

## DAILY SHIPPING NEWSLETTER 2003 – 134



Number 134\*\*\*\*DAILY SHIPPING NEWSLETTER\*\*\*\*Thursday 21-08-2003



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## EVENTS, INCIDENTS & OPERATIONS

### Sealand: Two out of four tugs attached

Two of the four tugs trying to refloat the container ship **Sealand Express** stranded in Table Bay had cables attached to it, Cape Town's port authority said tonight. The refloating attempt was proceeding, but there was no certainty whether the attempt would succeed.



The **SEALAND EXPRESS** aground – Photo : ANDREW INGPEN - Ocean Images Cape Town ©

Earlier in the evening the Smit Marine salvage tug **John Ross** joined three other tugs, including a Russian vessel, off Sunset Beach, Milnerton. A helicopter was used to take lines to the **Sealand**

## DAILY SHIPPING NEWSLETTER 2003 – 134

**Express**, and the attempt began at high tide, at 8pm. There were no further developments, the port authority source said.

Asked earlier whether there was any danger of the ship breaking up, he said it was difficult to say. "At the moment I've just come back from the ship and she looks fine," he said. The ship's operators in the United States have not been reachable for comment.



The **SEALAND EXPRESS** aground – Photo : **ANDREW INGPEN** - Ocean Images Cape Town ©

The ship, which has 1 037 containers on board, went aground at 6.30am after apparently dragging her anchor. Sapa has been told that port control repeatedly warned the vessel that it was heading for danger. The crew are still aboard the vessel, which is on a sandy bottom.

## Pirates identified as Indonesians

PENANG - Pirates who seized a Malaysian tanker and kidnapped three of its crew last week are part of a group of Indonesians hitting ships in the Straits of Malacca.

The group of 14 who seized the Labuan-registered MT **Penrider** were helped by four other pirate gangs, police have revealed.

The seamen they kidnapped, one of whom was the Penrider's captain, were split up and taken aboard other boats while the pirates issued ransom demands.

'During their five-day captivity, the hostages never left for land and were taken by their captors to ply the strait, blending in with other Indonesian fishing boats to avoid detection,' a police spokesman said.

The hostages were released in Tanjung Balai, near Medan, at the weekend after the vessel's owner had paid an undisclosed amount in ransom at an undisclosed drop-off point.

## Boskalis & DEME complete Glory Holes for Husky's White Rose Field

The Dynamic Positioned Fall Pipe Vessel **Seahorse** has completed two Glory Holes, at a depth of 120 metres below the water surface, designed for protection of sub-sea wells from iceberg scour in the Labrador Current, 350 km off the Newfoundland coast. This is the first time a contractor has succeeded in excavating glory holes at this northern latitude and at such a depth. An innovative underwater grab and drag system was used for executing this "world first".

## DAILY SHIPPING NEWSLETTER 2003 – 134

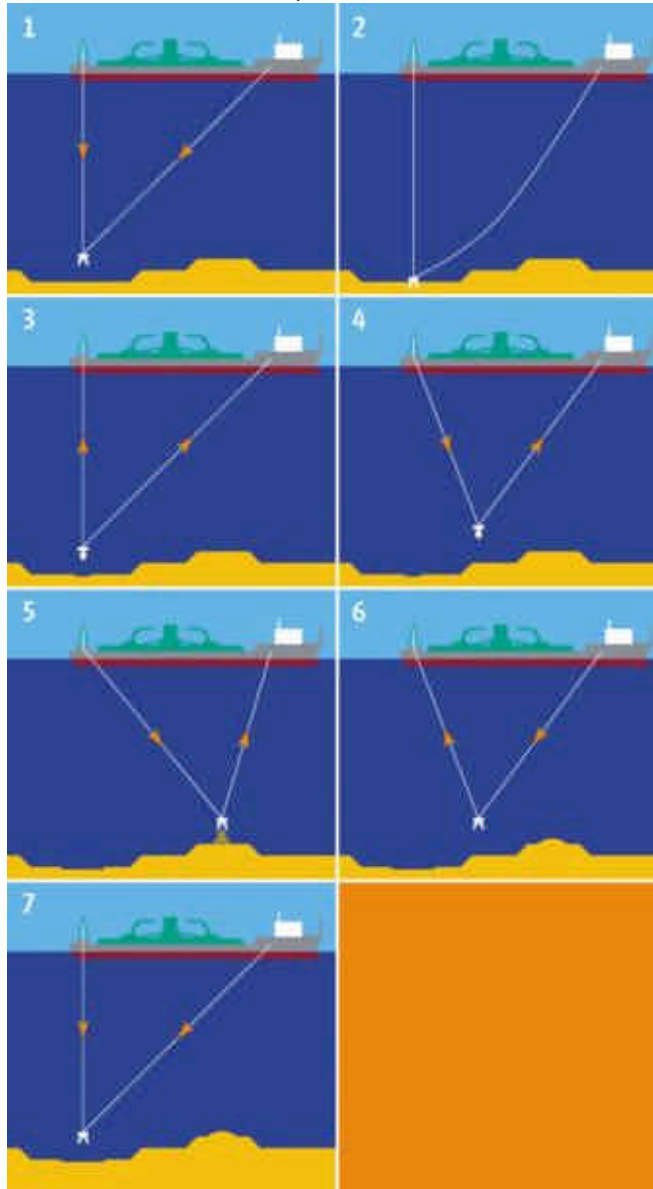
The project partnership between **Boskalis Offshore BV** (a subsidiary of **Royal Boskalis Westminster NV** group) and **Tideway** (a subsidiary of Belgian group **DEME**), has successfully completed this demanding glory hole dredging assignment on time. The two glory holes have been dredged off the coast of Canada to protect the White Rose Field's subsea wellheads from iceberg damage. The contract was awarded by **Husky Oil Operations Ltd** to Boskalis / Tideway in August 2001.



Glory holes are depressions in the

ocean floor, excavated to protect the sub-sea wells from iceberg scour. Every glory hole contains

several drill centres, with production and water and gas injection wells located at each centre. Glory holes have been excavated at three sites on the White Rose concession. Each glory hole is nine metres deep, and measures 25 metres by 25 to 65 metres in size and Spoil from construction of the glory holes has been deposited on the seabed nearby



The Partners took the decision not to use a trailing suction hopper dredger for excavation of the glory holes as enormous boulders had been found during an earlier assignment. The "grab and drag" system close to the seabed has a double advantage as the work is less weather dependent and slopes can be kept steeper at the glory hole sides. The proposed solution has proved to be a success with the completion of the first two glory holes.

At a depth of 120 metres below the water surface, the excavation of glory holes on the ocean floor requires exceptional precision. The High Precision Dynamic Positioning (HPDP) devices on board the Seahorse allow for a 10 to 20 cm margin of accuracy. Rapidly changing weather conditions, high seas, storm surges and poor visibility have presented considerable challenges working 350 km off the coast of Newfoundland. The Husky contract was spread over two working seasons, each one restricted to a time frame of late April



## DAILY SHIPPING NEWSLETTER 2003 – 134

to September. Ice drift was still hampering operations in April, and deteriorating weather conditions in the region become serious handicaps in late summer.

Innovative engineering was required to make this deep-sea excavation possible. The Fall Pipe Vessel Seahorse was specially equipped with a very heavy grab on her afterdeck. Two different clamshells were used, with a capacity of 10 and 16 m<sup>3</sup>. The first one is as heavy as the second, but its smaller dimension allows for digging in the hardest ground layers. The ROV operated grab transports the excavated material in a lateral way, shuttling at a short distance above the sea-bottom between dredging and dumping sites in 5 to 7 minute cycles.

The Grab and Drag System addresses the need for a new deep dredging solution for offshore projects. Other than glory hole excavation, this precision dredging system is suitable for pipeline-related projects and other deep seabed works. It has the potential to work as deep as 1,000 m.

The soil conditions at the location were also challenging, consisting of dense sand, clays, boulders and cemented organics. The asphalt-like "hardpan" was broken up and crushed prior to lifting, some of the clays being very stiff. Excavation of the White Rose glory holes was executed on behalf of Husky Oil Operations Ltd., a wholly owned subsidiary of the Canadian-based Husky Energy Group. The White Rose oil field is located at the eastern edge of the Jeanne d'Arc Basin on the Grand Banks, approximately 350 kilometres east of St. John's, Newfoundland.

The White Rose oil field is the third major oil field in the Jeanne d'Arc Basin, 50 km north of the Hibernia and Terra Nova fields. It will yield an estimated 230 million barrels of recoverable oil from a 40 km<sup>2</sup> area. Production is scheduled to begin before the end of 2005. Excavating the glory holes is the first major step of the oil field development.

## TASMAN SPIRIT UPDATE

KARACHI, Pakistan (AP) - Salvage workers have resumed siphoning oil from a Greek-registered tanker that ran aground off Pakistan, polluting several miles of coastline, a senior official said Monday.



The MT **Tasman Spirit** ran aground July 27 in monsoon rains in the Arabian Sea near Karachi. It broke apart last week, spilling oil that has harmed marine life and forced authorities to close all of the city's beaches to the public and start a major clean-up.

Crews had been forced to abandon

siphoning oil from the ship after it developed cracks before splitting apart last Thursday, but they restarted the salvage work Sunday.

## DAILY SHIPPING NEWSLETTER 2003 – 134

Since then, they have pumped out 6,615 tons of crude oil, said Brig. Iftikhar Arshad, general manager of the Karachi Port Trust, which runs the port of this southern city.

The oil has been pumped from the MT **Tasman Spirit** to another ship, the Fair Jolly, Arshad said.

The ship was carrying crude for Pakistan Refinery Ltd. and was chartered by Pakistan National Shipping Corp. The ship is owned by a Malta-based Assimina Maritime Ltd.

Officials have given conflicting figures about the amount of oil remaining on board, and have declined to say how much has been spilled. Arshad estimated that about 32,000 tons of oil remain inside the ship, and that it would take nine more days to transfer it to other ships. Officials have said the MT **Tasman Spirit** was carrying about 73,850 tons before it ran aground.

"The leaking of oil from the ship has stopped, which is a very good sign," Arshad said, adding that the weather was favorable for the salvage operation. A team of environmentalists flew over the oil spill Saturday and said the area has been seriously polluted, including the coastline's mangrove forests. Beaches have been littered with dead fish, crabs, shrimp and other oil-coated creatures.

Government officials, however, dispute the severity of the environmental impact of the spill.

Arshad told The Associated Press that "the oil has not affected marine life much." Meanwhile, Karachi's Mayor Naimatullah Khan said workers have been told to clean the city's beaches within a week. They will be reopened after "making them safe for people," he said. Karachi's beaches are a popular swimming spot for the city's 14 million residents.

## Douane controleert zeesleper op drugs

**VLISSINGEN** - Medewerkers van de douane district Roosendaal onderzoeken de zeesleper **Otton** omdat het vermoeden bestaat dat er smokkelwaar aan boord van het schip is. De oude sleper vaart onder de Panamese vlag. Het schip ligt sinds maandagavond aan de steiger in Vlissingen in het verlengde van de Piet Heinkade.



Het douane vaartuig **Aalscholver**, de bunkerboot **Barbara S** langsij de **Otton**

foto : Willem Kruit ©

## DAILY SHIPPING NEWSLETTER 2003 – 134

Volgens medewerkers van de douane heeft de scheepvaartinspectie het schip aan de ketting gelegd omdat het in slechte staat van onderhoud verkeert. De bemanning van het schip kon geen doel voor de lange reis van Zuid-Amerika naar Vlissingen aangeven. Dat was een van de redenen waarom het voor de douane een verdacht schip was. Een tiental medewerkers van de douane inspecteren sinds maandagavond het schip. Tot gisteravond bleef resultaat uit.

### Berging Tricolor: Ponton haalt tweede stuk Tricolor op

De Giant 4, het ponton met daarop het eerste deel van het Noorse autoschip Tricolor heeft dinsdagavond nog de haven van Zeebrugge verlaten. Het ponton gaat op zee het tweede afgezaagde stuk van het autoschip ophalen. Volgens Gerald Criel van de Combinatie Berging Tricolor zal het tillen van het tweede stuk door de kranen Rambiz en Asian Hercules II woensdagmiddag kunnen beginnen. De Giant 4 wordt dan in de loop van donderdag terug in Zeebrugge verwacht. De bergers wachten tot het tweede stuk weg is alvorens aan een derde zaagsnede te beginnen. Na twee stukken uit het achtersteven van het schip zal straks worden gestart met de boeg. Om de slopers in de Zeebrugse haven voldoende tijd te geven om de stukken schip veilig uit elkaar te halen, construeren de bergers momenteel een tweede ponton. Dat zal de stukken 3 en 4 naar Zeebrugge brengen. Volgens Gerald Criel blijft het mogelijk om de volledige Tricolor tegen oktober weg te krijgen van de zeebodem.

### Tweede deel Tricolor afgezaagd

ZEEBRUGGE (ANP) - De Combinatie Berging Tricolor (CBT) heeft in Het Kanaal het tweede stuk van het gezonken containerschip Tricolor afgezaagd. Dat heeft bergingsbedrijf Smit woensdag gezegd. Volgens een woordvoerder van het Nederlandse bergingsbedrijf wordt het scheepsdeel woensdagavond geborgen. Het stuk wordt met een kraan op een ponton gehesen en daarna overgebracht naar Zeebrugge. Daar worden de restanten van het vaartuig verder verwerkt.

## Grimaldi's double trouble

CAR carrier specialist Grimaldi group yesterday shrugged off its second vessel glitch within a week.

The 48,622 gt [Republicca di Venezia](#), owned by the Grimaldi Naples though on charter to car carrier Hual, en route for Southampton after undergoing repairs in Bremerhaven. The vessel lost power last week after leaving Hamburg and was forced to anchor in the Weser estuary.

Reports of an onboard explosion were denied. "The vessel has had engine problems," said Grimaldi's London-based director Bernard Shortt. Upon arrival in Southampton further repairs would take place though these were unlikely to be extensive, he said.

The incident follows a head-on collision between another Grimaldi vessel, the [Grande Nigeria](#), and a NYK-operated vessel off Antwerp on August 13. Each ship sustained damage to its bow in the incident, which briefly closed the port. No injuries were reported.

The [Grande Nigeria](#) would be resuming its voyage on Thursday, by which time steel plate repairs would be completed, said Mr Shortt.

## **CASUALTY REPORTING**



C.c. **Sea-Land Express** (32629 gt, built 1980) has run aground at Sunset beach in Milnerton north of Cape Town, the SABC has reported. Authorities say it apparently dragged its anchor in the heavy sea conditions. According to eye witnesses, the vessel has already been driven into the breakers along the coast. Eddie Bremner, the Cape Town Harbour Master, told the SABC sea conditions in the area are heavy. "We have still got a swell of about 3m to 3.5m and a southwester of about 30 knots." Cape weather service forecaster Steve Metcalfe said the present cold front was due to cold air blowing in from the South Pole and colliding with warmer air from the subtropical areas. Metcalfe said weather conditions like the very cold temperatures, rain and gale force winds associated with the cold front would prevail until tomorrow. A second, more moderate cold front was expected to hit the Western Cape on Saturday.

### **TASMAN SPIRIT (MALTA)**

Pakistani port officials are questioning the crew of the crude oil tanker Tasman Spirit to determine how it ran aground, causing a spill that has polluted beaches and killed marine life. Brigadier Iftikhar Arshad, general manager of Karachi Port Trust, said the master and others had been asked to stay in Pakistan until they complete their investigations. Five Greeks, including the master, and 20 Filipinos are involved. Brig Arshad said the crew had not been detained and were being well looked after. The vessel split in two near the port, more than a fortnight after running aground in heavy monsoon rains. Authorities have so far managed to pump out about 6,000 tonnes of oil, said Brig Arshad. Reports of the amount leaked vary between 12,000 and 20,000 tonnes. Brig Arshad said oil has stopped leaking from the tanker, which has been stabilised using anchors and tugs. City beaches are expected to be open again within one week. Joe Hughes, chief executive of Shipowners Claims Bureau, management company for American P&I Club, said it was too early to say how liability claims would emerge, but they would be well within the club's capability, as it was fully reinsured within the International Group of P&I Clubs, and in its own retention. Mr Hughes said there had been excellent co-operation between all interested parties, including the authorities in Karachi. Polembros is expected to be reimbursed by the mutual for a \$200,000 fine already imposed. The spill is said to be threatening seafood exports from Pakistan. Hull insurance for Tasman Spirit is reported to have been placed substantially in the



Italian market, with some reinsurance or co-insurance in the London market and led at Lloyd's. Insured value of the hull is believed to be in the region of \$6m

## **SHIPYARD NEWS**

### **Strike over pay forces HHI to close Ulsan yard**

THE on-running standoff between workers and management at Hanjin Heavy Industries turned sour again yesterday as another strike by up to 300 men brought one of its three yards to a standstill.

Yard employees want a monthly pay increase of Won75,000 (\$62), a Won500,000 bonus and another performance-related bonus. Moreover, workers are calling for greater job security and the reinstatement of an employee who was fired in April.

The Ulsan yard, with a 2,000 teu ship dock capacity, where the strike continues, has not been constructing ships since late last year as Hanjin's orderbook has become clogged up with mega boxships. The Ulsan yard has reverted to supplying parts. The other two yards are running as normal.

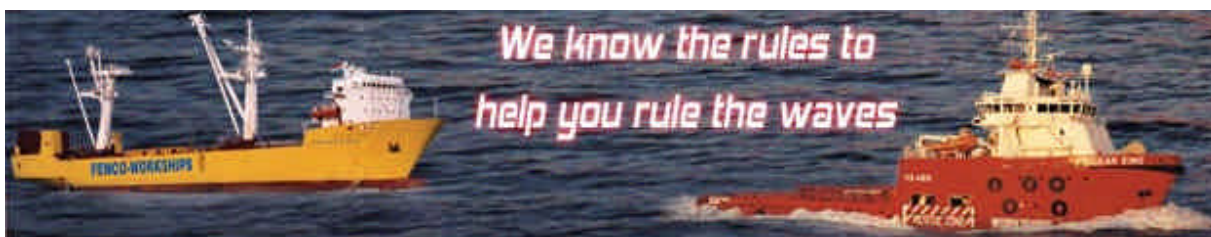
"They will continue to strike until they get some results," said Lee Sang Hun of Hanjin Heavy's investor relations department. "There could be some delays but the management thinks it can be solved." Mr Lee said there had been strikes in March and May, as well as last year.

Compared with the big three shipbuilders, Hyundai Heavy, Daewoo and Samsung, "we get paid less", admitted Mr Lee. The other Korean builders successfully negotiated the annual employee wage increase earlier this year. Hanjin Heavy has already cracked its annual orders target of \$900m.

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### **New tug arrives in Lowestoft**

Lowestoft firm Klyne Tugs has taken delivery of a £10m tug as part of a £76m contract with the Coastguard Agency.





The **Anglian Sovereign** arrived at Lowestoft docks Tuesday at the end of a voyage from the Chinese shipyard where she was built.

The 16,400 horsepower tug is the second of a pair of sister ships ordered as part of a contract to protect Britain's coastline.

Under the eight-year coastguard contract Klyne Tugs is providing four powerful vessels to help protect the coastline against marine accidents and pollution. Klyne Tugs took delivery of sister ship **Anglian Princess** last year and the **Anglian Sovereign** will soon link up with her and the **Anglian Monarch** and the **Anglian Prince**. Klyne Tugs managing director Carl Beare said: "We are delighted to take delivery of **Anglia Sovereign**. Her sister ship **Anglian Princess** has been service for over a year and proved to be an excellent vessel for use as an emergency towing vessel capable of virtually any weather conditions encountered around the coasts of Britain.

"As a company Klyne Tugs is committed to ensuring that the Lowestoft locality benefits from this development of the current fleet. "Although our vessels are deployed around the UK coast they are supported by engineering and a host of other services provided by local companies. We intend to continue with our support to these suppliers." The **Anglian Sovereign** will be formally christened at the Town Quay in Lowestoft by Klyne Tugs director Waveney Ley. After taking on stores the Sovereign will leave the port to take up station with HM Coastguard in the north of Scotland. **Anglian Sovereign** is 67.4m in length with a bollard pull of more than 180 tonnes. She is fully equipped for towing, anchor handling and firefighting. Under the eight-year contract fleet the four tugs will carry full HM Coastguard livery with white hulls and red insignia.

## **NAVY NEWS**

### **15 NPA rebels attack Navy ship in Quezon town**

ONE SOLDIER was killed while five others were wounded after communist rebels attacked a ship docked at the Coast Guard detachment in Real town, Quezon province in the Philippines on Tuesday, a military spokesman told INQ7.net. In a telephone interview, Lieutenant Colonel Daniel Lucero said around 15 members of the New People's Army (NPA) swooped down at 11:40 a.m. on Navy ship DF-352. Lucero could not immediately confirm the identities of the victims. An Agence France-Presse report, however, said two crew members were killed and identified them as Navy staffer Ismael Bernal and petty officer Joseph Denamarca. Five other government men, including a policeman who responded to the emergency call, were wounded, the report also said. Lucero said the Navy Special Warfare Unit has launched pursuit operations in the area against the rebels. The NPA is the armed wing of the Communist Party of the Philippines (CPP), which has been waging a decades-old rebellion here. Last week President Gloria Macapagal-Arroyo said government was set to resume exploratory peace talks with the rebels, two years after negotiations were suspended when NPA rebels gunned down two legislators.

## MOVEMENTS

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The **MULTRATUG 7** departed with the **SMITBARGE 2** – photo : Frans Sanderse ©



Top : The **SEAWAY FALCON** laying a 10" pipe at the Rogass job.

## DAILY SHIPPING NEWSLETTER 2003 – 134

After unloading the **HAVILA SURF** as mentioned in the newsletter yesterday now it was the turn of the UT722 "**FAR GRIP**" (below) which arrived with more pipes for the **SEAWAY FALCON** to be offloaded. **Photo's : Oddgeir Refvik ©**



The 2 Australian tugs which were in Rotterdam for some time departed Wednesday evening

Left the  
**GURRONG**

and below the  
**REDCLIFF**

**Photo's**  
**Piet Sinke ©**





## AIRCRAFT / AIRPORT NEWS

### 'Aandelenruil tussen Air France en KLM'

De Franse regering is bereid 15 procent van haar belang in Air France af te staan in een aandelenruil met luchtvaartmaatschappij KLM. Dat meldt het Franse financiële dagblad Agefi. De Franse regering heeft op dit moment een belang van ruim 50 procent in Air France en wil dat in verband met een privatiseringsplan terugbrengen naar 20 procent. KLM is al langer in gesprek met Air France om de samenwerking te intensiveren en zou volgens de krantekoppen staan voor de aandelenruil.

## RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

### DROOG WEEKEND!

Vrijdag toenemende bewolking en later in de middag mogelijk wat lichte regen of een bui.  
Zaterdagochtend eerst wolkenvelden, daarna geregeld zon en droog.

© Ed Aldus 2003	DO-21	VR-22	ZA-23	ZO-24
Maximumtemperatuur:	23	22	22	23
Minimumtemperatuur:	13	15	15	15
Zonnekans in %:	50	30	40	50
Neerslagkans in %:	10	30	10	10
Windrichting kracht:	ZW-3-5	ZW-3-5	WNW-3-4	NW-3-4

## .... PHOTO OF THE DAY ....



The **SHOVETTE** in Immingham – photo : Aad Ruter ©



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### Overlast door Blaster-virussen neemt toe

Het aantal systemen dat wereldwijd is geïnfecteerd met varianten van het computervirus Blaster, is toegenomen tot meer dan 630.000. Dat heeft producent van beveiligingssoftware Symantec woensdag berekend. Maandag dook het nieuwe wormvirus Welchia op. Deze variant op de worm Blaster zoekt de systemen op die al zijn geïnfecteerd. Daarom is moeilijk te bepalen, hoeveel computers door Welchia zijn getroffen.

Samen zijn Welchia en Blaster goed voor meer dan 630.000 infecties. Symantec berekende eerder dat de eerste variant van Blaster een half miljoen systemen was binnengedrongen. „De toename zwakt wel af“, meldde een woordvoerder woensdag. Het nieuwe wormvirus Welchia verwijdert Blaster, maar veroorzaakt tegelijkertijd veel dataverkeer waardoor computers en netwerken extreem worden vertraagd. Volgens Symantec merken veel grote bedrijven nog steeds de invloed ervan. De overlast kan volgens de zegsman nog weken tot maanden duren. Volgens internetaanbieder XS4ALL zijn de virussen enorm actief en grijpt de besmetting snel om zich heen. Rond zeven uur woensdagavond stond de teller op 120.000 geblokkeerde besmette e-mails. Die mails zijn onderschept doordat klanten een virusfilter hebben geïnstalleerd, die ze van de internetpagina van XS4ALL hebben gehaald.

„Helaas heeft minder dan 5 procent van onze klanten die virusfilter geïnstalleerd“, verzuchtte een woordvoerder woensdagavond. XS4ALL telt circa 95.000 klanten die gebruik maken van snel internet via ADSL. Ook het bedrijf UPC, aanbieder van internetdiensten, ondervindt veel overlast van de virussen. „Omdat onze systemen van de afdeling klantenservice door de virussen niet goed meer functioneerden, konden we veel abonnees die vragen hadden over internet niet goed helpen“, zei een woordvoerder. „We zijn de hele dag bezig geweest om de systemen te beveiligen tegen de virussen en dat is aan het eind van de middag uiteindelijk gelukt.“ UPC roept klanten op voorzichtig om te gaan met e-mail van onbekende afzenders om te voorkomen dat de virussen zich verder verspreiden.