

## DAILY SHIPPING NEWSLETTER 2003 – 145



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The **KRISTIN KNUTSEN** outward bound after disembarking the pilot near the Maas centre buoy  
**photo : Piet Sinke ©**

## EVENTS, INCIDENTS & OPERATIONS

### Sealand salvors making headway



Salvors attempting to refloat the stricken cargo ship **Sealand Express** - beached close to shore in Milnerton, Cape Town - expressed "cautious optimism" early on Saturday morning that their work would bear fruit later in the day.

Spokesperson for the operators, Evelyn John Holtzhausen, said salvors, taking advantage of the high tide at 5am on Saturday morning, managed to move the Sealand Express about half a ship's length forward.

Holtzhausen, who also said the stricken ship was

now pointing more in the direction of the harbour, added that salvors would try move the ship again at high tide at 5pm.

Until then, he said operators would keep the tow wires attached to the ship from three tugs - **Pacific Ariki**, **Pacific Brigand** and **Pacific Worker** - in place.

The tugs, with a combined bollard pull of 400 tons, put strain on the tow wires so as to prevent the ship from becoming too lively during the deballasting process.

The vessel, which grounded off Sunset Beach in Table Bay last week, had 3 700 tons of fuel onboard. All 3 518 tons of the pumpable heavy fuel oil has been removed, leaving approximately 108 tons of heavy fuel oil in the settling and service tanks and approximately 80 tons of unpumpable heavy fuel oil.



Stress monitors fitted to the ship's hull have indicated her condition is still sound.

### Sunset Beach won't let Sealand Express go

Attempts to refloat the **Sealand Express** container ship off Sunset Beach failed in spite of buoyant hopes at high tide on Saturday evening after tugs had managed to shift her slightly earlier in the day.

The dredger has now swung into action again as the sea failed to play along with salvors' plans. The goalposts have moved and the next attempt to refloat the ship will take place only after a few more days of dredging and cargo removal, according to a salvage spokesperson.

Crowds of hopeful onlookers lined the beach outside the demarcated no-go area off Sunset Beach on Saturday to see if the four salvage tugs would manage to pull the ship off the sandbar where she has been trapped for nearly two weeks. But to no avail. There simply was not enough of a swell to lift the bows and help break the grip of the sand on the bottom of the hull.

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The swells that did come through in sets slammed against the ship's weather side with loud metallic thumps, but could not provide enough lift.

The **Sealand Express** ran aground early on the morning of Tuesday, August 19, during a vicious storm that brought lashing rain, gale-force winds, snow and hail to the Western Cape. Initial investigations indicated that the ship's watchkeeper on duty, her first officer, had not appreciated the danger his ship was in when she dragged her anchor, despite warnings from Port Control.

The American-flagged ship arrived in Table Bay the day before the drama and anchored while waiting her turn to dock at the container terminal to load and discharge cargo. She had sailed from the United States east coast and had stopped at Port Elizabeth and Durban before coming to Cape Town.

The ship has more than 1 000 containers aboard, of which 33 are loaded with hazardous cargo.

On Saturday, after a successful night during which the tugs managed to move her about half a ship's length forward and swing her some 25 degrees towards the sea, salvors put the pressure on again as the afternoon's high tide approached.

The four tugs - **Pacific Brigand**, **Pacific Worker**, **Pacific Ariki** and **Pacific Vergina** - gave it their best shot, but the seabed's grip remained strong. Shortly before high tide, at about 4pm, a stretcher line between the line from the ship and the line from one tug broke with a loud bang, drawing gasps from hundreds of spectators on the beach. The tow line dramatically recoiled towards the ship, throwing up spray as it hit the water.

Throughout, the drone of the powerful tugs' engines could be heard over the flat, blue sea. The loss of the line, however, did not by itself make a big difference, as the power of the remaining three tugs was simply increased to make up for it, said David Main of salvors Smit Marine South Africa.

Main said the dredger **HAM316** would be put to work around the ship's port side again on Saturday night, while preparations were to be made to begin removing cargo again on Sunday.

## Pronkstuk marine was drijvende martelkamer

Door Frans Lindenkamp

São Paulo - Het heeft bijna dertig jaar geduurd, maar het hoge woord is er eindelijk uit; het Chileense marineschip de Esmeralda heeft dienst gedaan als martelkamer. De Chileense admiraal Jorge Arancibia



heeft schoorvoetend toegegeven dat het internationaal bekende Chileense opleidingsschip tijdens de Pinochet-dictatuur (1973-1990) is gebruikt om politieke gevangenen te martelen. De viermaster schoener is het pronkstuk van de Chileense marine en neemt jaarlijks deel aan maritieme evenementen in heel de wereld, waaronder Sail Amsterdam.

Arancibia - voormalig opperbevelhebber van de marine en tegenwoordig senator voor de ultraconservatieve partij UDI - kon deze week op de Chileense televisie niet meer ontwijkend antwoorden toen hem ernaar gevraagd werd. Met een lang uitgerekt 'kij-ij-ij-k' - dat diende als inleiding voor de bekentenis - gaf Arancibia toe dat er terugblikkend sprake is geweest van een ernstige fout. Wel voerde hij aan dat links en rechts elkaar destijds naar het leven stonden. „Vergelijk het met een voetbalwedstrijd. Het was 1 - 1 en er moest gewonnen worden." Twee maanden geleden had de huidige marineopperbevelhebber Miguel Vergara de beschuldigingen nog hardnekkig ontkend.

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De marine heeft de aanklachten altijd halsstarrig weerlegd uit angst de internationale reputatie van de Esmeralda teniet te doen. Uit getuigenverklaringen blijkt dat het opleidingsschip direct na de coup van 11 september 1973 in de haven van Valparaiso werd ingezet als martel- en detentiecentrum voor zowel mannen als vrouwen. Volgens mannelijke overlevenden kregen ze elektrische schokken toegediend op de teelballen en emmers met urine en uitwerpselen over zich heen gekiept. Ook werden ze tijdens de ondervraging langdurig afgetuigd om bekentenissen los te krijgen.

Deelname van de Esmeralda in juni aan Delfsail in het Groningse Delfzijl werd geannuleerd nadat Amnesty Nederland met luidruchtige protestacties had gedreigd.

## HAVENDAG WERKENDAM 2003



links :

De sleepboot  
**NOSTALGIE** op de  
havendag in  
Werkendam

Foto :  
Aad van Zon ©

## Doden door ongeval met afgedankte Russische onderzeeër

Negen opvarenden van een Russische atoomonderzeeër zijn zaterdag om het leven gekomen doordat de boot in de Barentszee is gezonken. Slechts een van de tien opvarenden is gered. De lichamen van twee omgekomen bemanningsleden zijn geborgen. Een woordvoerder van het ministerie van Defensie in Moskou zei zaterdagavond dat er geen enkele kans is dat de zeven vermisten nog levend worden aangetroffen.

De atoomonderzeeër was sinds 1989 niet meer in gebruik en werd naar een plaats gebracht waar hij zou worden ontmanteld. De kernreactor van de duikboot was buiten gebruik gesteld en volgens de marinewoordvoerder waren er geen wapens aan boord. De Noors-Russische milieubeschermingsorganisatie Bellona waarschuwt voor radioactieve besmetting van de Barentszee. „Hoewel beide reactoren in 1989 zijn uitgeschakeld, is het gezien de leeftijd van de onderzeeër twijfelachtig of die nog hermetisch dicht zijn”, aldus een woordvoerder. De Russische regering stelt dat de gezonken onderzeeër geen gevaar voor het milieu vormt. De veertig jaar oude duikboot K-159 werd op vier pontons naar een basis in Polyarny gesleept om daar te worden ontmanteld. In de Barentszee kwam het schip echter in een zware storm terecht, waardoor een ponton werd weggeslagen. „Een deel van de onderzeeër is afgebroken en hij is gezonken”, aldus een woordvoerder van het ministerie van Defensie. De duikboot ligt op een diepte van 170 meter even ten noordwesten van het eiland Kildin. Drie jaar geleden zonk de kernonderzeeër Koersk in de Barentszee. Alle 118 bemanningsleden kwamen daardoor om het leven. De oorzaak van de ramp was een ontploffing in een torpedoruimte. Rusland wil de komende jaren in totaal ongeveer 150 oude (kern)onderzeeërs ontmantelen. De



overheid heeft evenwel te weinig geld om het programma te kunnen uitvoeren. In totaal zijn er voor de ontmanteling vele miljarden nodig. Milieuorganisaties zijn al jaren uiterst bezorgd over het trage verloop van de operatie. Ze wijzen op de gevaren van de kernreactoren in de onderzeeërs, die momenteel grotendeels weggroten, onder meer op bases van de Noordelijke Vloot. Het schiereiland Kola is berucht om de wegwijnende onderzeeërs, die deels met perslucht nog drijvend worden gehouden. De Russische president Poetin is op de hoogte gesteld van het ongeval. Hij is momenteel op vakantie in Italië, waar hij bij de Italiaanse premier Berlusconi op Sardinië verblijft. Het Russische staatshoofd kondigde „een grondig onderzoek” aan naar het voorval. De baas van de Russische marine zei eerder dat de gezonken onderzeeër in elk geval zal worden geborgen.

## **SHIPYARD NEWS**

### **Walkout at Tyne shipyards**

Workers walked out from three Tyneside shipyards yesterday in an unofficial dispute over pay ahead of a visit by the Deputy Prime Minister.

The 98 staff work for C&D Industrial Services Ltd as outfitters, some at Amec, and others at Swan Hunter and McNulty's. The staff involved are understood to be working on refitting the giant Bonga oil platform at Amec and the Royal Navy amphibious landing vessel contract at Swan Hunter.

Deputy Prime Minister John Prescott is due to visit Amec and Swan Hunter this morning.

Workers at C&D walked out at 2pm yesterday and are set to return to work at 7.30am on Monday in protest over pay and seeking greater rights. The 98 sub contractors are demanding to be included in an agreement, signed by the three shipyards and unions UCCATT, Amicus and the GMB which gives workers at all three yards pay parity of £11.30 an hour. Sub contractors say they are currently on an hourly rate of £9.35.

One worker said sub contractors had taken the step after four months of talks with C&D proved fruitless. He added: "It's not just about money, it's about manoeuvrability between yards and job security. We have been through four months of talks and we have not even had an offer.

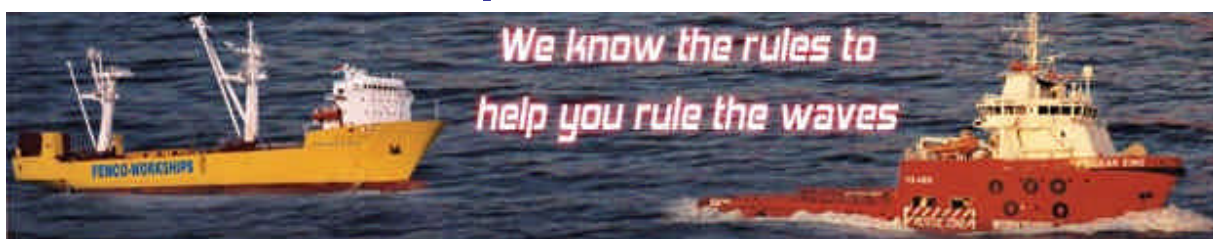
"Unfortunately, we are getting nowhere. This is a last resort. This issue has been an ongoing thing for outfitters for the past 15 years. We want to put a full stop to it now. Just give us recognition as tradesmen for what we are worth."

Around 1,500 workers are employed at Amec and Swan Hunter yards and last night it was unclear how the strike would impact on key contracts. Amec spokesman Frank Stokes said: "We understand there is a dispute between C&D Industrial and their employees but it is not something involving Amec. It is a matter for them to resolve. It is too early to say what the impact will be." Swan Hunter commercial director Norman Brownell said there was no dispute between it and C&D. A spokesman at C&D Industrial Services Ltd's office in Jarrow said: "We have no comment while we try to resolve the issue."

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## Ferry passengers in the dark over port alert

Thousands of ferry passengers are waiting to be told why their trips were plunged into chaos after a security alert closed the Port of Dover.



Kent Police are refusing to discuss the incident, when "prohibited weapons" were found in a car stopped by customs officers at about 7pm Friday night.

Three men are in police custody and are due to be questioned in connection with "terrorism offences" as ferry services to the port returned to normal. Police have refused to give their nationality, say where they were travelling from or give details of the weapons found.

After the alarm was raised yesterday an Army bomb disposal squad was called to investigate a suspect package found in the car. An exclusion zone was set up and the port came to a standstill as traffic travelling into Dover started to back up, causing gridlock in the town centre.

At the height of the alert 14 ferries were delayed, four inside the port and 10 in the Channel between Calais and Dover, according to Dover Harbour Board.

Despite no device being found by the bomb disposal squad, the exclusion zone was not lifted till 2.40am, by which time it was reported that traffic was already stretching back about two miles on the M20 motorway. A Kent Police spokesman said: "A device was not found but a number of prohibited weapons were discovered. Three men remain in custody and are due to be interviewed at a police station in Kent in connection with terrorism offences."

## NAVY NEWS



U.S. Coast Guard Cutter **Bainbridge Island (WPB 1343)**, homeported in Sandy Hook, N.J., stands watch over the Statue of Liberty in New York Harbor August 28<sup>th</sup>.

**USS George Washington (CVN 73)** comes along-side the Military Sealift Command (MSC) oiler **USNS Kanawha (T-AO 196)** for a replenishment at sea. The Norfolk, Va.-based aircraft carrier is conducting flight deck qualifications in the Atlantic Ocean.



## Another blow for Russian navy

Moscow - A Russian nuclear-powered submarine being towed to a scrapyard sank in a fierce storm in the Barents Sea Saturday, killing at least two of the 10-member crew in another blow to Russia's naval prestige and a grim reminder of the environmental risks posed by the deteriorating fleet.

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The two nuclear reactors of the 40-year-old sub were shut down at the time the **K-159** sank about 3 nautical miles (5.5km) northwest of Kildin Island just before it would have headed into the Kola Bay, said the Navy's deputy chief, Admiral Viktor Kravchenko.

Rescue ships of the Northern Fleet reached the accident site within an hour-and-half of the 04:00 accident, Kravchenko told Defence Minister Sergei Ivanov in a morning meeting, some of which was shown on Russian television.

One sailor was rescued, the bodies of two dead crew members were found and the fate of seven others were unknown, the Defence Ministry said.

The water in the area was about 10°Celsius, meaning a person could survive about 45 minutes in the water without protective gear, navy spokesperson Captain Igor Dygalo told the ITAR-Tass news agency.

### **No hope for survivors**

"It appears that no hope remains that any of the members of the crew are still alive," Kravchenko was quoted as saying about 13 hours after the sinking by the news agency Interfax.

Kravchenko and Dygalo both said earlier the submarine's twin nuclear reactors posed no danger to the environment.

Kravchenko reported to Ivanov that measurements had shown that radiation levels in the area had remained normal. He told reporters that the sunken submarine would be lifted from the seabed for dismantling.

On August 28, a ship began towing the K-159 on four floating pontoons from its base in the town of Gremikha on the Kola Peninsula to a plant in the naval town of Polarnye for the nuclear fuel to be unloaded and for the vessel to be scrapped. The pontoons were ripped off the sub during a battering storm, and the submarine sank in waters 170m deep, Kravchenko said.

President Vladimir Putin was informed of the sinking while on the island of Sardinia for a three-day meeting with Italian leader Silvio Berlusconi.

The sinking "testifies to how the sea demands discipline, it does not forgive any kind of blunder or mistake", Putin said Saturday while conducting Berlusconi on a tour of a Russian missile cruiser anchored off Sardinia. "A thorough investigation will be conducted."

### **Kursk**

The tour of the cruiser was a way for the Russian president to try to boost the prestige of the navy, whose image was badly damaged in the sinking of the nuclear submarine Kursk just over three years ago.

On August 12, 2000, an explosion shook the Kursk, one of the fleet's most advanced ships, during exercises, sending the vessel to the Barents Sea floor. All 118 men on board were killed, and the disaster shone light on the troubles of the cash-strapped Russian navy in the post-Soviet era.

In contrast to the Kursk sinking, when the government reacted slowly and failed to keep the public informed, the Defence Ministry quickly moved to confirm Saturday's accident.

Russia has decommissioned about 189 nuclear-powered submarines over the past 15 years but officials say 126 of those still are at docks with nuclear fuel in their reactors, creating international concern about leaks and the possibility of nuclear materials being obtained by other nations or terrorists.



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It will cost an estimated \$3.9bn to scrap all the subs, Russian officials say. Yet last year, the Russian government budgeted just \$70m for improving nuclear safety in the country as a whole.

The K-159 had been decommissioned on July 16, 1989. The K-159 is a November class attack submarine that carries two nuclear reactors and 104 crew. Submarines of this class, the first generation of Russian nuclear subs, entered service in 1958-1963, according to Jane's Fighting Ships. The K-159 was designed to carry low-yield nuclear torpedoes.

A submarine of the same type, the K-8, caught fire and sank in April 1970 in the Bay of Biscay on its way home from naval manoeuvres, killing 52 people.

### Russia navy chief says sunken sub will be raised

MOSCOW, Aug 30 (Reuters) - Russia's navy chief said on Saturday that a nuclear-powered submarine that sank in the Barents Sea in the early hours would be raised.

"At the moment we are considering the various ways of raising (the submarine). We will definitely raise it so that it can be destroyed," navy chief-of-staff Viktor Kravchenko said in televised comments.

## MOVEMENTS

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The Polish tug **IRBIS** arrived with a newbuild inlandwater cargo barge ( 76,5 x 11,5 meter ) from St.Petersburg bound for Dordrecht – **photo : Piet Sinke ©**

The **IRBIS** is built during 1960 under yard number 77 at Buschman in Hamburg, the vessel has a length of 28 meter and a width of 7.6 meter , the 134 GRT vessel is powered by 1 Ruston diesel



The **HANJIN SAN FRANCISCO** seen here departing from the Europort  
**Photo : Piet Sinke ©**

The **HANJIN SAN FRANCISCO** is built in 1996 under yard number 029 at the Hanjin yard in Busan, the 62.799 DWT vessel has a length of 289 meter, a width of 32.2 meter and a maximum draft of 13 meter, she is powered by a Sulzer diesel of 46749 HP for a speed of 24 knots, the maximum capacity is 4024 TEU

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The **MAERSK ABIDJAN** seen here departing from the Clyde  
Photo : Tommy Bryceland ©

The **MAERSK ABIDJAN** is built during 1995 at Thyssen Emden under yard number 510 under the name **SAN CRISTOBAL**, during 1995 was she renamed **EQUINOX** until 1997, then she was renamed **CGM SAINT EXUPERY** until 1998 when she was renamed again in **SAN CRISTOBAL**, in 1999 she got the name **LYKES HAWK** and in 2000 again **SAN CRISTOBAL**, in 2001 she got finally the name **MAERSK ABIDJAN**.

The vessel is powered by 1 Mitsubishi diesel of 16.797 hp for a service speed of 19 knots , the length is 166 meter and the width 27 mtr, the capacity is 1435 TEU



The **EVA ODEN** seen here departing from the Europort – photo : Piet Sinke ©

The **EVA ODEN** is built in 1979 under yard number 270 at the Oresundvarvet in Landskorona , she sailed during the period 1988-1998 under the name **TOR BELGIA**, the 16947 DWT vessel is powered by 2 Alpha diesels with a total output of 7680 hp for a speed of 15 knots.

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The dredger **CITY OF WESTMINSTER** moored in the Caland canal –photo Piet Sinke ©

The **CITY OF WESTMINSTER** is built in 1990 and measures a DWT of 6604 tons, she is powered by 2 Mirlees diesels with a total output of 3790 kW for a speed of 12.5 knots, the length is 99 meter and a width of 7.3 mtr.



The **EVER USEFUL** seen here arriving from Colombo at the **ECT Delta terminal** in the Europort  
Photo : Michael van der Meer ©

The **EVER USEFUL** is built in 1999 under yard number 1235 at the Mitsubishi yard in Kobe, the 285 meter long vessel is capable to carry 5364 TEU, she is powered by 1 Sulzer diesel of 66120 HP for a speed of 24.5 knots, the DWT is 62.700 ton



## AIRCRAFT / AIRPORT NEWS



United airlines **Airbus A319** plane. American carrier United Airlines (UAL) is not planning to re-emerge from bankruptcy protection until the first half of 2004

## RIJNSMOND 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 **FAIRPLAY 24** seen here arriving back at the base in the Scheurhaven –  
**photo : Piet Sinke ©**

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