

DAILY SHIPPING NEWSLETTER 2003 – 112



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The Switser tug **BATTLEAXE** seen offshore Port Talbot – **photo : Chris Jones ©**

EVENTS, INCIDENTS & OPERATIONS



The tug **EN AVANT 4** with the **E 3801** loaded with a cutter arm enroute from IHC Slidrecht to IHC Kinderdijk, the pusher tug at the stern is the **ORION**.

Photo : Hans de Jong - Maritime pictures ©

Two held over ecstasy in Sydney

AUSTRALIAN police and customs seized 115 kg of the drug ecstasy from a shipping container that arrived in Sydney from Europe. They declined to name the ship involved. Police subsequently arrested **two Dutch nationals** in Wollongong, south of Sydney, in connection with the illegal shipment, which is alleged to have originated in the Netherlands. The narcotic, with a street value of A\$27M (\$17.5M), was discovered hidden in industrial equipment after customs x-rayed a container that arrived at Port Botany a week ago. An estimated 390,000 tablets in packets were found in seven steel filter pumps. Australian customs have had a number of successful contraband seizures since full-container x-ray machines were introduced at major container ports following a security clamp-down. Suspect containers are targeted using sophisticated risk assessment computer programs and intelligence analysis.

Doodsteek voor tweede zeesluis IJmuiden

Een tweede sluis bij IJmuiden is niet levensvatbaar. Het Centraal Planbureau (CPB) blijft bij zijn standpunt dat een nieuwe sluis voor het Noordzeekanaal overbodig is. Bovendien maakt de Amsterdamse haven 'nauwelijks kans' op de komst van containerrederijen. Volgens het Gemeentelijk Havenbedrijf zit het CPB 'er gewoon naast'. "Het CPB is zo'n beetje de enige die de economische haalbaarheid van de sluis betwijfelt." Het CPB spreekt voor de tweede maal een vernietigend oordeel uit over de economische haalbaarheid van een tweede sluis in de nog vertrouwelijke notitie Beknopte analyse van de overslag in de Amsterdamse haven. Het rapport dient als basis voor een kabinetsbesluit over de circa 800 miljoen euro kostende aanleg van de tweede zeesluis

Drijvende bokken moeten uitkomst bieden bij berging van Pelican 1

door Winnie van Dam

BATH - Twee drijvende bokken moeten het mogelijk maken het containerschip **Pelican 1** te bergen. De **Cormorant**, die al in het Nauw van Bath ligt, en de **Matador 3** uit Rotterdam moeten worden



ingezet bij de bergingsactie, omdat vrijdag een poging het containerschip vlot te trekken mislukte. Wanneer een tweede poging wordt ondernomen, was vrijdagavond nog niet duidelijk.

Onder grote belangstelling werd vrijdag een, vergeefse, poging gedaan de Pelican 1 te bergen; het schip maakte echter te veel water, zodat het karwei opnieuw moest worden uitgesteld. (foto Willem Mieras ©)

Het leek er vrijdagmiddag even op dat het zou gaan lukken, maar de poging het containerschip **Pelican 1** te bergen werd na ongeveer drie kwartier gestaakt. Het containerschip werd teruggeduwd op de zandbank, omdat het te weinig drijfvermogen had, waardoor het niet vlot te trekken was. Twee eerdere pogingen - op woensdag en donderdag - werden uitgesteld. De eerste poging, omdat de voorbereidingen meer tijd in beslag namen en die de dag erna, omdat het schip met het opkomen van het tij te veel water binnen kreeg. Dat was ook vrijdag weer het probleem. Door de grote schade blijft de boot steeds volstromen met water, waardoor die te diep komt te liggen om voort te slepen. Het schip maakt zoveel water dat het ondoenlijk is het binnenstromende water weg te pompen. Bij de nieuwe poging, vandaag of morgen, worden twee drijvende kranen ingezet. De bok **Cormorant**, die was betrokken bij een schoonmaakoperatie op de Donau, is ingezet om stroppen onder het achterschip aan te brengen. Met de andere, grotere bok, de uit Rotterdam afkomstige **Matador 3**, wordt de **Pelican 1** opgetild, zodat het mogelijk is de boot van zijn plaats te krijgen. Wanneer de nieuwe poging wordt ondernomen, hangt af van het tijdstip waarop de **Matador 3** arriveert.

LAATSTE UPDATE :

De poging welke op zondagnamiddag zou worden gedaan om de **Pelican I** vlot te trekken is wederom uitgesteld, Volgens het bergingsbedrijf Multtraship is het niet tijdig gelukt om alle voorbereidingen voor de poging op tijd rond te krijgen

SHIPYARD NEWS

Experts assess Vinashin accidents

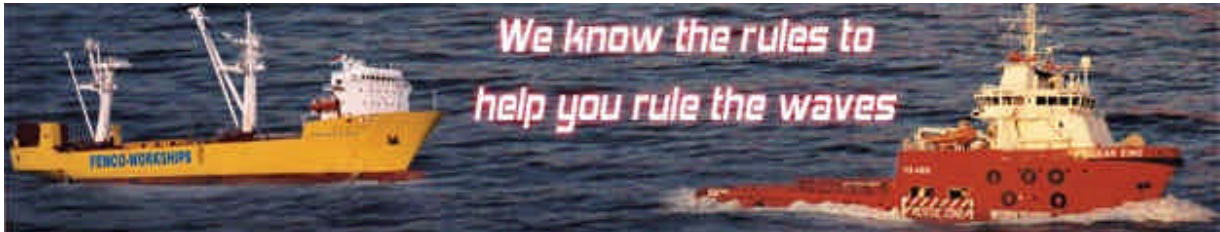
A TEAM of safety experts has been sent from Hyundai Mipo Dockyard in South Korea to its Vietnamese subsidiary Hyundai Vinashin Shipyard to investigate the latest in what is claimed by the yard's union to be a series of accidents. In this incident, three yard workers were injured in a fall from a height of 23 m when the lift platform on a fork-lift vehicle collapsed. A spokesman at Hyundai Mipo told Fairplay that none of the injuries was life-threatening, but local union chairman Nguyen Viet Dan was quoted in the Vietnamese press as saying the injuries were serious and alleged the yard had provided very little compensation. The incident has been variously attributed to poor maintenance of yard equipment and to lack of care taken by workers required to work long hours for little pay. Nguyen claims there have been 66 accidents involving workers at Hyundai Vinashin since 2001, in which 16 have been killed and 60 injured. However, Hyundai Mipo denied there had been 66 accidents and insisted that the union's

figure of 16 deaths was wrong. "All information regarding incidents at Vinashin is reported to Hyundai Mipo," the spokesman said.

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Scholten stresses port investment

ROTTERDAM Port Management head Willem Scholten stressed today that it was more important to concentrate on investment in the port area rather than focus on the "rise and fall in throughput". Speaking at a press conference to unveil the half-year figures, Scholten told Fairplay that major investment was being carried out by the chemical industry, especially by Lyondell. The Houston, Texas-based chemical producer has invested more than €1Bn (\$1.15Bn) in new production facilities in Maasvlakte, which will come on stream in October. Lyondell will be followed by others in the petrochemical industry. Scholten revealed that "a few enterprises" will set up in the deep sea port, although he declined to give names. It emerged that P&O Nedlloyd and ECT have finally agreed on conditions for the construction and operation of the so-called EuroMax terminal, in which €350M will be invested. Construction work will start at the end of this year for completion in 2007. For the first half, Rotterdam total throughput rose by almost three per cent to 163.8M tonnes. The port handled 3.5M in the period, with inbound boxes up by a massive 16 per cent over first-half 2002 and outbound boxes higher by three per cent.

Vancouver shows first cruise fall

THE Canadian port of Vancouver has recorded a decline in the number of cruise ships and passengers over the first half of the year for the first time in 21 years. Sailings fell from 123 in the first half of 2002 to 111, while the number of passengers handled fell by 19 per cent to 329,000. The decline was attributed to intense competition from the port of Seattle and the loss of frequent, regularly scheduled cruises in the Pacific Northwest. A statement issued by the port said the cruise industry injects C\$508M (\$360M) into the Canadian economy each year, with each sailing representing C\$1.5M in economic benefits. The decline prompted Vancouver Port Authority president and chief executive Gordon Houston to call for changes to the Canada Marine Act to keep Vancouver competitive. "US ports are making massive infrastructure investments that threaten our ability to compete both now and in the future," he said. The Port of Seattle website shows 41 vessels were scheduled to sail in the first half of this year, with 56 in the second half.

Nenaco reveals interested parties

PHILIPPINES domestic shipping operator Negros Navigation (Nenaco) is about to sign up new partners to boost its commercial viability. Nenaco's top adviser Seumas Gallacher told a news conference today that the company is talking to "two significant" partners that would between them take nearly half the company shares. He declined to reveal their identities. Nenaco's current 97 per-cent owner, Hong Kong conglomerate Metro Pacific, will remain majority shareholder with 51 per cent. Nenaco posted an unaudited net profit of PhP62.7M (\$1.18M) for the first half of this year, 19 per cent up on first-half 2002. Gallacher credited the improvement to sustained reductions in overheads, financing and tax changes in line with current business restructuring. Nenaco said its first-half operational income was hit by the three-month detention of the Nuestra Senhora de Fatima for smuggling. Income from operations stood at PhP259M for the first half of 2003, against PhP396.6M for the same period last year

Stena revolution continues, although rather slowly

WHEN, a few years ago, the president of Concordia Maritime, a tanker company within Sweden's Stena Group, announced the V-Max VLCC (very large crude carrier) he did so with the fervour of a revolutionary.



A leader: Stena first came up with the V-Max, then the C-Max (above) and now it has ordered four units of another new design, the P-MAX medium range (MR) products carrier

There is no doubting that Lars Carlsson cares passionately about the environment and equally passionately about running good tankers. For many years Concordia has run what are probably the best tankers ever built - the Ludwig fleet. And it was on one of those ships that Mr Carlsson unveiled his plans for a new generation of VLCCs that would be worthy successors to the Ludwig vessels.

At that time, Mr Carlsson saw his existing, single hull first generation being able to trade on for several years under International Maritime Organisation (IMO) conventions, using hydrostatically balanced loading (HBL). And he was a very keen proponent of HBL and central to the ultimately unsuccessful rearguard action to stop the earlier phase-out of single hull tonnage. He believed that well-built, well-run

single, first generation ('pre-Marpol') tankers were at least as environmentally friendly and posed as low a risk as later vessels. But Mr Carlsson, Concordia and Stena realised that new ships would be needed and they set out to design something rather special. They came up with a twin engine/twin propeller tanker of much broader beam and shallow draft than current double-hull ships. Mr Carlsson was convinced that the V-Max was the shape of the future, that other owners would want the design and that charters would demand it.

Things haven't quite turned out like that. Only the initial batch of two were built, in 2001, and the nobody else has built similar ships while Concordia itself took the opportunity to buy two conventional VLCCs to boost its double-hull fleet. Stena did however apply the same thinking to much smaller vessels and built the C-MAX coastal products/LPG (liquefied petroleum gas) carriers last year. Now Concordia has ordered four units of another new design, the P-MAX medium range (MR) products carrier, to be built at the Brodosplit Shipyard in Croatia. Concordia says the new ships follow the Stena MAX concept developed by the Stena Group over the past five years, providing tankers that are able to

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meet the growing challenges of transporting oil cargoes into sensitive areas in an ever increasingly environmentally conscious world combined with good transportation economy.

The new Stena P-MAX ships, at about 49,900 dwt, have a shallower draft and higher speed than traditional, modern MR products tankers. With a length overall of 183 metres - equal to that of a traditional MR tanker, but beam of 40 metres as against 32.2 metres for today's MR - the P-MAX will offer 70,000 cubic metres of cargo capacity, almost 30 per cent more than the 55,000 cubic metres of today's largest MR vessels. Stena claims that at the heart of the Stena MAX concept is the ability to carry 30 per cent more cargo with the highest safety. As with the earlier designs, the P-MAX ships will have two engine rooms divided by a fire safe and watertight bulkhead; two engines with separate fuel supply and other auxiliary systems for each engine, two propeller shafts, two propellers and rudders, plus independent control and monitoring systems for each propulsion unit - in accordance with the requirements of the Det Norske Veritas (DNV) RPS class notation (Redundant Propulsion Separate). Fuel consumption is said to be comparable with modern MR tankers at the same cargo intake.

Concordia says that, in the product carrier sector, with its frequent port calls, restricted water depths, traffic intensive waterways, sensitive cargoes and operations into sensitive areas, Stena MAX offers improved manoeuvrability and reliability. It says that another major advantage with the Stena MAX ships is that there may be less need for dredging of ports and approaches. It argues: 'This is a cost advantage but it is also environmentally sound to adjust the ships to Nature and not the other way round.' So Concordia and Stena still have faith in their revolutionary designs. The rest of the industry may eventually be persuaded that this is the way to go, but it hasn't happened yet.

Meer passagiers over water



Top : The **Piet Heijn** vertrekt uit Rotterdam richting Dordrecht – foto : **Piet Sinke** ©

Het openbaar vervoer over water trekt steeds meer passagiers. De Fast Ferry, tussen Rotterdam en Dordrecht, vervoerde het afgelopen half jaar ruim 280.000 mensen, 35% meer dan vorig jaar. Sinds de invoering van de half-uursdienst in de spits, eind februari, wordt ook gestopt in Krimpen aan den IJssel. Dat leverde al 10.000 nieuwe klanten op. Ook de waterbussen in de Drechtsteden hebben 10% meer passagiers dan een jaar eerder. Afgelopen half jaar reisden ruim 630.000 mensen over water tussen Dordrecht, Zwijndrecht, Papendrecht en Sliedrecht.

Havens van Amsterdam en Kiel gaan samenwerken

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AMSTERDAM - Met het opstarten van een kustvaartverbinding tussen de haven van Amsterdam en die van het Duitse Kiel gaan de twee havens een samenwerkings overeenkomst aan. Dat heeft Gemeentelijk Havenbedrijf Amsterdam dinsdag meegedeeld. Met de lijndienst willen beide havens een deel van het wegvervoer verplaatsen naar het water en zo een milieuvriendelijk alternatief aanbieden, zo staat in de bekendmaking. De verbinding via Kiel betekent een uitbreiding van de vervoersmogelijkheden naar de Baltische en Russische havens voor Amsterdam.

NAVY NEWS



The latest addition for the Royal Navy the **HMS ALBION (L 14)** moored at the Parkkade in Rotterdam
Photo : Piet Sinke ©

MOVEMENTS

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The **DUCHESS OF SCANDINAVIA** departing from Harwich – photo : Rob de Visser ©



The **ASTORIA** in the Geirangerfjord July 26th – Photo : Oddgeir Refvik ©



The **GRANDE ATLANTICO** passing Flushing pilot station inward bound and the container vessel **ATLANTIC COMPASS** seen outward bound – photo's : Willem Kruit ©



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The **P&O NEDLLOYD KOWLOON** departed from the Europort Sunday morning.
photo : **Piet Sinke** ©

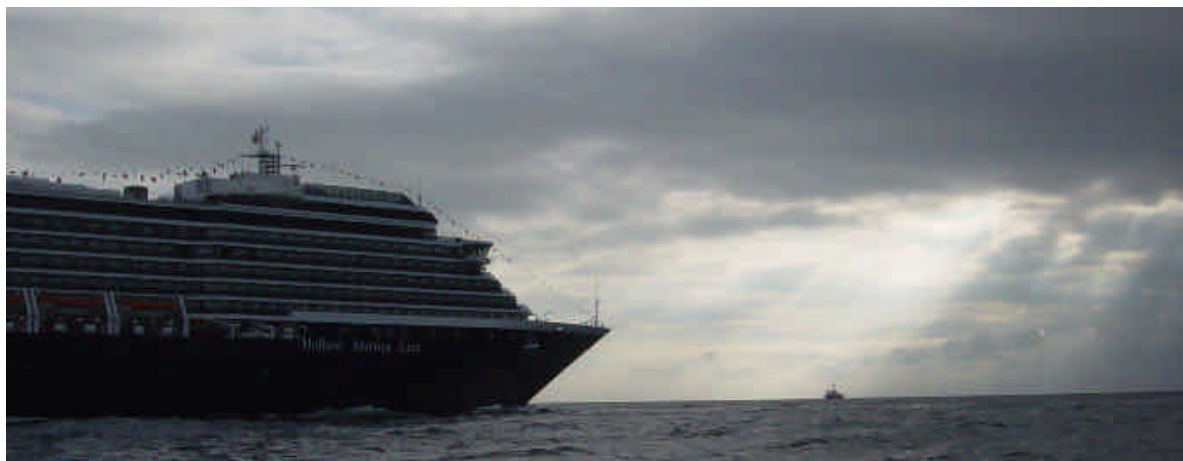


The **ALINA** seen here arriving in Rotterdam – **Photo : Piet Sinke** ©



The pilot tender **PIONEER** disembarks the pilot from the tug **NORSUND** which departed Sunday from Rotterdam with a dredger photo : **Piet Sinke** ©

OOSTERDAM ARRIVES IN ROTTERDAM FOR CHRISTENING



Top : The **Oosterdam** at Maas Pilot Station



Left : Pilot **Zane** is interviewed by the crew of TV Rijnmond onboard the pilot tender **ENTERPRISE** before boarding (right) the **Oosterdam**



Photo's : Piet Sinke ©



.... PHOTO OF THE DAY



The **OOSTERDAM** seen at Maaspilot station July 27th, 2003 – **Photo : Piet Sinke ©**

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