

DAILY SHIPPING NEWSLETTER 2003 – 104



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The **THETIS** of Iskes (IJmuiden) during trials – **photo : Bert Bot ©**

EVENTS, INCIDENTS & OPERATIONS

HER ROYAL HIGHNESS PRINCESS MARGRIET OF THE NETHERLANDS TO NAME MS OOSTERDAM



Her Royal Highness Princess Margriet of the Netherlands will be godmother to Holland America Line's new Vista-class ship, the ms **Oosterdam**, in a ceremony dedicating the ship in the company's founding city of Rotterdam on July 29.

"We are very honored to have Princess Margriet name the Oosterdam," said A. Kirk Lanterman, chairman and CEO. "It will be a very special moment as we introduce our newest ship in the city where this company was founded in 1873."

The 1,848-passenger **Oosterdam** will arrive in Rotterdam July 27 to be a part of a three-day celebration in Holland America's

founding city. The ship will be bow to bow with the 1,316-passenger ms **Rotterdam**, which will join the **Oosterdam** on July 28 for the great ceremony with the Princess on the original company pier. Princess Margriet also dedicated Holland America's flagship ms Rotterdam in 1997 in a ceremony in Fort Lauderdale, Florida. Holland America Line employees and dignitaries from Holland and throughout Europe, along with hundreds of travel agents and Mariners, will commemorate the company's 130th anniversary and attend the **Oosterdam** dedication during events from July 28-30th.

THE LATEST ARRIVAL INFORMATION IS AS FOLLOWS :

Sunday July 27th the OOSTERDAM will arrive at the Rotterdam Cruiseterminal around 11:00 hrs

Monday July 28th the ROTTERDAM will arrive at the Rotterdam Cruiseterminal around 05:00 hrs

Both vessels will depart Wednesday July 30th, The OOSTERDAM around 10:30 hrs and the ROTTERDAM around 17:00 hrs to New York

KEEP AN EYE ON THE NEWSLETTER IF ANY CHANGES I WILL LET YOU KNOW

Another Bangladesh ferry disaster, same old questions

Ten days after more than 400 people drowned in yet another Ferry disaster, Bangladeshis are asking if authorities will ever do anything to improve safety in an industry that claims hundreds of lives every year.

"Ferry accidents have been more common than anything else in Bangladesh but unfortunately there is hardly any useful or tangible move to avert them," said Shaidul Islam, a Dhaka University teacher.

"But why? This is a question remaining unanswered for decades. And no one seems really worried about it." Are ordinary citizens in one of the world's most impoverished countries simply not confident

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enough to press for a genuine solution or do they just not have sufficient faith in successive governments and in the legal system to bother? The latest disaster occurred on July 8 when the triple-decker M.V. Nasreen was sucked into a whirlpool at a confluence of rivers near Chandpur, 170 km southeast of the capital, Dhaka. Over 600 people were aboard the vessel -- licensed to carry just 300 -- when it went down. Only around 200 people swam to safety or were rescued.

Ferry accidents are a frequent occurrence in Bangladesh and industry experts say only around 8,000 of 20,000 ferries that operate on Bangladesh's vast waterways are registered. Just 800 have fitness certificates. Yet there have been no reports of ferries being stopped from operating or their owners penalised despite a succession of relevant authorities promising stern action after each accident.

The government on Wednesday suspended the chief engineer of its department of shipping and replaced a group of transport officials at Dhaka's Sadarghat ferry terminal.

Shipping minister Akbar Hossain said the previous incumbents would be prosecuted for negligence and punished if found guilty.

LAWS EXIST

Ferry owner Jahangir Alam says some officials take backhanders to issue fitness certificates and licences for vessels that are not shipshape. Many ferry crews supplement incomes by selling tickets to as many people as are prepared to risk their lives on a trip -- regardless of how many the vessel is registered to carry.

"This is well-known to everybody, but hardly anyone takes action to stop this practice," he told Reuters. "Nevertheless, there are some people in the navigation industry who want the business to run properly. But they are a minority and cannot force the others to respect the law."

It isn't as if the laws don't exist. Lawyers say ferry accidents would be dramatically reduced if existing marine laws were observed. "But it has not been the case, partly because families of ferry disaster victims dislike going through lengthy legal processes that also involve substantial expense," a lawyer said.

Transport union leaders blame irresponsible ferry owners and officials for river accidents. "We ask them to abide by the law and keep adequate safety tools aboard. But they won't," said Chowdhury Ashikul Alam, a union leader. "They just care for money." Professor Abdullah Abu Syeed, the leader of a Bangladesh environmental movement, said a lack of sincerity by the government to address the issue and apathy by commuters themselves were responsible for the impasse.

But successive governments also had to contend with a shortage of resources, expertise and manpower to monitor the multitude of vessels, he said. Ferries are a cheap and popular mode of transport in Bangladesh, with over 7,000 km of waterways carrying nearly 70 percent of travellers and merchandise in a country of 130 million people. The government on Thursday asked ferry owners to immediately stop overloading and ensure the safety of passengers -- and the commuters want genuine action.

"This time we are serious. We will compel our members to abide by the rules," said Haji Mohammad Kalimullah, president of Bangladesh Inland Water Passenger Carriers Association.

But how they put their words into action remains to be seen.

SHIPYARD NEWS



Two newbuilding 12.000 hp AHTS at the President Marine yard in Singapore under construction.

photo's : Paul Firet ©

Fiets-voetveer op rolletjes

door Ron Magnée

Voor één van de catamarans die dienst gaat doen als fiets-voetveer is vrijdag de afbouwfase begonnen. Daarvoor moest wel eerst de kolossale, metalen romp over een afstand van honderd meter vervoerd worden; een klusje dat in een half uur was geklaard.



De romp van het fiets-voetveer rolt naar buiten.
(foto Lex de Meester ©)

De romp van de eerste zogeheten small waterplane area twinhull (swath), de catamaran die dienst gaat doen als fietsvoetveer, is grotendeels klaar. Hetzelfde geldt voor de aluminium opbouw van het schip. Vrijdagmiddag was het bij de Koninklijke Scheldegroep in Vlissingen-Oost dan ook de hoogste tijd om beide delen bij elkaar te brengen. Transportbedrijf Mammoet was ingehuurd om de grote metalen romp over een afstand van honderd meter naar de volgende hangar te vervoeren. Een vrij unieke gebeurtenis, zo oordeelt projectleider P. de Jonge van de Koninklijke Scheldegroep. Meestal wordt een schip immers in een droogdok vervaardigd. De metalen romp en de aluminium bovenbouw konden niet in één ruimte worden geconstrueerd. De kans op corrosie zou immers veel te groot zijn.

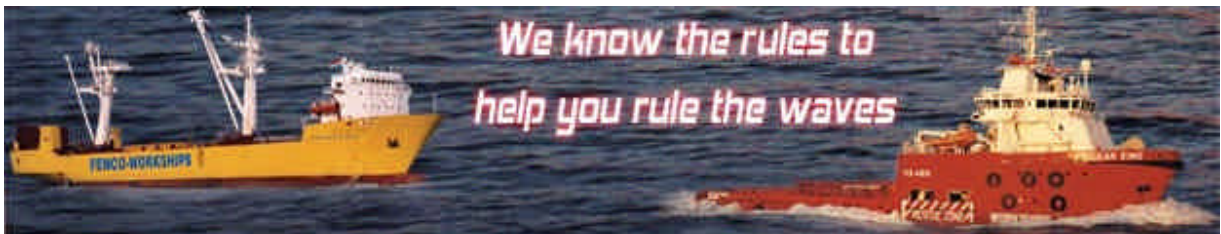
Máxima

Het eerste schip van de twee fietsvoetveren gaat **Prinses Máxima** heten. De tweede swath krijgt de naam **Prins Willem-Alexander**. Beide veren moeten vanaf maart 2004 gaan varen. Projectleider De Jonge ontkracht de geruchten als zouden de beide schepen niet op tijd klaar zijn. Volgens De Jonge is het nog steeds goed mogelijk de Prinses Máxima en de Prins Willem-Alexander op tijd klaar te hebben. Al met al werken er inclusief toeleveringsbedrijven zo'n 150 man aan het schip. Tijdens de afbouwfase gaat dit aantal terug tot zo'n veertig medewerkers.

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Ferry service to Iraq resumes

DUBAI - Three passenger ferries left Port Rashid for the Iraqi Port of Umm Qasr. The first ferry '**Manar**' boarded passengers at 11am and left its mooring at Port Rashid a couple of hours later.

The second ferry '**Zomoroud**' boarded passengers at 4:30pm, while the last ferry to leave for Iraq was '**Jebel Ali-2**'. These are the first trips undertaken by the ferries to Umm Qasr since April.

After a brief resumption of trips in that month the ferry service was suspended due to dredging operations in the channel leading up to the Port of Umm Qasr. The Coalition Provisional Administration

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(CPA) in Iraq has recently given Dubai-based firms the go-ahead to resume service to Iraq, which is the only direct route for many Iraqis living in the UAE to visit home.

Captain Ali, speaking on behalf of one of the ferry service operators, Naif Marine, told Khaleej Times that although this trip will only have 35 passengers on board, the company's next trip on July 24, will carry 150 passengers.

"The trip will not take more than 48 hours to Umm Qasr. We are currently limiting the number of passengers since this is our 'test run'. We will go back to offering thrice weekly trips depending on customer demand," Captain Ali said. The first ferry trip to leave for Umm Qasr after the end of hostilities was on April 23. However, it was also the last trip up till now, as American forces controlling access to the channel of Umm Al Qasr port stopped passenger ferries from entering the channel until they had completed dredging operations.

The Iraqi citizens stranded in Dubai as a result of the suspension of trips have staying in the make-shift tents set up by the UAE Red Crescent Society near Port Rashid. Regular scheduled trips by ferries are expected to attract business travellers as well.

Opschorten WCT kan Kanaalzone veel pijn doen

Door Conny van Gremberghe

De gemeente Terneuzen vreest dat het opschorten van het WCT-project grote negatieve gevolgen zal hebben voor de economische ontwikkeling van de Zeeuws-Vlaamse Kanaalzone.

Terneuzen en Zeeland Seaports rekenen erop dat de Westerscheldecontainerterminal een extra impuls zal geven aan de groei van het shortsea- en binnenvaartvervoer. De recent aangelegde terminal in de Braakmanhaven zou daarin een sleutelrol vervullen. Ook bestaan er al jaren plannen om op de Axelse Vlakte een binnenvaartterminal aan te leggen. Het Terneuzense college bespreekt volgende week dinsdag de uitspraak van de Raad van State in het WCT-dossier en zal zich buigen over de mogelijke effecten van dat besluit voor de Kanaalzone.

Burgemeester J. Lonink van Terneuzen gaat er vooralsnog vanuit dat Gedeputeerde Staten het WCT-dossier niet terzijde schuiven onder druk van bepaalde Statenfracties. "Met de WCT-plannen is destijds een beleidsweg ingeslagen. Zeeland zou zich verder ontwikkelen als groen-blauwe oase en daarnaast zou er binnen de provincie ruimte geschapen worden voor de noodzakelijke economische ontwikkeling. Terneuzen, prominent deel uitmakend van Zeeland Seaports, heeft dat beleid onderschreven en vindt dan ook dat op basis van de Raad van State-uitspraak er nog geen reden is om dat beleid te herzien. De provincie moet zijn huiswerk opnieuw maken, de economische noodzaak van het project beter onderbouwen en nadrukkelijk goed kijken naar de verkeerseffecten die zo'n terminal teweeg zal brengen", stelt Lonink.

De Terneuzense burgemeester kan ook de bijkans lyrische reacties van de tegenstanders van het WCT-project niet goed plaatsen. Ze kraaien volgens hem onterecht de overwinning. "Op het vlak van de natuurcompensatie heeft de provincie nu net wel ruim voldoende gescoord. Als het WCT-project straks helemaal niet doorgaat, kunnen de tegenstanders er donder op zeggen dat Antwerpen doorgaat met containers stapelen en dat de roep om verdere verdieping van de Westerschelde nog jarenlang zal aanzwellen. De weinige natuurgebieden in het Scheldebekken zullen dan nog veel sterker onder druk komen te staan, er zal nog meer verdwijnen en dat zullen zij niet tegen kunnen houden", aldus Lonink.

Die sluit niet uit dat Terneuzen zich na de analyse van de gevolgen van de RvS-uitspraak nog schriftelijk zal wenden tot GS met een Zeeuws-Vlaamse kijk op de zaken. Het niet doorgaan van het WCT-project zou namelijk ook effecten hebben op de verwachte verkeerssituatie in de regio en het lobbywerk voor de bouw van een tunnel bij Sluiskil.

NAVY NEWS

AUSTAL SELECTED FOR NEXT STAGE OF US NAVY COMBAT SHIP PROJECT

A team that includes Austal Ships and Austal USA has been awarded one of three contracts for the preliminary design of the United States Navy's Littoral Combat Ships.

With its unrivalled expertise in large, high-speed aluminium vessels Austal, as the designer and builder of the vessels, is a major contributor to the team, which is led by General Dynamics. The team's proposal for the Littoral Combat Ship (LCS) is based on Austal's 126 metre high-speed aluminium trimaran hullform.

Austal's Managing Director, Mr Bob McKinnon, said the contract was an important step forward along the path to an increased role in the global military vessel market. "The significance of moving into the next stage of the LCS project goes beyond the obvious of being a step closer to playing a major role in what is shaping as a multi-billion dollar, multi-year project," Mr McKinnon said.

"Selection of the trimaran for the next stage of this project confirms that aluminium is an appropriate choice for ships, even in combat roles. This is clearly important for other future defence contracts," he said. Mr McKinnon said participation in the high-profile LCS project is increasing international awareness not only of Austal's capabilities but also the great potential for high-speed vessels in a variety of defence applications.

Following completion of the seven-month LCS preliminary design stage, the Navy will select two builders to build two prototype ships. One vessel will commence construction in early 2005 and the other in early 2006.

It is anticipated that, in late 2007, one team will be selected to continue with the program, commencing construction of three ships in 2008 and four in 2009. The Navy predicts that up to 60 Littoral Combat Ships may eventually be required. In accordance with US law, all vessels will be built in the United States. Commenting on the relevance of the announcement to Austal's bid to build the Royal Australian Navy's Replacement Patrol Boat fleet, Mr McKinnon said: "Our success with the US Navy highlights our reputation as a designer and manufacturer of defence vessels on a global basis. As this and recent patrol boat contracts for Kuwait and the Republic of Yemen demonstrate, we are prepared and capable of getting out into the world and competing for orders."

MOVEMENTS

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Passenger Liner **MILLENNIUM**
at Piraeus harbour Greece as
seen July 17th 2003.

MILLENNIUM :

IMO 9189419,
Bahamas flag,
gross tonnage 90228, built in
2000.

Photo :
George Grekos ©



Left : The
Passengerliner
**ISLAND
ESCAPE**
anchored off the
Italian Coast –
**photo : Max
Iguera ©**



Ro-ro passenger **AEOLOS
EXPRESS II**

Greek flag, built in 2001, IMO
9234757, gross tonnage 5364,
call sign : SXXF,

Arriving at the Mykonos island at
July 14th 2003.

Photo : George Grekos ©



The Svitser tug **POINT VALIANT** moored in Halifax in the new Svitser colours

Photo : Jim Gallacher ©

.... PHOTO OF THE DAY



The **RT MAGIC** of KOTUG seen in the Caland Canal – **photo : Piet Sinke ©**

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