

DAILY SHIPPING NEWSLETTER 2003 – 025



Number 025***DAILY SHIPPING NEWSLETTER*** Wednesday 05-03-2003

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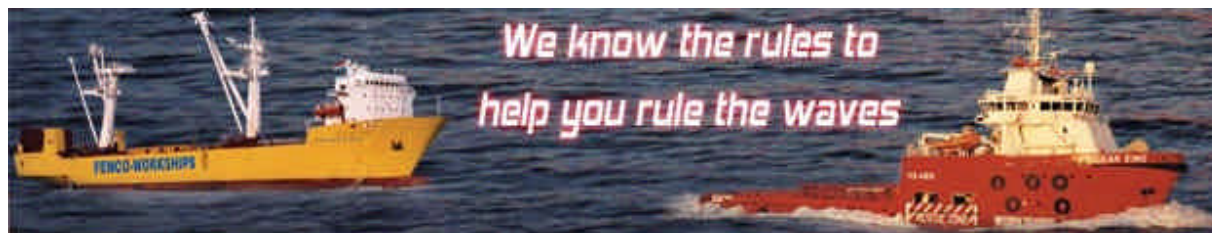
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A detailed illustration of a cable ship, a large vessel with a complex superstructure, including cranes and specialized equipment for cable laying.

EVENTS, INCIDENTS & OPERATIONS

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Bow Eagle officer denies charge over collision tragedy

THE Filipino watch officer of a Norwegian chemical tanker, who is accused of failing to signal a collision which cost the lives of four French trawlermen, has pleaded not guilty to failing to provide assistance to persons in danger.

Ronnie Zape, one of two Filipinos on watch duty on the 24,728 dwt Odfjell vessel **Bow Eagle** when it collided with the French trawler Cistude in the English Channel in the early hours of August 26 last year, faces up to six years in prison if he is found guilty.

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The Bow Eagle continued on its course leaving the trawler crew in the water.

Only three of the seven-man crew of the Cistude survived.

The fact that the watchmen on the Bow Eagle had been aware that a collision had taken place only came to light when Mr Zape's fellow watchman decided to speak about it to another officer.

They had originally said they heard a sound but it had not been louder than that which would have been created by a large wave.

Defence lawyer Jostein Alvheim said the court would have to prove that Mr Zape had deliberately abandoned the Cistude and its crew to their fate — which he denied categorically.

The trial is expected to end tomorrow after having heard the accounts of the three surviving members of the Cistude crew.

Biggest Carnival Cruise Ship Temporarily Moves From New Orleans to Mississippi

Carnival Cruise Lines will temporarily move its newest and biggest cruise ship to Gulfport, Miss., because of a continuing dispute over power lines that hang over the Mississippi River.

Carnival said Tuesday the **Conquest** will move from New Orleans on Sunday and remain in Gulfport for at least six weeks. Carnival has said Entergy's power lines over the river near Chalmette, La., are so low they threaten the ship, which is 952 feet long and rises 207 feet above the water.

The river is rising and its currents getting stronger, making it increasingly difficult to maneuver the ship under the lines, Miami-based Carnival said in a statement.

The company plans to operate a shuttle between New Orleans and Gulfport.

Cyril Guerrero, an Entergy spokesman, said the energy company has been using an effective short-term solution: cutting power to the lines while the ship passes underneath. The U.S. Coast Guard and river pilots also agreed that the area near the lines would be cleared of vessels while the ship passes, Guerrero said.

In December, Entergy announced an 18-month, \$15 million plan to bury the lines 95 feet underneath the river.

Drug ship towed to Ladysmith

The strange story of the Northern Lights V took a new twist last week, when a tug towed the old, blue ship from her anchorage off Union Bay to a temporary berth at Ladysmith.

The **Samarkanda**, once a drug smuggling vessel, now sits in Ladysmith Harbour for cleanup.

A Coast Guard spokesperson said the federal government paid Saltair Marine, a Ladysmith company, to tow the ship after a number of Coast Guard environmental response officials inspected her.



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Jeff Stubbington, of Saltair Marine, said the Northern Light V will likely be sold for scrap or sunk to create an artificial reef.

Stubbington said there's little chance the ship will be refurbished.

She was elderly and neglected when she was captured in the great drug bust of 1979, and she declined steadily during her 12 years anchored off Baynes Sound Oysters, south of Union Bay.

By the time she was towed away, her hull was a patchwork of faded blue and gray paint streaked with rust, and cables dangled off her decks.

Even her fans had to admit she had become something of an eyesore, but most locals mourned her passing, said Renata Kolzig of the Union Bay Market.

"I would say it was half and half, but people were sad; I had one customer come in and she was crying, she was so upset that the boat was gone," Kolzig said.

"I really miss the boat," said Joanne Tarnowski, of Baynes Sound Oysters. "It was part of the place, and it had been part of my life for such a long time ... I guess it was an eyesore -- it needed paint and all -- and I wonder they would have left it here if someone had looked after it."

The ship made headlines in 1979 when it she beached in an unnamed inlet near Tofino with 33 tons of marijuana in her hold.

She had left Colombia a few days earlier, and was bound toward Alaska when she developed engine trouble off the west coast of Vancouver Island and limped into the inlet.

U.S. and Canadian police were tipped off before the ship, then named Samarkanda, left Colombia, and tracked her by satellite as she plodded north.

The morning after she beached, boats and helicopters landed an assault force of mounties and narcotics agents while a Canadian Navy ship stood offshore to carry away the confiscated bales of marijuana.

"It was just an amazing sight," retired RCMP officer Rod Nichol said. "The tide had gone out so the ship couldn't go anywhere. It was just laying on its side, and there were bales of marijuana laying around like bales of hay wrapped in some kind of rubberized coating."

Samarkanda's Colombian crew was eventually sent home, but seven Americans and one Colombian were charged with attempting to smuggle drugs into Canada.

A year later, they were acquitted after their lawyer argued that the ship was bound toward Alaska, and landed in Canada only because the engine failed. The judge upheld a point of maritime law which allows a ship to come to port if it is in danger of sinking or if lives may be at stake.

After the trial, the ship was sold, and reportedly moved several times before it was anchored off Union Bay about 12 years ago.

The Chronicle was unable to trace the ship's current owner, but the Canadian Registry of Ships shows Northern Light V registered in Victoria in 1986 to a Comox man.

The registry of ships indicates she was built in Oregon in 1945, apparently to lay mine cables for the U.S. Navy.

SHIPYARD NEWS

QM2 pods under investigation

Last week two of the four Mermaid pods - the largest and most powerful ever built - to be fitted on QM2 were returned to Rolls Royce following the discovery of a technical fault at the Alstom motors factory in Nancy.

During the testing of the fourth pod at Nancy, a technical issue was identified. The Mermaid consortium decided that, as a precautionary measure, additional checks should be made on the other three pods. ALSTOM decided that for the first two pods, which were already in St Nazaire, the most suitable facility for this work is Rolls-Royce's Ulsteinvik site in Norway. Pods 3 & 4 will remain in ALSTOM's Nancy factory until all checks have been completed.

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FERRY FOR GREEK WATERS

The main bulk of the Strintzis family are back in the shipping business. They bought a Japanese-build vessel to be named **EPTANISOS** and to sail between Kylini and their home island of Kephallonia. The vessel is the former **CHOON HUANG**, former **KING HUNG**. She is schedule to arrive at Greece in early March and will be rebuild locally.

BLACK IRIS

Re-named **BLACK IRIS**, the **EUROPEAN NAVIGATOR** was officially handed over to her Jordanian buyers at 18:00 on 17 February at A&P Birkenhead

ARIADNE PALACE SOLD



The ARIADNE PALACE moored in Genua October 2002 – photo : Piet Sinke ©

Minoan Lines **Ariadne Palace** has been purchased by Corsica Ferries for \$65m. Until recently the 2001 built vessel has been linked in a joint venture with Grimaldi, the vessel will be renamed in **MEGA EXPRESS III**

Everest expands agreement with Hellas Flying Dolphins Athens

Everest Group on Friday announced the expansion of its cooperation with Hellas Flying Dolphins for the exclusive catering of its fleet servicing the islands of Sporades and Cyclades. Everest will supply HFD's fleet of 36 vessels by extending a contract until the end of 2004. The Group expects its turnover from the contract to total 12 million euros this year and 15 million euros in 2004.

Attica



The BLUE STAR 2 arrives at the port of Patras – Photo : Piet Sinke ©

Ferry operator Attica Enterprises said yesterday 2002 group net profit fell 34 percent to 6.8 million euros from 10.3 million a year earlier, hit by high fuel costs. The profit figure includes earnings from Attica's 48.6 percent subsidiary Strintzis Lines. Group sales rose 27 percent to 318.6 million euros. Attica ferries service the Adriatic Sea route linking Greece with Italy.

Attica Enterprises S.A. is the parent company of the Superfast Ferries fleet and the **Blue Star Ferries** fleet. The group's ships operate in domestic and international waters, offering connections between a number of ports in the Adriatic Sea, the Baltic Sea, the North Sea and the Aegean and Ionian Seas in Greece

Lykes improves US Gulf/ Mexico and Mediterranean service

LYKES Lines has turned its service between the Mediterranean, the US Gulf and Mexico into a weekly one. The Gulf Mediterranean Sprint Service started on March 1 with six vessels. The company said it offers the fastest transit times from the Mediterranean to Mexico, such as 12 days from Valencia to Veracruz and 17 from Genoa to Altamira.

Sprint also offers transits from New Orleans to the Mediterranean of 15 days to Gioia Tauro and 19 to Genoa, the company said. The port rotation is: Miami, Veracruz, Altamira, Houston, New Orleans, San Juan, Gioia Tauro, Livorno, Genoa, Barcelona, Valencia, and Miami.

ALBORAN



Top : The **ALBORAN** arrives at Algeciras from Ceuta – **Photo : Piet Sinke ©**

Trasmediterránea is to reduce the number of Algeciras - Ceuta roundtrips carried out by its **ALBORAN** from 5 to 4, by cancelling its final roundtrip each day. This is understood to be long term and in order to keep the ship in peak condition.

EUROFERRYS PACIFICA

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In January Euroferrys **EUROFERRYS PACIFICA** reached a 99.43% punctuality rate in January.



Top : The **EUROFERRYS PACIFICA** seen here departing from Algeciras – photo : Piet Sinke ©

She had only one delayed sailing out of 196 crossings. She transported 39,490 passengers, 7,834 cars, 688 trucks and 33 buses.

PSA buys remaining stake in Belgian port for \$229m

Port operator PSA Corp is buying the remaining 20 per cent stake of its Belgian port subsidiary for 120 million euros (\$229 million).

Belgian shipping group CMB yesterday said that it was in the process of selling the Hesse Noord Natie port management unit to PSA.

CMB has been selling its non-core activities in the past few years to focus on its purely shipping-related business, which involves the transport of dry bulk, crude oil and liquefied gas. CMB sold its Naviga insurance arm in July.

CMB said it had exercised an option to sell the remaining 20 per cent to PSA. 'The put option was exercised in January but payment of 120 million euros is due this month,' CMB executive committee member Ludwig Criel said. CMB and Belgian peer Noord Natie agreed two years ago to sell 80 per cent of Hesse Noord Natie to PSA.

PSA acquired the stake in April last year, buying itself an annual throughput of 4.8 million twenty-foot equivalent units in the cargo-rich European north-west.

Mr Criel said he hoped the spin-off and separate listing of CMB's Exmar transport gas activities, announced on Monday, will be completed by May to June, as CMB plans to present the plan to its shareholders on May 9.

NAVY NEWS

Frigate delayed in Gulf

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HMCS Winnipeg will remain in the Persian Gulf area two months longer than originally planned, which could put it at the centre of the action if a U.S.-led coalition goes to war against Iraq.

The frigate will now leave near the end of April, with an expected arrival in Esquimalt, B.C. around May 8, the Winnipeg Free Press said in a report from the ship.

It originally expected to end a six-month tour and begin its 38-day voyage home at the end of February.

The delay is required to allow time for **HMCS Iroquois** to reach the area. The 31-year-old destroyer will be the command-and-control base for a multinational task force of up to 20 ships in the gulf and the Strait of Hormuz.

Third sub sets sail

Canada's third used submarine is on its way to Halifax, and should arrive here within two weeks.

Hundreds of litres of water flooded **HMCS Corner Brook** last July after a signal ejector failed during sea trials off the coast of Scotland. But the sub's two flawed ejectors have since been repaired, and it left Britain with about 55 people on board.

"We obviously hope that it will be a smooth trip," said Capt. Mike Williamson, manager of Canada's submarine capability life-extension project. "But the crew is well-trained, and the boat's equipped to deal with any emergency that could possibly arise."

Meanwhile, the navy is still trying to figure out whether defects in one of its other subs should be fixed before it makes the 10,000-kilometre voyage to British Columbia via the Panama Canal.

Diesel exhaust hull valves on **HMCS Victoria** — which arrived in Halifax in October 2000 and hasn't left port since — are cracked. It also has a dent in it the size of a pizza pan.

The navy is now evaluating whether **Victoria** could submerge during the trip if the cracked valves aren't fixed. If the valves fail, the sub could flood again with sea water.

"The central driving factor at the moment is the requirement to replace both of (Victoria's) diesel exhaust hull valves," Rear Admiral Glenn Davidson, the commander of Maritime Forces Atlantic, told Vice-Admiral Ron Buck, the nation's top sailor, in a "confidential" memo.

In the heavily censored Nov. 22, 2002, document, obtained under the Access to Information Act, Davidson says the work could be done on the West Coast at the CFB Esquimalt naval base on the outskirts of Victoria.

"This option best achieves the overall objective of getting to the (initial operating capability) as soon as possible," Davidson says.

The sub's crew would need to plan a route to avoid bad weather and make fuel stops, Davidson says.

"Upon arrival in Victoria, a 20-week docking has been tentatively scheduled" to replace the diesel exhaust hull valves, Lt.-Cmdr. Darrell Kays says in a Dec. 16, 2002, e-mail to several senior submariners.

'Flying coffins' a drag on navy operations 'Class ship' grinds to halt



The helicopter crash on board **HMCS Iroquois** brought one of the Canadian navy's most valuable ships to a halt, laid low by one of the service's weakest links. The Iroquois was a flagship of the Canadian fleet, a "class ship" that set the standard for the four destroyers that are the largest fighting vessels in the navy. The Sea King that crashed on to the destroyer's flight deck, on the other hand, is one of the oldest pieces of equipment in the Canadian Forces' ageing inventory and has long been a drag on the navy's operations. The crews that fly the ship-borne helicopters, formally known as the Sikorsky CH-124 Sea King, call them

"ancient" when they are feeling generous, "flying coffins" when they are being blunt.

Canada bought 41 of the single-rotor Sea Kings in 1963. There are only 29 still flying. They were supposed to have been eased out of service three years ago, but the military prolonged their life with an \$80-million upgrade designed to keep them flying until 2005. They still require 30 hours of maintenance for every hour they spend in the air and are grounded by their various problems about 40% of the time. In recent years they have been hit by a growing number of engine flameouts, gearbox failures, on-board fires and even pieces flying loose in mid-air.

Ten crew members have died flying them, falling into oceans or crashing on land. The air force said in the past 40 years there have been eight "incidents" in which Sea Kings have been severely damaged, 23 involving "significant damage" and thousands of cases of minor problems.

"That could include scratched paint, or a dent, or nothing at all," said Captain Darren Steele, an air force spokesman in Ottawa. HMCS



Iroquois was launched in 1970 -- making it relatively new by naval standards -- the "class ship" of an eventual four 280 series destroyers designed and built in Canada for hunting Soviet submarines in the stormy North Atlantic. After the collapse of the Soviet Bloc in the 1990s and the Canadian navy's involvement in the 1991 Gulf War, the Iroquois and her three sister ships -- Huron, Athabaskan and Algonquin -- were given a major re-fitting in the 1990s. Captain John Price, a navy spokesman in Ottawa, said the Iroquois-class destroyers are among the most popular ships among Canadian sailors.

COMPARING NAVY HARDWARE:

CH-124 SEA KING

- Maintenance: 30 hours of repairs for every hour of use
- Breakdowns: engine flameouts, gearbox failures, on-board fires, pieces flying loose
- Fatalities: 10 killed in flight

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- Crashes: 12
- Forced Landings: 27
- Other: 8 incidents of severe damage, 23 of lesser damage

HMCS IROQUOIS

- Re-fitting: major re-fitting in 1990s along with 3 sister ships
- Upgrades: Anti-aircraft defences upgraded, communications and sensors gear improved
- Weapons improvements: vertically launched missiles, 76-mm rapid-fire gun, radar-guided 20-mm Phalanx close-in weapons system

P & O CANTERBURY TO MOD ??



Reports from the P&O Portsmouth Enthusiasts board suggest that **P & O CANTERBURY** is to be chartered to the MoD, this is understood to be happening when the new **PRIDE OF CANTERBURY** enters service before the end of April

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



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Offshore Crane vessel **Thialf**, moored at Caland canal Europoort, installing the 2nd module with the two powerfull cranes on the TLP which is build to operate in the future in Angola. The weight of the 2nd module was almost 6000 tonnes

Photo´s : HANS DE JONG MARITIME PICTURES ©



HMS TYNE



Referring to the shipping newsletter from yesterday, seen here the new **P 281 HMS TYNE** arriving at the river Tyne for the first time

Photo : Kevin Blair ©

STORMMEEUW



The Damen newbuilding **STORMMEEUW** commenced builder trials, the vessel left the Rotterdam area Wednesday 05-03 bound for the port of Harlingen for tests at the Waddenzee area

Photo : Jan Braas ©

RIJNMOND WEATHER

Vooruitzichten van woensdag t/m zaterdag:

Later meer zon!

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In de nacht van woensdag op donderdag en donderdagochtend regen. Daarna geleidelijk meer zon en droog.

© Ed Aldus 2003	WO-05	DO-06	VR-07	ZA-07
Maximumtemperatuur:	12	8	9	10
Minimumtemperatuur:	8	7	4	2
Zonnekans in %:	20	20	40	50
Neerslagkans in %:	20	50	10	10
Windrichting kracht:	Z-3-5	W-3-4	Z-3-4	ZO-2-4

.... SHIP OF THE DAY

By : Micke Asklander

M/S VISBY.



Builder : Guangzhou Shipyard International Co. Ltd., Guangzhou, China, Yardnumber: 30004.

Dimensions : 195,80 x 25,00 x 6,60 m , Brt/ Nrt/ Dwt: 28600/ 12,200/ 4,700.

Powered by : Wärtsilä 12V46C diesels in total 50,000 kW, Max speed 28,5. knots

Passengers : 1500 with 300 berths available , 500 cars on 1600 lane meters

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- 28-11-2002 : Contract signed
- 20-01-2003 : Christened by Marianne Nilsson and Delivered to Rederi Ab Gotland, Visby.
- 25-02-2003 : Arrival at Blohm & Voss at Hamburg for minor adjustments on stabilizers
- 28-02-2003 : Arrival at Hemmahamnen for the first time
- 02-03-2003 : First Visit to Visby
- 08-03-2003 : Planned visit to Stockholm

The vessel will commence sailing at the route Visby - Oskarshamn/Nynäshamn.

