

DAILY SHIPPING NEWSLETTER 2003 – 170



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Theodore Too, Tug.

Snyder's Shipyard, Lunenburg
Nova

Scotia Canada, Built the 65 -
foot life sized version
of television's Theodore
Tugboat.

The wooden hand-built
tugboat was created in Nova
Scotia and was launched April
19th 2000 it is a
scaled-up version of the
Canadian television show
character.

**Photo :
Jim Gallacher ©**

EVENTS, INCIDENTS & OPERATIONS

RCCL Names Jean Driscoll Godmother of Newest Ship

Royal Caribbean International has announced that Jean Driscoll - world-class athlete, Olympian, Paralympian and international advocate for persons with disabilities - will serve as godmother to the line's newest ship, **Mariner of the Seas**, which debuts later this year. As godmother, Driscoll will officially give the ship its name during ceremonies in Port Canaveral, Fla., on Nov. 14, 2003. "We are immensely pleased that such a prominent athlete and outstanding advocate for persons with disabilities will be the godmother of our newest, fully accessible ship," said Richard Fain, chairman and CEO, Royal Caribbean Cruises Ltd. "Jean is a true champion who excels in everything she does, in the sports arena and beyond. She has shown by example that physical disabilities need not limit life experiences, and we are proud to have her spirit lead a ship that was designed to ensure all guests can participate fully in the excitement of a cruise experience." Driscoll's achievements range from winning the women's wheelchair division of the prestigious Boston Marathon eight times - the only person in Boston Marathon history to achieve that feat - to victories in both the 1992 and 1996 Summer Olympic Games. She was recognized by Sports Illustrated for Women as one of the top 25 female athletes of the 20th century and is also a world record holder in the 10,000-meter track event as well as the 10K and marathon road racing distances. Driscoll, who was born with spina bifida, is actively involved with organizations for athletes with disabilities both in the United States and abroad. In the United States, she is the spokesperson for the ASPIRE project (Adapted Sports in Recreation and Education), which works to bring youth sports leagues for athletes with physical disabilities to each state, with a goal that someday all students with disabilities will have an opportunity to participate in sports programs

Scheepvaartdag Lekko

Door Peter Oggel

De vereniging voor belangstellenden voor de sleepvaart, Lekko, houdt zaterdag de jaarlijkse internationale ontmoetingsdag. Het is voor de elfde keer dat de Lekko-dag plaatsvindt.

Het evenement is zoals gebruikelijk in paviljoen Westkant in Terneuzen van 11.00 tot 16.00 uur. Centraal staat de uitwisseling van maritieme foto's en informatie door sleepvaart-hobbyisten. Daarvoor zijn in Westkant clubbladen, sleepvaartfoto's, maritieme boeken en clubartikelen beschikbaar. Voorts is er een ruilbeurs. De Lekko-dag is traditioneel opgezet in samenwerking met de scheepsmoedellenvereniging Zuid-Zuidwest in Terneuzen. Deze club richt een tentoonstelling in van een uitgebreid assortiment scheepsmoedellen. Zaterdag wordt onder meer de berging van een model van de Shell-tanker Sabrina in scène gezet.

Voorts is er voor het evenement ook medewerking van de maritieme vereniging World Ship Society en de Terneuzense bergingsbedrijven Multtraship en Union-Nederland. Deze bergers geven om 13.00 uur tijdens een vlootshow ter hoogte van de Veerhaven een demonstratie.

Vrachtschip wil ontglippen

De voormalige Siciliaanse treinferry **San Francesco di Paola** maakt zich in het Vlotdok klaar om onder het mom van een transportopdracht illegaal het land te verlaten. Vorige week kwam het schip nog in het nieuws omdat het autonoom gemeentebedrijf Haven Oostende het gerecht heeft ingeschakeld voor het innen van de achterstallige ligrechten.

"De nieuwe eigenaar wil het schip laten slopen in India, maar zolang niet alle schadelijke materialen uit de varende schroothoop verwijderd zijn, mag het wettelijk gezien de Belgische territoriale wateren niet verlaten", aldus Martin Bessieux, medewerker van Greenpace die dergelijke dossiers met argusogen opvolgt. Schepen die rijp zijn voor de sloop brengen voor hun eigenaars het meest op wanneer ze afgebroken worden in Turkije, India, Bangladesh of Pakistan. "Omdat die landen het dubbele betalen van de tarieven die de Europese sloopfirma's hanteren", legt Bessieux uit. "Ze kunnen dat door de goedkope arbeidskrachten waarover ze beschikken en door de internationale bepaling, dat een schip niet mag gesloopt worden zolang niet alle toxische stoffen daaruit verwijderd zijn, netjes aan hun laars te lappen." "Wat zeer kostenbesparend is, maar op die manier vervalsen ze niet alleen de concurrentiemarkt, ze jagen per jaar ook tientallen mensen gewetenloos een gewisse dood in door hen zomaar bloot te stellen aan ondermeer asbest en vervuilde olieresten", zegt de Greenpace-medewerker vanuit India, waar hij momenteel op de immense sloopstranden bezig is met een onderzoek naar de illegale afbraak van een Noors vrachtschip. De vorige eigenaar van de San Francesco di Paola, de Fransman Patrick Machart, werd eerder al geverbaliseerd omdat hij op illegale wijze asbest uit de treinferry liet weghalen. Uit goed ingelichte bron is vernomen dat de nieuwe eigenaar, de Nederlandse firma Simbolo van Peter Nuilen, nu het klassieke truukje toepast: men poogt een vracht oud ijzer op de kop te tikken om zagezegd naar een ander Europees land uit te voeren, maar eens buiten de territoriale wateren wordt koers gezet richting India. Daar rinkelde de kassa dan tweemaal: én voor de meegebrachte vracht en voor het te slopen schip zelf...

QUEEN MARY 2 ON TRAILS



The world's largest, longest and tallest transatlantic liner, the **'Queen Mary 2'** leaves its dock at the Alstom shipyards in St. Nazaire, western France, September 25, 2003 for a three-day engine test in the Atlantic ocean. The **Queen Mary 2** is scheduled to embark on her maiden voyage in January 2004 for a 15 day cruise from Southampton, England to Fort Lauderdale, Florida.



Banned sheep ship may head for Iraq

IRAQ has been touted as the latest possible destination for the **Cormo Express** and its cargo of 50,000 sheep.

The vessel is currently in the Persian Gulf - a day's travel from the southern Iraqi port of Basra.

Meanwhile in Australia, the National Farmers' Federation has said that the incident has damaged the industry's reputation.

President Peter Corish said it is "unacceptable" that the Cormo Express is still drifting in the Persian Gulf.

"I know that the livestock industry is working closely with the government to resolve this situation so that these sheep can be promptly offloaded," Mr Corish said.

"But we must ensure that the system is fixed to prevent this ever happening again.

"This trade is important to Australian primary producers who are supplying key Middle Eastern markets, so it is vital that we identify and correct problems immediately so that the trade can continue in a humane and efficient manner."

Training ideal still long way off

THE Standards of Training, Watchkeeping and Certification convention has failed to equalise the quality of maritime education around the world, according to a comparative study of Britain, the Philippines and Singapore.

The research is being carried out by Helen Sampson of Cardiff University, who presented some findings to a seminar in the Welsh capital last week.

She told the industry audience that one of the aims of STCW was to make training standards uniform everywhere. Yet it is still some way from reaching this goal. "Other industries, such as hospitality, automotive parts and electronics may have similar records of underinvestment in high quality training for their employees," she opined.

But, because of the high profile according to casualties such as the Prestigespill, their failings tended not to come to public attention. One of the problems was outright corruption. There were cases where examination papers were leaked to candidates in advance. There are variations not just between countries, but within them. Some employers refuse to take graduates from the majority of Filipino institutions, Dr Sampson alleged.

Asking why this was the case, she pointed to both difficulties in enforcement and unequal resources between rich and poor countries. There were problems inherent in the very model of self-regulation, she argued. Sociological research showed that employees had difficulty in internalising the values that underpinned self-regulation.

Another difficulty posed was reliance on the regulated to provide the information on which regulators were supposed to act, usually in the form of paperwork to demonstrate compliance. In addition, regulators frequently took a pragmatic view of any shortcomings, weighing up the economic consequences of sticking to the letter of the regulations. Most would be extremely reluctant to order the closure of a maritime institution experiencing difficulty.

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But in Dr Sampson's view the biggest cause of disparities was differential resources between rich and poor countries. She pointed out that annual per capita gross national income was around \$25,000 in Britain and \$21,000 in Singapore compared with just over \$1,000 in the Philippines.

From day one, the quality of cadet intakes would vary dramatically between these countries, if only because of the quality of state schooling they have enjoyed. Some colleges in the Philippines were short of desks and even electric light, let alone such equipment as overhead projectors and internet access. Teachers tend to be poorly paid. The inevitable result was "chalk and talk" teaching methods, which produced a poor learning experience. Cadets found lessons monotonous and therefore became disengaged with the learning process. Dr Sampson concluded: "Companies in pursuit of quality cadets will have to continue to choose their labour sources carefully and/or provide additional training at their own expense. 'STCW alone cannot but fail to achieve its stated aim of raising overall levels of education and training in the sector. It is clear a great deal more remains to be done.'"

CASUALTY REPORTING

JOHAN CRYSTAL DUA (MALAYSIA)

Following received from Malaysia, MRCC, timed 0030, UTC: C.c. **Johan Crystal Dua** (5077 gt, built 1979) and lpg **Pacific Century** (44493 gt, built 1991) were in collision off Singapore in lat 01 16.4N, long 104 05.5E at 2145, local time, Sep 23. Johan Crystal Dua sustained slight denting damage to starboard side and is presently in Johore Port. Pacific Century sustained scratching damage and is currently in Singapore.

MARIO (MARSHALL ISLANDS)

Fire broke out on product tanker **Mario** (17824 gt, built 1978) in the port of Tuapse. It broke out yesterday in the engine space of the vessel, the Russian Emergencies Ministry reported today. The tanker was getting diesel fuel from coast terminals. The fire was extinguished two and a half hours later. There are no victims or casualties; oil products have not been spilled. According to preliminary information, the fire was caused by a short circuit in the electric wiring. One hundred and forty people and 27 technical units, including three tugs and three fire boats, were involved in extinguishing the fire.

SHIPYARD NEWS

River Dee Shiprepairers Take on Work for OSV

Drydock planning is always difficult, and shipyards have to show a great deal of flexibility to their customer's requirements when it comes to meeting essential redelivery schedules. This is particularly relevant in River Dee Shiprepairers, Aberdeen, part of the A&P Group, where only one graving dock (112.80 m x 21.33 m) is in operation. The yard is currently carrying out an eight day general repair to Gulf Offshore's OSV (Offshore Supply Vessel) **Highland Warrior**, work including removal and inspection of the vessel's two tailshafts; HP washing of the hull and painting with International's Interspeed. When the repair to the Highland Warrior is complete, another OSV is due to enter the drydock – North Star Shipping's Grampian Highlander, work also to include tailshaft removal and repair. The flexibility of the shipyard is then brought into play as Caledonia Shipping's OSV Caledonia Master is due in for a 13/14 day drydocking, including starboard tailshaft removal and general repairs. So, with the owner's permission, the tailshaft and propeller onboard the **Grampian Highlander** will be removed and the shaft tunnel blanked off in drydock and the ship refloated and moored alongside, which will allow for the Caledonia Master to be drydocked. The **Grampian Highlander's** tailshaft is then due to be sent to RK Atkinson (specialist tailshaft repairers), located in North Humberside, and, by the time it is returned to the shipyard, the repairs to the Caledonia Master will be complete.

Bonden luiden noodklok scheepsbouw

Vakbonden hebben een oproep gedaan aan de ministerraad en de tweede kamer om de regie in handen te nemen tegen de verdere teloorgang van de Scheepsbouwindustrie in Nederland. In de scheepsbouw werken direct 9000 mensen en bij de toeleveranciers 17000 werknemers. Middels een brief en relevante rapporten maken de bonden helder dat Nederland door concurrentie van Europese landen en met name de Oost Aziatische landen (Korea en China) de grote Scheepsbouw mogelijkwerijs geheel gaat verliezen. De Nederlandse regering is al vele malen aan gesproken op haar verantwoordelijkheid door werkgevers, recent is zij indringend aangesproken door het Nederland Maritiem Cluster, maar maatregelen worden niet waargenomen. De scheepsnieuwbouw valt onder de CAO Metalektro, ook wel 'grootmetaal'. In de Metalektro is een groot deel van de maak-industrie de laatste jaren fors ingekrompen of geheel verdwenen. Het wegvallen van de grote scheepsbouw zal zijn sporen trekken in tal van andere Nederlandse activiteiten.

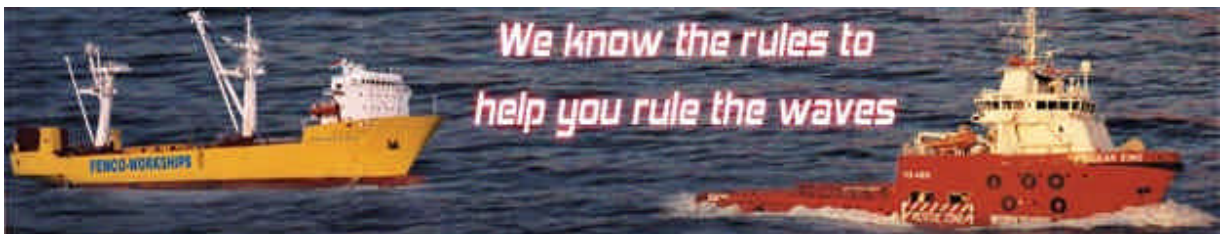
Een voorbeeld hiervan is de sluiting van scheepswerf verdwijnen Van der Giessen-de Noord. Hier vervallen direct 400 arbeidsplaatsen, maar indirect ook nog eens 800 banen. De sociaal-economische consequenties zullen groot zijn. Velen zullen hun baan verliezen. Van der Giessen-de Noord was goed voor een omzet van EUR 150 tot 200 miljoen. Daarnaast een enorm verlies voor de regionale, maar ook voor de Nederlandse economie. FNV en CNV vrezen dat verlies van de scheepsbouw ook effect heeft op de uitstraling van mainport Rotterdam en de kennis en onderwijs infrastructuur

Als de omstandigheden voor de Nederlandse scheepsbouw niet snel verbeteren, is het einde van het bouwen aan grote zee schepen van kiel tot nok in zicht. Vele banen en een enorme vakkennis verdwijnen voor altijd en het draagvlak voor de gehele maritieme sector kan wegvallen, zo vrezen Ruud van den Bergh, bestuurder FNV Bondgenoten, en Henk van Beers, bestuurder CNV Bedrijvenbond. In een uitgebreide brief vragen de bonden aan de politiek om in te grijpen, initiatieven te ontplooiën en de verantwoordelijkheid en de leiding te nemen om te komen tot een discussie met betrokken partijen met als doel een duidelijk regie en strategie te ontwikkelen om de sector een overlevingskans te geven. Nederland zonder scheepsbouw is in de ogen van beide bestuurders van FNV en CNV een ondenkbare zaak gezien de lange historie en enorme vakkennis.

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Rederij Doeksen announces 64m ferry order from FBMA Babcock Marine

Rederij Doeksen has announced at the IMTA-Interferry conference in Rotterdam that it has selected FBMA Babcock Marine from an international group of specialist shipbuilders for the construction of a 64 metre vehicle and passenger catamaran. Rederij Doeksen is a leading Dutch ferry operator, having been in business since 1923, and currently operating five ferries, including Ro-Ro vessels and high speed craft.

The new 64metre vessel will have a service speed of 15 knots and operate on the Harlingen to Vlieland route across the Waddenzee in The Netherlands. The catamaran will be the largest vessel so far constructed at the FBMA Babcock Marine shipyard in Cebu, Philippines, with delivery in November 2004.

The catamaran will have a steel hull and aluminium superstructure and incorporate a drive-through vehicle deck with bow and stern access for roll-on roll-off vehicular handling and rapid turnaround in port. Spacious passenger accommodation on three decks include over 900 internal seats, with overall capacity of up to 1300 passengers, and incorporates a feature passenger VIP lounge, tourist class saloons with a mixture of aircraft style seating and table and chair arrangements, separate bar area available for renting out to groups, and a large open sun deck. A large servery will provide passengers with a range of refreshment choices on the crossing, and there is also a separate play area for children.

The vehicle deck will accommodate up to 58 cars along with motorbikes and cycles, or a mix of cars, baggage carts and trucks of up to 12.0 tonne axle load down the central vehicle lane. Stern and bow doors will allow rapid drive through loading/unloading capability with the hydraulically operated bow visor hinging down below the horizontal to facilitate landing on an adjustable shore bridge. A sloping bonnet over the vehicle deck with hinged opening covers will ensure that trucks can be loaded or unloaded at all potential angles of the shore bridge resulting from tidal or vessel draft and trim variations.

Two bow thrusters are fitted to ensure high manoeuvrability whilst berthing and the four propellers are specially designed for operation in shallow and highly silted conditions. The forward half of the vessel and transom will be strengthened to enable safe navigation in potential ice conditions in the Waddenzee, with capability of up to 300mm nominal ice thickness, and up to 400mm of snow cover. Paul Melles, managing director of Rederij Doeksen said "We had the vessel designed to our requirements by Sea Transport Solutions of Queensland, Australia, and which then allowed us the flexibility to select the best builder. After visiting a number of yards and viewing their work we are very pleased to place this order with FBMA Babcock Marine. The yard has exhibited an excellent quality of workmanship and, coupled with a competitive price, we expect to gain a first class vessel to add to our fleet."

John Warbey, managing director of FBMA Babcock Marine, said "This contract is another important milestone in the development of the FBMA Babcock Marine shipyard in Cebu, Philippines. Coming so soon after the order for a 47metre Ro-Pax and the completion of three 27 metre aluminium patrol craft for the UK, it demonstrates the excellent capability of the yard."

NAVY NEWS

Correction : Yesterday a photo was published of the aircraft carrier Enterprise with as escort a Spruance class destroyer and not the USS GONZALES DDG 66