

## DAILY SHIPPING NEWSLETTER 2003 – 140



Number 140\*\*\*\*DAILY SHIPPING NEWSLETTER\*\*\*\*Wednesday 27-08-2003



**THIS NEWSLETTER IS BROUGHT TO YOU BY :**

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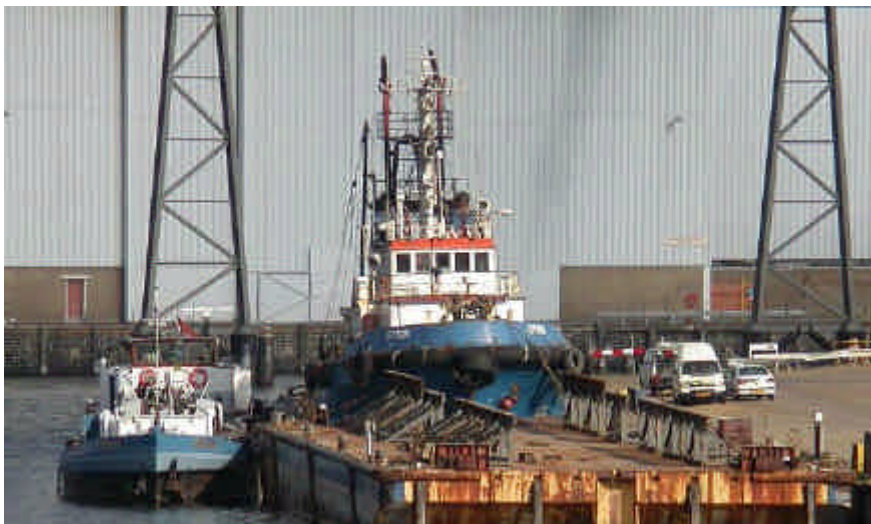
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The **MSC ALESSIA** seen here arriving in Le Havre – **photo : Pierre Hebert ©**

## EVENTS, INCIDENTS & OPERATIONS

### Spectaculaire drugsvangst in Vlissingen



De douane in Vlissingen heeft tijdens een controle ruim 4000 kilo cocaine gevonden aan boord van zeesleper de **Otton**, afkomstig uit Venezuela. Dit maakte het Openbaar Ministerie (OM) maandag bekend. Volgens het OM is dit de grootste drugsvangst op een schip in Nederland ooit. Het OM schat de straatwaarde van de cocaine op ruim 200 miljoen euro.

De **OTTON** afgemeerd in de binnenhaven van Vlissingen bij de Schelde werf – foto : Willem Kruit ©

De douane stuitte vorige week bij toeval op de partij drugs doordat het schip, dat onderweg was naar Antwerpen, door motorpech niet verder kwam dan de rede van Vlissingen. De douane kreeg informatie van de Nationale Recherche dat er vermoedelijk verdovende middelen aan boord waren. Na drie dagen zoeken, vond de douane de drugs die in een verborgen compartiment in de brandstoftank van het schip verstopt zaten. De tien bemanningsleden uit Colombia, Ecuador en Panama werden aangehouden en zijn, na voorgeleiding, in bewaring gesteld.

Justitie brengt de vondst in Vlissingen in verband met een lopend onderzoek van de politie in Flevoland. Naar aanleiding van dit onderzoek zijn afgelopen weekend vier mannen en een vrouw uit Amsterdam, Almere en Ermelo aangehouden. De vijf worden woensdag voorgeleid aan de rechter-commissaris in Lelystad. De partij cocaine is inmiddels vernietigd.

## Greek oil tanker sinks deeper, leaks more crude into sea



(KARACHI) A Greek oil tanker grounded outside Pakistan's premier port of Karachi since last month, spilled more crude after tilting further and sinking deeper into the sea, a senior official said.

'It was a pretty bad day,' Brig Iftikhar Arshad, a Karachi Port Trust official, said on Friday. 'There has again been a major spill from the front portion of the tanker, which has sunk deeper into the seabed and tilted on one side.'

The Tasman Spirit, carrying 67,500 tonnes of crude, was grounded outside the channel leading to Karachi port on July 27 and broke in two last week.

It has spilled around 12,000 to 15,000 tonnes of crude into the sea, killing marine life and polluting 7.5 km of sandy beaches.

The biggest oil spill in Pakistan's history has shaken authorities and environmentalists, who have called for swift actions to control environmental damage and halt more leaks.

But authorities seemed to be fighting a losing battle. 'We are using booms and skimmers to contain oil, while a C-130 aircraft is spraying chemicals on the crude to help it settle on the bed,' Brig Arshad said.

Authorities have so far drained 30,000 tonnes of crude, but 20,000 tonnes are still in the ship.

### Navy lends tanker for salvage

The lighterage operation on **Tasman Spirit** resumed on Sunday, but only when the Pakistan Navy came to the rescue of salvagers by providing its low-capacity tanker, **PNS Gwadar**.



Left : The **PNS GWADAR**

Photo : Coll : Piet Sinke

Sources privy to the salvage operation said that the foreign team of salvagers expressed its inability on Sunday morning to use the already in-service oil tanker, **Fair**

**Jolly**, any further after it developed a major hole in its keel. The ship has now been excluded from the salvage operation as there was a possibility of its keeling over. It hit the broken metal pipes and other submerged parts of the stranded ship, which caused a crater in its bottom, said the sources, adding that **Fair Jolly** has been withdrawn from the operation as its economical repairing was not possible in a short period.

The Fair Jolly had started the salvage operation on Aug 4 and it continued working intermittently till last Wednesday, ferrying about 30,000 tonnes of crude stored in the grounded tanker. A couple of barges were also deployed in the operation but due to their limited capacity, they managed to transfer only an insignificant quantity of oil. In the meantime, oil continued leaking into the sea on Sunday as well. Conservative estimates put the quantity of oil spilled into the sea at 20,000 tonnes.

KPT's Brig Iftikhar Arshad Khan said that following the salvagers' refusal to deploy their ship any further, the KPT requested the Pakistan Navy to provide a ship, which was granted by the Chief of the Naval Staff. He said the salvagers had agreed to make payment against the services of the naval ship, which is employing the PN personnel. After extracting about 500 tonnes of crude oil from **Tasman Spirit**, they had started pumping out to another big ship, **Endeavour-II**, in the evening.

### Sealand: Captain removed

Cape Town - The captain of the **Sealand Express** has been relieved of his duties and will be replaced with a captain appointed by the USSMI.

Clint Eisenhower for US Ship Management Inc (USSMI) on Monday said **Frederick Allen** had been removed over the weekend. He will not be allowed to leave the country, since South African authorities still want to question him. The crew is still on the stricken ship.



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Eisenhower did not make available the name of the new captain who would take over soon.

Allen might be in hot water for getting the [Sealand Express](#) stranded on a sandbank at Sunset Beach, Milnerton in Cape Town.

Allen apparently ignored repeated warnings from harbour control that he was running dangerously close to land in stormy weather a week ago. The ship eventually stranded after dragging an anchor in gale force winds, lashing rain and heavy swell

### Odds against Sealand Express

Cape Town - Salvors have warned that the odds are stacked against the bid they will make this weekend to refloat the [Sealand Express](#), stranded off Cape Town's Sunset Beach.

Speaking at a media briefing in Cape Town on Tuesday, Smit Pentow spokesperson Dave Main said that as salvors they had to be optimistic. But when asked what the odds were of pulling off the vessel, he said: "If you had to speak to mathematicians and scientists, the odds are, quite frankly, that she's not going to come off.

"If we just look at the bare figures, and with the sandbank the way it is now, we can't actually physically lighten her enough to just float her off. "We're bargaining that, hopefully, the elements will assist us, and, of course, that the dredger will assist us." He said the attempt would be made on Saturday, when there is a spring high tide.

Three previous bids to budge the ship, now trapped in a sandy gully, have failed. Ironically, salvors Smit Pentow are hoping for big swells and a north-west wind - weather similar to that which put the ship aground last week - to push the high tide even higher and help the vessel float out of the sandy gully in which she is trapped.

#### Substantial swells

Weather permitting - and in this instance, calm weather from now until Friday night - the salvors plan to use a high-volume dredger to remove sand from the seaward side of the gully that is trapping the Sealand Express. "We believe that if the weather allows us, and we can move enough of the sand on the port side... this will push the odds up. But we certainly can't guarantee it," Main said.

Meanwhile, about 1 500 tons of fuel oil have been removed from the stricken vessel; this leaves about 1 700 tons in her tanks. Pumping of the oil, interrupted over the weekend by "substantial swells", is expected to resume on Tuesday afternoon as the weather abates.

Speaking at the briefing, both Transport Minister Dullah Omar and Environment Minister Valli Moosa said removal of the oil was the biggest environmental concern. Salvors said they hoped to have pumped out all the oil before the operation to pull the ship off on Saturday. "Our biggest adversary at the moment has been the weather - it's not so much the wind as the swell," Main said. The salvors on Tuesday also confirmed plans to start removing some of the hazardous cargo on board the vessel, which is in 33 containers on the "above decks" portion of the ship.

#### Safe flight path

Removal of this material - the cargo includes radioactive uranium ore, corrosive liquids, various chemicals and fireworks - will be done by helicopters. These will be flown along a "safe flight path" over the sea, between the Sealand Express and an area specially designated within Cape Town harbour's container depot. No part of the route will be over land. Besides two local helicopters,

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consideration was being given to hiring a giant Russian MI-26 helicopter. This would be capable of lifting off some of the containers, up to a maximum of 18 tons.

The full containers on the Sealand Express weighed between 12 and 30 tons. Main said if the attempt to move the ship this weekend - pulling is set to start at about midnight on Friday, and would continue, depending on conditions, through into Sunday - was not successful, the salvors would look at other options.

These included building a causeway to the ship from Sunset Beach, and using a crane on a "jack-up barge" alongside the Sealand Express to remove the cargo. "If we don't get her off on Saturday, there's a long wait for the next suitable time," Main warned.

## CASUALTY REPORTING

### Tourist cruise ship aground

Twenty-five German tourists on a sailing cruise near the Ionian island of Paxoi were evacuated safely on Saturday afternoon when the 30-meter **Angelika** hit a reef and began taking on water. Coast guard vessels and other craft in the area, two nautical miles from the port of Paxoi, rushed to the scene after the captain issued an SOS. All passengers and some of the 10 crew members were transferred safely to port. Six crew members stayed aboard the yacht to help keep it afloat until it could be towed to port. Paxoi port authorities were investigating the cause of the accident, which occurred in well-charted waters in fine weather. Captain Giorgos Tsouroupis, who has great experience in the area, blamed himself for the accident. "It was the result of a bad calculation on my part," he told NET state television. "I sailed into the reef when I thought I was far from it."

### OVALAU (FIJI)

Ferry Ovalau has sunk in Nanunu-i-Ra passage, 30 kilometres from Ellington. Sistership was close by and rescued 80 passengers. Vessel sunk went down with all the cargo including twelve trucks. -- Lloyd's Agents. London, Aug 24 -- A press report, dated today, states: Twenty passengers were forced to abandon the inter-island ferry Ovalau ex Uwajima (942 gt, built 1969), hours before it sank yesterday afternoon, off the coast of Rakiraki. The vessel, owned by the Patterson Shipping Company, was leaving for Nabouwalu when it hit the reef near Ellington Wharf. Passengers were evacuated on to the Princess Ashika which had just arrived from Nabouwalu. Patterson Shipping managing director George Patterson last night confirmed the incident saying there was no loss of lives. He said it hit the reef outside Ellington Wharf between 1400 and 1500 hrs yesterday and started taking in water. Mr Patterson said the Ovalau's sister ship, Princess Ashika, passed by around 1730 hrs and evacuated the passengers. He said the Princess Ashika then tried towing the stricken vessel back to the Ellington Wharf but could not, leaving them no choice but to abandon it. Mr Patterson said he wasn't sure about who to blame for the incident. "Really, we don't know because I have to have the captain's report when I meet him tomorrow," he said. The passengers spent the night on board the Princess Ashika and are scheduled to leave for Nabouwalu this morning.

## SHIPYARD NEWS

### IHC Caland to axe troubled yard with loss of 400 jobs

Dutch offshore and shipbuilding group IHC Caland is to close its van der Giessen-de Noord yard, with the loss of nearly 400 jobs.

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The decision marks IHC Caland's exit from the traditional shipbuilding market, leaving it with two core activities of dredging and offshore. Although the troubled yard had been struggling to find orders for the last year or so, few expected the axe to fall on the whole yard.

Of the 470 people employed, only 80 would be able to find work

elsewhere within the company. In 2002, 300 jobs went. Union representative Ruud van der Bergh said: "The closure has come as a complete surprise — a bad one. Everybody will be leaving here." President of the Dutch group, Sjef van Dooremalen, said: "It is an awful decision to have to make. People following the orderbooks in Europe knew something had to happen but perhaps they didn't think we would close the yard." There was continuing uncertainty about orders. "Even if new orders were booked we were still talking about a six-month period when the yard would be idle." The yard will remain open until early 2004 to finish off existing orders. IHC Caland has made a post-tax provision of \$45m to cover the closure. Mr van Dooremalen said the company "had scanned the horizon" looking for a possible buyer but "no-one is interested without an order book".

As to blame, there were a number of causes, he added. There had been internal issues when the complexity of several orders was under-estimated which meant two vessels were delivered late and over budget. This would not have been such a significant problem but it came at the end of 2000 when there was a rush to get orders in before the end of direct subsidies, which were running at a maximum of 9% of the contract value.

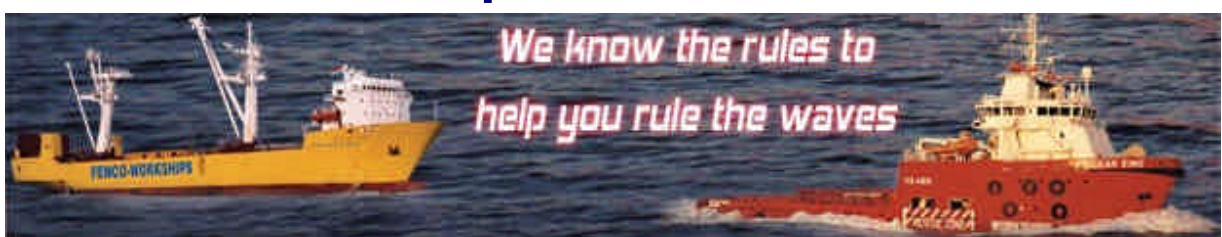
"This problem became massively visible in 2002." The yard had faced increasing competition from Asian yards, especially when it came to one of its specialities, ro-pax ferries. The offshore support vessel market struggled and the cable laying business had collapsed. But all of these reasons were overshadowed when it came to the indirect impact of September 11, he stressed. When the cruise market collapsed after September 11 those yards looked for alternative business. There was also the euro/dollar exchange rate. "This was a yard without any financial reserves, given the losses over the last year. We were given a situation when we could not decide anything else." Remaining building activities (IHC Holland and Merwede Shipyard) will be split off into a newly listed company which will be owned by existing shareholders. Mr van Dooremalen will then head up the new listed company. At the same time, IHC Caland announced half-year results of \$34.2m, down from \$42.4m. With the exception of the \$45m put aside, the Dutch group expected to meet its earlier profit forecast of \$110m. Last year was the first year in the group's history when offshore was responsible for 100% of the bottom line.

This year would see a repeat of this, said Mr van Dooremalen. Ruud Schouten, of the Netherlands shipbuilding industry association, the VNSI, said: "It is a sad day for Dutch shipbuilding."

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## HERMOD INSTALLS THE CASSIA-N PLATFORM



The **RETRIEVER** and the **ATLANTIC OSPREY** manoeuvring the barge with the **CASSIA-N** Platform alongside the **HERMOD**.



Monday morning the **HERMOD** (photo left) lifted offshore Trinidad the **6200 tons** Cassia N platform in a dual lift from the barge and the platform was safely installed at the jacket, during this dual lift the Starboard crane lifted **2929 tons** and the Portside crane lifted **3430 ton**.

Photo's / info :  
**Jan Terpstra ©**  
**Ch.Eng Hermod**

## SHIP SALES

### BULK CARRIERS:

**Golden Laker:** 30,838 tdw blt 9/96 Naikai reported sold region US\$12,400,000 to US-based buyers.

**Bright Phoenix:** 27,760 tdw blt 4/96 Shin Kurushima reported sold region US\$12,000,000 to undisclosed buyers.



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### CONTAINERS:

**Excellence Container:** 23,650 tdw blt 4/94 Shin Kurushima about 1,510 TEU reported sold region US\$13,050,000 to undisclosed buyers.

**'Asian Pollux'** : 22,740 tdw blt 3/91 Shin Kurushima about 1,182 TEU reported sold region US\$10,900,000 to clients of Lomar Shipping.

**DEMOLITION:** *all prices per ton lightweight*

**ULCC Stavros'G.L:** 357,054 dwt, blt 1976 Sweden, 42,360 lwt reported sold region US\$235 with delivery China.

**Mt Candia M:** 96,913 dwt, blt 1981 Japan, 18,613 lwt reported sold region US\$240 with delivery India.

**Mt Mariner A:** 36,963 dwt, blt 1975 Japan, 7,124 lwt reported sold region US\$252 with delivery India.

**Mt Panagiotis D:** 24,489 dwt, blt 1972 Australia, 7,025 lwt reported sold region US\$275.50 with delivery India.

**Mt Potrero del Llano:** 21,686 dwt, blt 1968 Japan, 5,617 lwt reported sold region US\$50 with delivery as is/where is Lazaras Cardenas, Mexico. Expect re-sale to India.

**Mt Iktinos:** 11,196 dwt, blt 1975 Japan, 3,584 lwt reported sold region US\$257 with delivery India.

**BC Thetis I:** 54,309 dwt, blt 1981 Romania, 14,397 lwt reported sold region US\$228 with delivery China.

**BC Tina M:** 36,071 dwt, blt 1978 Japan, 8,594 lwt reported sold region US\$246 with delivery India.

**BC Legend I:** 33,700 dwt, blt 1972 Poland, 8,145 lwt reported sold region US\$254 with delivery India.

**BC Muchel:** 26,463 dwt, blt 1976 Japan, 7,902 lwt reported sold region US\$220 with delivery China.

## ITALIAN LARGEST CRUISE SHIP ON TRAILS

The largest cruise ship in the history of the Italian merchant navy took to the sea today. The "**Costa Fortuna**" was built in the Finacantieri shipyard in Sestri Ponente. It weighs 105,000 tons and is 272 meters long and 38 meters wide and 66 meters high. It contains 1358 cabins for 3470 passengers and it's the first cruise ship launched in Sestri Ponente after the ocean liner Michelangelo. The "**Costa Fortuna**" will begin service in the Costa Crociera fleet in November 2003. At present it is headed towards Palermo for the finishing touches and a coat of paint. It will return to Genoa on September 6th to be tried out at sea.

## NAVY NEWS

### Victoria, your submarine has surfaced

Peter Hagan may have spent most of the last two months on a submarine but he still had chores waiting for him at home when he arrived at CFB Esquimalt on Sunday.





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The chief petty officer was among a crew of 53 on the West Coast's newest submarine, Victoria, when it surfaced about 9 a.m. near Race Rocks. Families, some of whom have just moved from Halifax, saw their loved ones a couple of hours later after Canada Customs had gone through the boat. Hugs, kisses and a few tears greeted the sailors after a 7,350-nautical-mile voyage from Halifax through the Panama Canal and up the West Coast. As Hagan and his mates were sailing from one coast to the other, wife Tena Remington and daughter Kaleigh were packing up, then driving across Canada to their new home. Victoria's arrival has been much anticipated. Problems delayed its departure from Halifax last year but it completed the transit with no problems, said Lt.-Cmdr. Scott McVicar, who captains the vessel.

It remained submerged most of the trip but visited Port Canaveral, Fla., Manzanillo, Mexico and San Diego during the trip. The submarine surfaced about eight kilometres from Esquimalt Harbour in the shadows of the Olympic Mountains with the Coho ferry from Port Angeles in the distance. A Sea King military helicopter circled overhead to ensure other water traffic kept a safe distance and to video the event. Esquimalt last had a submarine posted here about 30 years ago. The submarine is the first navy vessel to be named after the city of Victoria. Several pleasure craft, fishing boats and a whale-watching tour had a good look at Victoria soon after she surfaced. Only about 30 per cent of a submarine ever gets above water unless it is in drydock and head-on, from a distance, it appears to be a black buoy. Victoria surfaced undramatically in the blink of an eye within view of William Head and cruised toward the harbour at about eight knots. Private vessels as well as military craft greeted the submarine as it entered the harbour before taking a salute from the admiral at Duntze Head. About 17 sailors, including the captain, McVicar, were at attention on the deck. A pilot boarded the submarine to join the captain for the short trip to the jetty. Sailors on warships **Ottawa**, which accompanied the submarine up the West Coast, Regina and Protecteur were on their decks saluting as two tugs helped inch Victoria alongside.

## HMS QUORN IN SCHEVENINGEN



**HMS M 41 QUORN**  
during a port visit to  
Scheveningen last  
weekend , the vessel  
departed again on  
Tuesday morning

photo : Piet Sinke ©

## Foreign submarines spy on Far East exercises

The Russian Navy has detected foreign submarines keeping a lookout during the exercises of the Russian Pacific Fleet, Admiral Vladimir Kuroyedov, Commander-in-Chief of the Russian Navy, said. "We spotted foreign submarines watching our exercises on Saturday in the Primorye Region near Nakhodka, and today we detected them near Kamchatka," he told reporters. He did not rule out that the submarines could be American. Since the U.S. Navy had refused to send its official observers for the exercises, the admiral believes that the submarines are a kind of "unofficial observers." "We took no actions against the submarines, for they did not enter Russia's territorial waters," Kuroyedov said. Defence Minister Sergei Ivanov said earlier that Russia had invited military observers from all the neighbouring countries. In his view, the observers could see for themselves that Russia had no aggressive intentions.

## MOVEMENTS

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The tug **EERLAND 26** moored in the port of Flushing

Photo : Willem Kruit ©

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The **S.A.Helderberg** seen here arriving in Rotterdam – photo : Piet Sinke ©



Iskes **THETIS** during trials in the Rotterdam area Monday 25-8-2003 – photo : Bob Soumang ©



The **STRIL PIONER** moored at Stavanger – Photo : Terje Moen ©



## AIRCRAFT / AIRPORT NEWS

### Vliegtuig crasht in Haïti: 21 doden

Een vliegtuig van de Haïtiaanse luchtvaartmaatschappij Tropical Airways crashte zondag tijdens het opstijgen van de luchthaven van de stad Cap-Haïtien. Bij het vliegtuigongeluk kwamen 21 inzittenden (19 passagiers en de twee piloten) om het leven.

Het vliegtuig dat de verbinding Cap-Haïtien/Port-de-Paix uitvoerde, stortte onmiddellijk na het opstijgen neer in een suikerrietveld nabij de luchthaven. De 19 passagiers zouden allemaal Haïtianen zijn terwijl de twee piloten buitenlanders zouden kunnen zijn.

## RIJNMOND WEATHER

Vooruitzichten van woensdag t/m zaterdag:

### WISSELVALLIGER!

Half tot zwaar bewolkt en vanaf vrijdag enkele buien, de neerslaghoeveelheid kan van plaats tot plaats sterk verschillen.

© Ed Aldus 2003	WO-27	DO-28	VR-29	ZA-30
Maximumtemperatuur:	20	19	18	18
Minimumtemperatuur:	14	13	12	12
Zonnekans in %:	20	30	30	30
Neerslagkans in %:	20	20	70	70
Windrichting kracht:	NW-3-4	WNW-2-4	NW-3-5	WNW-3-5

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

### KANG HE



A historical picture of the **KANG HE**, the first **FULLCONTAINER** ship of COSCO which entered the port of Antwerp during April 1991, the vessel is seen here moored at the Seaport Terminal of the Katoennatie in the Delwaide Dock.

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The **KANG HE** was build during 1972 by Mitsubishi Heavy Industries in Kobe under yard number 10310 under the name **NEW YORK MARU** for the Mitsui OSK Lines, in 1988 the vessel was renamed **KANG HE** for COSCO, the vessel made her last trip to the breakers at Alang (India) during 1997, where the vessel arrived December 15<sup>th</sup>, 1997 for demolition.

Photo / info : Gaetan Spoormans – COSCO Belgium

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