

## DAILY SHIPPING NEWSLETTER 2003 – 087



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The **HOLLAND** of the URS during the sail-past in Terneuzen 29-6-2003 – **photo : Stefaan Joris ©**

## EVENTS, INCIDENTS & OPERATIONS

### HK-FLAG SHIP DETAINED IN UK

The 10,320 gt, Hong Kong-flag general cargo ship **Zuljalal** was one of eight ships detained by the UK's Maritime and Coastguard Agency in May. The ship, operated by Hong Kong United Ship Management, has 25 recorded deficiencies. These included duct keel access corroded through and port and starboard engine room fire dampers badly wasted. The MCA noted that maintenance procedures had failed to ensure compliance with SOLAS and Loadline requirements. It added that the crew showed lack of familiarity with self-contained breathing apparatus during fire drill. Following the port state control detention the vessel was further detained by the local harbour master in respect of a pollution incident.

The overall rate of detentions in the UK, compared with inspections carried out, over the last 12 months was 7.5%, very slightly up on the detention rate to April

### PATROUILLE SHIP GESCHONKEN AAN HET HAVENMUSEUM

Het oudste patrouilleschip van het Gemeentelijk Havenbedrijf Rotterdam, de **Havendienst 2**, wordt geschonken aan het Havenmuseum. Het schip is overbodig geworden na de modernisering van de vloot van de Havendienst, die inmiddels is hernoemd tot Rotterdam Port Authority.

De Havendienst 2 is met zijn houten opbouw een vertrouwde verschijning in de Rotterdamse haven. Vanwege de vele jaren van trouwe dienst en de bijzondere vormgeving is het schip aan het museum geschonken. Volgende week donderdag maakt de Havendienst 2 een laatste tocht.

## RAINBOW WARRIOR AAN DE KETTING

Het Greenpeace-schip **Rainbow Warrior** ligt al twee weken aan de ketting in het Spaanse Valencia. De milieuorganisatie voerde op 13 juni actie tegen 'fout hout' uit Afrika. De Spaanse overheid nam daarbij het schip in beslag. Greenpeace kan het schip terugkrijgen als het 300.000 euro betaalt, aldus de organisatie. Greenpeace is verbijsterd over het harde optreden na een naar eigen zeggen, vreedzame actie en eist haar vlaggenschip terug. De protestactie in Valencia was gericht tegen illegale houtkap en de verwoesting van oerbossen in Afrika. Greenpeace weerhield een vrachtschip er 24 uur lang van de haven van Valencia binnen te varen door er met de Rainbow Warrior voor te gaan liggen. Het schip bevatte een lading hout uit de tropische regenwouden van Kameroen.

## Sunken ship pollution worry

### The 'Jambo' was carrying 3,500 tonnes of zinc ore



A major salvage operation has been launched after a cargo ship hit rocks and sank near Ullapool.

The freighter was en-route from Ireland to Norway with a cargo of almost 3,500 tonnes of zinc ore when the incident happened.

Local lifeboat crews plucked the **Jambo's** seven Polish and Croatian crew to safety shortly before she went down.

An incident room has been set up at Ullapool where a team of environmental and salvage experts is overseeing the operation.

Their priority is the removal of the vessel's marine diesel which poses the most immediate risk to the area's breeding birds and fish farming interests. The Jambo is said to be lying in about 60ft of water after a hole was torn in her bow.

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The team will also assess the environmental risk posed by the ship's cargo of solid zinc.

### 'Threat to wildlife'

Speaking to BBC Radio Scotland, Mike Deeming of the Maritime and Coastguard Agency, said it was possible an attempt could be made to raise the ship. The ship's crew were rescued by a local lifeboat

"We have an emergency towing vessel standing by at the wreck site and we will be deploying some counter-pollution equipment around the wreck itself," he said.

"The main concern is that it is a sensitive area and a lot of the local authorities are concerned regarding the diesel fuel still on-board and the cargo. "However the cargo is zinc concentrate and is not classed as dangerous goods but there may be long-term effects if it is left in-situ for any length of time." He added: "A salvage company has been appointed to look into the possibilities of salvaging the cargo, the ship and the fuel."



## Australia won't recognise Philippine crew certificates

### Suspension follows reports of cheating in exams by deck officers

EFFORTS by the Philippines to maintain the reputation of its seafarer licensing system suffered a blow when Australia recently suspended recognition of Philippine seafarer's certificates of competency.

The suspension follows reports of cheating in the licensure examination of Philippine deck officers.

The Australian Maritime and Safety Authority (Amsa) said it decided not to recognise all Philippine issued certificates of competency until the completion of investigation and publication of the results by the Manila government. Amsa manager for ship operations and qualifications, John C Briggs, said this in a letter to the Philippine Regulations Commission chairperson Antonieta Fortuna-Ibe.

The Commission is the state agency which administers the licensure examinations for deck officers and marine engineers and awards the certificates of competency to successful examinees. The Amsa, on the other hand, is the Australian state agency which is responsible for assessing the licences of foreign crew members working onboard Australian flagged vessels. The Commission had earlier informed the Amsa that it had invalidated the results of the June 2002 licensure examinations for the ranks of master mariner, chief mate and officer in charge of a navigational watch. The Commission said that it had uncovered a scam in which examination questions were leaked to some maritime review centres. These questions in turn were sold to licensure examinees enrolled at the maritime review centres. Several high-ranking Commission officials as well as the owners of certain maritime review centres are now being investigated by the Philippine National Bureau of Investigation over the scam.

The derecognition of Philippine seafarer's certificates of competency is not expected to have a significant impact on the employment of Filipino seafarers in the Australian commercial fleet as there are only a few hundred employed on board Australian-flagged vessels.

What is of more concern to Philippine maritime authorities is the possibility that Philippine crews could be subjected to extraordinary competency evaluations by Australian port state authorities. This could lead to delays and even detentions for international vessels, manned by Philippine crews, when calling on Australian ports. Also of concern is the damage to the international reputation of Filipino seafarers. International shipmanagers and owners may now think twice before hiring Filipino crews because their licences are now suspect.

## TRICOLOR WRECK REMOVAL



One of the largest wreck removal operations ever undertaken in northwest Europe is now in progress. A team of more than 100 salvage personnel is now fully engaged in removing the wreck of vehicle **Tricolor**. Their aim is to clear the wreck from the busy traffic lane in the English Channel by this autumn. The **Tricolor** was lost following a collision with **c.c. Kariba** off Dunkirk last December. Apart from the obvious challenge of dealing with such a large wreck, laden with nearly 3,000 vehicles, the salvage team are also faced with frequent periods of adverse weather.

**Left : A diver covered by oil returns on deck.**

This major wreck removal contract was awarded to Combinatie Berging Tricolor, a consortium comprising of four project partners: **Smit Salvage, Scaldis Salvage & Marine Contractors, URS Salvage & Marine Contractors and Multraship**. Smit is the lead contractor, responsible for project management. Tricolor lies just below the waterline and is barely visible representing a significant threat to safety of navigation and the wreck has already been struck on several occasions. The wreck removal operation involves sawing the hull into nine sections. A special cutting system has been designed, engineered and fabricated by **Smit**. It is a variant of

the system first used to separate the bow of the Russian nuclear submarine Kursk, before the recovery of the main hull two years ago. As each section is cut, it will be removed using two large sheerlegs. The floating cranes will perform the heavy lifts in tandem, placing the sections on to flat-top barges for onward transportation to a disposal facility at Zeebrugge. The first phase involves using a high-pressure water jetting system to cut 50 lifting stations in Tricolor's hull. Each lifting station will then be fitted with a 75 kg lifting bollard. The bollards will connect to a special lifting rig used by the sheerlegs. By the end of May, 20 lifting stations had been cut and 10 bollards installed. Once the first phase of preparations is completed, the salvage team will commence the main cutting work. The Kursk cutting system has been modified for use in shallow water. On the Tricolor project, the cutting wire, coated with abrasive bushes, will be connected to a constant tension winch system producing the required sawing motion. Building on its earlier experience Smit has also modified the system to increase the strength of the wire. Managing Director of Smit Salvage Hans van Rooij said: "Diving teams will ensure that the cutting wire is in the correct position throughout these operations. Eight cuts through the Tricolor are required and each will take up to 48 hours to complete." He added: "The removal of Tricolor is a major assignment by any measure and requires a very significant commitment in terms of vessels, equipment and personnel." Smit is already well acquainted with Tricolor, as we removed over 1,600 tonnes of bunkers from the wreck, under a separate contract, earlier this year. During the wreck removal, a fleet of 10 salvage, heavylift and support vessels is required. Within the project partnership, Smit and Scaldis are providing the sheerlegs, while URS and Multraship are contributing the tugs."

## CASUALTY REPORTING



## KAIKO



The world's deepest-diving submarine **Kaiko** has disappeared in the Pacific Ocean off Japan, a setback to deep-sea research on everything from earthquakes to rare bacteria. Kaiko, a bright yellow submarine which entered the record books in 1995 by diving 10,975 metres to the bottom of the Challenger Deep snapped its tether as a typhoon approached in late May and has been missing since then, officials said today. The Japan Marine Science and Technology Centre will decide Thursday whether to continue searching for it, spokesman Tomoaki

Kanai said. "We have no idea why it broke free. This is a first. But if we lose it, it's going to have a big impact on deep-sea research," Kanai said today. Equipped with two robot arms and four television cameras, the \$15 million Kaiko is the world's only probe that can go deeper than 9.98 kilometres. On May 29, Kaiko was conducting earthquake research on the sea floor some 4.67 kilometres below the surface, off southern Japan, when a typhoon approached. Operators on the mother ship decided to reel in the probe before the storm struck and discovered that the 5.6-ton Kaiko had broken free, Kanai said. Kaiko is designed to float to the surface and emit a tracking signal if its tether is broken. Although searchers briefly detected the beacon, they were unable to locate the probe and suspected it has either drifted off site or sunk to the bottom. Japan Marine Science and Technology Centre has not decided whether to build a replacement if Kaiko cannot be recovered.

## JAMBO (CYPRUS)

General cargo **Jambo**: **Smit Salvage BV** and **Klyne Tugs** appointed as salvors. The first meeting of a salvage control unit (SCU) was held this evening at the Macphail Centre in Ullapool under the chairmanship of the Secretary of States Representative in Maritime Salvage and Intervention, Robin Middleton, to discuss the risks associated with the loss of Jambo. The vessel sank off the coast of Scotland early yesterday morning and the SCU heard the latest report on the current state of the vessel, which has now sunk and rolled over on to its port side. Maritime & Coastguard Agency stockpile equipment has now been mobilised from Inverness to the scene, which include absorbent booms and skimmers and a diving survey has been undertaken this afternoon. Further diving equipment is now on its way to the scene to allow for deeper dives. It has been discovered that the hatches on the vessel remain battened down and the likelihood remains that all of the cargo is still within the holds. Part of their routine response to such incident Fisheries Research Services (FRS) undertook to take samples during the day from local creels and these have been sent away for analysis. Samples of local fish have also been taken for analysis and the Food Standards Agency have identified sampling sites locally. A buoyage vessel is also on its way to the scene to mark the site of the wreck for any other passing shipping. Stornoway Coastguard are advising that the weather for the next few days is set fair with calm conditions prevailing locally and that the sea state will also remain calm. Mike Deeming, Principal Counter Pollution and Salvage Officer for Scotland said: "Our concern still remains on the 83 tons of marine diesel oil which remain on board the vessel and our discussions with the salvors concern the early removal of those pollutants. We know of five fish farms within 5 kilometres of the site of the wreck and it is our understanding that three are fallow at present with the remaining two remain of concern to us. We have been in touch with the managers of these farms and they are aware of our actions to date and we will be keeping them informed of future activity." Fortunately weather conditions are predicted to remain calm which will help any work in removing the oils, and further work

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will now progress with the salvors on future salvage plans. As the sea area will effectively become a work site in the next few days we would like to remind the boating public that on safety grounds, people should stay away from the wreck site.

### SMIT HUNTER



The **SMIT HUNTER** as seen in the dry dock  
Tuesday 01-07-2003

Photo's : Piet Sinke ©

## SHIPYARD NEWS



Dutch builder Damen has produced a second version of its Stan Tug 4011 design for Gulf Services in Abu Dhabi but there is a major difference between the two vessels. **Jabbar**, delivered in January this year produced a bollard pull of over 73 tonnes from a total of 5445 hp where as the latest, **Wassay**, delivered this March, attains 58.5 tonnes from 4,000 hp. Apart from this, one is hard pressed to spot any other variation.



The tugs measure 40.75m x 11.22m and have a draft aft of 4.75m. of indential construction, displacement (1130 tons) and layout, the equipment specification

is also the same with the exception, as already mentioned, of the power train. The more powerful vessel employs a pair of Caterpillar 3606TA diesels, each developing 2030kW at 1.000rev/min turning FP bronze Promarin propellers in 2500mm Van de Giessen nozzles via Reintjes gearboxes. Identical manufacturers provided the system aboard Wassay.but 3516B TA engines, each developing 1481kW at 1,600 rev/min drove props in 2500 mm nozzles, Both ships have a 400kW bow thruster,driven by a dedicated Cat 3412C TA generator set, pair of main l56kVA Cat 3306B TA generators sets and a 426 hr fire-fighting system powered by a third 3306B TA. **Photo's : Damen**

## DAMEN HOOGEZAND OVERGENOMEN

Waterhuizen Shipyard heeft de scheepswerf Damen Hoogezand overgenomen. Dat heeft de directrice en eigenaresse van het bedrijf, D. Doesburg-Maas, gisteren gezegd.

De overname moet het ruimtegebrek waarmee Waterhuizen Shipyard al enige tijd kampt, opheffen. Door de aankoop van de werf hoopt het bedrijf sneller schepen te kunnen bouwen, aldus de directrice. Waterhuizen heeft capaciteit voor de bouw van drie schepen per jaar, terwijl er bij de werf voor de komende twee jaar al acht besteld zijn.

## Samsung Heavy bags Woodside FPSO project

WOODSIDE Energy has contracted South Korea's Samsung Heavy Industries to design and build the hull for its Enfield floating production storage and offloading vessel.

The oil company is moving ahead with its A\$1.5bn (\$1bn) Enfield oil field development off Western Australia and hopes to starting processing crude oil from the fourth quarter of 2006.

Samsung will build a 150,000 tonnes double hulled vessel capable of storing 900,000 barrels of oil for Woodside. The 260-m long vessel will be self propelled and be able to leave its location when cyclones are close.



Design work on the hull will begin in advance of environmental approvals and Woodside's own final investment decision to ensure the project remains on schedule

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## **HÖEGH EXITS REEFER TRADES**

NORWEGIAN owner Leif Höegh has sold the last four of its wholly-owned reefer ships. German owners Reederei F. Laeisz and Thien & Heyenga GmbH have each bought two ships "on private terms".

The "Crystal" vessels were built in 1992 and have a cargo capacity of 375 000 cbft. Delivery to the new owners will take place during the third quarter. The sale of these last wholly owned reefer vessels is part of the company's strategy to leave the reefer market. After the sale Höegh owns 36% stakes in two reefers.

## **Faillissementen Scaldis brandstofbevoorrading**

door Harold de Puyseleijr

**De dertien werknemers van Scaldis International Bunkering en Scaldis Bunkers uit Terneuzen staan op straat. De rechtbank in Middelburg heeft eind vorige week het faillissement uitgesproken van beide bv's, die actief waren in de brandstofbevoorrading van schepen.**

Volgens curator R. Nobus lagen de hoge olieprijsen van de afgelopen jaren, in combinatie met de zwakke positie die de dollar inneemt ten opzichte van de euro, ten grondslag aan de ondergang van beide bedrijven.

Scaldis is in 1924 opgericht door Kees Hamelink die begon als scheepsleverancier en in 1950 de overstap maakte naar de scheepsbevoorrading. Het bedrijf wordt nu bestierd door de vierde generatie van de familie Hamelink. Curator Nobus kreeg gisteren toestemming van de rechter-commissaris om de arbeidsovereenkomsten met de betrokken werknemers te ontbinden. Hij benadrukt overigens dat niet het hele bedrijf Scaldis op de fles is. „Er zijn nog een aantal andere bv's met de naam Scaldis actief die tot de holding behoren, en die zijn niet failliet", aldus de curator. Een doorstart van de twee failliet verklaarde bedrijven behoort volgens hem niet tot de mogelijkheden.



## NAVY NEWS



**HMCS Windsor** 2nd of the Victoria class submarines that Canada purchased from Britain, being serviced at the Halifax Naval Shipyard.

Photo : Jim Gallacher ©

## HMCS Corner Brook commissioned

The submarine **HMCS Corner Brook** was officially commissioned into the Canadian navy during a ceremony in its namesake city on June 29<sup>th</sup>. About 150 people attended the event under sunny skies on the waterfront, signaling the start of the sub's operational life.

"As the **HMCS Corner Brook** travels the world, I am confident this outstanding vessel will represent honourably our country ... and its namesake Corner Brook." **HMCS Corner Brook**, formerly **HMS Ursula**, is one of four diesel-electric submarines acquired from the United Kingdom. The **Corner Brook** and its sister ships **HMCS Windsor**, **HMCS Victoria** and **HMCS Chicoutimi** were initially commissioned by the Royal Navy in 1992 but mothballed in 1994 when the United Kingdom switched to a nuclear fleet.

Canada made a \$750-million agreement in 1998 to lease the subs with an option to purchase after eight years. **Corner Brook** finally arrived in its home base of Halifax in March after problems, including a leak, were found during testing overseas. The 70-metre sub can travel 22 kilometres an hour on the surface and 24 kilometres an hour underwater. It normally carries a crew of 49, although it currently has more on board because of training. **Corner Brook** was chosen as the name of the vessel because of the city's commitment to the men and women who serve in the Armed Forces, said Gerry Byrne, a Newfoundland MP and the Minister for Atlantic Economic Development. **HMCS Victoria** left Halifax early Sunday (June 29<sup>th</sup>) evening for its new home port of Esquimalt, B.C. The sub will travel through the Panama Canal and will be the first submarine based permanently on the West Coast since 1974.

The **Windsor** is in Halifax ( see picture above ) and the **Chicoutimi** is due to arrive in the port by November.

## MOVEMENTS

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The SVITSER-WIJSMULLER tug **BATTLEAXE** seen in Swansea – **Photo : Chris Jones ©**



The **BUCKINGHAMSHIRE** of V-Ships passing Maassluis inward bound – **photo : Piet Sinke ©**

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The **BUCKINGHAMSHIRE** was build during 1998 under the name **NORASIA SCARLETT** by Howaldtswerke in Kiel under yard number 340, renamed during 2000 in **ADCL SCARLETT** and received her present name during 2002.



Top : The **P&O NEDLLOYD SAMBA** seen here leaving Felixtowe – **photo : Jane Hazell ©**



The **GRI BI** is the local harbour tug in Port La Nouvelle – **photo : Maarten Meeuwisse ©**



The URS tug **GENT** inward bound at the Wielingen – **photo : Peter Andriessen ©**



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



The new survey vessel **VERITAS VIKING**



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