

DAILY SHIPPING NEWSLETTER 2003 – 006



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EVENTS, INCIDENTS & OPERATIONS

Ship of slain Canadian captain leaves China

The ship on which a Canadian captain was fatally stabbed has been allowed to leave port in Guangzhou, China after being boarded by Canadian officials, a Foreign Affairs spokeswoman said today.

However, the suspected killer of Ma Sai Chung of Maple Ridge, B.C., has been detained by Chinese authorities and wasn't on the ship, said department spokeswoman Nadia Scipio del Campo. Ottawa has asked the government of China to investigate, but has yet to receive a response, she added in an interview.

"However, they have detained the alleged murderer, they took the statements from the crew and they've now released the ship," she said. There are still no details on the suspect, she added.

A Singapore newspaper reported that a Chinese seaman confessed to killing Ma on Dec. 17. The slaying allegedly occurred during a fight that broke out in the Strait of Malacca as the ship neared Singapore from India.

The seaman told shipmates he stabbed Ma, 53, in the neck after the captain grabbed him by the collar for not maintaining correct speed, the newspaper reported. Ma's body was allegedly thrown overboard. The MV Jin Bi docked in Guangzhou on Thursday after leaving Singapore last Saturday.

Legal jurisdiction has been an issue in the case. Under maritime law, a crime committed in international waters becomes the responsibility of the state under which the vessel is registered.

The Jin Bi, owned by Gold Beam International of Hong Kong, is registered in Panama.

Officials in Singapore refused to detain the ship or suspect when the vessel docked there last week, saying they lacked jurisdiction.

But international waters are murky when it comes to law enforcement, says one Panamanian expert.

"It's a grey area," said lawyer Alberto Lopez Tom, a specialist in maritime law based in Panama City.

"It's very hard for a country — any country — to investigate a murder that took place on board a vessel that is trading in other parts of the world."

A country isn't obliged to investigate a high-seas crime just because a ship flies its flag, Tom said, adding that ship registration is merely a starting point.

DAILY SHIPPING NEWSLETTER 2003 – 006

The nationality of the criminal and victim can help determine where — or if — a crime is probed. "There's nothing written in stone," Tom said. "It's pretty much a matter that every country decides. "I wouldn't like to give any ideas to anyone," he said when asked if that makes international shipping lanes ideal crime sites.

Ottawa would have few options if Chinese officials refuse to prosecute the alleged killer or hand him over. Canada has no extradition treaty with China.

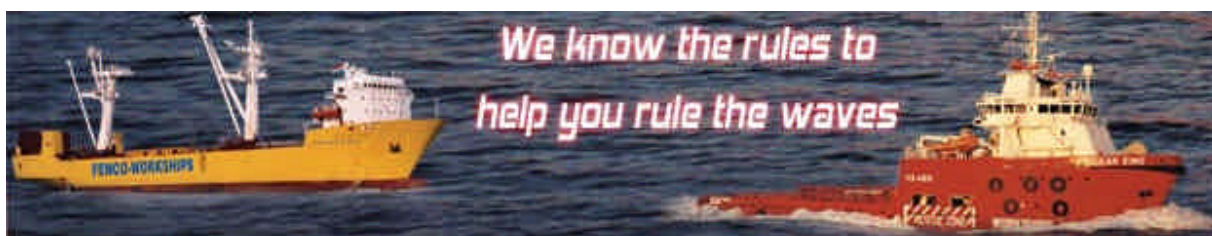
Panama has appointed an investigator, but lacks both an extradition treaty with China and diplomatic ties.

Meanwhile, Ma's wife, Kerina Ker, and their eldest son arrived in Hong Kong today, where they will meet with Gold Beam officials, Scipio del Campo said.

Foreign Affairs officials in Ottawa and Hong Kong are in "constant contact" with the family, she added. Ma's other son, Jackson, 14, is staying with a family friend in Vancouver.

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'Gul' KNRM Callantsoog reddingsboot van het jaar 2002

De reddingsboot **Gul** van de KNRM-post in Callantsoog is gekozen tot reddingsboot van het jaar 2002. De verkiezing is georganiseerd door een internetsite voor redders, reddingsbrigades en watersporters.

Alle reddingsboten in Nederland, ook die van reddingsbrigades en particulieren, konden daarvoor worden aangemeld. Uiteindelijk werden er tien genomineerd voor een klassering.

De beoordeling gebeurde door een aantal juryleden, dat alleen de gegevens van de boten kreeg voorgeschoteld. De Gul werd beste met 607 punten. De reddingsboot van Domburg, vorig jaar nog eerste, werd nu tweede met 576 punten. Derde werd een reddingboot uit IJmuiden.

„Ik zie het als een bevestiging van het hoge ambitieniveau dat we hier in Callantsoog nastreven", is een eerste reactie van KNRM-secretaris J. Timmerman van Callantsoog. De Gul is een boot die gebouwd is in 1992; ze is ruim vijf meter lang en heeft een vermogen van zestig pk, waarmee een snelheid van vijftig kilometer per uur kan worden gehaald. De boot is uitgerust met veel technische apparatuur zoals een marifoon en gps. De bemanning van de Gul krijgt de prijs binnenkort uitgereikt.

Stricken tanker survives storms

A stricken tanker threatening to spill diesel fuel on Europe's coastline survived a night of heavy storms in the English Channel and was set for further inspections to its damaged hull. The tanker, loaded with some 70,000 tonnes of diesel fuel - slammed into a sunken cargo ship on Wednesday in one of the world's busiest sea lanes, damaging its hull and threatening Europe with yet another environmental disaster.

Winds of up to 100kph whipped the waters around the 243-metre Vicky on Thursday night, which already lost a small amount of fuel after it hit a wreck on New Year's day. The Belgian government contacted neighbouring France to improve safety even more around the wreck of the Tricolor cargo ship after the Vicky ignored several warnings before slamming into the sunken vessel.

Proposals

The European Union's executive Commission announced yesterday that in light of the Vicky crash, it will propose new legislation to clarify legal responsibility for maritime accidents. The 15 EU member states will discuss the proposals early this year. The Turkish-registered ship remained anchored and was listing slightly in Belgian territorial waters, some 30km from this North Sea port.

Pollution around the tanker so far was minimal even though the hull of the vessel was cracked in several places, officials said. Unlike the Prestige tanker, whose single hull burst in November off Spain to create one of Europe's worst coastal pollution disasters, the Vicky had a reinforced hull and several compartments which limited the damage. Once the diesel fuel is pumped out of the Vicky and the ship is no longer listing, it will be towed into a nearby port. It was unclear how the New York-bound Vicky struck the wreckage of the Tricolor, which was marked with radio warnings, guardships and safety buoys.

Channel Collision Tanker's Skipper Blames French Patrol Boat

The Turkish captain of a Diesel tanker that hit a stricken car transport ship in the channel has accused a French Navy boat of leading him astray, a Belgian newspaper reported Saturday.

Bulent Yamac, the skipper of the Turkish-registered Vicky, was quoted by ****Le Soir**** daily as telling Belgian investigators that the French patrol vessel Flamand led him to the wreck of the Norwegian car transporter instead of diverting him. The Vicky, carrying 70,000 tons of Diesel, is at anchor under Belgian Navy guard 30 kilometers (19 miles) off the Belgian port of Ostende after its collision Wednesday with the Tricolor, which lies partially submerged in the channel, AFP reported.

The Ostend coastguard said the Vicky has leaked some oil but has played down the prospect of a disastrous slick developing. ****Le Soir**** also said that a seal and more than 50 birds had been found covered in oil on beaches near Ostende, but cautioned that another tanker could have taken advantage of the Vicky's plight to illegally dump oil at sea. The ship took on up to 3,000 tons of water after hitting the Tricolor and is now too deep in the water to enter a Belgian port, according to Ostend Coastguard chief Willem Van Poucke. "The situation is critical but stable," he told AFP late Friday.

The 243-meter Turkish tanker, which had set sail from the Belgian port of Antwerp, hit the wreck of the Tricolor despite the presence of three surveillance boats and a ring of luminous buoys.

The Tricolor had already been hit by another ship, the 3,000-ton Nicola, two days after it went down on December 14 carrying more than 2,850 luxury cars worth an estimated 30 million dollars (28.5 million euros).

DAILY SHIPPING NEWSLETTER 2003 – 006

Yamac had previously told British shipping gazette ****Lloyd****'s list that he had no idea the wreck of the Tricolor lay in his path.

But ****Le Soir**** said he had changed his tune, blaming the French patrol boat for leading him south of warning buoys instead of north.

The newspaper said the Belgian marine investigators "take very seriously his official depositions".

CASUALTY REPORTING

VERMONTBORG



VERMONTBORG aground on the coast of Guernsey while under tow to Eemshaven

... she broke from her tug on Thursday January 2nd.



SHIPYARD NEWS

Miljoenenschade bij brand Hardinxveld - Giessendam



foto's : Ewoud Klop ©

In de loods lagen zes schepen die speciaal gemaakt waren om bemanning van en naar olieplatforms te vervoeren. Deze boten zijn verwoest door de brand.

De brandweer was met groot materiaal aanwezig. Ook een blusboot uit Dordrecht was ter plaatse. Net na middernacht werd het sein brand meester gegeven.

De oorzaak van de brand is nog niet bekend. Er zijn geen gewonden gevallen.



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Lines end EPIC venture

CMA CGM, Contship Containerlines and P&O Nedlloyd have resigned from the five-line Europe, Pakistan, India Consortium (EPIC) and are planning to launch a new consortium called EPIC 3 that will become operational in July 2003. The three lines are to operate a fixed-day weekly service linking Europe, the Middle East and the Indian sub-continent by deploying seven ships. The two remaining members of EPIC are Maersk subsidiary Safmarine and Ellerman, which was recently acquired by German operator Hamburg Süd. In a separate statement, Safmarine chief executive Howard Boyd said: "We have [also] resigned from EPIC and will announce our own plans for a new service very shortly. It has always been an important trade route and it will continue to be," he said, adding that it is business as usual until the end of June.

Philippines mulls bareboat reform

RESTRICTIONS on bareboat chartering have led to a sharp decline in the number of ships flying the Philippines flag, according to the Maritime Industry Authority (Marina). IMO figures show the fleet has dropped from 12th a few years ago to 22nd, based on aggregate tonnage. Marina confirmed the number of ships under the Philippine flag has come down to just 180 from a high of about 400 three years ago, and pledged to remove impediments for chartering in vessels under the bareboat system. Under current regulations, the bareboat charter programme is closed to overseas shipping companies not accredited by Marina since the proclamation of the existing guidelines in the late 1980s. Owners with tonnage but without accreditation are not eligible for bareboat charters. Only a "handful of businessmen" can afford to own ships, Marina conceded.

NAVY NEWS

U.S. Navy Hospital Ship Prepares for Deployment

Cranes hoisted tons of food and medical supplies aboard the **USNS Comfort** as the Navy hospital ship prepared over the weekend to join U.S. forces gathering around the Gulf for possible war with Iraq.

The white vessel, a converted oil tanker about 894 feet long, was due to sail from Baltimore as early as Monday, carrying about 300 active-duty Navy medics and 61 civilian mariners to the Indian Ocean.

The Comfort, one of two 1,000-bed Navy hospital ships, is designed to provide on-site care for U.S. forces in conflict.

Its activation was part of a major military buildup that signaled President Bush's commitment to forcing Iraqi President Saddam Hussein to give up any programs he has to make nuclear, chemical or biological weapons.

In a New Year surge of military preparation, the United States began this week deployment of more than 11,000 soldiers from the 3rd Infantry Division as well as hundreds of engineers and intelligence specialists.

Nearly 60,000 U.S. military personnel are already in the Gulf and that number could double in coming weeks.

DAILY SHIPPING NEWSLETTER 2003 – 006

"The ship is not being deployed fully staffed," Military Sealift Command spokesman William Talley said on Friday, adding that more officers could be flown to the ship once it arrived at its destination, which officers declined to specify.

THREE-WEEK TRIP ACROSS THE SEA



Only three doctors -- two surgeons and one general practitioner -- will make the three-week trip across the Atlantic.

At full capacity, the Navy hospital accommodates 1,200 medics who run 12 operating rooms as well as intensive care units, recovery areas and diagnostic services like X-rays, as well as CAT scan and angioplasty equipment.

"We've got what a lot of rural hospitals don't even have," Talley told Reuters on a tour of the ship. Three decontamination stations, through which all patients pass upon admittance to the hospital, will isolate biological and chemical agents and decontaminate affected U.S. soldiers.

Aboard the noncombatant ship, painted white with red crosses representing its medical mission, dozens of Navy staff helped store boxed supplies. "We've got everything from medical equipment to root beer to food to laundry detergent," said Cristina McGlew, a command spokeswoman watching supplies being loaded onto the ship's helicopter landing pads. "It's like a little city." Crewmen said they were ready for the launch, although they had not been told of their specific mission.

"Mostly everybody is ready to deploy. We're kind of excited, wondering what the mission will be," said Thomas Jones, the ship's chief radiology technician. "It's kind of scary in a way but we're excited about the opportunity to be part of this."

RSS COURAGEOUS

Rescue personnel board the damaged Singapore Navy ship **RSS Courageous** at the Changi Naval Base, Singapore, Saturday, Jan. 4, 2003. The 500-ton **RSS Courageous** collided with the 52,000-ton container ship **ANL Indonesia** late Friday just north of Pedra Branca, an islet claimed by both Singapore and Malaysia. One female crew member is confirm dead and three more are still missing while eight others were injured.



MOVEMENTS

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The tug **RALEIGH ANN** brings a barge with 28" pipes alongside the Balder.

Photo's : Arno Post – Balder ©



PANAGIOTAKIS STAR



Saturday the **PANAGIOTAKIS STAR** departed from Rotterdam with the jack up **PAULINE** bound for Tripoli, the **PANAGIOTAKIS STAR** is the former **ANGLIAN DUKE**.
Photo's : Piet Sinke ©



AIRCRAFT / AIRPORT NEWS

United axes 1,688 more staff, closes ticket offices

CHICAGO - Bankrupt United Airlines said on Friday it would lay off 1,688 employees and shutter its remaining 32 city ticket offices as it strives to meet cost-savings targets laid down by its creditors.

'These changes are part of the process of creating a new business that is competitive, customer-focused and sustainable,' said Ms Sara Field, United's Senior Vice-President of People in a statement.

'Our People Division has prepared transition services to assist these employees in every way possible during this very difficult time,' she said. Some 1,500 white collar US employees will be notified by Jan 19. The remaining 188 union staff will be laid off when the former world's No 2 carrier closes its ticket centres on Jan 28.

United said the centres have been rendered redundant by the increasing number of reservations made online or over the phone. Additionally, the carrier will implement several other previously announced cuts in the coming weeks as it downsizes following its Dec 9 bankruptcy filing -- the largest-ever aviation failure.

Midair Crash Miracle

A MAJOR midair disaster was narrowly avoided when an **Angolan Boeing 737** passenger jet and a twin-engine aircraft collided at 11 500ft near Windhoek the day after Christmas. Aviation experts say it is a miracle that the two aircraft did not crash, killing all passengers and crew. The wing of a **TAAG Boeing 737-200**, with nearly 50 passengers and crew on board, sliced through the tail section of the 10-seater **Cessna 404** after taking off and climbing out from Windhoek International Airport bound for the Angolan capital, Luanda.

DAILY SHIPPING NEWSLETTER 2003 – 006

The Cessna had earlier taken off from Windhoek's Eros municipal airport and was heading for Tsumkwe in the northwest of Namibia to collect a film crew. The pilot of the Westair Aviation Cessna, who was alone in the aircraft, managed to land safely at Eros although 40% of the tail fin and rudder had been lost, with the right-hand elevator and tailplane suffering extensive damage. The wing of the Boeing, which seats up to 128 passengers, was also damaged but it is not known to what extent.

Aviation authorities in South Africa have for years been warning about the parlous state of air traffic control and equipment in sub-Saharan Africa and the potential for a midair collision. In September 1997 two military transport aircraft, one American and the other German, collided at 35 000ft off the coast of Namibia, killing 33 passengers and crew.

Several foreign airlines fly to Windhoek, including SAA, SA Express, BA/Comair and SA Airlink. But what has shocked and stunned the aviation industry is that the captain of the Angolan B737 continued on his journey, landing at Lubango in Angola - about an hour's flying time away - without returning to Windhoek to inspect the damage done to his aircraft.

"This verges on the criminal," said an SAA pilot who flies 737s. "The captain had no idea of the extent of the damage to his aircraft." The president of the Airline Pilots' Association of South Africa, Captain Deryck Leathers, said this week that the actions of the TAAG crew were tantamount to fleeing the scene of a crime. "The crew were irresponsible in not immediately returning to Windhoek to check the status of their damaged aircraft to ensure the safety of their passengers," Leathers said, adding that the association's warnings of a looming disaster in Africa more than five years ago had largely fallen on deaf ears.

"What we need to do now is get on with the inquiry into the collision and take the necessary action to remedy the causes."

The pilot of the Cessna, Rolf Traupe, described his experience this week: "I saw a flash of orange [the Boeing's nose section] out of the corner of my eye. "I did not feel any impact and thought the jet had just missed me. But then I heard the Angolan pilots complaining about damage to their wing. I knew then they had hit me."

Traupe said he felt the turbulence of the Boeing buffet his aircraft, which began to vibrate. "I reduced speed to maintain control of the aircraft, and because I could not see the extent of the damage, I thought it was minor as the aircraft was flying quite normally."

However on returning to Eros, Traupe was stunned when controllers informed him that "there's nothing left of your tail". Westair chief executive Wolfgang Grellmann said it was a miracle that no one was killed. "This was as close as anyone can get to a tragedy without costing lives," Grellmann said.

"It is an extremely cheap lesson for our aviation authorities. For years there have been calls to authorities to upgrade infrastructure but nothing happens. This could so easily have been a 737 and a 747." Grellmann said faulty radio equipment in the tower at Windhoek, which is not equipped with radar, might have been part of the problem.

"I know that Rolf called them several times asking them to change frequency as he was only hearing every third word or so, but the tower did not comply, for whatever reason." He added that the TAAG crew might have had similar problems.

"The Boeing was climbing through 11 500ft and both pilots must have been looking down at their instruments not to have seen the Cessna. I can only assume therefore that they did not know it was in the vicinity." Grellmann added that Westair had heard nothing from TAAG.

DAILY SHIPPING NEWSLETTER 2003 – 006

"I received a call this week from Luanda from a man claiming to be a military pilot wanting to know the fate of the Cessna. He would not leave a name or number. I think he might have been a crew member on the 737." An inquiry has been launched by the Accident Investigation Branch of Namibia's Ministry of Transport. Tapes of conversations between air traffic controllers and the pilots concerned have been impounded.

RIJNMOND WEATHER



Waves crash over the sea wall in Winthrop, Mass., Saturday, Jan. 4, 2003. Roadways in several coastal communities from Marblehead to Scituate, Mass., were closed off and several families were evacuated, as unusually high tidal waves crashed on the shore

Vooruitzichten van maandag t/m donderdag:

Kortdurende vorstperiode!

Koud winterweer met zonnige perioden en droog. Overdag lichte en in de nacht op de meeste plaatsen matige vorst. Donderdag kans op lichte neerslag en vooral in het kustgebied temperatuur iets boven het vriespunt.

	MA-06	DI-07	WO-08	DO-09
Maximumtemperatuur:	1	-3	-2	1
Minimumtemperatuur:	-1	-6	-6	-5
Zonnekans in %:	30	40	50	20
Neerslagkans in %:	30	10	10	40
Windrichting kracht:	NO-3-4	O-3-4	O-3-4	NNO-2-3

.... PHOTO OF THE DAY



The **DH ALPHA** moored at the DE HAAS SHIPYARD in Maassluis. Photo : Piet Sinke ©