeak tank. Vessel remains at Gatun Lake awaiting decision on repairs. Class surveyor in attendance. An official canal enquiry will be held tomorrow morning. — Lloyd's Agents.

### DUISBURG (Antigua & Barbuda)

London, Mar 8 — Following received from Etel MRCC, timed 1105, UTC: General cargo *Duisburg* (1943 gt, built 1986), Rotterdam for Pasajes, was reported not under command with nets in propeller in lat 46 12N, long 03 52W, afternoon Mar 6. Vessel was towed to Bordeaux roads by supply *Alcyon*. Vessel is currently on roads awaiting divers.

### ESSEX (Liberia)

London, Mar 8 — A report in the Mar 8 issue of Newsfront, states: Oil trader Trafigura has finally been given permission to offload tank *Essex*, with a cargo of oil from Iraq, in Curacao. The vessel has been circling the Netherlands Antilles since Oct 24 after the UN mounted an investigation into allegations that part of her cargo was in breach of sanctions. Trafigura says it has agreed to pay the UN for the disputed 271,669 barrels of oil despite already having paid cargo supplier Ibex and incurred more than \$5 million in extra shipping costs. It is pursuing both sums through the courts. (See issue of Jan 14.)

London, Mar 8 — A report in the Mar 8 issue of Newsfront, states: Tank *Essex* on Mar 4 discharged some 270,000 barrels of Iraqi oil at the Bullen Bay refinery and has left the Netherlands Antilles area.

### FARO I (Panama)

London, Mar 8 — A press report, dated Mar 7, states: The Coast Guard continued to work with salvors today to free general cargo *Faro I* (801 gt, built 1975) since her grounding a mile east of Cape Florida a day earlier. Petty Officer Danielle DeMarino said the present plan is to offload 6,500 gallons of fuel and oil from *Faro I* tonight and at high tide tomorrow attempt to refloat the vessel by pulling her off a sandbar into deeper water with tugs. High tide is around 1620 tomorrow. If the vessel is refloated she will be inspected for any hull breaches, then towed into the port of Miami, she said. *Faro I* grounded around 0915 yesterday after she lost her engines and tried to drop anchor. Instead she drifted onto a sandbar and grounded. No one was injured, but the eight people on board the vessel went through a rough night as seas up to 6 feet battered the vessel. The Coast Guard has set up a safety zone around the vessel and broadcast warnings to mariners in the area to stay clear. *Faro I* was in transit from Miami to an unspecified dry dock in the Caribbean, Coast Guard spokeswoman Anastasia Burns said in a prepared release. In addition to the inspectors on board the vessel, the Coast Guard also dispatched an HH-65 Dolphin helicopter to check the area for pollution or leakage. None has been spotted so far. Cliff Berry, a pollution clean-up contractor, has been hired to assist. What caused the loss of propulsion and grounding is under investigation.

London, Mar 8 — Following received from Coast Guard Miami, timed 1425, UTC: General cargo *Faro I* was refloated at 0800, UTC, today and is being towed back to Miami.

London, Mar 9 — A press report, dated Mar 8, states: General cargo *Faro I* was pulled off a sandbar near Cape Florida and safely refloated around 0400, local time, today, the Coast Guard said. The salvage operation got under way after 4,000 gallons of fuel was offloaded from the 178-foot-long cargo vessel and the Resolve Towing tug *Atlas* attached lines and pulled it off the sandbar during high tide. Divers then checked the hull and found

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a 3-inch deep dent running from mid-ship forward about 50 feet but no breaches or leaks. Then the vessel was towed to the Miami River, where Cliff Berry, a pollution clean-up contractor, will place a boom around the vessel at her mooring. The boom is designed to contain and remove any oil going into the water. The *Faro I* grounded about a mile east of Cape Florida at 0915, local time, on Wednesday (Mar 6). Crew on the vessel said the vessel lost its engine and it grounded on a sandbar before they could anchor. The vessel was en route from Miami to a dry dock in the Dominican Republic when the accident occurred. The Coast Guard Marine Safety Office Miami continues to investigate the incident.

### FOLGEFONN (Norway)

London, Mar 9 — Information received from Sandnes, today, states: According to information manager at HSD, Bergen, passenger *Folgefonn* will be out of service at least two weeks. The vessel is now undergoing repair.

### GREYHOUND (Philippines)

Manila, Mar 8 — A sketchy report obtained suggests general cargo *Greyhound* (991 gt, built 1968) ran aground in the vicinity of Gingoog Bay/Butuan Bay sometime today. No further information currently available. — Lloyd's Agents.

### GRIFFON (Canada)

### ATLANTIC HURON (Canada)



London, Mar 8 — A press report, dated today, states: The Transportation Safety Board of Canada determined recently that several factors played a role in the Sep 25, 2000, collision involving bulk *Atlantic Huron* and icebreaker/tender *Griffon*. According to the board's report, *Atlantic Huron* was proceeding eastwardly across Lake Erie at night. The speed was 12 knots and visibility was good. As the vessel neared Pelee Passage light, her course was altered to starboard for a port-to-port passage with the approaching vessel

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*Lady Sandals* P. Further course alterations to starboard were made to provide more sea room. In doing so, *Atlantic Huron* struck the *Griffon*, which was at anchor. Both vessels were damaged but there was no pollution. Four people on board *Griffon* suffered minor injuries. The board determined that: Detection of *Griffon* by other vessels was hampered by her proximity to a large light structure and the light's RACON signal. Detection of *Griffon* was further exacerbated by assumptions of *Atlantic Huron's* watch stander that no vessel would anchor at that location at night. The VHF radiotelephone was not used to advantage by either *Atlantic Huron* to obtain pertinent information from the approaching vessel or by *Griffon* to broadcast a warning message. A Notice to Ships was not initiated by *Griffon* to inform other vessels of her location. *Lady Sandals*, which was approaching *Atlantic Huron* from the opposite direction, did not keep as close as was practicable to the starboard outer limit of the recommended route, where there was sufficient room for her to manoeuvre. *Atlantic Huron's* officer of the watch did not fully appreciate that his vessel was experiencing "squat," which reduced the manoeuvrability of the vessel. In its conclusion, the board recommended that vessel owners make sure crew members are fully trained in the use of electronic chart systems for navigation; and that vessel crews make full use of their radios to communicate their intentions to other vessels.

### **HAKUFU (Panama)**

London, Mar 8 — Following received from Coastguard Falmouth MRCC, timed 0700, UTC: Bulk *Hakufu* (15944 gt, built 1987) Falmouth for Russia, in ballast, 27 people on board, had main engine governor failure in lat 50 00.5N, long 05 45.6W at 0553, UTC, this morning. Repairs estimated to take three hours. Tug *Far Sky* appraised but not tasked at this stage.

London, Mar 8 — Following received from Coastguard Falmouth MRCC, timed 1104, UTC: Bulk *Hakufu* is anchored in Falmouth Roads. Vessel's engine can not be operated by her bridge. It is not known when repairs will be completed.

### **JODY F.MILLENNIUM (Panama)**

Wellington, Mar 7 — Bulk *Jody F. Millennium* completed discharge of all log cargo at Tauranga late evening of Mar 5. Diving work continues on repairs to the large hole in No. 5 starboard water ballast tank. The damaged rudder is to be removed and stowed on deck for the planned tow to Singapore for repairs. Earliest sailing date is estimated to be Mar 11. Discussions are still taking place about whether the heavy fuel oil now stored in topside ballast tanks needs to be removed before the tow commences. — Lloyd's Agents.

### **KASTEELBORG (Netherlands)**



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London, Mar 8 — A press report, dated today, states: General cargo *Kasteelborg* (6142 gt, built 1998) struck the pontoon of cafe Engel at Hamburg following engine trouble at 0945 yesterday. (Note — *Kasteelborg* sailed Hamburg Mar 7 for Skelleftea.)

Maassluis, Mar 8 — At 0940, local time, yesterday, general cargo *Kasteelborg*, Hamburg for Ronnskaer, contacted with the floating ferry ramp "Teufelsbruck" which sustained damage. All persons on board *Kasteelborg* were evacuated, with no injuries. Two tugs were underway to assist. *Kasteelborg* has now shifted to shed 02 for investigation. — *Lloyd's Sub-agents*.

Hamburg, Mar 8 — Due to engine breakdown general cargo *Kasteelborg* struck the harbour ferry jetty off Teufelsbruck Mar 7. The vessel sustained only minor damage according to the local ships agent. Damage to the ferry jetty is said to be considerable. Extent of damage can only be stated after inspection at a local shipyard. — *Lloyd's Agents*.

### **MAERSK LA GUAIRA (Antigua & Barbuda)**

Guayaquil, Mar 8 — C.c. *Maersk La Guaira* (11964 gt, built 1995) grounded at Guayaquil access channel, near Posorja, yesterday, while departing Guayaquil. Understand Titan salvage was called to assist and are now proceeding to the scene. — *Lloyd's Agents*.

### **MALMNES (NIS)**

Hull, Mar 6 — Bulk *Malmnes* sailed Immingham Mar 4, destination not known. — *Lloyd's Agents*.

### **OXANA TRADER (Antigua & Barbuda)**

Swansea, Mar 6 — General cargo *Oxana Trader* sailed Swansea Feb 7. — *Lloyd's Agents*. (Note — *Oxana Trader* subsequently passed Tarifa East Mar 6 bound Castellon.)

### **PLAYA DA CATIVA (Spain)**

London, Mar 10 — Following received from Coastguard Clyde MRCC, timed 0320, UTC: Fishing *Playa da Cativa* (859 gt, built 1989), 22 persons on board, in lat 54 51M, long 09 49W with fouled propeller and under tow of fishing *Beiramar Tres*. Proceeding to Killybegs, ETA 2100, UTC. Co-ordination handed over to Coastguard Dublin MRCC at 0245, UTC.

### **RIMA S. (Syria)**

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Malta, Mar 1 — C.c. *Rima S.* is still repairing at Valletta. — Lloyd's Agents.

### SANTA ROSA (Liberia)

Rio Grande, Mar 6 — Bulk *Santa Rosa* arrived Rio Grande Mar 2 from Paranagua. — Lloyd's Agents

### SPRING BREEZE (Malta)

London, Mar 7 — Bulk *Spring Breeze* (16829 gt, built 1984) experienced sea suction problems off Baie Comeau at 1350, Mar 6, while proceeding up the St. Lawrence River in icy conditions. Subsequent suction problems off Sault-aux-Cochons resulted in a black-out.

### TEMPO II (U.S.A.)

London, Mar 8 — A press report, dated Mar 7, states: Fishing *Tempo II* (95 gt, built 1966), a clam vessel with three persons on board, sank in the Atlantic Ocean near the East Rockaway Inlet, yesterday afternoon, Nassau police said. The three men were rescued a short time later by another commercial fishing vessel and rushed to land by a Nassau County Marine Bureau boat. The men were treated at Long Beach Hospital for hypothermia and released last night. Frank Sabatino, his son Matthew, both of Brooklyn, and Byron Daley, of North Bellmore, were working on board the *Tempo II* about 1500 hrs, when the load on board shifted and the vessel started to take on water, police said. The men called for help on marine radio, and another fishing *Amanda Tara*, found the men about four nautical miles west of the inlet just off Rockaway Beach. *Tempo II* was based at the Hog Island Channel in Oceanside. Police are investigating the cause of the sinking.

## SHIPYARD NEWS

### ROUTE, PORTS & SERVICES

#### Steel carrier awaits developments

WESTERN Bulk Carriers, the Oslo-based bulk shipping group that has carried significant volumes of steel to the US market, is waiting for more information from Washington before deciding on a response to the Bush administration's steel import tariffs. "We, too, are asking what the impact will be," said Flemming Bull, director of Atlantic steel trades at WBC. "Until the dust settles, it is difficult to see the way ahead. There are rules and exceptions to these rules and they need to come through from Washington before we can say anything." WBC has carried between 2M and 4M tonnes of steel to the US each year for the past three years, mainly from the countries of the former Soviet Union. Bull has been in contact with some of these customers, who are also awaiting developments. "The decision did not come as a surprise. It has been talked about for six months," he told Fairplay.

## Redding havenpool SHB in zicht

**Rotterdam** - De Rotterdamse havenpool SHB kan voorlopig voortbestaan. Een dreigend faillissement lijkt afgewend nu uitkeringsinstantie UWV/GAK het noodlijdende uitzendbureau heeft laten weten dat van de 951 verzoeken om een WW-uitkering er 288 zijn afgewezen.

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Deze 288 havenwerkers, van wie de namen niet bekend zijn, moeten opnieuw in vaste dienst worden genomen. De andere 663 SHB'ers krijgen een oproepcontract.

„Eindelijk is er duidelijkheid," reageert directeur E. Janssen van de SHB opgelucht. „Ik had natuurlijk liever 951 gehonoreerde verzoeken gehad, maar dit ziet er op het eerste gezicht goed uit. De aanvullingsregeling komt niet in gevaar." Woensdag is er overleg tussen de directie en FNV Bondgenoten. De vakbond praat dinsdag al met juristen over de gevolgen van de uitspraak. Werknemers hebben zes weken de tijd om bezwaar te maken. Voorzitter J. Maters van de ondernemingsraad van de SHB was gisteren minder opgetogen: „Ik vind het een behoorlijk aantal. Wij moeten nog zien hoe het verder moet."

De Drentse ondernemer E. Oomen, die de havenpool SHB wil overnemen, blijkt nog meer plannen voor het Rijnmondgebied te hebben. Hij denkt aan een zogeheten winkelstraat-distributiecentrum inclusief automatische wasstraten. Met de bouw van het ruim drieduizend vierkante meter grote complex zou dit najaar moeten worden begonnen. Oomen, die nog bezig is met de financiering en het aanvragen van de vergunningen, heeft voor vestiging van het centrum zijn oog laten vallen op de Spaanse Polder.

Het project, dat ruimte moet bieden aan zeshonderd vrachtwagens en andere auto's, zou kunnen worden bestemd voor de distributie van bedrijven als Blokker en Marskramer. Rotterdam is voor Oomen een proef. Bij succes denkt hij aan vestigingen in Roosendaal, Amsterdam, Arnhem, Eindhoven en zijn woonplaats Hogeveen. Ook België staat op het wensenlijstje.

Het distributiecentrum in Rotterdam zou werk moeten bieden aan tweehonderd mensen en er zijn vijftig personeelsleden nodig op afroepbasis. Volgens Oomen kunnen werknemers van de SHB die komende jaren boventallig worden er aan de slag.

## Zeehaven krijgt geld voor herstructurering

Zeehaven IJmuiden heeft van het ministerie van economische zaken 2,2 miljoen euro gekregen voor herstructurering van haar bedrijventerrein.

De subsidie, die geldt tot 2004, wordt gebruikt voor een opknapbeurt van de Kop van de Haven en de sloop van vishal F plus de sanering van de onderliggende grond.

Zeehaven-directeur Th. Dekker is uitermate tevreden met het toegezegde bedrag. „Dit is precies waar we om hebben gevraagd."

Het geld komt uit het TIPP-potje dat het ministerie beschikbaar heeft gesteld voor diverse projecten in het land. De provincies Noord-Holland, Overijssel, Gelderland, Noord-Brabant, Utrecht, en Zuid-Holland hebben elk hiervoor 6,8 miljoen euro subsidie gekregen voor de ontwikkeling en herstructurering van bedrijventerreinen.

Bedoeling is dat met het geld voor Zeehaven IJmuiden de bazaltblokken bij de Kop van de Haven worden rechtgelegd. Tevens komen diverse parkeerplaatsen bij dit uiterste puntje van de haven, aldus Dekker. Ook staan nieuwe bankjes bij de Kop van de Haven op het programma.

Met de sloop van vishal F aan de Halkade hoopt Dekker de entree van en naar de haven te verbeteren. Op de vrijgekomen ruimte kunnen nieuwe bedrijven zich vestigen. Het neerhalen van de oude vishal

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kan overigens nog een tijdje duren.

De herstructurering van het havengebied komt voor op een projectenlijstje dat de provincie Noord-Holland vorig jaar bij het ministerie heeft ingediend. Een onafhankelijke commissie heeft vervolgens het initiatief bekeken op de haalbaarheid.

Overigens zijn alle ingediende projecten van de provincies goedgekeurd. In totaal gaat het om ruim 260 hectare nieuw bedrijventerrein en ongeveer 800 hectare te herstructureren terreinen.

### PSA hopes to buy 80% of Belgium's terminal operations

(SINGAPORE) PSA Corporation is moving ahead with the finalisation of its purchase of a majority stake in Belgium's terminal operations, expected later this month.

Deputy group president (international) Goon Kok Loon told The Shipping Times: 'PSA is happy to learn that the merger between Hessenatie and Noord Natie has been concluded.

'We are now one step closer to acquiring the merged entity Hesse Noord Natie (HNN) following the Sale and Purchase Agreement signed between CMB (owner of Hessenatie), Noord Natie and PSA on April 30, 2001.

'PSA is committed to working with its Belgium partners towards the successful acquisition of a majority shareholding in HNN.'

The merger of the two former rivals, which dominate container handling in Europe's third busiest port, was delayed by 'technical problems with environmental regulations' despite being granted approval by the European Competition Board in August 2001.

PSA is now expected to acquire 80 per cent of HNN, giving the Singapore terminal operator its long-awaited key foothold in the prosperous northern European trading hub, with the lion's share of cargo handling at 22 existing terminals in Antwerp and Zeebrugge, as well as the right to operate a number of new developments.

In 2000, both companies processed a combined volume of around 54 million tonnes, including 3.6 million TEUs, earning combined revenues of about 450 million euros (\$ 715.72 million).

A controversial expansion project at Antwerp will add a further 5.8 million TEU capacity to the port - the majority of which PSA will control.

### Minister slams Adsteam hikes

AUSTRALIA'S transport minister John Anderson has condemned Adsteam Marine's **towage price increases ranging from 11.7 to 26.2 per cent** at Sydney, Melbourne, Brisbane and Adelaide. Anderson said he was "surprised and disappointed" that Adsteam had ignored the recent rejection of its price increase notification by the Australian Competition and Consumer Commission (ACCC). He expressed particular concern about Adsteam's action "given its virtual monopoly of towage services in Australia's capital city and regional ports". The minister urged the towage operator to reconsider and to participate in the Productivity Commission inquiry into harbour towage and related services – due to take six months – before determining its final decision. Shipping companies have already expressed shock at Adsteam's decision to press ahead with the increases. Adsteam argues that the move is fully justified as towage rates have not risen at Port Botany (Sydney), Adelaide and Brisbane for a decade or more and that the company needs to generate a reasonable return from the operations.

## **Star Princess Arrives At Port of Los Angeles**

**Largest and Most Amenity-Filled Cruise Ship Ever on West Coast**

**Begins Inaugural Mexican Riviera Season**



Princess' newest ship, the 109,000-ton **Star Princess**, sailed into the Port of Los Angeles in San Pedro Sunday morning, making her the largest cruise ship ever to call at the port. Her arrival marked the end of a 26-day inaugural sailing across the Pacific from Singapore, where she was met with much fanfare. Star Princess will now be based in Los Angeles for the spring season.

Following a series of preview cruises, the vessel will depart on March 16 for her first Mexican Riviera sailing. Literally the biggest

and most amenity-filled cruise ship to hit West Coast waters, Star Princess will offer this seven-day roundtrip itinerary through April, followed by a summer season of Gulf of Alaska cruises.

"There's never been anything like Star Princess on the West Coast," said Dean Brown, Princess' executive vice president of customer service and sales. "This ship is truly a destination unto herself, with endless options for each passenger to customize his or her cruise."



**Princess Theatre.** The Princess Theatre is a full theatre at sea with a 36-foot proscenium arch stage, comfortable, perfect-view seating and lavish art-deco decor.

Star Princess provides her 2,600 passengers with the same unique design and innovative features that made her sister ships, Grand Princess and Golden Princess, two of the most popular cruise vessels sailing today. Among the special amenities are multiple dining rooms and show lounges, one of the largest casinos at sea, an expanded youth center with activities for three age groups, the largest spa facility in the fleet offering the company's extensive new lineup of services, a 24-hour AOL Internet Cafe and a dedicated wedding chapel for Princess' exclusive wedding-at-sea program -- featuring an online "wedding cam" to broadcast the nuptials to loved ones at home.

On board, passengers will have plenty of opportunities to tailor their vacation with the line's innovative Personal Choice Cruising program. One of its key elements is the popular Personal Choice Dining experience, which provides passengers with many dining alternatives featuring diverse atmospheres and cuisine. In the main dining rooms passengers can choose between the restaurant-style Anytime Dining option, allowing them to dine when and with whom they wish between the hours of 5:30 p.m. and 10 p.m.; and Traditional Fixed Seating -- with an assigned dining time, tablemates and wait staff. Or, they can choose among other special eateries, including an Italian trattoria, a southwestern restaurant and a 24-hour buffet and bistro.



## DAILY SHIPPING NEWSLETTER

**Mini-Suite with Private Balcony:** Twin beds which make up into a queen-size bed, a private balcony, refrigerator, and TV make these accommodations like a home away from home. With a spacious closet and a bath with shower who can resist?



Like her sister ships, Star Princess features three main show lounges and three main dining rooms -- also Princess exclusives -- a swim-against-the-current pool, a nine-hole putting course, and a trademark nightclub/observation lounge set dramatically atop the rear of the vessel and accessible only by a glass-enclosed, moving "skywalk." The ship also offers more than 700 balcony cabins, another Princess trademark.

Star Princess' Mexican Riviera route takes in the fun and excitement of many favorite "South of the Border" ports, including Puerto Vallarta, Mazatlan and Cabo San Lucas. In summer the ship sails between Vancouver and Seward on the line's famed "Voyage of the Glaciers" itinerary with calls at Ketchikan, Juneau and Skagway, and also visits the awe-inspiring Glacier Bay National Park on every cruise.

Princess Cruises, one of the best-known names in North American cruising, is a global cruise and tour company. Part of P&O Princess Cruises plc it operates 11 ships on 150 different itineraries calling at nearly 260 ports around the globe.

## Belgische baggerbedrijven bestellen zeven slijkbakken bij Chinese werf

Twee Belgische baggerbedrijven, het grote Jan de Nul en de kleine firma Heirman Deroeck, laten in China respectievelijk vijf en twee slijkbakken voor de binnenwateren bouwen. De Antwerpse firma Maxx Logistics, die als aannemer en logistiek coördinator optreedt, plaatste de order. Maxx, waar het voormalige Maas Binnenscheepvaart deel van uitmaakt, heeft hiervoor een samenwerkingsovereenkomst gesloten met de Delian Shipbuilding Industry Corporation (DSIC), onderdeel van de grootste van de twee staatswerfcombinaties in China. Op vervolgoorders bij Delian is ook al uitzicht, meldde Maxx vorige week dinsdag tijdens een bezoek van de Delian top aan Antwerpen.

De samenwerking tussen DSIC en Maxx Logistics is tot stand gekomen via zakencontacten van de Antwerpse scheepsbouwconsultant Amedée van de Vijver, voorheen werfdirecteur van Fulton. Hij behartigt de scheepsbouwtechnische zaken, Maxx staat in voor de voorfinanciering van de orders en het transport van de casco's naar West Europa. Maxx Logistics was ook al verantwoordelijk voor het vervoer van de Ruijtenberg casco's van binnenvaartcontainerschepen dat jongstleden november vanaf een andere Chinese werf per zeeschip in Rotterdam arriveerde.

## NORTHSEA SUPPLY VESSELS DAYRATES

### North Sea offshore supply vessel dayrates (GBP)

Type	25 Feb 1 Mar	18 - 25 Feb	11 - 18 Feb	4 - 11 Feb
Large PSVs	5500-6250	9000-9000	10,000-10,500	0-0

## DAILY SHIPPING NEWSLETTER

Small - Medium PSVs	3750-5000	0-0	6500-8500	4500-8500
AHTS (BHP <12,000)	3250-5000	5200-6000	5000-11,500	3000-10,000
AHTS (BHP >12,000)	4600-10,500	4600-8500	7500-14,500	7000-17,500

## NAVY NEWS

### Combat diary from the Falklands war



**Top : HMS Glamorgan operating offshore the Falklands without pennant number**

( photo : Collection Piet Sinke )

IAN Inskip was living under threat of court martial when his ship the **Glamorgan** was ordered to the South Atlantic at the start of the 1982 Falklands campaign.

Somewhat ironically one of the first problems he, as navigating officer, had to deal with was the shortage of charts of the Falklands area.

Inskip's court martial was on the grounds that he had been using an 1849 chart when the vessel grounded during exercises off the Omani coast.

As a sub-lieutenant, Inskip said he had read that records kept in war were even more important than records kept in peacetime. So he kept a detailed diary of his experiences in the Falklands campaign which, together with the diaries and reminiscences of crewmates, form the basis of his book.

Day by day Inskip meticulously charts the Glamorgan's progress south, with details not only of the crew's preparations for war but of the deteriorating political situation, attempts to avoid out-and-out conflict and news from families at home.

"It was perhaps worse for the families than ourselves," Inskip writes. "We at least knew when we were in immediate danger and when we were relatively safe. The families, bombarded by jingoistic media, worried all the time."

Peace talks finally broke down on April 20 when Glamorgan was 250 miles from the 200-mile exclusion zone established round the South Atlantic islands.

The ship's first full day of fighting was to be on May 2.

## DAILY SHIPPING NEWSLETTER

Perhaps unsurprisingly, Inskip dismisses theories of a conspiracy around the sinking of the *Belgrano* and the disappearance of logs aboard *Conqueror*, which sank her.

There is a graphic description written by Petty Officer Keith Balston of how the crew felt on hearing the news that the *Sheffield* had been hit by an Exocet missile. "She is finished, a burning wreck — done by an Exocet. The very word brings fear to us."

The only welcome news at this time, according to Inskip, was that plans for his court martial were abandoned.

*Glamorgan* was to meet her own Exocet in June, with the loss of 13 of her crew. There is a dramatic and moving account of the attack and its aftermath.

*Glamorgan* was the first warship in the world to survive an Exocet strike. Postwar navy publicity was to use the ship as an example to which other ships would have to measure up in an attack.

As the 20th anniversary of the war approaches Inskip provides an important insight into what it was like to be there.



*HMS Ardent mortally damaged with 22 men killed and 30 injured. The frigate standing by is probably HMS Yarmouth which took off "Ardent's" survivors*



## AIRCRAFT / AIRPORT NEWS



Boeing 737-36N G-ECAS in the new colours of **BMIBABY**, made March 9<sup>th</sup> at East Midlands, the new EMA based low cost subsidiary of bmi British Midland. ( **Photo: Danny Hill** )

## DAILY SHIPPING NEWSLETTER

# RIJNMOND WEATHER

dinsdag 12 maart

9 uur 's ochtends:  
temperatuur: 7 graden  
kans op neerslag: 70%  
wind: zwak (11 km/u) uit ZO

5 uur 's middags:  
temperatuur: 10 graden  
kans op neerslag: 40%  
wind: matig (14 km/u) uit ZO

.... SHIP OF THE DAY ....

## CSO DEEP BLUE



The **CSO Deep Blue** is the world's largest purpose-built ultra deepwater pipelay and subsea construction vessel. It can lay flowlines and umbilicals, and support developments in water depths ranging from 75m to 2,500m. The CSO Deep Blue has an overall length of 206.5m and a moulded breadth of 32m. It has a moulded depth of 17.8m and an operating draught of from 7.5-8.95m, with a 10m maximum of draught. It has a 55,234t displacement and is 33,791gt. The upper deck aft of moonpool can withstand loading of 14lb/in<sup>2</sup>. Loading for the moonpool covers is 4lb/in<sup>2</sup>, and the rest of the upper deck is 7lb/in<sup>2</sup>. It has a free deck area (aft of the moonpool) of approximately 7,400ft<sup>2</sup>.



## DAILY SHIPPING NEWSLETTER

### PIPELAY

It can carry out rigid pipelay (reeling) of up to 5,500t of 4-18in pipe or 4,000t of 4-26in rigid pipelay (J-Lay). Alternatively, it can lay up to 5,764t of 2-16in flexible pipe. Its maximum payload of 11,023t can consist of either 2 rigid reels (5,511t), flexible lines in two carousels (2000t and 1500t), eight portable 300t reels, 4000t rigid pipe strings or 3000t of subsea structures.

Three cranes assist operations:

- ? Crane 1 is a telescopic box boom, ram-luffing type located between main reels on centreline forward. It has a 12t capacity at 15m
- ? Crane 2 is a telescopic box boom, ram-luffing type on the starboard side aft of main reels. It has a 30t capacity at 32.75m
- ? Crane 3 is a lattice boom, rope-luffing type with a 15m flying jib and anti heave compensation. It can lift 400t at 18m



### ENGINES

The **CSO Deep Blue** has a total installed normal power of 33.6MW at 6.6kV (45,000hp) and 1MW at 440V emergency power. It has a transit thrust power of 14MW (three thrusters in use) or 25.6MW (eight thrusters in use) for DP.

The vessel is equipped with eight thrusters:

- ? Two 5.5MW (7,000hp) KaMeWa type UUC 7001 non-retracting azimuthing thrusters aft for propulsion and DP
- ? One 3MW (4,000hp) KaMeWa type UL 4001 retractable azimuthing thruster aft for propulsion and DP
- ? Three 3MW (4,000hp) KaMeWa type UL 4001 retractable azimuthing thrusters forward below keel for DP
- ? Two 1.3MW (1,740hp) KaMeWa type TT2200-BMS-CP tunnel thrusters in the bow used for DP and manoeuvring



## DAILY SHIPPING NEWSLETTER

All azimuthing thrusters have fixed pitch propellers at variable speed. The tunnel thrusters have a controllable pitch propeller and fixed speed.

The machinery for power generation and propulsion is controlled by a fully integrated Kongsberg system. Integral with this is a Kongsberg Simrad SDP-22 Dual redundant dynamic positioning system. Reference systems provided include three Robertson RGC11 gyrocompasses, one MRU 5 vertical reference unit, two MRU 2 vertical reference units, three DEIF879 wind sensors and two Sercel DGP systems.

There is also a hydro-acoustic system (HIPAP), a KS mark 8 lightweight taut wire and an Artemis Mk IV.

The vessel has a 29,606bbl fuel capacity, giving it a transit period of 50 days (90 days standby conditions). It can also store 377bbl of hydraulic oil, 5,629bbl of fresh water and 9,082bbl of technical water. It has 121,695bbl of ballast and a 10,409bbl flume tank.

Hotel accommodation is provided for a total complement of 120 persons, comprising four executive single-occupancy cabins, 18 single-person cabins and 49 two-person cabins.

Lifesaving appliances include four 60-man TEMPSC, located two port and two starboard of accommodation. Inflatable life rafts are installed on the upper deck with 100 per cent POB capacity port and starboard.

Sikorsky S61 N type helicopters can also be accommodated on the helideck.



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

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>