

DAILY SHIPPING NEWSLETTER 2003 – 119



Number 119****DAILY SHIPPING NEWSLETTER**** Friday 05-08-2003

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Telephone: (+31)105018000

(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

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The first large part of 3000 tons in weight was lifted onboard the **GIANT 4** by the sheerlegs **ASIAN HERCULES II** and the **RAMBIZ**.

Photo : SMIT ©

EVENTS, INCIDENTS & OPERATIONS

First section successfully lifted



Top : The **ASIAN HERCULES II** in action – photo : **SMIT ©**
Sunday, the salvage team successfully lifted the first section of the **'TRICOLOR'** and placed the section on top of the **'GIANT 4'** (a semi-submersible barge) at 5:45 p.m. The very difficult tandem lift was executed by the sheerlegs (floating cranes) **'Asian Hercules II'** and the **'Rambiz'**. The salvage team encountered no problems and is very satisfied with the success of this remarkable lift.

After the successful lift, the first section of the **TRICOLOR** was transported to the port of Zeebrugge (Belgium) by the **Giant 4**. In Zeebrugge the salvage team will remove the lifting frames attached to the section which will be

utilised for the next section to be lifted and transported. At the moment, the platforms **'Buzzard'** and **'Vagant'** are being positioned in preparation for the cutting of the second section.



Left ; The **RAMBIZ** and the **ASIAN HERCULES II** in a tandem lift with the first part of the **TRICOLOR**.
Photo : **SMIT ©**

DAILY SHIPPING NEWSLETTER 2003 – 119

The salvage of the **TRICOLOR** is being carried out by the 'Combinatie Berging Tricolor', a consortium consisting of: SMIT Salvage B.V., Scaldis Salvage & Marine Contractors N.V., URS Salvage & Maritime Contracting N.V., and Multraship Salvage B.V. The salvage contract was awarded to the consortium by Wilh. Wilhelmsen and Gard Services.



Top : CBT's public relations manager **Lars Walder** gives an interview to the press – photo : SMIT ©

Het eerste wrakstuk van het gezonken autoschip **Tricolor** is maandagmorgen even voor 7 uur in de voorhaven van Zeebrugge binnengebracht.

Vervolgens werd de Giant 4, waarop het stuk ligt, via de sluis naar de achterhaven verkast. Kijklustigen waren er nauwelijks. De Giant 4 zal ongeveer 10 dagen in Zeebrugge blijven, kondigde Gerald Criel van de Combinatie Berging Tricolor aan. Nadat het wrakstuk en de tientallen wagens - die overigens goed zichtbaar waren vanop de Zeebrugse kade - de komende dagen van het ponton gehaald zullen zijn, vaart de Giant 4 terug om nieuwe wrakstukken op te halen.

Dit keer werd slechts één wrakstuk (de achtersteven) naar Zeebrugge gebracht. De volgende keren zal de Giant 4 telkens twee wrakstukken in één keer naar de haven brengen, aldus Criel.

Thirteen crew members of sinking ship rescued

PROMPT action by the Indian Coast Guard on Saturday morning rescued 13 crew members and a sinking ship and thus averted a major environmental hazard as the ship was carrying 17 tonnes of fuel oil.

Gulf-5, a ship from Sudan, which was on its way to Alang shipbreaking yard, broke down following power failure in the middle of sea near Porbandar leading to flood-like situation on board. Though 13 crew members of this 42-year-old ship from West Asia have been rescued, there is still chances of sinking of the ship if water would not be pumped out by Monday.

The Coast Guard has informed Dubai-based owner to salvage the ship which contains around 17 tonnes of fuel. A rescue tug is expected to reach here from Mumbai on Monday, but any delay would increase the chances of the ship sinking. Said Deputy Commander Venkatesh, "Gulf-5 developed power failure near Tudka Miyani, 12 nautical miles north from Porbandar." Due to heavy flooding, water entered into the engine room following which four generators of the ship went out of order. Due to power failure Gulf-5 broke down in the middle of the sea.

DAILY SHIPPING NEWSLETTER 2003 – 119

Coast Guard ship **Vijaya** while on a routine patrol off the Gujarat coast intercepted a distress



message from **Gulf-5**.

Following the message, Coast Guard vessel Vijaya led by Commander V S R Murthi after a night-long operation rescued all 13 crew members.

Top : The Coast Guard patrol vessel VIJAYA – photo : Coll . Piet Sinke

According to reports, all the crew members are in good health and on board Vijaya, which has been patrolling **Gulf-5**.

Said Commander Venkatesh, "All crew members are Sudanese citizens. They were not in contact with local agent. So Coast Guard had to contact its main agent in Dubai to salvage the ship." According to Coast Guard officials delay in rescue operation would have put the lives of crew in danger. Besides, sinking of the ship, which had been carrying 17 tonnes of fuel, would have led to ecological hazards.

However, possibility of environmental hazards can not be ruled out completely till the sinking ship is salvaged. According to Maritime Board official, the ship has been anchored very close to the land and may pose danger to the fragile ecosystem off Gujarat coast. The Commander of the Coast Guard has asked the owner and the agent of the vessel to tow away the vessel to safety. The owner has also been directed to appoint a local agent to arrange and render necessary assistance for de-flooding the marooned vessel. The Coast Guard said it has been assured by the Dubai agent that the tug to salvage the ship would reach Porbandar soon. This was second major rescue operation carried out by Porbandar Coast Guard during last couple of days.

Earlier, on July 31, '**Badulu Valley**' while passing from Bahrain to Mumbai reported heavy ingress of water into engine room posing danger to the ship and 17 Sri Lankan crew.

Erika equipment to pump crude from Tasman Spirit

THE same cargo removal equipment that was used to pump fuel oil from the wreck of the *Erika* three years ago may be employed to pipe crude off the Aframax tanker **Tasman Spirit**, grounded for the last week near Karachi.

Salvage group Tsavlis, which has signed a Lloyd's Open Form with the tanker's operator, Polembros, acquired the package of pumps and nearly a mile of piping shortly after completion of the *Erika* operation off France in 2000.

A spokesman at the salvor's Piraeus offices yesterday afternoon that a plane carrying 40 tonnes of equipment, including the ship-to-ship transfer system, had just arrived in Karachi.

Further equipment arrived on-site aboard a chartered-in tug on Sunday with more said to be on the way by air from Singapore and the Netherlands.

Tsavlis group-operated tug *SB 408*, meanwhile, is scheduled to arrive tomorrow from Colombo.

DAILY SHIPPING NEWSLETTER 2003 – 119

A key role for the *Erika* transfer package was "likely", according to Tsavliris, in view of the heavy southwest monsoon weather sweeping the spot where the tanker is stranded at Manora island near the port's channels.

"A solution is needed if a receiving vessel cannot stay alongside," said the company spokesman, who maintained Tsavliris was in "full charge" of the salvage effort.

"This is absolutely not easy", he said of the operation. The piping system is said to be capable of transferring cargo either over the surface or submerged, and "at distance".

Tsavliris has had a salvage master and senior salvage engineer together with a five-man salvage crew on site since the end of last week. Since then, there had been no pollution from the casualty, the spokesman said today

Jo Tankers says discrimination is the cause of cutbacks

JO TANKERS — one of the world's leading chemtanker operators — has been forced to lay off 160 Indonesian seafarers, blaming discrimination against Muslim seafarers in some US ports for the move.

Other ship operators using nationals from Islamic countries report a range of problems, from visa delays to demands for expensive armed guards.

The range of experiences suggests that what is at work is not a blanket policy, but the result of widely differing interpretation of the rules from port to port in the US.

In some cases, ships crewed by seafarers with common Islamic-sounding names have been subjected to prolonged searches. In other instances, crew members are taken off board and held for questioning.

US officials are also sometimes demanding that operators pay the cost of providing armed guards, a move that is costing some companies tens of thousands of dollars. Visa waiting times have now reached a minimum of six weeks, according to some reports.

Ferry captain says he didn't see cargo ship before deadly collision in Bahamas

NASSAU, Bahamas (AP) -- The captain of a ferry boat that collided with a cargo ship said Sunday he didn't see the ship in the dark until it slammed into his port side. Four people were killed and at least 25 were injured. Ferry captain and owner Allen Russell said he saw no navigational lights and there was nothing he could have done to avoid Saturday's crash. "I didn't see him," Russell said. "He had no running lights, no navigational lights visible." Russell's 98-foot Sea Hauler ferry was carrying 194 passengers and seven crew members when it left the Bahamian capital of Nassau in calm waters Friday night, officials said. It collided about 1 a.m. EST Saturday with The United Star, a 178-foot cargo ship carrying 11 people and cars and cargo.

Four people aboard the ferry died after being pinned under its toppled loading crane. Two were said to be sisters, and witnesses said a third sister survived. The U.S. Coast Guard and Bahamian Defense Force airlifted 16 injured victims to hospitals. Of the 25 injured, 13 were released from hospitals, said Dr. Patrick Whitfield of the government-run Princess Margaret Hospital. Most of the remaining 12 were in fair condition, although one was in intensive care, he said.

Most of the injuries were caused by falls or blunt force from the crane's collapse, Whitfield said. A man's right leg was crushed and had to be amputated below his knee. Prime Minister Perry Christie called the accident a national tragedy and authorities in the Caribbean archipelago off southern Florida are investigating.

The commuter ferry was on its way to Cat Island, where Emancipation Day celebrations were planned marking the 1834 end of slavery in the former British colony. Police said passengers anxious to reach Cat Island may have crowded on beyond the boat's capacity, but couldn't say by how much. The captain put the ferry's maximum capacity at 300. Russell estimated the cargo ship was moving at 9 mph when the accident occurred. The crane toppled immediately, he said. The crash, which occurred nine miles southwest of Eleuthera Island, also tore away a section of the deck railing. Though some parts of the crane were rusty, Russell said the crash was the only cause of the collapse. "The whole boat shuddered and he pushed me for a while," he said.

Afterward, passengers "were screaming and crying, but right then I had to take over the responsibility for safety of the ship and see what part was damaged," he said. "I could have been sinking and I was more interested in checking that out first." The 63-year-old ferry captain said he has operated boats between New Providence and Cat Island for 18 years without an accident. He estimated the damage to the ferry at \$250,000. The cargo ship captain could not immediately be reached for comment.

CASUALTY REPORTING

FIRE ONBOARD LT UTILE



All the 14 Taiwanese sailors aboard c.c. **LT Utile** (59245 gt built 2000) that caught fire in Shenzhen in south China are safe rescuers said today. The Panama registered vessel caught fire Sunday morning in Dapeng Bay off Shenzhen Guangdong province. The Shenzhen maritime bureau immediately organized rescue



operations when the fire was reported about an hour later employing vessels from Shenzhen Hong Kong and Guangzhou. The fire was extinguished at 2100 hrs about 12 hours after it was reported. No casualties were reported Xinhua news agency quoted sources with the maritime bureau as saying. The vessel from Ningbo port in east China had 14 Taiwanese sailors on board and carried 5,709 containers 47 of which hold flammable materials. It was waiting for permission to enter Yantian port in Shenzhen when the fire broke out. Eyewitnesses said they saw billowing smoke from the hold of the vessel. The cause of the fire is under

investigation. **Photo's : via Michael van der Meer**

BURCHT (BELGIUM)



Photo : Willy van de Velde ©

Firefighting tug **Burcht**, owned by the Antwerp based towing Company URS, has capsized in the River Scheldt. It drifted downriver and is now situated near the Belgian/Dutch border against a sandbank in the river. While assisting c.c. **MSC Noa** near the Berendrechtshuis on the right bank of the river, the 33 metre long tug turned over at about 1140, Aug 1. The cause of the accident is still under investigation. Three crew members were rescued from the water and were transported to a hospital for observation, but an engineer was inside the ship and could not escape. Until about 1400 hrs he gave signals from inside the hull. In that time the turned over tug had drifted down river and was then pushed against the south bank of Saeftinge by some other URS tugs. Fire brigade personnel, salvors and divers tried in vain to reach the trapped engineer. They also tried to cut a hole in the hull of the tug, but they were unable to save the man. Shipping traffic to and from Antwerp was stopped for several hours. Multratug Salvage BV crane barge Cormorant was towed to the place of the accident and salvage attempts will be made to lift the tug.

MERSEY VIKING (ITALY)

Five men had to be rescued from the River Mersey after a ferry crash early Sunday. The men became trapped after passenger ro/ro **Mersey Viking** (21856 gt, built 1997) contacted the 12 Quays ferry terminal in Birkenhead, just before 0600, BST. A 50-metre section of the terminal broke away after the Norse Merchant vessel struck it. The men - shore workers who were on a gantry at the terminal at the time - were eventually rescued by the Pier Head rescue boat. Rescue vessel crew members later joined the New Brighton lifeboat to secure the section of the terminal, which was swept away on a falling tide. It was later towed ashore at Wallasey by a tug. An investigation is being carried out to establish how badly damaged the ferry terminal is. It is not clear how badly the on-river terminal has been damaged or how much disruption there will be to Norse Merchant sailings between Birkenhead, Dublin and Belfast.

SHIPYARD NEWS

Bidding war for HDW as ThyssenKrupp enters fray

AN INTERNATIONAL bidding war is developing in the struggle for ownership of the German shipbuilder, Howaldtswerke Deutsche Werft.

Giant German conglomerate ThyssenKrupp, parent company of Blohm+Voss and Nordseewerke, has joined Thales group of France and US arms group Northrop Grumman as companies in the market to acquire HDW, while another French defence company, DCN, has also expressed interest. Meanwhile,

DAILY SHIPPING NEWSLETTER 2003 – 119

the shipbuilder's management is certain the company will have a new owner in the near term. "It will be clear by year-end who the new owner will be," said HDW managing director Helmut Burmester. But a great deal of negotiation is likely before the winner is announced.

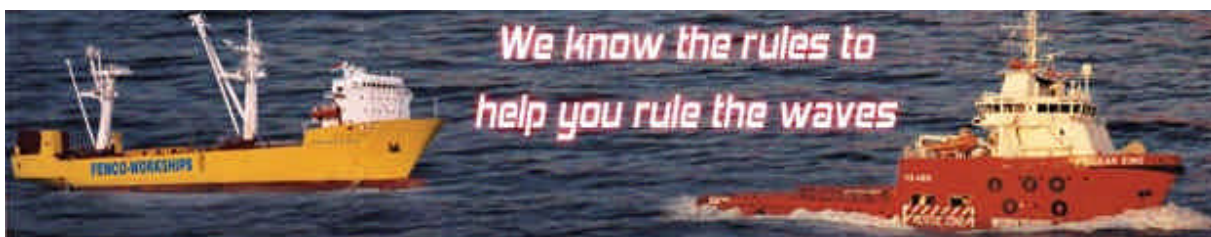
ThyssenKrupp is not willing to pay as much as One Equity Partners paid for the stake when it acquired the yard, chief executive officer Ekkehard Schulz said on Friday at a press briefing in Essen. The US private equity investor OEP, who is now keen to sell the company, invested E 490m (\$547m) in HDW. Reportedly, it is seeking a price of E 800m. Thales is said to have completed the due diligence process. The company is mainly interested in the non-nuclear submarine technology, in which HDW has a leading role. But the Thales group might also team up with Blohm+Voss, because a pure French takeover is likely to face political opposition in Berlin.

The German government would prefer to keep the sensitive defence technology in the country. Last week, HDW's attempt to re-enter into commercial shipbuilding failed. The yard withdrew from a letter of intent with equity financing company MPC for the construction of four 2,500 teu container vessels after workers refused to work an extra three hours weekly during completion of this order and to take a permanent 10% pay cut. Mr Burmester defended the attempt. "We wanted to gain time and room to manoeuvre, to secure employment for the next two years." Wages in Kiel were 10% to 20% above those of Blohm+Voss in Hamburg and 25% above those of Meyer in Papenburg.

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Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
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Telex : 24390 wosh nl

NEW FERRY FOR SCOTLAND



Scottish ferry operator CALMAC have a new ferry. She is called the **CORUI SK** and can load bow or stern AND has a ramp on the port bow as well.

The brandnew vessel was pictured Monday morning 04:30 by **Tommy Bryceland ©**

Kaohsiung to be Taiwan's first offshore trade zone

Port moves to arrest steady decline in competitiveness



AFTER much discussion and many plans, Taiwan's main Port of Kaohsiung appears to be moving ahead on ways to improve the competitiveness that has slipped steadily over recent years.

The southern port will be Taiwan's first offshore trade harbour zone under new legislation, the Ministry of Transportation and Communications said. Five smaller harbour zones will be constructed in Kaohsiung's vicinity in the first phase of development, scheduled for completion this year.

The Kaohsiung Harbour Bureau plans to inject NT\$122.6 billion (\$\$6 billion) to build two new cargo container terminals. Huang Ching-teng, director of the bureau, said all the space at the five current terminals is taken.

To accommodate demand from shipping companies, the No 6 terminal and an intercontinental cargo container terminal will be constructed, he said.

When complete in 2115, cargo handling capacity at the harbour will be increased by 4 million TEUs (twenty-foot equivalent units).

DAILY SHIPPING NEWSLETTER 2003 – 119

Kaohsiung, which now ranks sixth among world box ports, moved 4.34 million TEUs in the first half of this year, an 8 per cent increase over last, harbour bureau figures show. It is forecasting 9 million TEUs for this year, up from 8.4 million TEUs in 2002.

The port's ranking has been in steady decline, prompting Ministry of Economic Affairs and private companies to press for a greater role for Kaohsiung to handle transshipment cargo and processing for products from China.

The newly passed Free Trade Harbour Zone Statute is designed to boost the competitiveness of Taiwan, offering free flow of products, processing for re-export, streamlined administrative processes and easy access for foreign businesses.

Imports can be stored or processed before being transhipped without going through customs inspection. Businesses in the zones will be free from a range of tariffs, commodity taxes, business tax, tobacco and alcohol tax and port service fees.

The bill also allows for unrestricted foreign exchange transactions and for holding companies established there to invest abroad.

The government is expected to begin receiving applications to develop free zones in the third quarter of this year, MOTC officials said.

Ministry officials also say they plan to establish six free harbour zones at the Taoyuan Air Cargo Park near Taipei's Chiang Kai-shek International Airport and at the ports of Keelung, Taichung, Taipei and Hualien in addition to Kaohsiung.

Industrialists gave a warm welcome to the revised legislation establishing free-trade ports, saying they will bolster Taiwan's drive to become a regional transshipment and logistics hub.

'The free-trade port statute is a great help to our industrial sector,' said Rock Hsu, chairman of the Importers and Exporters Association of Taipei. 'It'll advance the efficient flow of goods and attract more businesses to use Taiwan as a transfer or processing point.' With the new laws, 'Taiwan will not only be a transportation hub for goods, but also a processing centre,' forecast Chiang Yu-sheng, associate professor of urban planning at National Cheng Kung University.

The law forbids Chinese companies from operating in free-trade ports, and stipulates that all cross-strait activity remains under government regulation. No direct sea or air transport has been allowed since 1950.

Many businesses are stepping up the campaign to loosen restrictions, citing Taiwan's huge investment in the mainland and China's own burgeoning power as a manufacturing and trading centre.

NAVY NEWS



Crewmen aboard the Los Angeles-class nuclear powered attack submarine **USS Asheville (SSN 758)**, man the topside navigation watch as the submarine operates at high speed near San Diego, Calif.

MOVEMENTS

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MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>



"Seaway Eagle" was working together with the "Seaway Falcon" in the early hours Sunday morning at Vigdis Extension project at Snorre field in the North Sea

Photo : Oddgeir Refvik ©



The ARKLOW RAMBLER at the Westerscheldt River —photo : Henk de Winde ©

RIJNMOND WEATHER

Vooruitzichten van dinsdag t/m vrijdag:

TROPISCH!

Overwegend zonnig en heet. Middagtemperatuur rond 30 graden, langs de kust bij wind van zee zal het minder warm en dus ook aangener zijn.

© Ed Aldus 2003	DI-05	WO-06	DO-07	VR-08
Maximumtemperatuur:	30	31	30	30
Minimumtemperatuur:	15	16	17	17
Zonnekans in %:	70	80	60	70
Neerslagkans in %:	10	10	20	10
Windrichting kracht:	NO-3-4	NO-3-4	O-3-4	NO-3-4

.... PHOTO OF THE DAY



The **ROTTERDAM** anchored off Lerwick - photo : Marco van Belleghem ©

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com

