

DAILY SHIPPING NEWSLETTER 2003 – 106



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The tug **THAMESBANK** assisting the **SYLT** in the Europort – **photo : Piet Sinke ©**

EVENTS, INCIDENTS & OPERATIONS



The **NORMA** anchored near the Tricolor - photo : via Carlo van Rooij

KNRM reddingboot trekt motorjacht van strekdam in Nieuwe Waterweg



Zondagmiddag 20 juli wordt de bemanning van de Hoekse KNRM reddingboot om 14.20 uur gealarmeerd voor een motorjacht op een krib in de Waterweg ter hoogte van de Verkeerspost. Een paar minuten later vaart de Kapiteins Hazewinkel de Berghaven uit naar het motorjacht waar al een schip van de RPA lag. Doordat het ter plaatse ondiep is kon dit schip niets uitrichten.

Links : De **Sleipnir** op de krib – foto : Ane Ree ©

Ter plaatse polshoogte genomen en een opstapper aan boord van het motorschip gebracht door een rubberboot van de RPA. In overleg met de eigenaar van het motorschip besloten zijn schip er voorwaarts vanaf te trekken. Hierna heeft de rubberboot van de RPA een sleeptros overgebracht en de opstapper samen met de eigenaar de tros belegd. In drie stappen het trekvermogen opgevoerd waarna het motorschip makkelijk loskwam, direct aan boord naar lekkage gespeurd maar geen water te vinden. Eenmaal afgemeerd in de Berghaven nog een controle uitgevoerd en gelukkig nog steeds droog.

De eigenaar, afkomstig uit Bladel was die ochtend vertrokken uit Hellevoetsluis voor schitterende tocht over zee richting Rotterdam. De man had alles goed voorbereid, petje af, doch in de Waterweg met al

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die grote schepen leek het hem verstandiger om buiten de betonning te varen. Helaas werd dit de man fataal en belandde boven op een strekdam. De eigenaar en zijn vrouw hebben een stevig schip en waren dan ook heel rustig en doordacht bezig met de communicatie, zodat ook alle hulpverlenende instanties rustig konden helpen.



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

Berging Pelican duurt nog een week

door Rob Paardekam

BATH - Het containerschip **Pelican 1, dat in de nacht van zaterdag op zondag werd aangevaren op de Westerschelde, zal nog zeker een week in het Nauw van Bath liggen. De bergers staan voor de immense klus om ruim 850 containers van boord te halen.**

De Pelican 1 voer richting de haven van Antwerpen toen hij rond kwart over twee `s nachts door nog onbekende oorzaak uit koers raakte. Het schip werd daarop aangevaren door de Maersk Bahrain, die juist de andere kant op ging. De Maersk Bahrain, die vaart onder de vlag van de Bahamas, liep relatief weinig schade op en kon op eigen kracht de Vlissingse haven bereiken. De Pelican, varende onder Maltese vlag, raakte wel zwaar beschadigd en dreigde slagzij te maken. Door het schip ter hoogte van Bath tegen de wal te zetten, kon dit worden voorkomen. In de loop van zondagmiddag liet de politie weten dat de Pelican stabiel lag.



Boven : De containers worden gelost met de kraan van OVET – **photo : Peter Andriessen ©**

Olie

Direct na het ongeluk is er olie uit de brandstoftank van het schip gaan lekken. Volgens woordvoerder J. Krombeen van de politie gaat het om kleine hoeveelheden vluchtige olie, waarvan een groot deel snel verdampt. Het lekken werd in de loop van de dag steeds minder, maar daarmee is niet gezegd dat er totaal geen schade aan het milieu is aangebracht. „Er heeft zich toch wat olie over de

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Westerschelde verspreid``, aldus Krombeen. „Pas later kunnen we vaststellen of dat schade heeft aangericht.`` Twee bestrijdingsvaartuigen zijn bezig met het opruimen van de olie.

De politie meldde gisteren dat zich aan boord van de Pelican enkele containers met gevaarlijke stoffen bevonden. Het zou gaan om zeventig ton zoutzuur in gasvorm en even zoveel waterperoxide. In de vier containers die bij de aanvaring beschadigd raakten, zaten geen gevaarlijke stoffen, maar plastic verpakkingsmateriaal. Overigens zegt de bergingsmaatschappij dat zich helemaal geen gevaarlijke stoffen aan boord van de Pelican bevinden. „Op de lijst die wij van de rederij hebben gekregen, staan deze stoffen niet``, verklaart L. Muller van Multraship. „Wij gaan ervan uit dat deze informatie correct is.`` De politie bleef gisteravond echter bij haar standpunt dat er zoutzuur en waterperoxide in enkele containers zit. Er zou overigens geen gevaar voor de volksgezondheid zijn.

De bedrijven Multraship en URS zijn gistermiddag begonnen met de berging van de Pelican. Daar staan ruim 850 containers op die er één voor één vanaf gehaald moeten worden. Die klus zal nog zeker een week in beslag nemen. In hoeverre de scheepvaart daar last van zal hebben, is nog onduidelijk.

Gisteren werd het scheepvaartverkeer helemaal stilgelegd. Alleen schepen die zich al op de Westerschelde bevonden, mochten nog passeren. Volgens woordvoerder Muller van Multraship is het niet waarschijnlijk dat de scheepvaart ook de komende dagen nog beperkingen ondervindt. „Wij zullen er alles aan doen om geen hinder te veroorzaken. Mochten de schepen ons echter hinderen dan zal er wat moeten gebeuren.`` Muller verwacht dat de berging zeven tot tien dagen zal duren.

Ramptoeristen

Het ongeluk trok gisteren veel belangstelling. De politie probeerde ramptoeristen weg te houden door de wegen richting de dijk af te zetten, maar daar trokken weinig mensen zich wat van aan.

De hele middag stonden op de dijk bij Rilland en Bath tientallen mensen, onder wie veel Belgen. Ze werden door de politie op enkele honderden meters afstand van de plek des onheils gehouden.

De politie heeft een telefoonnummer ingesteld waar burgers met vragen terecht kunnen: 0118-432173. Dit blijft bereikbaar zolang de Pelican in het Nauw van Bath ligt.

Salvage efforts of sunken Bangla ferry abandoned´

Bangladesh government has abandoned the search and salvage operation of a ferry which capsized on July 8 with hundreds of people on board, official sources said on Monday.

Authorities in southeastern district of Chandpur were ordered late on Sunday night to abandon the search and salvage operation.

Work starts to take zinc from Jambo wreck

WORK on removing 3,300 tons of zinc sulphide on board the wreck of general cargoship [Jambo](#) is set to start Monday.

The German-controlled 3,577 dwt vessel sank on June 29 off the Summer Isles near Ullapool.

Robin Middleton, the Secretary of State's Representative in Maritime Salvage and Intervention, outlined plans for the operation last Friday.

A crane barge will be put in place, while other barges containing pumping equipment and personnel were also making their way to Loch Broom over the weekend.

Once the crane barge is in place, the zinc ore will be pumped on to the other barges, if the weather permits.

The mineral particulates will then be allowed to settle to the bottom.

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Then the subsequent overlying water will be pumped back into the sea, in an agreed area under licence.

Various options over the subsequent disposal of cargo after its recovery were also under discussion. These include removing it to a licensed landfill site.

A decision also needs to be taken over the removal of the wreck, which could prove a future hazard to shipping.

Oil booms were still in place near local fish farms as of last Friday, although no further incidents of oil sheen were reported. The booms will be kept in place while cargo removal is under way.

Following unauthorised visits to the site by sports divers, a temporary exclusion zone has been re-established while the work is in progress.

Boat owners are also being told to keep away, with Stornoway coastguard reiterating the advice to the public on a four-hourly basis through the broadcast media.

The vessel is likely to be declared a total loss. It is understood to be entered with the North of England P&I club.

According to Equasis, Jambo was build in 1990, and is managed by a company in the German town of Leer.

CASUALTY REPORTING

PELICAN I (MALTA)



At 0212, local time, Sunday morning c.c. **Pelican I** and c.c. **Maersk Bahrain** collided in the "Nauw van Bath", which is a narrow passage at the Westerscheldt river on the Antwerp side. Immediately Multiraship send Multirajet to the location which evacuated 24 crew members which were set safely onshore at Walsoorden. Damage to

Maersk Bahrain was not so severe and the ship could continue the trip and went to Vlissingen Oost where the vessel's damage is at present under investigation. **Pelican I** was not so lucky this vessel which encountered a steering failure which caused the collision, was hit in the engine-room which flooded and same for cargo hold No 5. A number of tugs went to the location and pushed Pelican I on to the shallow sand bank to avoid the vessel sinking in the fairway. In the meantime a salvage contract was signed between the owner and the combination Multiraship Salvage BV and URS Salvage & Maritime Contracting. At present the tugs **St. Annastrand, Schelde 10, Burght, Union Sapphire, Union Diamond, Lieve Gervart, Multiratug 5, Multiratug 8** and **Multiratug 9** are involved in the salvage operation. From Terneuzen OVETs floating crane is mobilised which will start with offloading of the containers and in the meantime 15 barges arrived on the location on which the containers will be loaded and transported. Tug **Multiratug 6** is at present regulating the ships traffic in the busy channel through which all the shipping traffic to Antwerp flows. From Multiraship also **Cobi-M** has been mobilised to assist. Also two tankers have been mobilised which are at present on stand by, this in

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view of taking dirty water onboard when the water will be pumped out of the engine-room. -- **Multiship Towage & Salvage BV**.



Photo : Adri van Wege ©

Owners/underwriters awarded LOF 2000 to joint salvors **Multiship Salvage BV** and **URS Salvage & Maritime Contracting NV** (fully owned subsidiary of SMIT) to render their services to c.c. Pelican I. Contractor's experts are working closely together with the Dutch authorities to formulate a salvage plan in order to minimise the risk of pollution and further damage to the vessel. -- **SMIT Salvage BV**

SHIPYARD NEWS



Containership **MSC PROVENCE** (ex CMA CGM EAGLE, ex SEA-LAND ARGENTINA, ex MSC PROVENCE "again" !, ex CONTICART AGEND) as seen Monday July 14th at Neorion shipyards in Syros island Greece. IMO 9154206, German flag, built in 1997, gross tonnage 25713, radio callsign DGVN

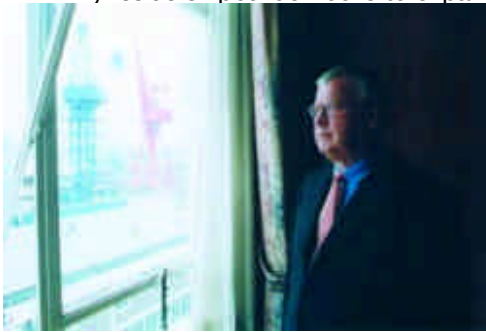
Photo : George Grekos ©

Sluiting werf IHC Caland onvermijdelijk '

De sluiting van een van de drie scheepswerven door IHC Caland is onvermijdelijk, zo vindt Rabo Securities. Het gaat in dit verband om **Van der Giessen-de Noord (VGN)**. VGN heeft sinds 2001 geen orders meer ontvangen en de verwachtingen verbeteren niet, aldus Rabo in een toelichting. De bank verwacht dat het management van IHC Caland aan eind van dit jaar een beslissing neemt over de toekomst van de scheepswerven. Rabo handhaaft het beleggingsadvies butperform 'en een koersdoel op 55 euro.

Kroese eyes 5,000 defence jobs at Swan Hunter yard

MORE than 5,000 shipyard jobs are set to be created at Swan Hunter by 2005 as the resurgent Tyneside shipbuilder looks to expand on the basis of a series of Ministry of Defence orders.



Owner Jaap Kroese said at the weekend that the north-east England shipyard was set for massive expansion as it launched its first newbuild ship for 12 years.

Swan Hunter's Wallsend yard on Friday floated out the £80m (\$130m) amphibious landing ship **Largs Bay** for finishing in the river quay and delivery next June.

"It is a very big day for me and for the workforce because lots of people never expected us to build and finish a ship," says Mr Kroese.

The Largs Bay float-out comes almost 18 months after first steel was cut and as the shipyard has pinned its future on the British naval shipbuilding market.

Mr Kroese is in negotiation with the Ministry of Defence for up to 60% of the hull construction work for the Royal Navy's £2.8bn-plus two aircraft carrier programme and has eyes on a further nine Royal Fleet Auxiliary oil tankers worth an estimated total of £1bn due by the end of the decade.

The 16,160 tonne Landing Ship Dock (Auxiliary) is the first of a £150m two-vessel order placed by the ministry in 2000 for RFA service.

Almost 10% of the work has already been started on a sistership, the **Lyme Bay**, due to be moved into the floating dry dock later this month for delivery in 2005. The **Largs Bay** will be officially named on August 1 and is the first new ship built on Tyne since 1994, when the Royal Navy corvette **HMS Richmond** was completed a year after Swan Hunter had gone into receivership.

Almost 1,200 workers and a further 250 apprentices are now employed at Swan Hunter's sites on the Tyne and Tees. In 1995, Mr Kroese and his Dutch shipyard company Heerema Fabrication Group bought up the British yard for £4m. They have invested an estimated £30m as he has developed the yard from an offshore specialist to shipbuilding. Last year, Swan Hunter snapped up the Port Clarence facility on Teesside and it has big investment plans to develop more further fabrication sheds and a new shipbuilding panel line.

In a BBC regional documentary screened yesterday, Jaap Kroese — Geordie Shipbuilder, the 64-year-old chairman revealed he now lives within the ship-yard complex permanently in a bid to be near his workforce. "If you want to be successful in building ships you have to be close to the workforce and

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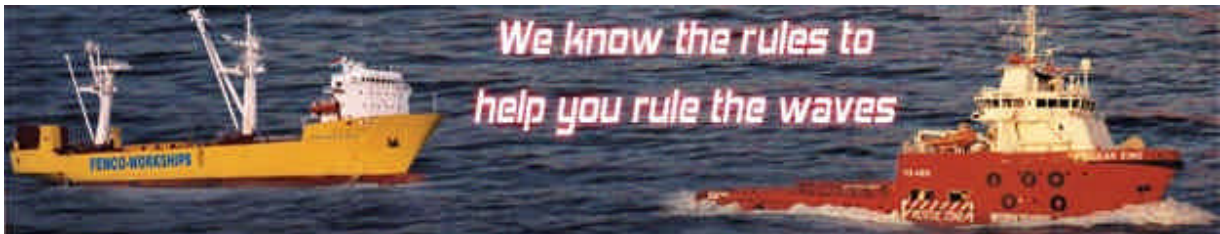
see how they are doing," says Mr Kroese. "They think I am eccentric, but this is a marvellous area. I live on site because it is convenient and there are no traffic jams. "I looked around for a house and I could not make up my mind, so I thought I have got to live on the site. "I can do without the wife for five or six days and I think she can do without me for 10 days."

Mr Kroese also spoke out about his love of the "twin red cranes of the Swan Hunter yard rising above the river" and the the sound of the works hooter at break times. "When I bought the yard, the first thing I said was it would be wonderful if we could build ships. 'But of course that is like a dream, and eight years later we have a ship," he adds.

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Orient Overseas to build two vessels

(HONG KONG) Hong Kong shipping firm Orient Overseas (International) Ltd said it would build two container vessels for about US\$146 million to boost efficiency and profitability. The company, which also operates container terminals, said in a statement that it had signed contracts with South Korea's Samsung Heavy Industries to build two 8,000 TEU (twenty-foot equivalent unit) vessels. Orient Overseas, owned by the family of Hong Kong leader Tung Chee-hwa, said funding for 80 per cent of the purchase price of the vessels would be finalised soon while the remaining 20 per cent would come from internal resources.

Passengers caught in alert drama on ferry

DOZENS of Ulster passengers suffered a scare on board a ferry from Stranraer after a smoke alert



below the vessel's car deck. The fire crew of the **Belfast-bound Stena HSS** were called to action stations more than halfway through their 1hr 50min journey.

All passengers and parents with children were told to remain in their seats until further notice. One passenger said: "I could see some staff running down steps after being called to their stations. I was in a

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panic. I didn't know what to expect.

"I travel quite a bit on this ferry and nothing like this had ever happened before." At one stage the ferry, which travels at speeds of up to 40 knots, stopped for a short time in the middle of the sea while technical staff examined the problem. The passenger added: "I just grabbed my wee girl and went to find out what was going on." People were just staring at each other. An on-board worker said she had never known any sort of incident since she began working on the ferry three-and-a-half years ago."

A spokesman for Stena said the problem arose below the car deck in the hull of the vessel, which is the size of a football pitch. He said: "A rubber coupling between the generator and the gas turbine burnt out. This would be a fairly infrequent event. "Fire teams among the crew were deployed. "This would be common practice in such circumstances. There was no knowing how serious this was until it was examined. "The power was shut off and remedial action was taken. The vessel was able to complete its journey." The spokesman added that the coupling had been replaced overnight in Stranraer with sailings continuing today as normal. "The whole thing was dealt with very quickly," he added. "At 11.22 the problem was found and by 11.30 it had been successfully dealt with. On a scale of one to five this was point five."

NAVY NEWS



A tugboat pushes Australian amphibious transport ship **HMAS Manoora** from the dock at Townsville before departing for the Solomon Islands July 21, 2003. The **Manoora**, carrying about 600 defense personnel, is being deployed ahead of the arrival of most of the 2,000-strong force who will fly to the islands on Thursday to help restore law and order in the lawless and nearly bankrupt former British protectorate.

MOVEMENTS

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The **CABALLO ANDALUZ** during trials – photo : Piet Sinke ©



The **BRILLIANCE OF THE SEAS** anchored July 16th off Mykonos
Bahamas flag, gross tonnage 90090, built in 2002, IMO 9195200, signal letters C6SJ5
Photo : George Grekos ©



The **RENO** seen here at Maas pilot station outward bound – photo : Piet Sinke ©

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The Seacadet vessel **RIGEL** arrived back at her homeport Maassluis after her summer trip this time in combination with the Belgian cadets – **photo : Piet Sinke ©**



Svitzer Marine UK have 3 tugs working in the Port of Belfast, Northern Ireland.
This is one of them. She is a tractor tug called the **CULTRA**.

Photo : Tommy Bryceland ©

.... PHOTO OF THE DAY



Top : The **AMY N** is the former **NECKAR ORE** , the vessel arrived under her new name Sunday at the EECV in the Caland Canal, note the IMO number which is painted on the stern of the vessel underneath the homeport 'Panama'. – photo : **Piet Sinke** ©

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