

DAILY SHIPPING NEWSLETTER 2003 – 180



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The pilot tender **AALSCHOLVER** seen arriving in Flushing – **photo : Jamie Reurink ©**



BONGA UPDATE

The departure of the BONGA from Newcastle is postponed due to the present weather and weather outlook, the harbour tugs are demobilized again and the next departure attempt is October 17th.

EVENTS, INCIDENTS & OPERATIONS

Britain will not block US 'ghost ships'

By Severin Carrell

Two toxic "ghost ships" sold for scrap to a British company will be towed across the Atlantic after getting the all-clear from British safety authorities. The Marine and Coastguard Agency announced yesterday that it would not block attempts to tow the two former US Navy vessels from Virginia to Teesside, despite intense criticism from environmentalists.



Top : The [AO-98 Caloosahatchee](#) whilst in service with the US Navy – [photo : Coll Piet Sinke](#)

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The two 58-year-old vessels, the **Canisteo** and **Caloosahatchee**, are part of a 13-strong flotilla of rusting vessels which was bought for £16m by Able UK - a recycling firm in Hartlepool. They are contaminated by poly-chlorinated biphenyls, asbestos and old diesel fuel. The two ships come from a pool of over 100 decommissioned US navy vessels and cargo boats, known as the "ghost fleet", which have been laid up for decades on the James River on the eastern seaboard of the US.

The environment group Friends of the Earth was furious at yesterday's decision since Able UK has yet to get planning permission or environmental clearance to build the facility needed to break up the boats. Tony Juniper, director of FoE, said: "These clapped-out, toxic boats should be disposed of in the US, and not sent on a hazardous 22-day journey across the Atlantic. "People in the North-east will be justified in feeling badly let down by English Nature and the Environment Agency. These agencies appear to have done more to help this risky project proceed than protect the environment of Teesside." However, Robin Middleton, the Government's maritime salvage adviser, said the decision had been cleared with the Irish, French and Belgian authorities, as well as British agencies such as English Nature. "Clear and detailed contingency and passage arrangements were finally agreed late yesterday between the various jurisdictions and Able UK," he said. The Marine and Coastguard Agency would "closely monitor" the towing operation, he added.

Fire Department buys five patrol boats

LANGKAWI: The Fire and Rescue Department has bought five fire-fighting patrol boats from Destination Marine Services Sdn Bhd at Lima 2003. Its deputy director-general Datuk Hamzah Abu Bakar said the five boats, costing RM1.8mil each, would enable the department to fight fires aboard ships and also tackle oil spills. "The boats, which will be delivered by the end of this year, will be deployed in states with long coastal stretches or islands," Hamzah said after Prime Minister Datuk Seri Dr Mahathir Mohamad inspected one of the boats at the Telaga Harbour Park here. The boats are fitted with water cannons, with a range of between 30m and 70m and a water usage capacity of 2,000 litres per minute. Each boat can ferry up to 15 people.

CASUALTY REPORTING



The carrier **ATLIXO** crashed with a port crane in Santos (Brazil) which went down and crash with truck and others things that was near.

Photo's : Roger Cordeiro ©



FLOATING DOCK ADrift OFF SWEDEN

The grounded floating dock at Koster island was confirmed sunk on Sep 30 as a result of the damages, but also due to the general poor condition/maintenance. The Board of Shipping have requested the owners several times to remove the units/barge and floating dock without result.

KENT RELIANT (PANAMA)

Bulk **Kent Reliant** which grounded Sep 18 off San Juan Harbour, was refloated at 1436, local time, yesterday. Vessel is being taken one mile offshore to check her out for any pollution. If it is clean, vessel will be brought into the harbour and taken to anchorage for further examination

MY HUNG

Two people were killed and 18 others injured as an engine-room of 6,500-tonne **My Hung**, which is (being) built by the Bach Dang Shipyard and owned by Shipping Company 3, exploded in Haiphong at around 1600, local time, today. The vessel was preparing for a trial run. The injured, including a Japanese specialist, have been treated at the municipal hospital. Local agencies are investigating the cause of the explosion.

PATRIOT (BAHAMAS)

Bulk Patriot was taken in tow by tug **Hua Xiang**, Oct 1 and is heading towards Cebu, ETA Oct 9.

SHIPYARD NEWS

Laatste schip te water...



De werf Van der Giessen-de Noord, die binnenkort de deuren sluit, liet zaterdagmiddag het laatste grote schip te water. „Het was een vervelend en emotioneel moment voor ons“, zei directeur J. Houweling van de werf.

Van der Giessen-de Noord, eigendom van IHC Caland, kon niet opboksen tegen de moordende concurrentie uit vooral Zuid-Korea. De werf heeft sinds eind 2000, toen Nederland de subsidie voor de scheepsbouw afschafte, geen opdracht meer ontvangen. Zuid-Korea steunt zijn werven nog wel financieel. Ongeveer vierhonderd mensen verliezen hun baan door de sluiting.

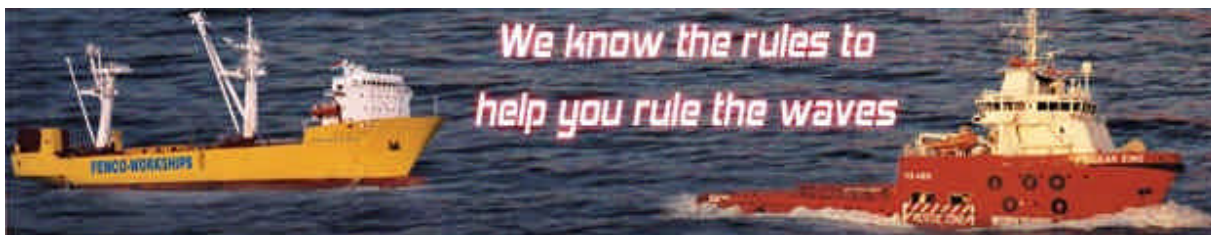
De werf liet zaterdag een sleeophopperzuiger te water. Het schip is gebouwd in opdracht van IHC Holland, het baggeronderdeel van IHC Caland. Over vier weken loopt nog een klein passagiersschip van stapel. „Maar wij beschouwen de sleeophopperzuiger als afscheid,“ zei Houweling. Veel

werknemers van Van der Giessen-de Noord waren zaterdag bij de tewaterlating aanwezig. – foto : Jos Leentvaar ©

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Van Oord blijft na fusie familiebedrijf

Zelfstandigheid en het handhaven van het familiebedrijf stonden voor Van Oord voorop bij het onderhandelen over het samengaan met BalBallast Ham Dredging.

“Dat was een randvoorwaarde voor de deal”, vertelt Koos senior, commissaris van het bedrijf waar Koos junior de scepter zwaait. Hij zal dat ook doen over het fusiebedrijf dat als Van Oord verder zal gaan. Die familietraditie staat voor de honderdjarige Gorkummers hoog in het vaandel en blijkt volgens Van Oord senior uit het voortdurende ondernemerschap en het actieve aandeelhouderschap van de familie. “Dat zetten we in het nieuwe bedrijf ook voort”, zegt hij.

Het was wel even slikken voor de tot nu toe kleinste van de vijf grote internationale baggeraars: fuseren met een bedrijf dat ongeveer twee keer zo groot is. “Ik heb daar ervaring mee. Ze kunnen bij mij vragen hoe het moet”, grapt Van Vonno verwijzend naar de overname vorig jaar van HBG door het veel kleinere BAM.

Niettemin blijft Van Oord het een hele stap vinden voor een familiebedrijf. Aan de andere kant maakt hij zich weinig zorgen over de integratie van beide bedrijven. De organisatiestructuren passen naadloos op elkaar en de culturen in de baggerwereld verschillen niet zoveel. Bovendien werken beide bedrijven op een aantal projecten al samen, zoals bij de landaanwinning in Dubai.

Kasstroom

Van Vonno wijst erop dat hij met deze fusie precies bereikt wat hij een jaar eerder heeft beloofd. Toen moest BAM bij de banken aankloppen voor een overbruggingskrediet van 750 miljoen euro voor de overname van HBG. Hij beloofde dat in een jaar tijd volledig af te lossen. Door de fusie lukt dat op 40 miljoen euro na, een bedrag waar noch hij noch zijn financiële man J. Ruis zich druk om maakt. “Wij hebben gezegd voor het einde van het jaar 100 miljoen uit de kasstroom af te lossen. Dat hebben we al veel eerder kunnen doen. Die 40 miljoen denk ik ook uit de kasstroom te kunnen halen”, aldus Van Vonno.

In het nieuwe bedrijf, dat ineens tweede is geworden na Boskalis, is geen plaats meer voor de huidige bestuursvoorzitter van BHD, D. de Waard. De net als de familie Van Oord baggeraar in hart en nieren wordt wel commissaris. "Je moet in een bedrijf geen constructie neerzetten met twee kapiteins op één schip", verklaart Van Vonno deze stap. Ook hier spreekt de ervaring. Bij zijn vertrek verklaarde oud-HBG-topman en tweede man bij BAM, C.J. Reigersman moeite te hebben gehad met het spelen van de tweede viool. Een dergelijk gevoel wil Van Vonno De Waard besparen.

Carnival considers pair of 180,000gt 'ultimate princesses'

CARNIVAL, which announced in June that it is studying the feasibility of building a mega-cruise ship that would be the world's largest, is now considering building two such vessels, vice chairman and chief operating officer Howard Frank said on Tuesday.

P&O Princess had been considering construction of a 170,000-180,000 gt cruise ship capable of accomodating 3,600-4,000 passengers prior to its acquisition by Carnival in April.

Carnival opted to continue work on the project, which it dubbed the Ultimate Carnival Princess.

According to Mr Frank, Carnival's ambitions have since expanded. 'It would have taken so many changes to make it into a Carnival ship,' Mr Frank said of the original vessel, adding that the company had opted to consider separate behemoths for Carnival and Princess.

"They would both be very large," he said, "the Carnival ship up to 180,000 gt and the Princess ship somewhat smaller." At the same time, he stressed that the project was "still in the very early stages of development. No final decision has been made on either. And the weak dollar makes it difficult at the moment to do anything, but these are long-term projects."

Carnival is already feeling the benefit of cost savings following the acquisition of P&O Princess in April and by next year expects to register the full impact of at least the \$100m in savings anticipated before the purchase, vice chairman and chief operating officer Howard Frank said in an interview.

NAVY NEWS

Navy's newest ship commissioned into service



The Australian Navy's newest warship, **HMAS Parramatta, (FFH 154)** has been commissioned into service at a traditional ceremony at Sydney's Garden Island.

HMAS *Parramatta* is the fifth of eight ANZAC class frigates to be commissioned into the navy's fleet, Commander Michael Noonan says

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there is long history associated with the ship's name.

"[With] *Parramatta I* being literally the first ship of our navy and being here almost 100 years later, commissioning *Parramatta IV* is very significant for our navy," he said.

"This is in fact the 90th anniversary of the first Australian Navy Fleet entry into Sydney Harbour, and this commissioning here today with this back-drop is just magnificent."

***PARRAMATTA** is the oldest ship name in Australian Naval History. There have been three previous RAN ships to bear the name – with each seeing active service in a major conflict. The name PARRAMATTA recognises the Barramattagal people ('burra' meaning eel and 'matta' meaning creek), a clan of the Daruk, whose territory extended from the Parramatta area to beyond the Blue Mountains. PARRAMATTA is the seventh of 10 ANZAC Class ships built by Tenix Defence Systems in Williamstown Victoria. The keel for **PARRAMATTA** was laid 05 June 1999 and launched Saturday 17 June 2000 by Mrs Green, daughter of Lieutenant George Langford, RAN. Lieutenant Langford was XO PARRAMATTA II and was mentioned in dispatches for his participation in World War II. PARRAMATTA was delivered to the Royal Australian Navy on 20 JUNE 2003 and she is commissioned 04 October 2003.*

Taiwan navy to retire its older destroyers

Short of personnel to man the four Kidd-class destroyers it is buying from the US, the navy plans to retire its seven Yang-class destroyers as soon as possible, defense officials said yesterday.

According to the navy, the four Kidd-class destroyers will need a total of 1,468 crew members. Decommissioning the **Yang-class** destroyers would free up 1,827 personnel.

In response to an inquiry from the Taipei Times, the Navy General Headquarters confirmed that it has worked out a retirement plan for the **Yang-class** destroyers but said the plan has not yet been approved by the Ministry of National Defense.



left :

The **D 909 CHIANG YANG** which was original an US Fletcher class destroyer built during WW II, she received a large conversion, the vessel was equipped with a new mast and missiles as can be seen at the stern, the vessel was stricken on 16-07-1999

Photo :

Coll : Piet Sinke ©

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This is the only way the navy can find to handle a manpower shortage that will get worse in the next few years after a new streamlining project is launched in all three branches of the armed forces next year. Under the "Chinchih" project the navy will lose 5,000 service members. A total of 30,000 personnel will be cut from the three service branches over a three-year period, bringing the nation's defense forces down to a total of 350,000.

Even though it will only lose 5,000 personnel, the navy will have to make a sizable structural adjustment. The **Yang-class** destroyers, which have been in operation for nearly six decades, were received from the US in 1970s.

They underwent a major systems upgrade in early 1980s to become the navy's most powerful warships for many years.

The upgrade was codenamed "**Wuchin No. 3**" so the destroyers are also known as Wuchin No. 3 ships. They were the first ships to be armed with the American-made Standard SM-1 air defense missiles.

A navy official who served on one of the ships said the SM-1 missiles test-fired from the Wuchin No. 3 ships always hit their targets.

This was a veiled reference to the SM-1 that was fired from a locally built **Chenkung-class** frigate during the Hankuang No. 19 exercise on Sept. 4 but didn't hit its target. "The Wuchin No. 3 ships, though old in design and structure, have greater fire power than the Chenkung-class frigates," the navy official said

It is a pity that they will be taken out of service. They could still be used for at least another 10 years," the navy official said.

NAVY NAMES NEWEST USNS SHIP FOR MEDAL OF HONOR RECIPIENT



The U.S. Navy will officially name its newest prepositioning ship **USNS Lance Cpl. Roy M. Wheat**, Tuesday, Oct. 7, 2003, during a ceremony at Blount Island Command, Jacksonville, Fla.

Commander, U.S. Marine Corps Forces Atlantic, Lt. Gen. Martin R. Berndt, is the ceremony's principal speaker. Margaret Taylor, wife of Rep. Gene Taylor of Mississippi, will serve as ship's sponsor and break a bottle of champagne across the bow to officially name the ship.

The ship is named in honor of Marine Corps Lance Cpl. Roy M. Wheat (1947-1967), a native of Moselle, Miss. On Aug. 11, 1967, Wheat heroically sacrificed his life to save the lives of two other Marines. After warning his fellow Marines when he unintentionally triggered a concealed anti-personnel mine, Wheat valiantly hurled himself upon the mine, absorbing the impact of the explosion with his own body.

MOVEMENTS

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Ro-ro passenger ferry **EVIA STAR** (ex **HAYABUSA No 3**), Greek flag, built 1980 in Japan.

As seen Oct 04 2003 at Rafina harbour Greece.

Photo : George Grekos ©



The **SEABOURN PRIDE** visited the port of Quebec – photo : Jim Gallacher ©



The **EXPRESS ADONIS** moored in the port of Piraeus – photo : Manos Petridis ©



The **CARONIA** visited the Clyde and berthed on the Greenock Ocean Terminal
Photo : John Huggins ©



The former lifeboat **INSULINDE** as seen recently in Amsterdam – photo : Willem Kruit ©

AIRCRAFT / AIRPORT NEWS



The first **Fokker 70 (OE-LFL)** in **Austrian Arrows** colours at Salzburg - W.A. Mozart airport
Photo : Peter Schulz ©

THE SHIPPING FORECAST

ISSUED BY
THE MET OFFICE
AT 1130 ON SUNDAY 05 OCTOBER 2003

THERE ARE WARNINGS OF GALES IN ROCKALL MALIN HEBRIDES BAILEY FAIR ISLE FAEROES

THE GENERAL SYNOPSIS AT 0700
LOW 100 MILES WEST OF ICELAND 986 EXPECTED JUST NORTH OF FAEROES
980 BY 0700 TOMORROW

THE AREA FORECASTS FOR THE NEXT 24 HOURS

VIKING NORTH UTSIRE SOUTH UTSIRE

NORTHWESTERLY BACKING SOUTHEASTERLY 5 OR 6 DECREASING 4 FOR A TIME,
VEERING SOUTHWESTERLY LATER. SHOWERS THEN RAIN. GOOD BECOMING
MODERATE

FORTIES

NORTHWEST BACKING WEST OR SOUTHWEST 5 OR 6, INCREASING 7. SHOWERS
THEN RAIN. GOOD BECOMING MODERATE

CROMARTY FORTH TYNE

WEST OR NORTHWEST BACKING SOUTHWEST 4 INCREASING 6 OR 7, PERHAPS
GALE 8 LATER. RAIN OR SHOWERS. MODERATE OR GOOD

DOGGER

NORTHWEST BACKING WEST OR SOUTHWEST 5 OR 6 INCREASING 7. SHOWERS
THEN RAIN. GOOD BECOMING MODERATE

FISHER

NORTHWESTERLY BACKING SOUTHWESTERLY 5 OR 6. SHOWERS THEN RAIN. GOOD
BECOMING MODERATE

GERMAN BIGHT

NORTHWEST BACKING SOUTHWEST 5 OR 6 INCREASING 7 PERHAPS GALE 8

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LATER. SHOWERS THEN RAIN. GOOD BECOMING MODERATE

HUMBER THAMES DOVER WIGHT PORTLAND PLYMOUTH
NORTHWESTERLY, BACKING SOUTHWESTERLY FOR A TIME, 4 OR 5,
OCCASIONALLY 6, INCREASING 7, PERHAPS GALE 8 FOR A TIME LATER.
RAIN OR SHOWERS. MODERATE OR GOOD

BISCAY

NORTHERLY BACKING WESTERLY 4 OR 5, OCCASIONALLY 6 IN NORTH LATER.
SHOWERS. GOOD

FITZROY

NORTH OR NORTHWEST 4 OR 5 OCCASIONALLY 6 IN SOUTH. SHOWERS. GOOD

SOLE LUNDY FASTNET IRISH SEA

NORTHWESTERLY, BACKING SOUTHWESTERLY FOR A TIME, 4 OR 5 INCREASING
6 OR 7. RAIN THEN SHOWERS. MODERATE OR GOOD

SHANNON

WEST VEERING NORTHWEST 5 OR 6. SHOWERS. GOOD

ROCKALL MALIN

SOUTHWESTERLY VEERING NORTHWESTERLY 5 OR 6 INCREASING 7 OR GALE 8.
RAIN THEN SHOWERS. MODERATE OR GOOD

HEBRIDES BAILEY

WEST OR SOUTHWEST VEERING NORTHWEST 6 OR 7 INCREASING GALE 8 OR
SEVERE GALE 9. SQUALLY SHOWERS. MODERATE OR GOOD

FAIR ISLE

NORTHWEST 4 IN EAST AT FIRST, OTHERWISE SOUTH OR SOUTHWEST 5
INCREASING 6 TO GALE 8, VEERING WEST LATER. RAIN OR SHOWERS.
MODERATE OR GOOD

FAEROES

SOUTHERLY VEERING NORTHWESTERLY 6 TO GALE 8. RAIN OR SHOWERS.
MODERATE OR GOOD

SOUTHEAST ICELAND

CYCLONIC BECOMING NORTHWESTERLY 6 OR 7 PERHAPS GALE 8 LATER.
SHOWERS. GOOD

.... PHOTO OF THE DAY



One of the latest additions to the URAG fleet the **TURM** – photo : Capt Hans Bosch ©

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