

DAILY SHIPPING NEWSLETTER 2003 – 198



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The newbuilding tanker **WORLD KINDRED** arrived at Cape Town – **photo : Ian Schiffman ©**

EVENTS, INCIDENTS & OPERATIONS

Spliethoff splashes out on Stocznia con-ro quintet

ONE of the Netherlands largest shipowners, Amsterdam-based Spliethoff, has placed an order for four container ro-ro vessels with Poland yard, Stocznia Szczecinska Nowa.

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This adds to a repeat order with the same yard made earlier in the year for four S-type MP/paper carriers. Spliethoff would be deploying the vessels in the Transfennica services in and out of the Baltic. No financial details were released. Transfennica, based in Helsinki, was wholly owned by the Finnish paper and forestry products industry but Spliethoff acquired a 51% interest in the summer of 2002.

The Dutch firm said the ro-ro vessels were able to handle all kinds of rolling material including trailers, lorries, cars, cassettes/mafis, as well as over-sized project cargo. Forestry products and containers can be loaded simultaneously.

Based on preliminary data, the four vessels will be 18,250 dwt with 3,000 lane m and capable of carrying 660 containers. They will have a speed of 22 knts.

As well as complying to Lloyd's Ship register, they would have Finnish/Swedish ice class super 1A so they are able to trade in the most extreme winter conditions in the Baltic, St Lawrence and in parts of the artic. The four are due for delivery from end-2005.

Swedish navy start salvage of Cold War spy-plane

A Swedish navy submarine rescue ship had begun to salvage the wreckage of a Swedish Cold War spy-plane shot down by the Soviet Union in 1952 over the Baltic, officers said on Monday.

The DC-3 was shot down by a Soviet fighter over the Baltic Sea in June 1952. The only trace found at the time was an unused life raft, but wreckage was detected this year on the seabed in international waters about nine hours by ship from Stockholm.

The fate of the eight crewmen remains a mystery, with some speculating they bailed out and were captured by the Russians.

Neutral Sweden's government at the time protested, saying the DC-3 had been on a peaceful training flight. But it later emerged that the plane was equipped with the latest British surveillance gear and had been spying on recently built Soviet radar stations at the behest of Britain and the United States.



Left : The **A 214 BELOS** of the Swedish navy –
photo : Coll. Piet Sinke ©

The crew of the Swedish submarine rescue ship **HMS Belos** lifted the left wing of the old

DC-3 from a depth of 125 meters late on Sunday, officers told Reuters reporters visiting the ship on Monday. "To me as a pilot it's a quite emotional experience to see the wing. There are clear signs of fire on it," said Swedish air force engineer and pilot Major Sven Hammarberg. "This clearly wasn't a controlled emergency landing. Had it been possible the pilot would have been capable of doing it," Hammarberg said.

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In recent weeks the Swedish navy has salvaged 40-45 smaller parts of the plane from the seabed, including radio equipment, another life raft, a propeller and parts of the landing gear. HMS Belos is now preparing to cut off and raise the right wing and early next month will raise the fuselage.

That could be more complicated than expected due to a gash along the left of the fuselage where the wing was ripped off, damage to the nose and a thick layer of clay and sediment inside the stern of the fuselage. "Of course this is not good news to us, but it doesn't necessarily mean that it's a disaster either," said Fredrik Hallstrom, captain of [HMS Belos](#).

It is hoped the salvage operation can provide clues to the fate of the crew. If no human remains or parachutes are found, speculation about their capture would continue. If remains are found, it will not be made public until forensic experts have identified them and the families have been notified.

Philippines warns small vessels as typhoon gathers force

PHILIPPINE authorities issued a warning to small vessels on Wednesday as a powerful typhoon skirted the archipelago, but said there was no danger it would hit the country directly.

The Philippine weather bureau said the typhoon - named Ketsana after a type of perfumed wood from Laos - was moving slowly northeast about 600 miles east of the country's main northern island of Luzon with winds of up to 195 kph.

"The disturbance is not expected to directly affect any part of the country," the bureau said.

A bureau official added that the typhoon was likely to keep heading northeast and miss the islands of southern Japan. In late July, typhoon Imbudo - the strongest to hit the Philippines in five years - killed nine people and caused more than Peso 1bn (\$18.1m) worth of damage to crops, mostly corn in the key growing areas on Luzon.

The Philippines - where agricultural output accounts for a fifth of the country's gross domestic product - is a major producer of coconut oil and tropical fruits such as mangoes and bananas.

US Navy Halts Plans to Send 'Toxic' Ships to UK

Plans to send nine more ships in a toxic "ghost fleet" of ageing American Navy vessels to Britain have been put on hold, officials said today. The US Government was hoping to send the nine ships, currently languishing in the James River in Virginia, to Hartlepool on Teesside for scrapping.

But amid an ongoing court battle, and with more environmental tests pending on the ships, the plans have been postponed until April next year at the earliest, the US Marine Administration (Marad) said.

Four ships in the fleet, which is contaminated with asbestos and other deadly chemicals, are already sailing towards the north east of England. Environmentalists fear that the dilapidated ships could break up on the journey, releasing deadly toxins into the sea.

Friends of the Earth is still considering legal moves to block the ships' entry into the UK, where they say they could create a health hazard. Marad said it was now carrying out further "environmental assessments" on the ships. It added that a court date to hear a challenge from US environment

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groups had been put back from this week to April 2004 and the ships would remain in dock until then.

"We are conducting environmental assessments and in addition the ships are being held until there is a resolution of the legal issues," a spokeswoman said. It is believed that the vessels contain more than 350 tonnes of PCB chemicals, 620 tonnes of asbestos, and 470 tonnes of old fuel oil.

"These ships are the United States' environmental problem, and we can and should deal with them here," said Martin Wagner an attorney for the campaigning law firm Earthjustice, which is leading the legal battle to keep the ships off the open sea. "We're concerned that these ships are the tip of a toxic iceberg consisting of over 150 other decaying, poison-laden US ships that the Bush administration plans to send to developing countries like India and Bangladesh, where environmental and worker-protection standards are nearly non-existent."

Mike Town, of the green group the Sierra Club, said: "We have facilities that can do this job right here in Virginia and provide much needed jobs while sending a signal to the world that we solve our problems, we don't just export them." Two auxiliary oil tankers were the first of the ships to leave for Teesside on October 6. They were followed by another two ships 10 days later.

Ferry disaster captain suspended

The captain involved in the Staten Island Ferry crash that killed 10 people has been suspended for refusing to cooperate with the federal investigation. New York Mayor Michael Bloomberg says Michael Gansas has sent a letter to city officials saying he is refusing to talk. The city transportation commissioner, Iris Weinshall, said she notified Gansas that he was suspended with immediate effect.

Mr Bloomberg said: "It's an outrage that somebody who can give us information refuses to talk. A person like that has no business working for the city, and we will take every legal action we can to get his testimony." He added the city will institute a series of reforms including requiring an extra person to be in the pilot's cabin while the ferry is crossing New York Harbour, as well as when it is docking. The ferries will also be fitted with new radios and global positioning satellite technology, he said. Federal officials had issued a subpoena for Gansas because he had cancelled a scheduled interview with the National Transportation Safety Board. Gansas's lawyer, Catherine Foti, confirmed she had received the subpoena but did not comment further.

Richard Smith, the assistant captain piloting the ferry when it ploughed into a maintenance pier last week, is still in a critical condition in hospital and unable to talk after attempting suicide. The captain's whereabouts at the time of the crash are considered a vital element of the investigation. City regulations require the captain to be in the ferry's pilot house during docking, which could have provided backup if the pilot was stricken.

Gansas told police immediately after the accident that he was in the pilot house and that he tried to pull Smith off the controls after he lost consciousness. At least one deckhand has told investigators that Gansas was not in the pilot house.

Bunkering: Navy Intercepts 15 Ships

The Nigerian Navy had since the month of April to October intercepted and arrested no fewer than 15 ships alleged to be involved in oil bunkering. The ships were said to have been intercepted on the high seas of the Niger-Delta water of Forcados, Escravos, Benin, Imo, Idodo river and Lagos coast. Some of the ships are MV Efunyo, MV Capbreton 1, MV Tina, MV Glory, MV Zoogu, etc.

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Briefing journalists yesterday at the Naval Western Command, Apapa Dock yard, Lagos, the Flag Officer Commanding the Western Naval Command, Rear Admiral Ibinabo Bob-Manuel, stated that the government have been making frantic effort to checkmate the activities of bunkers that have been costing the government million of dollars, adding that from April to October 2003, they have arrested no fewer than 15 ships of all sizes manned by people from Nigeria and other nationals.

He stated that the interception of the ships by the Navy signified that his men have improved from the arrest of berges as it was in two years ago to the arrest of ships. Bob-Manuel explained that the least cost of an average crude oil in each of the intercepted ship is between \$10 million to \$12 million.

The Navy Boss threatened that they would continue to arrest ships found involving in illegal lifting of crude oil in Nigerian high sea until those involved desist from the habit of economically sabotaging the federal government effort at addressing the issue. He said that 2 of the ships intercepted have however been released on the provision of documents permitting them to ship the crude oil.

Answering questions from journalists on what to do with the ships after the arrest, the Rear Admiral responded that their duty is to arrest while those responsible for prosecution would take over.

He stated that the arrest of the ships did not contravene international law because those arrested have committed an offense against the law of the land.

Stowaways found on ferry

Eight stowaways have been found in a lorry on a ferry bound for Hull. The people were discovered when they got out of the back of a refrigerated lorry on the vehicle deck of the Pride of York shortly after leaving Zeebrugge, Belgium. They told the crew they wanted to claim asylum in Britain. How they managed to evade detection is baffling P&O Ferries, which operates the Pride of York.

X-ray checks

The lorry they were travelling in will have passed carbon dioxide sensors, which can detect people breathing, and a scanner which X-rays lorries to check for stowaways at the Belgian port. The **Pride of York** has docked in Hull and the eight people are expected to formally lodge their asylum applications after being questioned by police and immigration officials.

Immigration officers say the group is believed to include seven people from India and one from Macedonia. This latest incident comes amid claims that organised people smuggling gangs are now targeting the Humber ports because of increased security elsewhere.

On Sunday, 16 asylum seekers were found in a container at Hull docks. Fourteen adults are still being questioned at various police stations in the area and two children are being cared for by social services.

Calls to find derelict ship solution

The mayor of George Town, in northern Tasmania, has called for a final decision to be made on the future of the derelict ship Cotswold Prince. The ship broke its mooring at East Arm on the Tamar River and had to be towed by two tugs.

Councillor Lawrence Archer says the ship has been at East Arm for three years and before that spent eight years in Launceston. He says the ship is not only a danger to other shipping, but an eyesore and a final resting place should be found quickly by Marine and Safety Tasmania. A temporary mooring for the vessel has been found. Late last night, Port of Launceston harbour master Charles Black

announced the vessel would be able to tie up alongside Inspection Head Wharf.

However, he said it was very much a temporary resting place

Tortelduifje op Noordzee gered

Een verliefde vrouw is woensdagavond met haar hond door de reddingsmaatschappij KNRM gered op de Noordzee. De vrouw, die op Texel woont, wilde in een rubberboot overvaren naar Vlieland, waar haar vriend woont. De harde wind blies haar echter richting Noordzee. In paniek belde ze haar vriend. Die kon slechts machteloos vanaf het strand toezien hoe de hoge golven met het bootje speelden. De reddingsmaatschappij voer met twee boten uit.

Korte tijd later konden de twee geliefden elkaar op Vlieland in de armen sluiten. Woordvoerder P. Klaassen van de KNRM op Vlieland zei donderdag dat de vrouw vaker de oversteek van Texel naar Vlieland waagde. „In de zomer kan dat, maar ze heeft zich nu verkeken op de harde wind. Eerder is ze ook al eens met haar bootje drooggevalen op het wad. Toen konden wij met onze reddingsboten niet bij haar komen. Ze heeft toen gewacht tot het weer vloed werd", aldus Klaassen. De Texelse heeft de KNRM nu beloofd de oversteek voortaan op een andere manier te maken.

'Berging Koersk doorbraak voor de toekomst'

Dat de berging van de kernonderzeeër **Koersk** door de internationale gemeenschap gebeurde, is een doorbraak voor de toekomst, vindt Igor Spassky. De 75-jarige Rus, namens de Russische regering opdrachtgever voor het naar boven halen van het schip, nam donderdag in Schiedam het eerste exemplaar in ontvangst van het boek De berging van de **Koersk**.



Schrijver **Hans Offringa** overhandigd het eerste exemplaar aan **Dhr Spassky** van Rubin

Foto : Piet Sinke ©

Het 188 pagina's tellende werk van schrijver **Hans Offringa** is gemaakt in samenwerking met **Mammoet**, het Nederlandse hijs- en transportbedrijf dat samen met **Smit Internationale** de berging leidde. Het boek is een historisch document over de ramp met de op 12 augustus 2000 gezonken onderzeeër, waardoor alle 118 bemanningsleden om het leven kwamen. Het ongeluk zou veroorzaakt zijn door een ontploffing van licht ontvlambare torpedobrandstof. De

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Koersk zonk direct naar de bodem van de Barentszee. De berging van de **Koersk** beschrijft hoe **Mammoet** en **Smit** vervolgens het gevaarlijke karwei klaarden om het schip met aan boord twee kernreactoren en 24 raketten van 110 meter diepte te halen.

„Toen ik uit de media vernam dat de **Koersk** was gezonken, dacht ik meteen: dit is een klus voor ons”, beschrijft directeur Frans van Seumeren van Mammoet in het boek. Mammoet was al bekend in Rusland, omdat het bedrijf het dak op het Olympisch Stadion van Moskou had gezet. Toch had het heel wat voeten in aarde voor het bedrijf mocht meedoen. Door middel van een hijsplatform vol strandjacks werd de **Koersk** naar boven gehaald en naar een dok in Moermansk vervoerd. Het werk was technisch ingewikkeld en lag politiek en militair zeer gevoelig. „We stonden onder tijdsdruk en het weer was bovendien slecht”, zei Van Seumeren. „De wetenschap dat we een groot graf naar boven haalden, maakte het werk extra dramatisch. Door de teamgeest tussen de Russen, de Nederlandse bergers en de Schotse duikers hebben we het gered.”



Volgens **Spassky** zijn meer van dit soort internationale samenwerkingsverbanden noodzakelijk om over de hele wereld andere schepen van de zeebodem te takelen. „Dat moet gebeuren, want ze brengen grote schade toe aan het milieu.”

Foto : Piet Sinke ©

Zijn rechterhand **Victor Baranov**, ontwerper van de **Koersk**, vindt het boek over de **Koersk** „een herinnering aan degenen die zijn overleden en aan de 'mission impossible' van

de berging die slaagde”. In Rusland is het hoofdstuk '**Koersk**' nog niet afgerond. Het officiële onderzoek naar de ramp werd met goedkeuring van president Poetin in juli 2002 afgesloten. Toch bestaat onder nabestaanden veel onvrede over de manier waarop de autoriteiten het onderzoek naar de oorzaak hebben geleid. Ook over de rol van de marine leven vragen.

Volgens **Baranov** schrijven de Russische media nog geregeld over de **Koersk** en lopen er diverse juridische procedures. Hij begrijpt dat wel. „Mijn eigen boek over de ondergang van de **Koersk** zal ik ook pas kunnen sluiten als ik er niet meer ben.”

Amsterdam eyes Norway for entertainment centre

Plans are under discussion to transform the Norway into a floating hotel, nightclub, theatre and entertainment centre and position the 316mtr long ship in Amsterdam for the majority of the year, Seatrade Insider has learned. Joop Post, initiator of the project and Amsterdam-Noord local politician, described the plans to Seatrade Insider. He said Amsterdam Maritime Resort, a Dutch company set up for the venture, is negotiating with NCL to buy the Norway 'although the financial structure of the deal is still under negotiation.' One possibility, he suggested, is that NCL becomes a shareholder in AMR. An alternative is 'NCL keeps ownership of the vessel and operates it whilst AMR manages the hotel and entertainment facilities.'

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An NCL spokeswoman declined to comment on the project.

Post said the Norway would be berthed in part of the former shipyard on the northern bank of the river IJ, opposite Amsterdam's Central Railway Station. With 2,370 beds, Norway would solve the city's hotel capacity shortage which stands at around 3,000-4,000 beds in the summer. The plan needs approval from local authorities, which will take a couple of months, Post said. He calculates Norway, languishing in Bremerhaven since July where she arrived under tow following the fatal boiler explosion in Miami, could be in Amsterdam by mid next year depending 'on what repairs NCL has in mind for the vessel.'

'The intention,' Post told Seatrade Insider, 'is to replace the damaged boiler and return the 41-year old ship to cruising class but with a reduced speed capability of around 15/16 knots as she will be based in Amsterdam around 300 days a year and for the remainder of the year sail to sporting and entertainment events elsewhere in Europe to be used as a floating hotel.' In 2004, the Olympic Games in Athens and the European Football Championships in Portugal are possible venue options.

Platform hit costs second mate £1,000

AFTER a prosecution brought by the Maritime & Coastguard Agency, Trevor Atkinson, second mate of the Hull trawler **Marbellawhen** the ship smashed into one of the legs of the Rough gas platform in May 2002, has been fined £1,000 at Hull Crown Court.

Following an investigation into the collision, the HSE had earlier prosecuted the owner and skipper of the ship, which was seriously damaged in the collision, which took place in fog as the Marr owned trawler left the Humber for the fishing grounds.

Mr Atkinson, officer of the watch at the time, was found guilty of breaching the 500m zone around a gas platform and failing to keep a good lookout.

STEVNS POWER ACCIDENT

Six missing Filipino seamen of tug/supply **Stevens Power** that capsized off the coast of Nigeria are presumed dead after two days of search and rescue operation failed to locate them. "Our principal told us this morning that they have stopped their rescue operation, only divers remained in the area for the recovery of bodies," said Renie Modelo, vice president for operations of the Crystal Shipping Inc., the agency that recruited the seamen. Initial reports said **Stevens Power** was trying to lay the anchors of a larger cable-laying ship (pipe layer **Castoro Otto**) when a crewman from the smaller vessel was heard shouting into the radio for the larger vessel "to stop pulling." Minutes later, **Stevens Power** capsized. Rescuers failed to recover bodies of crewmen. Members of the victims' families said they were immediately informed of the accident by the recruiting agency. The rescue operation for the missing crewmen was stopped after two days. The families of the seamen are expected to receive each \$50,000 in death benefits, \$1,000 for burial expenses, and \$7,000 for each of the victims' children who are below 21 years in age.

CASUALTY REPORTING

SEA HUMBER (U.K.)

Following received from Coastguard Humber MRSC, timed 1720, UTC: At 1620, UTC, Vessel Traffic Service Humber advised MRSC Humber that general cargo **Sea Humber** (1602 gt, built 1977), with a cargo of wheat, 30 tonnes of gas-oil and with seven persons on board, while swinging to anchor at Goole, in River Ouse, had been holed in forward ballast tank. No immediate danger and no pollution observed. Vessel is taking water. Tug assistance being rendered. Intentions are to take vessel into

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Goole Lock. On arrival on scene tug **Lashette** reported **Sea Humber** now aground, trying to refloat. **Sea Humber** now alongside at outer jetty, Goole, in lat 53 42N, long 00 52W. Vessel now has a list of 10 deg. Following received timed 1753, UTC: At 1750, UTC, Sea Humber now berthed safely inside Goole Locks and situation now being dealt with by harbour authorities. Pumps will be placed on board. Further listing not expected. No pollution reported.

SHIPYARD NEWS

Asry posts \$63m operating income

Asry in Bahrain reported a net operating income of more than \$63 million for the first nine months of this year, despite the Iraq war and falling ship-repair prices.

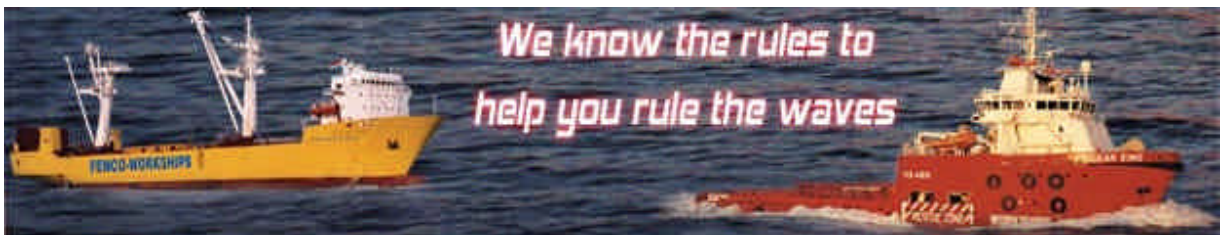
Management and staff were praised for their achievement at the company's board meeting, chaired by company chairman Eid Abdulla Yousif. Net operating income for the first nine months of the year was \$63.032m, compared to \$71.438m for the same time last year, directors heard. Ninety-seven vessels were repaired or booked for repair, most of which were very large crude carriers, compared to 76 vessels for the time last year. The board thanked the management and all employees for their achievements, despite the Iraq war and a fall in ship repair prices.

Directors approved next year's Estimated Budget, which forecasts repairing 125 vessels during next year. The board also approved spending \$1.3m to build a flat-top barge, for building tugs. It also appointed Fawzi Gosaibi deputy chief executive for commercial affairs.."

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Carnival confirms Westerdam delivery

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After closely reviewing the damage from last Friday's **Westerdam** fire at Fincantieri's Marghera yard, Carnival Corp. is now confident the newbuild will be delivered on time, a company spokesman told Seatrade Insider. The date: April 15. The blaze broke out in the aft section of Deck 7 and was extinguished in less than four hours with no injuries. Fincantieri had quickly issued a release saying the fire would not delay the ship. But until now, Carnival had not officially concurred.

Hornbeck Offshore Announces Third Quarter 2003 Earnings Release and Conference Call Schedule

Hornbeck Offshore Services, Inc. announced today that its third quarter 2003 earnings release will be issued before the market opens on Thursday, November 6, 2003.

The Company will hold a conference call to discuss these results at 1:00 p.m. (Central Time) on Thursday, November 6, 2003. To participate in the call, callers in the United States/Canada can dial toll-free (800) 642-9816 and international callers can dial (706) 679-3206. The conference ID for all callers is 3605637.

An archived version of the call will be available for replay beginning at 3:00 p.m. (Central Time) Thursday, November 6, 2003 and ending at midnight Thursday, November 13, 2003. To access the replay, the toll-free number for callers in the United States is (800) 642-1687 while the number for international callers is (706) 645-9291. The conference ID for all callers is 3605637.

Hornbeck Offshore Services, Inc. is a leading provider of technologically advanced, new generation offshore supply vessels in the U.S. Gulf of Mexico and select international markets, and is a leading transporter of petroleum products through its fleet of ocean-going tugs and tank barges in the northeastern U.S. and in Puerto Rico.

Katoen Natie bekritiseert haven

door Wout Bareman

Het havenschap Zeeland Seaports verleent onvoldoende medewerking aan de uitbreidingsplannen van de Zeeland Container Terminal in de Braakmanhaven bij Terneuzen. De directie van het Antwerpse stuwadoorsbedrijf Katoen Natie heeft de indruk dat de directie van het schap de boot afhoudt omdat er nauwelijks geld in kas is voor investeringen.

Katoen Natie wil binnen nu een twee jaar de kadecapaciteit in de Braakmanhaven verdubbelen. Drie jaar na de opening van de terminal is de topcapaciteit nagenoeg bereikt. Katoen Natie verwacht een verdere groei als in januari ook in het Vlaamse Wielsbeke een terminal wordt geopend. Vanaf dat moment fungeert de Zeeland Container Terminal als een draaischijf in het containervervoer tussen het Belgische achterland en de havens van Antwerpen en Rotterdam. Ook het shortsea-vervoer tussen Zweden, Groot-Brittannië en Terneuzen (onderhouden door een Zweedse lijndienst) vertoont groei. Daarnaast gokt Katoen Natie op uitbreiding van het vervoer over water in verband met de omvangrijke wergwerkzaamheden die de komende jaren worden uitgevoerd op de Antwerpse Ring. Directeur P. Vierstraete van Katoen Natie: „Vorig jaar noteerden we 16.000 scheepsbewegingen aan de terminal, dit jaar komen we uit op ongeveer 20.000 bewegingen. Dat geeft de groei aan. De terminal beschikt nu over een kade van 180 meter en we willen die uitbreiden met minstens honderd meter of iets meer. Daarover hebben we al met Zeeland Seaports gepraat, want het vergt van ons allebei een flinke investering. Helaas moet ik vaststellen dat het enthousiasme, dat de directie en bestuurders bij onze komst uitstraalden, plotseling is verminderd.”

Vertragingstactiek

Vierstraete noemt het besluit van de havenschapsdirectie eerst een onderzoek in te stellen naar de bezettingsgraad van de terminal - dat in relatie met het logistiek park, achter de Braakmandijk, waar Katoen Natie vooral producten van Dow Benelux opslaat en verwerkt - een bekende vertragingstactiek. Hij heeft de indruk dat het havenschap tijd wil rekken omdat er momenteel geen geld is voor een nieuwe investering. „Waarschijnlijk heeft men al het beschikbare geld geïnvesteerd in de vestigingen van Verbrugge Terminals in het Sloegebied. Desondanks wil Katoen Natie nog dit jaar de knoop doorhakken. Om extra druk op de ketel te zetten, gaat de stuwadoor binnenkort met Dow praten. „Met hulp van Dow zal het wel lukken het tij te keren en Zeeland Seaports te overtuigen van de noodzaak de terminal uit te breiden, verwacht Vierstraete.

Waarnemend directeur H. van der Hart van het havenschap is zich van geen kwaad bewust.

„Natuurlijk juichen we ieder investeringsproject toe. En het is echt niet zo dat we het ene bedrijf voortrekken voor het andere. Als we zelf moeten investeren in een dergelijke voorziening, moeten we zo'n project wel eerst op zijn meritis beoordelen. In dit geval willen we graag weten welke bezettingsgraad de huidige terminal heeft en welke vooruitzichten er zijn. Liggen de schepen drie-dik voor de kade, dan kun je spreken van een topcapaciteit, maar ik geloof niet dat dit hier nu al het geval is.

Zodra blijkt dat de uitbreiding voldoende rendement oplevert, acht het havenschap de investering verantwoord. Nog deze maand vindt overleg plaats tussen het havenschap en Katoen Natie. De stuwadoor praat binnenkort ook met Dow Chemical.

Fourth vessel to Nordö-Link

The Finnline subsidiary Nordö-Link is increasing capacity in the Southern part of the Baltic Sea. In January, the ro-pax vessel "**Finnsailor**" will change from Finnish to Swedish flag and join the service between Malmö and Travemünde. There will be four departures per day in each direction.

"**Finnsailor**" currently sails on the Kapellskär-Nådendal route. She will be replaced by Swedish-flagged "**Finnfellow**", a sister vessel to the two other vessels on the route, "**Finneagle**" and "**Finnclipper**".

Faster flow of goods at Durban harbour

DELAYS at the Durban Container Terminal, which handles more than 60% of all container traffic in SA, have been reduced to less than 16 hours.

This is a first for the harbour in recent months. The improvement in the flow of goods at Africa's busiest port is good news for importers and exporters, and ultimately the country's whole economy.

SA's export-oriented economy relies on a co-ordinated transport system and efficient operations at all its commercial ports. But the reduction in delays does not mean that the \$100 surcharge imposed on shipping lines will be lifted. In terms of a service level agreement between the country's port operations and the shipping conferences, the surcharge will remain in force until the delays have been reduced to less than 16 hours for three successive months.

Ton Bestenbreur, manager of the Durban terminal, said yesterday that delays were caused by strong winds and high swells. South African Port Operations and the shipping lines recently reached a landmark agreement to work together to alleviate congestion at the country's harbours.

The shipping lines agreed to help source cargo handling equipment and also to stick to their allotted scheduling times. This was the first time shipping lines publicly committed themselves to such an initiative.

The ultimate aim of the agreement was to devise ways to improve efficiency at supply chains beyond the container terminal level, a move that is expected to alleviate congestion at the country's main ports. Meanwhile, the Europe Southern Africa Conference said in a statement that freight rates in the

northbound trade between southern Africa and Europe would increase by 150 per 20-foot equivalent (TEU) with effect from January next year. Cargoes destined for the Baltic region would be charged at \$200 per TEU.

Svitzer Marine boosts tug fleet

SVITZER Marine is adding to its fleet of UK-based tugs with two newbuildings that are named recently



Built by Spain's Astilleros Zamakona in Bilbao, the pair will complement Svitzer Marine's existing Avonmouth fleet. The **Svitzer Bristol** and **Svitzer Brunel** represent a £6m (\$10.16m) investment by Svitzer Marine and are part of a large newbuilding programme for the UK.

Both are 60 tonnes bollard pull Azimuthing drive tractor tugs and the first of a four vessel order for the company which is wholly-owned by AP MØller-Maersk of Denmark.

The tugs are suitable for the berthing of capesize bulkers and other large ships that call at Royal Portbury Dock. They are designed for a three-man operation. **Photo : Chris Jones ©**

CMA CGM lifts feeder capacity

CMA CGM is putting larger ships on to its two feeder services between mainland Europe and Britain.

The move reflects increasing frustration with gateway ports in the south of the country and the road and rail networks, all badly congested. With this year's pre-Christmas peak season for British imports from Asia running well ahead of last year, when both Southampton and Felixstowe were hard pressed to handle the volume of business, CMA CGM is adding capacity to its east and west coast feeder links.

The move comes as regional ports strive to capture a larger share of British container traffic.

"We want to transform the supply chain and change the way goods are moved into the country," says David Robinson, managing director of PD Teesport in northeast England.

Some 1.2m teu of deepsea containers move through southeast ports each year, and PD Teesport is after "a large slice of that market". The port says it has identified 740 cargo owners within its potential

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hinterland responsible for more than 500,000 teu a year as it grows its customer base. The Middlesbrough port, which last week officially opened a new terminal designed to take annual capacity up to 500,000 teu in 2004, has ambitions to join the 1m teu a year league eventually.

CMA CGM, an outspoken critic of Britain's main deepsea ports, shares PD Teesport's views about the need to seek alternative solutions. China Navigation's Szechuen, with nominal capacity of 841 teu, will replace the 584 teu CMA CGM Liverpool on the service between Le Havre to Merseyside.

On the east coast service connecting Zeebrugge and Rotterdam with Immingham, Teesport and Grangemouth CMA CGM is deploying the 357 teu Baltic Tern in place of the 300 teu Pacheco. David Cross, CMA CGM (UK) commercial manager, said the line had been "delighted" with the progress and growth of both services. The upgrades had been customer driven at a time when the south coast ports were "struggling to cope with cargo volumes and the provision of acceptable levels of customer service".

Stuart Sutherland, managing director of CMA CGM (UK), last week complained bitterly about truck delays outside Southampton's dock gates, with many drivers now reluctant to deliver or collect containers from the port. CMA CGM has already reduced its throughput at Southampton by around 30% through greater use of feeder services from the continent, he told Lloyd's List.

NAVY NEWS

MINISTER LAYS KEEL OF SECOND ASTUTE-CLASS SUBMARINE

Minister for Defence Procurement, Lord Bach, today performed the traditional 'laying of the keel' ceremony for **HMS Ambush** - one of the biggest and most powerful attack submarines ever procured by the Royal Navy.



Currently under construction at BAE Systems, Barrow-in-Furness, **HMS Ambush** is the second of the Astute-class submarines ordered by the MoD. She joins **HMS Astute** - currently being assembled at the Barrow shipyard, and will be followed by **HMS Artful**.

With improved communications, a greater capacity for joint operations and the ability to carry more weaponry, the **Astute-class** submarines will become a cornerstone of UK defence capability. After touring the shipyard and meeting members of the workforce, Lord Bach said:

"This ceremony marks an important stage in a challenging project. The Astute class will be the most advanced and powerful attack submarine the Royal Navy has ever operated and these boats will play a key part in our defences for decades to come. "The Royal Navy has a requirement for nuclear powered submarines well into the future and the Barrow-in-Furness yard remains the UK's centre of excellence for submarine building.

"Submarines are extremely demanding engineering projects, and the Astute class is no exception. I am happy to be able to witness this significant project landmark." Around 5,000 people are employed on the programme, which has an expected cost to the MoD of around £3.6bn.

INDONESIAN NAVY EXPO 2003 HELD IN SURABAYA

The Indonesian Navy is to hold an exhibition of military equipment "TNI AL Expo 2003" at the Naval Academy here, December 5 to 7, the Naval Academy's director Maj Gen Yussuf Solichien said.

"The expo is organized on the occasion of the 58th anniversary of the Indonesian Navy, on December 5. The expo would give an opportunity to the public to know more about the armament of the Indonesian Navy," Solichien said. In a press conference he said that the exhibition would be supported by some state strategic industries, such as the Surabaya-based shipbuilding company PT PAL and the arms manufacturer PT Pindad.

Australian navy ships dock in Vietnam on a friendship visit



Two Australian navy ships have docked in Vietnam's southern commercial capital of Ho Chi Minh City on a friendship visit marking the 30th anniversary of diplomatic relations.

HMAS 151 ARUNTA

Photo : Coll Piet Sinke

The frigate, **HMAS Arunta**, and amphibious landing craft, **HMAS Tobruk**, arrived with a total of 450

personnel for a five-day port call. Their arrival coincided with a visit by Australia's maritime commander, Rear Admiral Raydon Gates, who oversees all deployment operations of the Australian navy. Admiral Gates, currently in Ho Chi Minh City, has already held meetings with his Vietnamese counterparts in Hanoi and the northeastern port city of Haiphong. The calls by **Arunta** and **Tobruk** mark the fifth consecutive year in which Australian navy ships have docked in Vietnam.

MOVEMENTS

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The tug **OCEAN DELTA** moored in Quebec — photo : Jim Gallacher ©



The laker **PIONEER** (former Canadian Pioneer) arrived on the Clyde
Photo : Tommy Bryceland , Scotland ©



The **BONITA** arrived in Terneuzen assisted by the **MULTRATUG 9** and the **HOLLAND**
Photo : Alain Doods ©

AIRCRAFT / AIRPORT NEWS

Vliegbasis Valkenburg blijft toch langer open

De marinevliegbasis Valkenburg blijft toch nog een jaar open. Aanvankelijk was het de bedoeling om de basis begin volgend jaar te sluiten, maar dat wordt nu 1 januari 2005. Minister Kamp van Defensie heeft hiertoe besloten op uitdrukkelijk verzoek van een meerderheid van de Tweede Kamer. De bewindsman zegt het besluit met tegenzin te hebben genomen. Hij noemt sluiting 'zeer verantwoord' en ziet zich nu genoodzaakt om 13 miljoen euro vrij te maken voor het langer openhouden van de basis. Eveneens op verzoek van de Kamer zal Kamp nagaan of de Orion-verkenningsvliegtuigen die op Valkenburg gestationeerd zijn, via internationale samenwerking langer in de lucht te houden zijn. Zelf is hij overigens ook daar geen voorstander van, want ook die optie zou nadelig uitpakken voor zijn bezuinigingsplannen.



Engineers work at cleaning a Concorde jet before her takeoff at London's Heathrow Airport, Thursday Oct. 23, 2003. The supersonic aircraft is on its last week of service before being mothballed on Friday

Enschede wil 318 miljoen voor sluiting Twenthe

De gemeente Enschede eist van het kabinet een compensatie van 318 miljoen euro indien de luchtmachtbasis Twenthe dicht moet. Dat heeft burgemeester Mans van Enschede dinsdagavond

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gezegd in het televisieprogramma Netwerk. Volgens Mans heeft de gemeente recht op het geld. "Het zou van de gekke zijn als er geen compensatie komt."

Minister Kamp van Defensie wil de basis sluiten, maar dit leidt tot een verlies van ongeveer 2.500 arbeidsplaatsen op en om de basis. Omwonenden van Twenthe hebben dinsdag een petitie aangeboden aan de voorzitter van de vaste commissie voor Defensie Nebahat Albayrak. Mans en de bevolking vrezen dat de sluiting van de basis bedrijven en burgers niet ten goede komt.

"We hebben de compensatie nodig. Het vliegveld is niet overbodig", aldus Mans. Volgens hem wordt er dinsdagavond nog een motie in de Tweede Kamer aangenomen waarin de compensatie toegezegd wordt. Het geld zal door de gemeente onder meer gebruikt worden voor de kenniseconomie, innovatie en technologie, liet de burgemeester weten. Ook regeringspartij D66 is tegen sluiting van de basis.



Britain's Red Arrows perform an aerobatics show in close formation flying over the sail-shaped Burj al-Arab hotel in Dubai as part of a whirlwind Middle East tour

KLM ziet winst stijgen

Luchtvaartmaatschappij KLM heeft tot verrassing van analisten de winst zien stijgen. De nettowinst in het boekhoudkundige tweede kwartaal kwam uit op 90 miljoen tegen 86 miljoen euro een jaar eerder. De omzet daalde met 12 procent tot 1,6 miljard euro. Dat maakte de onderneming donderdag bekend. Er wordt minder gevlogen door de slechte economische omstandigheden. Daarnaast heeft KLM in de afgelopen periode te maken gehad met onder meer de mysterieuze longziekte SARS, waar de maatschappij de gevolgen nog van voelt. Dat de winst toch is gestegen komt volgens bestuursvoorzitter L. van Wijk door de effecten van kostenbesparingen. KLM wordt overgenomen door Air France. Het definitieve koopcontract is vorige week ondertekend. Het duurt nog wel even voordat de resultaten in elkaar worden geschoven. KLM verwacht over het gehele boekjaar 2003/2004 quitte te draaien.

RIJMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Thursday 23-10 21:00 hrs

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PRESENT WIND DIRECTION / FORCE	:	NE 4 - 8	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	NE-ly 12	KNOTS
PRESENT BAROMETER READING	:	1018.7	hPa
MIN TEMP LAST 24 HRS	:	1.5	°C
MAX TEMP LAST 24 HRS	:	7.2	°C
OUTDOOR HUMIDITY	:	57	%
DEWPOINT	:	-3.0	°C
WINDCHILL	:	1.4	°C

Vooruitzichten van vrijdag t/m dinsdag:

LICHT WISSELVALLIG!

Af en toe zon en van tijd tot tijd een bui.

© Ed Aldus 2003	VR-24	ZA-25	ZO-26	MA-27
Maximumtemperatuur:	8	9	10	10
Minimumtemperatuur:	0	2	4	4
Zonnekans in %:	30	30	30	30
Neerslagkans in %:	70	40	40	40
Windrichting kracht:	NW-3-6	ZW-3-4	W-3-4	W-3-4

.... PHOTO OF THE DAY



October 20th arrived at Maas pilot station the Dive support vessel **BUCCANEER** enroute to Keppel Verolme in the Botlek , SMIT ships lovers should direct recognize this vessel, the ship 76 mtr long vessel which is build under yard number 833 at the Tangen yard in Norway during 1982, sailed for SMIT in 1987 and 1988 first named **MORAY HARSTAD** and later she was named **SMIT MORAY** , in 1988 she was renamed again in **MORAY HARSTAD**, during 1989 and 1991 she sailed under the name **DRIVE OCEAN** and in 1991 she was named **BUCCANEER**, the ships sails at present for **SUBSEA 7**

Photo : Hans Hoffman



Top ; The **SMIT MORAY** operating in the Persian Gulf – **photo : Coll Piet Sinke ©**

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