

DAILY SHIPPING NEWSLETTER 2003 – 113



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The **PACIFIC BANNER** departed from Rotterdam bound for Trapani – **photo : Piet Sinke ©**

EVENTS, INCIDENTS & OPERATIONS

Eilander hulpverleners tegen verdwijnen Brandarispost

De hulpverleners op Terschelling hebben in een brief aan de commissaris van de koningin in Friesland, Ed Nijpels, hun ongerustheid geuit over de reorganisatieplannen van Rijkswaterstaat directie Noord-Nederland. Met name de kans dat de Brandarisbemanning mogelijk wordt weggesaneerd, valt verkeerd bij hen. "De medewerkers van de verkeerscentrale Brandaris vervullen een essentiële rol in de hulpverleningsketen", aldus de brief.



Top : De bemanning van **Brandaris** aan het werk – photo : Piet Sinke ©

Naast de rol als communicatiecentrum is vooral ook de vroegsignalering van groot belang en een preventieve factor van de eerste orde. Dit geldt zowel voor (dreigende) ongevallen of incidenten op het eiland als voor de steeds drukker bevaren scheepvaartroutes naar de eilanden Vlieland en Terschelling en door het Stortemelk van en naar de Noordzee. Voor het goed kunnen uitvoeren van deze taken is een directe observatie onmisbaar." De hulpverleners vinden dat het aantal potentiële risico's zeker in dit gebied aanzienlijk is, terwijl de hulpverleningscapaciteit op de eilanden zeer beperkt is. Hulp van de vaste wal is pas na geruime tijd inzetbaar. "Het is niet aanvaardbaar dat een dergelijke belangrijke schakel in de keten in de hulpverlening, zoals de bemenste 'Brandaris' dat is, zou worden afgebouwd." Ze verzoeken Nijpels als eindverantwoordelijke voor de veiligheid in Friesland, zich in te zetten voor "het voorkomen van een dergelijke aanslag op de veiligheids capaciteit van het eiland Terschelling en het drukst bevaren deel van de Waddenzee." De brief is ondertekend door vertegenwoordigers van de ambulancedienst, brandweer, reddingsmaatschappij KNRM, politie en Rederij Noordgat. De leden van de raadscommissie gaven dinsdagavond hun steun aan deze oproep van de hulpverleners.

Bibliotheek voor Varenden verdwijnt

De Bibliotheek voor Varenden verdwijnt. De uitgifte van het bibliotheekpaspoort voor varenden, de uitgebreidere uitleenvoorwaarden en het transport van boeken tussen de speciale ruilpunten, en de bibliotheken in Nederland die de 'schipperspas' accepteren, worden zoals het er nu uit ziet overgenomen door de Bibliotheek Rotterdam. Momenteel wordt onderhandeld over de overname van het personeel en de vergoeding die de Rotterdamse bibliotheek voor de landelijke taken van het ministerie van OC&W krijgt.

Naar verwachting wordt de knoop voor 1 september doorgemaakt. De collectie van 52.878 boeken, cd's, video's, cd-roms en speelleermateriaal van de Bibliotheek voor Varenden (BvV) aan de Houtlaan gaat dan nog dit jaar naar het hoofdgebouw van de Rotterdamse bibliotheek aan de Hoogstraat.

'Ons werk loopt terug. De uitleen aan de binnenvaart en Nederlanders in het buitenland zijn de laatste jaren sterk afgenomen, terwijl de dienstverlening van bibliotheken breder moet worden en we nu al niet altijd aan alle vragen kunnen voldoen', zegt directeur Wulfred Hofland van de Bibliotheek van Varenden. 'Het bibliotheekwerk in Nederland gaat op de schop en wij zijn te klein om straks aan de kleinste vorm, de basisbibliotheek te voldoen. Dan zouden we moeten investeren voor allerlei nieuwe taken, zoals een altijd bemande, brede infobalie en een bredere opzet van internet- en emailgebruik. Terwijl we er, doordat de uitleen terugloopt en je overal subsidies ziet wegvallen, rekening mee moeten houden dat ook onze subsidie, nu nog een half miljoen euro per jaar, zal worden gekort, of zal verdwijnen. Dan kun je beter zelf het initiatief nemen en zorgen dat alles wat we de afgelopen jaren hebben opgebouwd voor de drie doelgroepen, binnenvaart, zeevaart en Nederlanders in het buitenland, in elk geval behouden blijft.'

Kustwacht wil dure, onbedoelde alarmeringen verder terugbrengen

De Kustwacht ontving in 2002 3046 alarmeringen, waarvan er 780 onbedoeld bleken. Het aantal alarmeringen bleef gelijk ten opzichte van 2001, de onbedoelde daalden met tien procent. Dat meldt het jaarverslag van het Kustwachtcentrum over 2002, het eerste jaar dat het samenwerkingsverband van zes ministeries in Den Helder is gevestigd. De kustwacht wil het aantal onbedoelde alarmeringen verder terugdringen omdat die veel geld kosten.

Bij GMDSS alarmeringen (via DSC, Epirb en Inmarsat) bedroeg het aantal echte meldingen 33 procent, bij telefonische meldingen was dat 96 procent. Ondanks publicaties waarin het gebruik van mobiele telefoon als alarmeringsmiddel wordt afgeraden, is het aantal GSM-alarmeringen relatief hoog (10%). De kustwacht waarschuwt met name watersporters dat bij een telefonische melding de scheepvaart in de omgeving niet wordt gealarmeerd en dat de batterij op ongewenste ogenblikken leeg kan raken.

In 2002 hadden 359 alarmeringen (12%) plaats via noodradiobakens (Epirb). Daarvan bleken er slechts drie echt. Veel onbedoelde alarmeringen hebben plaats via 121.5 MHz bakens. Doordat het Cospas/Sarsat (Search And Rescue satellietstelsel) ze zonder identificatie detecteert, is de bron niet op te sporen. Vanaf 2009 zullen satellieten de verouderde 121.5 MHz-techniek dan ook niet meer detecteren.

Pelican vlotgetrokken



Bonn & Mees sheerlegs **MATADOR 3** attached with the lifting slings to the **Pelican 1** Sunday
Photo : Jas Louwen ©

BATH - De bergers van Multraship/URS hebben maandagochtend het zwaarbeschadigde containerschip Pelican 1 in het Nauw van Bath in de Westerschelde vlotgetrokken. Eerdere pogingen om het schip weg te slepen werden gestaakt omdat het achterschip te diep lag.

De bergers zetten twee drijvende bokken in om het achterschip meer drijfvermogen te geven. „Er zijn vier zware trossen onder het schip getrokken om de achterkant op te liften``, aldus een woordvoerder van Multraship. Rond drie uur maandagochtend wisten de bergers het vaartuig bij hoogwater vlot te trekken. De bergers verslepen het schip waarschijnlijk naar een ankerplaats buiten de vaargeul van de Westerschelde waarna het schip, bij de volgende periode van hoogwater richting Vlissingen-Oost gaat. De Pelican 1 raakte een week geleden zwaar beschadigd door een aanvaring op de Westerschelde. Sleepboten hielden het schip sindsdien aan de rand van de vaargeul op zijn plaats

CASUALTY REPORTING

Bangladesh: 173 vissers vermist na schipbreuk

Minstens 173 vissers zijn zondag als vermist opgegeven nadat een twintigtal visersbootjes in de Golf van Bengalen in een woelige zee schipbreuk hebben geleden. Dat meldden de autoriteiten van de Bengaalse stad Barisal. Zes anderen overleden nadat hun boot was gekanteld. Het reddingswerk wordt fel bemoeilijkt door de moessonregens en hoge golven.

SHIPYARD NEWS

J.F.J. DE NUL LAUNCHED

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Saturday the latest new cutter dredger of Jan de Nul which is named **J.F.J. DE NUL** was launched at the IHC yard in Kinderdijk (The Netherlands)



Direct after the launch the sheerlegs **TAKLIFT 3** and the **AJAX** lifted the accommodation module onboard the hull.

Photo's left and top : Jamie Reurink ©

Photo below : Jos Leentvaar



Orderbook study turns expectations on their head

A NEW analysis of the shipbuilding orderbook by DVB, the German shipping and transport bank, has yielded some surprising insights.

Among these are the fact that the US, in terms of number of vessels, boasts the fourth largest orderbook, while Italy can lay claim to holding the equivalent position on the basis of compensated gross tonnage. The bank's research and strategic planning department established that 2,827 vessels were on order in June.

There are no prizes for surmising that Japan and South Korea continue to slug it out for top position in the shipbuilding league. Japanese yards rank first numerically with 601 vessels on order, or 21% of the total. Their South Korean rivals are not far behind with 562 vessels, just under 20%.

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When measured by cgt, however, a better guide to shipbuilding productivity and output, the positions are sharply reversed.

Of the global orderbook of 38.9m cgt, South Korea claims 12.7m or 33%. In contrast, Japan's 39-ship numerical advantage translates into 9.9m cgt, or 26%. The main reason for this, says DVB, is that South Korea has secured twice as many LNG newbuildings and about three-and-a-half times more containership tonnage. Hence, the bank explains, South Korea is utilising its yards more efficiently than Japan, which is strong in the less sophisticated bulk carrier and crude tanker sectors.

China ranks third both in terms of vessels on order — 369 vessels, or 13% of the global order book — and cgt. Unexpectedly, the US ranks fourth with 132 vessels, or 5%, on order.

But the US order book, DVB points out, is mainly driven by demand from the offshore industry and favourable tax incentives for protected markets under the Jones Act. And, on the basis of cgt, US yards fall to eighth position.

Fourth place in the cgt league goes to Italy, which only manages 10th position in numbers of vessels.

Italy's 2.1m cgt largely reflects its cruiseship construction which comes from one customer — the Carnival group. Using cgt as a measure also has a dramatic impact on the rankings by ship-type on order. For example, the 62 LNG carriers on order place this category in 13th place numerically, but fourth in CGT terms. In terms of numbers of vessels, containerships and product tankers are equal first, each with 341 orders, followed by ore strengthened bulk carriers with 327 orders.

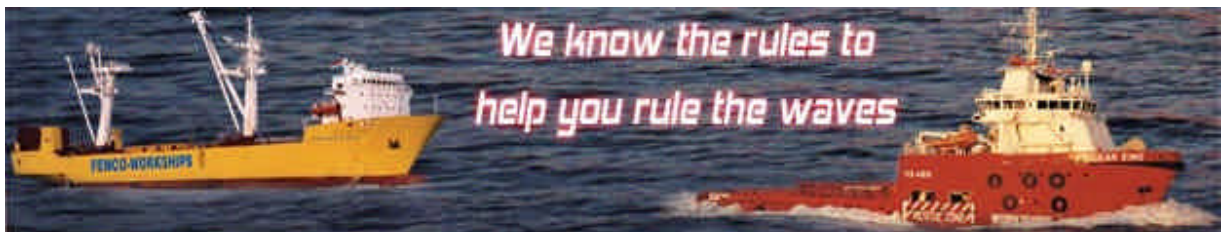
DVB estimates the total value of the orderbook was \$46.9bn, with the broader tanker sector, including LNG carriers, accounting for \$17.9bn, or 41%. Surprisingly, DVB says, the cruise and ferry sector ranks second with \$11.4bn, or 26%, while containerships come next with \$6.3bn, or 14%.

Bulk carrier orders, which were second numerically, drop to the other end of the scale with a contract value of \$2.2bn, or 5%. Analysed by domicile of contracting owner, it is not surprising that Japan is comfortably out in front with 389 vessels, or 14% of those contracted. Somewhat more unexpected, perhaps, is the fact that German owners' recent frenetic newbuilding activity has propelled them into second place ahead of Greece — 298 vessels against 208 vessels.

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MOL chosen to ship reactors to Shanghai

JAPAN's MOL was recently chosen to ship three German-built reactors from Antwerp to Shanghai.

Booked by MOL's Hamburg office, the break bulk cargo was transshipped from a barge to the **APL Pearl** on July 17.

The 154, 85 and 82 tonne reactor units were lifted by the 800 tonne floating crane **Brabo** in an operation that lasted over six hours. Loading was carried out smoothly and the cargo is scheduled to arrive in Shanghai on August 13.

Manufactured by Zimmer of Germany, the reactors are destined for a new polyester polycondensation plant under construction in China. MOL has shipped similar units from Rotterdam in the past. Items including yachts and catamarans have also been transported from Europe to Asia aboard MOL's containerships in recent months. The firm is one of the world's largest multi-modal shipping companies, operating a diverse network of container shipping and logistics services around the globe.

Offen goes back to Hanjin Heavy for \$284m four-boxship order

HAMBURG shipowner Claus-Peter Offen has once again gone to South Korean shipyard Hanjin Heavy Industries for bigger boxships.

A spokesman for the company confirmed an order for four 8,100 teu ships. Three will be delivered in 2006 and the remaining in 2007. Hanjin said the total price for the quartet was Won335.3bn (\$283.9m).

Mr Offen had already placed an order in the 8,000 plus range with Hanjin earlier this year. Updating on initial explanations by the owner, the spokesman said that the company had now not ordered five 8,030 teu ships on its own account, but merely two. The other three were ordered directly by Mediterranean Shipping Company, which will also charter in the other two.

The Offen spokesman said that no charter had been fixed yet for the latest quartet. But negotiations were going on with possible charterers, including MSC, "otherwise we would not have placed such an order". The orders will further boost Mr Offen's tramp fleet, which is already among the largest in Germany.

The yard maintains it can build four 8,000 teu plus ships a year. Its orderbook now stands at 30, with 20 5,000 teu class ships, nine over 8,000 teu, and one military vessel. Space-conscious Hanjin has had to come up with an ingenious way to build these huge ships. Its biggest dock is 300 m long. The 8,100 teu sized ship comes in at an awkward 334 m. "They [Hanjin] only build the ship in dock, float it out and add the bow with a whacking big heavylift," explained one shipbuilding specialist.

As a result, it takes 10 and a half months to build a mega-boxship at Hanjin, compared with nine at the world's largest shipbuilder, Hyundai Heavy Industries.

Daewoo and Samsung are the only other two yards in the world able to build such giant ships. Lloyd's List estimates there are now 64 8,000 teu class ships on order, in addition to the first three being delivered by Samsung to Overseas Orient Container Line.

NAVY NEWS

DEWARUCI DEPARTED



The **DEWARUCI**, the sail-training barkentine of the Indonesian Navy departed Sunday from Rotterdam bound for Cadiz.

The sail-trainer is build during 1952 by H.C.Stulcken & Son in Hamburg and measures 847 ton, a length of 58.3 mtr and beam of 9.5 mtr, the vessel is powered by 1 MAN diesel of 575 bhp and carries a maximum sail area on 1091 m2, the total crew onboard is 110 plus 78 cadets.

Photo : Piet Sinke ©



An F/A-18 Hornet from the 'Salty Dogs' of Air Test and Evaluation Squadron Two Three (VX-23) makes the first arrested landing or 'trap' on the flight deck aboard the Navys newest Nimitz-class aircraft carrier **USS Ronald Reagan (CVN 76)** Thursday July 24, 2003. The ship is currently underway off the coast of Virginia conducting flight deck certification.

UK Navy to defy phase-out of single hulls

THE British Ministry of Defence plans to flout international shipping regulations on the phasing out of single hull tankers by operating its ageing flotilla of naval support oil transporters into the next decade.

The government has decided that the Royal Fleet Auxiliary's nine veteran single-hull oil transporters will see worldwide service until as late as 2010 while defence mandarins push through a review of the Royal Navy's future supply needs.

Three of the smaller 30-year old oilers with International Maritime Organisation category two status are due for scrapping next year under single-hull phasing-out arrangements.

Another six tankers rated IMO category one oil tankers would be phased out by 2005 under the accelerated proposals or 2007 under the present agreement.

The ministry's move effectively rips up a long-established voluntary protocol that British naval and auxiliary vessels comply with international agreements on preventing ship pollution.

Civil servants and Rolls-Royce executive Anne Holden in the early evaluation phase of the MARS, or Military Afloat Reach and Sustainability, defence review are as yet without a plan for tanker replacement orders by 2010.

Warships and naval auxiliary vessels are outside the control of the Marpol 73/78 International Convention for the Prevention of Pollution from Ships, but article 3 of the treaty calls on governments to operate these vessels "in a manner consistent, so far as is reasonable and practicable, with the present convention".

"All we can do is encourage governments to follow international regulation adopted by the commercial industry," said International Maritime Organisation spokeswoman Natasha Brown.

Armed forces minister Adam Ingram confirmed in a written answer to the House of Commons in March that keeping the RFA tankers in service for another seven years would not comply with Marpol conventions. The following month he reiterated that "it continues to be ministry policy that, where practicable, we comply with shipping acts and associated regulations".

The RFA said the government had played a key role in implementing IMO regulations and retained a "great concern" for crew safety and the marine environment. "Plans are in hand to progressively replace the single hull tankers with double hull vessels," said RFA spokesman Paul Parrack.

"The MARS programme will see the introduction of further double hull vessels to replace current ships."

Three of the Royal Fleet Auxiliary single skin oilers, the **Rover class**, set to continue worldwide duties this decade, were built in the early 1970s by Tyneside builder Swan Hunter and four **Leaf class** single-hull tankers were built in the early 1980s.

Mr Ingram told Parliament in April: "2010 was selected as the target date for the earliest practicable compliance based on the department's current plans."

A pair of antiquated purpose-built 25,100 dwt fast fleet tankers, the **RFA Olwen** and **Olna**, delivered by former Hebburn shipbuilder Hawthorn Leslie in 1965 and 1966, were only decommissioned two years ago.

Replacement double-hull 18,200 dwt oilers **RFA Wave Knight** and **Wave Ruler** were only introduced at the beginning of the year after the £211m (\$343m) contract signed in 1997 with British Aerospace shipbuilder suffered delays at the Govan and Barrow yards.



Top : The **ORANGELEAF** departing from Rotterdam during June 2003 – photo : **Piet Sinke ©**

Three of the Leaf class fleet support tankers, the 29,999 dwt **RFA Bayleaf, Brambleleaf and Orangeleaf**, were converted for naval activity by Birkenhead shipyard Cammell Laird between 1979 and 1982, while the 37,328 dwt support tanker **RFA Oakleaf**, originally built as the **Oktania** at Uddevalla shipyard in Sweden, was commissioned in 1981.

The Swan Hunter Wallsen-on-Tyne built 6,692 dwt **Gold Rover** and **Black Rover** first saw service in 1974, while the Hebburn-on-Tyne built 6,822 dwt **Grey Rover** was delivered in 1970.

Combined fuel and store fleet replenishment vessels the 16,000 dwt **RFA Fort Victoria** and **Fort George** were launched at Harland & Wolff and Swan Hunter Wallsend in 1990 and 1991.

MOVEMENTS

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The **PACIFIC BLADE** departed Sunday from Rotterdam to Trapani – **photo : Piet Sinke ©**

The **PACIFIC BLADE** is owned by SWIRE and is build during 1998 by Ulstein in Ulsteinvik under yard number 256, the vessel is 66 mtr in length and the moulded breadth is 14.6 mtr.

The vessel is powered by 2 Wartsila diesels with a total of 12.240 hp, maximum speed is 12 knots.

Same details for the PACIFIC BANNER on top of this newsletter



The **JAEGER ARROW** departed from Rotterdam – **photo : Piet Sinke ©**

The **JAEGER ARROW** is build during 2001 at Hyundai in Korea under yard number 9914 and still sails under her original name. The vessel has a length of 171 mtr and moulded breadth of 24.8 mtr, she is powered by a B&W Diesel build by Hyundai of 17.903 HP which gives the vessel a speed of 18 knots.

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The **MARFRET PROVENCE** arrived in Rotterdam – Photo : Piet Sinke ©

The **MARFRET PROVENCE** was build during 1998 under the name **ANDRE RICKMERS**, and was during 1998 renamed **CGM MATISSE**, she sailed under this name also for a short while and was renamed again the same year in **MARFRET PROVENCE**.

The vessel is build in 1998 at China Shipbuilding in Kaohsiung (Taiwan) under yard number 664, and has a length of 195 mtr and beam of 30.2 mtr, the total capacity is 2226 TEU, the vessel is powered by a B&W Diesel of 28.230 HP which gives the vessel a speed of 20.5 knots.



Top : the **OPDR CASABLANCA** at Maas pilot station outward bound – photo : Piet Sinke ©

The **OPDR CASABLANCA** which is sailing under Canary Island flag measures a DWT of 5181 tons, the vessel is build at the Jiujiang shipyard in Jiangzhou in China under yard number 448 during 1998, the length is 95 mtr and the beam measures 16.2 mtr, the vessel is powered by 1 MAK engine of 5384 HP which gives the vessel a speed of 14 knots

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The tug **HERMAN** of Herman Sr BV seen at the Westerscheldt river – photo : Willem Kruit ©



Top : The **BIRKA EXPRESS** of FINNLINES passing Flushing pilot station outward bound
photo : Willem Kruit ©



The **ROTTERDAM** and the **OOSTERDAM** moored at the Wilhelminakade in Rotterdam July 28th.
Photo : Piet Sinke ©

.... PHOTO OF THE DAY



The **FAIRPLAY IX** at
the WATERWEG
photo :
Frans van
Wilgenburgh ©

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