

DAILY SHIPPING NEWSLETTER 2003 – 103



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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.



The newbuilding HOV **SNELLIUS (A802)** arrived from Rumania in Flushing 17-7-2003 under tow of the tug **Scandic Mammut**

Photo : Wim Kosten ©

EVENTS, INCIDENTS & OPERATIONS

Kegeltankers mogen geen bemanning meer wisselen op Dordtse Handelskade

Tankers met een kegel mogen vanaf 1 juli niet meer afmeren en ook 'drijvend' geen bemanning meer wisselen aan de Handelskade in Dordrecht. Rijkswaterstaat wil dat uit veiligheidsoverwegingen niet langer gedogen. Het verbod geldt niet voor containerschepen met een kegel, omdat de risico's daar minder groot zouden zijn.

'Er staat aan de Handelskade geen bord dat daar tankers mogen afmeren. Als er vandaag of morgen een auto van de Handelskade op een tanker rijdt, en dat is echt niet ondenkbeeldig, dan krijgen wij de schuld, want dan hebben wij dat toegelaten of niet gecontroleerd. Met alle risico's en wellicht ook claims van dien', zegt Andries Westrik, hoofd verkeersdienst van post Dordrecht.

André de Rijk, zetschipper op het mts Mezzoforte, heeft bij RWS Zuid-Holland bezwaar gemaakt tegen het besluit en roept andere schippers op dat ook te doen. 'Ik begrijp best dat daar geen kegelschepen mogen afmeren of hun auto aan de wal zetten, maar even zonder vast te maken een extra mannetje met patent of een nieuwe ploeg aan boord nemen moet toch kunnen, zeker omdat de Handelskade op loopafstand van het station is', zegt hij.

Tanker phase-out will not begin until 2005 '

PROVIDED a political compromise is reached at the International Maritime Organisation today on an early global ban on single hull oil tankers, the new phasing-out schedule will not enter into force until April, 2005, at the earliest.

The final say on critical amendments to Marpol Regulation I/13G will be the prerogative of a diplomatic conference of contracting parties to Marpol 73/78.

Addressing marine environment protection committee delegates, IMO marine environment division director Koji Sekimizu stressed that the secretariat hoped to convene a successful conference in December.

At least 16 months would then be needed to pass from the date the conference adopts the amendments to their effective date of entry into force.

Against this background the findings of a group of experts, commissioned by IMO secretary-general William O Neil, provide vital factual information on the implications for the world tanker market and shipbuilding and recycling industries.

Martin Stopford, managing director of Clarkson Research Studies, said the group had not engaged in a forecasting exercise. Instead, its aim had been "to think through the economic consequences of the proposed amendments in a dynamic way".

Basing its assumptions on the two-pronged European Union demand for a worldwide phasing-out of Category 1 tankers by 2005 and Category 2 and 3 tankers by 2010, the group concluded that the latter proposal 'would entail a major impact'.

Mr Sekimizu added that the magnitude could be comparable with the shortfall of the late 1980s, when there had been a severe dislocation of the market.

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In contrast, the present worldwide order book for double hull tankers would be "sufficient" to meet demand for new tonnage to replace Category 1 tankers.

Dr Stopford said that the Category 1 drop-out fleet amounted to an estimated 40.5m dwt tonnes compared with a reported world order book of 67m dwt.

"Unless there is a sudden surge in tanker demand there should therefore be no problem [to meet the 2005 deadline]," he said.

The group further concluded that there was a real possibility of a tanker supply shortage as a result of the forced scrapping of Categories 1 and 2 vessels by 2010 which, moreover, would affect many young vessels. It warned that replacement tonnage, estimated at 63.5m dwt, "cannot be absorbed in one year".

Furthermore, the 63.5m dwt figure took into account the possibility that "environmental" tankers meeting the requirements of the existing Marpol Regulation I/13G(5)(a) might be granted an extra life up to 2015.

These are tankers fitted with a double bottom, double sides or double hull spaces extending over the entire cargo length and which are not used for the carriage of oil. Although the group found that there would be a sufficient reserve capacity between 2006 and 2009, it needed to analyse in depth the "reality and consequences" of new building investments.

Specifically, the actual impact would depend on whether there would be advance ordering by tanker investors. Furthermore, the group warned of the many difficulties in estimating the maximum global capacity for recycling ships.

Unpredictable factors included "lack of transparency" in the ship recycling industry and the impact of the IMO guidelines on ship recycling. The group expected that investors might "lose out" from advance ordering of replacement tonnage. However, their initiative "would result in higher, but probably manageable, levels of shipbuilding and demolition activity".

In contrast, if investment decisions were not made ahead of time, which "remains a significant possibility", the result would be "an acute shortage of tankers, extreme freight rates and a significant shortfall in the delivery of the world's oil supplies".

The study also covered the proposed immediate global ban on the transport of heavy grades of oil — including crude oil, fuel oil and dirty products — by single hull tankers.

The analysis shows a prima facie shortage of vessels in the panamax sector (50,000 dwt-79,999 dwt). In other words, the ban will cause market segmentation by hull type, so reducing the flexibility of operators.

Some 85% of panamax trades are estimated to be in heavy grade oils and 68% of cargoes transported fall under the proposed immediate ban on the use of single hull tankers.

There are practical and operational obstacles to substitution, such as cargo heating requirements and the fact that ships now carrying heavy oils may be unable to carry cleaner cargoes without modification.

Shipbrokers and oil companies are increasingly sensitive about using ships previously engaged in dirty products trades for the carriage of clean products.

Nevertheless, the group concluded that the additional new building demand — estimated at 5m dwt in 2005 in addition to the Category 1 replacement tonnage needed by 2005 — could be absorbed by the present order book without serious consequences.

FRONT SECTION FREDINA SALVAGED



The sheerlegs **TAKLIFT 3** and the **AMSTERDAM** have lifted on Thursday the last part (front section) of the Fredina from the seabed in the Botlek

Photo : Hans de Jong Maritime pictures ©

Enkele tientallen liters olie in zee bij doorzagen van Tricolor

door Wout Bareman

ZEEBRUGGE - Bij de eerste bergingswerkzaamheden rond de gekapseide Noorse autocarrier Tricolor is een kleine hoeveelheid olie vrijgekomen. Het gaat om enkele tientallen liters. De olie is door de bergers direct opgeruimd. Dat meldde de Belgische federale minister J. Vande Lanotte, verantwoordelijk voor onder meer Noordzeezaken, gisteren tijdens een persconferentie in Brugge.



Links : De **MULTRASALVOR** assisteert de UNION SAPHIRE nabij de Tricolor locatie, op de achtergrond zichtbaar de ASIAN HERCULES II en een van de zaagplatformen.

Foto : Richard den Ouden ©

De olie kwam dinsdag en woensdag vrij bij het wegzagen van een deel van de opbouw van de Tricolor. Volgens Vande Lanotte en zijn collega F. Van Den Bossche van Leefmilieu ging het om 'niet meer dan twintig emmers olie in een hele zee'. De minister vergeleek het met 'spuwen in een zwembad'. De twee ministers spraken de verwachting uit dat er de komende maanden vaker kleine hoeveelheden olie uit het wrak zullen vrijkomen. Het is de grootste zorg van met name gouverneur P. Breyne van West-Vlaanderen, die de bergers er vorige week al op wees dat zij de eerstverantwoordelijke zijn voor het voorkomen van olievervuiling op de Belgische stranden. Niet alleen de bergers, ook de

overheidsdiensten, hebben alle mogelijke voorzorgsmaatregelen getroffen om die vervuiling te voorkomen. „Gebeurt het wel, dan zou dat gezien het hoogseizoen een regelrechte ramp zijn``, aldus Breyne. Volgens schattingen van de Combinatie Berging Tricolor (CBT) bevat de Tricolor nog minstens 200.000 liter olie, die op plaatsen zit waar de duikers in de voorbereidingsfase niet bij konden. De bergingswerkzaamheden zijn overigens tot het weekeinde stilgelegd in verband met het slechte weer. Voor het Noordzeegebied is windkracht acht voorspeld en onder die omstandigheden, met zware zegang, kunnen de bergers onmogelijk hun werk doen.

Woensdag 3 kinderen afgedreven in plastic bootjes voor Maasvlakte

Woensdagmorgen om 11,15 uur, de bemanning van de Hoekse reddingboot **Kapiteins Hazewinkel** wordt door de pieper gealarmeerd dat er een rubberbootje met kinderen afdrijft voor de Maasvlakte. Gezien de Oostelijke wind kracht 4 tot 5 beaufort is er geen tijd te verliezen en binnen vijf minuten vaart de **Kapiteins Hazewinkel** de Berghaven uit

Rechts : de Kapiteins Hazewinkel
Foto : Ane Ree ©



Ter plaatse troffen we twee plastic bootjes aan met daarin drie kinderen. **Zonder reddingvest** en peddels dreven zij een dikke vijfhonderd meter uit de kant. Gelukkig voor de kinderen was er al een gezin bij met een bootje met motor die de kinderen aan het terugslepen was. Op de terugweg naar de kust kwamen we nog een plasticbootje tegen, deze was gelukkig leeg.

In samenwerking met een bijbootje van de havenpolitie alles begeleidt naar de kant en terug naar de Berghaven. Het blijkt dat badgasten niet op de hoogte zijn van de gevaren van de zee en Oostenwind. Tevens ontbreekt op dit stuk van de

Maasvlakte toezicht zoals bijvoorbeeld een reddingsbrigade.



Met vragen kunt U contact opnemen met **Ron Zegers**, PR-Coördinator, en bemanning reddingboot "**Kapiteins Hazewinkel**"

Van Spilbergenstraat 50. 3151 BZ Hoek van Holland. Tel. **0174-385490 / 06 28118380** (tot 24 uur na actie!)

E-mail: ron.zegers@chello.nl Fax: **0174 - 310903**

De Koninklijke Nederlandse Redding Maatschappij wordt uitsluitend door vrijwillige bijdragen in stand gehouden

CASUALTY REPORTING

Proefvaart loopt vast in Tolkamer



Boven : de **CABALLO ANDALUZ** op weg naar Rotterdam – foto : **Luuk Vroombout** ©

TOLKAMER - Hij wilde op weg naar Rotterdam. Maar nog in de monding van de haven van Tolkamer kwam de **Caballo Andaluz** vast te zitten. Gisteravond om half tien lukte het alsnog met drie sleepboten het schip los te trekken. Al vanaf maandagochtend lag het gloednieuwe, door scheepswerf De Hoop gebouwde schip op een grindbank in de Rijn. Sleepboten waren er tot gisteravond niet in geslaagd de ongeveer vijftig meter lange boot vlot te trekken. Volgens woordvoerder Banning van De Hoop was dit nooit gebeurd wanneer de haven bij de rederij voldoende onderhouden zou zijn. Banning: "Het geld dat nodig was om vaargeulen en havens in Gelderland uit te baggeren is allemaal in de Betuweroute gestopt. En daar betalen wij nu de prijs voor."



Boven : De **CABALLO ANDALUZ** vertrekt naar zee uit de Wiltonhaven in Schiedam voor de proefvaart
foto : **Jan Simons** ©

De **Caballo Andaluz** is gebouwd voor een Spaanse opdrachtgever. Het is gemaakt voor het op hoge zee uitvoeren van duikerswerkzaamheden. Het schip is voor 98 procent klaar en zou in de haven van Rotterdam zijn 'finishing touch' krijgen. Nadat het maandagochtend vast liep op een grindbank werd de hulp ingeroepen van sleepboten. Maar zelfs met de inzet van vijf sleepboten lukte het niet het schip vlot te trekken.

AIET (MARSHALL ISLANDS)

Understood chemical/oil carrier **Aiet** (13184 gt, built 1981), bound Port Muhammad Bin Qasim, loaded with 15,740.90 tonnes of P-exelene, grounded in the Gulf of Suez Jul 14. The vessel remains aground and lightering operations are due to commence shortly

JAMBO (CYPRUS)

A press release from the Maritime and Coastguard Agency, states: The Secretary of State's Representative in Maritime Salvage and Intervention, Robin Middleton, who is leading a salvage control unit in Ullapool, outlined plans this morning for the imminent removal of the 3,300 tons of zinc sulphide, which still remain in the hold of general cargo Jambo. The vessel sank in the early hours of Jun 29 off the Summer Isles, near Ullapool. A crane barge will be put into place near the vessel on Monday (Jul 21) and various other barges are also presently making their way to Loch Broom with pumping equipment and personnel. Once the crane barge is in place, weather permitting, the zinc ore will then be pumped into nearby barges. The mineral particulates will then be allowed to settle to the bottom and the subsequent overlying water will then be pumped back into the sea in an agreed area under licence. Various options are also being discussed over the subsequent disposal of the cargo after its recovery including removing it to a licensed landfill site. Discussions are also proceeding concerning the eventual removal of the wreck as it may present a future hazard to shipping. Oil booms are still in place near local fish farms and no further incidents of oil sheen have been reported. The booms will be kept in place while the cargo removal is taking place. Following unauthorised visits to the site by sports divers a temporary exclusion zone has been re-established around the area while it remains a work site.

SHIPYARD NEWS

NORWAY TO ARRIVE IN BREMERHAVEN

Lloyd Werft shipyard has now confirmed that the "**Norway**" is expected to arrive in Bremerhaven on Thursday, July 24th, at 7 a.m. local time. Once the vessel has been inspected, a decision will be made whether to repair her or not. There are still two options: repairing her current power plant or replacing it with a diesel-electric system - plus the hopefully unlikely option of scrapping her.

TROMS TJELD IN DRYDOCK



The AHTS **TROMS TJELD** went in the drydock at the Niehuis & van den Berg Shipyard in Rotterdam Pernis for minor repairs. **Photo's : Freek Haagmans ©**



At the Royal Schelde shipyard (Damen) in Flushing the newbuilding for the Dutch Navy **SNELLIUS** arrived from Rumania for outfitting.



The vessel which was towed from the Damen yard in Rumania by the tug **Scandic Mammut** and during the arrival in the port of Flushing Multraships tug **MULTRATUG 9** assisted the transport, the **SNELLIUS** was delivered through the locks at the Schelde shipyard at the innerharbour of Flushing.

photo's :
Peter Andriessen ©

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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



The Passengerliner **OCEAN VILLAGE** anchored off Portofino (East of Genoa).

Photo : Max Iguera ©

SPIRIT OF VANCOUVER ISLAND (CANADA)

The federal Transportation Safety Board has criticised the master of ro/ro **Spirit of Vancouver Island** and the dead skipper of American yacht Star Ruby for a fatal collision three years ago. Spirit of Vancouver Island struck the 10-metre Star Ruby outside the Swartz Bay ferry terminal near Victoria in September, 2000. Two Americans in their 70s died when their cabin cruiser was crushed by the ferry. In a report issued on Monday (Jul 14), the board said that although Star Ruby turned abruptly into the ferry's path, the larger vessel was trying to overtake a small motor yacht in a narrow passage, causing a "close quarters" situation. Neither vessel was operated in a professional and courteous manner, the report said. An earlier BC Ferries internal report into the accident found all procedures and crew actions on board the ferry were appropriate.

Cosco over the mark

COSCO Group's total seaborne trade volumes during the first six months of the year were over 100 million tons, or 66 per cent more than forecasted.



Top : COSCO's **CHIFENCKOU** seen here arriving at Port Gentil (Gabon) – **photo : Piet Sinke ©**

The group also carried 61.1 per cent of its projected road transportation and 55.5 per cent of its expected air cargo transportation.

Gujarat site tailor made for India

ROYAL Dutch Shell, the world's biggest supplier of liquefied natural gas, will start its \$600m, 5m tonnes per annum LNG terminal in Hazira, Gujarat, without any long-term contracts.

The company has described this as a different concept, untried in any other market, but tailored to suit Indian conditions.

The terminal is scheduled for commissioning in September 2004, at around the same time as the neighbouring Petronet LNG terminal at Dahej.

"Hazira will be our first merchant terminal, which will arrange for LNG supplies from any source to a customer, depending upon the customer's requirements," said Shell India chairman Vikram Mehta.

"It is also the first time that Shell is putting up a regasification terminal on its own."

The company has joint ventures with users and other stakeholders in all other markets.

Usually, companies build LNG terminals after securing an assured supply of gas, and roping in consumers who guarantee to buy the gas for a number of years.

"Shell's model is tailored to the Indian situation because of the artificial gas pricing that exists in the country," said industry sources.

"LNG users, such as power and fertiliser companies, are all playing the waiting game at the moment. No one is willing to make a gas purchase commitment yet."

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Mr Mehta revealed that Shell had interests in five LNG projects in Brunei, Australia, Oman, Nigeria and Malaysia. He explained that the Hazira supplies could come from any of these sources.

MOVEMENTS

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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>



Ro-ro passenger **BLUE STAR PAROS**, Greek flag, built in 2002, IMO 9241774, gross tonnage 10438, call sign SVJH. As seen July 16th at the central Aegean sea, Greece.

Photo : George Grekos ©



The tug **EN AVANT 27** seen at full speed in the Caland Canal – **Photo : Piet Sinke ©**



The **POINT CHEBUCTO** seen in the port of Halifax, IMO No 9051557
Built 1993 at Halifax Shipyard Nova Scotia DWT 206 GT 412.

Photo : Jim Gallacher ©

AIRCRAFT / AIRPORT NEWS



Colombian soldiers examine a Colombian Army's Russian made MI-17 helicopter after crashed into a wall while taking off at the Medellin Enrique Olaya Herrera airport, July 18, 2003. Five soldiers sustained minor injuries in the accident

7/19/2003

.... PHOTO OF THE DAY



A Turkish ferry seen arriving at the Beylerbeyi terminal, in the background the **Bogaz Koprusu** bridge over the Bosphorus the car deck is about 60 mtrs above sealevel.

Photo : Piet Sinke ©

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

