

DAILY SHIPPING NEWSLETTER 2003 – 147



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Birds eye view of the **Tricolor** salvage operation

Photo : via Christian Pey

EVENTS, INCIDENTS & OPERATIONS

Breakers deny Greenpeace claims

GREENPEACE, the environmental organisation, has blasted shipbreaking interests at Alang, India for hiding the true number of casualties caused by accidents. Ganesh Nochur claims that at least 25 casual workers have been killed and 50 others injured by explosions during the past six months. He alleges that despite India being a signatory to the Basel Convention, breakers have continued to flout international laws, leading to a series of casualties. Nochur blames shipowners "who sell old ships to agents in Malta, London or elsewhere to escape blame for lack of safety during shipbreaking." The accusation was flatly denied today by Pravin Nagarsheth, president of the Indian Shipbreakers' Association. He asked why Greenpeace was seeking to tarnish the image of Alang, and commented to Fairplay: "In two major accidents in Alang, which were unfortunate, about 10 people lost their lives during the last six months." He added that it was hard to suppress news in India.



Charles Fletcher, 92, of Dallas, TX, speaks to the media about his experience on the ocean liner [Regal Princess](#), seen docked in the background, in New York, Tuesday Sept. 2, 2003. The cruise across the North Atlantic was cut short because more than 300 people had become sick with a Norwalk-type virus. Only two passengers remained ill when the Regal Princess docked

'Onderzeeër vergaan door lek in achtersteven'

SEVEROMORSK (AFP) - Niet een storm maar een lek in het achtersteven is de oorzaak van het zinken



van de Russische atoomonderzeeër [K-159](#) zaterdag in de Barentszee. Dat heeft een anonieme bron binnen het Russische ministerie van Defensie dinsdag gezegd. Direct na het ongeluk werd gemeld dat het schip in een zware storm terecht was gekomen. Daardoor zou een van de vier pontons waarop het schip naar een basis in Polyarny werd gesleept, zijn weggeslagen. Door een open bovenklep zou de onderzeeër vervolgens vol water zijn gelopen en gezonken.

Maar volgens de anonieme bron heeft hij van de commandant van de onderzeeër gehoord dat er een lek in het achtersteven was ontdekt. Marinepersoneel zou vervolgens tevergeefs hebben geprobeerd het compartiment dat volliep, af te sluiten. Vervolgens zou het toestemming hebben gevraagd om het schip voortijdig te laten zinken, maar dit is volgens AFP van hogerhand geweigerd. Dit bevel heeft mogelijk de levens van negen matrozen gekost, die in de golven zijn meegesleurd.

De duikboot ligt op de zeebodem even ten noordwesten van het eiland Kildin. Twee lijken zijn terecht. Legerhelikopters speuren in het gebied naar de andere zeven dode matrozen. Slechts één matroos heeft het drama overleefd.

Questions as Russian navy searches for dead



Severomorsk, Russia - The Russian navy searched on Monday for the bodies of seven crew members in a nuclear submarine that sank in the Barents Sea as the press demanded to know why they were being transported in a 40-year-old "rust bucket."

Nine sailors died at the weekend when their K-159 submarine foundered in a storm while being towed to a port. "For two and a half days, the search has gone on unsuccessfully but the mission around Kildin island will continue until navy chief Vladimir

Kuroyedov orders otherwise," the Northern Fleet's spokesperson Vladimir Navrotsky told AFP.

Seven sailors are believed to be in the wreck of the submarine. Three of their colleagues managed to escape the craft but only one of them survived. The bodies of the other two were recovered.

The accident was a bitter reminder of the tragedy of the Kursk nuclear submarine that sank in the Barents Sea on August 12, 2000 after a fuel leak from a torpedo caused an explosion. All 118 crew on board perished. According to a Northern Fleet source quoted by the ITAR-TASS news agency, navy divers have been unable to get through the hatch of the K-159 because it is too narrow. The submarine is located on the seabed at a depth of 238m.

Moscow newspapers questioned why there were crew aboard the submarine, with one daily suggesting that the sailors had been hitching a ride to a new port. "If the submarine had no electricity and no ventilation, which was the case with the K-159, it should be sealed hermetically and towed without any sailors onboard," Mikhail Volzhensky, a member of a state commission on navy ship maintenance, told the Izvestia daily.

The Kommersant business daily said that, according to regulations, the crew should have been either on the submarine's upper deck or the conning-tower hatch, but most of them were inside the doomed vessel. "The sailors on top probably tried to warn their comrades. It's likely that the communication system with the 'dead' submarine didn't work and the seven submariners were sleeping after keeping watch," one officer told Kommersant. Another Northern Fleet officer, however, told AFP that all the crew should have been able to use safety equipment. "The submarine sank at 3:01am and the order to evacuate was given at 02.20am. Why seven crew members were unable to use this time is a mystery. It was equipped with lifejackets, inflatable dinghies, drinking water and food," the officer said on condition of anonymity.

The nuclear submarine sank five kilometres off Kildin island in the Barents Sea, northwestern Russia, after one of the four pontoons towing it to port to be scrapped broke away in a storm, causing it to founder. The sailors had used the craft as a means of moving to a new naval base, the Komsomolskaya Pravda daily reported, adding that only the commander had prior submarine mission experience. President Vladimir Putin said at the weekend the incident highlighted the need for strict discipline in the armed forces. The tragedy "shows the need for discipline. The sea does not pardon mistakes or inexactitude," he said.

On Saturday Defence Minister Sergei Ivanov suspended the naval captain who was in charge of towing the **K-159** to the Polyarni shipyard, on the Kola peninsula.

Malta defends Tasman condition



MALTESE flag state officials investigating the grounding of the tanker **Tasman Spirit** believe it is too early to say why the accident occurred, but have defended the vessel itself as being "in very good condition". An official investigation launched by the Malta Maritime Authority is currently looking at how the Maltese-flagged tanker ran grounded outside Karachi port on July 27, despite being inside the shipping channel and under pilotage. According to Lino Vassallo, executive director of merchant shipping at the MMA, investigators have spoken to everyone involved apart from the pilot who was not made available by the Pakistani authorities. The vessel's master and key crew members have been interviewed but are currently being held by Pakistani authorities despite a request from Malta to release them. "They are not in prison and they are being treated very well by the authorities, but clearly they would all like to come home and be with their families," Vassallo told Fairplay. Malta and Pakistan are co-operating with their individual investigations and will publish the results in due course. "It is unfortunate that what was

effectively a simple grounding had to end up resulting in such a disaster," he commented.

Tasman Spirit stern poses danger

THE stern section of **Tasman Spirit** has listed about 8-10°, thereby posing yet another challenge to the Greek salvor Tsaviris. "The stern section has listed because of bad weather conditions and efforts

are being made to stabilise it with the help of anchors and two tugs", Karachi Port Trust general manager Brig Iftikhar Rashid Khan told Fairplay today. "It is not stable. There is some danger", Rashid added. He said the 6,375-dwt **Sea Angel** could not be positioned alongside the stern section for safety reasons. The tanker has been positioned in front of the **Tasman Spirit** and oil is being pumped into it through the pipes. "About 3,000 tonnes of crude oil has been pumped into the **Sea Angel** since morning and efforts are being made to complete lightering in the shortest possible time", Brig Rashid said. According to independent observers, there has been a fresh oil spill since the Greek salvors started lightering operations today.



Sealand salvage master pessimistic

THE salvage master responsible for efforts to refloat the stranded **Sealand Express** does not expect the next attempt – to be carried out at midnight on August 29 using two tugs – will be successful. Smit Marine's Capt Dave Main told a press briefing yesterday: "The odds are, frankly, that she's not going to

come off." If this weekend's efforts fail, the salvors will build a causeway from the beach along which a crane can be taken to the ship to remove containers and lighten the ship. As a last resort a jack-up barge could be placed alongside. Meanwhile, the dredger [Ham 316](#) has begun work to remove the sandbar alongside the port shoulder of the ship. The vessel is lying in a sandy channel 6m deep but needs 10m of water beneath to float clear. A helicopter, which will be used to remove parcels of low-risk hazardous cargo from containers on board the ship, was due to arrive in Cape Town today. Operations to remove fuel oil have recommenced and by 10.00 today an additional 1,400 tonnes had been removed, bringing the total removed so far to 2,800 tonnes, with a further 700 tonnes of heavy fuel remaining on board. These operations were continuing today. Stress monitors fitted to the vessel's hull indicate that its condition remains sound.

Sun shines for cargo removal

Cape town - Salvors say better weather over the next three or four days will give them a good "window" to continue removing hazardous cargo from the stranded [Sealand Express](#). A heavy-duty Mi8 helicopter began flying loads off the vessel again on Tuesday morning after bad weather forced suspension of the operation on Monday. The [Sealand Express](#) grounded off Sunset Beach in Table Bay two weeks ago, and though salvage tugs managed at the weekend to turn her 25 degrees seaward, she has resisted attempts to refloat her.

The joint operations committee overseeing the salvage bid said that during Monday night the tug connected to the vessel to stop her drifting further onto the beach had shifted her bow an additional two degrees seaward. In the light of the improvement in the weather on Tuesday, the tug had disconnected to allow the dredger on the scene to work the area more effectively, which it could not do properly while the tow wire is in place. Stress monitors on the [Sealand Express'](#) hull indicated her overall condition was still sound. "Stresses being experienced by the ship are above normal but within the acceptable range, given the grounding forces that the fully-laden container ship is experiencing," the committee said in a statement. "The overall bending stresses in the hull have increased with the new grounding forces, following refloating attempts at the weekend, and the salvage team continue to monitor her condition."

The next refloating bid is scheduled for [September 11](#).

Navy arrests fuel-smuggling vessels

FIFTEEN foreigners including eight Ivoiriens were among the crew of two vessels arrested at the weekend on the nation's waters laden with large quantities of crude oil. Other nationals on board the vessels impounded near Warri in Delta State were three Beninoise, two Togolese, one Burkinabe and a Senegalese. The Flag Officer Command-ing (FOC), Western Naval Command of the Nigerian Navy, Rear Admiral Ambrose Bob-Manuel, who disclosed this to newsmen in Warri, said one of the vessels, manned by an all-Nigerian crew, connived with the foreign ship in the illegal bunkering business.

Bob-Manuel maintained that the Navy would continue to intensify efforts to halt the activities of illegal bunkerers in the country whose trade he described as being in mild to "the growth and development of Nigerian's economy. He further vowed: "The Navy is battle ready to checkmate the unwholesome activities being perpetrated along the creeks and on our international waters". Illegal bunkering, which he said was in most cases hand-in-hand with pipeline vandalism in the riverine areas, was also on their list of atrocities that must be halted. Others, he listed as sea piracy and hostage taking all of which he said the Navy had been gingered up to tackle. Bob-Manuel, who breezed into the Naval Base, NNs Delta in Warri in a chopper at the weekend said he was on familiarization tour of units under his command. In smiles, the FOC announced that the Navy had taken delivery of two combat helicopters that would assist it in the effective surveillance of the nation's coastlings and would always locate where ever illegal activities like bunkering were being perpetrated.

As he was seen off to the Chopper, Commanding Officers of **NNS Delta**, Navy Capt. Femi Ogunjumi handed a gift to the FCC which he said was on behalf of the unit.

Angry passengers arrive in Jeddah

DETAILS have emerged in Jeddah of an Egyptian ship that drifted in the Red Sea for more than four days last week with 1,300 passengers on board. Passengers Jamal Ridwan and Hatem Ibrahim told the Saudi newspaper Al-Watan that their ordeal started seven hours after boarding the **Al-Safa** in Suez on August 19. "The ship left the Egyptian port of Suez at 8.00 a.m., but at 3.00 p.m. we noticed the ship was not moving," they said. Other passengers claimed the crew spent 20 hours trying to make repairs before raising the alarm. A number of passengers have complained to Saudi and Egyptian authorities demanding compensation for their ordeal. They told reporters a large number of children and elderly passengers suffered hardship while the ship drifted. Daytime temperatures in the region often reach 40° C during August. The Suez-Jeddah route is popular with Egyptians who work in Saudi Arabia and other Gulf States. The ship eventually arrived in Jeddah 112 hours after departing Suez.



The research vessel **TRITON** taken at the Festival of the Sea Portsmouth. 27th August 2001
Photo : Ian Denton ©

The largest ever helium balloon will be launched from the **R.V. TRITON** in an attempt to break the 40 year old world altitude record for a manned balloon. Pilots Andy Elson and Colin Prescott are on board the **RV TRITON** which is anchored off St Ives on the North Cornwall Coast. The launch was scheduled to take place on Wednesday morning when there was a forecast of less cloud. The two pilots will try to make 132,000ft or 25 miles breaking the record held by two americans. There is a five mile exclusion zone around the launch site airspace and British Airways has agreed to divert their Concorde flight to avoid it. The attempt has been sponsored by the UK science and technology company QinetiQ.

CASUALTY REPORTING

TASMAN SPIRIT (MALTA)

Salvage teams have removed all the oil left aboard leaking crude oil tanker **Tasman Spirit** off the coast of the Pakistani port of Karachi, authorities say. Workers raced against time to empty the 37,500 tonnes of oil left aboard the vessel, concluding their 15-day operation this evening. The news will come as a relief to Karachi residents, who were warned over the weekend that the tanker could break apart completely and send fresh oil slicks floating their way. That danger has now passed but a 15-kilometre stretch of beach remains smothered in oil and the authorities have not said what they will do about it. Some 28,500 tonnes of crude oil have already leaked into the sea since the tanker ran aground in August, the federal minister for communications, Senator Ahmed Ali, told a press conference. However, there was no official statement on when the clean-up operation would commence, or how long it would take. Pakistani officials had earlier estimated that the beach could be cleaned and ready for public use by the end of this month. However, the provincial Environment Minister, Faisal Malik, said that ridding Karachi's beaches of crude oil could take three years or more. The Karachi Port Trust is suing the Pakistani National Shipping Corporation, which chartered the tanker, for a sum of \$1bn

VICTORIYA (RUSSIA)

The damage from the fire on Russian tanker **Victoriya** amounts to approximately five million dollars, said vice-governor of the Samara region Viktor Kazakov today. According to the vice-governor, the damage will be compensated by the owners of the vessel and the insurance company. At the present time the situation is under control. The cooling of the hull of the vessel continues, and the oil which has spilt from the tanker is being collected from the water

SHIPYARD NEWS

China's yards become aggressive

CHINA Shipbuilding Industry Corp (CSIC), one of China's two largest shipbuilding groups, has set up a trading subsidiary to help push the country to the top of the world shipbuilding league. Beijing-based China Shipbuilding & Offshore International Co, with registered capital of CNY367M (\$44.3M) has assets of CNY1.5Bn. CSOC president Xu Ziqiu said the company would set up representative offices in major shipping markets, form partnerships with leading ship owners, shipping companies, classification societies and shipbrokers. China, the world's third-largest shipbuilder after Japan and South Korea, built ships and related products totalling 4.46M tonnes last year. Parent CSIC aims to expand its shipbuilding capacity to 3M tonnes by 2005, increasing it to 5M tonnes by 2010 and 8M tonnes by 2020. China State Shipbuilding Corp, the other major builder, plans to construct the world's largest shipyard on Changxing Island in the Yangtze River that will help increase its building capacity from 3M tonnes to 12M tonnes by 2015.

Austal given lift after defence contract win

Shares in Austal climbed nearly 30% on Friday after its subsidiary, Austal Ships, and Defence Maritime Services, won a half-a-billion dollar contract over 15 years to build Australia's new coastline surveillance boats. In an acquisition initially worth \$375m, Austal Ships and Defence Maritime Services (DMS) will build 12 new Armidale-class vessels to replace the Royal Australian Navy's ageing fleet of 15 Fremantle-class patrol boats. The company said Austal Ships will be involved in design and construction of the ships while DMS will provide logistical and maintenance support.

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Austal managing director Bob McKinnon said he looked forward to negotiating the final contractual arrangements with the Department of Defence. "The selection of Austal/DMS recognises the team's ability to provide RAN with economical, high performance ships and cost-effective through-life support to ensure Australia's patrol boat capability is delivered in the best possible manner," he said. The RAN project was expected to add momentum to Austal's push into the international patrol and military vessels market and had already assisted the company to secure an order in June for 10 high-speed patrol boats for the Middle East, McKinnon said. Once the contract was in place, Austal would begin building the first of the 56 metre patrol boats and the entire process will take 42 months.

"This will provide Austal with a steady base load of work for three-and-a-half years. At the same time, our production capacity enables us to simultaneously build ferries and other vessels, and we will continue to vigorously pursue new contracts in these markets," McKinnon said. Defence Minister Robert Hill said Austal/DMS beat a bid by defence company Tenix because it offered the best value for money. The new aluminum boats would operate out of Cairns and Darwin and be built at Austal's Henderson yard near Fremantle, in Western Australia, he said.



The **NADA V** under repairs at the Rotterdam United Dockyard – **photo : Rob C Scharff ©**

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Star shuns LauritzenCool offer

STAR Reefers is "not enthusiastic" about joining forces with LauritzenCool, chief executive Aage Thoen told Fairplay today. The Anglo-Norwegian reefer shipping company is soon to end a pooling arrangement with NYK Reefers, which announced yesterday it was moving into a vessel sharing partnership with LauritzenCool. Thoen explained that while Star would continue to work towards consolidation in the reefer industry, he preferred an arrangement in which risks are equally shared between owners and pool operators. "Alignments need to be the same; if they are not, efficiency will suffer," he said. Thoen would not comment on whether Star is in talks with potential partners on the grounds that Star is a listed company and is bound by stock exchange rules. Two years ago Star Reefers and NYK Reefers set up the NYK Star pool; the deal had a break-up clause that could be exercised by 30 June 2003 at the latest. NYK took that option, based on an assessment taken by both companies.

Greeks fear ferry chaos



The **SUPERFAST IX** departing from Zeebrugge — [photo : Rob de Visser ©](#)

THE Greek government fears that the opening of ferry services to competitors from elsewhere in the European Union on 1 January 2004 will create a two-tier network. On the one hand, the smaller islands will be served by operators receiving EU-approved levels of subsidy and working within a fixed price structure and to an agreed schedule. On the other, the lucrative services will attract the majority of competing lines, leaving the not-so-lucrative routes under-served. Observers told Fairplay the ferry companies most at risk will be those that have invested heavily in newbuilding tonnage, often with little detailed calculation of how the loans were to be repaid. Partly this was fuelled by the stock market boom in 1999 and 2000 in which operators were encouraged to raise significant sums through rights issues. Among the companies currently suffering is Minoan Lines, which initially had plans for ten newbuildings but discovered this was too many and that the financial burden was crippling the company's finances. One order was cancelled, three newly delivered vessels were sold and last week the 2001-built 26,995-gt **Prometheus** was chartered out to an Italian operator.

French acquire Song of Flower

FRENCH cruise operator Compagnie des Iles du Ponant (CIP) has bought the luxury vessel **Song of Flower** from Radisson Seven Seas Cruises in a surprising €15M (\$16.3M) deal. The 8,200-GT, 198-passenger capacity ship has been acquired in a partnership with the French tour operator Tapis Rouge Croisières, which specialises in the sale of up-market cruises. The acquisition marks a major step forward for CIP, which currently operates two small cruise ships, the 64-passenger capacity sail cruiser **Le Ponant** and the 95-passenger capacity **Le Levant**. The upgrade will lead to the employment of a further 115 staff in addition to the present 123. **Song of Flower** was built in 1974 as a ro-ro vessel but was converted into a cruise ship at Lloyd Werft in 1986. It was initially operated by Exploration Cruise Line as **Explorer Starship** in the Pacific NorthWest and Caribbean, before becoming part of Seven Seas Cruises in 1989 and Radisson Seven Seas in 1993. The ship will be renamed and will fly the French flag.

James Fisher plans for growth

JAMES Fisher, the UK shipping and marine services group, has reported strong profit growth for the first half of the year and announced an accelerated fleet renewal programme. Pre-tax profit (before losses on ship sales and exchange gains) were up 11 per cent on last year's first half to £6.5M (\$10.15M). Operating profit also rose 20 per cent to £8.82M. Fisher's strategy to grow its marine services division was confirmed by today's results, which show that the division now accounts for almost 40 per cent of the group's operating profits (up from 17 per cent in 2002). In Fisher's tankship division, which contributed £4.6M (£3.7M 2002), the company is planning to bring forward its programme to renew the smaller and older vessels in the wake of the Prestige sinking. Four of the eight vessels up for renewal have been sold already with replacements now likely to be chartered rather than bought outright. The company's cable laying division, which Fisher is considering selling, was a low point for the first half showing operating profits down to £2.26M from £4.33M in 2002.

Europese havens weer plat

VLISSINGEN - De havens in Europa krijgen opnieuw te maken met acties van werknemers die protesteren tegen de liberalisering van het havenwerk. Ook in de Zeeuwse havens en Antwerpen staan manifestaties gepland tegen de voorstellen van de Europese raad van transportministers.

Het verzet tegen de zogeheten port package moet resulteren in een staking van 24 uur op 29 september. Die dag wordt of in Brussel of in Rotterdam een grote bijeenkomst gehouden, zo hebben de vakbonden gisteren bekend gemaakt.

Volgens Niek Stam, bestuurder van FNV Bondgenoten, zijn er deze week personeelsbijeenkomsten bij

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Verbrugge Terminals in Vlissingen en Terneuzen en waarschijnlijk ook bij Ovet. Besproken wordt of er in de aanloop naar 29 september al ludieke acties gevoerd kunnen worden. De bonden peilen ook de bereidheid van de Zeeuwse havenwerkers om mee te doen aan de Europese staking.

De bonden voeren al enige tijd actie tegen de plannen van de Europese Unie om het havenwerk vrij te geven. Vooral de omstreden zelfafhandeling, het vrijgeven van havenwerk aan niet-havenwerkers, houden de gemoederen flink bezig. Op 9 september begint de zogenoemde conciliatieprocedure tussen het Europees Parlement en de raad van transportministers. Na deze termijn van bemiddeling zal waarschijnlijk begin november duidelijk zijn of de EU-plannen worden aangepast of van tafel verdwijnen.

„Het Europees Parlement is nu voor een vergunningstelsel voor havendiensten en tegen zelfafhandeling op de terminals. Wij hopen dat de leden daarbij blijven,“ zegt N. Stam van FNV Bondgenoten. „De ministers willen echter geen vergunningen, maar marktwerking en zijn verder voor de zelfafhandeling door derden.“ Met de acties willen de Europese bonden de parlementariërs ondersteunen.

De Rotterdamse haven krijgt een aantal keren te maken met het protest. FNV Bondgenoten kondigt ook acties aan in Amsterdam, Terneuzen en Vlissingen.

Voor de manifestatie op 29 september rekent de organisatie in heel Europa op 25.000 actievoerders. Ook elders in Europa zullen havenwerkers deze maand in actie komen. In de havens van de Belgische steden Antwerpen, Gent, Zeebrugge, Oostende en Brussel wordt het werk neergelegd. Verder in de Duitse havens Hamburg, Bremerhaven, Rostock en Lubeck en in Frankrijk in onder meer Le Havre, Marseille en Duinkerken.

Adsteam to raise new capital as provisions shred full-year results

AUSTRALIAN and UK towage operator Adsteam Marine has made a net loss of A\$62.7m for the year to June, after taking on A\$61.9m worth of asset write-downs and A\$23.3m in restructuring costs. The big hit was reduced by net operating profit for the year of A\$22.5m, with the core harbour towage volume and margins steady. Adsteam is to raise A\$40m in new capital to reduce debt from A\$416m to A\$381m, with A\$265m in senior debt now maturing in 2006 rather than 2004.

Managing director John Moller, who joined the company in January this year, said that the write-offs and debt reduction were in line with forecasts in the recovery plan he announced for heavily indebted Adsteam in May. Mr Moller said that he expected to reach targeted interest cost levels by mid-2005. Resumed dividend payments are expected to be announced in April 2004. Some A\$35m of the new equity issue to institutional investors is already underwritten by ABN Amro Rothschild. The company will also gain from asset sales also announced in May. Mr Moller said that progress was being made in selling the fuel supply business that came with the ill-fated 1999 investment in US northwest tug-barge operator Northland. Mr Moller said that selling the fuel business would leave Northland debt-free, allowing it either to refinance to pay out Adsteam for its shares, or to negotiate a management buy-out or trade sale.

Adsteam's operating profit actually fell to A\$22.5m from A\$30.5m in the previous year, mostly down to lower profits from salvage, shipping agency, Northland, and the end of a Bass Strait pipelaying project.

But in the core towage business, Mr Moller said that new local competitor Australian Maritime Services had not made any further inroads in recent months after reaching 33% in Melbourne and 20% in Brisbane. Swire and Hutchison joint venture Hongkong United Dockyard took majority control of AMS earlier this year.

NAVY NEWS

Russische onderzeeër lanceert met succes raket

MOSKOU (DPA) - De Russische atoomonderzeeër Podolsk heeft dinsdag met succes een intercontinentale ballistische raket afgevuurd. Dat maakte een woordvoerder van de Russische marine bekend. De proeflancering in de oostelijke Zee van Ochotsk volgt op het zinken van de onderzeeër K-159 afgelopen zaterdag in de Barentszee. Daardoor zijn vermoedelijk negen opvarenden omgekomen. De Russische marine vindt al twee lichamen en zoekt nog tot uiterlijk woensdag naar de stoffelijke overschotten van de zeven andere vermisten. Slechts een bemanningslid overleefde het ongeluk.

MOVEMENTS

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The **SAIBOS FDS** departed from Rotterdam – photo : Jan van der Klooster ©



The **LUNA MAERSK** at the Flushing pilot station – photo : Peter Andriessen ©



The **STENA CONFIDENCE** departed from the Europort – photo : Simon Brown ©

RIJNMOND WEATHER

Vooruitzichten van woensdag t/m zaterdag:

MOOI NAZOMERWEER!

Overgang naar mooi nazomerweer met veel zon, zaterdagavond bestaat er een kleine kans op een bui. Middagtemperatuur tijdelijk oplopend naar 24 graden.

© Ed Aldus 2003	WO-03	DO-04	VR-05	ZA-06
Maximumtemperatuur:	19	21	23	24
Minimumtemperatuur:	12	12	13	13
Zonnekans in %:	40	60	70	60
Neerslagkans in %:	20	5	5	20
Windrichting kracht:	WNW-2-3	NO-2-3	O-2-4	ZO-3-4

.... PHOTO OF THE DAY



Limatula Shell tanker built 1950. the first ship **Jim Gallacher** (one of the contributors of the [shippingnews letter](#)) sailed on as a 5th Engineer. He Joined the **Limatula** on Dec 5th 1951 at Ellesmere Port- Paid off Jan 19th 1953 at Curacao West Indies.

A friend of him named Gerry McManus did the attached painting of the **Limatula** for him as a 70th birthday present he thought some of the readers might enjoy seeing a picture of the painting.

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**DON'T MISS ONE OF THIS YEAR'S MOST CRITICAL MARITIME EVENTS:
REGISTER AND ATTEND THE NATIONAL MARITIME SALVAGE CONFERENCE
2003, SEPT. 9-11**

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There is just one week left until one of this year's most critical maritime events, the National Maritime Salvage Conference 2003, sponsored by the American Salvage Association (ASA). It will take place September 9-11, 2003, at the Hyatt Regency Hotel in Crystal City, VA.

Among the distinguished speakers at the conference will be RADM Thomas Gilmour, USCG, Assistant Commandant for Marine Safety and Environmental Protection; Chet Lunner, Associate Under Secretary for Maritime and Land Security, Transportation Security Administration; RADM Larry Hereth, USCG, Director of Port Security; CAPT Jim Wilkins, USN, Supervisor of Salvage and Diving; and Joop Timmermans, President, International Salvage Union, among others.

The first day of the conference, Tuesday, September 9, will offer a Training Seminar focusing on Salvage Contracting, a Mock LOF (Lloyds Open Form) Arbitration proceeding, and a complete discussion of Salvage Plans.

The conference program for September 10-11 will include discussion of Maritime Security Response Requirements, Wreck Removal, Contracting, Coast Guard Salvage & Firefighting Regulations and the International View of the Salvage Industry, Training, Marine Casualty Response at the World Trade Center, Responder Immunity, Salvage and the Environment, Incident Command Structure (ICS), Firefighting, and more.

The editors of Professional Mariner magazine have announced that the 2003 Samuel Plimsoll Award, given for outstanding service by individuals and organizations in promoting marine safety and safe ship and port operations, will be presented at the National Maritime Salvage Conference.

The 2003 recipients of the Plimsoll Award are the Columbia River Bar Pilots in the category of outstanding organization and Capt. Dominic Calicchio in the individual winner category. The Columbia River Bar Pilots are the first pilots group in the country to use helicopters to transport their personnel on and off ships in a variety of weather and sea conditions. Capt. Calicchio, a Coast Guard captain who died earlier this year, will receive the award posthumously for bringing about a number of industry safety reforms. Capt. Calicchio's work was described in the book, *Until the Sea Shall Release Them*, by Pulitzer Prize-winning author Robert Frump.

For a complete schedule, list of speakers, and to register on-line, visit www.americansalvage.org.

The American Salvage Association is a trade association promoting professionalism and improving marine casualty response in American coastal and inland waters.

SCHEEPVAARTBERICHTEN

ACHTERGRACHT 2 te Takoradi,
ADMIRAL SUN 2 te Istanbul,
ALBLAS 2 te rede Sassnitz,
ALDEBARAN 2 vn Lidköping nr Gruvön,
ALEXANDERGRACHT 2 te Gandia,
ALLIANCE 1 t3 Tornio,
ALSERBACH 6 verw te Rotterdam,
AMSTELGRACHT 2 160 wzw Conakry nr Dakar,
ARCHANGELGRACHT 2 te Gandia,
ARKLOW RALLY 2 360 nw Pasajes nr Pasajes,
ARKLOW RAMBLER 2 te Barcelona,
ARKLOW RANGER 1 te Odda,
ARKLOW SEA 1 te Cork,
ARKLOW STAR 2 pas Dover nr Avonmouth,
ASSI SCAN LINK 2 60 no Stockholm nr Haraholmen,

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ATHOS 1 vn St Petersburg nr Gandia,
ATLASGRACHT 2 25 nw Pu Pu Loloda Selatan nr Fremantle,
BARENT ZANEN 1 125 zzo Ibiza nr Gijon,
BETTINA K 6 verw te Rotterdam,
BORNRIJF 2 vn Rostock nr Leer,
BOTERDIEP 2 60 w Vigo nr Valencia,
BOTHNIA 2 pas Texel nr Larvik,
BRO GEMINI 3 verw te Gavle,
BRO GRACE 2 te Mongstad,
CAPRICORN 1 190 zzw Sable Isle,
CEMILE 2 vn Belfast nr Teesport,
CHRISTINA 2 65 n AMeland nr Westdorpe,
CORAL ISIS 2 500 w vn Luanda,
CORAL MEANDRA 2 te Tees,
CORAL MILLEPORA 1 vn Teesport mr Pt Jerome,
CORAL RIGIDA 1 vn Merak nr Chiba,
DANIELLA 1 250 w Sumatra nr Montreal,
DELFBORG 1 15 w Cabo de Sao Vicente nr Casablanca,
DEO VOLENTE 2 te Casablanca,
DEPENDENT 2 pas Brest nr La Palice,
DIAMONDE 2 te Dover Strait nr Birkenhead,
DOGGERSBANK 2 te Kotka nr Vlissingen,
DONGEBORG 2 te Livorno,
DUTCH AQUAMARINE 3 verw te Livorno,
DUTCH EMERALD 2 te Gonfreville,
DUTCH FAITH 2 te Bilbao,
DUTCH MATE 2 20 no Humber nr Antwerpen,
DUTCH NAVIGATOR 2 te Porto Torres,
DUTCH PROGRESS 2 vn Le Havre nr Saltend,
DUTCH SUN 1 vn Fos nr Izmit,
EDISONGRACHT 2 120 n Cairns nr Dampier,
EEMSDIEP 2 55 ono Napoli nr Civitavecchia,
EGELANTIERSGRACHT 1 100 no Taipei nr Ishigaki,
EKEN 2 te Lidköping,
ELANDSGRACHT 2 te Skikda,
ELISABETH K 3 verw te Wilhelmshaven,
ESPRIT 2 n Kreta,
ESTIME 3 verw te Drammen,
EUROGRACHT 1 90 z Miami nr Liverpool,
FLINTERDUIN 2 500 w Kaap Verden nr Vlissingen,
FLINTERZEE 2 te Raahe,
FRISIAN LADY 1 o Gotland nr Amsterdam,
GENUA EXPRESS 2 te Haifa,
GOOTEBORG 2 te Skagen,
HANSEATIC SCOUT 3 verw te Wismar,
HAPPY BUCCANEER 1 195 zo Okinawa Shima nr Tagoloan,
HAPPY RANGER 2 t a Rede Luanda,
HAPPY ROVER 1 te Le Havre,
HEEREBRUG 2 65 zzw Piraeus nr Derince,
HERON 2 te Stade,
HUSKY 2 235 zzo Accra nr Pt Gentil,
ICE STAR 2 te Kokkola,
IJSEL TRADER 2 te Saigon,

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ILSE K 2 te Oristano,
INGER 2 te Kokkola,
IRINA 2 pas Bornholm,
ISABEL 1 pas Noordkaap nr Archangel,
ITASCA 1 185 z Quessant,
IVER EXACT 1 100 wnw Cartagena,
IVER EXPERIENCE 1 te Bermuda,
IVER EXPERT 2 te San Lorenzo,
JACO TRADER 2 pas Gotland nr Vyborg,
JACOBUS BROERE 2 t a Le Havre,
JO CEDAR 2 te Ulsan,
JO EIK 1 300 o Cape Hatteras nr Jacksonville,
JO LIND 1 180 no Colombo nr Kakinada,
JO SELJE 1 55 nw Cherbourg nr Pt Gentil,
JO SPRUCE 1 te Port Neches,
JO SYPRESS 1 100 w Bermuda nr Le Havre,
KASTEELBORG 2 vn Montreal nr Duluth,
KEIZERSBORG 2 650 o Bermuda nr Monfalcone,
KLIPPER STREAM 1 te Almirante,
KLOSTERTAL 5 verw te Hamburg,
KONINGSBORG 2 te Boulogne,
LADON 2 te Buckie,
LAURIERGRACHT 1 60 ozo Malaga nr Onne,
LECKO 6 verw te Garucha,
LELIEGRACHT 31 vn Botwood nr Alexandrie,
LOMBOK STRAIT 2 te Kaapstad,
LUMARE 1 pas Kopenhagen nr Belfast,
LUZON STRAIT 2 te Pt Elizabeth,
MAASBORG 1 te Cristobal,
MAGIC 2 te New York nr Pt Canaveral,
MAINEBORG 2 140 zo Halifax nr Philadelphia,
MAKIRI GREEN 2 pas Sicilie nr Gijon,
MARINUS GREEN 2 50 w Cabo Finisterre nr Newport,
MARION GREEN 2 130 ozo Aden nr Shanghai,
MARLENE GREEN 2 90 o Gibraltar nr Tuticorin,
MARNEBORG 2 50 nw Rauma nr Lappohja,
MERWEBORG 2 pas Terschelling nr Hamburg,
MICHIGANBORG 1 270 z Nantucket Isl nr Muuga,
MISSOURIBORG 2 420 wnw Lissabon nr Ambarli,
MORRABORG 2 90 zw IJsland nr Hafnarfjordur,
NEDLL ASIA 2 540 n Cocos Island,
NEDLL EUROPA 2 120 o Malaga,
NEDLL OCEANIA 1 te Hamburg,
NES. 2 60 zw Sardinie nr Gunness,
NORMED BREMEN 2 pas Calais nr Antwerpen,
NORMED ROTTERDAM 1 vn Eregli nr Moerdijk,
NORTHERN EXPLORER 2 te Davao,
P&O NEDLL BUENOS AIRES 1 375 nno Pto Cortez nr Kingston,
P&O NEDLL HOUTMAN 1 1800 nw Honolulu nr Long Beach,
P&O NEDLL KOWLOON 1 270 o Sri Lanka nr Suez,
P&O NEDLL MERCATOR 1 123 zw Kreta,
P&O NEDLL STUYVESANT 31 te Long Beach,
PACIFIC 1 140 ozo Bonaire nr Valparaiso,

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PANDA 2 72 nno Brest nr Bilbao,
PARKGRACHT 2 150 n Brisbane nr Brisbane,
PILOT 2 36 zo Aberdeen nr Odda,
PITZTAL 2 te Riga,
POLAND 2 te Antwerpen,
POLAR SNOW 2 te Egersund,
PRINS JOHAN WILLEM FRISO 2 vn Kalundborg nr Stenungsund,
PRINSENBORG 2 te Rede Ravenna,
RETRIEVER 1 50 o Trinidad nr Halifax,
ROELOF 1 pas Land's End nr Sligo,
ROYAL KLIPPER 1 700 w Bermuda nr Sheerness,
RUFINIA 2 te Kaskinen,
SABORG 2 50 w Rotterdam nr Philadelphia,
SCHEDEDEIEP 1 te Kotka,
SCHEDEDEIJK 2 vn Hamburg nr Brunsbittel,
SCHELDEGRACHT 2 600 o New York nr San Juan,
SCHOUWENBANK 2 pas Gotland nr Brake,
SCHUITENDIEP 2 20 o Oland nr Kemi z Mikx,
SEA CHARENTE 1 te Gent,
SINGELGRACHT 1 te Gdansk,
SIROCCO 1 1150 nw Pt Gentil nr Pt Gentil,
SNOEKGRACHT 1 300 w Finisterre nr Kotka,
SPRING PANDA 1 te Turbo,
SPUIGRACHT 2 te Rauma,
STADIONGRACHT 1 15 w Texel,
STELLA LYRA 1 90 nw Quessant nr Eastham,
STELLA POLARIS 1 Gmt 35 wzw d Oussant nr Petit Couronne,
STELLA POLLUX 2 pas St George z Channel nr Petit Couronne,
STELLA WEGA 1 te Augusta,
SWING 2 te Vasteras,
TANJA 2 vn Hamburg nr Bremerhaven,
THEODORA 2 te Dublin,
THIALF 1 145 z Sekondi nr Pt Gentil,
TORNE 2 te Boulogne,
TRINITAS 3 vn Cartagena nr Vallcarca,
UAL AFRICA 2 t a rede Galveston,
VAASABORG 2 240 o De Azoren nr Pt Alfred,
VECHTBORG 2 te Antwerpen,
VEERSEDIEP 1 140 nnw La Coruna nr Waterford,
VISCOUNT 2 te Cadiz,
VISSERSBANK 1 vn Northfleet nr Antwerpen,
VLIEBORG 2 20 z Placenta Bay nr Menominee,
VLISTBORG 2 680 w Ierland nr Tornio,
VOORNEBORG 2 te Bremen,
WAAL TRADER 2 te Shanghai nr Busan,
WESTERSCHELDEBORG 2 50 w Bornholm nr Kaliningrad,
ZEUS 2 70 o Sundsval nr Oulu,
ZILLERTAL 5 verw te Moerdijk.