

DAILY SHIPPING NEWSLETTER 2003 – 042



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EVENTS, INCIDENTS & OPERATIONS

S.S. ROTTERDAM

In the entrance hall of the Maritime Museum Rotterdam, the Steamship Rotterdam Foundation has set up an exhibition around the return of the **s.s. Rotterdam**, which can be visited as of next Saturday. The Rotterdam has been purchased by the RDM-yard and will be transformed into a hotel/congress centre. The exhibition consists of panels with photo's of the building of the former Holland America Line flagship at the RDM-yard in 1956-1959. Actual information about the s.s. Rotterdam will also be available

Passenger falls overboard from cruise ship balcony



Search-and-rescue teams swept the waters of the Gulf of Mexico off the Mississippi coast Sunday, looking for a man who fell from a cruise ship.

Matthew Scott Bjorn, 35, of Northport, Ala., fell from the **Carnival Conquest** into a shipping channel between midnight and 1 a.m., officials said.

Bjorn's wife and a witness told Carnival personnel that they saw him fall from a 10th-floor balcony, according to the Harrison County Sheriff's Office.

Ferry suspension reasons differ

NORTH Korea has temporarily suspended its bi-weekly ferry service between Wonsan and Niigata, Japan as part of its stringent precautionary measures against the spread of SARS. So far, Japan has had no confirmed cases of the viral respiratory fever despite its many trade links with China and South-East Asia. Until recently, the ferry service - using the ship **Mangyongbong** - appeared in doubt because of Japanese security concerns over spying and suspicions about drug smuggling. However, local speculation has suggested that the decision might instead be prompted by a more mundane issue. "They probably don't have the bunker fuel or spare parts," a Tokyo broker remarked. Last month North Korea asked its southern neighbour to halt cruise services to Mount Kumgang citing concerns over the viral, respiratory fever.

CASUALTY REPORTING

ARCTIC KALVIK (BARBADOS)



Anchor handling tug/supply **Arctic Kalvik** (4391 gt, built 1983) was reported disabled with engine trouble and drifting towards the jack up oil rig Rowan Gorilla V off the Mobile Dock, Halifax Harbour, at 1456, UTC, May 7. The vessel dropped its anchor and the harbour tug Point Halifax was dispatched to render assistance.

Left : file picture of the **Arctic Kalvik** - photo : **Piet Sinke** ©

LEIF ERIKSON (CANADA)

Ro/ro **Leif Erikson** (18523 gt, built 1991), with 417 persons on board, reported a total electrical blackout in lat 46 16.06N, long 60 13.18W, 0.5 nautical miles west north-west of Cranberry Point, NS, while preparing to enter Sydney Harbour at 0915, UTC, Apr 30. Electrical power was restored and the vessel continued on "WFI"

MR.C (U.S.A.)

Supply **MR.C**, owned by Gulf Logistics, LLC, sank at Eugene Island, Block 243 in about 130 feet of water on May 11. Vessel struck a platform and holed the vessel. No serious or fatal injuries to crew. --

NORSEA (MALTA)

Product tanker **Norsea** (19351 gt, built 1977), carrying 25,000 tonnes of liquid fertilisers, grounded off Kerteminde Bay, North Funen at about 1500 hrs, yesterday. Vessel is now refloated and no damages or leakages reported.

UPCO 3 (PANAMA)

Coast Guard officials said today there is no oil slick from product tanker **UPCO 3** which sunk off Colaba. They also denied it hit any debris. Coast Guard Commandant C Dhanda said that two helicopter sorties were specially carried out to check for an oil slick. ``There is no chance of any slick," he said. He said even the impact of naphtha was minimal. Dhanda said the tanker had little bunker oil for its own engine consumption and when it sank the fuel tank had not been damaged. Dhanda also said reports of the tanker hitting submerged debris were incorrect. ``The tanker hit a reef." However sources said UPCO 3 may have hit the debris of sunken bulk Tupi Buzios. Sources say debris of sunk ships is a potential danger for vessels coming to Mumbai harbour. (Note -- Tupi Buzios ran aground on rocks during cyclone off Prongs lighthouse, Colaba, Mumbai, Jun 19, 1996 and reported being scrapped as of May 13 2000, and demolished apart from keel as of Nov 25.)

HAEDONG (SOUTH KOREA)

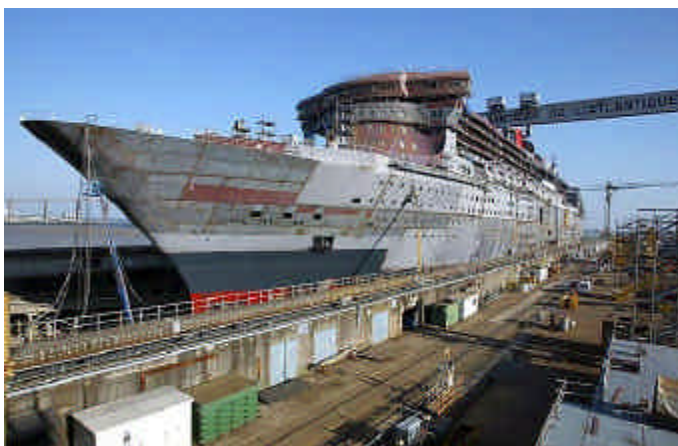


Tanker **Haedong**, 699 gt (built 1989) was in contact with tanker **Hana**, 196 gt, mooring on the waters of Yeongdo, Busan, around 0930 today. Due to the collision, some 20 tons of Bunker C fuel, loaded on the fifth tank of Hana, spilled into the sea, covering an area nearly two kilometres wide. Seven vessels responded to the accident, including a Busan Maritime Police Agency disaster control vessel and two patrol boats. The boats closed the damaged area and installed an oil fence over the next two

hours to prevent further damage. The Maritime Police Agency said the cleanup would continue through tomorrow to deal with all of the contamination

SHIPYARD NEWS

QUEEN MARY



The new **QUEEN MARY 2** under construction —
photos : via Stefan Roest



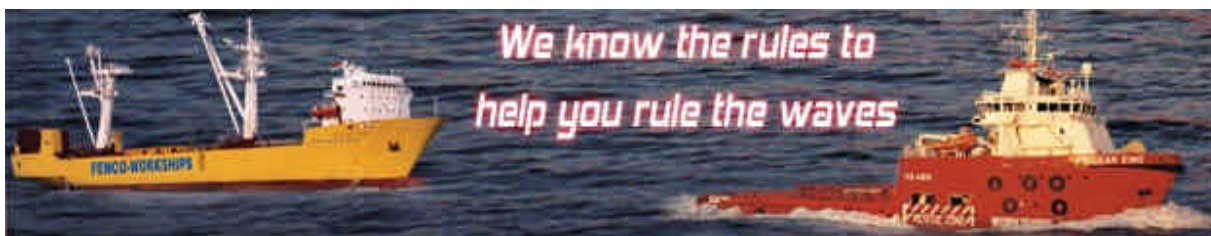
MAN B&W order for Japanese ferry

The latest order secured by MAN B&W Diesel AG, Augsburg, Germany, is from Mitsubishi Heavy Industries . It is for production and delivery of two 9L58/64 large-bore diesel engines. They are for propulsion of a RO/RO passenger for Taiheiyo Ferry to be built at MHI's Shimonoseki shipyard. Taiheiyo (the Japanese for Pacific) already operates three ferries equipped with MAN B&W Diesel engines. This latest ferry will be driven by two large-bore diesel engines from Augsburg. The 58/64 type is the largest engine manufactured at the Augsburg works and is able to deliver over 17,000 hp per unit. Both engines will be completely manufactured in Augsburg - from the casting of the parts up to the final assembly.

ROUTE, PORTS & SERVICES

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International cargo volumes up in Swedish ports

41 million tons of cargo were handled in Swedish ports during the last quarter last year, up by five percent compared to the same period in 2001. 19 million tons were discharged from foreign ports and 15 million tons were loaded for international destinations, accounting for a seven per cent increase in the international seaborne cargo traffic.

Domestic cargo handling decreased however by five per cent to three million tons. With a cargo turnover of almost nine million tons, the port of Göteborg handled more than one fifth of the total Swedish cargo turnover. 5.9 million passengers travelled to or from Swedish ports during the period, a decrease by three per cent compared to the last quarter 2001. The domestic ferry service between the island of Gotland and the Swedish mainland carried 182,000 passengers, an increase by five per cent.

Stena newbuildings to Transfennica



The Finnish ro-ro operator Transfennica is building up its capacity in the Baltic Sea. Earlier reports on charter deals concerning two of Stena Ro-Ro's newbuildings in China have been confirmed.

The first Swedish flagged vessel is currently on her way from China to the Baltic Sea, painted in the Transfennica colours. She will be named "**Stena Forecaster**" in a ceremony to be held in Helsinki in the middle of June. The

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last of the three **Stena 4-runner MK II class** sister vessels is expected to be delivered by the end of this summer. The 3,000 lane metre vessels will be joining the Transfennica service between Finland and Germany. The chartered in British flagged 2,600 lane metre ro-ro vessels "**Longstone**" and "**Beachy Head**", delivered earlier this year by Flensburger Schiffbau are already in service on the Transfennica Hangö - Lübeck route.

DFDS SEAWAYS NEW SHIP SAILS IN FROM GERMANY



DFDS Seaways new ship, ms **Duchess of Scandinavia**, sailed into the port of Harwich on Friday 18 April 2003, and began serving the cruise ferry operator's new Harwich-Cuxhaven route.

To launch the new route, DFDS Seaways has introduced Mini CruiseBreaks to Bremerhaven, and will continue to use Bremen and Hamburg as the two key destinations for its City CruiseBreaks. The port of Cuxhaven offers easy connections for road and rail traffic into central and northern Europe and Bremen is just 45 minutes by car and Hamburg a comfortable two hours.

Facts about m.s Duchess of Scandinavia

Built: 1993
Length: 134.40 m
Breadth: 24.30 m
Gross tonnage: 16,794 tonnes
Net tonnage: 6,366 tonnes
DWT: 3,070 tonnes
Main engines: 2 Sulzer/Wärtsila, 5760 KW each
Service speed: 18.5 knots
Sailing time: 18.5 hours

Departure/arrival times:

Departure Harwich: 4.00 pm Arrival Cuxhaven: 11.30 am local time
Departure Cuxhaven: 5.00 pm local time Arrival Harwich 10.30 am

"Oihonna" becomes "Vasaland" under Swedish flag

Stena ro-ro has sold the recently acquired ro-ro carrier "**Oihonna**" to the Göteborg based shipowner Imperial Roro. Through Rotainer Chartering the vessel is chartered out to Stena Ro-Ro, which in its turn has a time charter agreement with Finnlines. "Oihonna" will continue to service the Finnlines route between Finland and Germany but under Swedish flag and under the name "**Vasaland**". OSM Sea Partner has been appointed manager for the vessel. The 2,170 lane metre "**Vasaland**" was built by Rauma-Repola in Finland 1984.

NAVY NEWS

TYPE 45 DESTROYERS START PRODUCTION

Defence Procurement Minister Lord Bach officially launched production of **HMS Daring**, first of the new Type 45 class of Anti-Air Warfare Destroyer, at BAE Systems' shipyard at Govan in Glasgow.

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At around 7,350 tonnes in weight and over 150 metres long, the Type 45s will be the biggest and most powerful air defence destroyers ever built for the Royal Navy. The current contract, with BAE Systems as the Prime Contractor, is for six ships with orders for further ships expected later in the decade. The ships will be built by BAE Systems on the Clyde and by Vosper Thornycroft at Portsmouth.

Equipped with the world-leading Principal Anti-Air Missile System (PAAMS), the Type 45 will provide a quantum leap in technology when it is introduced later in the decade. Lord Bach said: "When **HMS Daring** enters service, she will set new standards in anti-air warfare. The Type 45 represents a 21st Century response to the most sophisticated threats that might face UK or allied ships in the years to come.



"When allied to the new aircraft carriers, our new attack submarines, and to a range of other new amphibious and support vessels currently under construction, this demonstrates our firm commitment to maintaining and enhancing our maritime capabilities.

This programme of new warship construction is the largest in the country for years and is creating and sustaining large numbers of jobs at shipyards across the UK. "The design phase of this project, which is now reaching its conclusion, has been a tremendous success for all involved. The Type 45 moves into production with a level of design maturity that far exceeds what has been possible on previous warship programmes. While building a warship remains an extremely complex business, the progress made on design will bring real benefits during the construction process." The cost of the first six ships is expected to be about £4.3 billion and their construction is expected to sustain over 2,000 jobs on the Clyde and around 650 at Vosper Thornycroft in Portsmouth. In addition, many other UK companies are benefiting from work on the programme, including over 30 who are sub-contracted to the prime contractor. The In Service date for the first Type 45 is 2007.

HMS SCOTT RETURNED HOME

Ocean survey ship **HMS Scott** returned to Devonport Tuesday 13 May after survey operations in the Indian Ocean and the Gulf of Aden. The ship returned for a short maintenance period before sailing to continue her work in the North Atlantic next month. The maintenance period was originally scheduled to take place in the Gulf in April, but was delayed and relocated to Devonport due to the conflict in Iraq. This allowed the ship to complete her tasking in the area without any loss to her programme. Since leaving Devonport last October, **HMS Scott** has surveyed over 26,000 nautical miles - the equivalent of well over one complete trip around the world. Using a state of the art sonar system, **HMS Scott** is capable of gathering data in a swath of up to 21 nautical miles wide and down to the deepest parts of the ocean. She also carries a whole range of oceanographic sensors that are towed astern of the vessel when surveying. The data gathered is used to update nautical charts and provide valuable oceanographic information to mariners around the world



MOVEMENTS

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Top : The **BANCKERT** arriving in Rotterdam with the URS funnel colours.

Photo : Nico Ouwehand ©



The **EERLAND 26** seen here at the river Tyne her new "SMIT" colours – photo : Kevin Blair ©

MILLENIUM EXPRESS II FOR SCRAP

After her fire in May 2002 the *Millenium Express II*, formerly the *Ionic Ferry (II)* of the Larne to Cairnryan route (1986-1992), has been laid up in near Elefsis Town in Greece. After an extended lay up of one year, the inevitable next move to the breaker's yard has now finally happened.

She left her lay up berth and proceeded to sea for the final time under tow on the 9th of April 2003. Her final destination was the breaker's yard at Aliaga, Turkey. On her arrival at the beach in Aliaga she would have been driven aground and then gradually cut down deck by deck.



Top : The *Millenium Express II* passing Salamina Island out of Elefsis Bay on her last journey to the scrap yard. Photo : Harris Alexandris ©

REGAL PRINCESS IN PIRAEUS



Top : The P&O cruise liner *REGAL PRINCESS* seen here arriving in Pireaus last week
Photo : Yorgos Graikos ©

REDDINGBOOTDAG 2003



Boven : De **Arie Visser** met diverse “gasten” die er wel een nat pak voor over hadden

Vorige week zaterdag kwamen vele belangstellenden af op de nationale landelijke open reddingbootdag van de KNRM op o.a. de stations West-Terschelling en Paal 8. Het meest lokte natuurlijk het traditionele vaarrondje met de reddingboten.

Het was ideaal weer om het werk van de KNRM extra goed te laten uitkomen. Er stond zeker in de ochtend een harde wind en het was rond het middaguur hoog water. Met de **Arie Visser** werd volop gevaren met passagiers op de Waddenzee vanuit de haven, maar de weersomstandigheden verhinderden een tochtje op de Noordzee met de **Frans Hogewind**. Menig passagier kwam met een nat pak van de **Arie Visser**, omdat de golven over het schip heensloegen. Op beide stations kon het publiek films bekijken en waren de winkels geopend. Natuurlijk kon men ook donateur worden van de KNRM.

De reddingbootdag 2003 werd in Hoek van Holland in samenwerking gehouden met de Port of Rotterdam en het loodswezen zoals gezien kan worden op de foto rechts –

foto : Ron Zegers ©



.... PHOTO OF THE DAY



The New Zealand tug **RUPE** moored in New Plymouth (NZ) **Photo : Jas Louwen ©**

The tug **RUPE** is build during 1984 by SIMS under yard number 67, she measures 30.1 mtr in length and 9.7 mtr width, she is powered by 2 Caterpillar engines with 12 cylinders which a driving an Azimuth Thruster each, good for a free running speed of 10 knots, the vessel is owned by Westgate Towing in New Plymouth. (New Zealand)