

DAILY SHIPPING NEWSLETTER 2003 – 146



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The British flagged **JAN FABIAN** at Maas pilot station outward bound

photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS



An undated photo of a Russian November class nuclear attack submarine **K-159**, which sank in the Barents Sea on August 30, 2003. Russia's defense minister on August 31, 2003 blamed a Russian habit of 'relying on mere chance' for the sinking of a nuclear-powered submarine and the deaths of nine of its crew



Right : Russian navy tugboats drift above the **K-159** sunken submarine in the Barents Sea, about 3 nautical miles (5.5 kilometers) northwest of Kildin Island off the Kola Peninsula, where Russia abuts Norway and Finland, Sunday, Aug. 31, 2003 in this image from television. The submarine K-159, which had been decommissioned in 1989, sank Saturday morning in a fierce storm in the Barents Sea while it was being towed to a scrapyard where its nuclear reactors were to be removed and dismantled. One sailor of the 10 on board was rescued



and the bodies of two others were found. The others have not been located, but Defense Minister Sergei Ivanov and other officials said there was no chance of their being found alive in the frigid waters far above the Arctic Circle.

Russian Defense Minister **Sergei Ivanov** bows in silence to commemorate sailors, who were killed in the sinking of the K-159 mothballed nuclear submarine, aboard the nuclear powered cruiser Peter the Great at the tragedy site in the Barents Sea

Russische marine onder vuur na zinken onderzeeër

MOSKOU (ANP/AFP) - De Russische minister van Defensie heeft zondag de commandant van de noordelijke onderzeevloot geschorst. De commandant is samen met een aantal officieren aangeklaagd. Ze worden verantwoordelijk gehouden voor het zinken van de onderzeeër **K-159** zaterdag in de



Barentszee. Daardoor kwamen negen opvarenden om het leven. Ivanov bezocht zondag de plek waar de atoomonderzeeër 238 meter onder de zeespiegel ligt. Volgens de minister is het ongeluk te wijten aan grove nalatigheid van het marinepersoneel. De bovenklep

Links : Een November class onderzeeboot opgelegd in Gremika. — **photo : Bellona ©**

van de onderzeeër stond open toen die op vier pontons naar een basis in Polyarny werd gesleept om te worden ontmanteld. In de Barentszee kwam het schip in een zware storm terecht, waardoor een ponton werd weggeslagen. Vermoedelijk is een deel van de onderzeeër afgebroken toen die vol water liep en gezonken. De duikboot ligt op de zeebodem even ten noordwesten van het eiland Kildin.

De veertig jaar oude atoomonderzeeboot was sinds 1989 al niet meer in gebruik. De kernreactor was buiten gebruik gesteld en volgens de marinewoordvoerder waren er geen wapens aan boord. De Noors-Russische milieubeschermingsorganisatie Bellona waarschuwde zaterdag 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. Een van de tien opvarenden heeft de ramp overleefd. 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.

Rechts : enkele onderzeeboten opgelegd in Gremikha en wachtende op de slopershamer
Photo : Bellona ©



Minister Ivanov zei zondag dat het ongeval tekenend is voor de mentaliteit binnen de Russische marine „dat alles vanzelf wel goed zal komen". De bewindsman hamerde erop dat in het vervolg veiligheidsinstructies stipt moeten worden nageleefd. De Russische president Poetin, op vakantie bij de Italiaanse premier Berlusconi op Sardinië, kondigde direct „een grondig onderzoek" aan naar het voorval. Drie jaar geleden zonk de kernonderzeeër Koersk in de Barentszee. Alle 118 emanningsleden kwamen daardoor om het leven. De oorzaak van de ramp was een ontplofing 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.

Navy to help out on captured trawler

A team of navy security specialists is flying to South Africa to help escort back to Australia a Uruguayan trawler accused of poaching Patagonian toothfish. Defence Minister Robert Hill said 27 navy crew would board the fishing boat **Viarsa**, which was apprehended on Thursday almost 2000 nautical miles (3700 kilometres) south-west of Cape Town. The navy contingent would relieve Australian customs and fisheries officers on board the trawler. The customs officers pursued the **Viarsa** across the Southern Ocean for 21 days before catching it, the longest chase in Australian maritime history.

Senator Hill said in a news release the navy party would fly to South Africa, then rendezvous at sea with the **Viarsa**. The trip to Fremantle was expected to take several weeks. The ship is suspected of illegal fishing in Australian waters, and believed to carry 85 tonnes of Patagonian toothfish.



The schooner **Lettie G. Howard**, built in 1893 and owned by the South Street Seaport Museum in New York City, right, sails alongside the schooner **Harvey Gamage**, from Rockland, Maine, built in 1973, during the Mayor's Race as part of the 19th annual Gloucester Schooner Festival, Sunday, Aug. 31, 2003, off Gloucester, Mass

Tasman Spirit oil spill 'bigger than first feared'

SALVORS handling the **Tasman Spirit** outside the port of Karachi switched their attention on Friday to pumping cargo from the aft section of the broken tanker.

The move came as Pakistani authorities said the amount of oil so far spilled from the grounded tanker had been larger than initially estimated. Brigadier Iftikhar Arshad, a senior official with the Karachi Port Trust, claims that the **Tasman Spirit** has spilled more than 25,000 tonnes of crude since it ran aground on July 27. According to the Tsavlis Salvage Group, about 7,000 tonnes of oil was estimated to remain in the section and was being pumped into the replacement lightering tanker **Sea Angel**, which arrived last week. Since the tanker split in half 10 days ago, said Tsavlis, the condition of the casualty had "continuously deteriorated". As cargo can no longer be transferred between the two sections, which are separated by several metres, and support vessels cannot berth alongside the aft section the remaining cargo was to be pumped a distance of about 120 m through floating hoses to the **Sea Angel**, positioned alongside the fore section of the ship. The arrangement is part of the pumping system used to remove oil from the wreck of the **Erika** three years ago and later obtained by Tsavlis. Salvage master Nikos Pappas said: "This is now very helpful to us. It is the right piece of equipment". Oil was contained in three tanks and the salvors would have to pause the pumping for a day to inert the first

two empty tanks before proceeding to drain the third, Mr Pappas said. Fierce weather that has blighted the operation over the past month had eased by last week but salvage efforts still had to contend with heavy swells caused by spring tides. Last Thursday, a Pakistani naval vessel and commercial barges completed the removal of all but an estimated 500 tonnes of oil from the fore section. The remainder could not be pumped and Tsavlis was awaiting the arrival of a special hydraulic pump to skim the tanks and deal with a suspected portion of cargo left in a forepeak tank. It emerged that the state of the wreck has forced a revision of plans for removal of the tanker and Tsavlis is now likely to have to call up additional heavy equipment. The new proposal, which will be put to the Pakistani authorities for approval, is likely to require some underwater blasting to cut the sections into smaller pieces for lifting on to a barge by a sheerlegs crane.

Tsavlis is still optimistic that a large part of each section can be severed and refloated, then pulled away. But the tanker has sunk several metres into the mud and a significant length of each section, or perhaps the entire vessel, may have to be cut into smaller pieces for lifting — a job that Tsavlis has deemed “unlikely to be feasible” without using explosives. A spokesman for the tanker’s operator, Polembros, said that the physical operation to clean up pollution of Clifton Beach, the worst hit area, was close to completion. While smaller amounts of oil were continuing to wash up, he envisaged that wave action would help naturally to disperse the effects. Polembros said that “in effect” the shipping company and the American P&I Club had taken over the clean-up operation. Last week also saw the first claims for compensation filed in Pakistan’s legal system.

Sealand Express relieved of some hazardous cargo

The salvage team aboard the grounded container ship the **Sealand Express** at Sunset beach,

Milnerton, has removed the cargo of two containers classed as hazardous. This brings to three the number of hazardous cargo containers cleared to date.

Left : A rescue helicopter hovers above the **Pacific Worker**, one of three tugs in attendance **photo: William McIntosh ©**



total of 33 containers containing cargo classified as hazardous on board when it ran aground.

Right : Two people are lowered to the rear deck of the **Sea-Land Express** - **photo: William McIntosh ©**

A spokesperson for the ships' operators said salvors will wait for the next spring tide in ten days time to try and refloat the vessel. He said the ship is in good condition and there is no danger of any leaks at this stage.



Queen Mary 2 yard hit with 'modern slavery' allegations

A FRENCH shipyard workers' union has claimed that foreign personnel employed by subcontractors engaged on construction of the Queen Mary 2 at the Chantiers de l'Atlantique shipyard are working in conditions of "modern slavery". Confédération Générale du Travail representative André Fadda said that substantial numbers of non-French workers on the site were being grossly underpaid or left for months on end without pay, as well as being subjected to working weeks of up to 60 and 70 hours.

The conditions in which many foreign workers found themselves had led to a series of disputes in recent months. Members of the union joined Romanian, Indian and Polish workers in a demonstration alongside the Queen Mary 2 on Thursday morning to protest at the failure of sub-contractors to resolve a 10-day old strike by 92 Romanian workers.

The Romanians, who work for a company called Klas Impex, itself working for Italo-Indian air-conditioning subcontractor Avco Marine, had not been paid for work carried out in June and July, according to the CGT, and were also claiming reimbursement of a E 600 (\$692) deposit and outstanding overtime bonuses. The union said that, in any case, they had been paid E 3- E 4 an hour compared with the E 6.83 required to reach the French minimum wage. The Romanians finally ended their strike on Friday after reaching agreement on Thursday evening providing for an interim payment of E 3,200 to each worker.

The CGT said, however, that talks were continuing with their employers to reach a definitive agreement which would need to be voted on by the workers. The union insisted that the dispute was only one of a series concerning the conditions of foreign workers at the yard, which uses a directly employed workforce of 4,800 and upwards of 5,000 people employed by sub-contractors and suppliers.

"We are talking about modern slavery because it has been going on for several years," said Mr Fadda, though he added the situation had become acute since 2001 when recruitment of foreign workers accelerated. He claimed that Chantiers itself had paid 41% of money outstanding to 25 Greeks left unpaid for six months by their Greek employer. They returned to Greece without recovering all their dues. Mr Fadda also cited several cases of groups of workers who were regularly working in excess of 45 hours a week, with the record apparently held by a group of British workers at 72 hours. Chantiers itself has not commented on the Klas Impex dispute, arguing that it was not directly concerned. But in an internal note released to the press the yard said it had felt from the start the situation in which its workers found themselves was "inadmissible".

CASUALTY REPORTING



The oil tanker **VICTORIA** burns close to the bank of the Volga river, near the town



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of Sizran, some 700kms east of Moscow, August 31, 2003. The tanker, carrying about 2,000 tons of crude oil, was ablaze for the second consecutive day on Sunday, as emergency and environmental services worked to contain oil that started to leak out, officials said.

Fire on Russian tanker extinguished

The fire on the Russian tanker, which started on the night of Friday to Saturday at a moorage on the Volga, has been extinguished today, RIA Novosti was told in the Emergencies Ministry. According to its report, it took eight foam attacks. The fire-fighters continue cooling the hull of the ship and the moorage.

The fire on the tanker **Victoria** started at the moorage of the oil tank farm in the town Oktyabrsky, Samara region. It was caused by the burning of oil vapours in the machine compartment of the tanker. One member of the crew died. According to the data of the Emergencies Ministry, in order to prevent oil products from leaking into Volga river several rows of booms are being arranged. Inside them, the water surface has been covered with absorbents, oil spots have remained only at the tanker and the shore where their width is not more then half a meter. Cleaning the coast line and the nearby zone have been started.

MARIT MAERSK (DENMARK - INT. REGISTER)

Following received from Hong Kong MRCC, timed 0815, UTC: C.c. Marit Maersk (52191 gt, built 1988), which arrived Hong Kong with tug Salvage Leader at 0857, local time, Aug 26 is at South East Lamma anchorage awaiting dry dock for repairs

OUR LADY OF MARY JOY 2 (PHILIPPINES)

Six workers were injured when ferry Our Lady of Mary Joy 2 they were repairing caught fire Thursday (Aug 28) at the Tsuneishi Heavy Industries shipyard in Balamban, Cebu. Officials said that the workers were undertaking welding work in the engine-room of Our Lady of Mary Joy 2 when welding sparks ignited a fuel oil pipeline. Firemen were able to bring the fire under control but the engine-room sustained heavy damage and six workers suffered second degree burns. -- Lloyd's List Correspondent. London, Aug 31 -- Following received from Manila Coast Guard: Our Lady of Mary Joy 2 is 3330.42 gt, 1165.41 nt, Philippines flag, owner Aleson Shipping Lines.

TRICOLOR (NIS)

Following received from Combinatie Berging Tricolor, dated Aug 28: The operation to cut vehicle Tricolor is rapidly moving forward. After completing three successful cuts already, the salvage team started cutting the fourth section this morning. After cutting the bow section on Aug 25, it took the team only two and a half days to position the jackup-rigs Buzzard and Vagant and to install the cutting wire. When the fourth cut is successfully completed, the team will prepare for the fifth cut. Once these cuts have been completed, the sections will be lifted from the seabed and placed on top of Smitbarge 2

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P&O FERRIES VOTED TOP FOR QUALITY

P&O Ferries' services from Hull to Rotterdam and Zeebrugge have come out top in a nationwide poll of ferry services. Readers of the Guardian and Observer newspapers, and users of the Guardian Unlimited Travel website, scored the North Sea sailings of P&O Ferries above all other UK ferry operations for quality of service, for the second year running.



The **PRIDE OF ROTTERDAM** departing from Europort bound for Hull – **photo : Rob de Visser ©**

Simon Johnson, head of marketing, P&O Ferries, collected the award and reflected on the tremendous investment made in the company's fleet sailing from Hull. "Our Hull fleet includes some of the largest and most luxurious cruise ferries in the world but the quality of our ships is only part of the equation. At the end of the day service standards are set by people and this award is a superb accolade for the dedication and hard work of our staff," he said.

Dutch setback for seafarers' houses

THE new Dutch Minister of Transport, Karla Peijs, says the government will no longer subsidise Dutch seafarers' houses after 2005 — backing her predecessor Roelf de Boer.

A ministry spokesman said the issue was now "a closed book" as far as the government was concerned.

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Several maritime and welfare organisations had appealed to the new minister to overturn a decision made by the former transport minister to stop the subsidies, which it is feared will mean the closure of the welfare houses. Managing director of the foundation of the seafarers' house in Rotterdam (Stichting ZeemansWelzijn Rotterdam) Arend Boer said the organisation was now left with no choice but to take the matter to court.

Objections had to be registered before September 11 and the board of the foundation were due to meet on Monday afternoon to make a final decision. The ministry spokesman said the government would save E 650,000 (\$740,000) a year. "This is part of the government's decentralisation policy. We believe social work should be carried out by the municipalities."

One possible idea to fund the welfare centres in the future may be a surcharge on port dues, he added. In Rotterdam alone, some 150,000 seafarers pass through the 150-year-old foundation's doors.

The foundation believes that if the government were to withdraw funding, it was likely that the municipality of Rotterdam, which provides the only other financial backing, would follow. This would seal the demise of the welfare homes. Stichting ZeemansWelzijn Rotterdam has three centres in the city and the port areas, which include sports and welfare facilities.

Ironically, Mr Boer said the foundation actually needed a further location because of demand. It was keen to open a new centre at the Maasvlakte, some 40 km from the city centre, where most of the major ocean alliances call. "Even the smallest port in the world has a seamen's home and we are in the largest port in the world," he said. The International Christian Maritime Association, comprising 27 Christian groups involved in seafarers' welfare and representing 560 centres in 126 countries, has backed the campaign to save the welfare centres.

Tug simulator heads for Merseyside

TECHNOLOGY that allows tug operators to get to grips with the rigours of escort towing and emergency response manoeuvres without leaving the safety of the virtual world makes its debut in the UK this week, as the first full active escort tug simulator arrives on Merseyside.

Kongsberg Maritime Ship Systems is delivering a Polaris System to augment facilities at John Moores University's £1.5m (\$2.5m) 360° ship handling training suite, itself unique to the UK. The new package will enhance ship's bridge simulation at the Lairdside Maritime Centre, a commercially-run enterprise operating out of Birkenhead.

Due in operation by November, it will allow tug masters to rehearse the escorting of large ships but, also uniquely in the UK, it will provide simultaneous training for ship pilots, recreating the ship/tug human interaction. Up to now simulated escort operations have only been available in the Netherlands.

The £50,000 project has been jointly funded by Shell UK (£25,000), Svitzer Marine and North West Development Agency initiative Wirral Waterfront (£12,500 apiece), although the equipment will be owned by John Moores University.

The 120° full mission ship's bridge simulator will depict detailed tug models to link to two further bridge simulators. Initially the unit is designed to train tug operators in and around the Port of Liverpool, but Phil Davies, director of the Lairdside Maritime Centre, said that the installation would also help to attract delegates from around the UK and from overseas.

"We will be trying to sell the concept to other ports worldwide, offering a cohesive package through which tug operators, pilots and ships' crews can train together," he said.

NAVY NEWS

Kustwacht doet drugsvangst van 1305 kilo op Curaçao

WILLEMSTAD (ANP) - De kustwacht en de douanerecherche op Curaçao hebben een drugsvangst gedaan van 1305 kilo. Het ging om cocaïne, heroïne en marihuana. Dat heeft de kustwacht maandag bekendgemaakt. De verdovende middelen werden aangetroffen in 37 balen. Ze waren verstopt op een vissersboot die lag aangemeerd bij vissershutjes aan de zuidkust van Curaçao. Na de ontdekking van de drugs werden ook de hutjes grondig onderzocht maar daar werden geen verdovende middelen aangetroffen. Wel werden twee mannen aangehouden, één uit Curaçao en één uit Colombia. De drugs, het vissersbootje en een aantal mobiele telefoons zijn in beslag genomen. De partij bestaat uit 832 kilo cocaïne en heroïne en 473 kilo marihuana. Ook zijn in de loop van maandag nog vijf revolvers en zes pistolen aangetroffen aan boord van de boot, evenals een kogelvrij vest. Verder troffen de kustwacht en de douanerecherche een grote hoeveelheid cocaïnebolletjes aan. Deze waren klaar om te worden geslikt. De cocaïnebolletjes zijn nog altijd een populaire manier om drugs via de maag naar Nederland en andere Europese bestemmingen te smokkelen. De totale hoeveelheid drugs heeft in Nederland een geschatte straatwaarde van circa 45 miljoen euro.

MOVEMENTS

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The N.I.T.C. tanker **IRAN SAVEH** arriving at Maas pilot bound for the Europort

photo : Piet Sinke ©

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The **MINERVA II** arrived in the port of Amsterdam – photo : Joop Marechal ©



The **MAERSK BRISBANE** outward bound at Maas pilot station – photo : Piet Sinke ©



left : **USCG Eagle** being saluted by the **Vicki McAllister** Saturday

photo / text Virginia Thorndike ©

The **USCG Eagle** was in Portland, Maine, to celebrate Labor Day Weekend -- she came in and anchored on Thursday, went out Friday AM and met the 210-foot cutter **Seneca** at Portland Head, and came back in again to dock precisely at 10 AM at the State Pier, where she remains open for tours during Sunday.

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The sheerlegs **Taklift 1** was in port Fourchon for shelter (TS Grace) and spare part loading (winch Drum)

Photo : **Michiel Goedkoop** ©

Below :

The **CORAL HIGHWAY** outward bound passing the bridge of Sas van Gent

Photo : **Johnny vd Velde** ©



RIJNMOND WEATHER

Vooruitzichten van dinsdag t/m vrijdag:

WERKWEEK EINDIGT NAZOMERS!

Overgang naar mooi en droog nazomerweer met flinke zonnige perioden.
Middagtemperatuur oplopend naar 23 graden.

© Ed Aldus 2003	DI -02	WO-03	DO-04	VR-05
Maximumtemperatuur:	18	19	21	23
Minimumtemperatuur:	10	10	11	12
Zonnekans in %:	30	30	50	70
Neerslagkans in %:	30	20	10	10
Windrichting kracht:	NW-3-4	NW-2-3	NO-2-3	O-3-4

.... PHOTO OF THE DAY



The **NEFTEGAZ-57** arriving in IJmuiden earlier this year to commence the charter for Wijismuller Salvage – **photo : Ko Rusman ©**

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