

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Saturday 30-03-2002



EVENTS, INCIDENTS & OPERATIONS

Refugee ship used FOC for 15 years

A ship that landed in Italy recently carrying nearly 1000 asylum seekers had been registered under seven different Flags of Convenience over the last 15 years.

The **Monica**, an 80-metre long cargo vessel, was apprehended by the Italian navy after it arrived off the coast of Sicily carrying **928 people**, reportedly Kurds seeking asylum from Iraq.

The ship was registered under the flag of Tonga earlier this month, according to the SeaWays shipping register. Having recently been the focus of other high profile government enquiries, the Tonga flag was unanimously recommended this week for inclusion on the ITF's Flag of Convenience countries list by the joint Seafarers and Dockers' Committee which oversees its FOC campaign.

Over the past 15 years, the ship appears to have also been registered in Sao Tome & Principe, Belize, Equatorial Guinea, Cambodia, Honduras and Malta, all registers already on the ITF FOC list.

Ship owners register under foreign flags where fees, taxes, trade unions and laws protecting seafarers may be minimal or non-existent. Criminals smuggling drugs, arms and other illegal cargo, and even terrorists often use FoC ships. They are also frequently used by people traffickers - gangs that charge high fees to smuggle emigrants to countries where they can claim asylum.

The ship's current ownership has not been confirmed, but it was reported that officials in Lebanon ordered the arrest of a businessman from the southern city of Sidon, who is suspected of complicity in a people smuggling operation involving the Monica. An arrest warrant was issued after investigations revealed the ship is registered to the man, whose name has not been released. There is no evidence that the government of Tonga, which like many countries subcontracts its register to a private company, has taken any action.

ITF general secretary David Cockroft said Flags of Convenience are part of a shady business which makes it easy for people to conceal their identities, although the new environment post September

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11th is at last focusing government attention on the problem.

"This usually involve operating substandard ships without proper regulation, but it could also involve money laundering, gun running, drug trafficking, people smuggling or terrorism," he said.

"Later this year the IMO, the UN body responsible for maritime safety, will probably adopt rules making it compulsory for every ship to display its real owner's identity. That will be one important step towards ending a system which encourages secrecy."

For over 50 years the ITF has been conducting a campaign for the elimination of FOCs and for a genuine link between a vessel and the flag it flies.

20 foreign ships detained at UK ports in Feb

The UK Maritime & Coastguard Agency announced that 20 foreign ships were under detention in UK ports during February 2002 after failing port state control safety inspection.

Latest monthly figures show that 13 foreign ships were detained in UK ports during January 2002 along with 7 other ships still under detention from previous months. The overall rate of detentions compared with inspections carried out over the last 12 months is 6.6% which is an increase of 0.2% on the 12-month rate to January.

10 out of the 13 vessels detained in February were registered with flags targeted by the Paris MOU. In addition to those vessels detained 33 vessels were issued with letters of warning as a result of failure to comply with the STCW95 requirements for crew certification which came into force on 1 Feb 2002.

A bulk carrier was detained at Immingham following reports that the vessel had been in collision with a pier. The vessel was generally in poor condition and the deficiencies found during the inspection indicated a failure to implement effective maintenance procedures under the ISM code. Numerous vents were found to be either seized, corroded or had defective seals. The crew could not demonstrate that the emergency fire pump was working and the firemain was leaking and was badly corroded / holed in places. Subsequent examination of the safety Management System by the ISM Auditors raised 9 non-conformities including a major non-conformity for failure to report previous hull damage to class.

Fire on nuclear transport ship raises concern

One of British Nuclear Fuels (BNFL) nuclear transport ships, the [Atlantic Osprey](#) caught fire during its voyage from dry dock in Manchester to the Irish Sea.

The ship, which was on route to the Irish Sea for sea trials, had recently undergone modifications and upgrades in dry dock. The fire on Monday, 25th March occurred in the starboard engine around 12.00hrs. The crew failed to control the fire and activated the ship's fire suppressing system and with assistance of the Salford Fire Department, they confirmed the fire was extinguished. The ship then returned to dry dock at Salford Quays.

"Despite the claims of the nuclear industry there is always a risk that nuclear transport ships will have serious accidents. This time we were lucky - no nuclear cargo and no injuries. However, this clearly demonstrates that it can and does happen. This time it happened in the Manchester Ship Canal, the next time it could be on a ship loaded with plutonium off Bremerhaven in Germany, or in the Panama Canal with a nuclear cargo. There needs to be immediate and full disclosure of all the details of this

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incident and a thorough review of fire protection on all of BNFL's ships, with no cover-up," said Shaun Burnie of Greenpeace International.

The engine fire comes just weeks before two other BNFL operated nuclear transport ships, the **Pacific Pintail** and the **Pacific Teal**, - photo left - are expected to depart from Barrow-in-Furness, in the north of England for Japan for what is the most controversial nuclear transport in history. They will



transport a cargo of plutonium MOX fuel back from Japan, which was rejected by its Japanese owners. It was shipped to Japan in 1999 when it was then revealed that BNFL, the producers of the fuel, had deliberately falsified vital Quality Control data.

The Atlantic Osprey, operating as the Arneb, transported numerous cargoes of plutonium MOX fuel from the German port of Bremerhaven to the Dounreay nuclear complex during the mid-to-late 1990s. There was widespread opposition to the shipment from Greenpeace and politicians in Germany and the UK citing safety and security concerns. In late 2001, the vessel, still operating as the Arneb,

moved hundreds of kilograms of plutonium back from Dounreay to Germany in several voyages across the North Sea. The safety of nuclear transports was hotly debated at the Environment Ministers Conference on the North Sea only last week in Bergen, Norway, with the UK government claiming that the ships used were of the highest standard.

International standards for nuclear transports are fundamentally flawed. The containers used to transport plutonium MOX fuel on the Arneb/Atlantic Osprey are classified as "Type-B" under International Atomic Energy Agency (IAEA) guidelines.

As such they are required to resist temperatures of up to 800 degrees centigrade for 30 minutes. However, ship fires regularly burn at temperatures in excess of 1100 degrees centigrade. The average burning time of a fire on vessels at sea is in excess of 24 hours in spaces with machinery, such as the fire on the Osprey.



The World arrives – three weeks late

THE World, the first ever passenger ship built with accommodation for residential use, has arrived in Oslo to board the first residents, three weeks behind schedule. Unfinished work had prevented the ship from following its timetable to board the first residents on March 4. Around 60 people will occupy their accommodation on board the 43,000 GT vessel and see their belongings, which had been stored in crates with an Oslo based logistics company for several weeks before being opened. ResidenSea, the ship's owner, had decided not to do this job on behalf of its wealthy customers because of insurance considerations. The ship met a storm on its way from Trondheim to Oslo and Ola Harsheim, its master, told the Aftenposten daily that the ship performed "unbelievably well". The ship left Oslo on March 29.

SEIZURES & ARRESTS

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OCEAN FISHING CO.

Bucharest, Mar 18 — Fish factories *Pietrosul*, *Jijia* and *Ozana* are still under arrest at Midia in respect of unpaid port expenses to Constantza Port Administration by their owners, Ocean Fishing Co, Tulea.

PERGAMOS (Panama)

Maassluis, Mar 27 — Chem.tank *Pergamos* (9631 gt, built 1975) is still in port of Rotterdam, detained and under arrest.

TRENT (St. Vincent & Grenadines)

Maassluis, Mar 25 — Tank *Trent*, under embargo at Visserhaven since Jan 1 2001, is to be broken up at Haarlem.

DISPUTE INVOLVING CREW OF PANAMANIAN VESSEL, AUSTRALIA

Offshore construction workers on the \$450m Duke Energy gas pipeline are back at work after winning their fight with contractors for paid airfares to travel home interstate on time off. The majority of workers on pipe layer *Lorelay* come from Western Australia and Queensland. The dispute brought construction of the pipeline to a standstill for eight days. It is understood that contractors Allseas and Mermaid Labor and Management now face an air fare bill of about \$1 million. The travel allowances will be back-paid to Dec 8, when work on the pipeline began. About 16 further union demands remain outstanding and will be conciliated in another Industrial Relations Commission hearing next week.

SHIPYARD NEWS

Dubai death toll climbs to 22



THE death toll following yesterday's drydock disaster in Dubai has climbed to 22, with seven workers still missing now presumed dead.

The largest dock operated by Dubai Drydocks flooded within minutes after two damaged panels on the gate ruptured while they were being repaired.

"The reason for the failure of the two dock gate panels is under investigation," said Keith Burgess, the company's

chief executive.

"The safety record at Dubai Drydocks is one of the best in the industry and no efforts will be spared to discover the reasons for this incident."

All the workers were permanent employees of the company, mostly from India, Bangladesh and Pakistan. Embassies in Dubai have received a list of names and next of kin are being informed.

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There were five vessels in the dock at the time of the accident.

Three are now afloat and escaped relatively unscathed, while two are touching the dock bottom and will be refloated as soon as possible.

Search for Dubai dock victims continues



The search continues in Dubai for 23 people still missing after a freak accident at Dubai Drydocks flooded several large vessels under repair. The nationalities of those who died is still not clear. The final death toll will not be determined for several days until after the dock has been drained.

The accident happened at about 0900 local time when two sections of a dock gate burst during routine maintenance work. Dubai's deputy police chief, General Nasser al-Sayed Abdul Razzek, said 241 workers were present at the time of the accident. Painters and steelworkers were at work inside the ships

when the accident occurred.

Dubai Drydocks, located in its own private port with direct access to the sea, is one of the largest facilities in the world for ship repairs, serving clients from over 40 different companies. The company says five different vessels were inside dry dock number two at the time of the accident. The damage caused to the vessels is being assessed.



Authorities have closed the facility. Work is continuing at the two other dry docks and the floating dock. Shipping is continuing normally at nearby Port Rashid.

Newbuild slump hits German yard

A desolate newbuilding market has forced the loss-making German shipbuilding yard Volkswerft Stralsund back into the repair market. Volkswerft, which is majority owned by A P Møller, is set to begin repairs on Russian trawlers that were originally built at the yard back in its socialist past. The move is part of a consolidation plan that its owners hope will bring the yard back into profit later in 2002. These plans, however, may be thwarted by a demand from the union IG Metall, which is demanding a 4.5 per cent pay rise for the yard's employees. The employees were asked to do without pay rises, despite having already agreed to similar pay freezing action during earlier financial problems.

HMM plunges to \$240M loss

HYUNDAI Merchant Marine (HMM) has suffered a net loss of W319Bn (\$240M) in 2001 despite revenue rising by seven per cent to W5.55Trn. Operating profit amounted to W 309.2Bn. The financial results were released at the general shareholders meeting today. HMM president Jang Cheol-Soon stressed that the company would focus on "profitability," but also cautioned that it was very difficult to forecast the shipping market due to factors such as September 11. Chairman of Hyundai Asan Chung Mong-Hun was elected to the board as a director in an advisory capacity while Chai Lee-sik, a professor at Korea University, was re-elected as 'outside' director.

ROUTE, PORTS & SERVICES

Moller predicts liner losses



The **Charlotte Maersk** arriving at the Europort - Photo : Jan van der Klooster

Danish colossus A P Moller is forecasting a DKK 2bn (\$235.9m) drop in income and an overall loss for its liner arm Maersk Sealand this year, as its combined group results continue to mask the full extent of its liner profits plunge.

In a results statement Wednesday the company said average rates per forty-foot container would be \$225 less than that seen in 2001.

Overall Moller said it is predicting a negative result for its shipping activities, with tankers and gas carriers also expected to turn in losses. But the Danish owner predicts that bulk and special vessels should show improvement this year.

The company said this year it is expecting a turnover of less than the DKK 79bn seen in 2001 for its combined shipping activities.

For the combined group, held under A/S D/S Svendborg, D/S af 1912 A/S and Tankers and Liners in partnership, the company is forecasting a pre-tax income of DKK 6bn in 2002, down over \$3bn on last year.

In combined results for four group companies Moller unveiled pre-tax results of DKK 9.23bn, up from the DKK 8.64bn seen in the previous year.

Revenue also grew, up about 5% at DKK 89.1bn, from 84.3bn in the same period for 2000.

Moller said its result was affected by falling rates for container services, bulk and tanker markets in the second half of the year.

But the company highlighted the good activity level seen for its offshore drilling rigs and supply vessels, and said its oil and gas activity result was well above that seen in 2000.

Detailing results for its shipping activities the company reported slight fall in pre-tax profit, down at DKK 4.33bn, from DKK 4.37bn in 2000.

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Pre-tax figures excluding sale gains magnified the drop, down at DKK 2.50bn from DKK 3.87bn in the previous year.

On its container activities, Moller said the result was lower than expected and below the level seen in 2000, with cargo volumes and freight rates under pressure throughout the year.

The company's tanker divisions had a good first half, but suffered serious decline in the last six months of the year. The result was above that of 2000.

Demand and rate levels were down for the company's gas carriers. Moller said the result for this sector was "unsatisfactory".

This negative pattern was repeated for Moller's bulk carrier division's performance in 2001.

But the company's car carriers, which are employed on long-term contracts, fared better, achieving a result above that of 2000.

Strong results for Brittany Ferries



BRITTANY Ferries ended 2001 with particularly strong results, the company said in a statement yesterday. Consolidated turnover grew by 10.3 per cent to euro322.3M (\$282.7M), with profits of euro19.9M. Passenger traffic grew by 1.4 per cent to 2.5M, although the number of lorries carried was slightly down at 169,847 units, following technical problems on two ships that resulted in fewer crossings. Alexis Gourvennec, chairman of Brittany Ferries, said his company was strong enough "to face all future

challenges" after weathering a range of recent problems. These included the UK pound's depreciation against the French franc, the end of duty free sales and the consequences of the Erika sinking in 1999. Last week, the ferry operator launched its newbuilding, the Mont St Michel, in the Netherlands and is about to confirm an order for a further vessel, the Bretagne II. Both ships will be able to accommodate about 2,200 passengers.

Liner relaunch for Indian Ocean

P&O Nedlloyd (PONL) and partner Laurel Navigation Line are to launch an 'improved' Indian Ocean Service. The planned 35-day rotation is designed to bring faster times and increased allocations for reefer and dry cargo between South Africa, East Africa, the Persian Gulf and Indian sub-continent ports. Five vessels, each capable of 17.5 kt, have been deployed for the service, which replaces the previous Indian Ocean Vessel Sharing Agreement between PONL, Laurel Navigation and Safmarine. The final sailing on the service, by the Bombay Star, is due at Nhava Sheva on April 10. The new Northbound service begins on Sunday (March 31) with the Cape Bonavista's sailing from Durban and the Southbound service with the Cape Scott from Nhava Sheva on April 15. Ports of rotation are: Durban, Dar es Salaam, Mombasa, Karachi, Nhava Sheva, Jebel Ali, Mombasa, Dar es Salaam and Durban again.

PSD-personeel mogelijk naar havens

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De Provinciale Stoombootdiensten (PSD) gaan proberen personeel aan een baan te helpen bij bedrijven die zich in de Zeeuwse havens vestigen.

Directeur H. Thomaes houdt binnenkort een presentatie voor Hessenatie, Katoennatie, Flushing Marine Terminal en Cobel- fret. Dat gebeurt op initiatief van havenschap Zeeland Seaports. Een deel van het PSD-personeel heeft al zicht op werk na de opheffing van de veerdienst. Dertig medewerkers kunnen in een andere functie bij de provincie blijven, 35 mensen kunnen bij de Westerscheldetunnel aan de slag en 35 mensen bij het fiets/voetveer Vlissingen-Breskens. Onbekend is nog welke medewerkers kunnen overstappen.

Dan blijft een groep van honderd mensen over voor wie de PSD nog moet bemiddelen. Thomaes wil een deel bij havenbedrijven onderbrengen. Hij is blij met de kans die J. Philippen van Zeeland Seaports hem biedt om zijn personeel aan te prijzen bij overslagbedrijven. Dat is handig voor de overslagbedrijven, die toegang krijgen tot een fikse groep werknemers. Bovendien beschikt de PSD via het sociaal statuut over de mogelijkheid werknemers om of bij te scholen, legt Philippen uit. Als de bedrijven belangstelling tonen, wil hij de afspraak maken dat ze pas na de opheffing van de veerdienst worden ingelijfd. Zo wordt voorkomen dat de PSD al vroegtijdig uit de vaart moet door gebrek aan mensen.

Andere naam voor Rotterdamse patrouilleboten



De **RPA 25** op 27-03-2002 – Photo Piet Sinke

Deze week krijgen de patrouilleboten van het Gemeentelijk Havenbedrijf Rotterdam een nieuwe naam. De naam Havendienst wordt vervangen door **RPA**. Deze afkorting betekent Rotterdam Port Authority, de naam van de divisie van het Gemeentelijk Havenbedrijf Rotterdam die zich bezighoudt met de afhandeling van het scheepvaartverkeer. Op 2 april wordt het nieuwe incidentbestrijdingsvaartuig RPA 12 in de vaart genomen. Dan zullen alle patrouilleboten zijn omgedoopt.

De naam Havendienst - in de officiële bedrijfsvoering van het Havenbedrijf al jaren verdwenen - leidde tot te veel misverstanden. De nieuwe Engelse naam is ingegeven vanwege het sterk internationale karakter dat de haven heeft.

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Havenmeester

Ruim 600 van de bijna 1200 medewerkers van het Havenbedrijf werken voor de Rotterdam Port Authority. Doel van de divisie is een efficiënte, veilige en milieuverantwoorde afhandeling van het scheepvaartverkeer en scheepsoperaties. RPA staat onder leiding van de heer Jaap Lems. Hij is de havenmeester van Rotterdam en Schiedam en uitvoerend rijkshavenmeester. Als havenmeester is hij verantwoordelijk voor de veiligheid en het maritieme milieu binnen het havengebied van de gemeente Rotterdam en de zeehavens van Schiedam. Als uitvoerend rijkshavenmeester - namens de rijkshavenmeester Pieter Struijs (Gemeentelijk Havenbedrijf Rotterdam) en Henk Schroten (Rijkswaterstaat) - is hij voor hetzelfde verantwoordelijk op de rijkswateren (de hoofdvaarwegen) en het rede- en aanloopgebied op de Noordzee .

De divisie RPA is onderverdeeld in drie hoofdafdelingen (Verkeersmanagement; Beheer en Operaties; Gevaarlijke stoffen) en twee stafbureaus (Bureau Havenmeester en Bedrijfsbureau RPA):

Verkeersmanagement

De hoofdafdeling Verkeersmanagement is belast met de uitvoering van het toelatingsbeleid en de afhandeling van het scheepvaartverkeer. Op het Havencoördinatiecentrum (HCC) verzorgt de verkeersleiding de centrale planning, de coördinatie van het scheepvaartverkeer en in het bijzonder de inzet van RPA bij incidentenbestrijding. De afhandeling van het scheepvaartverkeer wordt verzorgd door de afdeling Verkeersbegeleiding en vindt plaats vanuit drie verkeerscentrales en één verkeerspost, te weten Stad, Botlek, Hoek van Holland en Hartel. 33 radarposten brengen daarbij het scheepvaartverkeer in het havengebied in beeld.

Beheer en Operaties

B&O zorgt voor de haveninrichting, de infrastructuur en houdt toezicht op het gebruik hiervan. De hoofdafdeling beheert de openbare ligplaatsen, de bruggen en de sluizen in het havengebied en geeft uitvoering aan de verkeersbegeleiding op het water, milieucontroles en incidentenbestrijding. Daartoe heeft het de beschikking over tien patrouillevaartuigen.

Het beheergebied waarin B&O opereert, is geografisch opgedeeld in de afdeling Oost en de afdeling West.

Schadelijke & Gevaarlijke stoffen

De hoofdafdeling Schadelijke & Gevaarlijke Stoffen (AGS) is belast met het waarborgen van het vastgestelde veiligheids- en milieubeschermingsniveau van activiteiten met gevaarlijke en schadelijke stoffen in de haven. Dit gebeurt door het verwerken en beschikbaar stellen van operationele informatie en het uitvoeren van inspecties.

De taken worden in volcontinu dienst uitgevoerd vanuit het Haven Coördinatie Centrum in het WPC en het Nautisch Service Centrum in de Botlek.

Staf

Het Bureau Havenmeester (BHMR) voorziet in de overkoepelende inhoudelijke staf van de divisie RPA. De taken liggen op het terrein van wetgeving en handhaving en de voorbereiding van de incidentenbestrijding. De afhandeling van vergunningen op basis van het Havenreglement (HVR) en het Havenreglement Gevaarlijk Stoffen (HRGS) vindt ook bij het BHMR plaats. Het Bedrijfsbureau ondersteunt het management van de RPA bij een efficiënte en effectieve bedrijfsvoering.

Amir Line wil ook containerlading vervoeren

Amir Line, dat sedert 1997 een conventionele dienst uitbaat tussen Antwerpen en de havens Tunis, Sousse en Sfax in Tunesië, gaat in het kader van de toenemende containerisering vanaf half april twee multipurpose schepen van 5.200 dwt op de dienst inzetten.

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NAVY NEWS

Two Die in Navy Helicopter Crash

LAKE ISABELLA, Calif. (AP) - A Navy helicopter crashed Thursday in a snowy, remote area of the Sierra Nevada range, killing two crew members and injuring four, authorities said.

The six Navy fliers were aboard an HH-1 Huey that went down in the Split Mountain area of the Sequoia National Forest.

The injured were transported by helicopter from the site to Ridgecrest Regional Hospital. Their injuries didn't appear life-threatening, said nursing supervisor Alita Connell.

The helicopter had taken off from the China Lake Naval Air Warfare Center Weapons Division on a routine training flight, said Navy spokeswoman Doris Lance.

The crash site is about 100 miles north of Los Angeles and 20 miles northeast of Bakersfield.

MOVEMENTS



Aldoma arrived on the river to Rotterdam Friday morning – Photo : Piet Sinke

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Also the **ZEUS** arrived from Frederikshaven where she delivered the TOR CIMBRIA – Photo : Piet Sinke

PLANNING :

Door Frits van der Hoek

De **Zeus** en **Thorax** (beide nu aan de Parkkade) zijn gehcharterd voor het verhalen van het rig Nordic.

Voor de move van de SF Monarch van Verolme naar zee is de **Havila Crown** en **Fenja** binnen; ETD 30-04-02

Voor de move van de Ensco 100 op 01 of 02-04-02 van Verolme naar zee zijn de **Havila Captain** en **Atrek** gehcharterd.

Voor de move van de Ensco 72 op 31-03-02 is de **Lady Laura** gehcharterd.

AIRCRAFT / AIRPORT NEWS



With the Seattle skyline in the background, a newly refurbished 1930's era **Boeing Model 307 Stratoliner** sits half submerged 50 yards off shore of the Duwamish Head in Elliott Bay in Seattle, Washington on March 28, 2002. All four people aboard the airplane escaped with

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only minor injuries as the plane crash landed only 100 yards from a busy and popular shoreline restaurant



RIJNMOND WEATHER

zaterdag 30 maart

9 uur 's ochtends :
temperatuur: 8 graden
kans op neerslag: 5%
wind: matig (13 km/u) uit ZZW

5 uur 's middags
temperatuur: 14 graden
kans op neerslag: 15%
wind: matig (17 km/u) uit ZZW

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>