

DAILY SHIPPING NEWSLETTER 2003 – 126



Number 126****DAILY SHIPPING NEWSLETTER**** Tuesday 12-08-2003

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.

Have a look for shipping movements around Hoek van Holland at :

<http://www.scheepvaarthoek.nl>



A trailer suction dredger passes Hoek of Holland outward bound during the sunset

Photo : Jamie Reurink ©

EVENTS, INCIDENTS & OPERATIONS

Sick Cruise Ship

An outbreak of stomach illness has been reported among passengers and crew on the **Star**



Princess cruise ship, sailing between Seattle and Alaska.

The **Star Princess**, right, a cruise ship sailing between Seattle and Alaska, sits at dock in Seattle, Saturday, Aug. 9, 2003.

Tom Dow, a spokesman for Princess Cruises in Seattle, says 112 passengers and 14 crew members suffered

vomiting and diarrhea from the common Norovirus during the current seven-day cruise. No one was hospitalized. Dave Forney, of the Centers for Disease Control and Prevention in Atlanta, says the illness usually is brought on board by a passenger and spreads easily in close quarters. In this case, there's no (no) indication that the ship's food or water is to blame. Dow says the outbreak was at its worst Monday and Tuesday and then decreased. Five passengers and two crew members were sick today out of a total of 28-hundred passengers and 11-hundred crew. The ship is due to arrive in Seattle Saturday. The **Star Princess** is operated by Princess Cruises, based in Santa Clarita, California.

MV Maltese Falcon's arrest in Marseilles declared wrongful

Sea Malta has recently won an appeal lodged by the Dutch shipping company **Flintermar** against a court ruling by the same courts, which had decided that Flintermar's action, which led to the **MV Maltese Falcon**'s arrest at Marseilles last November, was unlawful. The arrest, which had prevented the ship from sailing for five days, had not only disrupted her regular schedule but has also inflicted considerable commercial damages due to the unloading of merchandise, which had to be transported by other means. The original case goes back almost eight years ago when a foreign crewmember sustained injuries whilst working on a chartered ship at Gioia Tauro. The ship, which at the time of accident was chartered by MedFeeder, a Sea Malta subsidiary company, was carrying cargo operations at Gioia Tauro port. The legal battle, which ended up in front of the London High Courts, was over the issue of responsibility for the payment of damages to the injured seaman. Commenting on this court decision, Sea Malta chairman Marlene Mizzi, expressed her satisfaction that justice was delivered, following an incessant legal ordeal, which has involved not only the company lawyers but also herself and the company's general manager Joseph Bugeja. Although the case concerning the original accident is still sub iudice in front of

the English courts, the winning of this appeal effectively means that further action to re arrest the MV Maltese Falcon at Marseilles are unlikely.

Pirates of the Third Millennium

Crewmembers do not have any weapons, a captain might have a gun sometimes

There are certain technologies to repulse pirate attacks with high voltage current. The current flows through the outward contour of a ship, but such innovations are rather expensive, and the majority of ship-owners do not venture to use them on their vessels. Sometimes, crews try to fight pirates with hydraulic jets, but the risk is too big: pirates often open fire in return. In the 1960s and the 1970s, a lot of pirate attacks were registered in coastal towns and settlements in the Philippines, Sri Lanka and Malaysia. At times, pirates would kill or seize hostages local police officers and even military groups deployed in a town. According to the information from the International Maritime Bureau, pirates cause damage in the sum of \$16-18 billion a year. The number of pirate attacks is growing on a regular basis. In 1998-2000, there were 1,228 attacks registered - pirates attacked moving ships in 25 percent of cases. A few years ago, pirates preferred small and slow boats, but now they dare to assault high-speed vessels of large capacities. Twenty-five vessels like that have been seized in recent five years. Eight pirate attacks were registered within one week in July of the current year (July 22nd - 28th). All of them took place not far from Bangladesh, Brazil, Ecuador, Columbia and Venezuela coastlines. In the first half year of 2003, the number of pirate attacks was a lot higher (234) in comparison with the same period of 2002. Sixteen people were killed, 20 were missing, 116 were wounded and 193 people were taken hostages. Most often, pirates attack dry cargo ships and tankers. They usually rob captains, crewmembers and passengers, although sometimes they also take cargoes and even ships. Seized ships are then given new names, they can be reregistered and resold.

Cornelis Vrolijk' SCH 171 als 'groene' trawler naar zee

Afgelopen vrijdag verliet de vrieshektrawler **Cornelis Vrolijk Fzn' SCH 171** de IJmuidense Haringhaven. De hektrawler was 22 augustus vorig jaar binnengekomen en door Rederij Vrolijk uit de vaart genomen voor een totale modernisering. Toen de 113,97 meter lange en 5570 BRT grote hektrawler in juni 1988 in de vaart was het één de eerste grotere vrieshektrawlers met een laadvermogen van ruim 3000 ton diepvries. Uitgerust met een 9523 pk Deutz hoofdmotor was het uitgerust met freon invriesinstallatie. Het synthetische gas freon bleek goed te voldoen, maar later bleek het de ozonlaag aan te tasten. De koeltechniek ging zich meer toeleggen op koudemiddelen als ammoniak en CO² (kooldioxide. Aan ammoniak bleek toch meer nadelen te kleven dan CO² en Rederij Vrolijk durfde het aan zo'n vriesinstallatie te laten installeren door York Inham B.V. uit Dordrecht. Deze firma, die al eerder zo'n installatie had geleverd voor het

DAILY SHIPPING NEWSLETTER 2003 – 126

koelhuis van Rederij Vrolijk, plaatste een zogenaamd R 507/CO²-cascadessysteem. Totaal zijn op



De **Cornelis Vrolijk Fzn' SCH 171** wordt achter uit de haven uitgesleept door de **'Argus'** en stuurassistentie werd verleend door de **'Aaron'**, beiden van **Sleepdienst Iskes**

Foto: Jack van der Valk ©

het vriesdek ook 34 DSI-verticale contactvriezers geplaatst, waarmee per dag 280 ton kan worden ingevroren. Gepallettiseerd worden totaal 154.000 pakken vis in de vriesruimen opgeslagen. De Machinefabriek AFAK leverde een totaal visverwerkinginstallatie, inclusief een nieuwe rollensortermachine, gekoelde vishoppers en verrijdbare banden. Ook op de brug werd door Radio Holland diversen nieuwe visopsporingsapparatuur in een nieuwe console geplaatst. Ook andere visserijmaatschappij hebben belangstelling voor dit nieuwe en milieuvriendelijk vriessysteem

Beveiligingsofficier voor elk schip vanaf 1 juli 2004

Elk schip moet vanaf 1 juli 2004 over een beveiligingsofficier en een veiligheidsplan beschikken en moet een veiligheidsassessment hebben gevolgd. Al deze maatregelen staan opgesomd in de ISPS-code die, naar aanleiding van de aanslagen van 11 september, werd uitgegeven door de International Maritime Organization.

"Deze maatregelen zijn bedoeld om het risico op aanslagen te verkleinen en om te vermijden dat er ongezien piraten of verstekelingen mee aan boord geraken", legt trainingscoördinator Carmen Dewilde van het Antwerpse bedrijf Tecto Belgium NV uit. Zij zal vanaf oktober 2003 de opleiding van de beveiligingsofficieren van de rederij CMB, waarvan Tecto deel uitmaakt, voor haar

rekening nemen. Ook de studenten van de Hogere Zeevaartschool Antwerpen zullen bij Dewilde de tweedaagse Engelstalige cursus volgen. De beveiligingsofficier is een bestaande officier, meestal de eerste officier, die een externe opleiding zal volgen. "Concreet zal er worden uitgelegd hoe men bagage doorzoekt, wie men toelaat op een schip en hoe men bijvoorbeeld de identiteit controleert", aldus Dewilde nog. De kosten van de opleiding zijn voor rekening van de rederij. In België zullen in totaal zo'n 400 officieren deze opleiding volgen

Stena Line had voor supersnelle ferry geen milieuvergunning



Boven : De **STENA DISCOVERY** – foto : **Piet Sinke** ©

Rotterdam - De veerbootrederij Stena Line moest zich voor de economische politierechter in Rotterdam verantwoorden voor de stank en geluidsoverlast, die de ferry Discovery in Hoek van Holland heeft veroorzaakt. In 1993 had de directie van Stena Line een milieuvergunning aangevraagd voor zijn veerboten. In 1996 kwam de supersnelle Discovery in de vaart, die niet onder deze regeling viel. Het duurde tot vorig jaar november voordat de directie een nieuwe milieuvergunning aanvraagde, waar ook dat schip onder valt.

Nalatig, noemde de officier van justitie de directie van Stena Line, die zich liet vertegenwoordigen door zijn advocaten. „Viereneenhalf jaar heeft het geduurd, voordat er actie werd ondernomen om de situatie in de haven te legaliseren. Bewoners van Hoek van Holland moesten bij aankomst en vertrek van de Discovery elke keer hun ramen sluiten vanwege de stank en de geluidsoverlast. En dat terwijl Stena Line nog in een proefperiode zit van een eerdere milieuovertreding.”

Advocaat mr. D.H. Lodder betoogde dat de normen in de Wet Milieubeheer voor een vergunning van een rederij sterk uiteenlopen. Er waren diverse rapporten opgesteld, die steeds andere normen aangaven. Bovendien had Stena Line van de milieudienst DCMR een vergunning gekregen, waaraan de rederij onmogelijk kon voldoen, betoogde Lodder. Hij pleitte voor een nieuw onderzoek naar de milieueisen waaraan een rederij als Stena Line moet voldoen.

Ook gaf Lodder aan dat de rederij deze strafzaak beslist niet had gewenst, gezien de negatieve publiciteit die een rechtzaak oplevert. Er was geprobeerd om nog voor de zitting tot

DAILY SHIPPING NEWSLETTER 2003 – 126

overeenstemming te komen tussen het Openbaar Ministerie en Stena Line, maar dat was door diverse vakanties niet gelukt.

Een nieuw, vierde rapport vond de officier van justitie niet nodig, wel vroeg hij de rechter een beslissing te nemen een onafhankelijk onderzoek te laten instellen naar de juiste milieunormen, zoals die in de aanwezige rapporten naar voren komen. Vervolgens stelde de rechter de zaak voor onbepaalde tijd uit en verwees de kwestie terug naar de rechter- commissaris.

MEANDER



The **MEANDER** (photo : Fred van der Spek) seen here cruising at the Grevelingen is the former pilot tender **ATLANTIS** (photo : Piet Sinke) , this tender sunk 26-06-1998 after a collision with the MV-5 buoy at Maas Pilot station, the hulk was sold to interests at Terschelling and later the hulk was re-sold and rebuild into the yacht **MEANDER**.the boat is

now powered by 2 x Volvo 500 hp engines driving normal propellers instead of the original jet propulsion.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :

Workships Contractors bv





K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : post@workships.nl
Telex : 24390 wosh nl

NAVY NEWS

Navy Honors Submarine Rescue Pioneer

BATH, Maine (AP)--Sixty-four years after a Navy officer led a daring deep-sea rescue of 33 sailors from a sunken submarine, his daughter christened a warship named in his honor Saturday.

Despite having quadruple bypass heart surgery last month, Evelyn Momsen Hailey, 82, smashed a bottle of champagne on the bow of a destroyer bearing the name of Vice Admiral Charles Bowers Momsen. On the fifth swing, the bottle broke, streamers shot in the air and the crowd broke into applause.

Christopher Hailey, grandson of ``Swede'' Momsen, noted the irony that the Navy saw fit to honor a man from the submarine corps with a surface warship designed, in part, to hunt enemy subs. ``As a submariner, he did all he could to avoid destroyers,'' Hailey told the audience. ``This one got him.''

The \$1 billion, 510-foot guided missile destroyer **USS MOMSEN** was built to withstand chemical attacks. Advanced radar enables it to simultaneously wage battle with enemy airplanes, warships and submarines.

Momsen invented a temporary breathing device--known as the Momsen lung--that allowed sailors using an escape hatch to make it to the surface.

He also helped create the Navy diving bell used after the **USS Squalus** sank on a test dive in 1939, 13 miles off the New Hampshire coast. Twenty-six sailors in the submarine's 59-member crew died, but the rescue of the survivors captured the nation's imagination at a time when such an operation was thought to be impossible. Momsen directed the rescue of the survivors, who waited 23 hours before a Navy tugboat arrived carrying the nine-ton diving bell. The bell was lowered to a hatch on the Squalus to rescue the men.

One of four remaining survivors, Carl Bryson, 85, of Groton, Conn., also attended Saturday's ceremony. The christening was a family affair: Evelyn Momsen Hailey was the ship's sponsor and Swede Momsen's stepdaughter and three granddaughters assisted as matrons of honor. Christopher Hailey delivered remarks on behalf of the family. Other family members included a great-grandson, Andrew Hailey, who will serve aboard the vessel, as well as about 70 others from across the country.

Submarines cleared to return to sea

Australia's **Collins class** navy submarines have been cleared to return to sea after being taken off duty last week because of safety concerns.

DAILY SHIPPING NEWSLETTER 2003 – 126

A submarine was recalled to port on Friday and all submarines were examined after concerns were raised about the maintenance of underwater valves.

The navy said in a statement that all the vessels were now considered sea-worthy.

"The Navy has now been informed by the Australian Submarine Corporation that it has checked maintenance records and conducted testing on the valves, and has assessed the submarines as safe to go to sea," the statement said.

"This followed earlier advice from the Australian Submarine Corporation that maintenance on the valves had not been carried out strictly in accordance with manufacturer's specifications."

The Chief of Staff to the Maritime Commander, Commodore Nigel Perry, said the navy took the safety of its submarine crews seriously.

"It is vital, for the safety of all Navy personnel, that the correct quality and safety management processes are taken seriously", Commodore Perry said in a statement.

"The Navy is pleased that the submarines have been assessed as safe to go to sea so quickly."

HMCS Fredericton is in Valletta, Malta for a port visit from 11 to 14 Aug

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



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>

DAILY SHIPPING NEWSLETTER 2003 – 126



Top ; The **SEALAND NEW YORK** arriving in the Europort – photo : Simon Brown ©

The **SEALAND NEW YORK** was build during 2000 at Hyundai in Ulsan under yard number 120, the 304 mtr long and 40 mtr width vessel is powered by a 77.600 hp B&W diesel for a max speed of 28.1 knots, the capacity is 6420 TEU



The **JO SYCAMORE** arrived at Rio Grande (Brasil) – photo : Marcelo Vieira ©

The ODFJELL owned **JO SYCAMORE** is build in 2000 by the Kleven yard in Floro (Norway) under yard number 140, the vessel measures a DWT of 37.622 ton , the 183 mtr and 32 mtr width vessel is powered by 1 B&W diesel of 15.600 hp good for a speed of 16 knots.



The **COMOROS STREAM** seen at the Westerscheldt River – photo : Henk de Winde ©

DAILY SHIPPING NEWSLETTER 2003 – 126

The **COMOROS STREAM** measures 155 mtr in length and has a width of 24 mtrs and a maximum draft of 11.1 mtr, she is build during 2000 at the Kitanihon yard in Hachinohe in Japan under yard number 317, she is powered by a B&W diesel engine with a output of 17.160 hp good for a speed of 22.7 knots



The tug **VERONA** assisting the **IRVING ARCTIC** at Searsport (Maine) – photo via Melissa Terry



The **BOA HERCULES** arrived Saturday night with the rest of the pipes for "Seaway Falcon" pipelaying job at Skrine/Byggve at Heimdal field in the North Sea"

Photo : Oddgeir Refvik ©

DAILY SHIPPING NEWSLETTER 2003 – 126

The **BOA HERCULES** is build at the Dahlian shipyard in China during 2002 under yard number AH48-2, the 81 mtr long vessel is powered by 2 Caterpillar Engines with a total output of 6000 kW, good for a top speed of 16 knots, the vessel measures a DWT of 4197 tons.



The **GRANDEUR OF THE SEAS** at the IJmuiden locks Sunday evening outward bound for Harwich

photo : Jack van der Valk ©

The **GRANDEUR OF THE SEAS** is build in 1996 at the Kvaerner yard in Helsinki under yard number 492, the vessel measures a GRT of 73.817 tons, and has a length of 279,1 mtr and a width of 36 mtrm she is powered by 4 MAN diesels with a total output of 12.600 kW good for a speed of 22.5 knots, The **GRANDEUR** can carry upto 2440 passengers.

AIRCRAFT / AIRPORT NEWS

PAL WARNS OF CEBU PULLOUT

The **Philippine Airlines (PAL)** has threatened to stop all its operations in and out of the Mactan Cebu International Airport unless immediate repairs are undertaken on its vastly deteriorated

runway.



Top : A **Philippines** airlines **Boeing 737-400** at Mactan Cebu Airport – photo : **Piet Sinke** ©

The announcement, made by PAL president and chief operating officer Avelino Zapanta in a press conference here the other day, immediately sent shock waves in the Cebu business community because of its potential of wreaking havoc on the local economy. "There is a need for the government to address the problem immediately because if PAL makes good its threat, this would translate into further economic losses for Cebu," said Carlos Co, president of the Cebu Chamber of Commerce and Industry. Zapanta said PAL, which operates 16 flights in and out of Mactan daily, might be constrained to cease its Cebu operations unless the repairs are made, saying the "advanced state of the runway's deterioration poses a hazard to aircraft operations."

He said they have brought the matter to the attention of President Arroyo and Transportation and Communications Secretary Leandro Mendoza but that the problem has remained unacted upon.

RIJNMOND WEATHER

Vooruitzichten van dinsdag t/m vrijdag:

MINDER WARM!

Geregeld zon en een kleine kans op een bui. Middagtemperatuur dalend naar een heerlijke 22 graden landinwaarts, in het kustgebied wordt het maximaal 20 graden.

© Ed Aldus 2003	DI-12	WO-13	DO-14	VR-15
Maximumtemperatuur:	25	23	22	22
Minimumtemperatuur:	19	16	15	15
Zonnekans in %:	40	50	40	40
Neerslagkans in %:	30	30	30	20
Windrichting kracht:	NW-3-4	W-3-4	WNW-3-4	N-1-3

.... SHIP OF THE DAY

NED MORAN

DAILY SHIPPING NEWSLETTER 2003 – 126



The **NED MORAN** of Moran tugs operational and assisting a tanker.
And below the **Ned Moran** in a later stage at the Elephants graveyard in 1991.



The ss. **NED MORAN** sailed for MORAN TUGS during 1954-1963, the tug with a brt of 206 tons had 1040 ipk , she was 30.48 x 8.28 x 4.27 mtr and build during 1930 at A.C.Brown & Sons in

DAILY SHIPPING NEWSLETTER 2003 – 126

Tottenville, she sailed first under the name **FEDERICK E. MESECK** in new York and was purchased by Moran during 1954 where she served until 1963 when she was sold to Witte's Staten Island yard, where the hulk still was laying during 1991 as can be seen above.

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

