

## DAILY SHIPPING NEWSLETTER 2003 – 082



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The **IGARIEP** departed from the Tyne for seatrails – **photo : Kevin Blair ©**

## **EVENTS, INCIDENTS & OPERATIONS**

### **Cypriot ship fined \$100k for dumping oil while docked in Halifax harbour**

HALIFAX (CP) - A ship that dumped a thick pool of oil in Halifax harbour last year was fined \$100,000 Monday, joining a growing list of vessels that have been hit with stiffer penalties for the environmental disasters.

The **Cala Palamos**, a Cypriot-registered vessel, pleaded guilty in Nova Scotia provincial court to charges related to the illegal discharge of waste and failure to notify authorities after 4,300 litres oozed out of the container ship as it sat in port in February 2002.

The oil killed several birds and cost the coast guard thousands of dollars in cleanup fees.

"This is the largest fine for a spill that occurred in a port," Paul Doucet of Transport Canada said Monday.

We believe we have established a much higher bar and one that will not escape the notice of shipping companies."

A Halifax harbour pilot spotted an oily substance in late February and discovered that the ship was the last in port. The Cala Palamos, owned by the Cyprus-based Nordpartner, was traced to Cuba days after it set sail from Halifax for Havana.

Officials from Transport Canada had samples from the vessel sent to them from Cuba and matched the Cala's oil with oil residue found on birds that had washed up dead.

Charges were laid against the ship last August, though Doucet said it wasn't believed the ship intentionally dumped the oily waste in the harbour. The company agreed to pay \$80,000 to help offset the coast guard's cleanup costs, which is a standard part of the fine system.

But none of the \$100,000 fine will go to the Environmental Damage Fund, which is used by various community and environmental groups to help remediate the ecological impact from the discharges.

Tony Lock of Environment Canada said Monday's fine reflected a lower tolerance for the illegal dumping, but he suggested that the penalty could have been much higher if Transport Canada had consulted with his department to assess the harm the spill caused.

"Think of how much more they could have gotten," he said, adding that some of it should have gone to the damages fund. "They should have been asking Canadian wildlife services or a fisheries expert to attest to the environmental damage."

Doucet said money was not allocated to the fund because Transport Canada did not believe it was "a priority in this case" since the cleanup of the harbour was done almost immediately after the slick was spotted.

The fine comes after two ships were handed penalties of \$125,000 each last year, making them the highest in Canadian history. A Nova Scotia provincial court judge fined CSL Atlas last November for dumping 92 litres of oil off the coast and creating a slick about 15 metres wide and 40 kilometres long.

In February, the Baltic Confidence also received a \$125,000 fine, but the penalty was for a slick that contained 850 litres of oil in a similar section of the coast.

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Up until that point, vessels were receiving punishments under the Canada Shipping Act in the range of \$30,000 or \$40,000 for spills that were up to twice the size of the CSL Atlas's.

About \$50,000 of the \$125,000 fine given to CSL Atlas went to the environmental fund. About \$45,000 went to the fund in the case of the Baltic Confidence, making it the first time a shipping group has paid into the government-run research program.

Environmental groups have conducted a public campaign against the dumping of oil bilge waters, saying it claims the lives of about 300,000 seabirds a year. A drop of oil the size of a quarter can soak through to a bird's skin, causing it to die of hypothermia and starvation.

### Rescued from a watery grave



(SINGAPORE) A two-month salvage operation to retrieve sunken Indonesian container ship **Tirta Mas** wrapped up last week, when **Smit Salvage** returned the wreck to its owners. Tirta Mas was raised from depths of about 34 metres by these four floating sheerleg cranes - **Asian Hercules**, **Asian Helping Hand**, **Smit Cyclone** and **L301**. Before the lift, salvors had to remove hatch covers to empty fuel oil and ballast tanks, remove all containers from its three cargo holds, and cut holes in the wreck to attach lifting chains and slings. Tirta Mas sank just minutes after a night-time collision with bulk carrier **Sanko Robust** off Kukup, Malaysia on Feb 26.



### The Netherlands wants less bureaucracy for short sea shipping in the European Union

When it takes over the chair of the European Transport Council in the second half of next year, the Netherlands will be putting a reduction of the administrative load and simplified customs procedures for short sea shipping high on the agenda. For customs procedures, the aim is to extend the current European road transport harmonization process into short sea shipping too.

The above measures were announced by the Director-General for Freight Transport at the Netherlands Ministry of Transport, Public Works and Water Management, Jacqueline Tammenoms Bakker, in Rhon, where she opened the redesigned Shortsea Promotion Centre Holland website. The Council for Transport, Public Works and Water Management also urged simplified customs procedures for short sea transport in their recommendation last week on the interrelationship between logistics and the Dutch economy. The promotion centre has now become a model for a corresponding information service for Dutch rail traffic, as well as for short sea bureaus already set up or to be set up elsewhere in Europe. These short sea information providers have joined together in the European network ESN, which will also have to expand by opening bureaus in the countries shortly to enter the European Union.

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The Shortsea Promotion Centre Holland has now been in existence for six years, and it has assurances that it can continue operating with ministry support for at least another three years.

### CASUALTY REPORTING



Freighter **ABLE 1** from Panama is listing by 40 degrees 150 nautical miles southeast of the Horn of Africa on Wednesday, June 25, 2003. German navy ship **'Frankfurt am Main'** which is on duty in the operation 'Enduring Freedom' rescued nine people and provided first aid to them. Six people are still missing.

### GREEN GLORY (EGYPT)

The United States and British navies rescued 27 crew members of general cargo **Green Glory** that was foundering today in the rough Arabian Sea, a U.S. navy spokesman said. An MH-60 helicopter from the **USNS Concord** successfully airlifted the crew members to the British Royal Navy's auxiliary ship, **Sir Tristram**, said Lt. Garrett Kasper of the Bahrain-based 5th Fleet. Twenty-five crew members from the vessel were plucked from the sinking vessel's lifeboats, while two others were rescued from 3.6-metre seas, he said. The crew was evaluated by doctors, fed and clothed and repatriation efforts are underway, he said. The engine of Green Glory started failing yesterday and it began taking on water, a statement said. The vessel was bound from Mumbai to Leixoes, Kasper said.



### LIFT OFF (CAMBODIA)

General cargo **Lift Off** still remains under repairs in the port of Piraeus. Estimated time of departure unknown.

PHOTO :George Grekos ©



## **WINDLAND (ANTIGUA & BARBUDA)**

General cargo **Windland**, during a loaded passage Riga for Goole, touched a rocky part of the seabed off the south coast of Sweden, in lat 55 18.5N, long 12 48E, at 0355, UTC, Jun 22. After having touched the seabed, the vessel proceeded, under own power, to anchorage off the south-westerly coast of Sweden. A minor spill of gasoil allegedly occurred, in connection with the grounding, and a subsequent diver's inspection, held at Landskrona, Jun 23, revealed the bottom shell having sustained severe structural damage with two gasoil tanks being holed and flooded with sea water. Vessel presently at Landskrona, pending decision of discharging the cargo of packages of sawn timber and appointing a repair yard

## **SHIPYARD NEWS**



The **AQUADONNA** arrived at the Rotterdam United Shipyard – photo : Jan Simons ©

## **Chantiers de l'Atlantique wins Seafrance ferry contract**

CHANTIERS de l'Atlantique has won a tender to build a new ferry for Seafrance, the shipbuilder's parent Alstom said.

The new ferry, which will make Channel crossings between Dover and Calais, will carry up to 1,900 passengers and 120 trucks or 700 cars.

Delivery is scheduled for the first quarter of 2005, Alstom said. Financial details weren't disclosed.

## **Thales stays silent on speculation of bid for HDW shipyard**

FRENCH defence electronics group Thales refused to comment on a report that it was preparing to make a E 500m (\$575m) bid for German shipyard, Howaldtswerke-Deutsche Werft.

French newsletter La Lettre de l'Expansion made the claim that the French group was preparing to bid, but gave no source for its information.

It added that the French government was against the bid, preferring a bid from French naval shipbuilder, DCN, which had its status changed at the start of this month from government department to private company.

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According to La Lettre de l'Expansion, DCN could be ready to bid with unspecified German partners.

A Thales spokesman would not confirm the report, however, saying only: "We don't comment on media speculation." HDW also declined to comment on the report. DCN chairman and chief executive Jean-Marie Poimboeuf speculated openly about a bid for HDW earlier this month, as well as about alliances with defence groups, including Thales. The two companies already have a joint venture under the name of Amaris, which covers their export marketing activities in the field of naval vessels and combat systems.

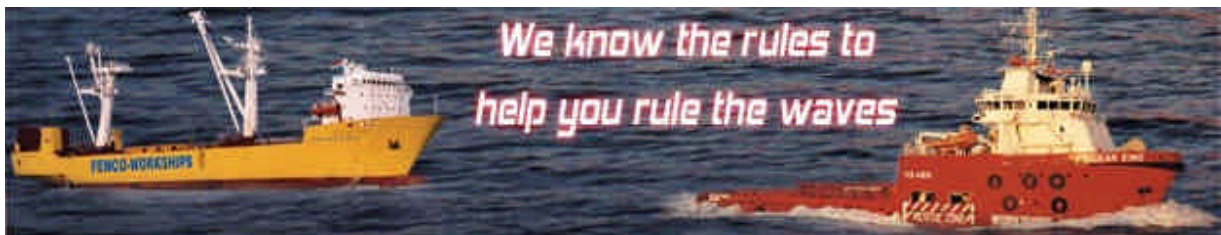
DCN has a relatively strong financial situation. It made a net profit of E 118m last year on the back of revenues totalling E 2.18bn. It began the year with an orderbook totalling E 5.88bn, not including maintenance contracts which account for about one third of its total activity.

Thales, on the other hand, is in a period of uncertainty regarding its future. It is a listed company, but the French state has a 32.5% holding, alongside aircraft manufacturer Dassault, with 5.8%, and telecommunication group Alcatel, with 9.7%. The pact which ties its shareholders is coming up for renegotiation, and Dassault and the aviation equipment group EADS are both known to be keen to gain control of the company.

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## Carnival eyes mega-cruiseship project

CARNIVAL is evaluating a project which could result in the world's biggest cruiseship being built.

The project, which involves a cruiseship of 170,000-180,000 gt, was originally being considered by P&O Princes which is now part of the Carnival group under the name Carnival plc.

The ship would carry between 3,600-4,000 passengers. If Carnival was to go ahead, chairman and chief executive Micky Arison said the group would be looking for delivery in 2006-07.

He told a conference call of analysts that such tonnage could be utilised by Princess Cruises or Carnival Cruise Lines. "Multiple yards" were helping Carnival with the design phase, Mr Arison said.

One influence on Carnival's decision whether to pursue the project would be the dollar-Euro exchange rate

## **Torm confirms order for aframax duo**

DANISH bulk shipping group Torm has confirmed orders for two aframax product tankers in China.

The company has signed a contract with Dalian New Shipbuilding for the construction of two high specification 105,000 dwt vessels. Torm has an option for two further vessels. The vessels are due to be delivered in the second and third quarters of 2006 and represent the latest additions to a substantial newbuilding programme initiated in 1999 and now totalling 12 vessels, of which six vessels have been delivered to date.

## **NAVY NEWS**

### **HMS ALBION COMMISSIONING CEREMONY**

The Royal Navy's newest ship, **HMS Albion**, was formally commissioned into the Fleet at a ceremony at Devonport Naval Base on Thursday 19 June 2003 in the presence of her sponsor, Her Royal Highness The Princess Royal.

During the ceremony Her Royal Highness inspected the guard, the Band of Her Majesty's Royal Marines Plymouth and six platoons from the ship's company. **HMS Albion's** Commanding Officer, Captain Peter Hudson, read the Commissioning Warrant from the Commander-in-Chief Fleet and three Royal Naval Chaplains conducted a short service of dedication. The youngest member of the ship's company, Operator Mechanic Jamie Rowe, aged 17, from Plymouth, and the Commanding Officer's wife, Linda Hudson, had the honour of cutting the commissioning cake at the reception after the ceremony.



Admiral Sir Jonathon Band, Commander in Chief Fleet, John Coles, Chief Executive of the Warship Support Agency, Rear Admiral James Rapp, Flag Officer Sea Training and Commodore Jamie Miller, Commodore Amphibious Task Group, attended the ceremony along with families and friends of members of the ship's company. Representatives from the ship's affiliated organisations and the town of Chester, including the Lord Mayor Councillor Barry Cowper, were also among the guests.

Captain Peter Hudson said: "The commissioning ceremony is an important milestone in the life of the newest capital warship to join the Fleet. We are pleased

to be able to show off our ship to our families and friends. We are also deeply honoured that Her Royal Highness The Princess Royal could attend today. With over 1,450 people attending it promises to be a great day."

**THE ALBION IS EXPECTED IN ROTTERDAM FOR A PORT VISIT  
FROM JULY 25<sup>TH</sup> TO 29<sup>TH</sup>**

## TRISHUL HANDED OVER



An Indian navy officer salutes his sailors during the official transfer ceremony of a newly built military frigate **Trishul** to the Indian navy at St. Petersburg

## MOVEMENTS

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The **HOLGER DANSKE** arriving in Puttgarden — **photo : Henk vd Lugt ©**



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The **Samjhon Amity** getting the pilot at Flushing Pilot station – photo : Willem Kruit ©



The Radio transmission ship **COMMUNICATOR** seen in Amsterdam – photo : Willem Kruit ©  
The **Communicator** is build during 1954 ( serie of 6 ships ) under the name TANANGER for the DSD, later she was renamed in CHARTERER and later in GARDLINE SEEKER . During 1983 rebuild to floating radio station and used by the radio stations RADIO LASER and RADIO SUNK , the vessel arrived during 1994 and was used by some lega radio stations, the present situation of the vessel is not known , see for further info : <http://www.offshore-radio.de/fleet/communicator.htm>

## MATACENAS DEPARTED FROM FLUSHING



After some delays in the departure finally Wednesday June 25<sup>th</sup> evening the 3 former PSD ferries departed from Flushing bound for Italy.

Left & Below :  
The former **PRINS WILLEM ALEXANDER** now named **ATHOS MATACENA** passing for the last time the Flushing locks outward bound

Photo's : Willem Kruit ©



The **AMADEO MATACENA** (former **Prinses Juliana**) disembarks the pilot after departure  
photo : Henk de Winde ©



The **LADIES MATACENA** (former **PRINSES CHRISTINA**) passing during her departure the **PRINS JOHAN FRISO** which is now serving the route Flushing – Breskens for bicycles and foot passengers only.

Photo : Henk de Winde ©

## Weemoed bij vertrek veerboten

door Ben Jansen

**VLISSINGEN - „Ciao bella.`` Liefdevol strijkt een oud-medewerker van de Provinciale Stoombootdiensten de huid van de Prinses Christina die rakelings langs de rand van de sluis de Westerschelde opvaart. Voor veel voormalige personeelsleden van het opgeheven provinciale veerbedrijf is het vertrek van de drie veerboten naar Italië een emotionele gebeurtenis. „Ik zou nog best een toertje willen``, klinkt het bij de sluis.**

Na maanden onderhandelen, aanpassen en soebatten over de eisen die aan die aanpassingen worden gesteld, gaan de Juul, de PWA en de PC, zoals de boten kortheidshalve bij de PSD werden aangeduid, naar hun nieuwe bestemming in de Middellandse Zee. De medewerkers van rederij Amadeus uit Reggio Calabria, die al die tijd van huis zijn geweest, hebben haast. Onmiddellijk nadat aan het eind van de middag bekend wordt dat het beslag op de schepen is opgeheven - er is een regeling getroffen met de schuldeiser die ze aan de ketting heeft laten leggen - treffen ze de laatste voorbereidingen voor de tocht.

Met tussenpozen van ongeveer een uur verlaten de veerboten hun ligplaatsen in de Vlissingse Binnenhaven. Als eerste gooit de **Christina** (met plakletters van de naam **Ladies Matacena** voorzien) de trossen los, gadegeslagen door een handvol toeschouwers. Naarmate het bericht dat het moment van vertrek nu eindelijk is aangebroken, breder bekend wordt, neemt de belangstelling toe. Enkele honderden geïnteresseerden zien tegen negen uur de **Prinses Juliana** (pardon, de **Amedeo Matacena**) de sluis passeren.

### Zorgenkindje

Over het water schallen bevelen in het Italiaans, scheepsfluiten klinken en er wordt gefotografeerd en gezwaaid. Weemoed alom. Vooral bij de vele oud-medewerkers van de PSD. „Het gaat me aan m`n hart de Juul te zien vertrekken``, geeft Wim Dijkgraaf van de technische dienst toe. „Wat hebben we in het begin met dat schip afgezien. Een en al storingen, maar we hebben er een betrouwbare boot van gemaakt.`` Je hecht je nu eenmaal extra aan een zorgenkindje.

Op de zijwanden van de **Willem-Alexander** (nu **Athos Matacena**) prijkt nog het wapen van de provincie Zeeland. Vergeten eraf te halen? „Nee hoor,`` zegt Harold Thomaes, de laatste directeur van de PSD. „We konden er niet goed bij. Daarom hebben we die schilden maar laten zitten. En trouwens, we hebben genoeg van die dingen.``



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### Kompassen

De Italiaanse bemanningen hebben zich al aardig vertrouwd gemaakt met de aanwinsten van Amadeus. Toch laten de nieuwe gezagvoerders de passage door de sluis liever aan voormalige kapiteins van de PSD over. Pas op de Rede van Vlissingen, waar de kompassen nog worden gesteld, nemen ze de besturing van de schepen over.

Het definitieve afscheid valt tegen. De belangstellenden op de boulevard rekenen erop dat de drie schepen nog 1 keer langs komen varen, voordat ze de steven wenden richting Middellandse Zee. Maar de schepen wachten op elkaar in het ankergebied Wielingen-Noord, enkele kilometers uit de kust. Daarvandaan vertrekken ze tegen tien in het licht van de ondergaande zon. **Buon viaggio.**



The **CATHERINE** seen here departing from the Cobelfret terminal – **photo : Rob de Visser ©**

## AIRCRAFT / AIRPORT NEWS



An Iranian C-130 transport plane. Seven people died when the four-engined plane crashed south of the Tehran after encountering technical problems



## RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

**HET BLIJFT ZOMERS!**

Perioden met zon en kans op een regen of onweersbui. Middagtemperatuur aanhoudend boven de 20 graden.

© Ed Aldus 2003	DO-26	VR-27	ZA-28	ZO-29
Maximumtemperatuur:	25	25	22	23
Minimumtemperatuur:	10	15	13	13
Zonnekans in %:	60	50	40	40
Neerslagkans in %:	20	30	30	30
Windrichting kracht:	ONO-3-4	ZO-3-4	ZW-3-5	ZO-3-4

## .... PHOTO OF THE DAY ....



The **DEA SOUND** departing with the **GIANT 3** from Cilecon June 21<sup>st</sup> enroute Sri Lanka.  
photo : Dirk van der Toorn ©

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Top:  
The **TITAN** of SVITSER-WIJSMULLER returned from the shipyard in her new livery, the **TITAN** is the second after the **ZEELAND** which received the new colour scheme.

Photo : Jan Plug ©

Left :  
The **ZEELAND** in her new colours

Photo : Piet Sinke ©



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