

DAILY SHIPPING NEWSLETTER 2003 – 110



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The **BEVER** operating in the Westerscheldt River – **photo : Willem Kruit ©**

EVENTS, INCIDENTS & OPERATIONS

Gesprekken over bouwen zeesleper

Door Wout Bareman

De Belgische investeringsgroep C-Power onderhandelt met minister van de Noordzee Johan Vande Lanotte over de bouw van een grote zeesleper, die kan worden ingezet bij calamiteiten voor de Vlaamse kust en in de Westerscheldemonding.

De sleper, met een gewicht van 250 ton, zou het eerste vaartuig moeten worden van de Vlaamse Kustwacht in oprichting.

Nederlandse overheidsinstanties voelen wel voor samenwerking. De Belgische federale regering streeft al jaren naar de oprichting van een kustwacht, die toezicht moet houden op de vaarroutes voor de Vlaamse kust. Bij een aantal calamiteiten, waaronder die met de Noorse autocarrier Tricolor, bleek het gemis van een dergelijke dienst. C-Power (een combinatie van het energiebedrijf Interelectra, de Belgische windturbinebouwer Turbowinds en baggermaatschappij Deme) heeft Vande Lanotte nu een plan aangeboden voor de bouw van een zeesleper, die onder meer de wacht houdt bij het geplande windmolenpark op de Thorntonbank, 27 kilometer uit de kust van Knokke-Heist.

C-Power is één van de kandidaat-investeerders in het park, dat andere projecten, veel dichterbij de kust van Knokke en Oostende moet vervangen. Na een felle discussie tussen de verschillende investeringsgroepen enerzijds en de kustgemeenten (waaronder Sluis en Vlissingen), de provincie Zeeland, de visserij en natuur- en milieugroepen anderzijds, kwam Vande Lanotte zelf met de Thorntonbank als alternatief aandragen. Dat werd alom omarmd.

Schelderadarketen

Volgens een woordvoerder van C-Power is het de bedoeling dat het park wordt opgenomen in het werkgebied van de Schelderadarketen, die een stuk Noordzee voor Zeebrugge en de Westerschelde tot aan de sluizen bij Antwerpen bestrijkt.

Op één van de zuidelijke molens wordt een platform geïnstalleerd met werkplaatsen, woon- en controleunits. Ook vanaf dat platform kan worden opgetreden bij calamiteiten, zij het dat dit enkel mag gebeuren in nauw overleg met de zeevaartpolitie. De woordvoerder van C-Power: "Het nieuwe schip kan zich met grijpparmen aan de pilaren van de windmolens vastzetten. Daarnaast kan de sleper optreden bij scheepsongevallen of andere problemen bij zowel het park als voor de kust. Tot op dit moment is de Belgische overheid in dat soort gevallen aangewezen op de particuliere bergingsbedrijven."

Tijdens een mini-symposium ter gelegenheid van de jaarlijkse Havenfeesten in Terneuzen pleitten vertegenwoordigers van verschillende overheidsinstanties én van de sleep- en bergingsbedrijven voor een permanente 'bewaking' van het Westerscheldegebied. Daarbij werd geopperd eventueel samenwerking te zoeken met de Belgische Kustwacht in oprichting.

Paraatheid

Op initiatief van sleep- en bergingsbedrijf Multtraship in Terneuzen onderzoeken deskundigen van de provincie Zeeland momenteel de mogelijkheden om de paraatheid op de Westerschelde en voor de Zeeuwse kust te verbeteren. Dit najaar presenteert een speciale werkgroep de onderzoeksresultaten.

Berging Pelican 1 weer afgeblazen

door Winnie van Dam

BATH - Het vlottrekken van de Pelican 1 in de Westerschelde is op het allerlaatste moment afgeblazen. Het containerschip kreeg bij het opkomen van het tij te veel water binnen.

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Daardoor kwam het schip te diep te liggen. Doorgaan met de bergingsactie was te gevaarlijk, omdat de boot dan zou kunnen scheuren.



foto : Alain Doods ©

Vrijdag wordt rond het middaguur een nieuwe poging gewaagd. De Pelican 1 ligt sinds zondag tegen de wal bij Bath nadat het schip zwaar beschadigd raakte bij een aanvaring. Het schip zou verslept worden naar een ankerplaats.

Daar moet de boot worden gerepareerd voor verder transport naar de haven van Vlissingen. Na de mislukte sleeppoging van gisteren zijn duikers aan de gang gegaan met het dichten van gaten in het achterschip om het drijfvermogen te verbeteren.



Foto : Alain Doods ©

Vervuiling

De olie die uit het containerschip is gelekt, heeft stukken kust langs het Belgische deel van de Schelde vervuild. Delen van het natuurgebied Groot Buitenschoor en het schor Ouden Doel vlakbij het Verdrongen Land van Saeftinge zijn besmeurd met olie. In zowel het natuurgebied als op het schor, waar over een strook van bijna twee kilometer olie ligt, zijn inmiddels ongeveer twintig besmeurde bergeenden aangetroffen.

Volgens conservator Maebe van het schor Ouden Doel is het nog niet mogelijk de eenden te vangen. Ze zijn nog te gezond en vliegen weg zodra iemand in de buurt komt. Maebe maakt zich vooral zorgen over de ruim zeshonderd bergeenden die zijn neergestreken op een speciale ruiplaats op de grens van België en Nederland. Die beesten komen daar om te ruien en verliezen dus hun veren, waardoor ze niet in staat zijn te vliegen. Bovendien kan de vervuiling ook later nog problemen met zich mee

brenge. Als ganzen, die later in het seizoen in de natuurgebieden vertoeven, van de planten op de schorren eten kunnen zij worden vergiftigd door de oliedruppeltjes die op de planten vastkleven. Dit weekend worden de gebieden geïnspecteerd. De komende dagen wordt pas duidelijk hoeveel olieslachtoffers er zijn.

Indian tanker ban will stay

INDIA'S ban on ageing foreign-flagged oil tankers from September 1 will stand despite protests from global tanker operators and domestic charterers, a spokesman for the country's shipping administration confirmed today. Asked whether the directorate general of shipping is considering withdrawing the order in the face of loud protests, deputy chief surveyor Dr P Misra told Fairplay the directorate will adhere to the order. In his June 11 circular, the DG-Shipping stipulated an age limit of 25 years for crude oil carriers, product tankers and chemical tankers and 30 years for gas tankers trading in its waters. In addition, all tankers over 20 years old must have a CAP2 rating for hull, machinery and cargo equipment from IACS. The directorate is reported to have taken its cue from stringent safety measures imposed by European countries, Singapore and Australia. Tanker operators and charterers argue that a vessel's age is not the sole deciding factor for safety, which depends on various factors including regular maintenance. Tanker owners' association Intertanko had criticised the Indian government directive as violating international law.

Conversion furore erupts in Brazil

BRAZIL'S controversial conversion of VLCC **Felipe Camarao** to **FPSO P-50** for Petrobras has created new headlines because of soaring project costs. Singapore's Jurong Shipyard, awarded the \$244M conversion contract a year ago, is reported to have asked for another \$50M-\$60M to cover hull modifications requested by the state-controlled oil company.

The additional costs would push the overall figure for the entire P-50 project as high as \$560M, including \$252M for topside modules. São Paulo daily Estado has warned of potential complications caused by financial difficulties at US sub-contractor Petrofac. Petrobras will also be hit by a 19 per cent Rio de Janeiro state tax on equipment imported for the oil industry that went into effect on July 1. The protectionist tax law, passed last year in response to protests by local shipbuilders angry at missing out on P-50-related contracts, will add an estimated \$100M to the final cost of the project. Petrobras, believed to be re-negotiating with Jurong, has not said if it will seek more assistance from state development bank BNDES.

Crew rescued from sinking cargo ship off Vietnam coast

Maritime authorities say thirteen Indonesian crew members from a cargo ship have been rescued in Vietnamese territorial waters after their vessel capsized in heavy seas. The **Wahana Asia**, which was carrying timber from Indonesia to Vietnam's central port city of Quy Nhon, sank off the coast of the southern province of Binh Thuan.

A passing cargo ship, the Antigua-registered Nord Welle, plucked the 13 Indonesian nationals from the South China Sea. A coast guard boat from the port city was then dispatched to ferry the rescued crew members to shore. Vietnam has been lashed by heavy storms over the past few days.



CUBAN MIGRANTS IN CHEVROLET TRUCK

Cuban migrants trying to reach the U.S. coast in Florida ride in and on a 1951 Chevrolet truck, converted into a marine vessel with air-filled drums for flotation and a propeller driven off the

driveshaft for propulsion, July 16, 2003. The U.S. Coast Guard Cutter **Key Largo** repatriated 12 Cuban migrants riding in and on the vehicle back to Cuba after they were notified by an Immigration and Customs Enforcement aircraft that they had located the floating flatbed truck. The truck was sunk as a hazard to navigation



Chemical spill on ship sickens 7 at Tacoma port

Seven people fell ill after a hazardous-material spill aboard the **Axel Maersk**, one of the largest containerships in the world, as it docked at the Port of Tacoma. Six longshoremen and a Maersk shipping manager had symptoms including nausea, vomiting and respiratory difficulties, said Tacoma Deputy Fire Marshal Kevin O'Donnal. All seven were treated at local hospitals and released. None was believed to be seriously ill. About 8:30 a.m., the boat's captain reported the illnesses and said he thought there might have been a cyanide leak. Investigators thought it might be aminoethylpiperazine, a chemical commonly used in the manufacture of asphalt additives, corrosion inhibitors and epoxy curing agents.

Tests were inconclusive, O'Donnal said: "At this point, we don't have any idea what it is." Officials said the spill was not dangerous to anyone outside a 160-foot range, and no chemicals leaked into the water. The Coast Guard briefly shut down the Sitcum Waterway. The ship, which is 1,154 feet long and carries almost 7,000 containers, was docked at the Maersk Sealand terminal at the port after arriving at 6 a.m. from Los Angeles, port-communications manager Mike Wasem said. The vessel's previous port was Hong Kong. Maersk Sealand spokesman Tom Boyd, in Madison, N.J., said the company was looking at a recent addition to the ship's cargo as a possible source.

CASUALTY REPORTING

Ferry runs aground in Sydney Harbour

A FERRY carrying 92 passengers ran aground in Sydney Harbour. The ferry hit Shark Island around 8.45pm, police said. All passengers on board were safe and uninjured and were taken to Circular Quay by water police. Initial investigations found no evidence of damage to the hull or to fuel tanks and at 10.25pm a Port Authority tug towed the vessel to Circular Quay. Investigations were under way into the cause of the incident, police said. No further details were available.

SHIPYARD NEWS

Protest alert at Malta Drydocks

MALTA'S General Workers Union (GWU) has ordered industrial action at Malta Drydocks because of a continuing dispute over working practices that has now been referred to the industrial tribunal. The tribunal met yesterday and is expected to hold another meeting tomorrow. Reports in today's media quoted sources as saying the industrial action is affecting two prestigious contracts at the shipyard, the new French cables ship Raymond Croze and the US Sixth Fleet flagship USS La Salle. However, GWU general secretary Tony Zarb said the action was relatively minor and was not affecting work.

FAR SCOTIA AT AKER BRATTVAAG

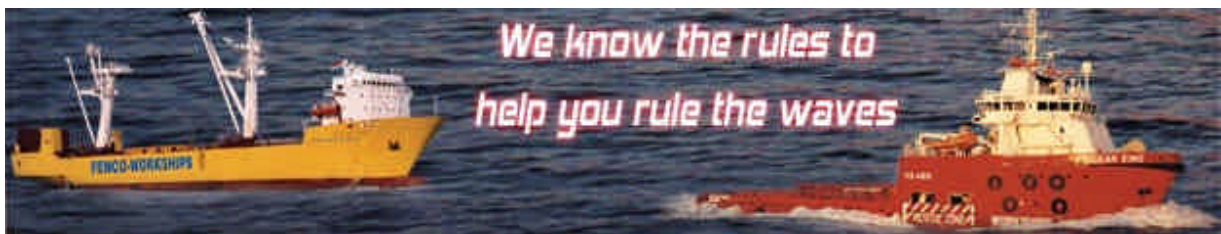


The UT755 "Far Scotia" (build at Brattvaag in 2001 as hull no 75) arrived last sunday at Aker Brattvaag for conversion for the job in Mexico - Photo : Oddgeir Refvik ©

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New Rule Calls for Computer-readable Passports

Holders of passports from 27 countries are not currently required to obtain a visa for entry into the U.S. Beginning on October 1, that may change for many of them. On that date, the passports of foreign visitors visiting the U.S. from those 27 countries must be computer readable. These countries include France, Germany, Italy and the UK. If they are not computer readable, the passport holder must obtain a U.S. visa before entry. Passport holders with neither a visa nor a computer-readable passport run the risk of being refused entry, at the discretion of the checkpoint official. Many of the countries on the list are only just starting to issue computer-readable travel documents. But U.S. State Department officials insist that the rule is necessary to keep an accurate record of those entering and leaving the U.S. If that isn't a sufficiently high hurdle, starting on January 1 all foreigners entering the country will be fingerprinted and photographed. And in October 2004, travellers to the U.S. must have passports with biometric identifier computer chips embedded in their passports.

New name for Baltic operator

T&E Esco Roro Line, acquired by Danish-German ferry company Scandlines from the Norwegian Tschudi & Eitzen group in May, has changed its name to Scandlines Estonia after competition authorities approved the take-over. A new board will be elected later. Scandlines' chief financial officer Axel Bertram said the move was made to strengthen the company's position in the region ahead of the expansion of the EU to the eastern side of the Baltic next May. Scandlines Estonia operates two chartered ro-ro vessels, the Lembitu and Lehola, on services linking Rostock, Helsinki and Muuga, the main port facility at Tallinn. Meanwhile, Scandlines will inaugurate a service linking Nynashamn in Sweden with Ventspils in Latvia tomorrow, using the 1972-built ferry Fellow. The vessel can accommodate 1,100 lane metres of freight and 110 passengers.

Costa prepares for boom-time

CARNIVAL S Italian cruise subsidiary Costa Crociere is re-organising its commercial management ahead of major fleet expansion over the coming year. The job of sales and marketing manager Franco Pellicari, who resigned earlier this month, is being split into Americas and Europe/Rest of the World markets.

Right : **Costa Tropicale**
Photo : **Piet Sinke** ©

Meanwhile, October 2003 could see the inauguration of Costa's first dedicated cruise terminal, in Savona, Italy, while the company is negotiating tariffs with Barcelona, Spain. The Italian terminal is served by a 452 m long berth with a 9.2 m draught and is undergoing a €5M (\$5.6M) upgrade. Costa chief executive and chairman Pier Luigi Foschi confirmed



the company's intention to operate two ships directly from Savona next year. Meanwhile, Costa marine operations director Roberto Ferrarini today said that despite persistent industry rumours, there was no written agreement for a cruise berth at Barcelona, Spain, where Costa Crociere is the leading cruise customer. Ferrarini said Costa was "evaluating" Barcelona in its strategic policy of investing in Med ports. "We have open discussions on long-term tariff agreements with Barcelona," he said.

NAVY NEWS

USS Mustin to be Commissioned

The U.S. Navy will commission **USS Mustin (DDG 89)**, its 39th Aegis guided missile destroyer, and the 18th built by Northrop Grumman Corporation's Ship Systems sector, Saturday, July 26, at 8 p.m. PDT. Adm. Vern Clark, chief of Naval Operations, will deliver the principal address at Naval Air Station North Island, Pier K, in Coronado, Calif. Mustin's sponsors, Lucy Holcomb Mustin, wife of ship's co-namesake retired Navy Vice Adm. Henry C. Mustin, II; Jean Phillips Mustin, wife of ship's co-namesake retired Navy Lt. Comdr. Thomas M. Mustin; and Mrs. Douglas Mustin St. Denis, sister of Henry C. Mustin, II and Thomas M. Mustin, will continue the Navy tradition and give the order to "man our ship and bring her to life!" Anne Howard Thomas, who served as matron of honor for the first ship named Mustin in 1938, will also serve these sponsors as matron of honor.



The amphibious assault ship **USS Iwo Jima**, leading a three-ship group carrying 2,300 Marines, has entered the Mediterranean Sea for possible duty in a Liberia operation, the Pentagon said on July 24, 2003. The Iwo Jima is shown in the Gulf on June 29

MOVEMENTS

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The Cruise Ship **SILVER WIND** 16,927/1995 inbound from Amsterdam for Tower Bridge Upper seen passing Woolwich July 24th 2003 – **photo : Kenneth Smith ©**

SMITWIJS ROTTERDAM DELIVERED THE NORWAY

The Tug **SMITWIJS ROTTERDAM** has delivered the ss **NORWAY** off Bremerhaven and sailed to Flushing after delivery.

Photo's : capt. Peter Heerema – Smitwijs Rotterdam ©



Left : The **SMITWIJS ROTTERDAM** arriving in Flushing July 25th for drydocking **photo : Wim Kosten ©**

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Left :

Dockwise **SWAN** seeing here passing the Suez canal bridge , this bridge has a height clearance of 68 meters, and the waterdepth is 58 ft.

Photo : Master mv Swan



The brandnew **OOSTERDAM** pictured at Southampton by **Gary Davies ©**
The OOSTERDAM is due to arrive at the Wilhelmina kade in Rotterdam SUNDAY July 27th 11:00 hrs

TEAL ARRIVED IN SCHIEDAM



Dockwise **TEAL** arrived at the Wilton haven in Schiedam – **photo : Jan Simons ©**

.... PHOTO OF THE DAY



The tug **EERLAND 26** with 2 loaded barges enroute from Rotterdam to London .
Photo : Capt "Zero Tolerance" Johan Ritman © – Master Eerland 26

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