

DAILY SHIPPING NEWSLETTER 2003 – 053



Number 053***DAILY SHIPPING NEWSLETTER*** Wednesday 28-05-2003



THIS NEWSLETTER 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 **SMIT DEE** at sea
Photo : Trevor Shaw ©

EVENTS, INCIDENTS & OPERATIONS

De Cdt. Fourcault



Dit schip werd gebouwd in 1968 en tot 1984 ingezet als loodsboot. Vanaf 1985 deed het dienst als opleidingsschip van de Zeevaartschool. Bij de federalisering werden alle schepen overgedragen naar het Vlaamse Gewest behalve de *Cdt. Fourcault*. Omwille van communautaire twisten bleef dit schip eigendom van de federale overheid.



Toen in 1992 ook de Zeevaartschool in België ophield te bestaan kwam het schip zonder eigenaar aan de kade te liggen in de achterhaven van Oostende. Het Vlaamse Gewest bleef evenwel gedurende meerdere jaren het schip minimaal onderhouden. Pogingen om het in schenking te geven aan de Vietnamese overheid faalden en door verwaarlozing dreigde het schip te zinken in de haven. Uiteindelijk kwam het toch in bezit van de

AFDELING VLOOT en in 2009 werd het schip verkocht aan een privé-persoon. En werd de *Cdt. Fourcault* grondig gerestaureerd en weer zeewaardig gemaakt. (foto's : Piet Sinke ©)

Philippine ferry collision due to crew incompetence: officials



The ferry collision off Corregidor island in the Philippines that led to the deaths of 28 people on Sunday may have been caused by crew incompetence, officials said on Monday.

The **San Nicolas** rammed a much larger passenger ship, the **Super Ferry 12**, as it entered Manila Bay from Coron island in the western Philippines on Sunday.

The impact sank the smaller, wooden boat, More than 200 people have been rescued. Defense Secretary Angelo Reyes on Monday suggested that officers on both vessels had maneuvered to avoid a head-on collision amid a tropical storm, but did

DAILY SHIPPING NEWSLETTER 2003 – 053

not do it properly. "The maneuver was not executed perfectly," he told local media, citing preliminary testimony from the San Nicolas captain who survived.

"They should have been forewarned earlier about the coming of each other. I understand too that the visibility was quite impaired." On the high death toll, coastguard spokesman Lieutenant Armando Balilo said authorities suspected the San Nicholas ferry carried more passengers than its maximum capacity. This is because the number of survivors and dead so far recovered were more than the 158 passengers and 28 crewmen listed on its manifest.



President Gloria Macapagal Arroyo, who had just returned from a trip to the United States at the time of the accident, vowed that heads will roll to account for the accident.

SS NORWAY



Steam rises from the vents of the Norwegian Cruise Line's **SS Norway** about a half hour after an explosion and fire in the boiler room occurred at the Port of Miami, Miami, Fla. Sunday morning, May 25, 2003. The explosion killed at least three crew members Sunday and injured 20 others before the flames were extinguished, authorities said. None of the ship's more than 2,100 passengers was injured

Beware of piracy attacks near Bintan

Ships passing by the Indonesian island of Bintan, just off Singapore, have been warned to be vigilant after a spike in piracy incidents in the area. The International Maritime Bureau's (IMB) Piracy Reporting Centre last week broadcast an official warning to vessels in the vicinity of Bintan island and Anambas Islands, Indonesia, following an 'increasing number of incidents' reported in the area in the past month.

Indonesia is the world's worst piracy-affected nation, with 103 reported attacks in its waters last year.

DAILY SHIPPING NEWSLETTER 2003 – 053

Indonesian waters suffered six incidents between May 13-19 alone, including one where five pirates armed with knives and guns boarded a sailing container ship off Bintan island, took one crew member hostage, pistol-whipped the chief officer and fired a warning shot in the master's cabin before ransacking the vessel for 45 minutes and fleeing. In another report, three small boats approached a tanker underway at Anambas and attempted to board, before being scared off by crew using fire hoses, and in yet another incident in the same week, three pirates armed with long knives boarded a chemical tanker at Dumai anchorage, and stole engine spares before fleeing when the alarm was raised.

Already alarmed at a 'marked increase' in global piracy incidents since late April, IMB has issued a similar warning to vessels operating in the Gulf of Aden, after six pirate attacks in just three days, including the targeting of a chemical tanker. The attacks happened across the Gulf of Aden, which separates Yemen and Somalia between May 16-19. IMB deputy director Jayant Abhyankar told Reuters that the attacks were the work of highly organised gangs. Mr Abhyankar said in one case five speedboats with up to six crew chased a chemical tanker, but were foiled by alert crew using fire hoses.

Similar responses prevented boardings in the other incidents involving dry-bulk and general cargo vessels, chased by speedboats with armed crew, the weekly piracy report outlines. The IMB has issued a long-standing warning that ships straying too close to Somalia's coastline would face attacks by warring factions. The bureau currently advises vessels remain 'at least 75 miles and if possible 100 miles from the coast' and minimize radio communications in surrounding waters. And plagued with maritime security problems across the gulf, Yemen's woes show no signs of improvement. In October last year, terrorists rammed an explosives-packed speedboat into the oil tanker Limburg which was anchored off Aden. That incident followed a similar, deadly attack on the naval warship USS Cole in October 2000 in the same waters. And its ongoing security problems have proved costly. Singapore's main port operator, PSA Corporation, was forced to effectively write off its multi-million dollar investment in a container terminal at Aden, after the Limburg attack. Enormous war-risk insurance surcharges imposed on vessels calling at the port annihilated business, forcing PSA to make a \$125 million provision for impairment loss for its 60 per cent interest in the Aden terminals in its 2002 financials. Worldwide, IMB figures show reported piracy acts were up 18 per cent in the first quarter of 2003, totalling 103 compared to 87 in the same period last year, followed by a definite hike in attacks so far in the second quarter.



WESTPORT PLATFORM INSTALLED

Heerema Marine Contractor's **HERMOD** installed last week a jacket in the Gulf of Mexico for the Westport Corp. at a water depth of 137 meter, to complete this project the **HERMOD** lifted Tuesday successfully the Deck on the jacket, the weight of the deck was **1920 ton**.

photo's :
Jan Terpstra ©



CASUALTY REPORTING

MSC VANESSA (PANAMA)

C.c. **MSC Vanessa** (75590 gt, built 2003), bound Antwerp, where due at 2359, May 25, passed Flushing Roads at 2135 hrs, and in collision at 2245 hrs, near Hansweert, with chem.tank **Stolt Fulmar** (3818 gt, built 2000), which had left berth at Antwerp at 1802, May 25

NORWAY (BAHAMAS)

An explosion and fire in the engine-room of passenger **Norway** (76049 gt, built 1961) killed four crew members today and injured 17 others before the flames were extinguished, authorities said. None of the vessel's 3,400 passengers was injured. The injured crew members, including four in critical condition, were taken to area hospitals, said Coast Guard Petty Officer Anastasia Burns. Norwegian Cruise Line's vessel had arrived at the Port of Miami around 0500 hrs. The fire began about 2 hours later with an explosion, possibly caused by a steam leak, Burns said. Miami-Dade Fire Rescue workers responded and the fire was put out in less than an hour, she said. The passengers began disembarking around an hour later, she said.

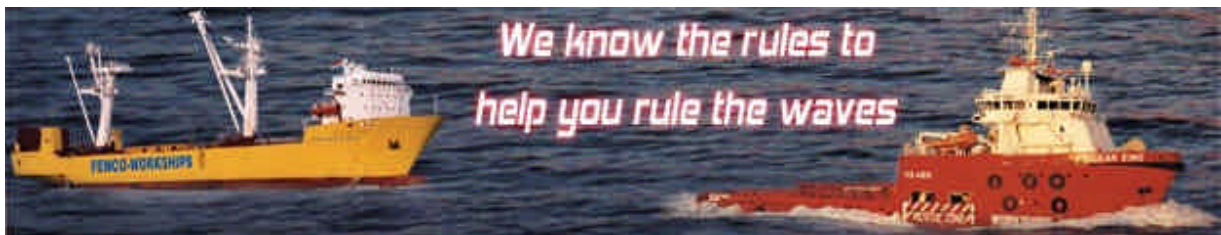
SUPERFERRY 12 (PHILIPPINES)

At least 28 people drowned and 203 others were plucked to safety after passenger ro/ro **Superferry 12** was in collision with wooden ferry **San Nicolas** during bad weather. An unknown number of passengers were also believed missing after the wooden-hulled San Nicolas rammed into Superferry 12, in choppy waters off the coast of Corregidor and Limbones islands, west of Manila. San Nicolas was on its way to Manila from Palawan, while Superferry 12 was en route to Cebu when the accident occurred. Commander Gerry Malabanan of the Philippine Navy said the death toll as at 1200, UTC, was 28 dead with 203 rescued. All the casualties were from San Nicolas. None of the 1,400 passengers aboard Superferry 12 were injured, initial reports said. The management of San Nicolas said its manifest contained 198 passengers and crew, lower than the number who died and were rescued. Coast Guard spokesman Lieutenant Armando Balilo said it appeared several passengers of the vessel were not listed. Balilo said he did not know how many were missing "because we have already exceeded the number in the manifest." San Nicolas officials said the vessel can carry up to 280 passengers and crew but rejected suggestions that it could have been overloaded. Coast guard chief Reuben Lista said a massive search and rescue operation involving commercial vessels and coast guard and naval cutters was being hampered by large swells and bad weather. President Gloria Arroyo ordered a swift investigation into the accident. Gina Virtucio, a spokeswoman for Super Ferry management, said the accident came during rough weather, with heavy rains and poor visibility.

ROUTE, PORTS & SERVICES

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

Construction of covered terminal begins

Rotterdam – The directors of Swedish steel concern SSAB Tunplatt this morning personally initiated construction of a covered terminal in the Port of Rotterdam. SSAB will be the main customer for the new facility owned by stevedore Gevelco. It is the first covered terminal to be built in Rotterdam.

Gevelco proprietor Frank van der Gevel has been advocating his "all-weather terminal" for some years. And he has now managed to convince SSAB of Rotterdam's advantages. The Swedish steel company has rejected two offers from the Port of Antwerp, the market leader in iron and steel throughput. The good infrastructure at the new terminal and Rotterdam's distribution network were the decisive factors in SSAB's choice. Gevelco and SSAB expect the new terminal on Thamesweg, adjacent to the Brittanniëhaven dock in the Botlek district, to tranship at least 500,000 tonnes of steel a year once it is fully operational. At the moment Rotterdam handles about 350,000 tonnes of high-quality steel products annually, plus 2.54 million tonnes of pig iron, sheet iron and piping. Together with its Swedish client, Gevelco will be developing a logistical centre for the European distribution of high-quality steel products at the Brittanniëhaven site, part of which was formerly the Bell Lines terminal. A warehouse and steel rolling and cutting mill are to be built adjacent to the new terminal. The facility will also be suitable for the transhipment of other high-value, weather-sensitive products like paper, cellulose and wood.

NOL reverses record losses to post profit of \$20m



NEPTUNE Orient Lines has pulled off a huge turnaround, reporting a \$20m first quarter profit boosted by strong results from its tanker business. Last year NOL racked up its biggest ever loss of \$330m and fired its high profile chief executive, Flemming Jacobs, in January.

In a sharp improvement in fortunes, the company made a \$20.3m net profit for the first quarter of 2003 compared with a \$91.5m loss in the same period of 2002. Revenues were up 16% to \$1.34bn for the quarter. "I am pleased to report that our cost containment efforts have had a marked, positive impact on our results for the first quarter together with strong charter rates in the tanker business, a

recovery in APL Liner freight rates on sustained volumes, and an improved operating performance in APL Logistics," Cheng Wai Keung, NOL chairman, said.

Only the logistics business did not make an operating profit in the first quarter. Star performer was the chartering division, with an operating profit of \$44m compared with \$7m in the first quarter of 2002.

The majority of the division's business comes from American Eagle Tankers, which is being sold to Malaysia International Shipping Corp for \$445m. Despite a strong outlook for tankers, NOL believes the sale, which will net \$120m, is positive for its business. "The sale will allow us to focus on what we do best, our two core businesses, container transport and logistics, and it will strengthen our balance

DAILY SHIPPING NEWSLETTER 2003 – 053

sheet,” Mr Cheng said. Shareholders are to vote on the sale on March 28 and it is expected to be closed in July. Cost cutting is reaping results, with \$34m in savings achieved in the first quarter of 2003 compared with the fourth quarter of last year.

Further boosting net profits is a \$12m extraordinary gain from the sale of shares in Pacer, which bought APL’s US stacktrain network in 1999. The APL liner business made an operating profit of \$5m in the first quarter and, with month-by-month improvements, returned to a net profit in March.

“Liner had a good start to the year and is on track to achieve a significant profit in 2003,” Mr Cheng said. Average freight rates across all trades showed a 10% improvement in the quarter year-on-year, standing at \$2,223 per 40 ft box. Rates though, remain well below the peak levels of 1999 and 2000 when the average was close to \$2,700 per feu. In the key transpacific market, APL is yet to see the benefit of this year’s contracting season negotiations, which acting APL chief executive Ron Widdows said were

“successful”, with the line contracting for more volumes at a higher rate than in its business plan. He said that the increases were a “little bit above” 20%. The company has been shifting capacity from shorter haul intra-Asia and Middle East routes into the Transpacific where higher margin cargo is available. APL Logistics remained in the red for the first quarter of 2003 with a loss of \$1m, an improvement on a \$7m loss in the same period in 2002. APL Logistics chief executive Hans Hickler said that he was cautiously optimistic the unit would be profitable this year. Meanwhile, NOL’s search for a new chief executive would appear to be drawing to a close and an announcement is expected to be made before the end of June.



NAVY NEWS

Navy inquiry into submarine crash



A BOARD of inquiry is being set up by the Royal Navy to find out why a British nuclear submarine crashed into an object, possibly an iceberg, while at sea, it emerged Monday.

Left : **HMS Tireless**

Photo : **Coll Piet Sinke**

HMS Tireless, which was reported to be on patrol in the Arctic when the collision occurred, has returned to Faslane naval base on the Clyde, in Scotland, for repairs. The

5/27/2003

DAILY SHIPPING NEWSLETTER 2003 – 053

submarine, which was commissioned in 1986 and had subsequent refits in 1996 and 1999, suffered minor damage to her ballast tank during the collision, a Ministry of Defence spokeswoman said. She added that none of the crew was injured in the collision and that there was no question of any threat to nuclear safety posed by the damage. "There's a full assessment going on and she's going to Faslane for a full damage assessment," the spokeswoman explained. The vessel was "submerged and hit a free-floating object", she revealed, refusing to comment on whether or not the object was an iceberg. "Why this happened is a matter for the board of inquiry. These submarines have electronic sensor equipment and sonar on board which help in sensing objects."

In November, Tireless's sister submarine, **HMS Trafalgar**, ran aground near the Isle of Skye, off the West coast of Scotland. The Government said it would cost £5 million to repair the grounded nuclear submarine, which will return to service at the start of 2004. In November 2000, the Government withdrew five of the Royal Navy's 12 nuclear hunter-killer submarines because of fears of a problem with reactors. The vessels were subsequently given the all-clear. The **Tireless** is a 4-750-tonne nuclear-powered "Trafalgar-class" submarine, based in Devonport, Plymouth. The Royal Navy has 16 submarines, 12 of which are nuclear-powered attack subs.

USS AUSTIN RETURNS

Paige Boyce, 11, wades into the surf to greet the **U.S.S. Austin** as it returns to port in Morehead City, N.C., Monday, May 26, 2003, with a contingent of Marines from the 24th Marine Expeditionary Unit. The Marines were returning from a nine-month deployment, which included combat in Iraq



1 Sailor Dead, 1 Missing As Ship Returns



The Navy and Coast Guard continued to search by air and sea Monday for a sailor missing from a ship returning from the war in Iraq just days after another sailor fell overboard from the same ship and was presumed lost at sea.

Petty Officer 1st Class Shaun Dale failed to appear at a roll call 10 a.m. Sunday aboard the **USS Nassau** and a search of the 833-foot amphibious assault ship and the Atlantic waters began.

DAILY SHIPPING NEWSLETTER 2003 – 053

"Right now, we are still in search status," Second Fleet spokesman Cmdr. Ernest Duplessis said Monday. "We have not recovered the petty officer or found him. He is still a missing sailor." On Friday, Petty Officer 3rd Class Dwayne Williams, 23, of Philadelphia, tripped and fell from the Nassau while chasing a football about 900 miles off the Virginia coast, officials said. The Navy had ended its search Sunday without finding Williams' body.

"It's devastating to us," Capt. Terry O'Brien said Monday on NBC's "Today" show.

"We made it through the war successfully," said O'Brien, commander of the amphibious ready group that includes the Nassau and two other ships. "Coming back home after a successful nine months deployment and then have this happen. But we've done everything we can. We did an exhaustive search for both sailors."

O'Brien said that as soon as the ship's captain, Capt. Russell Tjepkema, was informed that Dale was missing, the ship "turned immediately around."

O'Brien said it was possible Dale had been injured or incapacitated and was still on the ship. O'Brien said that when Williams fell overboard, the ship's crew responded quickly.

"Something was thrown to him immediately," he said. "There was smoke and a life ring in the water within a minute when he went over the side. A boat was on that position within four to five minutes and we had a helicopter airborne within 10."

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



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>

Positions URS vessels:



UNION MANTA : enroute Gulf of Mexico.

PRESIDENT HUBERT : working on the Northsea until half of July.

ALPHONSE LETZER : replaced temporarily the Waker in Den Helder.

BANCKERT : entering drydock this week for 2 weeks and will join the Tricolor Salvage.

FIGHTER : is working at Dover with a barge.

BOXER : arrived with the **SLIEDRECHT 27** in Moerdijk Monday evening.

UNION BEAVER : is working at the Tricolor Salvage.

DEURLOO : is working at the Dutch Continental Shelf.

UNION DIAMOND : is working at the Tricolor Salvage.

FLYER : is working at the Tricolor Salvage.

Photo : Union Manta – Guy van de Vorst ©



Heerema's **HUSKY** departed Monday afternoon from Rotterdam - **Photo : Piet Sinke ©**

The SMIT EXPLORER is expected at the Maas Centre May 28th , 17:00 hrs arriving from Abu Dhabi bound for the Waalhaven Pier 1 Rhenus Spoorhaven.



The **TOISA INVINCIBLE** arrived Monday morning on the Tyne at A&P, Wallsend
Photo : Kevin Blair ©

AIRCRAFT / AIRPORT NEWS

CF-18 pilot dead as jet crashes in military exercise in northeastern Alberta

A Canadian Forces pilot was found dead in his parachute Monday after his CF-18 jet went down in poor weather. The experienced pilot, from 416 Tactical Fighter Squadron based in Cold Lake, Alta., was on an international training exercise involving pilots from several countries. His plane crashed in mid-afternoon about 50 kilometres north of Canadian Forces Base Cold Lake in northeastern Alberta. Investigators were unsure if overcast skies and rain showers in the area were a factor.

DAILY SHIPPING NEWSLETTER 2003 – 053

"We don't really know what caused the accident," said Capt. Leah Gillespie, public affairs officer at the



Top : A Canadian F-18 Hornet — Photo : Coll Piet Sinke

military base. One possibility is fuel contamination. "We're looking at fuel ... oxygen within the actual aircraft," she said. The pilot's body was found about 200 metres from his plane, which crashed near Burnt Lake on the Cold Lake Air Weapons Range. The crash came in the midst of Operation Maple Flag, an international air combat exercise. About 50 aircraft were flying over the range when the plane went down, Gillespie said. She couldn't say what exercise the pilot was taking part in. Pilots participating in Operation Maple Flag practise such exercises as dropping bombs and supplies.

The six-week operation is held annually at CFB Cold Lake. It attracts top-gun pilots from around the world. About 3,000 pilots are expected to take part this year from Canada, the United States, France, Belgium and other countries. In 2000, a U.S. F-16 pilot ejected safely during Operation Maple Flag when his jet went down after a bird hit the aircraft's canopy.

RIJNMOND WEATHER

Vooruitzichten van dinsdag t/m vrijdag:

ZONNIG EN WARM!

De komende dagen is het overwegend zonnig en warm. Middagtemperatuur vooral landinwaarts oplopend naar 25 graden.

© Ed Aldus 2003	DI-26	WO-26	DO-27	VR-28
Maximumtemperatuur:	22	23	24	25
Minimumtemperatuur:	7	8	10	11
Zonnekans in %:	60	70	70	70
Neerslagkans in %:	10	5	5	10
Windrichting kracht:	NO-2-3	ONO-3-4	ONO-3-4	NO-2-3

....PHOTO OF THE DAY



The **A.H. SAN FRUTTUOSO** on this file picture arriving on the Nieuwe Waterweg
photo : Nico Ouwehand ©



SMITWIJS TOWAGE B.V.
Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com

