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The **PRINSENDAM** seen here arriving in New York – photo : via Stewart Parvin (Prinsendam)

***** According the shipscrew this is HAL's most beautiful ship *****

EVENTS, INCIDENTS & OPERATIONS



Whale hunting boats lie tied up at Reykjavik's old dock in Iceland, in this May 11, 2003 file photo. The boats have not been at sea to hunt whales since 1989 following Iceland's acceptance of international treaty. Sweden joined other nations Friday, Aug. 8 2003 in criticizing Iceland's decision to resume scientific whaling.

'Reder met zorg voor thuisfront kan vaartijd van onze mannen verlengen'

Reders in de zeevaart kunnen hun varende personeel langer houden als ze meer zorg besteden aan het thuisfront. 'Die reders zeggen altijd: een vrouw trekt harder dan een sleepboot. Dus zeg ik: doe dan iets meer voor ons, dan geven wij hem mee. Maak het bijvoorbeeld mogelijk dat hij thuis is bij de geboorte van zijn kind en subsidieer kinderopvang, want een zeeman kan niet delen in de zorg thuis', zegt Hanneke Ter Haseborg (25) uit Langweer.

Als afstudeeronderzoek voor haar opleiding Maatschappelijk Werk en Dienstverlening aan de hogeschool Windesheim in Zwolle koos Ter Haseborg het onderwerp 'het zeemansgezin en de invloeden daarop van de maatschappij'. Op haar vragenlijst van tien pagina's reageerden 73 van de 200 aangeschreven leden van de Vereniging Maritiem Gezinskontakt, waarvan zij ook secretaris is. Niet helemaal representatief dus, maar wel goed voor een redelijk beeld. Dat is dan wellicht de eerste keer in de geschiedenis, want literatuuronderzoek over haar onderwerp leverde niet veel op. 'Hoogstens de bekende boeken over veel zuipen en in elke stad een andere schat.'

Uit de antwoorden komt een beeld naar voren van zeemannenvrouwen, die in grote lijnen tevreden zijn met hun leven. Ter Haseborg is daar zelf een voorbeeld van. Zij vindt de maanden dat haar man Hindrick, tweede stuurman bij een tankerrederij, van huis is, absoluut niet vervelend. 'Maar je hoort het eigenlijk niet leuk te vinden dat hij weg is. Zo reageert de maatschappij om je heen vaak. Of je hoort opmerkingen als: "wat knap van je" en "dat je dat kunt". Vroeger waren er veel meer zeevarenden, die bovendien vaak bij elkaar in de buurt woonden. Daar was dat allemaal heel normaal. Nu wonen zeemansgezinnen veel verstrooider en zijn dus in hun omgeving bijzonderder. Let wel, oprechte interesse is altijd welkom, maar liever geen opmerkingen als: "weet je zeker dat

hij je trouw is?". Of eenzelfde soort misverstand: mannen die denken dat zeemannsvrouwen "makkelijk" zijn.'

Spy ship off southern coast

A Chinese survey vessel believed to be a spy ship has been found operating near Taiwan again, naval officials said yesterday. The 2,894-tonne **Xiangyanghong 14** oceanographic research ship, linked to China's National Bureau of Oceanography, was detected by the navy's radar systems at noon Wednesday in high seas near Green Island, off southeastern Taiwan, the officials said.

"The navy dispatched patrol vessels to monitor its movement and ordered related radar stations to keep close watch on the target," they said. The same vessel intruded into Taiwan's territorial waters last November, prompting Taipei to lodge a protest with Beijing. Its crew members claimed the ship was conducting an oceanographic survey when Taiwanese coast patrol boats tried to intercept it for inspection on Wednesday, local papers reported.

The **Xiangyanghong 14** did not leave the navy's monitoring range until 2:30pm on Thursday.

Upon spotting the **Xiangyanghong 14** the ROC Navy immediately dispatched two Perry-class frigates to the adjacent waters to monitor the Chinese vessel and informed the Coast Guard Administration (CGA) about the situation. The CGA dispatched three coastal patrol vessels to shadow the research ship. Some four hours of playing cat and mouse ensued, with the **Xiangyanghong 14** being chased to some 130km from Oluanpi before the CGA vessels ceased their pursuit.

During the pursuit, according to CGA officials, the **Xiangyanghong 14** sent a message to the CGA vessels through an international telecommunications channel to ask the Taiwan patrol vessels to leave the area in order to avoid what it termed "accidents" from occurring. Chinese maritime research vessels were discovered operating in waters very close to Taiwan's exclusive economic zone on more than 10 occasions last year, with some technically being incursions into Taiwan's territorial waters, the Ministry of National Defense (MND) said yesterday.

Since the research vessels were not military ones and were on international research missions, the navy was not in a position to interfere, MND officials said. They added that the best Taiwan could do was to chase them away using the civilian CGA vessels despite knowing that the vessels were on espionage missions collecting security-related maritime intelligence.

Radar stations and reconnaissance vessels have been placed on higher alert to bolster the CGA's capacity to monitor and search for suspicious craft, the MND said. The **Xiangyanghong 14** is not armed but is equipped with various antennas. It operates in the Taiwan Strait all year round. CGA officials said they suspect that the ship has repeatedly sailed close to Orchid Island not only to conduct oceanic research but also to intercept Taiwan's communications broadcasts

No criminal charges over Senegalese ferry disaster

Dakar's public prosecutor has put an end to the criminal case concerning Senegal's 2002 **Joola** ferry disaster, one of the worst accidents in maritime history, deeming the tragedy was the captain's sole fault and as he had perished in the accident the matter was closed.

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The Joola capsized and sank last September 26 as it was sailing between southern Senegal and the capital Dakar to the north. The death toll of the tragedy - 1,863 dead and 64 survivors, placed it among the worst disasters in maritime history.

The transatlantic liner Titanic, which sank off Nova Scotia, Canada in 1912, claimed 1,513 victims and left 711 survivors. Families of the victims of the disaster have already accepted a compensation deal.

The offer of 20 billion CFA francs (\$US34 million) is more than double an offer of 9.3 billion dismissed as "crumbs" by a survivors' group that sparked a three-month stand-off with the government. **The total sum will provide roughly \$US18,520 for each victim.**

The ferry, which had a capacity of 550 passengers, capsized in a storm. Overcrowding and the poor weather were cited as the cause of the disaster. Public Prosecutor Abdoulaye Gaye told the court of appeal here that the ship's captain broke all the rules by allowing so many people on to the boat and then by allowing the ferry to sail. But as the captain had himself perished, "the public action should be considered over as regards him."

"This fact... naturally led the state prosecutor to classify the case as non-actionable," Mr Gaye said. The lawyer for the bereaved relatives said his clients would present a fresh case.

"The battle continues, because the guilty must be punished, those responsible should be arrested," lawyer El Hadj Diouf told radio Walfadjri FM. Among the ferry disaster victims were some 30 Europeans from France, Belgium, the Netherlands and Spain. French prosecutors have launched their own inquiry into the disaster.

Berging Tricolor: opnieuw aanvaring vermeden, al de 57e keer

Sinds het Noorse vrachtschip Tricolor voor de Noord-Franse kust gekapseisd is, op 14 december 2002 in het Kanaal in Franse territoriale wateren, konden de Franse, Britse en Belgische autoriteiten al 57 aanvaringen van schepen met de Tricolor verhinderen.

De laatste keer was afgelopen woensdag, rond 16.40 uur. De cargo "**Bunga Saga**", een gevaarte van 225 meter uit Maleisië, wilde het Kanaal invaren komende van de haven van Antwerpen. Het schip voer recht af op de Tricolor en de bergingswerken. De Belgische patrouilleboot **Lobelia** en enkele boten van het bergingsconsortium merkten dat op tijd, voeren op het schip tegemoet en konden het op 2,2 kilometer van het wrak van koers doen wijzigen.

"Alle schepen die in de omgeving moeten varen, worden nochtans duidelijk en via diverse kanalen van de aanwezigheid van het wrak geïnformeerd. Ook deze cargo werd door de Antwerpse autoriteiten bij het verlaten van de haven duidelijk geïnformeerd", zegt men op de Franse zeeprefectuur.

De maatregelen om aanvaringen te vermijden werden nog verscherpt sinds op 1 januari 2003 het schip **Vicky** tegen de Tricolor voer. Daarbij kwam tussen 200 en 800 ton olie in zee terecht. Elke dag lossen een Britse, Franse en Belgische patrouilleboot elkaar af rond de Tricolor.

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Volgens vaststellingen en berekeningen kan het wrak dat vandaag nog in zee ligt slechts een beperkte hoeveelheid olie en andere brandstoffen bevatten. Vrijdag stelden ambtenaren van het Mathematisch Model van de Noordzee met een radarbeeld echter opnieuw een lichte olievervuiling vast rond het wrak, dat momenteel wordt doorgezaagd. Toch is die vervuiling volgens het Belgische instituut "niet zorgwekkend". In het wrak zitten nog steeds meer dan tweeduizend luxeauto's.

Intussen schiet het afzagen van het tweede wrakstuk van de Tricolor goed op. "We vermoeden dat het zaterdagavond zal doorgezaagd zijn. Dan moeten de pontons met hijskranen weer ter plaatse komen, zodat we vermoedelijk maandag of dinsdag het wrakstuk uit het water kunnen halen", zegt Claudia Van Andel van de gelegenheidsfirma Combinatie Berging Tricolor. Dan zal het ponton Giant 4 het tweede stuk vanuit Zeebrugge halen. Het eerste wrakstuk blijft de hele tijd op het ponton staan.

In de haven van Zeebrugge hebben de bergers nu reeds 45 auto's uit het eerste wrakstuk van de Tricolor gehaald.

Vrijdag had minister van de Noordzee Johan Vande Lanotte (sp.a) een bezoek gepland aan de bergingswerken op zee. Maar door dichte mist werd het bezoek verplaatst naar eind volgende week.

Een onderzoek van de ecooloog van de stad Brugge heeft uitgewezen dat de bergingswerken geen verontreiniging veroorzaken in het water van de haven, noch van het nabijgelegen Boudewijnkanaal. De bergers hebben alle voorzorgen genomen, zegt schepen van milieu Jean-Pierre Vanden Berghe. De bergingsfirma had uit voorzorg zelf een dam rond het ponton Giant 4 aangelegd.

Tasman Spirit lightering is under way

SALVORS in charge of the operation to save the Aframax tanker **Tasman Spirit** and her cargo of crude oil near Karachi have said that a first day of lightering has "gone well".

A first phase of the operation to remove cargo from the stranded Polembros-operated tanker began on late Thursday. By this afternoon, a spokesman for the Tsaviris Salvage group confirmed that about 8,000 tonnes had been safely offloaded aboard the lightering tanker **Fair Jolly**, which is to shuttle the oil between the casualty and another Polembros Aframax, the 96,500 dwt **Endeavour II**. "The weather was favourable today," said the company spokesman. "Things are rolling". Despite the unpredictability of weather in the monsoon season in Pakistan over the next few days, Tsaviris was hopeful of accelerating the rate of cargo discharge. "We started off with only one pump and only for the last part of the day we have had three pumps in operation, so the rate should increase." He declined to estimate at this stage how long the lightering operation may take. The **Tasman Spirit** was reportedly carrying 67,000 tonnes of light crude for the Pakistan refinery when it was swept onto a mudbank.

CASUALTY REPORTING

Cruise ship blast kills 1

Athens - An explosion, probably caused by a gas leak, on Friday killed one and injured four Greek crew members of an empty passenger ship anchored off the Greek coast, the merchant marine

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ministry told AFP. The accident was probably caused when carbon dioxide leaking from the fire extinguishing system of the cruise ship **Atlantis** leaked into one of the crew's cabins, a spokesperson said. Investigations were still under way, he added. According to initial reports, some 1 000 tourists took part in the ship's daily trip around the island of Santorini, but were on land when the explosion occurred. The injured were out of danger, the spokesperson said.

UNITED MALIKA (MOROCCO)

Ref **United Malika**, (4239 gt, built 1979) with fish, ran aground Monday evening (Aug 4) near the shore of Nouadhibou, 600 km north of Nouakchott, in Mauritania. The 17 members of the crew were rescued by the Mauritanian navy. The reason for the grounding is unknown as yet.

AMER THAMES (PANAMA)

Understood chemical/oil carrier **Amer Thames** (4434 gt, built 1983), cargo caustic soda, grounded 150 metres from channel, 2.5 kms from the jetty at Dahej, India, Aug 2. Vessel is still aground

BURCHT (BELGIUM)

Salvage experts of SMIT successfully completed the parbuckling operation of firefighting tug **Burcht** today after initially shifting it to the Appelzak earlier this week. The operation was conducted in close co-operation with the authorities who approved of the salvage plan which also entailed the provision of two anti-pollution vessels and a reception tanker during the dewatering activities. -- SMIT Salvage BV.

OFFSHORE SUPPLIER (CAYMAN ISLANDS)

Tug **Offshore Supplier** is still hard aground. The plan is to have divers flown in from Fort Lauderdale to carry out underwater repairs to seal holes in the vessel's hull prior to any further refloating attempts. Tug Anjanvel arrived on scene at 0800, local time, today with pontoons to be used in refloating attempts.

PELICAN I (MALTA)

C.c. **Pelican I** is still in Flushing, repair is still being done and at this moment there is no idea about when the works will be finished. The tug company is still assisting to keep the vessel afloat and when the vessel is able to float without tug assistance, it will go to another shipyard for further repairs.

SHIPYARD NEWS



The **ARTISGRACHT** completed her maintenance period at the **Shipdock yard** in Amsterdam
photo : **Joop Marechal** ©



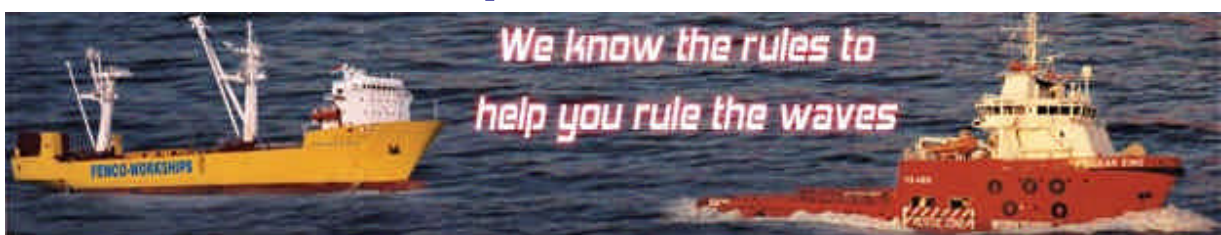
COBELFRET's **CATHERINE** received at the **Niehuis & vd Berg shipyard** an additional accommodation unit, the unit is equipped with 6 cabins with each a toilet and shower, the accommodation module was completed prior the arrival of the vessel at the yard and the 46 tons unit was lifted onboard by the sheerlegs **MATADOR 2**, due to the weight of the unit also 5 heavy beams were installed at the vessel to support the unit, the next few days the electricity will be connected and the vessel will resume operations again August 14th.

Photo : **Max van Putten** ©

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Prinsenburg buitenkansje voor Wagenborg

Koninklijke Wagenborg heeft de 17.000 ton grote Prinsenburg in de vaart genomen. De aanschaf was een buitenkansje voor de rederij. Een Zweedse reder had het besteld bij Fujian Mawei Shipbuilding Ltd. in het Chinese Mawei, maar toen die niet aan zijn verplichtingen kon voldoen, kreeg Wagenborg het schip in handen voor circa zestien miljoen dollar. Het op een na grootste schip in de Wagenborgvloot werd in Delfzijl gedoopt door waarnemend burgemeester Annemarie Jorritsma van Delfzijl.



De **PRINSENBORG** arriveerd op haar maiden trip in Rotterdam – foto : [Jan van der Klooster](#) ©

De nieuwe Prinsenburg - in 1963 liep in Groningen ook een Prinsenburg van stapel - deed tijdens haar maidentrip Rotterdam aan, waar ze een paar dagen voor de kant lag bij stuwadoor Klapwijk/Rapide om hout te lossen. Wagenborg gebruikte die gelegenheid om een feestelijke bijeenkomst voor de zakenrelaties te organiseren en te melden dat de onderneming geleidelijk verder wil groeien. Dat gebeurt door nieuwe kantoren te vestigen in Malmö en Montreal, waarmee de regionale markten kunnen worden betreden. In totaal werken er ruim honderd mensen op de binnen- en buitenlandse kantoren van Wagenborg en vervoert de onderneming zeker een miljoen kubieke meter hout, 500.000 ton papier, een miljoen ton pulp, 800.000 ton concentraten, 300.000 ton kunstmest en ongeveer 350.000 ton staal

China to invest \$1.8 bln to expand oil tanker fleet

China plans to invest \$1.8 billion to expand its fleet of oil tankers, the official Xinhua news agency said in a report seen on Saturday. Zhang Shouguo, an official of the Communications Ministry's Water Transport Department, said on Friday experts had suggested China should have enough oil tankers to transport 50 percent of its oil imports.

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He did not say how many oil tankers would be built or over how many years. China imported about 1.4 million barrels of oil each day in 2002. More than 90 percent of China's oil imports are transported by ship, of which 90 percent are ferried by foreign tankers, Xinhua said.

The ministry has set up a task force to discuss the planned expansion, which would secure the safety of China's oil imports, Zhang said. The plan would also stimulate related industries, including shipbuilding and steel, he added.

MOVEMENTS

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The **NORMAND MERMAID** passes the **SEAWAY FALCON** – photo : Oddgeir Refvik ©

The "**Seaway Falcon**" is finish at the **Vigdis Extension** and are now at the **Heimdal field** for pipelaying at Skrine/Byggve. "**Seaway Eagle**" is also coming and Thursday the "**Normand Mermaid**" arrived with some parts for the subsea installation to be done here by the Eagle. The Mermaid passed us so we could take some shots. Tomorrow it might be that "**Normand Mermaid**" is coming alongside for picking up some cargo for shore.

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Top : Grimaldi's **FANTASTIC** seen here arriving at Barcelona – photo : Jaap van de Meeberg ©

The **FANTASTIC** (callsign IBDF) is build in 1996 under yard number 1182 at the yard of Apuania in Italy, the vessel measures a gross tonnage of 25186 tons by a length of 188 meter and a width of 26.8 meters, the vessel is powered by 4 Sulzer diesels with a total output of 35.280 hp which is good for a speed of 23.8 knots.



The **STENA TRANSPORTER** passing the Maasvlakte inward bound for the Europort
photo : Rob de Visser ©

The **STENA TRANSPORTER** was build as the **MERZARIO ESPANIA** during 1978 at the Hyundai yard in Ulsan under yard number 651, during 1978 she was renamed in **MERZARIO HISPANIA** and during the period 1979 – 1992 she sailed under the name NORDIC FERRY, in 1992 she was renamed **PRIDE OF FLANDERS** followed by **FLANDERS** during 2002 and now she is sailing with the name **STENA TRANSPORTER**, the length of the vessel is 151 meter, width 23.5 and a maximum draft of 7.3 meters, the maximum speed of the vessel is 17 knots , the vessel is equipped with 1167 lane-meters at the car decks.



The **CALEDONIAN MASTER** in Stavanger – photo : Terje Moen ©

The Stand by vessel **CALEDONIA MASTER** (Callsign MWCH5) started her life as the **ARTABAZE** in 1996 she was build at the yard of Halter Marine, the vessel is at present managed by **TIDEWATER** and registered at the Island of Man, the length of the vessel is 66 meter with a beam of 14 meter, the vessel is powered by 2 Caterpillar engines with a total output of 7260 hp good for a speed of 16.5 knots

WHEN HARRY MEETS SALLY



The **EERLAND 26** which recently was in Immingham met by surprise her sistership named the **LASHETTE** , which is operated by **DEAN's TUGS** in **IMMINGHAM**

Photo's :
Johan "zero
tolerance" Ritman
© – Master
Eerland 26



The **LASHETTE** of DEAN's tugs

The **LASHETTE** is build in 1972 at the yard of Cescent Marine in Rochester under yard number 109, she measures a GRT of 157 ton and has a length of 24 meter and a beam of 8.5 meter.

.... PHOTO OF THE DAY

Lone Ranger Visits the Lakes



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The converted tug **Lone Ranger**, now America's fifth largest yacht at 255-feet, passed through the Welland Canal Monday heading for Cleveland. The tug was built for the German company Bugsier as their salvage tug **Simson** and served as such before being sold and converted for use as a yacht. She was converted in 1994 by her owner Peter Lewis of Progressive Insurance. The former tug has a crane to launch her two motor boats of 31 and 38 feet. **Lone Ranger** is 255 feet long and has two 4,400 hp diesels. The **Lone Ranger** last visited the lakes in 1997.

(Info: Jan van der Doe)

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