

## DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : -04-2002



## EVENTS, INCIDENTS & OPERATIONS

### ROC ship to be delivered, at last

GREEK cruise operator Royal Olympic Cruise Lines and German shipyard Blohm + Voss have reached an agreement over the delivery of ROC's new US\$177m, fast cruise ship, **Olympia Explorer**. The 28 knot ship is to be delivered in Hamburg "in time for commencement of its summer season service". The announcement ends a year-long dispute over alleged technical problems which delayed the hand-over to the owner.

ROC says that the 836-passenger ship will start its cruise schedule on May 3 and the initial cruises from Piraeus and Venice are already sold out. Neither party will disclose details of the deal but Royal Olympic Cruises' Chief Executive Officer, Yiannos Pantazis, says: "This is a great day for Royal Olympic. We have worked hard over many months to be in a position to offer ROC passengers, agents and the market an outstanding cruise product. This has now become possible due to the agreements we have reached with the shipyard

### Five bid for Tuticorin dredging

FOUR foreign and one Indian dredging firms have submitted bids for dredging of the dock basin at the new eighth cargo berth in Tuticorin port on India's east coast. The overseas bidders are Jan de Nul, Boskalis International, Van Oord ACZ and Dredging International. The lone Indian bidder is Kandla-based Jaishu Shipping. The eighth berth has been completed, at a cost of Rs250M (\$5M), but the current 7 m-draught is inadequate for larger vessels, so it is to be deepened to 11.9 m at an estimated cost of Rs450M. The job involves removal of about 450,000 m<sup>3</sup> of rocky material from the basin. Industry sources say the berth may be used for container handling

### Carnival fined for dumping waste

CARNIVAL Corp, the world's largest cruise operator, has been fined \$18M after pleading guilty to six felony charges. The fine was imposed following allegations that engineers on six cruise ships illegally dumped oily waste by fraudulently operating equipment and then falsifying records between July 1998

## DAILY SHIPPING NEWSLETTER

and January 2001. US authorities called the polluting offences “a blatant and systematic disregard for laws,” after the crew tricked sensors on oil content meters to discharge oily water off south Florida and the Caribbean. Carnival said it “accepts responsibility for the conduct that is the subject of the guilty plea.” A team including the Department of Justice, US Coast Guard, FBI and US Customs carried out the two-year investigation. Half the fine would be paid to environmental groups and the company instituting an environmental compliance programme costing about \$10M annually. Authorities called Carnival, led by high-profile chairman and CEO Micky Arison and estimated by Forbes to be worth \$3.6Bn, “greedy” for taking the illegal cost-cutting measures.

## MSC threatens to leave La Spezia



MEDITERRANEAN Shipping Co has reportedly threatened to leave the Italian port of La Spezia following delays in the planned dredging of the port. Sources in La Spezia said the Geneva-based container carrier would be unable to fully load its 6,500-TEU vessels due to a lack of draught in the access channel to the container terminal.

Left: MSC Venezuela

Photo : Jan van der Klooster

MSC had given a deadline to the port authority to carry out the dredging and warned that if this were not met, the company might relocate to Genoa's VTE Voltri terminal. Lengthy bureaucratic delays in Rome are said to be the cause; the port authority is now pressing the environment minister for final approval. Neither MSC nor La Spezia Container Terminal were prepared to comment.

## Stowaways rescued from 'coffin'

LONG-RUNNING stowaway problems in the Dominican Republic have been highlighted in the US after 11 Dominicans nearly died in a container in Miami. The men entered the container at Santo Domingo and the box was loaded on the 3,000-DWT dry cargo vessel [Carib Trader](#). The stowaways expected a three-day journey to the US, but the ship diverted to another port before arriving in Miami. They were not discovered until seven days later, in foetid conditions and close to death, at a container yard outside the port. Fire crews who rescued the men described the 40-ft container as a “coffin”. Mike Leon, security manager for the ship's agent, Antille Marine, said the company paid to repatriate seven men this weekend. Another four have yet to be released from hospital. Leon said stowaways were a common problem in the Dominican Republic and were “well trained” to plan and survive sea journeys. This, however, was the first time Antille Marine had discovered stowaways, he said.

## Warships providing escort through Straits

**India joins US and coalition in support of Operation Enduring Freedom**

The Indian navy has joined US and coalition warships in escorting ships through the pirate-prone Malacca Straits, according to a US Navy spokeswoman.

US Navy public affairs officer Lt Leslie Hull-Ryde told Shipping Times that an Indian navy vessel had recently joined US warships - which currently include two frigates and one cruiser - in escorting what

## DAILY SHIPPING NEWSLETTER

she described as 'non-combatant' vessels.

She said the US Navy, along with its coalition partners, has been escorting vessels through the Straits, 'as a result of and in direct support of Operation Enduring Freedom'. This includes US Navy logistics vessels and other merchant marine vessels carrying cargo needed in support of the Enduring Freedom operation in the Arabian Sea and elsewhere, such as food, fuel, spare parts and other supplies.

Lt Hull-Ryde emphasised the escorts were in place only for vessels directly involved in the support of the Operation and did not extend to other commercial vessels.

Although she said the escorts were not part of the region's fight against the problem of piracy in the Straits, the head of the Piracy Reporting Centre in Kuala Lumpur, Noel Choong, welcomed the move, saying their presence would help deter the pirates.

The number of pirate attacks in the Straits dropped to 17 last year from 75 in 2000, according to the centre. Up to 600 ships ply the narrow Straits each day. Speaking to AFP, Mr Choong said the escorts were timely as there was concern that ships in the area could be used in terror attacks, saying: 'They can hijack an oil tanker and ram it into a port'.

## CASUALTY REPORTING

### Tall ship Elissa, tanker collide

Vessels' damage said to be minor



The restored 19th century sailing ship **Elissa** was involved in a collision Saturday with a tanker in the Houston Ship Channel.

Neither the Elissa nor the tanker was severely damaged, Coast Guard officials said, and both continued their voyages.

An investigation by the Coast Guard's Vessel Traffic Service for Houston and Galveston is to determine what happened.

But, Coast Guard officials said, the accident was a "very minor" collision and "in just a matter of a couple of minutes everything was fine."

Sherelyn Mitchell, who witnessed the incident from her husband's boat, said it appeared the Elissa got caught by the current of the tanker and struck its stern. The impact apparently cracked the Elissa's bowsprit, which Mitchell said was no longer straight.

The accident occurred about 11:30 a.m. in the channel near Morgan's Point. There were no injuries on either vessel.

It was not immediately known what the tanker, the Eagle Augusta, was carrying, but officials said there was no pollution to the channel from the accident.

The 1877 tall ship Elissa is the flagship of the Texas Seaport Museum and is usually docked at Pier 21 in Galveston. The Galveston Historical Foundation and hundreds of volunteers keep the square-rigged ship afloat.

## DAILY SHIPPING NEWSLETTER

According to the museum's Web site, the *Elissa* is an artifact from a bygone era, one of only a few ships of the class that still sail. Since its restoration it has become a fully functional vessel that sails annually in the Gulf of Mexico.

The *Elissa* is a three-masted, iron-hulled sailing ship built in 1877 in Aberdeen, Scotland, according to the Web site. The ship has nineteen sails with more than one-quarter of an acre in surface area. It is 205 feet long and stands 99 feet, 9 inches tall at the main mast.

The volunteer crews train each year for six months before sailing the *Elissa* during March sea trials.

### **ALBAKOR (Russia)**

Göteborg, Apr 22 — Trawler *Albakor* sailed Ystad port at 0100, Apr 19, assisted by vessel *Wolf 5*. — Westax Marine Services AB.

### **ALGOWOOD (Canada)**

Troy, Michigan, Apr 21 — Bulk *Algowood* picked up its anchor yesterday morning at 0630 hrs and proceeded to the North Entrance of the breakwall where it was met by the tugs *Peninsula* and *George N. Carleton*. *Algowood* was guided to the entrance of the drydock at which point Pascol Engineering Workers took the lines and placed them on the shore bollards. The crew of *Algowood* then operated the deck winches and pulled the vessel slowly into the drydock as the workers walked the lines from bollard to bollard along the dock. After the gate was secured, the water was pumped out. At around noon officials were surveying the damage. — "Great Lakes & Seaways Shipping."

### **AMAZE (St. Vincent & Grenadines)**

London, Apr 22 — Following received from Madrid MRCC, timed 0530, UTC: General cargo *Amaze* is still aground. (See issue of Apr 22.)

Piraeus, Apr 22 — General cargo *Amaze* remains aground at present. Dredging work around the vessel is expected to commence today or tomorrow to enable refloating to be attempted later. — Tsavlis Salvage (International) Ltd.

### **CANMAR TRIUMPH (Bermuda)**

Cádiz, Apr 22 — C.c. *CanMar Triumph* is still under repairs at IZAR Cádiz. We understand repairs will finish later this week. — Lloyd's Agents. (See issue of Apr 11.)

### **CAPRI EXPRESS (Italy)**

Naples, Apr 22 — Owners have confirmed that passenger ro/ro *Capri Express* is still under repairs, date of going back into service still not available. — Lloyd's Agents.

### **DA QING 49 (China)**

Shanghai, Apr 22 — Bulk *Hebei Express* has now left Shanghai, destination unknown. Tank *Da Qing 49* is undergoing repairs at Li Feng Shipyard of Shanghai. — Lloyd's Agents.

### **EGASCO FORTUNE (Egypt)**

Alexandria, Apr 22 — Bulk *Egasco Fortune* is still at Alexandria port. Its cargo of rotten rice is still on board. There is no change in its situation. — Lloyd's Agents.

### **INSIKO 1907 (Indonesia)**

## DAILY SHIPPING NEWSLETTER

London, Apr 21 — A dog has been spotted alive on the deck of tank *Insiko 1907*, adrift in the Pacific Ocean. The animal was discovered by the US Coast Guard making an aerial inspection of the vessel, 400 kilometres east of Johnston Island. The vessel has been drifting unmanned since Apr 2. It was rediscovered by the Coast Guard after a search to determine whether it posed an environmental threat to Johnston Island. (See issue of Apr 15.)

London, Apr 22 — A press report, dated today, states: A fishing crew rescued a dog Sunday (Apr 21) from abandoned tank *Insiko 1907* where it had been adrift for 19 days, Humane Society officials said. The Coast Guard had been searching for the vessel to determine if it posed an environmental hazard to Johnston Island, about 825 miles southwest of Honolulu, Coast Guard Petty Officer David Mosley said. The crew of the C-130 spotted it 250 miles east of the island, and the Coast Guard notified a salvage company. After the spotting Saturday (Apr 20), Lt. J.G. Mia Dutcher said the Coast Guard reported the tanker's position to American Marine Corp., the salvage company the society hired to find the vessel and rescue the dog. American Marine directed a fishing vessel and a tug and barge about 80 miles away to go to the area, Dutcher said. The Coast Guard hadn't made an effort to track down the vessel earlier because it was in international waters. It was expected to take a day or two for the Coast Guard to analyze data to determine whether it will have to intervene to protect the Johnston Island from potential harm posed by the tanker, Mosley said.

### KATRAN (Estonia)

London, Apr 22 — Following received from Coastguard Aberdeen MRCC, timed 2212, UTC, Apr 21: General cargo *Katran* in lat 59 20.0N, long 00 20.4E at 2132, UTC, is in tow of ref *Jaan Ivald* bound Kaliningrad.

London, Apr 22 — Following received from Coastguard Aberdeen MRCC, timed 1239, UTC: General cargo *Katran*, under tow of ref *Jaan Ivald*, is now believed to be clear of UK Search-and-Rescue region and proceeding towards Kaliningrad. Incident considered closed.



### LEOPARD OF LONDON (United Kingdom)

Ymuiden, Apr 22 — Wijsmuller Salvage BV have successfully salvaged yacht *Leopard of London*. Tug *Sigyn* safely towed it into Corunna during the morning of Apr 18 and it is now moored there. — Wijsmuller Salvage BV.

Left : SIGYN

Photo : Willem Koper

### MILLENIUM BALTIC (Liberia) - MILLENIUM OSPREY (Cayman Islands)



## DAILY SHIPPING NEWSLETTER

London, Apr 22 — Small creditors' efforts to secure their dues in the Millenium Seacarriers bankruptcy have been complicated by the US Trustee's decision to adjourn the application to convert the case to Chapter 7 until Sep 18. The motion was scheduled to be heard at the US Bankruptcy Court in New York on Wednesday (Apr 24). It was brought on the grounds that Millenium was administratively insolvent. Tracy Hope Davis, the US Trustee, refused to provide a reason for the postponement. Millenium's creditors are collectively owed about \$7m. They do not have a common counsel. However, six of them -Canfornav, IHI Marine, the Liberian International Ship and Corporate Registry, Omni Navigation, Orient Shipping Rotterdam and Universal Oil - have brought a new motion for the appointment of a Chapter 11 trustee or the conversion of the Millenium case to Chapter 7. In general terms a Chapter 7 bankruptcy cancels most of the company's debts and allows the trustee to liquidate eligible assets for this purpose. The US Bankruptcy Court in New York is scheduled to hear this case on May 8. The court will also hear a motion brought by Millenium to secure payment of about \$1m in costs and expenses from the collateral or Allfirst Bank and Wayland, the indenture trustee and principal bondholder respectively. The figure includes \$475,000 in legal fees due to Millenium's counsel, \$330,000 for ship supplies and \$17,750 due to the US Trustee. These sums are being sought on a so-called "super priority" lien, outranking earlier claims such as legitimate crew wages that Wayland has already indicated a willingness to pay. Wayland's intended response to this motion could not be ascertained yesterday. Meanwhile, the fate of the money owed to the 18 creditors who objected to the transfer of Millenium's fleet to its bondholders will be decided at a hearing scheduled at the US Bankruptcy Court in July. This will be disposed of under a so-called "adversary proceeding" between the 18 claimants as plaintiffs and Millenium, Allfirst and Wayland as defendants. In yet another development, Millenium's legal counsel is seeking to enforce legal sanctions of approximately \$500,000 against parties that have arrested Millenium vessels during the past month. A permanent injunction from the US Bankruptcy Court dated Mar 20 enforces sanctions of \$20,000 a day on such parties. Christopher Graham, of Millenium's law firm Thacher Proffitt & Wood, said "at least three" such instances had been identified. A sub-charterer effected an arrest of bulk *Millenium Baltic* in Gibraltar from Mar 22 until last week against a crew wage claim that was understood to be assigned to him. Arrest actions were also reported against bulk *Millenium Osprey* in Ghana and the *Amanda* in Turkey.

### **OANA (Romania)**

London, Apr 22 — Following received from Etel MRCC, timed 0915, UTC: General cargo *Oana* (5931 gt, built 1982) arrived St. Nazaire yesterday with a two-square-metre hole in its forepeak, it is not known how the damage was sustained.

### **PENELOPE A. (Bahamas)**

London, Apr 22 — Lloyd's Casualty representatives in Piraeus report : At 1836, Apr 20, passenger ro/ro *Penelope A.* (11335 gt, built 1975), IMO 7400261, sustained mechanical damage to the starboard main engine while sailing for Brindisi, Italy. Vessel returned to Igoumenitsa at 0040 hrs (Apr 21), where departure was prohibited pending inspection of the repairs and submission of a class maintain certificate from the attending classification surveyor. The 34 passengers, 23 trucks and three cars were transferred to another vessel, which sailed at 0130 hrs for Brindisi. Later, *Penelope A.* was permitted to sail after the production of a class maintain certificate.

### **WOODLARK (Malta)**

## DAILY SHIPPING NEWSLETTER

London, Apr 22 — Lloyd's Casualty representatives in Piraeus report: During the morning of Apr 21, bulk *Woodlark* (9758 gt, built 1975) sustained mechanical damage and anchored three nautical miles south-west of Cape Oktonias of Evia. *Woodlark* had previously sailed from Volos bound for France, with a cargo of 10,000 tons of cement. The 22 crew members (Ukrainians and Filipinos) are in good health.

London, Apr 22 — Following received from Piraeus RCC, timed 1115, UTC: Bulk *Woodlark* has repaired the problem and is ready to sail. It is now awaiting official permission to leave.

### YAPI (Cayman Islands)

Piraeus, Apr 22 — Tank *Yapi*, in tow of salvage tug *Megas Alexandros*, arrived Piraeus Roads at 2100, Apr 19. It is still there at present while interested parties decide on future plans, etc. — Tsavlis Salvage (International) Ltd. (See issue of Apr 17.)

London, Apr 22 — Lloyd's Casualty representatives in Piraeus report: Tank *Yapi*, which had engine-room fire in the Suez Canal and grounded Mar 30, damaging two propeller blades, arrived in Piraeus around midnight Apr 19 under tow of a Tsavlis tug. Understand average adjusters have been appointed. The vessel has on board 25,000 tonnes of molasses.

## SHIPYARD NEWS

### Shipbuilding to end in Belfast

NORWEGIAN company Fred Olsen Energy signalled moves which will turn UK shipbuilder Harland and Wolff into "a substantially smaller and more competitive yard which will focus its competence on engineering, ship repair outfitting and conversions". FOE said it was acting due to "uncertainty following lack of new orders at the yard and recent developments relevant to H&W's balance sheet position". In a statement apparently confirming the end of shipbuilding at the Belfast yard, FOE, which owns 92.2% of H&W, said that it will "make a substantial write down on certain assets included in FOE's balance sheet" and/or "make certain provisions related to the yard's present situation". The statement said: "The size of the write-downs and/or provisions is in the process of being determined and will be announced as soon as available."

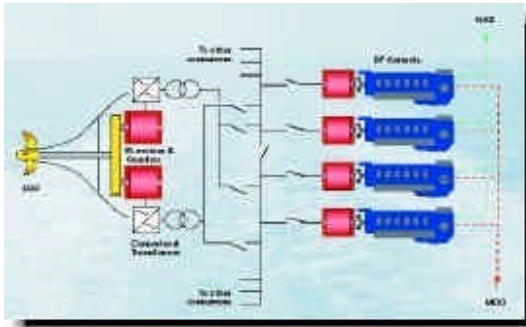
### Congress fights for yards' survival

SUPPORTERS of the US shipbuilding and maritime industries in the US House of Representatives are pressing President Bush to reverse his opposition to new funding for US shipbuilding federal loan guarantees. Last week, 69 members of the House signed a letter outlining their support for at least \$50M in funding for the Title XI programme, which Bush has labelled a corporate subsidy. The 69 Representatives joined 37 Senators who signed a similar letter in March. "Without Title XI, commercial ship construction in the United States will, for all practical purposes, come to a halt," the House letter said. "Owners and operators of vessels will not have the means to replace their ageing fleets, which will increase the risks to our environment, jeopardise American energy self-sufficiency, and severely weaken the defence shipbuilding industrial base." Last year, Bush sought no new money for Title XI, but Congress eventually provided \$33M.

## WARTSILA GETS NEW ORDER

## DAILY SHIPPING NEWSLETTER

Wärtsilä Corporation has received an order to supply four 6L50DF dual-fuel engines to power a 75,000 m<sup>3</sup> LNG (liquefied natural gas) carrier. Due for delivery in 2004, this new vessel is breaking away from traditional practices in the propulsion of LNG carriers. It will be the first LNG carrier to be powered by electric propulsion, and one of a few to have internal-combustion engines instead of the more usual steam turbine plant. The four dual-fuel engine generating sets, each developing 5700 kW at 514 rev/min, will meet all the ship's propulsion and shipboard electrical requirements.



Compared with the alternative power plants, the Wärtsilä 50DF engines offer distinctive benefits in LNG carriers. Whilst making maximum use of the gas fuel (boil-off from the cargo of liquefied natural gas) to develop useful power, the high efficiency of these engines calls for a much lower overall fuel consumption and thus lower operating costs than the conventional steam turbine plant. The Wärtsilä 50DF engines also have much lower stack emissions than a steam plant. Their low NO<sub>x</sub> emissions are about one-tenth those of the equivalent diesel engines.

The combination of the engines' low fuel consumption and their maximum use of natural gas means the 50DF engines also have low CO<sub>2</sub> emissions. The 50DF engines can operate alternatively in gas mode or liquid fuel mode and engines are capable of switching over from gas to liquid fuel (marine diesel oil) automatically should the gas supply be interrupted, while continuing to deliver full power.

## Vietnam to boost shipbuilding

(HANOI) Vietnam has worked out an ambitious long-term development plan for the shipbuilding industry of the country in the 2001-2010 period.

The plan is aimed to make Vietnam a regional ship-building country and gain access to international markets.

Under the plan, in the 2001-2005 period, the industry will pour 4.21 trillion Vietnamese dong (US\$280.6 million) in strengthening and renewing its current technology, striving to achieve a localisation rate of 40 per cent in its newly-built ships, according to a report of Vietnam News Agency yesterday.

The industry, through ship-building joint ventures and its cooperation with foreign partners, will set up ship-yards capable of building 100,000-ton ship and repairing 400,000-ton ships.

From the year 2005 to 2010, the industry will spend 2.115 trillion dong on modernising local shipyards to reach regional standards.

In 2010, the industry plans to localise between 80 and 85 percent of the ships it builds.

To realise these goals, the Vietnam Ship-Building Corporation will coordinate with large ship-building joint ventures and foreign partners to send workers abroad for further training, build training centres and develop shipbuilding industrial complexes.



Eight contracts and many agreements on building ships, joint ventures, and technology transfer worth around US\$250 million were signed last Friday, during the 2002 international exhibition on shipbuilding and marine transport technology held in Hanoi from April 18-21, this year. - Xinhua

## ROUTE, PORTS & SERVICES

### Vopak to hive off chemicals



ROYAL Vopak, the Dutch chemical transport and storage company, is planning to hive off its chemical distribution business as a separate Dutch company to be listed on the Amsterdam Euronext exchange. Vopak spokesman Alfred Jansen confirmed to Fairplay today that the chemical logistics business – which includes chemical storage, Vopak Barging Europe and Vopak Chemical Tankers – will remain with Vopak together with Oil and Gas Logistics. Before the split, expected to take place by the end of June, Vopak is proposing a euro150M (\$136M) rights issue to ensure that Vopak Logistics

and the new, as yet unnamed, chemical distribution company will have a sound financial base. Vopak CEO Gary Pruitt explained: "we consider the split to be the most logical next step forward since the merger of Pakhoed and Van Ommeren (in 1999) and the acquisition (in 2001) of Ellis & Everard". Karel van den Driest is expected to become the chairman of Vopak's executive board, while Pruitt will be chief executive of chemical distribution.

### Singapore responds to Pelepas

IN a bid to retain Singapore's position as South-East Asia's top container transshipment hub, the government may consider offering a stake in the lucrative business to its customer shipping lines. The major shift in policy, announced by prime minister Goh Chok Tong, comes after the port's competitiveness was called into question by the departure of Evergreen to Tanjung Pelepas, where rates are said to be half those charged by Singapore. The new Malaysian port had earlier lured away Maersk Sealand with a 30 per cent equity offer. "When PSA prospers, the shipping lines will receive a heavy rebate," the prime minister said in Madrid on April 19. Goh conceded that Singapore had lost its monopoly in the container transshipment business but said it is "alive to the fact that it can't operate as before." PSA Corp operates Singapore's sprawling terminals with the government-owned Temasek Holdings being the shareholder.

### Pan Ocean Shipping to launch shuttle express



PAN Ocean Shipping will on May 2 begin operating a shuttle express between Hong Kong and Korea, a service that comes a month after the carrier introduced a weekly container service between the Korean ports of Pusan, Kwangyang, Yeochon and Hong Kong.

The carrier's previous schedule was Pusan, Kwangyang, Xiamen, Fuzhou and back to Pusan. With the added Yeochon and Hong Kong calls, the service has been widened to Pusan, Kwangyang, Yeochon, Hong Kong, Shantou, Xiamen, Fuzhou and Pusan.

The container vessels, the 700-TEU Pos Challenger and the 490-TEU Krasnogvardeec, are deployed on the string.

### Ministries split over dredging

INDIA'S defence ministry is opposing Chinese participation in a scheme to improve Hooghly river navigation near Haldia Dock, even though Kolkata Port Trust and the shipping ministry in Delhi want the Chinese to bid. Speaking at the publication of Kolkata port's annual report, port chairman HP Roy explained that the bid was necessary "for wider participation and fair competition". The shipping ministry has been asked to take up the matter with the defence ministry. Dredging operator China Harbour Engineering was earlier allowed to bid for a Mumbai port tender, but was not awarded the contract despite offering the lowest price because of a defence ministry objection. The company was not given bid documents when the tender for the Rs4Bn (\$82M) Hooghly river regulatory scheme was floated for the third time several months ago. The port trust has since issued the tender for the fourth time.

### Nieuwe kademuur nodig

**DEN HELDER - Op dit moment is het nog een grote puinhoop. Maar over een paar maanden moet een nieuwe kademuur langs de Binnenhaven de Oude Rijkswerf verfraaien.**



**Om aan de kade te kunnen werken is een voorzetwand geplaatst. Foto Michel van Zwieten**

Grote delen van de oude kade worden afgebroken en opnieuw opgebouwd. Begin maart werd met de renovatiewerkzaamheden begonnen. Inmiddels is drie meter voor de oude kade een tijdelijke damwand opgetrokken. De ruimte tussen de dam en de kade wordt leeggepompt. „De hele kademuur moet worden nagekeken, ook het gedeelte onder de waterspiegel“, verklaart W. Stuive, toezichthouder infrastructuur en bodemsanering op de Oude Rijkswerf.

„De slechte delen worden afgebroken, de stukken die in goede staat verkeren opgeknapt.“ Over een lengte van 350 meter wordt de kade onder handen genomen.

Het aanleggen van de tijdelijke dam is een zorgvuldig karwei. De ijzeren damwanden passen als een puzzel in elkaar. Via een boot met een 'trilkop' worden deze acht meter de bodem in getrild. „Het gaat om snelle lichte trillingen omdat anders de monumentale gebouwen op de Rijkswerf kunnen beschadigen.“ Zogeheten kleikisten, waar 50 kuub klei in wordt gestort, zorgen ervoor dat de leeggepompte ruimten tussen kade en dam waterdicht blijft.

De oude kade bestond voor een deel uit grote blokken basalt. Deze harde natuursteen komt ook in de nieuwe kade terug. De blokken basalt worden nauwkeurig verwijderd en bewaard om bij het opbouwen weer te gebruiken.

#### Improvisatie

Stuive geeft aan dat er enige improvisatie bij het werk komt kijken. „We hebben wel oude bouwtekeningen, maar hoe de kade er onder water precies bij ligt weten we niet. De tekeningen moeten daarom continu worden aangepast. Maar het maakt het werk wel interessant.“

## DAILY SHIPPING NEWSLETTER

Na het leegpompen wordt allereerst het slib op de bodem verwijderd. Dat is erg verontreinigd. Hierna wordt bekeken welke delen de meeste zorg nodig hebben. Als de nieuwe kade klaar is wordt de rest van het verontreinigde slib gebaggerd.

Op dit moment is het werk aan de kademuur voor de helft gevorderd. Stuive gaat ervan uit dat het werk voor de bouwvak klaar is, rond eind juni. De kosten van de gehele opknabbeurt bedragen rond de drie miljoen.

## NAVY NEWS

The U.S. Navy awarded a \$1.37 billion construction contract to Northrop Grumman to construct the eighth ship of the USS Wasp (LHD 1) class of multipurpose amphibious assault ships. Construction of LHD 8 is expected to begin in May 2003 at Ingalls Operations. This contract includes \$360 million previously awarded for advance work on the ship, including design, equipment procurement and fabricating selected ship assemblies. Ingalls has delivered seven LHDs into the fleet, the most recent being USS Iwo Jima (LHD 7), which was commissioned in June 2001.



"This LHD 8 contract award is great news for our company and our Ship Systems sector," said Dr. Philip A. Dur, president of Northrop Grumman Ship Systems. "Our engineers have been preparing for this work since the advance design contract was awarded in July 2000. This new ship will be the most advanced LHD in the fleet". The most significant enhancement for LHD 8 will be the introduction of gas turbine propulsion, replacing classical steam propulsion in previous ships of the class. The challenge for the propulsion system design team has been the upgrading of specifications to include two 35,000 horsepower turbines, which will be the largest ever in U.S. military marine applications.

Other major enhancements include a controllable pitch propeller, allowing the ship to change speeds through the adjustment of propeller blade pitch. Also, a reverse osmosis system will be installed for the ship's water supply. The ship will have six diesel-electric generators and will use a new zonal system to distribute electrical power.

## DAILY SHIPPING NEWSLETTER

# MOVEMENTS VISAREND



Impression of the trails of the new Coast Guard / Custom patrol vessel **VISAREND**

Photo's :  
FLYING FOCUS

Courtesy of :  
**Capt Hans Koster**  
Master MV ZEEVALK



PSi-Da



## DAILY SHIPPING NEWSLETTER



**BATTLEAXE AND TOW ETA 0630HRS  
MAAS CENTRE BOUY WED 24TH APRIL**

## RIJNSMOND WEATHER

**woensdag 24 april**

9 uur 's ochtends:  
temperatuur: 12 graden  
kans op neerslag: 0%  
wind: matig (13 km/u) uit W

5 uur 's middags :  
temperatuur: 19 graden  
kans op neerslag: 0%  
wind: matig (13 km/u) uit NW

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>

## Nationale Reddingbootdag



**Zaterdag 27  
april open dag**

PSi-Daily Shipping News



**KNRM reddingstation Hoek van Holland.**  
**U bent welkom tussen 9.00 uur en**  
**16.30 aan de Berghaven**

**Beleef het werk van de Koninklijke Nederlandse Redding**  
**Maatschappij**

(nabij Stena line en station Hoek van Holland haven)

Net als de overige 37 reddingstations van de KNRM langs de Nederlandse kust houdt ook reddingstation Hoek van Holland open dag.

Deze dag is in het leven geroepen om donateurs te laten zien wat er met hun geld gebeurt en wat voor materialen er worden aangeschaft. Het redden en overleven op zee heeft de laatste 10 jaar een enorme positieve verandering doorgebracht wat veiligheid betreft. De KNRM neemt haar verantwoording in deze veranderingen en dat maakt een reddingboot van nu een technisch hoogstaand vaartuig.

Ieder die belangstelling heeft in het reddingwezen kan kijken en beleven wat er allemaal bij komt kijken om mensen behouden aan de wal te krijgen. Vandaar ook dat tevens de 's Gravenzandse Vrijwillige Reddingsbrigade en het MTC deze dag benutten om het plaatje van redden en overleven op zee compleet te maken

Uiteraard is onze eigen "Kapiteins Hazewinkel" van de KNRM prominent aanwezig en kan er meegevaren worden om eens te voelen hoe het is op zo'n reddingboot. De reddingsbrigade is aanwezig met 2 strandreddingsboten en het Maritiem Trainings Centrum met een snelle jetboot. Ook kunt U alles vragen aan de bemanningsleden, van redding tot werking van de geavanceerde apparatuur. Voor meevaren geldt dat donateurs van de KNRM en zij die dat worden voorrang genieten.



**Kinderen  
jonger dan 4  
jaar zijn op de  
boten niet  
toegestaan.**

Als hoogtepunt zal **Schreiner Airways** om ongeveer 14.00 uur een hoist demonstratie geven met de loods helikopter. Europoort drive-in staat garant voor de muziek, omroep en communicatie. In

Grand Pub "**de Torpedoloods**" zullen de hele dag videofilms van en over de KNRM te zien zijn en bij slecht weer zal de reddingwinkel in de Torpedoloods staan. De reddingwinkel heeft weer vele nieuwe artikelen in de verkoop ten bate van de KNRM. **Stena Line Hoek van Holland** heeft een voucher ter



## DAILY SHIPPING NEWSLETTER

beschikking gesteld voor een retour Londen met twee personen, deze zal verloot worden onder de aanwezige donateurs en nieuw ingeschreven donateurs.



KNRM Hoek van Holland op internet via: [www.knrmhvh.8m.com](http://www.knrmhvh.8m.com)  
or  
[www.knrm.nl/hoekvanholland](http://www.knrm.nl/hoekvanholland) voor nog meer informatie.