

DAILY SHIPPING NEWSLETTER 2003 – 041



Number 041***DAILY SHIPPING NEWSLETTER*** Wednesday 14-05-2003



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EVENTS, INCIDENTS & OPERATIONS

Crew starves as ship detained

THE Australian Maritime Safety Authority (AMSA) has detained a wheat-exporting ship berthed in Adelaide over safety concerns, while international unionists came to the aid of its half-starved crew.

Surviving on rice rations and unpaid for months, the 26 crew of the 35,000 tonne Panamanian-flagged carrier **Panamax Sun** were waiting to take a shipment of Australian wheat to Iraq when AMSA made a routine inspection. "We found some issues with lifesaving equipment and some of the fixtures on the deck," an AMSA spokesman said.

"It will be unable to leave Port Adelaide until a number of problems are fixed up." Adelaide's Ukrainian community was feeding the mostly Ukrainian crew as the International Transport Workers' Federation (ITF) negotiated with the ship's Greek owners to improve conditions and restore backpay.

When the ITF responded to a priest's call for help on the ship, they found seafarers half-starving and living in damp cabins. "They haven't had hot water for five months, they haven't been fed properly for months, they've been working very long hours," ITF Australia co-coordinator Dean Summers told AAP. "The ship needs a lot of maintenance and they haven't been paid for about two months." The ITF called on the Federal Government to prevent such ships from being allowed to carry Australian imports and exports.

DAILY SHIPPING NEWSLETTER 2003 – 041

"The enormous profits of Australian importers and exporters should not be made on the back of slave labour, these appalling conditions," Mr Summers said. " Look after Australian bosses, give them the same tax breaks and incentives foreign owners have here.

"Nobody should be able to win a contract on the basis of not feeding a crew." In a similar incident late last week, the ITF intervened on behalf of the crew of Stone Gemini, a Cypriot-flagged coal freighter berthed in Newcastle. On boarding the 23-year-old ship, Mr Summers found crew surviving on half a tin of baked beans and a tub of margarine, using a bucket for a toilet and owed \$US95,000 (\$147,401) in backpay.

"Unfortunately it's a typical situation for the flag of convenience ships we see carting Australia's imports and exports," he said. After 35 hours of negotiations and a strike by the crew, the ITF convinced the owner to pay the wages, fix up the sanitation and stock the ship with fresh food.

Three crew who had been at sea for more than a year were sent home.

HERMOD IN THE COLD



A few weeks ago the **HERMOD** of **Heerema Marine Contractors** completed successful a project near Nova Scotia (Canada) as can be seen at the picture left.

The **HERMOD** returned in the meantime to the Gulf of Mexico

Photo:
via Jan Terpstra
CH.ENG o/b Hermod

Sunken tanker still contains 500 tonnes of naphtha

Upco-3, the tanker which sunk after striking the rocks off Colaba on Friday, still contains about 500 tonnes of naphtha and 54 tonnes of diesel fuel, the Coast Guard said on Monday.

The vessel which was going towards the Jawaharlal Nehru Port Trust at Nhava Sheva was carrying 2,688 tonnes of naphtha. The spilled naphtha formed a layer on the sea surface and quickly evaporated since it is highly volatile. According to the Coast Guard, naphtha does not pose as much an environmental hazard as crude oil because it evaporates quickly when it comes into contact with air.

"We have taken all precautions and put up warning signals around the wreck to alert vessels which are entering or leaving Mumbai Port Trust (MbPT)," Commodore S. Pradeep, commander of the Coast Guard, told TNN. While the exact cause of the mishap will emerge only after the official inquiry is completed, sources said one reason could be a mechanical fault after the vessel switched from auto pilot to manual steering.

CASUALTY REPORTING

Ferry with more than 300 aboard towed to port after fire

A broken fuel line caused an engine-room fire aboard a B.C. ferry Monday, stranding 346 passengers and crew for several hours.

A B.C. Ferry Services spokeswoman said the **Queen of Surrey** had to be towed into port after going dead in the water off Bowen Island, near West Vancouver. Deborah Dykes said the blaze occurred soon after the 22-year-old ship left the mainland terminal at Horseshoe Bay on its 9:20 a.m. sailing to Langdale, on the Sunshine Coast about 15 kilometres northwest of West Vancouver. "It happened about 15 minutes after the vessel left Horseshoe Bay," she said.



The ship's carbon-dioxide fire suppression system was activated, flooding the engine room to put out the flames. Capt. Jacques Garand of the coast guard rescue co-ordination centre said the fire was brought under control quickly. "Preliminary reports indicate that today's fire was the result of a fuel line parting in the vessel's No. 2 engine," said Dykes.

There are no reports of injuries, although some vehicles on the ferry's lower car deck were slightly damaged. "It's my understanding some tires were damaged due to the heat coming from the engine room right below," said Dykes.

Passenger James McBride of Port Coquitlam, B.C., said there was no panic. "Not at all. These guys are really well-trained," he said. "They just kind of said 'we've got a bit of a problem' and they all did their jobs. "There's lots of fire hoses laying on the decks, and downstairs I imagine, but it was quite calm."

The smaller **Queen of Capilano**, from the Bowen Island run, sailed over to assist and put a tow line on the **Queen of Surrey** to keep it from drifting. The coast guard vessel Osprey, along with a military Cormorant helicopter, were diverted to assist if necessary while a commercial tug was dispatched to tow the stricken ferry to Langdale.

It's the second time in less than a month that the **Queen of Surrey** has been hit by an engine-room fire. The ship was disabled during the Good Friday long weekend.

Dykes said the ship was returned to service after a refit about a month ago. The ferry service said Transport Canada and the federal Transportation Safety Board had been notified and company president David Hahn had ordered a full investigation. B.C. Transportation Minister Judith Reid said the fire underscored the need for new investment in the aging ferry fleet.

She said the government's decision to transform the Crown-owned carrier into an independent company will allow it to find that investment without compromising safety. "We do have the ability to make sure that the services we contract for are delivered," she said. "Safety is an issue that is also covered off by federal government regulations and those safety provisions go on unchanged as they were before."

SHIPYARD NEWS

Steel strike hurts Korean yards

SOUTH Korea's shipbuilders face a shortage of steel as the trucker strike in the steel belt of Pohang continues. Small shipbuilders, who do not have spare stocks, are fearing disruption to delivery schedules. Steel supply from major plants owned by Posco and Dongkuk Steel has stopped since May 2. There is even concern among the larger shipbuilders with adequate stocks of steel, such as Hyundai Heavy Industries and Daewoo Shipbuilding, regarding schedules if the strike is prolonged. The Ministry of Commerce, Industry and Energy is worried that small and medium shipbuilders would be hit hard. The steel pipe and home appliances industries are also affected. Truck operators have stopped transporting steel to factories demanding a hike in truck freight following an increase in the price of diesel and the raising of road tolls. Unions have warned that the strike could spread to port unions if steel makers do not concede their demands. Some shipping lines are already feeling the pinch of the strike as the lack of transport is delaying both discharging and sailings. Three Pan Ocean handymax bulkers were today said to be waiting at South Korean ports, potentially incurring a loss for the company of \$60,000 a day

Major repair job for Rynwaal Shipyards.

Text : K.Damen / Photo's : Joop Keesmaat "LANDFALL" Transport & Towage b.v.



On Monday 7 April cargo vessel **Biglift Traveller** arrived at Rotterdam Waalhaven carrying 24 vessels. Meanwhile these vessels are stationed at the quay of Rynwaal Shipyard. One of the remaining eight vessels (dredging vessel **Sea Lion**) is



The Dutch company Rynwaal Shipyards (sister company of Shipyard K. Damen) started a major repair job. On account of the Nigerian Port Authority the yard has to repair 32 vessels, such as tugboats, crew boats and pilot vessels. Most of the vessels need to be overhauled. New machinery, new lining and furnishing and new painting is required, also parts of the steelwork have to be renewed.



on her way to Romania in tow of the **Thomas de Gauwdief** where the vessel will be repaired. The other seven vessels are awaiting transportation at their home port in Nigeria. Total delivery time of this project is eighteen months. During this



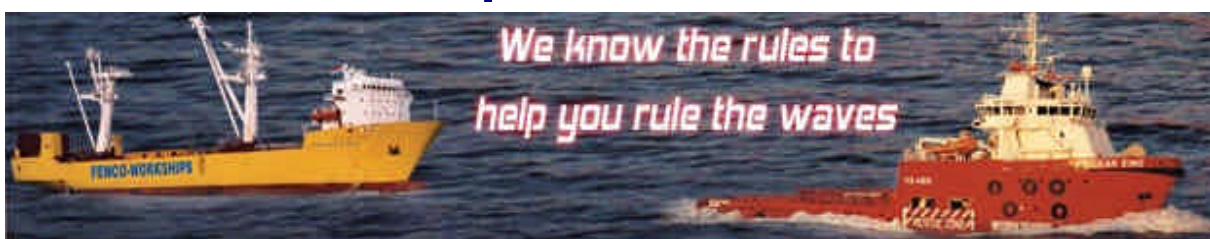
Top : some vessels are stored at the shore side of the K.Damen yard — [photo : K.Damen](#)

delivery time repaired vessels will return to Nigeria in small groups. Besides this repair job the shipyard will start in October next with the complete outfitting of the new built trailing suction hopper dredger 'Scelveringhe'. Herewith full employment at Shipyard K. Damen/Rynwaal Shipyards is guaranteed until spring 2004.

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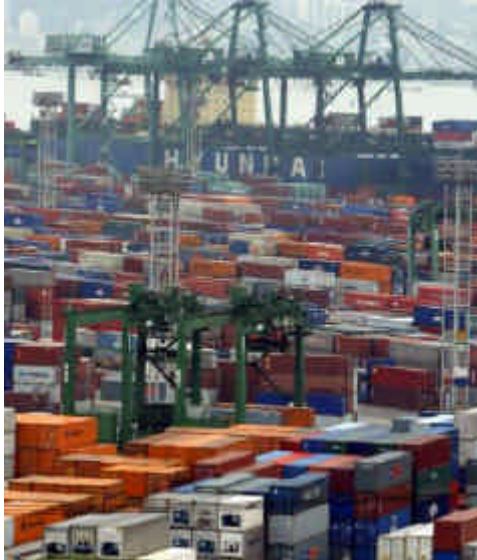
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Cargo-handling row at Manila

DAILY SHIPPING NEWSLETTER 2003 – 041

SHIPPERS of dangerous cargoes at Manila have complained of exorbitant rates and inefficiency in document processing at the port. The problems have prompted both shipping lines and shippers to question the contract signed between the Philippine Ports Authority and warehousing firm Dassad, the repository for containerised hazardous cargo. At present, importers have 24 hours from the end of cargo discharge to process the documents at Customs and withdraw the goods. The consignees object to the high rates being charged once their cargo is transferred to Dassad. In addition, the Customs computer system for filing cargo entry or transfer permits is not working. Shippers have proposed to dislodge Dassad, which has been operating on a temporary basis since the expiry of its contract in 2001, by retaining stevedoring firms at the port to handle hazardous cargoes.



PUSAN PORT

Containers pile up at a pier in Pusan, about 450km (281 miles) southeast of Seoul due to a truck drivers' strike. The South Korean government sent on Tuesday the army to Pusan to help transport cargo as a strike by truck drivers threatened to stop freight flows. The striking unionized truck drivers have been pushing for a series of diverse demands, including higher transport rates and a cut in gas prices for trucks.

STAR CRUISES TO EXTEND AUSTRALIAN CRUISE PROGRAMME OF SUPERSTAR VIRGO



Star Cruises, "The Leading Cruise Line in Asia-Pacific" is extending the Australian cruise program of its luxury cruise liner **SuperStar Virgo** following the success of the ship's relocation from Singapore to Perth, Western Australia.

SuperStar Virgo was scheduled to depart

Fremantle on 25th May to return to Singapore but will now not leave Australian waters until mid July. Star Cruises will offer in the extended programme approximately 20 additional cruises from Fremantle, including two cruises to Australia's Top End which would incorporate Darwin, Australia's northern-most city.

Mr. Chong Chee-Tut, Star Cruises' Chief Operating Officer, said today that Star Cruises had been overwhelmed by the impact the ships' arrival in Australia had created, with some cruises sold out within 24 hours of their announcement. "We had hundreds of people who were disappointed that they

DAILY SHIPPING NEWSLETTER 2003 – 041

were't able to book on the shorter cruises out of Fremantle, in particular, but now they will have the opportunity," Mr Chong added.

Mr Chong said that with the onset of winter, **SuperStar Virgo's** new itineraries would involve cruises to the warmer northern waters to Broome, Ningaloo Reef, Exmouth and Darwin.

SuperStar Virgo and sister ship, **SuperStar Leo**, arrived in Australian waters on April 24, with the former being based in the Perth port of Fremantle and the latter in Sydney Harbour. They are the largest and among the most luxurious ships to have ever sailed into the ports of Sydney, Melbourne, Brisbane, Fremantle, Adelaide, Cairns and Bunbury and have created a sensation wherever they have appeared.

Since their delivery from Europe in 1999 and 1998 respectively, the ships have become features on the skylines of Asia's two leading air-sea hubs, Singapore and Hong Kong and, from where they have operated into Malaysia, Thailand, China and Vietnam.

Mr Chong said that while the ships' redeployment to Australia had been a "prudent" option with the onset of SARS (Severe Acute Respiratory Syndrome) in Asia, the decision had so far proven to be highly successful.

"We have found that in these uncertain times, many Australians are holidaying at home rather than travel overseas and the Australian itineraries involving these luxurious ships appeal because they provide an international cruise experience and the security of departing from home ports without the cost of a long-haul flight," Mr Chong said.

ABOUT STAR CRUISES

Star Cruises is the fourth largest cruise line in the world presently operating a combined fleet of 20 ships with over 26,000 lower berths, with cruises to destinations and islands in Asia-Pacific, North and South America, Hawaii, Caribbean, Alaska, Europe, Mediterranean, Bermuda and Antarctica under the Star Cruises, Norwegian Cruise Line, Orient Lines and Cruise Ferries brands. Star Cruises is represented in more than 20 locations worldwide with offices in Australia, New Zealand, China, Germany, Hong Kong, India, Indonesia, Japan, Korea, Malaysia, Norway, Philippines, Singapore, Sweden, Switzerland, Taiwan, Thailand, United Kingdom and the United States of America.

New Caribbean ferry service

A SECOND ferry service between Puerto Rico and the Dominican Republic has been launched by Puerto Rican operator Ferries del Caribe. The 1,134-passenger **Caribbean Express** will make six journeys a week across the Mona Passage between the west Puerto Rican city of Mayagüez and the Dominican capital, Santo Domingo. San Juan-based Ferries del Caribe says the 19,292-GT ro-pax, formerly the **Admiral of Scandinavia** that operated between England and Germany, is part of the company's \$6.5M expansion plan to double ferry passenger volume in 2003. Smaller sister ship Millennium Express operates four services a week on the longer San Juan-Santo Domingo route. The company has launched the second service to capitalise on growing business and tourism links between the Caribbean's two largest economies. It carried 116,000 passengers last year between the two islands and expects to move almost a quarter of a million people over the next year. Ferries del Caribe, through related company Marine Express, handles more than half of all seaborne cargo between the two countries

Schelde restrictions for salvage

VESSEL traffic on the Western Schelde will be restricted during the weekends of May 10/11 and 24/25 to enable salvors to remove two wrecks. The restrictions apply to two narrow channels in the Western Schelde where the wrecks lie: the Overloop van Hansweert and Bocht of Hansweert. The navigable channels are narrow so one-way traffic will be required during the wreck removal operation. Traffic will be co-ordinated by traffic control at Hansweert. A total of 38 wrecks are being removed from the Western Schelde this year to allow further deepening of the waterway. Most of the wrecks can be removed without affecting vessel traffic.

NAVY NEWS

ROYAL NAVY ASSISTS IN £1/4BILLION DRUGS SEIZURE

The Royal Navy assisted British and Spanish Customs officers in an operation that seized a record 3.6 tonnes of cocaine worth over a quarter of a billion pounds sterling.

The frigate **HMS Cumberland** and the new Royal Fleet Auxiliary Wave Knight provided support to the Customs officers in the boarding at high speed of a converted motor torpedo boat attempting to smuggle the drugs into Europe. Fleet Air Arm aircraft were also involved in the operation in mid-Atlantic, which led to the arrest by the Spanish officers of eight men. The value of the huge consignment of cocaine is estimated at over £250 million.



Captain Mike Mansergh, commanding officer of **HMS Cumberland**, said: "This has been a most successful operation, in which the Ships' Companies of **HMS Cumberland** and **RFA Wave Knight** performed superbly in the interdiction of such a large quantity of cocaine. This operation demonstrates that the Royal Navy is still fully involved in important missions to protect British interests worldwide, despite our recent commitments in the Gulf."

This latest haul brings to over £1,570 million the value of drugs seized in Royal Navy counter-narcotics operations in the last five years.

SECOND ROYAL NAVY TANKER ENTERS SERVICE

The second of two new naval tankers, which will be used to supply Royal Navy warships with vital fuel and equipment world-wide, has entered service with the Royal Fleet Auxiliary (RFA). The 31,000 tonne Auxiliary Oiler, **RFA Wave Ruler**, joined her sister ship, **RFA Wave Knight**, which entered service last month. The two ships will be based in Devonport, Plymouth, and will operate with the Royal Navy across the globe.



Minister for Defence Procurement, Lord Bach, said: "**RFA Wave Ruler** and her sister ship **RFA Wave Knight** represent a major boost to the operations of the Royal Navy and will both play an important role for

DAILY SHIPPING NEWSLETTER 2003 – 041

decades to come." Like [RFA Wave Knight](#), the [RFA Wave Ruler](#) is able to transport up to 16,000 tonnes of fuel, almost 400 tonnes of fresh water and 150 tonnes of fresh food in refrigerated containers, and together they will be able to sustain the Royal Navy during long-distance operations. [RFA Wave Ruler](#) is driven by tandem electric motors, which in turn are powered by diesel generators. She has also been constructed with a double hull to keep the risk of pollution to a minimum in case of damage.

RONALD REAGAN ON SEATRAILS



Sailors aboard the Pre-commissioning Unit (PCU) Ronald Reagan (CVN 76) took the world's newest aircraft carrier out to sea for the first time during Builder's Sea Trials off the coast of Virginia. Reagan Sailors and Northrop Grumman Newport News Ship Builders worked side-by-side testing systems to ensure the warship can operate in defense of freedom around the world for the next 50 years.



MOVEMENTS

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Top : The new **UNION MANTA** seen here departing May 9th, from Flushing bound for the Gulf of Mexico to commence her next assignment with the **Balder** – photo : **Hans Eggermont** ©



The **CAPE VINCENT** of the Military Sealift Command entering the Europort
Photo : **Jan van der Klooster** ©

AIRCRAFT / AIRPORT NEWS

US AIRWAYS



Left : The new Brazilian Embraer 170 regional jet is rolled out at the Embraer factory in Sao Jose dos Campos, Brazil on Monday Oct. 29, 2001. US Airways signed deals with two jet-plane manufacturers to buy at least 170 and possibly as many as 550 regional jets from Canada-based Bombardier Aerospace and Brazil-based Embraer. The deal includes \$4.3 billion in firm orders for 85 Bombardier jets and 85 Embraer jets

Right : Montreal-based Bombardier, the world's third-largest civil aircraft maker, said May 12, 2003, that US Airways Group Inc. has placed a \$2.2 billion order for 85 regional jets. The US Airways order includes 60 of the 50-seat CRJ200s and 25 of the 75-seat CRJ700 Series 705. A CRJ200 is shown in a handout photo from Bombardier.



.... PHOTO OF THE DAY

SMIT MADURA



Top : The **SALVATORE** which will be renamed **SMIT MADURA**

DAILY SHIPPING NEWSLETTER 2003 – 041



SMIT purchased the 1988 build, 114 tons bollard pull Italian anchorhandler **SALVATORE**, the vessel departed Tuesday May 13th from the US Gulf for the Bahamas where the vessel will officially handed over to **SMIT** Monday May 19th, the vessel will be renamed in **SMIT MADURA** and operated by **SMIT SINGAPORE PTE LTD.**



Right : The former **SMIT MADURA** was build as the **SMIT LLOYD 35**, by Walker in Australia during 1973 the vessel was renamed in **SMIT LLOYD 51** (1976) under which name she sailed until 1989 when she was renamed **SMIT**

MADURA, in 1996 the **SMIT MADURA** was sold to Jasmine S in Thailand and renamed **MADURA** under which name she still is operating – **Photo : Piet Sinke ©**

Referring to the picture of the bulker near Terneuzen in the newsletter from yesterday received he following info from Adri van Wege :

The Bulker named **RUBIN ENERGY** was entering the “Westbuiten Haven” in Terneuzen and had ordered 4 tugs , the **DRADO**, **WANDELAAR**, **TERNEUZEN** and the **MULTRATUG 14** , but the **MULTRATUG 14** encountered some problems and was not able to connect up to bow of the **RUBIN ENERGY** so the only tug on the bow was the **DRADO**, the current was inward bound and the stern of the **RUBIN ENERGY** was pushed too far by the current which made the vessel nearly run aground, The **DRADO** was just able to keep the bow free.