

DAILY SHIPPING NEWSLETTER 2003 – 090



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The **RPA 12** stand by during the fire fighting of the **Smit Hunter** – photo : **Piet Sinke** ©

EVENTS, INCIDENTS & OPERATIONS



UNHCR is sending the 300-passenger **MV Overbeck** to strife-torn Monrovia, Liberia, to rescue thousands of Sierra Leonean refugees who say they want to go home. The refugee agency has used the vessel to transport refugees throughout West Africa, including Sierra Leoneans returning home from Conakry, Guinea (above).

P&O Nedlloyd sets standards for breaking

P&O Nedlloyd is developing standard operating procedures designed to improve conditions for workers at breaking yards in China.

Among the points being stressed by the Anglo-Dutch container giant is the need to prepare a ship for recycling before delivery to the yard. This entails pre cleaning the tanks, conducting a radiation survey, listing toxic and asbestos materials, and taking out everything that can be safely removed at this stage.

Once at the yard, the ship is cleaned of all hazardous material before demolition, including asbestos, insulation and electric cable, and refrigerant. All waste from the ship is processed in compliance with the law, and when demolition is complete — a process that takes six weeks — a certificate of recycling is issued to record that the ship no longer exists.

P&O Nedlloyd executive director Rutger van Slobbe thanked the Dutch ministries of transport, environment and economic Affairs for their co-operation. He also called for the implementation of common international recycling standards across the industry, to ensure that other carriers matched P&O Nedlloyd's efforts when disposing of tonnage.

CASUALTY REPORTING

ASTERIKS (HONG KONG)



Bulk **Asteriks**: Tug **Mahanuwara** is now on scene and believed to have commenced towing the casualty, which had been proceeding with limited power at a speed of around three knots prior to the arrival of the tug. The **Mahanuwara** is expected to tow the Asteriks to Port Victoria, Seychelles

SHIPYARD NEWS

Scheepswerf Reimerswaal krijgt de ruimte

door Rob Paardekam

HANSWEERT - De gemeenten Kapelle en Reimerswaal willen het bestemmingsplan voor Loswal Kaai 85 bij Hansweert en Schore aanpassen om zo de toekomstplannen van de scheepswerf Reimerswaal mogelijk te maken. Het nieuwe plan regelt tevens de komst van een klein bedrijventerrein op de kop van de gedempte kanaalarm.



**Na aanpassing van het bestemmingsplan kan de werf een dok en een loods bouwen en wordt ook de aanleg van een bedrijventerrein mogelijk.
(foto Willem Mieras ©)**

De huidige loswal is in de jaren tachtig aangelegd in het kader van de verbreding van het Kanaal door Zuid-Beveland. Op dit moment vinden er op- en overslagactiviteiten plaats en biedt de loswal plaats aan een sluisdeurenwerkplaats en Scheepswerf Reimerswaal. Met name dat laatste bedrijf heeft belang bij een nieuw bestemmingsplan, omdat de huidige regelingen niet stroken met de toekomstplannen. De scheepswerf wil onder meer een bedrijfsloods bouwen op het gedeelte van de loswal dat nu in gebruik is als werk- en opslagterrein. Verder komt er een derde drijvend dok met een omvang van 124 bij 50 meter. Het komt naast de twee bestaande dokken te liggen. Ten slotte moet er een damwand komen die direct aansluit op deze twee dokken. Hierdoor wordt het bestaande bedrijfsperceel met zo'n vijftig meter verbreed. Omdat de loswal voor tweederde deel op Kapels grondgebied ligt en voor de rest op Reimerswaal gebied, ontwikkelen de twee gemeenten samen het nieuwe bestemmingsplan. Daarin wordt ook de komst van het bedrijventerrein met een omvang van 1,5 hectare op de kop van de gedempte kanaalarm geregeld. Dit ligt wel helemaal op Reimerswaals grondgebied en is bedoeld voor lokale en watergebonden bedrijven. Het bedrijventerrein wordt ontsloten door een dwarse aftakking van de Parallelweg. Volgens de gemeente zorgen de verzonken ligging van het terrein en de omliggende dijken ervoor dat de bedrijven goed landschappelijk worden ingepast. De omgeving zal straks niet meer dan enkele daken zien. Overigens heeft de gemeente besloten dat er geen bedrijfswoningen op het terrein mogen komen. Het bestemmingsplan voor de loswal en het nieuwe bedrijventerrein ligt tot en met 30 juli voor iedereen ter inzage in de gemeentehuizen van Kapelle en Reimerswaal.

Gaz de France signs letter of intent with Chantiers for LNG carrier

FRENCH gas utility, Gaz de France, has signed a letter of intent with Alstom group shipyard, Chantiers de l'Atlantique, for the construction of a Euros 290 million, 153,000 m3 liquid natural gas carrier and taken out an option on a second.

The order has still be finalised but GdF said that it was looking to take delivery of the vessel in October 2005. It has until February next year to take up its option on the second vessel.

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The utility was unable to say yesterday when the order would be finalised but unions at Chantiers de l'Atlantique, who claim that their lobbying has played a determining role in bringing the GdF order and another for a car ferry from SeaFrance to the yard, are already taking it as firm.

Chantiers itself said yesterday that there would be no short-time working at the yard, as had been feared, in the second half of this year.

A spokesman said that last month's order from SeaFrance and changes to internal work schedules had already made this possible.

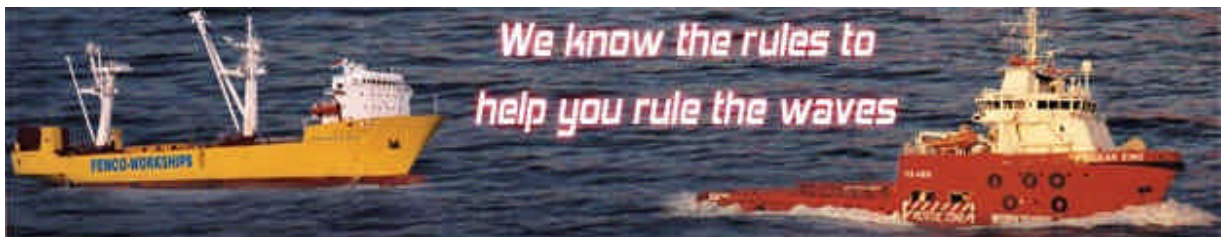
"We have a full year ahead of us in which to reconstitute our orderbook," he said.

The Saint Nazaire yard is already building one vessel for GdF, the Gaz de France Energy. Ordered in January last year, it is due for delivery in October next year.

ROUTE, PORTS & SERVICES

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Savona set for opening of cruise terminal

SAVONA'S new cruise terminal, co-financed and managed by Costa Crociere, will open for business in November under the name Palacrociere.

The three-level, 8,600 sq m terminal, with 4,500 sq m of space for departing passengers and 2,000 sq m for luggage handling, has been under construction in Calata delle Vele in Savona's Darsena Nuova harbour since July 2002.

With a pier measuring 528m x 22m it will handle two cruiseships simultaneously. Covered parking areas will cater for buses, taxis and cars.

The Carnival Corporation subsidiary, ranked number one in Europe, will manage the Palacrociere directly and it has secured a concession as local terminal operator for 22 years.

Three Costa vessels will sail regularly from the new cruise terminal during the 2003/4 winter season. The **Costa Europa** will offer 11-day cruises to the Canary Islands; the **Costa Victoria** will be deployed on 11-day cruises in the eastern Mediterranean and the 105,000 gt flagship **Costa Fortuna**, which is due to be named in November, will also offer 11-day cruises to the Canary Islands.

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The Palacrociere's security equipment and surveillance systems will include border police and a customs checkpoint, dedicated security staff, physical barriers between ships and terminal (staffed entrances and gates), embarking and offloaded baggage scans with two x-ray machines and 64 CCTV cameras. All persons embarking will be scanned by arch metal detectors and six x-ray machines. In addition, the Palacrociere will be equipped with a complete range of waste disposal facilities.

"The redevelopment of the Savona waterfront is a crucial part of the transformation of the town," mayor Carlo Ruggeri told guests including Costa chairman and chief executive Pier Luigi Foschi and Savona Port Authority chairman Alessandro Becce at a reception in the Town Hall. "Savona is investing in its future while at the same time drawing on the port as a vital asset in its heritage. The cruise terminal is the first tangible landmark in this great urban renewal plan."

BENCHIJGUA EXPRESS



FRED. OLSEN's **BENCHIJGUA EXPRESS** backs up to the Los Christianos terminal on the Canary Islands - **Photo : Tommy Bruceland ©**

STENA SHIPPER OFF HIRE



Left : The **STENA SHIPPER** moored at the Europoort terminal – **photo : Rob de Visser ©**

The **STENA TRANSPORTER** returned back in the Europoort and took over the duties of the **STENA SHIPPER**, the **SHIPPER** sailed to Niehuis & van den Berg Shipyard for some modifications and off-hire survey.

Moby unveils \$230m ferry order with Fincantieri

MEDITERRANEAN ferry operator Moby has announced a cruise ferry newbuilding order plus an option for a sistership with Italy's Fincantieri. The deal, worth E 200m (\$230m) if the option is exercised, is a homecoming for Milan-based Moby, which built its previous ferries in South Korea.

The firm order is due for delivery in May 2005, the two companies announced. The ship, to be employed on routes to Sardinia, will be 36,000 gt, around 175 m long, 28 m wide and 22 m high. The cruising speed will be 27 knots, and the capacity will be just more than 2,000 passengers and crew. If the option is exercised, Moby's fleet will be 16-ships strong. "This order signals the return of Moby to Italian yards," said Fincantieri in a statement. Moby's previous South Korean orders were considered a worrying sign by the Italian industry, as Asian yard's have until now not been able to move in on the high technology end of the ferry market.

NAVY NEWS

USS Comstock, Anchorage Return Home



Amphibious warships **USS Comstock (LSD 45)** and **USS Anchorage (LSD 36)** returned to San Diego July 3, ending a successful six-month deployment supporting Operation Iraqi Freedom (OIF) and Operation Enduring Freedom (OEF). The embarked Marines returned to Camp

Pendleton July 2.

Comstock and Anchorage also rescued five Filipino fishermen June 9, who were stranded at sea 313 miles off the Philippine coast since May 15. The homecoming marks the end of a surge deployment to the Northern Arabian Gulf that began January 17, when a total of seven ships deployed from San Diego as Amphibious Task Force West (AFT West), carrying Marines and equipment to the Arabian Gulf. Comstock and Anchorage carried Marines from 3rd Light Armored Reconnaissance and 1st Battalion, 11th Marine Division.

USS GREENVILLE



The Los Angeles-class submarine **USS Greenville (SSN 772)** recently completed sea testing for the Advanced SEAL Delivery System (ASDS) off the coast of Pearl Harbor, Hawaii. ASDS is an 65 foot mini-submarine, which rides

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attached to the top of a much larger Los Angeles Class submarine. It has increased range, speed, and capacity over the current SEAL Delivery Vehicle which is an open, wet submersible, that transports SEALs in scuba gear, exposing them longer to the elements. The ASDS mini-submarine is operated by a crew of two and can carry eight SEAL team members. The vessel is connected to the host ship via a watertight hatch, and has a sophisticated sonar and a hyperbaric recompression chamber

STANAVFORCHAN



STANAVFORCHAN arrived Friday morning in Amsterdam, the vessels seen here passing the locks in IJmuiden, new in the squadron is a Polish unit seen below the **CZAJKA**

photo's :

Joop Marechal ©





In Flushing the trainings vessels **TRACKER** and **RAIDER** arrived for a stop over
Photo : Willem Kruit ©

MOVEMENTS

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The **FIGHTER** departed from the Westerschelde – photo : Peter Andriessen ©



The **MOSCOW** moored in the Merwehaven in Rotterdam – photo : Piet Sinke ©



The **CONTSHIP BOREALIS** departed from Rotterdam – photo : Piet Sinke ©

.... PHOTO OF THE DAY



The fast combat support ship **USS Bridge (AOE 10)** transfers fuel to the guided missile **cruiser USS Chosin (CG 65)** during an underway replenishment.



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