

DAILY SHIPPING NEWSLETTER 2003 – 200



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Telephone: (+31)105018000

(+31) 105015440 (a.o.h.)

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The **HAVILA SKAGERAK** moored in the port of Hamina in Finland

photo : Pierre Hebert ©

EVENTS, INCIDENTS & OPERATIONS

EU pushes forward single-hull ban

THE European Commission is aiming to conclude bi-lateral agreements that would see an accelerated ban on single-hull tankers extended to Russia and Mediterranean countries. The 'urgent' deals will be rushed through before any possible IMO agreements can come into effect. EU legislation governing single-hulls came into force yesterday; however Brussels has signalled that it will now be pursuing a deal to secure similar laws with its closest 'partners'. The EU has already submitted a proposal to the IMO that would effectively introduce the EU legislation on a global basis, however even if this is accepted by the IMO member states the new standards would not come into effect until April 2005 at the earliest. The European Commission is therefore keen to move quickly to fill the time gap and is aiming to conclude various agreements as quickly as possible. The IMO's Marine Environment Protection Committee is due to consider the EU proposal at a special session scheduled to be held in London on 1 December

Milford Haven settles claims

TWO claims totalling some £47M (\$79M) laid against the Milford Haven Port Authority (MHPA) following the [Sea Empress](#) incident in 1996 have now been settled. The biggest claim for £36.8M, plus interest and costs, came from the International Oil Pollution Compensation (IOPC) Fund, which sought to regain the cost of the compensation it paid out as a result of the incident. A second claim of over £10M – with interest and costs – came from Chevron Texaco, in compensation for the loss of the cargo. In a statement the MHPA said that it had agreed terms which were in full and final settlement of both claims. Ted Sangster, MHPA chief executive, said that the MHPA had "always maintained a robust defence against the claims, but fighting them has inevitably been a distraction from our statutory and commercial objectives." He went on to say that the port has, in the seven years since the incident, made "substantial changes and introduced, along with all other UK ports, innovations in our safety and port operations."

Trasmed threatened by strikes



The [LAS PALMAS DE GRAN CANARIA](#) leaving Palma de Mallorca – photo : Piet Sinke ©

TRASMEDITERRANEA staff are to launch indefinite strike action across Spanish ports from 31 October to protest against job cuts, the UGT union announced today. "Trasmediterranea has unilaterally planned to axe jobs, going against the collective labour agreement between workers and the company," a UGT spokesman said, adding that this would reduce safety levels for crew and passengers on its ships. Trasmediterranea is today in talks with the UGT aiming to avert the strike action. The ferry and cargo operator declined to comment on union claims that jobs are to go on ships operating

between Cadiz and the Canary Islands and on lines in the Straits of Gibraltar. Today's announcement, if carried through, would mark the first wave of industrial action to hit Trasmediterranea since it was privatised in August last year.



A Kuwaiti watches the Australian ship **Cormo Express** leave Kuwait City's Shuwaikh port at dusk as it set off back to Australia. The so-called 'ship of death' finally docked in Eritrea Friday

Kaalslag van vissersvloot dreigt

door Harmen van der Werf

Kaalslag dreigt onder de Nederlandse vissersvloot, als de biologische adviezen voor de visquota in 2004 onverkort worden overgenomen door de Europese visserijministers. G. van Balsfoort, directeur van het Productschap Vis, liet gisteren die waarschuwing horen na bekendmaking van de adviezen. Visserijbiologen willen een vangstverbod voor kabeljauw in de Noordzee invoeren en voorstellen voor de visserij op schol tot een minimum te beperken. Vooral het laatste advies is in de Nederlandse visserijsector hard aangekomen. Visserijbiologen hebben een misrekening gemaakt, net zoals twee jaar geleden met de kabeljauw. Zij wisten dat in 1996 veel jonge schol was geboren, maar dat blijkt bij nader inzien in de huidige scholstand niet door te werken.

Van Balsfoort zegt `verbijsterd` te zijn door de misrekening, waarbij de biologen overigens aantekenen dat er met name in de zuidelijke Noordzee veel ondermaatse schol is bijgevangen. „Maar uit niets blijkt dat dit veel meer voorkomt dan vroeger`, stelt de directeur van het Productschap Vis. „Visserijbiologen verkeren in enorme onzekerheid over de scholstand, vandaar dat zij ook niet eens een advies voor een maximale vangsthoeveelheid durven af te geven.`` Zij stellen de Europese visserijministers voor het scholquotum `tot een minimum` te beperken en een herstelplan te maken, zoals ook voor de kabeljauw is gebeurd.

Schol en tong zijn de belangrijkste vissoorten voor de Nederlandse vissers. Met de tong gaat het redelijk goed. Volgens de visserijbiologen bevindt de tongstand zich nog wel onder het `veilig biologisch minimum`, maar er komt een grote jaarklasse uit 2001 aan. Het tongquotum voor de hele Noordzee zou dan ook omhoog kunnen met ongeveer 2000 ton naar bijna 18.000 ton. Nederlandse vissers krijgen daarvan het leeuwendeel, maar zij zullen rekening moeten houden met de slechte stand van de schol en van de kabeljauw, vinden de visserijbiologen.

Voorzitter B. Daalder van de Federatie van Visserijverenigingen weigerde gisteren uitgebreid commentaar te geven. „Ik vind er niks van`, zei hij kortweg, om toe te voegen. „Ik vind het een flut advies. Ze willen de sector blijkbaar kapot maken.`` Ook bij Arnhemse visserijbestuurder B. Marijs is het vertrouwen in de biologen tot een dieptepunt gedaald. Hij verwijst naar de praktijk. „We vangen zoveel tong. Er is sprake van een explosie. Niet één visserijbioloog heeft dat voorspeld.``

Visserijbioloog F. van Beek onderkende dat de boodschap voor de visserij ernstig is. „We hadden het ook graag anders gezien.``

De visserijsector gaat nu eerst de adviezen bestuderen en vervolgens overleg voeren met visserijminister Veerman om eind december, als over de visquota wordt beslist in Europees verband, nog te redden wat er te redden valt.

S. Florida vies for Navy carrier being scuttled to form artificial reef



In an undersea landscape already strewn with intentionally scuttled ships, this would be the prize catch for South Florida artificial reef programs: 910 feet of military steel and history, a mothballed aircraft carrier.

The U.S. Navy is offering up the **USS Oriskany**, a ship that saw combat in the Korean and Vietnam wars, for sinking as a fish attractor.

After being screened out in July by state officials as a potential location of that retired warship, Palm Beach, Broward and Miami-Dade counties are getting a second shot to persuade them that the military behemoth should slide to the bottom of their coastal waters as a magnet for fish, divers and tourism dollars.

Two other counties, Escambia and Okaloosa, and two states, South Carolina and Texas, are expected to vie for the 27,100-ton vessel assembled in the New York Naval Shipyard, commissioned in 1950 and docked in Beaumont, Texas.

For the winner "this is going to be their crown jewel" of reef making, said Carman Vare, a Palm Beach County environmental supervisor. "An aircraft carrier is obviously the largest vessel you could get your hands on."

The **Oriskany** is almost twice the length of the largest vessel ever deep-sixed for a Florida reef, another decommissioned Navy ship named the **Spiegel Grove** scuttled off Key Largo in May 2002, state officials said.

DAILY SHIPPING NEWSLETTER 2003 – 200

Navy officials, who will pick up the \$2.1 million tab to prep the ship for sinking, ultimately will choose where it goes down. But they are requiring the Florida Fish and Wildlife Conservation Commission to pick one state applicant for them to consider, said Jon Dodrill, natural sciences manager with the commission. Florida had 314 ships-turned-reefs as of June, accounting for one-quarter of all the state's artificial reefs, he said.

The **Oriskany** would be a novelty with an economic payoff, according to South Florida officials and the Dive Miami Alliance, a nonprofit dive shop and fishing charter group. It should pull in people not just for its size but for its military past and place in wartime history, the group said.

"It would be outrageously good for the tri-county dive industry," said Lou Fisher, a marine biologist for Broward County.

But Fisher said it should serve marine life as well, providing 160 feet of vertical relief on the flat sea floor, niches for young fish to hide, and a base for coral and other organisms to grow. And it should relieve fishing pressure on natural reefs, said Steve Somerville, director of Planning and Environmental Protection for Broward.

"That's one less anchor that's dropped on a natural reef," he said.

The Ocean Conservancy, which prefers to see limestone and more natural reef building blocks dropped on the sea floor, is not too impressed.

"Generally things such as ships and washing machines and cars can be viewed as ocean dumping, as garbage going into the sea," said Marianne Cufone, regional program manager the conservancy. "However, recently they've been doing a great job of cleaning up these boats ... stripping them of electrical wires and harmful chemicals."

The conservation commission initially endorsed a proposal to locate the aircraft carrier more than 20 miles off Escambia County in Florida's Panhandle. But the decision-making seemed flawed to South Florida county officials and the dive alliance, who protested. The counties were given scant time to make their pitches before the first vote, said Rick Barocas, owner of the Florida Frogman dive shop and an alliance officer.

"It was very rushed; we felt kind of stabbed in the back," he said.

The alliance, which has led the South Florida charge to procure the warship, brought its availability to the state's attention with a letter to Gov. Jeb Bush, he said. Conservation Commission Chairman Edwin Roberts said Wednesday that his board on Nov. 14 plans to hear presentations from candidates and evaluate their responses to application criteria established by the Navy's ship-disposal program that didn't enter into the first selection process, Dodrill said.

It is unclear what the Navy might ask local governments to kick in to scuttle the ship, officials said. Broward and Miami-Dade are considering teaming up for a joint proposal, Somerville said. If that occurs and they prevail, the carrier could stretch across both counties, half-and-half, Barocas said.

Vare said Palm Beach County would be the natural choice because "it's a mecca for divers already." The county has clear water and is so close to the Gulf Stream the carrier should be colonized quickly by invertebrates and fish, he said. "We're definitely interested," Vare said, "but were not sure at this point to what degree."

CASUALTY REPORTING

The Thai Navy has dispatched a warship to rescue some 200 stranded tourists from the resort island of Koh Tao after ferry services were suspended due to heavy storms off the coast of Surat Thani. District chief Thanapol Antimanont said yesterday warship Sukhothai was assisting in the transfer of the tourists to the safer island of Samui. Public Health Minister Suradat Keyurapan had reportedly ordered the disbursement of a special 7-million-baht budget to fund the rescue operation while holidaying on Samui. The navy also deployed two warships to search for 26 fishermen and freighter crew whose vessels went missing off Surat Thani. Assisted by marine police, the vessels scoured the vicinity where the boats were last reported but the search operation was hampered by gale-force winds and high seas. Second Fleet operations director Capt Warongkorn Osathanont said aircraft sent to survey the area were forced to abort their missions due to poor visibility. The missing seamen comprised 18 crew members from the Indonesia-bound freighter Jong Sathaporn 18 who fell overboard and eight fishermen whose trawler capsized during the storms. An emergency rescue centre had been set up at the navy's Sattahip base in Chon Buri, and the **Chakri Naruebet** aircraft carrier had been placed on stand-by with a full medical team and provisions on board, he said. The Meteorological Department forecast more heavy storms in the region due to an almost stationary depression about 170 kilometres east of Chumphon. It advised small boats to stay ashore, warning of flash floods in Petchaburi, Prachuab Khiri Khan, Chumphon and Surat Thani

IKARUS PALACE (GREECE)

Passenger ro/ro **Blue Horizon** (27230 gt, built 1987), while manoeuvring to moor stern fast at Patras and due to strong winds in the area, came into contact with passenger ro/ro **Ikarus Palace** (29968 gt, built 1997), which was already moored alongside the quay, at 1325, Oct 23. **Ikarus Palace** sustained some damages. Following the incident both vessels were prohibited to depart pending inspection by the Marine Inspectorate of Patras. **Blue Horizon** remained outside the port for safety and later berthed at 1915 hrs. No injuries reported.



Another picture of the **Westerdam** on fire last week – photo via Jan Kraan

RESCUE OPERATION IN THE NORTH SEA



WEDNESDAY MORNING UNDER FAIRLY DRAMATIC CIRCUMSTANCES WITH WAVE HEIGHTS UP TO 7 METRE, THE CREW ON **'ESVAGT ALPHA'** MANAGED BY WAY OF VERY PROFESSIONAL EFFORTS TO RESCUE THE ENTIRE CREW OF 12 FROM THE CAMBODIAN COASTER **'SILVA'** AT THE TIME OF RESCUE **'SILVA'** WAS SITUATED APPROXIMATELY 70 NAUTICAL MILES WEST OF ESBJERG WITH A LIST OF 45 DEGREES, AS THE DECK CARGO OF TIMBER HAD SHIFTED. THE CREW OF **'ESVAGT ALPHA'** MANAGED IN COOPERATION WITH A RESCUE HELICOPTER TO PROVIDE THE CREW OF **'SILVA'** WITH SURVIVAL SUITS, WHERE UPON THE CREW OF **'SILVA'** JUMPED IN TO THE WATER IN TEAMS OF 4, TO BE PICKED UP BY THE WAITING FRC (FAST RESCUE CRAFT) FROM **'ESVAGT ALPHA'** DESPITE THE VERY DIFFICULT CIRCUMSTANCES.



THE RESCUE OPERATION LASTED 27 MINUTES ONLY **'ESVAGT ALPHA'** IS OPERATED BY THE EMERGENCY RESPONSE AND RESCUE COMPANY **ESVAGT A/S IN ESBJERG**. **ESVAGT A/S** IN COOPERATION WITH WIJSMULLER SALVAGE BV, ARE NOW ATTEMPTING TO SALVAGE

THE **'SILVA'** **ESVAGT A/S** AND WIJSMULLER SALVAGE BV ARE BOTH COMPANIES WITHIN THE Svitzer Group, WHICH IS PART OF A P MOLLER-MAERSK.

Photo's : via Lars Christian Andersen / **ESVAGT**

Coast Guard Responds to Rig Explosion

U.S. Coast Guard crews from Venice, La., and New Orleans are en route to a reported rig explosion 73 miles southeast of New Orleans. Plaquemines Parish 911 contacted Coast Guard personnel at Group New Orleans at 10:10 a.m. to report the rig explosion. Two people are reported missing, one injured. A boatcrew from Station Venice and two helicopter crews from Air Station New Orleans are responding

SHIPYARD NEWS

FINCANTIERI: GREEK GROUP ORDER TWO BOATS, ONE ASSIGNED TO PALE

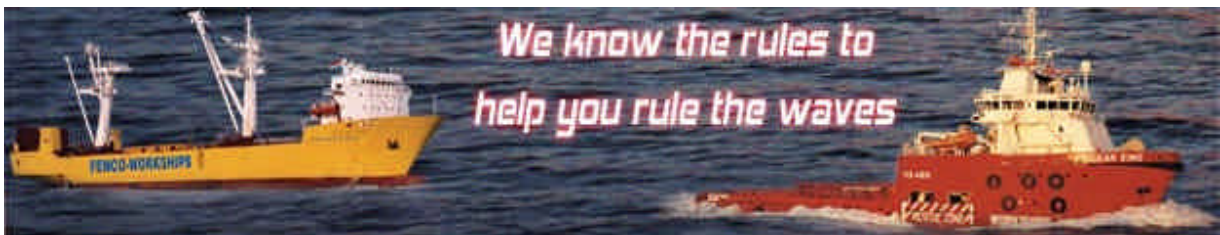
The Greek group, Neptune Lines and Fincantieri have signed contracts in Pireus for the construction of two roll-on-roll-off car carriers for a total value of more than 70 million euro. The first boat, which will be built in Palermo, will be delivered in the summer of 2005, the twin in the autumn of the same year.

The Fincantieri project, completely innovative, will allow for the exploitation to the maximum of the load the boats can carry in relation to their size, allowing for the transportation of up to 2000 cars (or alternately 1750 metres of trailers and around 1000 cars) with a high operating flexibility and great technical reliability. The boats will be 27 500 tons, will carry 6.200 tons, 165 metres long, 26.2 metres wide, bridge height over 14.3 metres, draught of 6.65 metres, with two Wartsila 6L46C engines with a total power of 12 600 kW and a speed of over 20 knots. "We are very satisfied - declared Giuseppe Bono, Fincantieri managing director - because with the order from Neptune Lines we have added another prestigious client to our clientele, showing that the Italian shipbuilding industry is also competitive in the difficult sector of transport ships, in which there is very strong competition from Far Eastern producers." The ship owner, Nikos Travlos: "We have complete confidence in the quality of Fincantieri's work. These ships constitute a further step forward in our commitment to improve the services we offer to our main customers.

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Telex : 24390 wosh nl

Teekay leaps in third quarter



TEEKAY's **ORKNEY SPIRIT** arriving in the Europort – photo : Piet Sinke ©

NEW York-listed tanker major Teekay Shipping saw third quarter net income leap to \$20.3M after charges related to the sale of five vessels and deferred income tax expense, compared to \$643,000 in the same period last year. The result reflected the acquisition, in April, of Navion and its 49 ships, and spot tanker charter rates that averaged \$18,000 a day as against \$13,800 last year. For the nine months to 30 September, net income rose to \$170.8M from just \$20.3M in 2002. Net voyage revenues for this period were \$840.8M compared to \$388.7M last year. Over the past year Teekay acquired Fortum's North Sea shuttle tanker activities, strengthened its presence in the Gulf of Mexico by taking half the shares in lightering specialist Skaugen Petro Trans, purchased 16% of product tanker operator DS Torm, and took delivery of 21 new double-hull tankers while selling 16 single skin vessels. More than three-quarters of Teekay's fleet is now double-hull. As of 30 September Teekay operated 90 tankers, time chartered a further 46 and was awaiting delivery of 13 newbuildings. Four newbuildings joined the fleet in the quarter, the Aframax tankers **Singapore Spirit** and **Fuji Spirit** and the Suezmax tankers **European Spirit** and **Nordic Stavanger**.

Grimaldi boosts short sea services



Grimaldi's **EXCELSIOR** seen here arriving in Genoa – photo : Piet Sinke ©

MOVEMENT of hazardous cargoes and passengers between the Spanish ports of Barcelona and Tarragona and Genoa, Italy is expected to be boosted by a new short-sea operator. Condemar is to be set up early next year by Spain-based Berge and Grimaldi Genoa to develop short sea services and mini cruises exclusively for Grimaldi between Spanish and Italian Mediterranean ports. Last September Barcelona signed an agreement with Genoa to enable the electronic exchange of information for the transport of dangerous goods. Grimaldi is to open its own maritime terminal at the port of Barcelona in early 2004. Last year the Italian company moved 620,000 lane metres of goods and 150,000 passengers between Spanish and Italian ports.

NAVY NEWS

USS Chafee Joins The Fleet



On a crisp fall morning in Newport, R.I., friends, family, veterans and special guests gathered to watch as **USS Chafee (DDG 90)**, the Navy's newest warship, was formally commissioned honoring the late Sen. John H. Chafee of Rhode Island.

Chafee, a decorated Marine veteran of World War II and Korea, also served as Secretary of the Navy prior to being elected U.S. senator.

With the historic and now retired aircraft carriers **USS Forrestal (CVA 59)** and **USS Saratoga (CV 60)** in the background, more than 6,000 supporters braved the blustery winds off Narragansett Bay to witness the historic commissioning.

As Virginia Chafee, wife of the late senator, called "the ship to life," the thousands of guests cheered as the Navy band played an appropriate tune. "Anchors Aweigh" blared as the first watch

charged aboard. With a roar from above, two U.S. Marine AV-8B Harrier II jets paid tribute to a late statesman and decorated veteran, now honored by the Navy's newest warship.

Chafee is the Navy's 40th Arleigh Burke-class destroyer. Built at Bath Iron Works in Maine, she is capable of multiple missions, including strike warfare with Tomahawk missiles, as well as anti-surface, anti-submarine, and anti-air defense operations.

DAILY SHIPPING NEWSLETTER 2003 – 200



Lt. Jeremy Ramberg (C) and Lt. Donald Tyer (third from right) salute with other United States Naval personnel during an arrival ceremony for some of the 300 sailors (in background aboard the '**Marshal Shaposhnikov**', a Russian Udaloy Class destroyer, in Pearl Harbor, October 24, 2003. The **Marshal Shaposhnikov** is in Pearl Harbor for a five-day port visit to Hawaii. The Russian Federation Navy last visited Pearl Harbor in 1995



MOVEMENTS

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MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>



The tug **HAMUR** operating in the United Arab Emirates

Photo : Herbert Westerwal – Westcoasting ©

DAILY SHIPPING NEWSLETTER 2003 – 200



The rockdumper **ROCKNES** of **JEBSENS-VAN OORD ACZ** moored in Schiedam
Photo : Piet Sinke ©



The former **DELFBORG** which is seen here at the slip Friday in Hendrik Ido Ambacht is sold and getting her new name **MAY** which was already welded on the bow
Photo : Ton Grootenboer ©



The **EERLAND 26** seen here in Great Yarmouth during Friday is on charter to Mammoet-Van Oord to support the jack-up platform **JUMPING JACK**

Photo : Chris Jones ©

AIRCRAFT / AIRPORT NEWS



F/A-18 Hornets assigned to the "**Mighty Shrikes**" of Strike Fighter Squadron Ninety Four (VFA-94), fly over the Western Pacific Ocean in a diamond formation during flight operations. The Nimitz Carrier Strike Group and Carrier Air Wing Eleven (CVW-11) are deployed to the Western Pacific.

Aeroflot gets first Airbus A320

AIRBUS has delivered Aeroflot's first A319 aircraft.

The A319 is the first of 18 A320 family aircraft to be integrated into the Aeroflot fleet as part of a deal signed in Toulouse in November 2002.

DAILY SHIPPING NEWSLETTER 2003 – 200

Deliveries of these aircraft to Aeroflot, replacing some of the 27 Western-built aircraft, currently in service with the airline, will be completed by the end of 2004.

Firm orders for the A320 family now exceed 3,000.

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Saturday 25-10 18:30 hrs

PRESENT WIND DIRECTION / FORCE	:	W-ly 25 – 30 KNOTS
PRESENT BAROMETER READING	:	1012.6 hPa
MIN TEMP LAST 24 HRS	:	6.2 °C
MAX TEMP LAST 24 HRS	:	10.7 °C
OUTDOOR HUMIDITY	:	72 %
RAINFALL LAST 24 HRS	:	4 mm
DEWPOINT	:	3.7 °C
WINDCHILL	:	7.1 °C

Vooruitzichten van zaterdag t/m woensdag:

WISSELVALLIG!

Veel bewolking, slechts af en toe zon en van tijd tot tijd regen of enkele buien.

© Ed Aldus 2003	ZA-25	ZO-26	MA-27	DI-28
Maximumtemperatuur:	9	9	10	12
Minimumtemperatuur:	2	4	4	5
Zonnekans in %:	30	20	30	20
Neerslagkans in %:	50	70	30	50
Windrichting kracht:	W-4-5	NW-3-4	ZW-3-4	ZW-4-6

.... PHOTO OF THE DAY

DAILY SHIPPING NEWSLETTER 2003 – 200



The **ABEILLE GASCOGNE** operating in the Port of Le Havre – photo : Pierre Hebert ©

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

