

DAILY SHIPPING NEWSLETTER 2003 – 156



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The **COSTA EUROPA** (former **Westerdam**) departed from Amsterdam – **photo : Joop Marechal ©**

EVENTS, INCIDENTS & OPERATIONS

Sealand Express refloat on Friday



SOUTH African salvage experts now believe weather conditions will be favourable for the next attempt to refloat the grounded **Sealand Express** on Friday. Swells of 4m on that day are expected to help Smit Marine's efforts. A dredger that has been clearing a channel to deeper water will stop work tomorrow so that a tug can be connected to hold the container ship in place while deballasting is carried out. Three tugs will be used in the refloating: the **John Ross**, **Pacific Worker** and **Pacific Brigand**. At the opening yesterday of the South African Maritime Training Academy in nearby Simon's



Town, of which AP Møller is the major benefactor, chief executive Jess Soderberg expressed his appreciation of the patience and understanding of local residents and others affected by the casualty. He promised that his company "as charterers and representatives of the cargo owners ... will continue to act responsibly and give every assistance with the successful clearance of the ship."

Sealand Express is known to have disturbed a much

earlier wreck; more than 150 ships are listed as wrecked in Table Bay.

Sealand ready for another try

Cape Town - All is set for a major effort to refloat the **Sealand Express** early on Friday morning.

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The container ship ran aground off Sunset Beach in Milnerton on August 19 when she dragged an anchor in stormy conditions. She had 3 700 tons of fuel oil on board, in addition to 1 200 containers.

Three tugs, with the help of the salvors Smit Marine tug, the **John Ross**, moved the bow five degrees seaward about 17:00 on Thursday afternoon.

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

Unlike during previous efforts, the cables remained intact on Thursday. Stress monitors fitted to the ship's hull have indicated her condition is still sound.

Most of the water pumped into the ship's tanks in a bid to stabilize her after the oil was removed, had been pumped out by Thursday afternoon. Some water was pumped into tanks in the rear in an effort to lighten the bow.

Efforts paid off when the bow moved another 5 degrees. A previous major effort two weeks ago managed to move the bow about 25 degrees seaward.

During the week, helicopters removed some of the hazardous cargo from containers on board, in an effort to lighten the load as much as possible. Products removed included explosives, low-pressure gas and corrosive acids.

The dredger **HAM 316** removed sand from the seaward side of the ship over the past two weeks. A major sandbank in front of the bow prevented the ship from being pulled out bow first.

A major effort is to take place at high tide at **04:00 on Friday** morning when the tugs will try to dislodge the ship from the sandbank. The spring tide, fairly big swell and relatively calm conditions would optimise the chances to refloat her.

AP Møller launches African vision

A new maritime training academy opened in Simon's Town yesterday by President Thabo Mbeki aims to play a leading role in transforming the South African maritime industry as well as providing maritime training for much of the African continent. The South African Maritime Training Academy (Samtra) was set up with a donation of \$3.3M by the AP Møller Group and already has on offer a range of courses including deck officer training using a full bridge simulator as well as simulation training in marine engineering and marine refrigeration. "It is our vision to become the preferred maritime simulation training facility nationally and with other African nations," said Fred Jacobs, vice chairman of Samtra and a director of Safmarine. He said the academy fell in line with the SA government's skills transfer and job creation objectives. President Mbeki said he was pleased the academy was open to trainees from other African countries, which would lead to the development of the continent, "...away from poverty, underdevelopment and violent conflicts for access to limited resources

Cyprus pre-empts EU membership

PORT workers in Cyprus held a two-hour strike yesterday to raise their concerns over handling of cargo by ships' crews. The island's main ports, Limassol and Larnaca, were both hit when 170 port workers stopped work. Port authorities said seven or eight vessels were affected. The background to the token strike is the European Commission's proposed port directive, which dockers say will result in seafarers and casual labour handling cargo. Transport union secretary Athos Eleftheriou told reporters "having seafarers or casual labourers, cheap but unskilled, do this kind of work would be extremely

dangerous." Cyprus will not become a member of the European Union until May 2004. Two unions, PEO and SEK, represent port workers in Cyprus. They plan to co-ordinate further action with affiliated unions across Europe, culminating in a major demonstration against the EU directive by port workers on 29 September in Rotterdam

Philippines is a high risk zone for maritime terror, says Coast Guard

THE Philippine Coast Guard fears that the country is a high-risk area for both maritime terrorism and piracy, according to a report it has compiled for the Asia-Pacific economic co-operation forum on maritime security in Makati City.

The bombing of Davao airport and a similar incident at a passenger terminal in the same city in April could be considered as a "prelude to a similar attack" on Philippine vessels, the briefing paper notes.

"The atrocities might be made to inflict damage on vessels to affect the smooth flow of goods and services. "Perhaps our biggest worries are terrorism and piracy and armed robbery against ships." The Philippine Coast Guard report also indicated that bandits are now using more sophisticated weapons, with guns tending to replace knives. Waters between the Philippines and Indonesia have seen several piracy outrages of late, with attacks on a tug escorting a survey ship in the Celebes Sea in July, and on a cargoship in April.

In both cases, the vessels were able to take evasive action, forcing the pirates to give up the chase.

In response to the perceived threat, the Philippine Coast Guard said that it had set up a monitoring system to improve security in ports and aboard ships. It is also seeking closer co-operation with the Masters and Mates Association of the Philippines, the Marine Engineer Officers' Association of the Philippines, and other groups.

Intensified data gathering on ship and port activities is likewise being undertaken as part of these efforts. The Philippine Coast Guard is also expected to sign a memorandum of understanding with South Korea's maritime police in November.

As well as enhancing co-ordination, the deal will provide for personnel exchanges to facilitate training.

Meanwhile, southeast Asian security chiefs earlier said they needed to strengthen often patchy co-operation in the fight against terror, after a string of attacks that brought home the international scope of the threat. Despite the capture and conviction of several high-profile Islamic militants in the region, analysts say the potential for attacks remains high and co-operation by police and armed forces has been too constrained by national boundaries.

Two regional summits held on Tuesday, one of police chiefs in Manila and another of army chiefs in Kuala Lumpur, underlined how the terror threat is transforming security co-operation in the 10-member Association of South East Asian Nations.

"We must not allow terrorist groups to sow terror and violence in the region," Philippine Interior Secretary Jose Lina said in opening remarks to the three-day police summit. "The exchange of information intelligence is one avenue we can all improve on." In the Malaysian capital, generals agreed to step up border patrols to counter militants and smugglers but said controlling the illicit trade of small arms in particular would be tough.

Philippine police officials have said the delegates would also look at ways to beef up co-operation against drug trafficking, piracy and fraud.

CASUALTY REPORTING

Ship Collision Leaves one Dead in South China

A collision between an oil tanker and a freighter near the estuary of the Pearl River early Sunday, leaving one woman dead, according to sources with the Maritime Affairs Bureau of Guangzhou, capital of south China's Guangdong Province.

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The oil tanker rammed into the bow of the freight vessel when the former was about to leave the Zhongran Wharf of Panyu City at about 3:00 a.m. Sunday. The ill-fated freighter, fully-loaded with stones, flooded with water and capsized. Two men on board jumped onto the oil tanker but a woman at the helm failed to escape.

The Guangzhou Maritime Affairs Bureau immediately sent one lifeboat, two tugboats and three coastguard vessels to the accident site. The sunken freighter was recovered at noon Sunday. The collision caused no major damage to the oil tanker and no oil leaked from the ship.

SHIPYARD NEWS

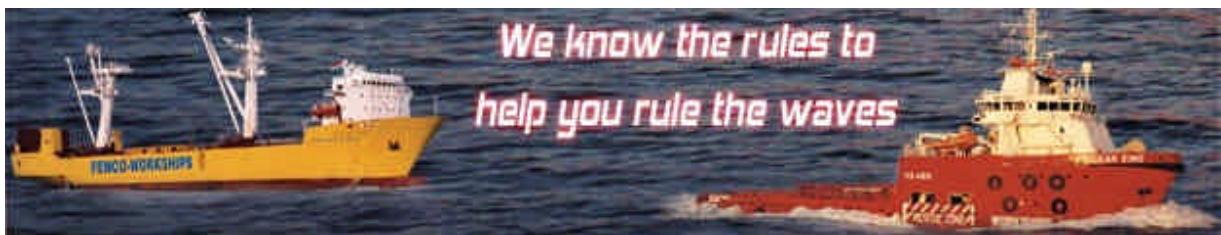
New Aker Ostsee agrees cuts

AKER Ostsee, the new venture formed from combining the German shipbuilders Aker MTW and Kværner Warnow Werft, has shelved a plan to reduce the workforce of about 2,500 by 500 in favour of an agreement with the IG Metall union to cut just 247. Forty-five employees in the design department are to be out-sourced. The agreement remains subject to a new social plan, details of which will be concluded later this month. The working week is to be trimmed from 38 to 37 hours without compensatory payments, while holiday and Christmas payments will be axed until 2005, with a possible extension to June 2007. Ostsee spokesman Matthias Trott said price calculations for newbuildings would be made more certain through such measures. Asked whether the two yards would return to the building of post-Panamax vessels, Trott responded that the larger the vessels, the larger the price difference against Korea.

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Paschalidis blow for Greek terminal

DOCK workers employed by the Greek state have succeeded in freezing operations at a new ro-ro terminal in Athens. Depots AE, built with private funding to serve car carriers and freight ro-ros, will have to discontinue operations only days after its official opening on 4 September. Shipping minister George Paschalidis told leaders of striking Piraeus dockers yesterday he was preparing an order to close the terminal either temporarily or permanently, depending on the outcome of a committee's report into whether the facility complies with the domestic law on the use of land. Earlier, the Council of State, the country's highest administrative court, had rejected a petition from dockers' unions to ban the operation of Depots AE on the grounds it breached environmental laws. Paschalidis' surprise move revokes the operating licence granted to the terminal by his predecessor, George Anomeritis. It leaves 150 employees jobless and deals a blow to the government's credibility at a time of attempting legislative reforms aimed at boosting private investment in the economy. Yesterday, cargo operations in Piraeus and Thessaloniki suffered from a 24-hour strike by port workers seeking to safeguard working practice from the proposed EU ports directive and the operation at Depots AE.

Evergreen details fleet expansion

TAIWAN-based Evergreen Group will spent \$3Bn over the next decade to expand its fleet, chairman Chang Yung-fa has told the Wall Street Journal. The world's third-largest container line plans to deliver 49 ships between now and 2013, including 24 ships of 6,000 TEU capacity or greater, Chang said. The new plans would add 250,000 TEU in total capacity and expand Evergreen's capacity by 57%. He also told the Wall Street Journal he would step up competition with Danish rival Maersk Sealand by expanding into its dominant routes. Evergreen has already commenced the first of a 30-boxship order of the post-Panamax container vessels, beginning with 10 and options for two more at Mitsubishi Heavy Industries in Japan. Other orders would also go here, Chang indicated.

German owner returns to Aker yards for containership duo

LOWER Saxony shipowner Reederei Hartmann, of Leer, has gone back to the well to order two more 2,500 teu capacity containerships from Aker yards in Wismar and Warnemünde. The same owner ordered three identical ships in June from partners Aker MTW Werft and Aker Warnow - now promoting themselves jointly Aker Ostsee.

The new contract is worth US\$75m, and will once more see Aker Warnow build the fore sections of the ships, which will then be towed to Wismar to be joined to aft sections. The latest vessels are due for delivery one apiece in the third quarter of 2004 and the first quarter of 2005.

As before the 33,900 dwt ships are 207.4 m long and 29.8 m wide, offering 2,478 teu of capacity, including 400 reefer sockets for 40 ft units. The yard announced that a 6% operating subsidy attached to the original Hartmann deal had in the meantime been given the green light by German authorities.

The latest order takes the number of ships to 12 under construction at the yards qualifying for aid available as a defensive measure during the period of a European Commission complaint to the World Trade Organisation, alleging price dumping. Combined the shipbuilding partners have 20 containerships on order

Pertamina in major tanker building move

Pertamina has launched a tender for two aframax tanker newbuildings and two LPG carriers and also reopened bidding on six other previously awarded contracts. International shipyards have been invited to bid to build two aframax tankers of 85,000-105,000 dwt for the Indonesian state oil and gas company.

Indonesia has no domestic yards capable of building such large vessels and the tankers are to be delivered no later than the first quarter of 2007. Both domestic and international yards have been invited to bid for the construction of two 5,000 cu m capacity LPG carriers. Expected delivery date for the vessels is 2006.

There will no doubt be scepticism over the tender as the state oil and gas company opens re-bidding for six out of 12 tankers from an earlier tender. The re-bidding exercise comes despite the company already announcing the award of the contracts worth \$80m to both international and domestic yards. The drawn-out tender process had already gone on much longer than expected.

Pertamina is re-tendering for two 30,000 dwt tankers, two 17,500 dwt tankers and one each of 3,500 dwt and 6,500 dwt. The 30,000 and 17,500 dwt bidding processes are open to both domestic and international yards for delivery by the first half of 2006. Local bidders will be allowed three months longer maximum delivery time than international shipyards.

Three 30,000 dwt newbuilding contracts had previously been awarded with two units going to Hyundai Mipo and one to PT PAL. The order for two 17,500 tankers was split between Shinghaiguan shipyard in China and an Indonesian shipbuilder. Shinyoung of South Korea also picked up one 6,500 dwt newbuilding.

There has been strong political pressure to order the ships locally with the exception of those that are simply too large to be built by Indonesian yards. Pertamina had shown a preference for foreign yards, which are both cheaper and suffer fewer problems with delays.

Bidding for the 3,500 and 6,500 dwt tankers is only open to domestic yards. For both tenders the vessels would be bought by Panama-incorporated SPC-PTK, which in turn would transfer the vessels to PT Pertamina Tongkang. The latter would then charter them on a bareboat basis to Pertamina.

Pertamina Tongkang will raise funds through the bond market. Pertamina has plans for 26 more tankers between now and the end of the decade. The company plans to order three tankers next year, four in 2005, nine in 2006 and seven in 2007 but types and sizes are not yet specified.

NAVY NEWS

India ships in Myanmar for joint manoeuvres

Days after Naval Chief Admiral Madhavendra Singh's visit to Myanmar, two Naval warships today reached Yangon for joint manoeuvres in the first maritime trip to that country in two decades. Two **Khukri class** Naval corvettes berthed at Yangon and would carry out joint manoeuvres with Myanmar Naval boats for the next four days, a Naval spokesman here said.

India has been seeking berth and passage facilities in Myanmar Naval bases in the Andaman Sea and this was the focus of discussion the Naval Chief had with his Myanmar counterpart. Singh, who returned here yesterday, also visited Myanmar Navy's major bases as well as training establishments. India has also agreed to raise the number of Naval cadets from Myanmar in Indian training institutions.

NIMITZ CARRIER STRIKE GROUP



Nimitz Carrier Strike Group in support of Operation Iraqi Freedom, the multi-national coalition effort to liberate the Iraqi people, find and destroy Iraq's weapons of mass destruction and end the regime of Saddam Hussein

The fast combat support ship **USS Bridge (AOE 10)** sails through the Indian Ocean. This is Bridge's last deployment as a United States Ship; upon arrival in her homeport of Bremerton, Wash., Bridge will decommission and join the Military Sealift Command, becoming **USNS Bridge (T-AOE 10)**. Bridge is deployed with the



MOVEMENTS

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The **Star Hoyanger** was at the container terminal over the weekend on the Clyde. Registered in Singapore she came across from Vancouver with a part cargo of pulp/timber products. She left Tuesday for Flushing

Photo / Text : Tommy Bryceland ©



The **VIKING DYNAMIC** as seen by **Capt. Hans Bosch ©**

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The **STIRLING IONA** shifted together with the **FAIRPLAY 22** and **FAIRPLAY 23** the Jack up rig **SF BRITANNIA** from the Leman field to the Carrack QA Platform

Photo's :
Capt. Jan Weerman ©
Master Fairplay 23



The **SEABOURNE PRIDE** anchored in the rather rainy Cornish Port of Fowey in Cornwall
Photo : Ian Denton ©

.... STORY OF THE DAY

FAMOUS BOOKS REPRINTED

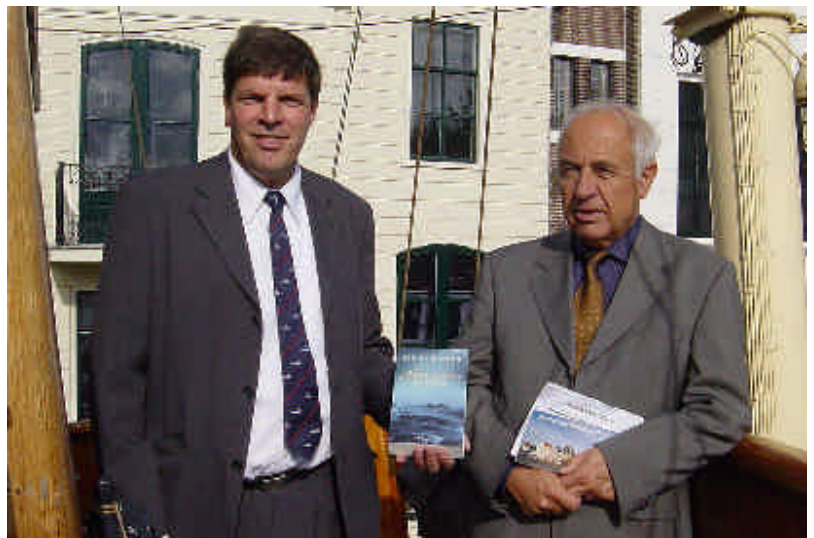


Thursday afternoon in the **NATIONAAL SLEEPVAART MUSEUM** in Maassluis in a combined presentation of the bookstore "**BOEKHANDEL KONINGSHOEK**" (Gerrit and Vera van Eeuwijk) in Maassluis and the "**STICHTING HOLLANDS GLORIE**" the first re-prints of the books

HOLLANDS GLORIE and **DE KAPITEIN** written by the famous Dutch writer **JAN DE HARTOG** were presented, The invited guests were welcomed by **Ruud Timmermans** the chairman of the **NATIONAAL SLEEPVAART MUSEUM** followed by a speech of mr **Alexander Swartz** who represented the present publisher BRUNA, the word was given to **WIM HAZEU**, who was the original publisher of the books and personal friend of **Jan de Hartog** , after his speech the first reprinted books were given to **Koos Karssen** the present major of the city of Maassluis, **Hans van Es**, the former major of Maassluis and to **capt Piet Sinke** of **Smit Marine Projects** in Rotterdam.



Top : **Koos Karssen** the major of Maassluis receives the first reprinted books from **Wim Hazeu**



Right : **Wim Hazeu** (Right) together with **Piet Sinke** with the first reprinted book **HOLLANDS GLORIE** (all photo´s : Nico Ouwehand)

Mr **Leo Vermaas** of the **STICHTING HOLLANDS GLORIE** invited all guests to bring a visit to the **FURIE** which is moored behind the **NATIONAL SLEEPVAART MUSEUM**.

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The Bookstore **BOEKHANDEL KONINGSHOEK** <http://www.koningshoekbv.nl> who organized this re-print event together with the publisher **BRUNA** can be found in the shopping centre



KONINGSHOEK in Maassluis, the books **DE KAPITEIN** and **HOLLANDS GLORIE** are for sale

in this store for **€22.95** each.

Besides this 2 books the store is well equipped with all kind of books (**also shipping related books**) and stationary equipment, for sure a worth a visit

(tel : + 31 - 010-5924011 or contact them by e-mail at koningshoek@wxs.nl)



The **NATIONAAL SLEEPVAART MUSEUM** (National tugboat museum) is located in the city center of Maassluis on the harbour front , in this museum at present an exhibition is going on about the tug boat company **GOEDKOOP**, the museum is located in a old building which was used in then past as the city hall of Maassluis all details with opening times can be found at :

<http://www.nationaalsleepvaartmuseum.nl/>

The tug **FURIE** is moored behind the museum and can also be visited

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