

DAILY SHIPPING NEWSLETTER 2003 – 004

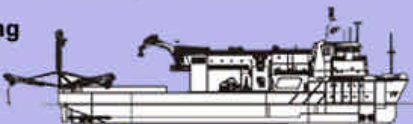


Number 004****DAILY SHIPPING NEWSLETTER*** Saturday 04-01-2003

THIS NEWSLETTER IS BROUGHT TO YOU BY :

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

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



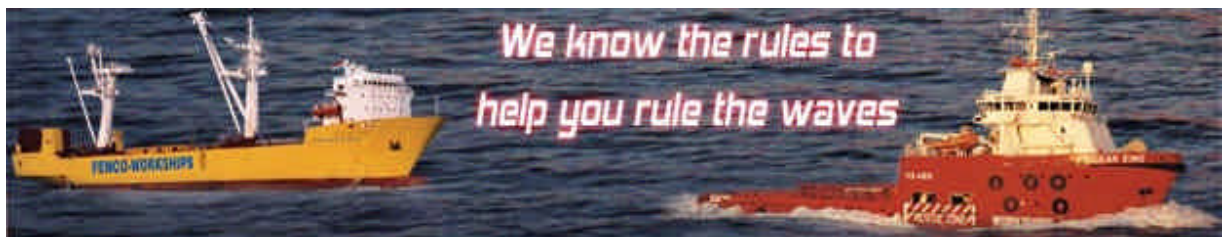
EVENTS, INCIDENTS & OPERATIONS

Six immigrants drown off Gibraltar

Six would-be immigrants have drowned after their boat sank off southern Spain. Civil Guard divers recovered the bodies of five of the drowned but had spotted at least one other body. The single-engine, rubber boat sank after hitting rocks during a crossing of the Strait of Gibraltar from Morocco.

THIS SECTION IS BROUGHT TO YOU BY :

Workships Contractors bv



K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : post@workships.nl
Telex : 24390 wosh nl

Ship at centre of murder probe arrives in Guangzhou

Amid conflicting reports of its whereabouts, the cargo ship Jin Bi - at the centre of a controversy surrounding the alleged murder of its Canadian captain by a Chinese crewman - has turned up in the Chinese port of Guangzhou.

A harbour bureau official from the southern city of Guangzhou said the Jin Bi, a Panamanian-registered bulk cargo ship owned by Hong Kong-based Gold Beam International, berthed at Guangzhou's Xinsha Port Number 6 yesterday morning, according to AFP.

'The ship has encountered trouble. The captain is missing and this case is now under investigation,' the official told AFP.

Canadian embassy spokesman Michael Martin said the ship's owner allowed it to dock in Guangzhou, the closest port, for the purpose of allowing an investigation following a request from the Canadian government.

Singapore had earlier in the week let the vessel go after rejecting requests by Panama and Canada to investigate the murder, saying it had no jurisdiction to do so.

Capt Ma Sai Chung, was reportedly killed on Dec 17 during a fight with a Chinese crewman on a voyage from India to Singapore. His body is believed to have been thrown overboard and has not been found.

Citing information from the Panamanian embassy, a wire service reported earlier in the week that although the ship was understood to be destined for China, it had altered course for Indonesia.

CHANNEL CRASH INVESTIGATION UNDERWAY



An investigation has started to find out whether human error was responsible for the collision of the Turkish oil tanker, the **Vicky**, with the submerged wreck of the autocarrier **Tricolor** in de Dover Strait.

Watch officer Peter Legg, from Dover Coastguard, told the inquiry - headed up by the French authorities - would examine whether human error was involved in Wednesday's collision. But he defended the actions taken to warn other ships about the wreck. "There is a possibility that this could happen again but at the present moment we have done all we can to make this wreck obvious to the mariner," he said. An half-hourly radio warning is being broadcast from Dover and the French coastguards at Cross Griz-Nez. There are also announcements being made on the maritime distress calling frequency. Asked if the Vicky would have been monitoring this channel, a spokesman for the UK coastguard said "one would hope so". The wreck is also marked by five warning buoys, one of which is specially designed to give out a bright reflection on ships' radar screens, and throw up a warning symbol. A French warship, the

DAILY SHIPPING NEWSLETTER 2003 – 004

Flamand, is patrolling the area. The Vicky had got in contact with the navy patrol ship the Flamand just before the collision and it is not known why the tanker continued on its route towards the shipwreck. The investigation into the accident, being carried out by French and Belgian authorities, is likely to focus on the possibility of human error. Given the number of warnings, it seems inconceivable that someone on the ship was not aware of the danger. Maritime sources say one of the things the investigators will want to know is if the position of the Tricolor was marked on the Vicky's charts for the area. They will also examine the standard of crew training.



Belgian authorities said the Vicky would stay in Belgian waters, where it is anchored a few miles from the Tricolor, while further checks were carried out and a port to accept the ship could be found. Willem Van Poucke, the search and rescue coordinator for the Ostend coastguard, said there was evidence of damage and some diesel oil was leaking from the vessel, anchored about 14 miles (22 km) off Belgium. But he said it did not represent any danger of an oil slick on the Belgian coast: "There have been some signs of pollution but it is not extensive." Van Poucke

explained the Vicky's cargo would have to be partially offloaded before it could move. But he said there was no chance of moving the ship on Thursday evening because gale force winds were forecast, making the operation too risky. A suitable port must also be found, he added. "It has a draft of 16.2 metres and no (Belgian) port is able to accept a ship of that draft," Willem Van Poucke, the search and rescue coordinator for the Ostend coastguard, told Reuters. "The nearest port would be Rotterdam and the owner of the cargo is from Rotterdam so we will see what we can do," he said. Van Poucke said it was highly unlikely that the ship would resume its course for its final destination, New York.

Britain's Times newspaper quoted the Vicky's master, Bulent Yamac, as saying he was not forewarned. "I had no idea it was there. I saw some light buoys but I didn't understand what it meant or why they were there... I tried to change course and turn to starboard. Visibility was normal and I could see waves breaking, then I knew it must be a wreck because there are no shallows in the area."

A British maritime union has said it is concerned "Russian roulette" is being played with safety in the channel. Union spokesman Andrew Linington said he was "appalled" to hear about the latest incident. He said 90% of such incidents were the result of the human factor. "There is a constant drive to reduce crewing levels and people can be working 80 to 90 hours a week on busy waterways like these".

CASUALTY REPORTING

STENA CLIPPER (BAHAMAS)

It was reported on Dec 30 that salvage services had been rendered to ro/ro **Stena Clipper** (15365 gt, built 1978), loaded with trailers etc, by Carribean Harbour Services Ltd, under Lloyd's Open Form. Vessel was escorted into Rio Haina following engine breakdown. London, Jan 2 -- Following received from the operators of ro/ro Stena Clipper, dated Gothenburg today: Repairs to Stena Clipper have been carried out.

TRICOLOR (NIS)

DAILY SHIPPING NEWSLETTER 2003 – 004

The SMIT salvage team on site can report that the extraction of oil from vehicle Tricolor is continuing prosperously. Approximately 700 tons of fuel oil has been pumped into the large receiving tanks onboard barge Asian Hercules II. Dec 29 Asian Hercules II transported the fuel oil to a bunker station in Zeebrugge and it will return immediately to the scene of Tricolor. -- SMIT Salvage BV

SHIPYARD NEWS

Seaspan orders 5 new container ships

Samsung Heavy Industries Co. Ltd. has announced three shipbuilding contracts totalling \$580 million US from Canada, Qatar and Italy.

The first contract calls for Samsung to build five container ships for Seaspan Container Lines Ltd. of Canada for delivery by 2005, Samsung said today. Seaspan, based in North Vancouver and owned by the privately held Washington Marine Group, describes itself as Canada's largest marine transportation company.

The South Korean company also is to build one liquefied natural gas carrier for Ras Laffan LNG Transport Ltd. of Qatar and two petroleum products carriers for Euroceanica CTGM SA of Italy.

Samsung exported \$3 billion worth of ships last year, up from \$2.2 billion in 2001.

Hyundai Heavy Industries, meanwhile, said it has won a \$750-million contract to build an offshore oil platform for Exxon Mobil Corp. of the United States.

The contract is for a floating production, storage and offloading facility to be installed off Angola by 2005.

Hyundai, the world's largest shipbuilder, also said it has won a \$160-million offshore facility construction order from China's CACT OG, a consortium of China National Offshore Oil Corp., Agip SpA and ChevronTexaco.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :

VLIERODAM WIRE ROPES Ltd.

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

Binnenbaan 36 3161VB RHOON The Netherlands

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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.



The cruise ship **Sunbird** sails into Havana Bay, Cuba, with a record 1,414 passengers, the largest single load of cruise passengers to visit the island Thursday Jan. 2, 2003. The towering ship arrived at Havana's cruise ship terminal Thursday morning and was to sail on to Cuba's smaller Island of Youth later in the evening on its way to Grand Cayman. During 2003, Silares terminal management firm expects 120 cruise ship visits -double the number of visits in 2002.

Princess ends jv with Royal Caribbean

P&O Princess Cruises ended a joint venture with Royal Caribbean Cruises without incurring any costs as it fulfills conditions for a takeover by rival Carnival Corp. The decision to end the agreement had been made last October, P&O Princess said in a statement. Miami-based Carnival offered to buy P&O Princess for US\$7.3 billion in cash and assumed debt in October, ending a year-long battle over a rival plan for P&O Princess and Carnival to combine. P&O Princess's board must recommend the Carnival offer to investors by Jan 10. Carnival said that it 'looks forward' to P&O Princess asking shareholders to back the bid

Oiltanking mag uitbreiden in Amerikahaven



Havenbedrijf Oiltanking breidt fors uit in de Amerikahaven. Het bedrijf vergroot zijn opslagcapaciteit met vijftien procent door bijna zeven hectare haventerrein over te nemen van de gemeente. Oiltanking krijgt het gebied in erfpacht. Oiltanking is een van de grootste bedrijven in de Amsterdamse haven. Het bedrijf is sinds 1975 gevestigd op een dertig hectare groot terrein aan de Amerikahaven. Vooral vanwege Oiltanking geldt Amsterdam als de tweede haven voor olieproducten in Europa, na Rotterdam. Oiltanking is de afgelopen twee jaar sterk gegroeid, van ruim twee

miljoen in 2000 tot bijna 3,4 miljoen ton olieproducten in 2001. Dit jaar zal de overslag bij Oiltanking naar verwachting met 26 procent stijgen. Vanwege de groei komt Oiltanking opslagcapaciteit tekort. Momenteel is er maximaal 800.000 kubieke meter aan opslagtanks beschikbaar. Uitbreiden op het eigen terrein was niet meer mogelijk, nadat begin 2001 al vier tanks werden bijgebouwd.

DAILY SHIPPING NEWSLETTER 2003 – 004

Oiltanking wil nu uitbreiden op het naastgelegen terrein, dat door herontwikkeling van het havengebied vrij is gekomen. Oiltanking wil op het nieuwe terrein tanks bouwen, met een totale opslagcapaciteit van 135.000 kubieke meter. Daarvoor moet nog wel een deel van de bouw- en milieuprocedures worden doorlopen. Het college van burgemeester en wethouders stemde gisteren in met de uitbreiding. Het terrein van circa 67.000 vierkante meter wordt voor een periode van 23 jaar in erfpacht uitgegeven. Oiltanking Amsterdam is onderdeel van het in Hamburg gevestigde Oiltanking, het - op het Rotterdamse Vopak na - grootste tankopslagbedrijf ter wereld. Het bedrijf slaat allerlei vloeibare olieproducten op, die per zee- of binnenvaartschip worden aan- en afgevoerd. Het bedrijf verzorgt ondermeer de kerosine-leveranties aan Schiphol. Kerosine wordt per binnenvaartschip vanuit Rotterdam en Antwerpen aangevoerd en vervolgens door een pijpleiding naar de luchthaven gepompt.

Olieproducten vormen een belangrijke goederenstroom in de Amsterdamse haven. In 2001 werd ruim zestien miljoen ton olie, olieproducten en vloeibaar gas in de Amsterdamse haven overgeslagen. Over dit jaar wordt een forse stijging van die hoeveelheid verwacht. Begin volgende maand maakt het Gemeentelijk Havenbedrijf zijn overslagcijfers over 2002 bekend.

NAVY NEWS



Bow on view of the U.S. Navy nuclear powered aircraft carrier **USS Harry S. Truman (CVN 75)** with her embarked Carrier Air Wing Three (CVW-3) during operations at sea. Truman and CVW-3 are currently deployed in support of Operation Enduring Freedom.

Navy Awards Northrop Grumman \$402M Funding for DDG 105

U.S. Navy will provide Northrop Grumman funding of more than \$401.5 million for DDG 105, the second of four DDG 51-class Aegis-guided missile destroyers awarded to the company's Ship Systems sector. The original contract for \$1.9 billion was received in September 2002. Funding for DDG 105 is

DAILY SHIPPING NEWSLETTER 2003 – 004

part of a multi-year procurement plan under which the Navy is awarding multiple ships under a single contract. DDG 105 is Northrop Grumman Ship Systems' 26th contracted Aegis destroyer.

"This funding for DDG 105 continues to demonstrate the Navy's confidence in the quality and professionalism Northrop Grumman Corporation has consistently delivered through the history of the Aegis destroyer program," said Dr. Philip A. Dur, Northrop Grumman corporate vice president and president of the company's Ship Systems sector.

"This program has been at the core of our operations for 25 years and we, as a company, are delighted to see it continue." Construction of DDG 105 is scheduled for completion in 2008.

TROMP / DE RUYTER



The former Dutch frigates **TROMP** (top) and **DE RUYTER** (below) moored at the breakers yard in 's Gravendeel

Photo's : Ton Grootenboer ©



MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :

DAILY SHIPPING NEWSLETTER 2003 – 004



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>



ACL's **"Atlantic Concert"**

heading towards

Gladstone Lock,

assisted by

Adsteam

Towage Tug

"Trafalgar" –

photo : Phillip

B Parker ©



Magdelan Sea,

Ex Salvor General,

Built: 1977 as the

Abeille Normandie. GT 1328

Builder Beliard Oostende.

Pictures taken in Halifax NS.

Photo :

Jim Gallacher ©



The **TOR BRITANNIA** – Photo : George Robinson ©



The **PUTFORD ENTERPRISE** arrived Friday in the early hours for A&P, Wallsend. She's pictured Friday before she entered No1 dry-dock.

Photo : Kevin Blair ©

AIRCRAFT / AIRPORT NEWS

Taiwan plane aborts flight due to engine hitch

Suspected engine problems forced a TransAsia Airways passenger plane to return to Taipei's domestic airport yesterday, less than two weeks after one of the airline's aircraft crashed in the Taiwan Strait, the firm said.

DAILY SHIPPING NEWSLETTER 2003 – 004

The aborted flight involved a French-made ATR72, similar to the cargo plane that went down 50 minutes into a flight to Macau on Dec 21, the Taiwanese airline said. The cause of the crash, which killed the two pilots, is still unknown.

Yesterday's flight, with 12 passengers, was flying to the outlying island of Kinmen when a cockpit indicator showed that there was an 'irregularity' in one of the engines, an airline spokeswoman said. The pilot reported the problem 20 minutes after taking off, she said. 'With our stricter flight safety requirements, we asked the plane to return for an inspection,' she said. The plane landed safely. TransAsia is one of the least profitable of Taiwan's six commercial airlines.

Investigators are still searching for the black boxes, or flight and data recorders, from the ATR72-200 cargo plane that crashed near the Penghu Island chain, off Taiwan's west coast.

Officials declined to speculate on the crash cause. But they said radar records showed that the plane plunged and levelled off twice before disappearing from radar screens about 50 minutes into the flight.

Virgin Express traffic up 14.1 %

Belgian-based no-frills airline Virgin Express said on Wednesday it had carried 14.1 per cent more passengers in 2002, helped by increasing demand for low-cost travel and the bankruptcy of national airline Sabena. Virgin Express, nearly 60 per cent owned by British entrepreneur Richard Branson's Virgin group, said it flew more than 2.7 million passengers last year

RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

Koud winterweer!

In het weekend een enkele winterse bui, in de nacht lichte vorst overdag enkele graden boven het vriespunt. Na het weekend perioden met zon, droog en meest lichte vorst.

	ZA-04	ZO-05	MA-06	DI-07
Maximumtemperatuur:	2	3	0	-1
Minimumtemperatuur:	0	-2	-3	-4
Zonnekans in %:	40	30	50	50
Neerslagkans in %:	30	40	10	10
Windrichting kracht:	NNO-3-4	ZW-2-4	O-3-4	O-4-5

.... STORY OF THE DAY

The risks of navigating the Channel

The Tricolor lies in one of the world's busiest shipping lanes.

DAILY SHIPPING NEWSLETTER 2003 – 004

Up to 400 vessels a day pass through the English Channel - and continue to do so despite the sunken ship in the way.

It is as if the wreckage of a car crash has been left on the M25 but the traffic continues to flow.



The Turkish oil tanker, the **Vicky**, would have had plenty of warnings of the obstacle.

An half-hourly radio warning is being broadcast from Dover and the French coastguards at Cross Griz-Nez.

There are also announcements being made on the maritime distress calling frequency.

Asked if the **Vicky** would have been monitoring this channel, a spokesman for the UK coastguard said "one would hope so".

The wreck is also marked by five warning buoys, one of which is specially designed to give out a bright reflection on ships' radar screens, and throw up a warning symbol.

A French warship, the **Flamand**, is patrolling the area.

Human error

Antoine Goulley, from the French maritime prefecture in Cherbourg says: "The markers should have been seen by a trained sailor.

"In this case the Vicky should have known the position of the shipwreck.

"The ship had got in contact with the navy patrol ship the Flamand just before the collision and it is not known why the tanker continued on its route towards the shipwreck."

The investigation into the accident, being carried out by French and Belgian authorities, is likely to focus on the possibility of human error.

Given the number of warnings, it seems inconceivable that someone on the ship was not aware of the danger.

Maritime sources say one of the things the investigators will want to know is if the position of the **Tricolor** was marked on the **Vicky**'s charts for the area.

They will also examine the standard of crew training.

This is not the first time there has been a series of collisions involving a sunken ship.

In 1971 a 12,000 ton Peruvian freighter crashed into a Panamanian tanker off Folkestone and sunk.

The following day a German ship hit the wreck and it too went down.



The crew of the Nicola were not hurt

DAILY SHIPPING NEWSLETTER 2003 – 004

Coastguards positioned an array of lights and buoys but within weeks a Greek vessel also collided with the two sunken ships and sunk.

In fact, the number of collisions in the Channel has fallen over the last two decades.



In 1977 a system of two-way traffic lanes was introduced, which has helped.

In 1999 a new set of rules requiring ships to report in to coastguard stations at regular intervals was set up.

To help investigate accidents, many ships now have to carry black box recorders.

But in the Channel there are freighters heading north and south, ferries

heading east and west, and even sailing boats in among the bigger vessels.

The risk of a collision will never go away.