

DAILY SHIPPING NEWSLETTER 2003 – 123



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Ferry passenger liner **PANTOKRATOR** ("God the ruler of the world " in English), built in 1989, gross tonnage 3042, IMO 8611647, as seen on August 7th in Corfu island Greece.

Photo : George Grekos ©

EVENTS, INCIDENTS & OPERATIONS

Ludieke acties havenarbeiders

Door Wout Bareman

De Europese havenarbeiders bereiden opnieuw stakingsacties voor. Ze protesteren daarmee tegen de liberaliseringsplannen van de Europese Commissie.

Na twee eerdere stakingen waaraan duizenden dokwerkers in nagenoeg alle Europese havens deelnamen, worden nu nieuwe acties voorbereid voor 9 september. Die dag zouden alle havens voor 24 uur plat gaan. Eind september wordt een mars op Brussel gehouden.

Vorig najaar en eind januari legden duizenden Europese havenarbeiders het werk tijdelijk neer. Eind januari gingen ook de Zeeuwse havens plat. In Terneuzen en Vlissingen staakten toen ruim vierhonderd werknemers van Verbrugge Terminals en de NV Haven van Vlissingen. In april nog kwam het tot vechtpartijen tijdens acties van Antwerpse havenarbeiders. Daarbij werden tien mensen gearresteerd. Ook betogingen in Brussel en Straatsburg liepen uit de hand. Momenteel onderzoeken de ordediensten in Antwerpen hoe ze nieuwe acties het hoofd kunnen bieden.

De werkgevers, onder wie directeur M. Verbrugge van Verbrugge Terminals, proberen een langdurige staking te voorkomen door met de bonden samen te werken. Zij steunen de protesten tegen de liberaliseringsplannen onvoorwaardelijk.

Het Europees Parlement en de Europese Commissie zijn het niet eens over de nieuwe havenrichtlijn, die het rederijen mogelijk maakt zelf schepen te lossen en te laden. Die zelfafhandeling door de eigen bemanning of ingehuurd personeel vormt een bedreiging van de positie van de gediplomeerde havenwerkers. In België worden de dokwerkers beschermd via de zogenoemde Wet Major, in Nederland pleiten de vakbonden al geruime tijd voor een soortgelijke regeling.

Eind september proberen het parlement en de commissie hun meningsverschillen bij te leggen. Om hun eisen kracht bij te zetten trekken de havenarbeiders dan massaal naar Brussel. Voor welke actievorm op 9 september wordt gekozen, is nog onduidelijk.

Voorstellen

Op 1 september heeft de Internationale Transportarbeidersbond ITF in Rotterdam een bijeenkomst belegd met delegaties van havenarbeiders uit Nederland, Duitsland, Frankrijk en België. Woordvoerder Marc Loridan van de Belgische Transportarbeiders Bond (BTB) in Antwerpen gisteren: "Voor 9 september denken we aan een ludieke, creatieve actie, maar concrete plannen zijn er nog niet. We wachten overigens ook op voorstellen van de Nederlanders, want het mag niet opnieuw zo zijn dat wij 24 uur staken en dat in de Nederlandse havens gewoon wordt doorgewerkt."

Directeur Verbrugge van Verbrugge Terminals en de NV Haven van Vlissingen drong al eerder aan op een krachtenbundeling, die de druk op 'Brussel' alleen maar groter maakt.

Ship wrecked by 'trouser snag'



Coastguards say the Mulheim will probably break up in the Autumn

A pair of trousers catching on a lever in the wheelhouse of the **RMS Mulheim** allegedly caused her to run aground off the Cornish coast. The vessel was carrying 2,200 tonnes of scrap car plastic when she ran onto rocks near Land's End, on 22 March. Hundreds of tonnes of the cargo, which was destined for a landfill site in Germany, escaped into the sea after the vessel ran

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aground. The details of the incident are cited in a safety digest from the Marine Accident Investigation Branch (MAIB).

£1m operation : The MAIB's safety digests do not name the vessels involved in accidents, instead they issue safety advice based on information gathered from preliminary reports. But the report does refer to a ship which was wrecked in March with a full cargo of shredded plastic waste. "The loss of RMS Mulheim was the subject of an MAIB preliminary examination," said an MAIB spokesman.

"Although the reports of all MAIB investigations are published on completion, the MAIB's Safety Digest does not name the vessels involved. "It seeks to promulgate the lessons to be learned from a wide range of accidents not necessarily subject to a full investigation," he said. "It appears the chief officer was on watch," David Barnicoat, Falmouth Harbour Pilot, told BBC Radio Cornwall.

"He was sat in a chair and when he went to get up his trousers caught in the chair's lever and he fell over and knocked himself out." The report says by the time he came round the ship was closing in on the shoreline. The cost of the operation to limit the environmental impact, protect the public and salvage the cargo is estimated to have cost more than £1m. But Cornwall's Emergency Planning Officer, Steve Winston, said he is confident the money will be recouped from the vessel's insurers.

Berging Tricolor: Schade door brand valt mee

Ondanks de hitte is er woensdag toch voortgewerkt aan de berging van het vrachtschip Tricolor, zowel op zee als in de haven van Zeebrugge. Aan de kade is woensdag de schade opgemeten van de brand van dinsdagavond, "maar dat valt allemaal best mee", zegt Lars Walder, woordvoerder van de Combinatie Berging Tricolor.

"Er zijn enkele auto's en een deel van het wrakstuk van het schip uitgebrand, maar dat maakt weinig uit voor het voortzetten van de bergingswerken." De bergers konden het ontmantelen van het wrakstuk, dat op het gigantische ponton Giant 4 aan de kade staat, gewoon voortzetten. Op zee heeft men woensdag voortgewerkt aan het spannen van de zaagkabel onder het wrak van de gekapseide Tricolor. Het afzagen van het tweede wrakstuk zal vermoedelijk pas donderdag kunnen starten.

De Noorse autocarrier Tricolor kwam op 14 december 2002 in het Kanaal in aanvaring met het containerschip Kariba. De Tricolor kapseide in Franse territoriale wateren, op zo'n 35 kilometer van de kust van Duinkerke. Het schip moet daar zo snel mogelijk weg, omdat het langs één van de drukste vaarroutes ter wereld ligt. In de Tricolor zaten 2.862 splinternieuwe auto's. Een bergingsconsortium zaagt het wrak in negen stukken. Die zullen naar de haven van Zeebrugge gebracht worden. Eén zo'n wrakstuk is daar afgelopen weekend toegekomen.

Committee Formed To Investigate Fatal Collision Of Ferry Boat

NASSAU, Bahamas (AP) - The Bahamas' government has formed a committee to investigate what caused the collision of a ferry boat and cargo ship that left four dead and at least 25 injured, officials said Monday.

The committee is to recommend ways to avoid similar accidents in the future, Port Controller Anthony Allens said. It will submit a preliminary report by Friday, he said.

The 98-foot (29-meter) **Sea Hauler** ferry had been carrying 194 passengers and seven crew members when it left the Bahamas' capital of Nassau in calm waters Friday night, officials said.

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It collided about 1 a.m. EST (0600 GMT) Saturday with The United Star, a 178-foot (53-meter) cargo ship carrying some 11 people, cars and cargo. Investigators in the Caribbean country interviewed crews from both ships Monday morning.

The five-member committee, appointed to investigate along with police, includes officials of the Bahamas Maritime Authority and the Royal Bahamas Defense Force. Allens said the committee would seek to determine "whether safe navigation practices" were observed. The ferry boat's captain and owner said Sunday he didn't see the cargo ship in the dark until it slammed into his port side. The captain, Allen Russell, said he saw no navigational lights. The cargo ship captain couldn't immediately be reached for comment. 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. Of the 25 injured, 16 were released from hospitals, said Dr. Patrick Whitfield of the government-run Princess Margaret Hospital. Most of the remaining nine were in fair condition, although one was in intensive care. One man's right leg was crushed and had to be amputated below his knee. Prime Minister Perry Christie has called the accident a national tragedy. 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 off southern Florida. 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. The crash occurred 9 miles (14 kilometers) southwest of Eleuthera Island.

Sportboot op strekdam gevaren

Kapiteins Hazewinkel heeft bootje overgenomen van de Bruinvis en naar de Berghaven gebracht.



Boven : de Reddingboten **KAPITEINS HAZEWINKEL** en **BRUINVIS** nabij de sportboot
foto : **KNRM Hoek van Holland**

Donderdagmiddag rond twee uur heeft een uit Brielle afkomstige sportboot zich vastgevaan op strekdam nr. 40 bij Monster. De man stond op een camping in Brielle en was zelf afkomstig uit Den Haag. De man vond het goed weer voor een tochtje over zee, ter hoogte van Monster kwam de man wat bekende tegen op een jetski. Hierop besloot hij met hen een stukje op te varen, echter zijn boot

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lag dieper dan een jetski en dat is dan ook de reden dat hij boven op de strekdam kwam te zitten met zijn vaartuig.

De eerste melding kwam van de reddingsbrigade Monster die de boot half over de dam aantrof. Gezien de grootte van de sportboot werd besloten om het KNRM reddingstation Ter Heijde in te schakelen. De Bruinvis van Ter Heijde heeft het jachtje los getrokken, en het jachtje maakte gelukkig geen water. Helaas voor de eigenaar heeft hij zijn twee door hekdrive aangedreven schroeven verspeeld en van 1 het staartstuk, zodoende kon deze dus niet meer op eigen kracht varen.

De eigenaar heeft in overleg met de KNRM besloten om naar de Berghaven in Hoek van Holland te gaan. Hierdoor kwam om 15.30 uur het verzoek aan de reddingboot Kapiteins Hazewinkel om het jacht op zee over te nemen en verder te slepen naar de Berghaven. Aldus geschiedde en voor de Hoekse bemanning was het dit keer een uurtje werk. Om ongeveer 16.30 uur lagen de reddingboten gemeerd en gereed voor een eventuele volgende melding.

De eigenaar heeft in de Berghaven zijn schade bekeken en van de bruikbare hekdrive de schroeven met een tangetje een beetje model gegeven. De man wilde perse terug naar Brielle en sloeg de goede raad die de Hoekse bemanning gaf in de wind en vertrok, zonder de nodige kennis en communicatie apparatuur.



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

Cutting of the second section commenced

At 08.35 Thursday the salvage team commenced with the cutting of the second section of the **TRICOLOR**. This is the second of a total of nine sections, which will be individually cut, lifted and then transported to the port of Zeebrugge in Belgium. Upon arriving in Zeebrugge, the sections will be disposed at a specially prepared site. At this site any materials that may have a detrimental environmental impact will be removed. Thereafter, the cargo will be dismantled and destroyed.



A Zenit-3SL rocket lifts off from Sea Launch Co.'s mobile platform floating on the equator in the Pacific Ocean on Thursday, Aug. 7, 2003. The rocket carried the EchoStar IX/Telstar 13 telecommunications satellite into orbit.

About 7-meter (21 feet) high waves strongly hit the embankment of Niijima port as a fishing boat is left alone inside the port on the Niijima Island, 171 km (106 miles) south of Tokyo, Friday, Aug. 8, 2003. Typhoon Etou, packing winds of up to 144 kilometers (90 miles) per hour, battered mainland Japan, snarling traffic, cutting electricity and swelling rivers.



SHIPYARD NEWS

Samho wins first Marmaras suezmaxes

GREEK owner Marmaras Navigation has returned to its regular builder for a triple suezmax order, writes Sam Chambers in Hong Kong.

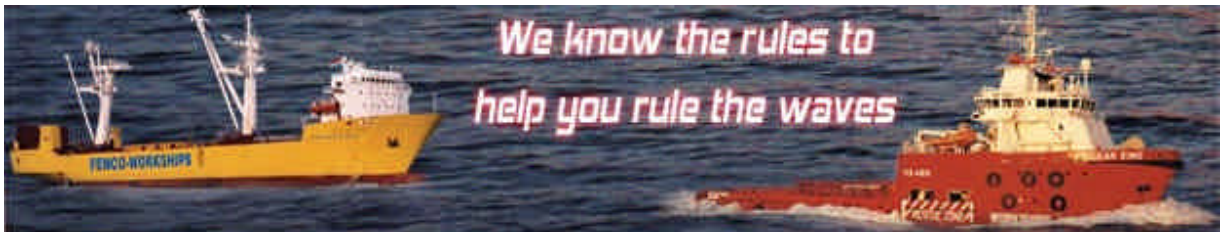
Hyundai Samho Heavy Industries will deliver all three by July 2006. Each ship is costing in the region of \$47m. Marmaras already has four 112,500 dwt tankers and two capesizes on order from last year at the Korean yard. For Marmaras, the move is significant — its first ever suezmaxes.

The order illustrates how the biggest Korean yards are chock-a-block with elder brother Hyundai Heavy, Samsung Heavy and Daewoo Shipbuilding normally picking off the suezmax orders. Hyundai Samho has firm suezmax orders from Great Eastern and Jebsen. Marmaras' relationship with Samho goes back to pre-1999 days when it was snapping up capes at bargain basement prices.

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DFDS sells ro-ro cargo ship

DFDS Tor Line has agreed to sell the ro-ro cargo vessel **TOR BALTICA**. Ownership will be transferred at the end of August and the parties have agreed not to disclose the price. **TOR BALTICA** sails under the British flag and has mainly plied the Gothenburg-Great Britain route. Built in 1977, she has a cargo capacity of almost 2,000 lane metres. DFDS Tor Line will charter the ship for three years and it will thus continue to be in service on DFDS Tor Line's route network.

TOR BALTICA is the tenth cargo vessel to be sold since early 2001 when DFDS announced a new tonnage strategy designed to reduce the average age of its cargo fleet and to obtain a more flexible ownership structure. The new-building **TOR MAGNOLIA** is scheduled for delivery from Flensburg Shipyard on 26 September this year, the first of a total of five ro-ro cargo ships ordered from Flensburg.

NSB boxships hit by boiler problems

GERMAN container vessel operator NSB Niederelbe Schifffahrt in Buxtehude has been hit by a series of technical problems caused by the exhaust boilers on five identical container vessels. The boilers of all ships involved have been replaced but these have also caused problems within a matter of months and are themselves being replaced. Last month the Conti-owned Safmarine Kimley, which was built in 1996 at Daewoo, had to interrupt its Maersk Sealand charter and was berthed at Cuxhaven for a period of five days for replacement of a failed boiler by cutting a large hole in the engine casing. The boiler on the sister vessel City of Edinburgh had already been replaced at Singapore. An NSB spokesman told Fairplay that the cause of the problems is not yet known. Materials samples cut from the City of Edinburgh and Safmarine Kimley boilers are being examined by experts. He pointed out that boilers, which are used to heat heavy fuel oil, are known to suffer often from technical problems as their dimensions have rapidly grown. Repair work has proved to be only a temporary solution as new welding has brought additional problems.

Sulpicio strike action called off

PHILIPPINE ship operator Sulpicio Lines resumed normal operations at the weekend after employees and crew members lifted strike action on an understanding that managers promised they would look into their grievances. Sulpicio said it suffered a loss of more than PhP33M (\$611,000) in revenues during the three-day strike that grounded its fleet of more than 20 inter-island ships in ports around the country. Managers agreed not to implement sanctions against the employees and crews, but would instead look into the complaints. These involve illegal dismissal, suspension, reassignment, longer work duties and low pay.

Marine services buoy Swire Pacific

SWIRE Pacific, whose interests include airlines, port and shipping, posted a profit attributable to shareholders of almost HK\$1.19bn (US\$152.6m) for the first six months of this year.

The result, a 56% drop on last year's interim figures, was buoyed by a HK\$293m profit from the marine services division which includes offshore supply vessels, salvage and towage operations and container terminals. Within the division, Swire Pacific chairman James Hughes-Hallett said Swire Pacific Offshore achieved higher revenues on the back of expanded capacity but fleet utilisation and charter rates declined as a result of weaker global demand for oil exploration and sub-sea construction activity.

"The outlook for the second half of the year remains somewhat uncertain," he said. Swire Pacific Offshore took delivery of four new ships - a 7,200 bhp anchor handling tug supply vessel, the last in the current newbuild programme and three 10,800 bhp tug supply ships. A further two 10,800 bhp sister vessels will be delivered in the second half. Two 4,830 bhp tug supply vessels have recently be ordered for delivery in 2004 and 2005.

Celebrity Cruises Files Suit Against Rolls Royce, Alstom Power Conversion

After repeated attempts to resolve issues satisfactorily, Celebrity Cruises filed a \$300 million lawsuit today against Rolls Royce and Alstom Power Conversion, co-producers of a ship pod-propulsion system, to recover lost revenue and costs associated with failing pods. The lawsuit was filed in state court in Miami-Dade County, Florida.

The lawsuit charges that the Rolls Royce and Alstom Power Conversion pods, brand-named Mermaid, have failed repeatedly, resulting in cancelled cruises and thousands of disappointed guests. These recurring failures cost the company hundreds of millions of dollars, for which the lawsuit seeks restitution. The lawsuit further claims that Rolls Royce and Alstom Power Conversion misrepresented their product, which was "defectively designed" and "deceptively and fraudulently marketed."



Top : The **CONSTELLATION** seen here in the Geirangerfjord in Norway July 26th, 2003
photo : Oddgeir Refvik ©

Mermaid pods are installed on four Celebrity ships -- **Millennium, Summit, Infinity and Constellation**. All four had one or more mechanical or electrical problems with the pods, which caused the ships to be taken out of water -- and out of service -- to repair.

"Unfortunately, the Mermaid pods have not lived up to the manufacturers 'promise or to Celebrity's high operating standards," said Jack Williams, president and chief operating officer of Celebrity. "This has created intolerable consequences for our guests, and imposed unacceptable conditions on our company." There are -- and have been -- no safety issues with any of these ships. All have been given

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clearance to sail by the U.S. Coast Guard and the ships' classification society. Even with the problems, safety was never compromised. "Guests and travel agents should continue to have full confidence in the Celebrity brand," Williams said. "We have modified the more troublesome components, and we are working on a permanent solution. "In the meantime, guests should know that any cruise we have to cancel, as a result of any issue with these pods, we will back with a full refund and a free cruise."

Propulsion pods consist of an electrical motor and a propeller. They are typically favoured by cruise operators because the pod's design -- a 360 degree rotating unit -- provides a number of advantages, including greater manoeuvrability. Celebrity Cruises is the industry's highest-rated premium cruise line. Its nine ships comprise the youngest fleet of any major line.

NAVY NEWS

America's Flagship 'Retires After 42 years of Service



CORONADO, Calif. (NNS) -- America's Flagship, USS Constellation (CV 64) was decommissioned Aug. 6 after 41 years, nine months and 11 days of naval service in a ceremony at Naval Air Station North Island. Former President Ronald Reagan presented a Presidential Flag to the ship in 1981, and tagged Constellation with the nickname 'America's Flagship.'

Coincidentally, the newly commissioned USS Ronald Reagan (CVN 76) will replace Constellation when it arrives in San Diego next summer. Commissioned at New York Naval Shipyard Oct. 27, 1961, Constellation is the third ship to be christened with the name, and bears the motto "Spirit of the Old, Pride of the New." It has seen service in the Vietnam War, Operation

Desert Storm, Operation Southern Watch, Operation Enduring Freedom, and most recently, returning from a deployment in support of Operation Iraqi Freedom.

Since its commissioning, nearly 120,000 Sailors and Marines have served aboard "America's Flagship." The arresting gear aboard has amassed an impressive 436,000 "traps," or landings. Connie, as the ship is known to the crew, departed San Diego Nov. 2 for its 21st and final deployment. It arrived in the Arabian Gulf Dec. 17, and remained on station for four months before departing April 17 and returning to San Diego in June.



In approximately a month, after the lowering of the commissioning pennant and ship's colors, and after the last watch is secured, Connie will be towed to an inactive ships' facility in Bremerton, Wash.

MOVEMENTS

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The **SUZAKU** at Flushing Pilot station – photo : Willem Kruit ©

The **SUZAKU** was built during 1994 at Samsung under yard number 1109, she is flying the Singapore flag with callsign 9VOM, the vessel has a GRT of 148.535 tons by a length of 269 mtr, width 43 mtr and a maximum draft of 17.3 mtrs



The **ODELIS** is a SD-14 type vessel – photo : Jamie Reurink ©

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The **ODELIS** was build as the **SUNDERLAND VENTURE** during 1984, under this name she sailed into 1985 when she was renamed **RHODE ISLAND** and sailed under this name to 1998 when she was renamed **ODELIS** , the 144 mtr long and 20.4 mtr width vessel is powered by a Sulzer diesel of 7500 hp which gives the vessel a speed of 14,5 knots, the vessel is owned by Naviera Poseidon.



The **BOA HERCULES** which is build during 2002 at Dahlian seen here at Stavanger August 4th, 2003
Photo : Terje Moen ©



Heerema´s **TRITON VIII** seen at Stavanger August 2nd – photo : Terje Moen ©

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The **ASSEDO** moored at Reykjavik (Iceland) August 7th.

Photo : Marco van Bellegem ©

The **ASSEDO** was built at the Aker yard in Wismar during 1968 under the name **SHOTA RUSTAVELI**, she sailed under this name until 2001 when she received the name **ASSEDO** and changed to the Ukrainian flag, the top speed is 20.5 knots, the vessel has a length of 175 mtr with a beam of 25 mtr and is able to carry 608 passengers, at present the vessel is enroute from St.Petersburg to Amsterdam



The **SHOTA RUSTAVELI** as she was built at Wismar during 1968.

RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

AANHOUDEND TROPISCH!

Flink wat zon en landinwaarts aanhoudend tropisch. Langs de kust is het met 23 tot 25 graden een stuk aangenamer.

© Ed Aldus 2003	ZA-09	ZO-10	MA-11	DI-12
Maximumtemperatuur:	30	32	30	28
Minimumtemperatuur:	18	18	18	18
Zonnekans in %:	70	70	70	60
Neerslagkans in %:	10	10	20	20
Windrichting kracht:	NNO-2-3	O-2-3	VAR-2-3	NW-2-3

.... PHOTO OF THE DAY



The **NORTHERN STAR** seen here arriving in Flushing (Buitenhaven) – photo : Willem Kruit ©

The Ro-Ro **NORTHERN STAR** is build during 1992 at Kanda shipyard in Japan as the **KOSEI MARU** , under this named she sailed until 1998 when she got the name **LOON PLAGE** until 1999, when she was renamed **CELTIC STAR** and during 2002 she got the name **NORTHERN STAR**. The vessels length is 136 mtr and the beam is 20 mtrs, the vessel is powered by 1 Diesel United with 9000 hp which give the vessel a speed of 20.5 knots. The vessel is equipped with 554 mtr lane meters and is able to load 86 cars.

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