

DAILY SHIPPING NEWSLETTER 2003 – 144



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Sunset over the Europort Industrial Area – **photo : Piet Sinke ©**

EVENTS, INCIDENTS & OPERATIONS

Salvors of Sealand Express hit major problem



The salvors of the grounded container ship, **Sealand Express**, have hit a major problem, which reduces the chances of a successful re-floating to a 20% possibility.

Attempts to tow the ship off the sand bank at Sunset Beach in Table Bay are in progress this evening and will continue for the next 24 hours.

Attempts to refloat the 33 000 ton container ship started late this afternoon with three tugs connecting their towlines. The salvors were taking advantage of the spring high tide. At a later stage they hit a major snag, the clear passage to the sea

was obstructed by a consolidated bank of rock and mud.

The Dutch dredger has pumped out thousands of tonnes of loose sand around the ship, but could not deal with the harder surface. The first loads of hazardous cargo from the ship have been removed.

The ship has been lightened by pumping out thousands of tons of oils and clean ballast water. But having done all that the salvors still rated the chances of success very slim.

Dave Main, the Salvage Co-ordinator said: "Mathematically our chances of success are about one in five but we will continue..." Environmental planners were on the beach today assessing the impact, if a last resort plan is implemented. This involves the building of a causeway to lift containers from the ship.

Sealand's Big Pull Starts At Midnight

The oil pollution threat from the stranded container ship **Sealand Express** is all but over, with salvors having removed all 3 700 tons of heavy fuel oil and some of its hazardous cargo from the vessel.

Today, they are preparing for another attempt to refloat the vessel, starting a "big pull" with three tugs at midnight. Top-class precision flying by helicopter pilots and the equally precise pilotage of a large dredger were the highlights yesterday.

A large Russian-built Mi-8 helicopter joined the Sikorsky machine in carrying heavy equipment out to the **Sealand Express** lying off Sunset Beach, Milnerton. The container ship ran aground during a storm early on Tuesday last week, after dragging its anchor.

The small tanker **Oranjemund** was loaded with the last few tons of heavy fuel oil from the ship late on Wednesday, leaving enough diesel aboard for salvors Smit Marine South Africa to run the ship's generators.

The Mi-8 helicopter carried a 4.5-ton crane, specially designed by Smit engineers to be attached to the top of a 12m container, and two large steel skips to the ship yesterday. The skips were lowered among containers on the ship's main deck, requiring skilful piloting.

The salvage team, which includes hazardous materials experts, started loading dangerous cargo, including Christmas crackers and alcohols, into the skips. The laden skips were flown back to a landing zone near the helicopter base at the container terminal in Table Bay Harbour.

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Four loads of two tons each - totaling one container - have been delivered. De-ballasting of the stranded ship started early today, with a tug hooking up to it to prevent it being washed further inshore as it becomes lighter. Three tugs - [Pacific Ariki](#), [Pacific Brigand](#) and [Pacific Worker](#) - which would be used during the refloating attempt were being connected to [Sealand Express](#). The tugs, with a combined bollard pull of 400 tons, would put strain on the tow wires, so as to prevent the ship from becoming too lively during the deballasting process.

Salvors are hoping the weather will provide a strong swell which should help to get the vessel's stern off the sand once its bows had been swung out to sea. Salvors and the South African Maritime Safety Authority (SAMSA) have appealed to the public to stay clear of the salvage area around the ship, both on the beach and at sea, especially at the weekend. "It can be very dangerous for small boats to move into the area where tugs and other vessels will be hard at work and we don't want to put people's lives at risk," said SAMSA spokesman Dave Colley.

An 800m section of beach had been cordoned off for safety reasons and to prevent damage to the sensitive plantlife on the dunes. The powerful deep-sea salvage tug [John Ross](#) is expected to return to Cape Town on Monday after helping to arrest the [Viarsa 1](#), believed to have illegally caught Patagonian toothfish.

TRICOLOR GETTING SCRAPPED



2 parts of the [TRICOLOR](#) getting scrapped in Zeebrugge – [photo : SMIT Salvage](#) ©

Royal send-off for dredger

THE words Queen and dredging may not often be used in the same sentence, but there is always an exception to the rule. The [Queen of the Netherlands](#) recently performed the launching ceremony of the trailing suction hopper dredger [Prins der Nederlanden](#).

Built by IHC Caland-owned Merwede Shipyard, the dredger was built on behalf of the British subsidiary of Royal Boskalis Westminster.



Prins der Nederlanden is one of two hopper dredgers being built at the Hardinxveld-Giessendam yard on behalf of Boskalis. Both vessels will be 156 m long with a hopper capacity of approximately 16,000 cu m.

Left :

The **PRINS DER NEDERLAND** prior her launch ready at the slipway

Photo:

Bram Plokker / Ineke de kok ©

Prins der Nederlanden will go into service next February and its sister vessel will follow later in the year. Both

vessels have been specially designed for the dredging and transport of sand and sludge. The companies claim that the **Prins der Nederlanden** has a very efficient design because it has a large carrying capacity combined with a relatively shallow draught but it can also dredge down to large depths.

"Gantries of the gravitation type have been installed for lifting the suction lines in and out of the water and the innovative design means that the ship needs fewer bottom doors than usual for discharging," the yard and Boskalis said in a joint statement. Damage stability was higher than required by international standards and the ship has four control and monitoring systems — a dynamic positioning and dynamic tracking system, a dredge control system, a hopper monitoring system and an alarm and monitoring system.

SHIPYARD NEWS

B+V Reports Busy Repair Docks in August

Despite the difficult market situation **Blohm + Voss Repair GmbH** has been able to book new orders so that the docks are quite busy in August. On Tuesday, August 5, 2003, the bulk carrier **ANANGLE VENTURE** of Anangel Purity Compania Navio arrived. The 226 m long and 32.2 m wide ship, which had been tugged across the Atlantic, will be provided with a new rudder. The new rudder had been designed and built at the yard during the last four weeks. The ship will be staying in dock 11 for about nine days. In the middle of week 32, the reefer **FORTUNE BAY** of Vertex Shipholding SA will call at Blohm + Voss and be docked for two days (dock 16) to repair cracks in the rudder. The reefer has a length of 144.52 m and a breadth of 21.80 m. The 239 m tanker **YOUNG LADY** in service under the flag of the Isle of Man is to arrive on Friday, August 15, 2003. The tanker will be docked for six days in dock 11 and thereupon equipped with two new winches and 14 new bollards. In addition, a monitoring system will be installed. Another LNG tanker will be docked on Saturday, August 16, 2003 in **ELBE 17**. The conversion of the tanker **MATTHEW** is a large order for Blohm + Voss Repair. The tanker will stay at the yard for about 50 days during which the 288.12 m long and 41.15 m wide tanker will be equipped with a new workshop and a new genset room. In addition, the tanker will be provided with new winches and a free-falling rescue boat will be fitted. On Monday, August 18, 2003, the floating crane **HHLA IV** will be subjected to a routine docking of about four days prescribed by the

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classification society. Paintwork and work on the seawater valves will be carried out. In addition to this, an order for the cruise liner **HANSEATIC** has been signed: On Monday, August 25, the 122.73 m long and 18 m wide **HANSEATIC** will be hauled into dock 10 to refurbish the cabins and the cinema. During the 14-day stay, the cabins will be provided with sprinklers and the decks and the pool will be newly decorated. In addition, an emergency genset will be installed.

OVERHEID LIET VAN DER GIESSEN VEEL TE SNEL VALLEN

Door Gert Onnink

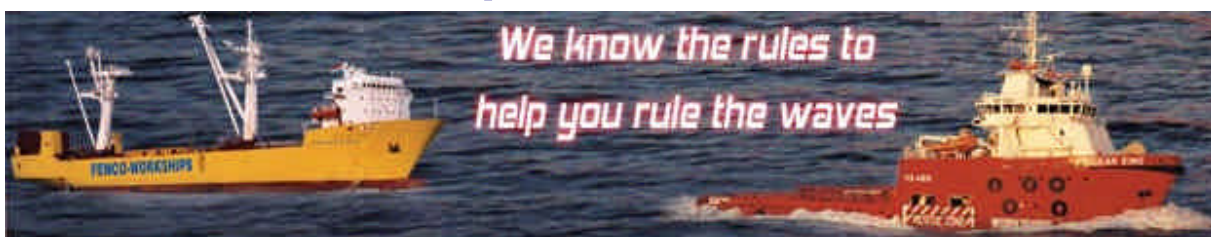
Krimpen aan den IJssel - Valse hoop wil hij het personeel van Van der Giessen-de Noord beslist niet geven, bestuurder Gerard van der Lit van De Unie. Maar de vakbondsman heeft het idee dat betrokken partijen er niet alles aan hebben gedaan om de noodlijdende scheepswerf in Krimpen aan den IJssel te redden.

„Iedereen was lamgeslagen. Er werd alleen gezegd: de cijfers liegen niet. Geen orders, geen bootjes, ik vind dat te makkelijk," stelt Van der Lit. „Toch is besloten het bedrijf te sluiten." De scheepvaartman van De Unie weigert zich daar bij neer te leggen. „Misschien vecht ik tegen windmolens, maar ik wil wel zeker weten of alles is geprobeerd. Wie weet is overleving in afgeslankte vorm mogelijk."

ROUTE, PORTS & SERVICES

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Seen in Panama 3 tugs at anchor August 21st,
with on the right hand side the former
SMIT JAMAICA
getting her new name **VB CHAGRES**

Photo's :
Jaap van Tankeren ©

Modest swing has Evergreen back in black

EVERGREEN Marine Corporation, part of Asia's largest shipping group, has swung back into the black in its interims although the improvement is modest compared with other lines.

Net profit showed a swing of more than half a billion Taiwanese dollars, clocking in at T\$228m (US\$6.57m) compared with a T\$377m loss in the same period last year. Revenues more than doubled to T\$16.29bn, contrasting favourably with a 2002 figure of T\$6.87bn. However, the figures only cover the results of Evergreen Group's stock market listed company EMC (Taiwan) and Panamanian subsidiary Greencompass Marine.

Excluded are other ship-ping businesses within the huge conglomerate including Lloyd Triestino, Hatsu Marine and Evergreen International Storage and Transport Corporation. Many of Evergreen's newbuildings are being earmarked for its overseas subsidiaries and EMC is thought to cover less than half the combined container shipping fleet.

Minoan hires 'Prometheus' to potential buyer

CRETE-based ferry operator Minoan Lines has agreed a three-month charter of its two year-old ro-pax ferry **Prometheus** to an Italian company which will also have an option to purchase the vessel outright at the end of the hire period.

The deal raises hopes of selling the 30 knot Samsung-built ro-pax which Minoan has had on the market for months in the hope of bolstering cash flow and trimming debt. The charterer and prospective buyer was yesterday described as an Italian operator on the west coast that wants to pair the ferry with one of its existing ships of similar characteristics. Minoan earlier this year clinched the sale of a sistership, the **Ariadne Palace 1**, formerly **Oceanus**, which has been bought by Corsica Ferries Sardinia Ferries for \$67m.

Corsica Ferries wants to put the vessel into service by April next year and in the meantime has chartered it back to Minoan. The Greek company, which has been seeking a similar price for the **Prometheus**, has been using both vessels in a service between Patras and Bari this summer.

Each ferry has 52 cabins and 1,916 lane metres of garage space for 120 trucks and 150 cars or alternatively 600 private cars. Minoan remained in the red for the first six months of this year but trimmed its net loss and is looking to raise more funds from a sale of its participation in internet provider Forthnet this autumn

NAVY NEWS



This is an undated photo of a Russian 1960's era **November class** nuclear attack submarine similar to the **K-159** which sank in the Barents Sea on Saturday morning as it was being towed to a scrapyard, killing at least two of the 10-member crew, the Defense Ministry said. One sailor was rescued, the bodies of two dead crew members were found and the fate of seven others were unknown, the ministry said. The submarine's nuclear reactor was shut down at the time the vessel sank at about 4 a.m. 3 ½ miles northwest of Kildin Island, the Defense Ministry said. No weapons were aboard the sub.



2 Royal Navy **Westland Sea Lynx** helicopters during a show in Eggebek in Germany August 24th.
Photo : Tobias Rose ©

Hi-tech patrol boats to guard coastline

A NEW fleet of hi-tech navy patrol boats will be dispatched under a \$550 million plan to protect Australia's coastline from illegal immigrants and poachers.

The Federal Government announced yesterday the 12 **Armidale Class patrol boats** – each 57m long and armed with powerful fixed cannons – would be launched off the northern coastline in early 2005.

Operating out of Cairns and Darwin, the Armidales will be able to travel to a range of 5500km or 3000 nautical miles, about 25 per cent further than the Fremantle patrol boats they will replace.

The aluminium vessels each have dinghies, making it easier for naval personnel to board ships suspected of carrying illegal immigrants or fish stocks in rough seas. Promising safer borders in the country's north, the announcement by Defence Minister Robert Hill came a day after Australian authorities seized a haul of rare patagonian toothfish, illegally poached from southern Australian waters by a Uruguayan vessel. "The current fleet of patrol boats has served the navy and Australia well but the boats are ageing and are costly to maintain," he said.

Senator Hill said the new patrol boats would be fitted with Rafael 25mm Typhoon cannons and had superior firepower to the Fremantle boats. "It's good news for the protection of Australia because it means they can stay out for longer in rougher seas," he said.

Controversially, the deal went to a joint contract between West Australian company Austal and Sydney-based Defence Maritime Services. The defence industry juggernaut Tenix, also based in WA, was widely tipped to win the contract. Former defence minister Peter Reith attracted criticism when he left politics and took up a consultancy position with Tenix. Opposition defence spokesman Chris Evans claimed discussions between Mr Reith's company and the Federal Government represented a conflict of interest and praised the decision to give the contract to the smaller players.

MOVEMENTS

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The **LOUISE RUSS** seen here sailing in the Caland canal outward bound

Photo : Piet Sinke ©

The **LOUISE RUSS** is built as **PORTO EXPRESS** during 2001 at the Sietas yard in Hamburg under number 1145, the same year she was renamed **LOUISE RUSS**, she measures a gross tonnage of 18265 ton, the length is 174 meter and the width is 25 meter, the vessel is powered by 2 MAK diesel engines with a total output of 22840 hp for a top speed of 22 knots.



The **MSC GERMANY** arrived in Santos August 23rd – photo : Marcello Lopes ©

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The **MSC GERMANY** had a lot of names before she got this name, she is built at the Flender yard in Lubeck (Germany) in 1978 under yard number 617, she started her life as the **NURNBERG EXPRESS**, she sailed under this name until 1987 when she was renamed in **NURNBERG ATLANTIC** until 1993 when she got the name **NURNBERG EXPRESS** again until 1996 when she was renamed in **NUERNBERG EXPRESS**, in 2000 she was named **GENUA EXPRESS** and got the name **MSC GERMANY** during 2003, the length of the vessel is 240 meter and the maximum capacity is 2594 TEU, she is powered by 1 MAN Diesel of 33300 HP for a speed of 21.5 knots, the DWT is 40849 ton.



Teekay's **IONIAN SPIRIT** departed from the Europort – Photo : Piet Sinke ©

The **IONIAN SPIRIT** is built at the Samho yard in Korea under yard number S132 during 2002, the vessel has a length of 250 meter and a width of 44 meter, the maximum draft of the vessel is 14.6 meter, the 112750 DWT vessel is powered by 1 B&W diesel of 17500 HP for a speed of 15 knots



The **P&O NEDLLOYD BOTANI** arrived in Rotterdam – Photo : Rob de Visser ©

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Moran's tug **SCOTT TURECAMO** operating at Castle Island (South Boston)
Photo : Charles J. Sullivan ©

The **SCOTT TURECAMO** is built at Mosspoint under yard number 147 during 1998, the vessel has a length of 36 meter and a width of 10.9 meter , the vessel is powered by 2 GMC diesels of 12 cylinders.



The tug **HARDI** operates in the port of Dunkirk (Dunkerque) in France.
photo : Frans van Wilgenburgh ©

The **HARDI** is built in 1981 by Leroux & Lotz in Nantes under yard number 1253, she measures 31 meter in length and a width of 9.4 mtr, the vessel is powered by 2 Atlas Copco diesel engines with a total output of 1914 kW, gross tonnage is 260 ton.

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Dockwise
**MIGHTY
SERVANT 1**
arrived in the
Europort
Saturday
afternoon, she
was assisted
by the **SMIT
JAPAN** and
the **SMIT
HUMBER** to
her berth –
**photo : Piet
Sinke ©**

The **MIGHTY SERVANT 1** is built at the Oshima yard in Japan under yard number 10072 during 1983, the vessel has a length of 190 meter and a width of 50 meter !! , the vessel is powered by 2 Stork Werkspoor 12TM410 engines with a total output of 18381 hp for a top speed of 14.2 knots.



The Danish
**VITTA
THERESA** at
Maas pilot
station
outward
bound
Saturday
afternoon.
**Photo : Piet
Sinke ©**

The **VITTA THERESA** was built at the Slob shipyard in Papendrecht during 1991 under yard number 390, she measures a length of 79 meter and a width of 10.9 mtr, the 2896 DWT vessel is powered by 1 Krupp-MAK diesel of 1625 hp for a speed of 10.5 knots.

AIRCRAFT / AIRPORT NEWS

KLM to cut winter capacity by 5 pct

AMSTERDAM (AFX) - KLM Royal Dutch Airlines NV will reduce capacity in its winter schedule by 5 pct, a spokesman for the carrier said.

The new winter schedule, which runs from Oct 26 to March 27, was released today and includes reduced flights to, among other destinations, Miami, San Francisco, Tehran, Casablanca and Vancouver.

The number of daily flights to 26 European cities will also be reduced by one a day around the Christmas and New Year's holiday season. KLM also noted that during the course of the winter schedule, a total of six of the **10 Boeing 777-200ER** aircraft on order will be taken up in its fleet. The planes will be used on service to Toronto, Cape Town, New York JFK, Nairobi and Tokyo.

The carrier will also introduce the use of the Fokker 100 for many continental destinations, with the Fokker 70 and Boeing 737 used for more destinations in the UK in order to optimise fleet utilization



Top : The largest plane in the world the **ANTONOV AN-225 MRIYA** (UR 82060) seen here taking off from Cologne / Bonn Airport August 27th. — **photo : Mark Remmel ©**

RIJNMOND WEATHER

Vooruitzichten van zondag t/m woensdag:

LICHT WISSELVALLIG!

Af en toe zon en maar ook een enkele bui.

© Ed Aldus 2003	ZO-31	MA-01	DI-02	WO-03
Maximumtemperatuur:	17	17	18	20
Minimumtemperatuur:	10	10	10	11
Zonnekans in %:	40	40	30	40
Neerslagkans in %:	80	60	50	40
Windrichting kracht:	NW-2-4	N-2-4	NW-2-4	W-2-4

.... PHOTO OF THE DAY



The **TEXELBANK** seen here arriving in the Scheurhaven August 29th. - photo : Piet Sinke ©

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Run op digitale fototoestellen

Digitale fototoestellen winnen pijlsnel aan populariteit. In de eerste zeven maanden van dit jaar gingen ruim 420.000 digitale fotocamera's over de toonbank, een stijging van 75 procent ten opzichte van dezelfde periode in 2002. Dat blijkt uit cijfers van marktonderzoeksbureau GfK Benelux Marketing Services. Het bureau gebruikt de gegevens van onder meer de fotovakhandel, elektronicazaken en warenhuizen. Van januari tot en met juli verkochten de ondervraagde winkeliers voor 176,5 miljoen euro aan digitale fototoestellen. Dat is ruim 35 procent meer dan in de eerste zeven maanden van 2002. Door de grote vraag kunnen consumenten inmiddels kiezen uit een uitgebreid aanbod van digitale fotocamera's. Dat aanbod blijft uitdijen, waardoor de prijs flink is gedaald. In de onderzochte periode van 2003 betaalden consumenten gemiddeld 392 euro voor een digitaal toestel, een daling van 22,7 procent. Ondanks de recessie zet de opmars van digitale fototoestellen door, zo verwacht onderzoeker Jan Zwang van GfK Benelux Marketing Services. De verwachting is dat er aan het einde van dit jaar 750.000 fotocamera's zijn verkocht, wat een omzet van 300 miljoen euro oplevert. Steeds meer Nederlanders verkiezen een digitaal fototoestel boven een gewone camera. Het voordeel van een digitaal exemplaar is dat de fotograaf zijn opname direct kan terugzien op het scherm en, indien gewenst, de foto opnieuw kan schieten. Vervolgens kan de gebruiker de foto's in de computer laden, verfraaien en voorzien van teksten. „Mensen vinden het leuk om op de computer in de weer te zijn met hun foto's", zegt verkoopdirecteur Harold Nielsen van GfK PanelServices, dat consumentenonderzoek verricht. Volgens hem leggen de gewone, analoge fototoestellen het op termijn af tegen hun digitale broeders. Vorig jaar daalde het aantal verkochte gewone fotocamera's al met 30 procent. Digitale fotografie kent vele verschijningsvormen. Zo komen er steeds meer mobiele telefoons op de markt waarmee bellers kunnen fotograferen of waarop ze een camera kunnen aansluiten. Ook voor deze zaktelefoons groeit de belangstelling, zo blijkt uit onderzoek. Het aantal verkochte mobiele telefoons steeg van 1,26 miljoen exemplaren in de eerste helft van 2002 naar 1,66 miljoen een jaar later. Dit jaar bevat een gestaag groeiend deel van die zaktelefoons een camera (5 procent) of de mogelijkheid om er een op aan te sluiten (13 procent). Nielsen verwacht dat het aantal cameramobieltjes dit jaar duidelijk toeneemt. „Het gaat heel rap, omdat telefoniebedrijven steeds vaker gratis of voor weinig geld zo'n toestel aanbieden." Daarnaast duiken steeds vaker miniatuurcamera's op aan hangers voor om de nek, in pennen en zelfs in aanstekers. De verkoop daarvan is volgens GfK echter nog minimaal.