

DAILY SHIPPING NEWSLETTER 2003 – 155



Number 155 ****DAILY SHIPPING NEWSLETTER**** Thursday 11-09-2003



THIS NEWSLETTER IS BROUGHT TO YOU BY :

VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



The tug **HALLGARTH** – photo : Chris Jones ©

EVENTS, INCIDENTS & OPERATIONS

Latest sub sinking worse than the Kursk

The sinking of the **K-159** nuclear-powered submarine in the Barents Sea in late August is more dangerous than the sinking of the Kursk nuclear submarine three years ago, the Time reports. The magazine quotes a high-level Russian official as saying that the **K-159** was a rusty and old submarine that was being towed to a navy scrap yard, and it is impossible to predict how it would hold up underwater, at a depth of about 240 meters. Although its reactor fuel was expended 15 years ago, **the spent nuclear fuel was never unloaded**, which poses a serious environmental threat, the Time notes.

The K-159 sank in the Barents Sea, between Russia and Norway, in the routes of many commercial ships and fishing boats. Although Russian authorities promised to lift the submarine as soon as weather conditions allow it, the Time doubts the feasibility of this project. In particular, the magazine points to the financial problems of the Russian Navy.

For its part, the Russian Naval Command said the sunken vessel's nuclear reactor did not present any environmental threat. According to naval officials, the reactor was in put in a safe condition before the start of the towing operation. There were no weapons on the submarine, which was decommissioned back in 1989. The Command said the **K-159** would be raised together with the crew not earlier than in 2004. It stressed the necessity of lifting the sunken submarine.

The K-159 submarine of the North Fleet sank about 3 miles off Kildin Island in the Barents Sea at about 4:00 Moscow time on August 30. The vessel was being towed on four floating hulls from its base in the town of Gremikha to a plant in the town of Polarnye to be scrapped. It became unstable after one of the hulls was torn off in a fierce storm and then sank in waters 170 metres deep. There were ten crew on board. One of the crew was rescued and the bodies of two others were retrieved. The Main Military Prosecutor's Office, investigating into the sinking of the **K-159** nuclear-powered submarine, charged Captain Sergey Zhemchuzhnov, deputy commander of the submarine division of the Ostrovnoy Garrison, with breaking navigation rules (Article 352 of the Russian Criminal Code). He was captain of the vessel that was towing the decommissioned nuclear submarine when it sank in the Barents Sea.

Investigators established that one hour before the tragedy, Sergey Lappa, commander of the **K-159's** docking team, asked that the submarine be towed aground to prevent it from sinking, as water filled its stern compartments. However, his request was ignored, and the crew were told to "fight for the viability of the vessel", which ruined them. According some reports, water leaked to the stern part of the **K-159** through stern shaft seals. Most probably, they sprang a leak during the towing of the submarine. However, the crew did not notice the leak immediately: there were few people on board, and leakage indicators were not powered. The crew first established that the vessel was at a high-pitch angle, using the trim indicator, and after that they checked the ninth compartment and saw water there.

The **K-159** crew tried to fight to keep the vessel afloat. First, sailors tried to batten down a partition door between the ninth and eighth compartments. But this did not help, because the partition leaked, and water started leaking to the eighth compartment. After that, the crew tried to create an air cushion in the eighth compartment that would stop the water. But there was not enough high pressure air in the compartment. When it became clear that the crew would not manage to stop the water, the crew called the tow ship and suggested that the submarine be towed aground near Kildin Island. However, this proposal was rejected. The crew was told to continue efforts to keep the vessel viable and wait for rescuers, who were on their way to Kildin Island. They had to implement this order.

TASMAN SPIRIT (MALTA)



Karachi Port Trust (KPT) said, this afternoon, that PN&I Club has appointed Messrs **Smit** of Rotterdam to conduct pre-job survey for the removal of sunken parts of crude oil tanker Tasman Spirit from the mouth of harbour channel at the earliest. Officials of **Smit**, stationed in Singapore, have already arrived and would obtain first hand information about the vessel this evening. Port officials, monitoring owner and salvor's operation, said that insurer apparently is not satisfied with the pace and performance of ongoing operation and wants

to have second opinion by hiring **Smit**. Both parts of the broken vessel have penetrated deep in the seabed and require smart handling for removal.

Olievervuiling Tricolor naar zeebodem gezakt

door Harmen van der Werf

VLISSINGEN - De olievervuiling uit het wrak van de **Tricolor** is gisteren naar de zeebodem gezakt. De Vlaamse autoriteiten houden er rekening mee dat de olie bij storm alsnog op de kust kan komen. „Maar niemand weet wanneer, waar en hoeveel dat zal zijn”, aldus kabinetschef J. Debyser van de gouverneur van de Belgische provincie West-Vlaanderen gisteravond.

Tachtig tot honderd ton olie is uit de **Tricolor** gelekt, vermoeden deskundigen van de Belgische overheid. In het wrak dat sinds eind juli in de aanloop tot het Nauw van Calais wordt geborgen, zat naar schatting nog zo'n tweehonderd ton olie. Dat is ongeveer tien procent van de brandstof die het half december aangevaren schip aan boord had. De rest is eerder dit jaar geborgen, maar niet alle tanks waren bereikbaar op de in volle zee gekapseisde autocarrier. Alle schepen die bij de oliebestrijding betrokken waren, de **Arca**, de **Frans Naerebout** en de **Rotterdam** uit Nederland en het gisteren voor het eerst ingezette Vlaamse vaartuig Ter Streep, zijn gistermiddag teruggetrokken. Een verkenningsvlucht had eerder uitgewezen dat de maandag gesignaleerde grote verontreiniging van het wateroppervlak was verdwenen. De Ter Streep heeft niet eens olie kunnen ruimen. De al sinds zondag actieve **Arca** heeft in totaal zo'n vijftig ton olie geborgen, met behulp van de betonningsvaartuigen **Frans Naerebout** en **Rotterdam** die olie met schermen bijeendreven naar de **Arca**.

De provincie Zeeland heeft alle burgemeesters van Zeeuwse kustgemeenten gistermorgen geïnformeerd. Het vermoeden bestond toen nog dat de olie mogelijk morgen de Belgische en wellicht ook de Zeeuwse kust zou kunnen bereiken. De vervuiling bevond zich op dat moment op vijftig kilometer uit de kust.

De politie langs de Vlaamse kust blijft alert, aldus woordvoerder L. Winnock van de Belgische Noordzee-minister Vande Lanotte, omdat de olie op de bodem waarschijnlijk gaat klonteren en olieplakken kunnen aanspoelen. Vissen hebben volgens hem weinig hinder van de vervuiling. Zij kunnen de stoffen afbreken, dit in tegenstelling tot schaal- en weekdieren. De verwachting is dat de verontreiniging tegen het einde van de winter vrijwel volledig is afgebroken. De Combinatie Berging Tricolor is door België officieel in gebreke gesteld. Voorlichter L. Walder zegt dat de vervuiling niet te

voorkomen was. Een oliescherp om het wrak dat in negen stukken wordt gezaagd, had naar zijn mening niet geholpen. De olie is met de stroming meegedreven. „En een gordijn in het water hangen om de werkplek kan gewoon niet in volle zee“, aldus Walder.

US Coast Guard to be strengthened

THE US will have a "larger, better-equipped and better-prepared" Coast Guard in the months and years ahead, Rear Admiral Charles D Wurster, US Coast Guard Fourteenth District told a Maritime Manpower Conference in Singapore today. The conference is focusing on collaboration in security, wages and training. In his keynote address, Wurster underlined the need to modernise the Coast Guard for maritime security operations as part of measures to build what he called critical security capabilities. The USCG is also conducting threat and vulnerability assessment of its key port infrastructure to minimise the risk of "high consequence" events. Comments on USCG's Interim Rules on the Maritime Transportation Security Act will be taken into consideration before publishing the final version of the rules next month, Wurster said. "The primary objective in rule making is to balance concerns for the efficiency of commerce with domestic and international security requirements," he emphasised, and urged the international maritime community to expedite the full implementation of the SOLAS amendments and the ISPS Code by July 2004.

Fears grow over rejected sheep

AUTHORITIES at a second Middle Eastern port prevented the discharging of the 57,000 Australian sheep last night. Two weeks ago livestock carrier **Cormo Express** was unable to discharge the sheep in Jeddah as scheduled, following a dispute over the percentage of sheep affected by scabby mouth disease. The name of the second Gulf port to reject the shipment has not been disclosed, but it is understood that feed and water have been taken onboard and the ship will now head to an alternative port. Two or three port options are apparently being considered. Australian livestock exporters' organisation Livecorp said today it was not involved in any of the commercial arrangements because the animals were the importer's responsibility. However, a Livecorp spokesman said the situation remained "very distressing for the industry". ABC online news today reported that high temperatures and humidity in the Gulf have pushed up mortality rates on **Cormo Express**. Livecorp chief executive Kevin Shiell commented the sheep may have to be given away for free. He hoped a port would be found to accept the shipment, avoiding any need to contemplate slaughtering the animals at sea.

CASUALTY REPORTING

FINNSTRAUM (NORWAY (INT. REGISTER))

London, Sep 8 -- Information received from Sandnes, dated today, states: Chemical/oil carrier **Finnstraum** (9814 gt, built 1999), Elnesvaagen for Germany, experienced rudder-problems and grounded north of Haugesund at 2200, local time, Sep 7. Vessel was refloated and towed to Haugesund for inspection and repairs. Vessel arrived Haugesund at 0100, local time, today

FLOATING DOCK ADRIFT OFF SWEDEN

Gothenburg, Sep 8 -- It took the Coast Guard eight hours to gain control of the floating dock, and to get shelter at South Koster. During the night however the dock started to take in water and risk for sinking. With assistance from Roda Bolaget tugs, the barge and dock was towed to northern side of South Koster island where grounded. The entire unit inclusive the Polish tug have got restrictions and are not allowed to proceed says Ronny Hanzen from The Inspectorate Gothenburg. The Polish

Company are requested to present a plan for salvage, and according to him, the tug has no permit for the towage. In addition, the Polish tug has no proper charts for the route as required. Oil barge confirm empty of oil

SHIPYARD NEWS

"Defense News": \$1b IDF tender for 2 next-generation ships

The winner will be chosen in 2004. The ships will be financed using US military aid. MK Yuval Steinitz: This is a new doctrine. "Defense News" reports that Lockheed-Martin Northrop Grumman, and Raytheon plan to bid in a \$1 billion Israel Ministry of Defense tender to build two multi-mission combat ships. The tender includes an option to build a third ship, at a cost of \$400 million. The ships are the next-generation ships for the Israel Navy.

The tender calls for the ships to have a self-contained fully-integrated defense system against advanced air, surface, and submarine, as ultimately ballistic missile threats.

The tender is in two parts: the platform (ships), and the weapons and other systems. Lockheed-Martin and Northrop Grumman subsidiary Litton Ship Systems will bid to build the ships, and all three companies will bid to build the weapon systems. Israeli sources said the plan revises an earlier plan to expand Israel's fleet of missile boats. In 2000, the Israel Navy's plan to buy five more missile boats was approved, to be financed from the \$800 million in special military aid promised by former US President Bill Clinton.

However, Congress refused to authorize the money, and the Bush administration declined to support requests from the previous administration. Meanwhile, new threats and emerging technologies have appeared, prompting the Navy to revise its procurement plan. The IDF general staff and Ministry of Defense formulated a multi-year budget to finance the procurements. If no obstacles arise, the winner of the ship tender will be announced in the first half of 2004.

A Ministry of Defense source said Israel planned to use part of the \$2 billion in annual US military aid to finance the procurement over several years. He said at least 51% of the program had to be Made in the USA to be eligible for US aid.

Knesset Foreign Affairs and Defense Committee chairman MK Yuval Steinitz (Likud) told "Defense News", "This is an extremely important program, and I believe this is only the beginning of a new doctrine that will be more heavily dependent on the Israel Navy." He said one of the criteria for selecting the tender winner would be the company's collaboration with Israeli companies in this and other programs. A defense establishment source nevertheless warned against complications due to Missile Technology Control Regime, an international nonproliferation guideline to limit the spread of missile systems. He said the requirement to include Israeli companies in the manufacture of naval systems could delay the program, because Israeli companies do not meet the supervisory standards

Repair RoundUp France

The Messigaz-owned LNG carrier **Tellier** arrives at Compagnie Marseillaise de Reparation this week for a 35-day job that will carry the yard and its subcontractors through to the ferry season.

DAILY SHIPPING NEWSLETTER 2003 – 155

The 26,857 dwt, 1973-built Gazocean Armement-managed ship is due its annual survey, but the project will also include substantial pipe and pump replacement, as well as other mechanical work.

The yard has been targeting the LNG carrier market, having completed work on Descates for the same customer two months ago, in a project that involved the replacement of tank plating.

CMR is awaiting further information regarding the intentions of Société Nationale Maritime Corse Méditerranée regarding four to five ferries due for regular repairs during the October-May season.

United Kingdom

A&P Tyne has won a contract from the UK Ministry of Defence for the refit of the 4,700 dwt Royal Fleet Auxiliary Rover class fleet oiler **Grey Rover**. The vessel is due to arrive on Tyneside on September 22, with the refit to last some 88 days.

The vessel's last refit was also carried out at A&P Tyne during 2001.

The vessel was originally built during 1970 by Swan Hunter at Hebburn, the yard now part of the A&P Group. The refit programme will encompass an extensive engine overhaul work to the SEMT- Pielstick diesel units; painting and refurbishment, including auxiliary engine overhaul; switchboard main machinery and deck machinery, and service alternator upgrade.

A&P Tyne's managing director, Fred Newman said: "The arrival of the **Grey Rover** following a successful refit of the **RFA Sir Percivale** demonstrates A&P Tyne's ability to provide the MoD with a very competitive cost effective and quality service."

Spain

Further bookings for Union Navale Barcelona, which is looking forward to a busy cruise and ferry season.

The yard has booked the 40,132 gt **Island Escape**, managed by V.Ships Monaco for arrival on November 2, for a 17-day drydocking due to include steel repairs and refurbishing. On November 4, **Dolphin** arrives, the MTC cruiseship that will be in dock for one month for general repairs. Transocean's cruiseship, the 20,606 gt **Astor**, is due to arrive on December 2 for 17 days of general repairs. It will be followed by **Astoria**, from the same owner on December 12, which will undergo wet dock and general repairs.

Meanwhile, the containership **Nieves B**, owned by Naviera Pinillos, arrives December 18 for dry dock and general repairs.

Alstom approval has conditions

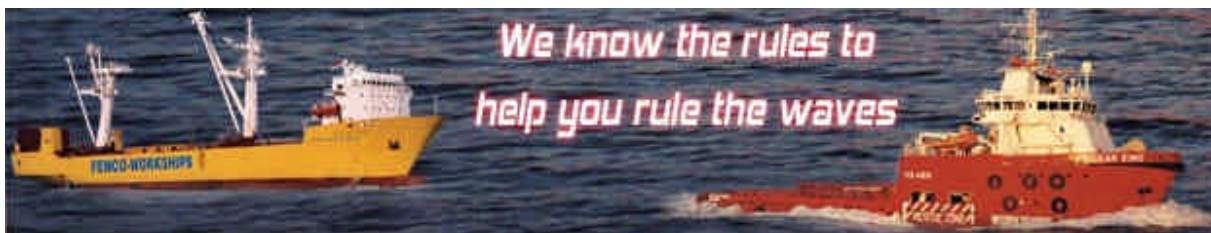
THE European Commission could give "a reasonably quick" go-ahead to the re-capitalisation of ailing French group Alstom, which controls the Chantiers de l'Atlantique shipyard, if France modifies its aid measures. A spokesman for European competition commissioner Mario Monti said today that France would have to accept the replacement of its unilaterally decided permanent measures, such as government entry into the group's capital, for temporary measures such as short term loans, which could be used to keep Alstom afloat until the EC makes its final decision in a few months. Two weeks ago, France said it would embark on an ambitious €2.8Bn (\$3.1Bn) salvage plan to refloat Alstom and would take 31.5% of its stock by participating in a €600M capital increase. These measures were decided without the approval of the EC on the grounds that the financial situation of Alstom was critical and could not wait a go-ahead from Brussels, which will only be given after months of official

investigations. France has until the end of the week to accept the EC's proposal. If France rejects it, Mario Monti threatens to order a suspension of the state aid already given to Alstom.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :

Workships Contractors bv



K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : post@workships.nl
Telex : 24390 wosh nl

Algeciras close to realising dream of public container terminal

THE Port of Algeciras is teasingly close to seeing its long-standing ambition of having a public container terminal become reality, writes Brian Reyes in Gibraltar.

The southern Spanish port has become a global leader in the box trade on the back of throughput from Maersk Sealand, which operates a major dedicated transshipment hub there handling 2.4m teu annually.

But the local port authority has for years sought to reduce its reliance on the Danish liner giant by attracting new clients. Now, a few months behind schedule, it is finally set to get what it wants.

Terminal de Contenedores de Algeciras, a joint venture between construction and service group Acciona and Barcelona-based stevedore TCB, is currently completing installation of new cranes and hopes to kick-start phase one by the end of October.

TCA, situated on the former Sea Land facility on the Isla Verde quay, will be the port's first-ever public terminal and expects to attract substantial business quickly. "We knew it would be hard to attract another (box terminal) operator with Maersk here, especially a public terminal," said Manuel Morón, president of the port authority.

"I'm not worried about the rate of growth because whatever the volumes they handle, this is already a success." Ginés Cervantes, managing director at TCA, said the terminal was close to signing agreements with three unnamed clients and expects to handle up to 100,000 "movements" — he dislikes talking in teu — within the first year of operation.

TCA has already done the rounds of major shipping lines and touted the terminal's many potential advantages, not least its unrivalled geographic location next to the Strait of Gibraltar. The facility is equipped with two of Konecrane's latest generation quayside cranes, each with a 60-tonne hoisting capacity, and a draught of 14.5 m alongside 680 m of berth means it can handle some of the largest ships around. But Mr Cervantes knows that few clients will commit to anything until the terminal is up and running.

"There are a lot of expectations out there and the rest of the maritime world is watching and waiting for us to start," he said.

Carnival pulls out of German river trade

CARNIVAL Corp is withdrawing from German-based river cruise business. Three vessels of the Arosa brand — a fourth is under construction — will be sold from the German subsidiary Seetours to Arkona.



Top : The **AROSA BLU** which will be renamed **AIDA BLU** — photo : Piet Sinke ©

The seagoing **Arosa blu** will remain with Seetours and be renamed **Aida blu** from next April.

Travel operator Arkona belongs to German shipowner Horst Rahe, who also owns Deutsche Seereederei. Mr Rahe previously owned Seetours. He set up the company and later sold it to P&O Princess Cruises in return for shares in the latter. With the takeover of P&O Princess by Carnival earlier this year, Seetours also got into the hands of the US cruise major. Mr Rahe sold his shares in P&O Princess back then as he had an opt-out clause, a Seetours spokeswoman confirmed.

He still holds a non-executive position as honorary president, though. Mr Rahe and Seetours have signed a letter of intent, Seetours said. Arkona will in future operate the river vessels on the Danube, though marketing and sales will be done by Seetours until the end of 2004.

DAILY SHIPPING NEWSLETTER 2003 – 155

The company would not reveal the turnover that the river vessels represent. Total turnover of Seetours last year was more than E 200m (\$218m). The renaming of the **Arosa blu** means that all four Seetours vessels and thus Carnival's German cruiseships then operate under the uniform Aida brand. Aida vessels will have a capacity of 5,300 beds, compared with 3,700 at present.

"With this step, Seetours strengthens the Aida brand and creates the basis for sustainable growth," the company said. It added that this was also the prerequisite for a further expansion of the fleet, but would not give details. With Aida, a German operator for the first time has managed to attract sizeable numbers of younger Germans to cruise shipping. - P&O Cruises will more than double the size of its Australian cruising operation next year when it deploys the 1,900-berth **Pacific Sun** in October, 2004, to join the existing **Pacific Sky**, reports Lloyd's List DCN in Sydney. The new ship is expected to increase P&O's annual Australian cruise numbers from 61,000 passengers to 150,000 passengers.

The **Pacific Sun** is expected to be based in Brisbane for part of the 2005 season, as well as P&O Cruises' traditional home port of Sydney. The ship is now operating in the Caribbean for Carnival Cruises as the **Jubilee**. The ship will undergo a major refit before she starts her Australian deployment. The second vessel has been in planning for some time. However, the overall cruise market is expected to have received a boost from the short deployment of two Star Cruises vessels here after this year's SARS problems in Asia.

Fantasy gets vacation, facelift

Carnival mainstay will be out of operation for five weeks

PORT CANAVERAL -- The **Fantasy** -- one of two Carnival Cruise Lines ships based at Port Canaveral -- has been taken out of service for five weeks to undergo several million dollars worth of renovations in the Bahamas. The **Fantasy** is one of the older cruise ships at Port Canaveral, and has been a mainstay at Brevard County's seaport for a decade. The 70,000-ton cruise liner, which went into service in 1990, sails on three- and four-night cruises to the Bahamas.

Miami-based Carnival said it will not bring in a replacement ship while the Fantasy undergoes scheduled dry-dock refurbishments, including mechanical work and cosmetic improvements, in the Freeport Shipyard. The work will include a new lobby bar, remodeled cabins and a redesigned promenade. "We're trying to make a popular ship even better," said Carnival spokesman Vance Gulliksen.

The 855-foot-long **Fantasy** drew slightly more passengers per cruise -- 2,384 -- from October 2002 through July 2003 than it did during the same period a year earlier, according to the latest statistics from the Canaveral Port Authority. Melbourne travel agent Marie Cecil of Harbor City Travel said the Fantasy will be missed while it is dry-docked. "We get lots of calls (from customers) about the **Fantasy**," Cecil said. "It's a good three- and four-day cruise. The food and service on that ship is both very good."

However, she said the ship had become somewhat outdated, with all the new super-sized cruise liners that have gone into service in recent years. Among them is the **Glory**, Carnival's other ship at Port Canaveral. The new 110,000-ton ship went into service in July, and sails on seven-night cruises to the Caribbean. The **Glory** currently is the largest ship at Port Canaveral, with room for up to 3,700 passengers. The **Fantasy** sailed to Freeport for refurbishments after returning to Port Canaveral on Sunday from a three-day cruise. A cocktail bar will be built in the ship's lobby, similar to Carnival's newer ships. Each of the Fantasy's 1,028 cabins will receive a makeover with new wall coverings, furniture, bedding, linens and remodeled bathrooms. In addition, numerous other areas of the ship will receive cosmetic enhancements, Carnival said. Carnival spokeswoman Jennifer de la Cruz said the Fantasy went in for

renovations now because September is a slow time for cruising. The ship is scheduled to return to service in early October. She called the work routine. "All ships go in for periodic maintenance sessions," she said.

Vakbond voert actie in havens tegen liberalisering

door Wout Bareman

TERNEUZEN - De Zeeuwse havens bleven gisteren tijdens internationale acties van duizenden havenarbeiders nog buiten schot. Maar bestuurder Wil Waumans van FNV Bondgenoten verzekerde dat de havens van Vlissingen en Terneuzen ook nog aan bod komen. Wanneer dat precies gebeurt, was gisteren nog onduidelijk. Ook over de aard van de acties wilde Waumans niets kwijt.

In Rotterdam blokkeerden honderden havenwerkers uit protest tegen de liberaliseringsplannen van de Europese Commissie en de ministers van Transport urenlang de toegang tot twee havenbedrijven. Verkeer van en naar de bedrijven werd maar mondjesmaat toegestaan.

De blokkades worden vandaag voortgezet. Ook in de Belgische zeehavens Antwerpen, Gent en Zeebrugge werd actie gevoerd. De nacht-, middag- en avondploegen in Antwerpen en Gent stopten een uur eerder met werken, in Zeebrugge werden korte werkonderbrekingen gehouden. Dat scenario wordt de rest van de week herhaald.

Denemarken

In de Deense havens legden 1200 dokwerkers het werk voor 24 uur neer. Vorig najaar en begin dit jaar protesteerden tienduizenden Europese havenarbeiders ook al tegen de voorgenomen liberalisering van het laad- en loswerk in de havens. In Vlissingen en Terneuzen legden ruim 400 werknemers van Verbrugge Terminals en de NV Haven van Vlissingen het werk neer. Dat gebeurde overigens met instemming van de directie, die zich eveneens tegen de liberalisering verzet. De Europese Commissie weet zich gesteund door de Raad van Transportministers in een poging de rederijen de mogelijkheid te bieden om dat werk te laten verrichten door de bemanning van de schepen.

De vakbonden vrezen niet alleen voor aantasting van de (redelijk beschermde) positie van de goed opgeleide havenwerkers, maar ook voor de veiligheid in de havens.

Verzoening

De acties van gisteren vielen samen met het begin van de verzoeningsprocedure tussen het Europees Parlement (dat weinig of niets van de nieuwe Havenrichtlijn wil weten) enerzijds en de Europese Commissie en de transportministers anderzijds. Volgens de spelregels van de EU hebben de partijen acht weken de tijd om tot overeenstemming te komen. Lukt het ze dat niet, dan is de richtlijn van de baan. Voor 29 september hebben de internationale vakbonden een grote manifestatie in Rotterdam en Brussel aangekondigd. Die dag is cruciaal voor de besluitvorming; dan treffen de kempfanen elkaar voor het laatst. Wil Waumans: „Er zijn havens die die dag voor 24 uur plat gaan.

Lager pitje

Voor de Zeeuwse havens staan andere, minder ingrijpende acties op het programma. Maar de Zeeuwse havenarbeiders krijgen wel de gelegenheid mee te doen aan de manifestatie. Het betekent dat het werk in Terneuzen en Vlissingen op een lager pitje wordt gezet. ``

Alcatel hit by cable downturn



Top : the **ILE DE SEIN** – photo : Rob de Visser ©

THE severe downturn in the cable-laying sector has claimed another victim: the 2002-built **Ile de Sein**, operated by the Alcatel/Louis-Dreyfus venture ALDA, is to be laid up in Dunkirk until at least the end of the year. The ship is one of four vessels in the ALDA fleet, all of which have had problems finding employment. The lay-up comes as Alcatel Submarine Networks, the submarine cable division of the French telecommunications giant, plans to make 110 of its 700 employees redundant. ALDA's difficulties mirror the tough times faced by France Telecom Marine. Its 18-month old cable layer René Descartes has enjoyed only one short commission since delivery and remains in lay-up at La Seyne-sue-Mer, near Toulon. Brokers in Paris told Fairplay that both Alcatel and France Telecom have tried to charter the ships out but found no takers.

NAVY NEWS

The Royal Navy's future fleet: taking shape

The UK is currently in the midst of what Rear Adm Nigel Guild, Controller of the Navy and Executive Director 4 in the Defence Procurement Agency (DPA), characterises as the busiest and most challenging naval acquisition programme for many years.

As Controller, Adm Guild is a member of the Navy and Admiralty boards, and maintains an overview of

DAILY SHIPPING NEWSLETTER 2003 – 155

all Royal Navy (RN) procurement matters. It is an agenda that currently includes: the new Type 45 air-defence destroyer (six ships under contract with further orders planned); the Astute-class nuclear attack submarine (SSN) programme (three boats on order with further buys planned); and the Bay-class landing ship dock auxiliary vessels (four ships in build). Looking further ahead, the forward equipment programme projects the acquisition of a new class of surface combatant, a future afloat support capability and, most significant of all, two new 'adaptable' aircraft carriers.

But while this may appear to be a bonanza for the UK's warship building base, it is acknowledged that a number of structural, technical and management weaknesses have blighted parts of the shipbuilding industry. In latter years these shortfalls have been opened up to increasing scrutiny as a number of major procurement programmes have fallen behind schedule.

Programme difficulties have hit hardest at BAE Systems' Barrow facility, culminating in a series of delays and overruns that have left relations between the DPA and its most important supplier severely strained. Loading problems at the yard have stemmed from difficulties encountered in the introduction of a newly acquired computer-aided design (CAD) system, resulting in engineering congestion and build delays that affected the Landing Platform Dock (Replacement) - LPD(R) - and Auxiliary Oiler programmes. CAD problems, and associated management weaknesses, have more recently had an even more serious impact on the Astute submarine programme.

"Things you think are easy can come back to bite you," said Adm Guild speaking at the DMA's Fleet for the Future seminar last January. "In the past we had little difficulty getting the hull and platform built, but we worried enormously about the combat system. Now we have a 180° change." Adm Guild also noted that a decline in the UK's commercial shipbuilding industry had made it "a lonely market for the DPA to procure ships".

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>

DAILY SHIPPING NEWSLETTER 2003 – 155



The **WINDSURF** departed from Amsterdam – photo : Jack van der Valk ©



Oiltanker M/T **DALE**, Panamanian flag, IMO 7912800, built in 1979, callsign HOAN, 22954 GT, as seen on September 9th 2003 at Aspropyrgos Greece loading special oil products, to Genoa Italy

Photo : George Grekos ©



The **MSC SOCOTRA** moored in Felixstowe – **photo : David Hazell ©**



The **KAPITAN MIRONOV** seen arriving in Rotterdam
Photo : Bram Plokker / Ineke de Kok ©

AIRCRAFT / AIRPORT NEWS

Greece signs up for NH90



DAILY SHIPPING NEWSLETTER 2003 – 155

Top : The **NH90** demonstration helicopter at de Kooij AFB – **photo : Piet Sinke ©**

Greece has become the ninth European customer for the NH90 multi-role helicopter. On 29 August, the Hellenic Ministry of Defence signed a contract with NH Industries for 20 aircraft, with options for 14 more. The Euro 658m purchase includes 16 Tactical Transport and four Special Operations variants to be operated by the Hellenic Army. All helicopters can be converted into Medevac configuration, with four ordered roll-change medical kits. The 14 options comprise 12 tactical transport and two special operations variants. This contract brings the NH90 sales record to 325 firm orders and 86 options.

The new NH90 fleet will be powered by the Rolls-Royce Turboméca RTM322-01/9 turboshaft engine. The engines have powered more than 95% of the flying undertaken on the NH90 to date and the qualification programme will be finished by the end of 2003, in preparation for deliveries to Germany and Finland in early 2004. The first NH90 Tactical Transport will arrive in Greece in late 2005, and deliveries of all firmly ordered aircraft will be completed by 2008. On 2 September, Greece also finalised a Euro615m contract for 12 Boeing AH-64D Apache helicopters for delivery in the first quarter of 2007. The Apaches are equipped with the AN/APG-78 Longbow fire control radar. The Hellenic Army also has an option on an additional four aircraft.

IATA: luchtvaart herstelt zich goed

MONTREAL (ANP) - Het passagiersvervoer door de lucht is zich goed aan het herstellen. Weliswaar is het aantal passagiers nog niet op het peil van vorig jaar, maar de verbetering geeft aan dat 2003 kan worden afgesloten met een passagiersvervoer dat maar 2 procent kleiner is dan in 2002.

Dit heeft Giovanni Bisignani, directeur-generaal van de IATA, woensdag laten weten. De IATA, de internationale organisatie voor de burgerluchtvaart, gaf voorlopige vervoerscijfers over juli. Het passagiersvervoer was in die maand 3,6 procent kleiner dan in juli vorig jaar. Dat betekent een sterke verbetering ten opzichte van juni, toen de achteruitgang 12,4 procent bedroeg. De sterkste verbetering gold voor de maatschappijen die op door de ziekte SARS getroffen gebieden vliegen. In juli was het vervoer nog wel 14 procent kleiner dan een jaar ervoor, maar in juni stond de achteruitgang op 32 procent. De luchtvaartmaatschappijen kenden een bezettingsgraad van 77,7 procent. In de maand ervoor was dat 73 procent.

RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

NAZOMERS WEEKEND!

Morgen en vrijdag nog wisselvallig met af en toe zon en vooral op vrijdag eerst nog een paar buien. In het weekend flink wat zon, droog en zaterdagmorgen kans op mist.

Middagtemperatuur oplopend naar 22 graden op zondag.

© Ed Aldus 2003	DO-11	VR-12	ZA-13	ZO-13
Maximumtemperatuur:	19	18	20	22
Minimumtemperatuur:	10	11	12	13
Zonnekans in %:	30	30	50	60
Neerslagkans in %:	30	50	10	10
Windrichting kracht:	W-NW-3-4	NW-4-5	N-1-3	ZO-2-4

.... PHOTO OF THE DAY



The fregatta **LIBERTAD** of the Argentine Navy arrived in the Port of Rotterdam
photo : Piet Sinke ©

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com



Nieuwe regeling voor reizigers naar VS uitgesteld

WASHINGTON (ANP/RTR/DPA) - De Verenigde Staten willen de strengere regels voor reizigers uit landen die geen visa nodig hebben niet op 1 oktober invoeren zoals aanvankelijk de bedoeling was. Het Amerikaanse ministerie van Buitenlandse Zaken liet dinsdag weten dat de maatregel voor reizigers uit 26 landen, waaronder Nederland, een jaar wordt uitgesteld.

De Amerikaanse regering meldde vorig jaar dat Nederlanders en inwoners van 25 andere landen waarvoor geen visumplicht bestaat, vanaf 1 oktober dit jaar een modern paspoort moeten hebben dat machinaal kan worden gecontroleerd. Als die reizigers niet over zo'n modern paspoort beschikken, dienen ze alsnog een visum aan te vragen.

Het Amerikaanse ministerie van Buitenlandse Zaken liet weten dat het de maatregel tot eind oktober volgend jaar uitstelt, omdat veel paspoorten nog niet machinaal kunnen worden gecontroleerd. Nederlanders met een paspoort dat na 1995 is uitgegeven merken niets van de nieuwe maatregel. Deze paspoorten kunnen machinaal worden onderzocht.