

## DAILY SHIPPING NEWSLETTER 2003 – 183



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Binnenbaan 36 3161VB RHOON The Netherlands

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

Fax : (+31)105013843

Internet & E-mail

[www.vlierodam.nl](http://www.vlierodam.nl)

[info@vlierodam.nl](mailto:info@vlierodam.nl)



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The **ASIAN HERCULES** ( 1600 tons capacity ) lifted the 1400 tons Talisman substructure into the water at Johore, Malaysia Shipyard and Engineering. – [photo Jaap van Heeren ©](#)

## **EVENTS, INCIDENTS & OPERATIONS**

### **Toxic Fleet Sets Sail to UK from US**



London (CNSNews.com) - The first two ships in a fleet of former U.S. Navy vessels have set sail for the U.K. after weeks of legal protests over the potential environmental risk of their disposal.

Auxiliary oil tankers Canisteo and Caloosahatchee began the three-week journey from Newport News, Va., on Monday night, while two more of the obsolete ships are free to leave at any time.

The entire fleet of 13 ships is set to be scrapped by Able UK, a disposal firm in the British port town of Hartlepool. However, a U.S. court has ordered the further nine ships to remain in port pending the outcome of a legal battle between the U.S. Maritime Administration and American environmental groups. A hearing is scheduled for Oct. 20.

The legal action was brought by two U.S. groups, the Basel Action Network (BAN) and the Sierra Club, represented by Earthjustice.

Environmentalists on both sides of the Atlantic have protested bitterly over the project. They claim that the 40- and 50-year-old vessels are carrying large amounts of toxic substances including PCBs, asbestos and heavy diesel which would cause massive sea pollution in the event of an accident.

When the U.S. campaigners filed their action last week, the U.K.'s Environment Agency approved the decision to bring the ships to Britain, saying it was "a better solution for the environment than disposing of vessels in under-developed countries."

British environmentalists argue that Able UK has not yet fully addressed local regulatory issues regarding the vessels' storage and disposal in Hartlepool.

"A number of regulatory issues relating to the disposal of these ships ... have yet to be resolved. These clapped-out, toxic boats should be disposed of in the U.S., and not sent on a hazardous journey across the Atlantic," said Friends of the Earth (FOE) director Tony Juniper.

FOE says it will seek a judicial review in the High Court in London in an attempt to override the decision by the Environment Agency to extend Able UK's waste management licence to include all 13

ships.

The company has dismissed environmentalists' concerns as "scaremongering," and insisted the ships are safe to sail. The contract is worth more than \$25 million to the company and will create about 200 jobs.

## **World record in NOx reduction for "Viking Cinderella"**

After having installed catalytic converters on all engines in Viking Line's cruise vessel "Viking Cinderella", Nox emissions have been reduced by 97 per cent, which is more than on any other large vessel in the world. Measured in tons the emissions have been reduced from 2,300 tons to 67 tons annually.

"Viking Cinderella" has joined the fleet of extremely clean vessels followed closely by "Birka Princess", says Stefan Lemieszewski, environmental expert at the Swedish Maritime Administration, SMA. 36 vessels have installed catalytic converters after the introduction of environmentally differentiated fairway dues in Sweden. According to SMA, this has reduced NOx emissions by 32,000 tons annually.



Portuguese border police said they detained 15 immigrants from eastern Europe who were hiding in a shipping container bound for Canada at a port in Lisbon

## **Wetenschappers waarschuwen voor monstergolven**

Monstergolven op de wereldzeeën vormen een grotere bedreiging voor de scheepvaart dan tot nu toe werd aangenomen. Dat hebben wetenschappers van het Duitse GKSS-onderzoekscentrum in Geesthacht bij Hamburg woensdag gezegd. Plotselinge golven van 40 meter hoog zijn geen uitzondering, liet Wolfgang Rosenthal van het GKSS weten. Lange tijd werden verslagen over de zogenoemde monstergolven afgedaan als sterke verhalen. Bestudering van duizenden satellietbeelden bewijzen echter het tegendeel.

Deze week is in Genève een internationale bijeenkomst van deskundigen die de bedreigingen van de monstergolven bespreken. Voor beperking van de gevaren hebben zij al ideeën geopperd. Zo moeten volgens Rosenthal de laadkleppen van schepen worden versterkt. Onderzoeken van het GKSS hebben aangetoond dat de huidige constructie daarvan vaak te kwetsbaar is. "Als hoge golven over het schip slaan, worden de luiken door het gewicht van het water vaak als eierschalen ingedrukt. Als het water



eenmaal in de scheepsrump komt, is het te laat", aldus Rosenthal. De wetenschapper pleitte verder voor een register, waarin de "biologische leeftijd" van schepen wordt bijgehouden. Een "gezondheidsverklaring" zou volgens hem kunnen helpen schepen tijdig uit de vaart te halen. "Het is heel goed mogelijk dat een tankerongeluk zoals van de 'Prestige' voor de Spaanse kust door een dergelijke controle voorkomen had kunnen worden", aldus Rosenthal.

## **BALDER OPERATIONS**



The **BALDER** of Heerema is at present installing the moorings for the **HOLSTEIN Hull** which is at present enroute from Finland onboard the **Black Marlin** ( see last newsletter last week ) , the mooring which is installed on a **waterdepth of 1350 meter** consist out of 16 suction piles with a length of 39 meter and 5.5 mtr diameter with a weight of 260 ton each , this suction piles are further equipped with a 200 meter long chain of 172 mm diameter ( weight 590 kg/mtr) and 2 x 1000 meter 6 "spiralstrand wire followed by another 275 mtr chain of 172 mm diameter – **Photo's : Willem Poot – Balder ©**



## P 42



Top : Photo : Damen Shipyards



The Dutch seagoing police patrol vessel **P 42** which slipped of the slipway at the Damen shipyard in Hardinxveld, whilst pulling here out of the water for maintenance, was released from her situation by the sheerlegs **AJAX** , The sheerlegs **AJAX** lifted the 80 tons vessel what is completely built out of aluminium first back into the water, and later back on the slipway



photo's : Arie Terpstra ©



## Carnival demands \$2.8M payout

CARNIVAL Cruise Line has asked New Orleans power company Entergy to pay it \$2.8M because its two low hanging power lines over the Mississippi left one of its ships unable to safely clear the river, forcing its temporary relocation to a nearby port. Entergy has asked a federal court judge to declare the out-of-court claim invalid, according to local reports. CCL relocated the 2,974-passenger **Carnival Conquest** from its home port of New Orleans to Gulfport in March 2003 for 18 weeks. CCL had worked with Entergy, the US Army Corps of Engineers and Crescent City river pilots to press for the repositioning of two power lines after high water levels left them 10 ft lower than permits allowed. Entergy says Carnival took the decision to relocate, and was not requested to do so by officials. It therefore should take responsibility for relocation costs. The move cost New Orleans an estimated \$18M for each six weeks the ship was in Gulfport, according to the port of New Orleans. Entergy announced a \$2.2M plan in May to raise the cables by this month to accommodate winter high water levels and also has a \$15M plan to lay the cables underground by mid-2004.

## LPF snapt niets van verffout bij veerboten

**MIDDELBURG - De LPF in de Staten van Zeeland begrijpt er niets van dat de provincie een deel van de kosten moet dragen als gevolg van het gebruik van verkeerde verf op de nieuwe fiets-voetveerboten die de provincie bij De Schelde in Vlissingen laat bouwen. Het wil er bij de fractie niet in dat bij de bouw van de schepen, zoals gedeputeerde G. de Kok vrijdag zei, geen verwijtbare fouten zijn gemaakt en dat dus sprake is van overmacht.**

De in eerste instantie aangebrachte verf bladdert af. De werf in Vlissingen, en de leverancier van de verf verrekenen onderling de kosten voor nieuw, deugdelijker schilderwerk. Maar er zijn nog meer financiële consequenties. Door de fout met de coating kan De Schelde de schepen niet op tijd afleveren. Dat betekent dat de voormalige PSD-veerboten **Koningin Beatrix** en **Prins Johan Friso** langer in de vaart moeten blijven op de fiets-voetveerdienst Vlissingen-Breskens. Kosten: 10.000 euro per dag en die komen, omdat er sprake is van overmacht, voor rekening van de provincie.

De LPF wil van het dagelijks provinciebestuur weten wat er precies over overmacht is geregeld in het contract tussen de provincie en Damen Shipyards, waarvan De Schelde een onderdeel is. De fractie meent dat het gebruik van een verkeerde verfsoort wel degelijk als een verwijtbare fout valt te bestempelen en is benieuwd naar de reden waarom het dagelijks provinciebestuur daar anders over denkt. Verder vraagt de LPF hoeveel de provincie uiteindelijk kwijt zal zijn aan het langer in de vaart houden van de oude veerboten en hoeveel voor dit soort situaties is gereserveerd.

## CASUALTY REPORTING

### Repairs begin on damaged Discovery



**Photo : Frans Sanderse ©**

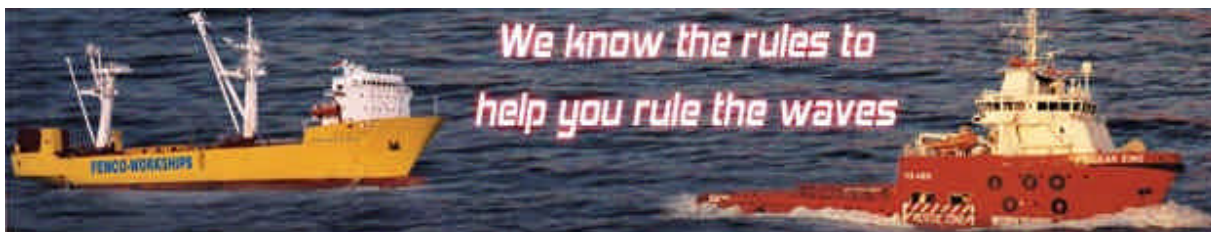
STENA Line is hoping to bring the fast ferry **Stena Discovery** back into service on Saturday after it suffered damage last night while mooring. Pim de Lange, MD of Stena's Dutch operation, estimated the repair work would cost "a couple of hundred thousand euros". He explained that while the stern of the catamaran was against the berth the vessel was suddenly pushed towards the quayside by the strong current and wind. Although the captain could correct that manoeuvre, the stern struck a loading bridge. Repairs will be carried out at the quayside in Hook of Holland as the hole, measuring 3m x 1m, is 8m above the waterline.

None of the 280 passengers or 47 crew was hurt in the incident. **Stena** will transfer passengers and freight onto the conventional ferries **Stena Britannica** and **Stena Hollandica** for the crossing the Harwich, UK until repairs are completed. There will be an investigation into the cause of the accident.

## 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](mailto:post@workships.nl)

Telex : 24390 wosh nl

## LAST FORMER PSD FERRIES SOLD



The latest former PSD vessels '**Koningin Beatrix**' and '**Prins Johan Friso**' have been sold to a shipping company at San Giovanni/Italy for service on the Messina Strait. They are still in service between Vlissingen - Breskens and will be delivered after the new swath type ferries will come in service next spring 2004. The buyer is a direct competitor to the company who bought the first 3 vessels this summer. **Photo : Willem Kruit ©**



## **China digging longest canal in the world**

CONSTRUCTION work on the world's longest canal, Jinghangyong Canal in China, began at the end of September.

The section now under construction is between Hangzhou to Ningbo, with a total length of 237.89 kilometres and an investment of CNY2.5 billion (US\$302 million).

It is by far Zhejiang Province's biggest river trade project. When completed in 2007, it will become the number one waterway for the province.

According to government figures, Hangzhou handled more than 1 million TEU last year, out of which, only 2,685 TEU were carried to the ports of Shanghai, Ningbo or Shenzhen for export. Most of the rest went by land. According to the Marine Department in China, transportation fees by land to the Port of Ningbo for export cost US\$300 more for each TEU compared with sea transportation, and \$400 more to Shanghai. When the waterway is completed, in Hangzhou alone, it will save up to CNY3 billion a year in transportation costs for export cargo.

The Hangzhou section of the Jinghangyong Canal will further strengthen Hangzhou's position as the transshipment hub for river trade in the area, the department said.

## **Cruise Traffic Up**

The number of cruise-ship passengers who visited St. Petersburg during the passenger navigation season from May 2 to Sept. 30 of this year rose by 40 percent over last year, with a total of 200,000 passengers, the city's Port Authority told Interfax Monday.

Two hundred and fifty cruise ships called in St. Petersburg during navigation season, or 20 percent more than during the same period in 2002. The Port Authority cited the city's 300th anniversary celebrations as the main reason for increased cruise-ship traffic.

## **Turkey tightens Bosphorus pilotage**

THE Turkish Coast Guard is clamping down on unsafe piloting in the Bosphorus and says any violations of the traffic separation zones will be reported to the IMO. From 1 November the agency will be responsible for the new Ship Traffic Administration and Information System, which records electronic plots, radio traffic and video images. Ship surveillance is carried out from a chain of 18 high-tech towers from the Bosphorus, through the Sea of Marmara to the Dardanelles. In a statement, Turkish Coast Guard general director Baris Tozar said electronic data is the key. He admitted that in the past ships that did not follow the rules could not be disciplined because there was no evidence. Around 150 ships pass through the straits each day. This figure is expected to increase, with a bigger ratio of oil shipments in line with increased Caspian crude production. Tozar warned that it will be impossible to exceed what he termed, "the physical capacity of the straits."

## **Lloyd Triestino launches new China - Adriatic express service**

LLOYD Triestino will resume direct calls to its home port of Trieste with the launch of a new China express service offering transit times of 24 days from Ningbo and 21 days from Hong Kong. By using Trieste rather than one of the major north European ports, **Lloyd Triestino** said many central European importers will see savings of between three and five days in overall door-to-door transit times. Also included on the schedule are the Adriatic ports of Venice in Italy, Koper in Slovenia and Rijeka in Croatia. From the company's hub at Taranto in southern Italy further connections will be offered to a wide range of eastern Mediterranean ports while both eastbound and westbound calls at the Malaysian hub port, Tanjung Pelepas, will provide transshipment options covering all of southeast Asia. This new Adriatic China Direct (ADR) service is being operated in partnership with CMA CGM and

## DAILY SHIPPING NEWSLETTER 2003 – 183

will utilise seven ships, each of approximately 2,400 TEU capacity. Five ships will be provided by **LT** and two by **CMA CGM**. The service will have a port rotation of: Ningbo, Xiamen, Yantian, Hong Kong, Tanjung Pelepas, Port Kelang, Colombo, Taranto, Trieste, Koper, Venice, Rijeka, Taranto, Tanjung Pelepas and Ningbo. The initial sailing will be on October 28 with the 2,764 TEU **Merkur Bay** leaves Ningbo. Lloyd Triestino chairman, Pier-Luigi Maneschi, said: "Lloyd Triestino belongs in the Port of Trieste.

"To find that the market is now sufficiently buoyant to be able to support such a service gives us great pleasure. Exports from China into the Adriatic and central/eastern Europe continue to grow and we believe that this service will offer shippers the best possible routing options."

## 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](mailto:commercial@multraship.nl)

<http://www.multraship.nl>



The new tanker **Baltic Champion** has made her second visit to BP Finnart oil Terminal, Scotland. She is brand new and made her maiden voyage last month from BP Finnart to the Coryton terminal in the south of England. She has come straight back up from her first trip to Coryton for another cargo.

**Photo : Tommy Bryceland, Scotland ©**

## DAILY SHIPPING NEWSLETTER 2003 – 183



The **Maersk Recorder** laid up at the Fal as reported 2 days ago in the shippingnewsletter  
Photo : The Shipping Information Service / Krispen Atkinson ©



The **METSABORG** seen here inward bound at the Greenock Ocean terminal on the Clyde  
Photo : Tommy Bryceland – Scotland ©



## AIRCRAFT / AIRPORT NEWS

### Alitalia kan niet snel toetreden tot Air France-KLM

De Italiaanse luchtvaartmaatschappij Alitalia zal niet op korte termijn tot Air France-KLM toetreden. Het bedrijf moet eerst de financiën op orde krijgen en de Italiaanse staat moet zijn belang van 62 procent verminderen. Dat hebben topman Leo van Wijk van KLM en bestuursvoorzitter Jean-Cyril Spinetta van Air France gezegd. Dat meldde de zakenkrant Financial Times woensdag. Alitalia, een partner van Air France, heeft onlangs aangegeven in april volgend jaar al tot de luchtvaartmaatschappij Air France-KLM te willen toetreden. Francesco Mengozzi, de topman van het Italiaanse bedrijf, hoopt dat Alitalia via een aandelenruil met Air France in het samenwerkingsverband wordt opgenomen. De Franse luchtvaartmaatschappij neemt KLM via een aandelenruil over. De twee vormen een houdstermaatschappij, waarin KLM een belang van 19 procent heeft. Deze transactie moet in april 2004 rond zijn. Spinetta zei onlangs al dat Alitalia uiteindelijk ook onderdeel van de holding zal worden, maar hij liet in het midden wanneer dat moet gebeuren. Het Nederlandse kabinet heeft op het laatste moment aanvullende eisen gesteld waardoor de fusie tussen KLM en Air France nog dreigde te mislukken. Dat blijkt uit een vraaggesprek in Het Financieele Dagblad van woensdag met Spinetta en Van Wijk.

## RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

**LANGZAAM HERSTEL!**

Morgen en vrijdag meest bewolkt en af en toe regen. In het weekend geleidelijk meer zon en vooral op zaterdag nog een bui.

| © Ed Aldus 2003      | DO-09 | VR-10 | ZA-11 | ZO-12 |
|----------------------|-------|-------|-------|-------|
| Maximumtemperatuur:  | 16    | 14    | 15    | 14    |
| Minimumtemperatuur:  | 10    | 13    | 10    | 8     |
| Zonnekans in %:      | 20    | 20    | 30    | 50    |
| Neerslagkans in %:   | 50    | 70    | 30    | 20    |
| Windrichting kracht: | W-4-6 | W-4-6 | W-4-5 | N-3-4 |

## .... PHOTO OF THE DAY ....



The **APL PEARL** – photo : Maik Ebel ©

## **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](mailto:SmitWijs@SmitWijs.com)

