

DAILY SHIPPING NEWSLETTER 2003 – 098



Number 098****DAILY SHIPPING NEWSLETTER**** Monday 14-07-2003



THIS NEWSLETTER IS BROUGHT TO YOU BY :

VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000

(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.

Look for the latest information about the purchase of the s.s. Rotterdam at :

<http://www.rotterdamsdagblad.nl/extra/ssrotterdam>



whilst under construction by Bodewes shipyard together
with her sister **FAHD** (original to be named **Breedbank**) to operate in the Suez Canal.

Left :
The **NIMR** (original to be named **Brielsebank**) one of the NRS "puntboot"
type vessels which was sold to Egypt



Photo's :
Via : **Jacco vd Nieuwenhuijzen**

EVENTS, INCIDENTS & OPERATIONS

Voorkomen lekkage olie prioriteit bij berging Tricolor

door Wout Bareman

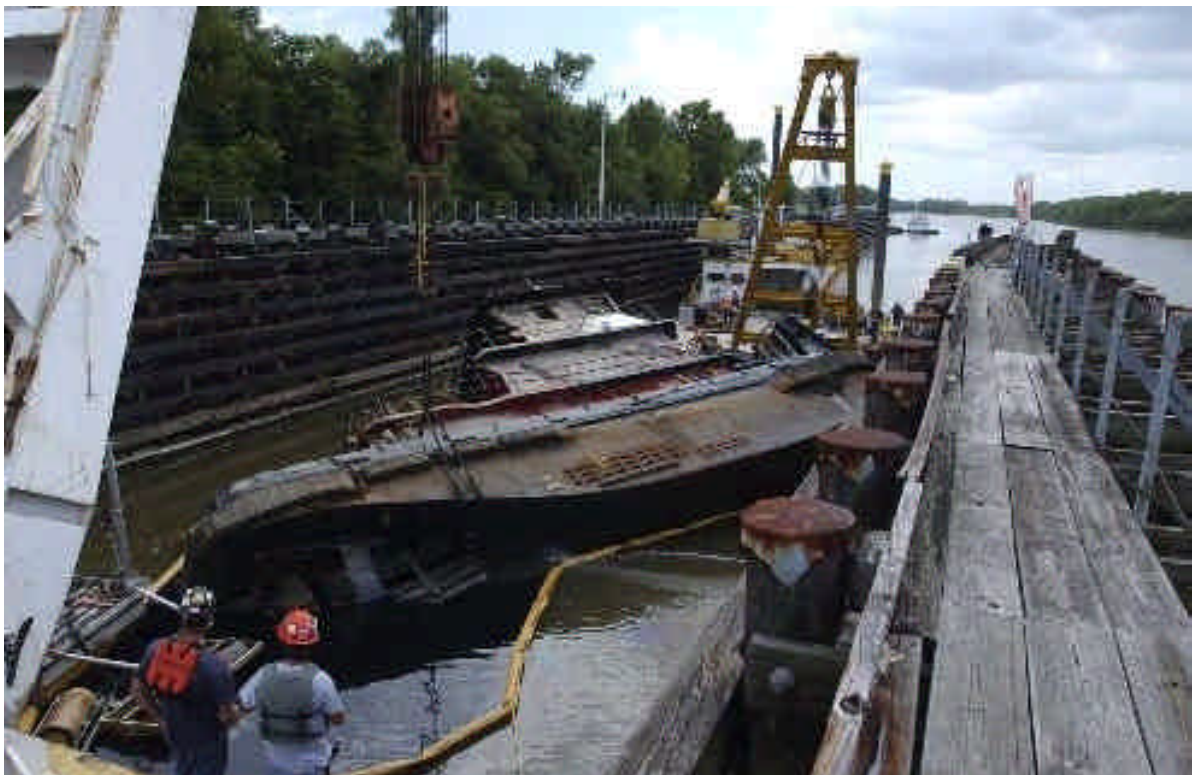
De berging van het gekapseisde Noorse autoschip Tricolor in het Nauw van Calais gaat gepaard met een groot aantal maatregelen om mogelijke olievervuiling te voorkomen of direct in de kiem te smoren.

Gouverneur P. Breyne van West-Vlaanderen heeft de bergers op het hart gedrukt uiterst zorgvuldig te werk te gaan. „Als de stranden van de Belgische kust in het hoogseizoen met olie worden vervuild, is dat een regelrechte ramp.”

Directeur L. Muller van Multraship verzekert dat de bergers op alles zijn voorbereid. Weglekkende olie uit de Tricolor zorgde begin dit jaar voor een kleine slachting onder de zeevogels aan de Belgische en Zeeuwse kust en vervuiling van de stranden en Het Zwin. Muller: „We hebben 24 uur per dag oliebestrijdingsvaartuigen en ander materieel ter plaatse.” Mocht de vervuiling uit de hand lopen - vermoedelijk bevat de Tricolor nog minstens 200.000 liter olie, die op plaatsen zit die duikers en bergers niet kunnen bereiken - dan zetten ook de overheidsdiensten al het beschikbare materieel in. De bergers hebben met de hulpdiensten ook sluitende afspraken gemaakt over hulpverlening bij mogelijke ongelukken. Bij de voorbereidingen van de berging raakte maandag een duiker lichtgewond. Hij werd per helikopter naar een ziekenhuis vervoerd en mocht na een dag naar huis.

CASUALTY REPORTING

Sunken tugboat pulled from Bayou Sorrel Lock



DAILY SHIPPING NEWSLETTER 2003 – 098

BAYOU SORREL - The tugboat **Faith** was safely lifted from the floor of the Bayou Sorrel Lock on Wednesday and towed on its side to a nearby canal bank where it was grounded.

Salvage crews remained busy throughout the afternoon and early evening, however, trying to right the vessel, which capsized and sank late Saturday. The vessel, owned by Monica Lee Tugs, was heading to Baton Rouge from Texas, using the waterway between Morgan City and Baton Rouge as a shortcut, the U.S. Coast Guard has said.

Lt. j.g. Brandy Parker of the Coast Guard Marine Safety Unit said the Coast Guard still doesn't know what caused the vessel to take on water. She said the tug was inside the lock next to another vessel about 11 p.m. Saturday.

The crew of Faith had passed through the lock once already with several barges and was headed back to pick up the remainder of its tow. The number of barges allowed in the lock at one time is limited. When the lock opened, the other vessel began to move out when Faith started listing to the left, or port side, Parker said. A crewman went immediately to the engine room to find the problem, but he wasn't able to discern why the boat was sinking, she said. He did notice how quickly water was coming in, Parker said.

Someone sounded the general alarm, Parker said, and several crew members were able to jump onto the lock wall or the passing boat to safety. When the captain jumped, he severed his arm, Parker said. She said she did not know the captain's condition. The vessel's second pilot, who was asleep at the time, had to break through a window to escape, she said. He was not hurt, Parker said. Parker said the events were unusual and provided headaches for crews of other tugboats who normally use the lock.

"This is not normal, especially to have it happen inside a lock," Parker said. Those tugboats coming down to Morgan City turned around and took either the Atchafalaya or Mississippi rivers, she said.

Tugboats proceeding north also were forced to turn back toward Morgan City, she said. "This is a very convenient shortcut from Morgan City to Baton Rouge," Parker said. The U.S. Coast Guard, U.S. Corps of Engineers, Oil Mop Inc., Specialty Divers of Vicksburg, Coral Marine Salvage of Amelia, Pollution Marine Response Group of New Orleans and Big River Salvage Inc. of Vicksburg joined in the effort to remove the tug from the lock.

Crews used a containment boom to trap oil and diesel fuel leaking from the vessel, said Lockmaster Kenneth Landry. Two cranes lifted the boat from the lock's bottom and guided it to shore, he said. Landry said he has worked at the lock for 25 years and served as lockmaster since 1995. "It's the first time I've seen anything like this," he said. "Everybody's asking the same questions. We don't have the answers yet."

SHIPYARD NEWS

FINCANTIERI: "OOSTERDAM" CRUISE SHIP DELIVERED IN MARGHERA

The "**Oosterdam**" passenger cruise ship was delivered July 12th at the Fincantieri site in Marghera-Venice. The ship was ordered by the American Holland America Line shipping company, part of the Carnival-Princess Cruises group, the largest operator in the cruise industry. Fincantieri was represented by its president, Corrado Antonini, its vice-president, Roberto Tana and by its MD Giuseppe Bono and Carnival by its chairman and chief executive officer, Micky Arison. Holland America Line was represented by its executive, Stein Kruse.

DAILY SHIPPING NEWSLETTER 2003 – 098

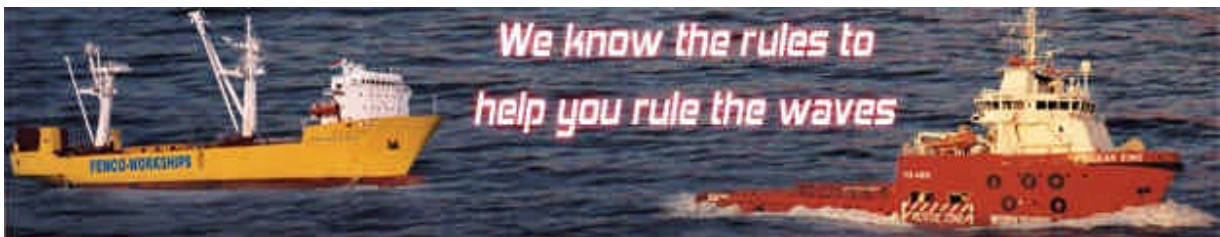
The "Oosterdam" is the second of four units that Fincantieri will build for Holland America Line. The "Zuiderdam", the prototype unit of the "Vista" series, was delivered last November, and the twin ships will be delivered in spring next year and in the beginning of 2006.

The "Vista" series ships have a gross tonnage of 82.000 tons and are 290 meters long, capable of carrying 3.200 people (2400 passengers and 800 crew) at a cruising speed of 22 knots. They are the most technologically advanced and luxurious ships of its kind that have been built so far for the Holland America Line fleet.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :

Workships Contractors bv



K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : post@workships.nl

Telex : 24390 wosh nl

New Trieste terminal an alternative to Northern ports

SCHENKER has opened a new sea port terminal in the Italian city of Trieste. The facility is primarily designed to serve as a gateway for the continuing expansion of conventional sea freight transport. To this end, Schenker has signed an agreement with the Trieste port authorities, who want to considerably extend the range of options for using the port by improving the road and rail pre-carriage infrastructure. The target groups for the new services are industrial and trading companies in Austria and Southeastern Europe. Schenker will support the development of connections, in particular the rail connections, between the port and Austria, Bavaria and Southeastern Europe.

"The idea is that Trieste will also offer customers from Germany and Southeastern Europe an alternative to the Northern ports. This is particularly important in view of the forthcoming EU enlargement," said Elmar Wieland, regional manager South East Europe at Schenker AG and CEO of the Austrian Schenker & Co. Trieste is around 2,000 sea miles closer than the North Sea ports to the Far East. A further advantage of the new Schenker terminal is the shorter pre-carriage routes between plant and port and this means cheaper overall freight transport compared to the Northern ports.

The Austrian and Italian Schenker organisations will co-operate closely in handling the operational side of business. "We will integrate the new services in our portfolio for the Italian market. This will further strengthen the position of Schenker in the Italian seafreight market," says Lorenzo Papa, managing director of Schenker Italiana. "This applies in particular to the Friuli-Venetia Julia region, which is home to the Schenker locations Trieste and Udine." Trieste is currently extending the port terminal of Scalo

DAILY SHIPPING NEWSLETTER 2003 – 098

Legnami by a total 70 million square meters at a cost of EUR50 million (US\$56.54 million), with the aim of boosting the port's competitiveness.

STIRLING TAY IN SEACOR COLOURS



STIRLING TAY berthed Sunday morning at A&P, Wallsend, now in Seacor colours
Photo : Kevin Blair ©

NAVY NEWS USS CHOSIN

The guided missile cruiser **USS Chosin (CG 65)** steams away July 10th, after completing a replenishment at sea (RAS) with the fast combat support ship **USS Bridge (AOE 10)** and the aircraft carrier **USS Nimitz (CVN 68)**. Nimitz Strike Force and Carrier Air Wing Eleven (CVW-11) are currently deployed in support of Operation Iraqi Freedom





RONALD REAGAN COMMISSIONED

Thousands attend the commissioning ceremony of the **USS Ronald Reagan** in Norfolk, Virginia on July 12, 2003. The USS Ronald Reagan will be the ninth ship of the Nimitz-class aircraft carriers.

Woman takes helm of warship

For the first time, a woman has assumed command of a Canadian navy warship. Lt.-Cmdr. Marta Mulkins took the helm of **HMCS Kingston** at a change of command ceremony on board the ship on Friday morning.

Lt.-Cmdr. Mulkins is a reservist, meaning the navy isn't her only job. In her other life, she's a landscape architect for Public Works and Government Services Canada. "It is both possible and rewarding to aspire to command while juggling civilian and military careers," she said in a news release.

She is taking a leave of absence from her regular job to pursue this opportunity.



HMCS Kingston is based in Halifax. It's outfitted for roles ranging from coastal surveillance to operating remote-controlled mini-sub. Vessels of its class have traveled as far as Norway to take part in NATO exercises.

Left : The **HMCS Kingston** during rough weather, operating in the North Atlantic during October 2001

Photo : Coll Piet Sinke

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>

DAILY SHIPPING NEWSLETTER 2003 – 098



The **R-4** is now called **INSIGNIA** and seen here departing from Amsterdam Saturday.
Photo : Ton Grootenboer ©



The **MAERSK ACCRA** alongside the Greenock Ocean terminal
Photo : Tommy Bryceland ©

DAILY SHIPPING NEWSLETTER 2003 – 098



Boxships **MSC ANNAMARIA**, and **ZIM IBERIA** discharging containers at Keratsini container terminal in Greece. – photo : **George Grekos** ©

MSC ANNAMARIA - IMO 8521402, gross tonnage 21633, Panama flag, built in 1987.

ZIM IBERIA - IMO 9139919, gross tonnage 41507, Israeli flag, built in 1997.



The **ARKLOW SKY** arrived in Rotterdam Saturday – photo : **Piet Sinke** ©



The bulker **SOURIA** 10,753/1978 at the Tate & Lyle refinery 12-7-2003 – photo : **Kenneth Smith** ©



The **SMIT HUNTER** enroute for the breakers –photo : Job van Eijk ©

.... STORY OF THE DAY

MICHAEL MORAN



ss. **MICHAEL MORAN** (2) was build during 1913 under the name **DOLPHIN** at Staten Island Shipbuilding in Port Richmond, with a length of 35.06 mtr , width of 8.41 mtr and draft of 4.38 mtr , she was equipped wit a steam engine of 1100 ihp, later on she sailed under the names **HAMBURG AMERICAN LINE NO3, MAJ.GEN.J.B. ALESHIRE** for the US Army, and she was renamed **MICHAEL MORAN** during 1946 for MORAN TUGS,

DAILY SHIPPING NEWSLETTER 2003 – 098

She was motorized with a 16 cylinder GM engine (build in 1944) with an output of 1750 bhp and sailed under the name **MICHAEL MORAN** until 1975 when she was renamed in **COVE POINT**, for Curtis Bay Towing Co. (Moran), in Norfolk, in 1982 the new name was **BRONX**, for Penobscot Bay Towing Co., Belfast (Me.) and since 1990 she is called **VERONA**, and is operating for Maineport Towboats Inc., in Wilmington. (photo below : Andrew Toppan ©)



The Verona is for sale, Duke Tomlin, owner of Maineport Towboats, Belfast, Maine is eager to sell as he now has the ex-ytb 809(?) now Fort Point to replace her

CORRECTION:

THE PICTURE OF THE DUTCH FRIGATE "ABRAHAM VAN DER HULST" IN NEWSLETTER 097 WAS MADE BY GARY DAVIES.

BECAUSE I WAS NOT AWARE WHO MADE THIS PICTURE I COULD NOT PUT ANY NAME UNDERNEATH, SORRY FOR THE INCOVENIENCE - PIET



SMITWIJS TOWAGE B.V.
Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com

