

DAILY SHIPPING NEWSLETTER 2003 – 095



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The **WORLD PROPHET** gets her pilot off Flushing before entering the Westerscheldt River

Photo : Willem Kruit ©

EVENTS, INCIDENTS & OPERATIONS

EU Approves EUR66 Million French Aid To Corsican Ferry Co

The European Union Commission Wednesday approved EUR66 million in French government aid to ferry company Societe Nationale Maritime Corse-Mediterranee but attached strict conditions.

France is giving the money to restructure state-owned SNCM, which operates between France, Italy, Corsica and North Africa.

Under the Commission's conditions, France has to take a more arm's-length approach to the company. The Commission said SNCM must limit the size of its fleet and can't engage in "tariff wars" on its Corsican routes until 2007.

France will be able to give a further EUR10 million if SNCM follows the conditions, the Commission said.

Vopak offers job to jailed officer

DUTCH operator Vopak is prepared to offer a seafarer convicted of manslaughter permanent employment on completion of his jail sentence, in protest against his treatment in the UK. Temporary second mate Brian d'Esterre Roberts was on watch when the then Dutch-flagged tanker **Dutch Aquamarine** collided with the freighter Ash in the Channel in October 2001. The Ash sank with the loss of the master's life. Roberts was sentenced to a year in jail for manslaughter. Both the UK Marine Accident Investigation Branch and a Dutch investigating council established that the mates of both vessels were to blame for the accident. According to Vopak fleet manager **Rob Krootjes**, who took part in the Dutch inquiry, the British judge disregarded the MAIB report. The Dutch decided not to punish Roberts. Vopak further believes the UK authorities endangered the Dutch Aquamarine and its crew by taking its master and second mate into custody after it arrived with its chemical cargo at a BP terminal. Regulations require that the full crew remain on board to enable an immediate vessel departure in case of calamity.

RCCL's Mariner of the Seas to Debut in November

Royal Caribbean International announced that its 3,114-passenger **Mariner of the Seas** now will debut in Port Canaveral on November 16, 2003, a week earlier than originally scheduled. The new maiden voyage will be a special, one-time-only Eastern Caribbean itinerary calling in Nassau, Bahamas; San Juan, Puerto Rico; and Philipsburg, St. Maarten. The new, 142,000-ton Mariner of the Seas will be the fifth ship in the company's Voyager class and will be the largest ship to sail from Port Canaveral. Mariner features the line's signature rock-climbing wall, an inline skating track, full-size basketball court, and Royal Promenade - a shopping, dining and entertainment street running through the center of the ship. Mariner of the Seas also features a 900-seat ice skating and entertainment venue known as Studio B, a 1,350-seat Broadway-style theater, a miniature golf course, and one of the largest fitness and spa complexes at sea. Mariner of the Seas will begin her regularly scheduled, year-round itineraries on Nov. 23, sailing alternating seven-night Eastern and Western Caribbean cruises. The Eastern Caribbean itinerary includes stops in Nassau; St. Thomas, U.S. Virgin Islands; and Philipsburg. The Western Caribbean sailings include port calls in Labadee, Hispanola; Ocho Rios, Jamaica; George

Town, Cayman Islands; and Cozumel, Mexico. Pricing starts at \$699 per person, double occupancy. Royal Caribbean International is a global cruise brand currently with 16 ships in service and three more under construction, including Mariner of the Seas.

CASUALTY REPORTING

Geknakt schip weer boven water



Photo : Hans de Jong Maritime Pictures

Donderdag 10 juli 2003, MOERDIJK - Het maandagavond gezonken schip Delos is donderdagochtend geborgen in de haven van Moerdijk. Na een intensieve voorbereiding was het schip, geladen met marmer, binnen een kwartier boven water. Alles was er nog. „Ik liep zo naar de jas van mijn vrouw en pakte de portemonnee er uit“, zegt schipper Cor van Weel.

Hij heeft hectische dagen achter de rug. „We hadden net gegeten“, begint hij zijn relaas van maandagavond. „Mijn zoon stond bij het ruim, vlakbij de plaats waar het schip is geknakt. We hoorden een klap en schoten overeind. Onze zoon rende naar de hut, daar hebben we reddingsboeien gepakt en vervolgens zijn we overboord gesprongen.“

Ondanks de schrik verliep vervolgens alles voorspoedig. De verzekeraar heeft Smit Salvage opdracht gegeven de Delos te bergen. Vanaf dinsdag was het ruim met boeien gemarkeerd. De kraan die het schip met marmer had geladen, mocht het nu onder water lossen.

Drie bokken, pontons met een kraan daarop, hebben woensdag stropen aangebracht rondom het schip. Gisterochtend vroeg is de Delos opgetild.

Na het leegpompen wordt het schip naar een dok gebracht voor reparatie. Het geknakte deel wordt er tussenuit gezaagd en vervangen door een nieuw stuk. Schipper Van Weel staat voor een groot raadsel in de zoektocht naar de oorzaak. „Voor technici is het onverklaarbaar. We laden al dertien jaar op deze manier en het deel waar de boot is geknakt is pas vijf jaar oud.“

SHIPYARD NEWS



The **PROJECT AMERICA** in drydock no 3 at the Lloydwerft in Bemerhaven.

Ferguson Shipbuilders wins £15m ferry contract

FERGUSON Shipbuilders on the Clyde is celebrating a £15m contract win - having emerged victorious from a five-way contest to build three replacement ferries for Torpoint in Cornwall.

The Port Glasgow yard, which is marking its 100th anniversary this year, has been awarded the contract for the 73-car capacity ferries by Plymouth City Council. The council has stirred controversy in its home patch by choosing Ferguson over a local yard.

Councillors George Wheeler and John Crago, joint chairs of the council's Tamar Bridge and Torpoint ferry committee, said: "The tenders were assessed in accordance with strict European procurement rules, looking at both price and quality.

"Competition was close, but we are pleased that a British firm has been awarded this work."

The contract win is great news for the Ferguson workforce at Port Glasgow which, according to the firm's website, has grown from 35 when the operation was bought by Clark Kincaid from British Shipbuilders 14 years ago to 300.

Ferguson was dealt a bitter blow in March last year when Scottish ferry operator Caledonian MacBrayne awarded contracts for car and passenger ferries, worth £4m and £6m respectively, to McTay Marine in Liverpool and Appledore in Devon.

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At that stage, union officials warned that about 80 temporary workers at Ferguson were expected to lose their jobs the following month, and claimed there could be further heavy staff losses.

The Ferguson management said March last year that the workforce felt very let down by the Scottish Executive, and expressed its anger that the publicly-owned CalMac had opted for rival proposals which involved import of the hull from Poland.

No-one was available at Ferguson last night to discuss what the Torpoint order would mean for staffing levels at Port Glasgow, or to confirm the existing workforce number.

The contract specifies phased delivery of the the Torpoint ferries between October 2004 and June 2005.

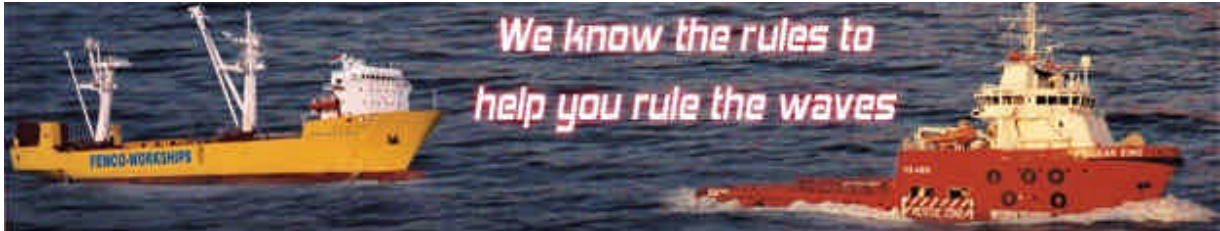
The vessels will have improved safety features, and include wider vehicle lanes. They will offer easier access for all users, reduced noise levels in passenger accommodation, and will feature a more sophisticated drive arrangement which will allow better alignment with the dock during loading and unloading.

Two of the existing Torpoint ferries have been in service for 43 years.

ROUTE, PORTS & SERVICES

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P & O KENT SOLD

GA Ferries bought **P&O KENT**. Ship will be renamed ANTHI MARINA and will serve the routes to Rhodes. Because of her lengthening she is not such a good ship as sister **OLEANDER**.

Container carriers boost transpacific capacity

TOTAL vessel capacity supply by ocean carriers on the transpacific container trade has increased by 13 per cent since April, or 27,000 TEU a week, according to a report released by ComPair Data Inc., a global ocean shipping research and database provider.

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Weekly eastbound transpacific capacity amounted to about 252,000 TEU on July 1, as compared to 223,000 TEU on April 1 of this year and 225,000 TEU in July 2002.

The substantial addition of capacity means that carriers now provide an annual one-way capacity of more than 13 million TEU a year in the transpacific trade.

Carriers have added 10 weekly transpacific services in the last three months. Of these, three were new all-water Asia/US east coast services and one was a direct Asia/US Gulf Coast link, the July report said.

"Transpacific carriers have ramped up additional capacity in the run-up to the peak season, showing a continuation of their policies of adjusting ship capacity for each season," said Hayes Howard, president of ComPair Data.

"Until recently, it was not clear whether carriers could find all this extra capacity to serve the increase in traffic," he added. The report also identifies wide variations between carrier groups in how they changed the vessel capacity deployed in the transpacific.

The CMA CGM/China Shipping/Norasia carrier grouping continues to increase its capacity faster than other main carrier groups and alliances. On July 1, liner shipping companies employed a total of 506 ships in the transpacific trade on 72 joint or individual services.

Multipurpose ships attract NYK-Hinode Line

NYK's wholly-owned subsidiary NYK-Hinode Line has placed an order with Shin Kurushima Dockyard Co. Ltd for four 20-type next-generation multipurpose ships as replacements for its existing multipurpose vessels.

The new multipurpose ships, scheduled for completion between late 2004 and the spring of 2005, will be deployed in the non-containerised trades in such areas as the Middle East, Europe, the Mediterranean, Africa, India and Australia as well as Japan's near-seas trade. The aim is to better cope with the increasing cross-trade need to transport plant equipment, vehicles and steel products.

Salalah hits 5m TEU milestone

IN less than five years since the start of operations, Oman's Port of Salalah's cumulative throughput has reached over 5 million TEU. This makes Salalah one of the fastest growing ports in the world and one of the fastest in history to reach this milestone. With the addition of two major carriers as customers this month, the ports annual throughput is expected to reach 1.8 million TEU during 2003.

Windjammers meren af voor Delfsail

In de haven van Delfzijl zijn tientallen grote zeilschepen aangekomen. Samen met honderden tall ships, jachten, historische schepen, stoomschepen, sleepboten en vele andere scheepstypes vormen ze het hart van de grote maritieme manifestatie Delfsail, die eens in de vijf jaar wordt gehouden. De gemeente Delfzijl verwacht dat zo'n 800 duizend mensen afkomen op het evenement, dat tot en met zondag duurt. Grote publiekstrekker zijn de dertig grote windjammers uit onder meer Nederland, Duitsland, Noorwegen, Polen en Rusland. Verder is er elke avond een vuurwerkshow en zijn er in en rond Delfzijl talloze demonstraties, optredens, markten en een kermis.

Hefbrug Spijkenisse gaat spontaan open

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De Spijkenisserbrug tussen Hoogvliet en Spijkenisse is donderdag plotseling spontaan opengegaan. Aan de kant van Hoogvliet botsten drie auto's tegen de hefbrug aan; drie inzittenden van de voorste auto raakten gewond en zijn opgenomen in het ziekenhuis.

Op de een meter gestegen brug bleven drie auto's achter; de bestuurder van een vierde auto kon nog op tijd omkeren. De naast de Botlektunnel gelegen brug bleef drie en een half uur afgesloten voor alle verkeer. Ook scheepvaart was niet mogelijk. In de vroege avond werd het defect verholpen en is de hefbrug vrijgegeven.

NAVY NEWS



Personnel assigned to Naval Station Guantanamo Bay Security Harbor Defense escort the U.S. Coast Guard famous-class cutter **USCGC Tampa (WMEC 902)** to the southern boundary of Guantanamo Bay. Naval Station Guantanamo Bay Security Harbor Defense provides marine security throughout the Guantanamo Bay facility.

MOVEMENTS

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The **PACIFIC BLADE** arrived with the Jack Up **MONITOR** in Rotterdam
Photo's : Jan van der Klooster ©



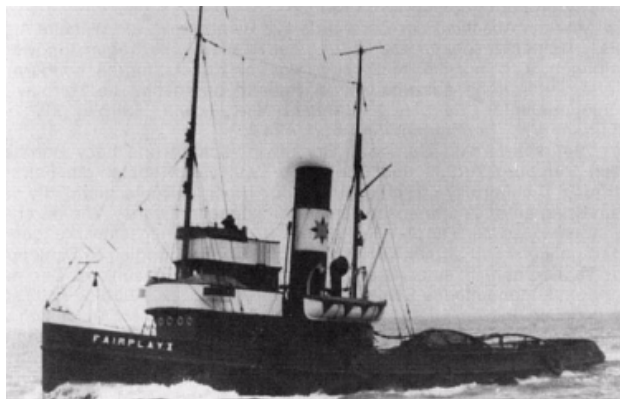
The burned out **SMIT HUNTER** was taken out of the drydock, seen here left with assistance of the **SMIT ZWEDEN**

Photo : Jan Simons ©

.... STORY OF THE DAY

FAIRPLAY 1 ACCIDENT IN PICTURES

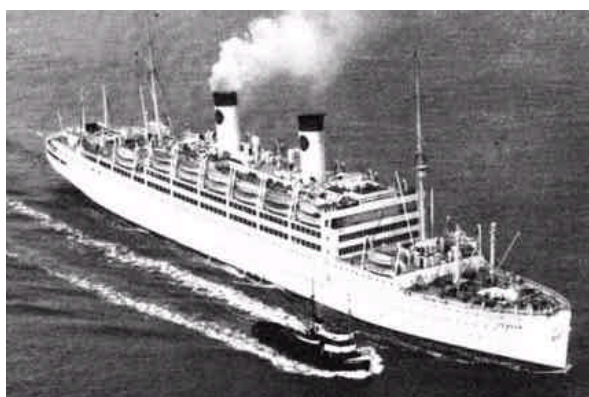
Photo's : via Alain Doods / info : Various contributors



The **FAIRPLAY 1** was launched June 7th, 1951 at the Theodore Buschman Schiffswerft in Hamburg / Wilhelmsburg under yard number 10. The vessel was completed out of parts of the **Fairplay XX** and newbuilding parts.

Remarks of this vessel are not so common, she sailed between 1911 and 1938 as **FAIRPLAY X**, from 1938 until 1950 as **FAIRPLAY ONE** under the English flag, during 1950 she sailed for a short while under the name **FAIRPLAY XX**

On September 6th 1954 during the assisting of the passenger liner **ITALIA** near



CUXHAVEN the **FAIRPLAY 1** was hit by the **ITALIA** and sank, One of the crew and one passenger (the son of the Captain) were killed during this accident ,



The vessel was salvaged later and resumed services until February 2nd, 1959 when she together with the **FAIRPLAY VII** capsized during the salvage operation of the **SOLFONN** at the river Elbe.

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The **FAIRPLAY 1** was sold to Augustea Impresa Miritimi in Palermo May 27th, 1964 and renamed **DURO**, under which name she sailed until 1985 when she was sold for scrap in La Spezia.

Left : The DURO seen June 28th, 1988 in La Spezia
Photo : Hans Hoffmann



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