

## DAILY SHIPPING NEWSLETTER 2003 – 094



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The **EERLAND 26** as seen July 9<sup>th</sup>, 2003 – **photo : Piet Sinke ©**

## EVENTS, INCIDENTS & OPERATIONS



Bangladeshi rescuers look for survivors after a ferry sank in the Meghna river near Dhaka

### Nedlloyd Remuera in a class of its own

THE **P&O Nedlloyd Remuera**, owned by Hamburg company Claus-Peter Offen, is the first containership to be issued a class certificate by Germanischer Lloyd with the class notation RCP (Refrigerated Container Stowage Position). Hans G Payer, GL executive board member, said: "Today, with the first certificate of its kind, we document the special reefership features of the P&O Nedlloyd Remuera, delivered in January 2002 by the Korean yard Samsung."

Built to transport a total of 4,112 teu, the ship is designed for the carriage of 1,300 teu, comprising 560 teu on deck and 740 teu below deck in six cargo holds. The newly granted class notation means the ship is suitable for conveying a maximum 718 40 ft reefer containers with up to 70% fruit cargo.

Since reefer containers carrying fruit consume much more energy than those containing deep-frozen goods, boxships with a high fruit percentage must be designed for a much higher level of installed generator power and also for superior hold ventilation. The guidelines were applied in conjunction with the measurement campaign carried out on the maiden voyage of the ship between Shanghai and Auckland in 2002.

### Oud-PSD-kapiteins krijgen nabetaling

Door Jeffrey Kutterink

**De provincie moet alsnog extra salaris betalen aan de dertig kapiteins van de inmiddels opgeheven Provinciale Stoomboot Diensten (PSD).**

De Centrale Raad van Beroep heeft dat bepaald. Om hoeveel geld het gaat, kan gedeputeerde H. van Waveren nog niet zeggen. Een bureau doet daar onderzoek naar. De kapiteins eisen 70.000 euro per persoon.

Het conflict tussen de kapiteins en de PSD loopt al jaren. Het spitst zich toe op een toelage voor onregelmatige diensten. Volgens de dertig kapiteins heeft het dagelijks bestuur van de provincie ten onrechte wijzigingen niet doorgevoerd die voor rijksambtenaren wel hebben plaatsgevonden.

Het provinciebestuur heeft wel de zwaarte van de functie van de PSD-kapiteins erkend en hen in 1996 in een hogere salarisschaal geplaatst. Maar die inschaling geeft ook recht op de toelage voor onregelmatige diensten, stelt de Centrale Raad van Beroep vast.

De provincie, zo oordeelt de Raad, heeft ten onrechte de toelage onregelmatige dienst beëindigd. De Raad heeft bepaald dat de provincie opnieuw een besluit moet nemen over de toelage.

"De provincie heeft een eigen regeling toegepast", legt gedeputeerde Van Waveren uit. "Daar stond nog een verwijzing in naar de Rijksregeling. Die verwijzing is over het hoofd gezien. De Centrale Raad heeft nu bepaald dat

het verschil tussen beide regelingen alsnog moet worden betaald."

Volgens Van Waveren wordt nu berekend om hoeveel geld het gaat. "Het zijn vrij gecompliceerde berekeningen, te meer omdat het gaat om het verschil tussen twee regelingen." Een extern juridisch bureau bekijkt of de uitspraak van de Centrale Raad van Beroep ook gevolgen heeft voor het overige personeel van de PSD. "De verwachting is dat het niet geldt voor bijvoorbeeld machinisten of walpersoneel."

Van Waveren benadrukt dat bij de afbouw van de PSD '95 tot 99 procent goed is gegaan'. Dat de Rijksregeling over het hoofd is gezien schaaft de gedeputeerde onder de noemer 'waar gehakt wordt, vallen spaanders'. Raadsman B. Vader, die de kapiteins juridisch vertegenwoordigt, laat weten dat de provincie nu aan zet is en met een voorstel moet komen. Tot dan wil hij niet op de zaak vooruitlopen.

## Arrest follows cocaine seizure on cruise ship

Customs officers have arrested one person in connection with the seizure of a quantity of cocaine and heroin hidden aboard a cruise liner which arrived in Southampton two weeks ago.

The cruise ship, MV **Sundream**, docked on June 20 at Southampton Cruise Liner Terminal, after a two-week cruise of the Mediterranean. This was the last trip to Southampton prior to a re-positioning cruise that evening to Harwich, where the ship would continue a series of cruises to Scandinavia.

HM Customs and Excise examined the ship and seized approximately 20 kgs of a substance later confirmed to be cocaine, which had been found on board, hidden in the ducts of the vessel. A full examination of the drugs by forensic scientists has also revealed the presence of 597 grams of heroin, packed with the cocaine. On Saturday, HM Customs and Excise confirmed that one person had been arrested as part of their ongoing enquiries. HM Customs and Excise added that the cruise company was co-operating fully in the investigation following the drugs seizure

## CASUALTY REPORTING

### JAMBO (CYPRUS)

A press release from the Maritime & Coastguard Agency, dated today, states: Salvage managers reported to the salvage control unit in Ullapool tonight that cargo recovery from general cargo **Jambo** will most likely begin next Tuesday (Jul 15) for the 3,300 tons of zinc sulphide. Some 5 tons of light oils are unaccounted for; some has spilled and dispersed and some remains on board the vessel; this will be distributed amongst the smaller tanks. Efforts will be made to recover this amount during the recovery of the cargo. Specialist barges and pumping equipment have now been sourced by salvors and weather conditions permitting will be towed into place. A diving support platform is also making its way to the scene and will also be moored near the wreck. Clean-up operations should then be completed by the end of July. The Coastguard Emergency Towing Vessel Anglian Prince, once cleared of equipment will be back on duty around the coastline from tomorrow morning after being mobilised to the wreck site since the incident. The temporary exclusion zone around the wreck has also been lifted today. A decision will then be taken with other agencies over the possible removal of the wreck if it presents a continuing hazard to other shipping. Stornoway Coastguard is also issuing navigational warnings every four hours. No further sightings have been made of any oil sheen today. The MCA's counter pollution surveillance aircraft flew over the site during the day and also reported no further pollution. Three boats remain on standby near to the wreck during operations and the absorbent booms have been readjusted to take in to account prevailing tidal conditions.

### MSC SABRINA (PANAMA)

According to local agents of c.c. **MSC Sabrina**, MM Transmaritima, vessel arrived Suape roads at 1330, Jul 6 and berthed at Pier 01 at 1600 hrs. Vessel had a fire in engine-room which affected the generators. Presently there are technicians from Metalock and Unitor on board. Owners technicians are expected to arrive from Belgium tomorrow to evaluate conditions and estimate time required for repairs.

## Schip zinkt in haven Moerdijk

Door Joep Trommelen

Dinsdag 08 juli 2003 - MOERDIJK - De met 1500 ton marmer geladen binnenvaarder Delos is gisteravond in de centrale insteekhaven van het industrieterrein Moerdijk in tweeën gebroken. Het achterste deel zonk, de vier bemanningsleden wisten zich te redden door overboord te springen.



De schipper, zijn vrouw en zoon, een matroos én een hond werden met behulp van de kraan die het schip aan het laden was naar de kade gebracht. Daar konden ze met behulp van een touwladder omhoog klimmen. De hond werd in de bak van de kraan aan wal gezet. De Delos brak even na 18.00 uur in tweeën op het moment dat het grootste deel van het ruim al geladen was en de kraan het voorstuk nog moest vullen. Drie bemanningsleden zaten op het moment van het ongeluk achter in de kajuit. De vierde gaf

aanwijzingen aan de kraanmachinist op het voorste deel van het schip.

De achterste helft van het in 1964 gebouwde schip (85 meter lang) zonk na een kwartier. De voorste helft bleef boven water, omdat ze niet geladen was. Brandweer, politie en twee ambulances waren snel ter plaatse toen de melding kwam dat er vier personen aan boord van de Delos waren. Maar zij konden onverrichter zake weer naar huis.

De familie Bruinsma uit Zwijndrecht lag met het schip Devotion vlakbij de Delos en zag het ongeluk gebeuren.

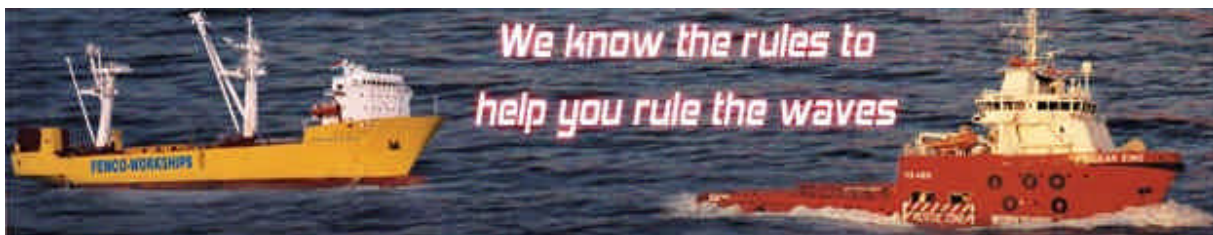
Renate Bruinsma: "De kinderen zagen het, sloegen alarm en mijn man is er meteen naartoe gevaren. Gelukkig is er niets ernstigs gebeurd, die mensen konden zelf de kant op komen. We schrokken erg, want ons schip is een paar jaar geleden op het Amsterdam-Rijnkanaal gezonken na een aanvaring."

De politie kon gisteren nog niets zeggen over de oorzaak van het ongeval.

## ROUTE, PORTS & SERVICES

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## **CANDY SELLS VESSELS TO HOS**



Top : The **CANDY EXPLORER** anchored near Port Fourchon – **photo : Piet Sinke ©**

Candy Fleet Inc has sold June 20th 5 220' straight suppliers to Todd Hornbeck of Hornbeck Offshore Services (HOS), the vessel which are sold are listed below with the new names :

Candy Voyager	>>	HOS Voyager
Candy Trader	>>	HOS Trader
Candy Express	>>	HOS Express
Candy Explorer	>>	HOS Explorer
Candy Pioneer	>>	HOS Pioneer

Hornbeck also took the option to buy the **CANDY MARINER** from Candy.

## **Costamare joins the 8,200 teu bonanza**

INDEPENDENT Greek owner Costamare Shipping has placed an order for up to five huge 8,200 teu containerships with Hyundai Heavy Industries, one of four big South Korean shipbuilders vying for the new mega-boxship orders.

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The agreement calls for three vessels to be delivered in the first half of 2006, with options for another pair of like ships. Costamare chairman Vassilis Constantacopoulos confirmed the order but declined to give a price for the ships.

Containership brokers, however, said that with price rises in recent months the cost of 8,000 teu-plus vessels has surpassed the \$80m mark and could range up to \$85m, depending on payment terms. They added that based on past record the Costamare vessels were likely to boast above-standard specifications.

There was no indication yesterday that the Greek owner has already clinched employment for the ships, although it has not been Costamare's practice to speculate. Capt Constantacopoulos gave a hint recently that he believed there was a market for the bigger ships after he sold a pair of two year-old 5,551 teu vessels to Germany's MPC Capital. "Maybe we will consider having bigger ships," he told Lloyd's List.

It is calculated that the latest orders bring to about \$1.2bn the value of business Costamare has done with Hyundai since becoming the first independent owner-operator to order post-panamax containerships back in 1998. The previous programme with the South Korean yard, involving 16 post-panamax and panamax vessels, is coming to a close, with one remaining 5,000 teu newbuilding left for delivery next year. They include eight 6,300 teu ships, all on long-term charter to Maersk Sealand, the two now-sold 5,500 teu vessels that have been on charter to China Shipping Container Lines, and six panamax vessels that are on charter to Hapag-Lloyd and Zim Lines. Altogether Costamare controls 43 boxships, with some of these under management of a recently added offshoot, Ciel Shipmanagement.

Hyundai has already made its mark in the scramble for the new jumbo-size container vessels, with contracts reportedly from Hapag-Lloyd and two German independent owners. Officially the first announcement of orders for 8,000 teu-plus ships was made in January by Vancouver-based Seaspan Container Lines. Three of the five Seaspan vessels, on order at Samsung, have since been taken by another Greek owner, Danaos Shipping, and by CSCL.

Despite the relative novelty of the ships' size, market pundits say the pace of ordering is such that mega-vessels of this capacity will soon be commonplace. - Orient Overseas Container Line, controlled by the family of Hong Kong government chief executive Tung Chee-hwa, will formally order two more massive 8,063 teu containerships on Friday from South Korea's Samsung Heavy Industries.

The line, which be a top-10 boxline on taking delivery of the options, said it would sign contracts on July 11, taking to 10 the total number of 8,063 teu boxships it has on order with Samsung.

OOCL general manager corporate marketing Stanley Shen, who confirmed the deals would be inked, declined to give the cost of the new ships, although OOCL is paying about \$80m apiece for the eight already on order. Details of the deal are likely to be formally announced to the Hong Kong stock exchange next Monday.

Mr Shen said the new ships are due for delivery in 2006 and 2007, by which time the eight already on order should be delivered. The first two ships, **OOCL Shenzhen** and **OOCL Long Beach**, have already entered service.

**OOCL Shenzhen** was deployed on the Grand Alliance Asia-Europe service in May after being named at Samsung's Koji shipyard on April 30. The OOCL Long Beach joined the fleet at the end of last week.

Mr Shen said four others would be delivered in 2004 followed by another two in 2005-06.

At 323 m long, 100,000 dwt, the vessels are the largest containerships afloat.

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OOCL has not ruled out long-term plans to buy additional 8,000 teu or larger boxships. But it has dismissed media speculation that it is the mystery line that has held talks with South Korea's Hyundai Heavy Industries about the possibility of buying ultra-large boxships capable of carrying 9,600 teu.

Outlining its future strategy, it said the 8,063 teu ships would augment and replace some of OOCL's 18 smaller 5,500 teu boxships on the busiest trade routes from Asia to Europe and the US. But the carrier had no intention of phasing out the 5,000 teu ships.

"We envisage a mixed fleet of 8,000 teu and 5,500 teu ships, supported by smaller vessels on intra-Asian and transatlantic services," one insider said.

At the [OOCL Shenzhen](#) naming ceremony, OOCL chief executive Chang Tsann-rong said: "The various newbuilding programmes have been in line with our long-term business and internal organic growth plans. We believe that these are what we must concentrate upon and be guided by so as to be prepared for future business growth."

## TEN goes back to Hyundai for fresh suezmax newbuilds

TSAKOS Energy Navigation has ordered more suezmax crude tankers from Hyundai Heavy Industries, hard on the heels of a first quartet of 165,000 dwt tankers delivered by the yard this year.

The new agreement includes two firm ships for delivery in the second half of 2005 and two options for identical vessels which, if taken up this autumn, will be for the first half of 2006.

No price was given today for the latest orders but brokers speculated the cost was likely to be in the \$46m-\$48m range per ship, depending on specifications.

According to TEN executives, the vessels will be similar in design to the delivered quartet but slightly larger at "close to 170,000 dwt".

The company said the ships will also have some additional "improvements", including highest ice-class.

Including the optional pair, the latest deal brings to 26 the tanker newbuildings contracted by TEN since it made its first move for newbuildings six years ago.

The last vessel acquired second hand by the company, now publicly listed in New York, was back in 1996

## Dart 4 Returns To Service Ahead Of Schedule

The 9,088 grt vehicle carrier [Dart 4](#), which is operated by Ropner Shipmanagement (Dartford), suffered contact damage while providing service between Dartford (Kent) and Vlissingen (Holland) carrying cars from the U.K. to the European continent. While it was evident that delays in returning the vessel to service would be costly, A&P Group, on assessment of the damage, immediately transferred the vessel to Chatham, where A&P Shipcare, the specialist running and voyage repair arm of the A&P Group, commenced work on May 31, 2003.

Damage included the vessel's starboard forward hold, an area of approximately 8.5 x 3 m, and two patches measuring approximately 1 sq. m. one frame aft of the main damage. Also damaged, was one area forward on the soft nose in way of the forecastle store, which measured approximately 1.5 x 1 m.

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The work was completed on June 6, approximately 16 hours ahead of schedule and to the original repair budget - the vessel returning to service immediately.

### NAVY NEWS

## Grounded Navy Warship Floats Again

A Royal Navy warship that ran aground on rocks off the coast of Australia has been successfully refloated, according to repairers. Fleet Support Limited (FSL), a contractor to the Royal Navy, has completed the major stage of the repairs to **HMS Nottingham** which ran on to rocks off Lord Howe Island, Australia, on July 7 last year.

The accident gouged a hole in the bow of the £78 million Type 42 destroyer as well as ripping a 100ft scar down the side of the vessel. The operation to refloat the warship began yesterday and has now been completed, according to an FSL spokesman. The refloating of the vessel comes seven months after it was carried back to Portsmouth Naval Base, just before Christmas.

An FSL spokesman said today: "She is back in the water and everything is OK and has gone according to plan. "She will be moved out of the dock some time in the next couple of weeks. "There is still a lot of electrical work and systems work to be done and she doesn't get ready for her sea trials until next April."

The hull repair involved the removal and replacement of 100 tonnes of steelwork as well as the removal and repair of damaged machinery, including the ship's turbines.

FSL will now embark on the second stage of the £42 million repairs which will focus on repairing the wiring and other internal structures affected by the water. Internally, a total of 15 miles of cable have been removed and will be replaced, as will the ship's sonar which was destroyed in the accident.

Last month, the Navy confirmed that the ship's former commanding officer Commander Richard Farrington and three of his command team are due to appear before a court martial in the autumn in connection with the incident.

## MOVEMENTS

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The **EN AVANT 5** returned from Milford haven - Photo : Gijs Versluis ©



Top : The **WARRIOR III** in the new **SVITSER-WIJSMULLER** colours  
photo : Tommy Bryceland ©

## DAILY SHIPPING NEWSLETTER 2003 – 094



**Top :** The 1988 build **SCH 171 CORNELIS VROLIJK Fzn** completed her large refit at the Shipdock shipyard, and is seen here getting moored alongside in Ijmuiden assisted by the Pollux and Argus of Iskes upon completion, The whole fish factory and freezer system onboard is completely replaced.

**Photo / info : Jack van de Valk ©**



**Top :** The brandnew **UT722L HIGHLAND VALOUR** seen here arriving in ABERDEEN  
**photo : Wim Kosten ©**

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The **ATREK** arrived at Flushing with the **H 404**, (Photo : Peter Andriessen ©) and after delivery of the barge at the Heerema location the Atrek departed again from Flushing bound for Rotterdam and departed Wednesday afternoon with the loaded **H 122** barge from Rotterdam (photo : Piet Sinke ©)



## **AIRCRAFT / AIRPORT NEWS**

### **Sudanese plane crashes near Port Sudan killing 116 passengers, crew**

KHARTOUM, Sudan (AP) - A Sudanese airliner crashed early Tuesday shortly after taking off from Port Sudan airport, killing 105 passengers and 11 crew members. Only a child survived, the Sudan News Agency reported.

The Boeing 737 was on a domestic flight to the capital, Khartoum, when its captain reported trouble, "but fate was quicker," the director of Sudan Airways, Ahmed Ismail Zuwayr, told the news agency. The plane crashed in an empty area near the Port Sudan airport on the Red Sea, it said. Sudanese officials said investigators would be sent to the scene of the crash.

Government spokesman Salah Ali Ahmed told Sudanese national television that the child was in a hospital and in good condition.

He said the plane crashed some five kilometres from Port Sudan airport.

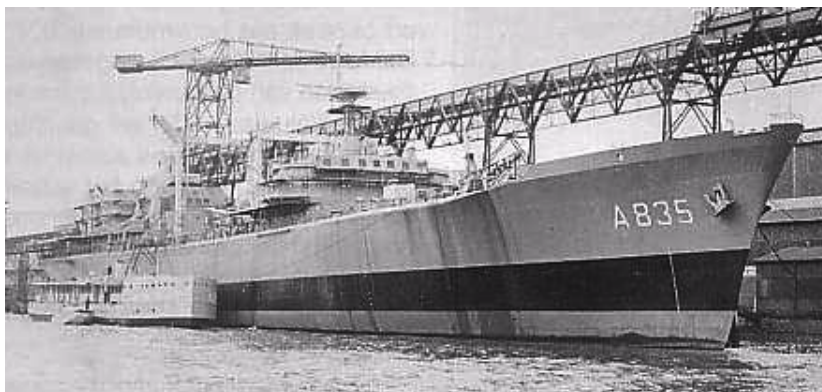
It is not yet known if there were any foreigners on board.

## **.... STORY OF THE DAY ....**





## Reünie Hr.Ms.Poolster A835



*Op 16 oktober 2003 is het precies 40 jaar geleden dat de Poolster van de helling liep.*

*Wij, dat wil zeggen Alain Dooms en ik (Manolito Winkel), vonden dit een goede gelegenheid voor de organisatie van een reünie.*

---

### **Voor wie?**

*Voor iedereen die op de Poolster geplaatst is geweest.*

### **Wanneer?**

***Zaterdag 13 september 2003.***

### **Waar?**

*In "de Witte Raaf" te Den Helder.*

*Dit is op het terrein van Marine Kazerne Willemsoord.*

### **Wat zijn de kosten?**

*De kosten per persoon zijn € 17,00 inclusief blauwe hap*

### **Waarom zou ik nu al inschrijven?**

*Om een indruk te krijgen van de animo voor een dergelijke reünie, hebben we een voorregistratie opgezet. Het is belangrijk dat u zich inschrijft als reünist, dan kunnen we een schatting doen van de opkomst.*

### **Wat willen jullie weten?**

*Voor een goede correspondentie hebben we nodig,*

*naam*

*adres*

*postcode & woonplaats*

## DAILY SHIPPING NEWSLETTER 2003 – 094

telefoonnummer (vast, fax, mobiel)  
e-mail (wanneer mogelijk)  
rang/stand en dienstvak  
plaatsingsperiode

### **Hoe kan ik me inschrijven?**

*Dat kan op drie manieren*

1. 1. via de site ;[home.zonnet.nl/hrmspoolster](http://home.zonnet.nl/hrmspoolster) of  
[www.hrmspoolster.nl](http://www.hrmspoolster.nl)
2. 2. door een e-mailtje te sturen aan [info@hrmspoolster.nl](mailto:info@hrmspoolster.nl)
3. 3. door de adresgegevens te sturen aan;  
Manolito Winkel  
Sweelinckstraat 49  
3131 SK Vlaardingen  
ovv. reünie Poolster



Top : The **A 835 Poolster** leaving Rotterdam – photo : **Piet Sinke** ©



and as **MOAWIN** in the Pakistan navy where she still is active

## DAILY SHIPPING NEWSLETTER 2003 – 094

### Correction :

The picture of the MULTRATUG 10 in the Port of Flushing in newsletter 093 was made by PETER ANDRIESSEN instead of Willem Kruit , sorry for the mix up.



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