

DAILY SHIPPING NEWSLETTER 2003 – 209



Number 209 ****DAILY SHIPPING NEWSLETTER****Wednesday 05-11-2003



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This is the new Calmac ferry **Coruisk**. She is the last ship built by Appledore Shipyard in Devon.

Shortly after delivering this ferry the shipyard closed due to lack of orders.

The ferry can load either from the bow or the stern in the conventional way but she also has a side loading ramp on the port bow to allow her to work on certain routes that require a side loading vessel.

She will work on the Calmac network on the River Clyde in the winter and on a selected route in the Western islands of Scotland for the summer.

Photo : Tommy Bryceland ©

EVENTS, INCIDENTS & OPERATIONS

Learned from several sources that the tug **IRBIS** with the newbuild casco is delayed, the transport passed yesterday the Kieler canal and is expected to depart again from Brunsbuttel Wednesday bound for Rotterdam

AURORA ENROUTE SOUTHAMPTON



The cruise ship '**Aurora**' leaves from the port in Gibraltar, Monday, Nov.3, 2003, heading back to England. Spanish authorities closed its border with Gibraltar Nov. 3 in reaction to the cruise ship Aurora being allowed into Gibraltar. Some passengers on board have been stricken with Norovirus, a highly contagious gastrointestinal virus.

SCRAP TANKERS BACK TO THE USA ????

Undated U.S. navy hand out photographs received on November 4, 2003 shows the **USS Caloosahatchee** and below the **USS Canisteo** in service, one of four polluted U.S. navy ships currently traveling across the Atlantic to be scrapped in the UK. The



controversial plan was in tatters on Tuesday after two government agencies said the scheme no longer had approval and urged the to turn back.

'Ghost ships' still heading for Britain

US maritime authorities are insisting that two ancient and heavily polluted US Navy vessels will continue heading for British waters, despite permission having been withdrawn for them to be scrapped at a Hartlepool shipyard.

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The **Canisteo** and **Caloosahatchee** - both Second World War-era Navy cargo carriers - were the first of 13 ships from the James River Reserve Fleet in Virginia due to be dismantled in Britain under a \$16m (£10m) deal between the British company Able UK and the US Maritime Administration (Marad).

But on Friday, the Environment Agency reversed an earlier decision, saying that the required waste disposal licence was now invalid, and that other necessary permits had yet to be obtained. The ruling is a big victory for environmental groups in both Britain and the US, which have contended that the 4,500-mile journey under tow of the vessels, contaminated with asbestos, PCBs and fuel oil, posed a major pollution threat.

Later Marad said it was "aware" of the issues raised, but the ships were still sailing towards Britain. "As we work toward a resolution of these issues between the UK Environment Agency and Able UK, the ships will continue to transit the Atlantic," said the agency.

According to Earthjustice, the environmental law group leading the campaign in the US, the 13 so-called "ghost ships" contain 350 tons of carcinogenic PCBs, 620 tons of asbestos and 470 tons of old fuel oil. Not only could the dismantling work be carried out in the US, Earthjustice argues, the deal with Able UK also violates US environmental laws.

But Marad last week again insisted that the operation was being handled in "an environmentally responsible and fiscally sound manner", and that all contaminants on board had been properly secured.

In fact, only four of the vessels have embarked on what was supposed to be their final voyage - the **Canisteo** and the **Caloosahatchee**, followed by the 1960s-built submarine tender **Canopus** and the breakbulk cargo ship **Compass Island**.

What happens next is unclear. One possibility is that the four head for the Azores - though that would require permission from Portugal. The environmental activists, meanwhile, demand that they return directly to the US.

Friends of the Earth, which had threatened legal action against the Environment Agency, is adamant the ships must not enter British waters. "The only justifiable course of action is for the EA to make clear that they must return to the US," said Phil Michaels, the group's legal director.

PETROBRAS 43 ARRIVED IN BRAZIL



Photo's : SMIT Heavy lift

The FSO **PETROBRAS 43** arrived after a long distance tow which started in Singapore behind the **SMITWIJS LONDON** and the **DE-DA** in Rio de Janeiro



Vaarwegen dicht door bezuinigingen Rijkswaterstaat

door Ben Jansen

VLISSINGEN - De vaarroutes in Zuidwest-Nederland en op de Waddenzee dreigen in de knel te komen door bezuinigingen bij Rijkswaterstaat. De directie Noordzee, verantwoordelijk voor de vaarwegmarkering, overweegt taken te schrappen om de begroting sluitend te maken. De mogelijke gevolgen voor Zeeland zijn onbekend.

Volgens een verklaring van H. Gorter, voormalig hoofd van de vaarwegmakeringsdienst in de regio noord, moet 3,2 miljoen euro op plaatsing en onderhoud en boeien en tonnen worden bezuinigd. Dat zou de directie Noordzee willen doen door dertig arbeidsplaatsen te schrappen, twee van de zeven betonningsvaartuigen uit de vaart te nemen en een van de vier werkplaatsen voor onderhoud van boeien en tonnen te sluiten. Een van die betonningsvaartuigen is in Vlissingen gestationeerd: de Frans Naerebout. In Vlissingen is ook een onderhoudswerkplaats.

De bezuinigingen leiden naar het oordeel van Gorter tot de opheffing van 40 procent van de vaarwegen in Zuidwest-Nederland en op de Waddenzee doordat de bebakening er wordt opgeruimd. De verwachting is dat vooral tonnen voor de recreatievaart zullen worden verwijderd. Daardoor wordt het drukker op de hoofdvaarroutes met alle risico's van dien.

Wordt het betonningswerk uitgevoerd door de directie Noordzee, de plaatsen waar in de Zeeuwse wateren boeien en tonnen komen te liggen, worden bepaald door de directie Zeeland. Een woordvoerder van Rijkswaterstaat Zeeland zei gisteren dat onbekend is of en in welke mate zal worden bezuinigd op de vaarwegmarkering. Volgens hem is intern overleg gaande over de gevolgen van allerlei besparingsmogelijkheden. „Het uitgangspunt is in elk geval dat oplossingen worden gevonden waarbij de veiligheid voorop blijft staan.” Bij het ministerie van Verkeer en Waterstaat werd meegedeeld dat eventuele bezuinigingen bij de vaarwegmarkering in een interne notitie staan die nog moet worden besproken. Duidelijk is evenwel dat beheer en onderhoud van vaarwegen meer geld kost dan er nu voor beschikbaar is. De begroting van Verkeer en Waterstaat komt deze week aan de orde in de Tweede Kamer.

STEVNS POWER INQUIRY

The National Maritime Authority (NMA) has set up a panel of inquiry to investigate the cause of the sinking of tug/supply **Stevns Power** just as it urged Agip oil to refloat the ship, preparatory to a full scale investigation. Assistant Director, Search and Rescue (SAR) an emergency operator of the NMA, commissioner Iliyosu Tijjani Bako (rtd), disclosed this in an exclusive interview in Lagos. As at the time of the incident on Oct 19, some nautical miles from Bonny Off-Shore oil terminal, sources said that the vessel suddenly capsized and within five minutes, went down to the bottom of the sea with its 11 crew members on board. Although he did not disclose the number of professional surveys enlisted on the board of enquiry, he said that the surveyors have been employed fully to serve on the board. While stressing that a vessel of that size will not just go down in five minutes, he said that the NMA was encouraging Agip to refloat the vessel ahead of full scale investigation into the matter. Sources said there were 11 crew members on board and that they all went down into the vessel. Sources further disclosed that the vessel was working for Agip oil, and that the area where the incident occurred was marked to avoid any dangers it may pose to others.

Nominaties voor Zeeuwse reddingsboten

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DOMBURG - Twee Zeeuwse reddingsboten maken kans op de titel Reddingsboot van het jaar 2003. De **Jan B.** van de reddingsbrigade Zierikzee en de **6929** van de Domburgse brigade zijn doorgedrongen tot de finaleronde.

Leden van reddingsbrigades, de Koninklijke Nederlandse Reddingmaatschappij, de brandweer en watersporters konden stemmen. Uit de nominaties heeft een jury tien finalisten gekozen. Behalve de twee Zeeuwse boten maken ook schepen uit Urk, Katwijk, Egmond aan Zee, IJmuiden, Warder, Naarden, Dordrecht en Sint Maartenszee kans. De stemming voor de uiteindelijke winnaar gaat via www.reddingsboten.com. De uitslag wordt in januari bekendgemaakt.

CASUALTY REPORTING

MILOS (GREECE)

On Nov 3, bulk **Milos** (37337 gt, built 1978) grounded in the Parana River, Argentina. Previously vessel had departed from Rosario, with destination La Plata. On board are 18 crew members who are in good health. Refloating efforts were made with the vessel's own means, but with negative results up to now. From the grounding there was no pollution or ingress of water

TASMAN SPIRIT (MALTA)

The American Club, the P&I club for the crude oil tanker **Tasman Spirit**, has again urged Pakistan to respond to proposals to establish a framework for compensation, to allow removal of the wreck and pave the way for the crew's release. "The club is concerned that company personnel or counsel visiting Pakistan might also be held hostage," it said in a statement. The vessel's managers fear family or management visiting their crew may also be detained. "Tasman Spirit's crew must be released from their captivity. Their detention is wholly unreasonable." In an Oct 18 letter sent to the country's President, General Pervez Musharraf, as well as to other top officials, the P&I club suggested the government discuss the proposal with IMO expert John Maxwell to investigate means of assessing and paying claims. Its latest call for dialogue comes after International Salvage Union president Joop Timmermans called on Pakistan to release immediately Tsavliris salvage master Nikolaos Pappas who, together with members of the vessel, were detained following the recent Karachi oil spill and could face stiff jail terms. Meanwhile, Karachi West judicial magistrate Mumtaz Ahmed Solang will hear an application by the crew and salvage master Pappas on Saturday (Nov 8) seeking the dismissal of the criminal case against them. The crew's lawyer, Mohammed Ilyas, had filed an application claiming the charges of negligence and delaying the removal of the cargo of Tasman Spirit were misconceived. A spokesman for Tsavliris said: "We have no charges and the issue is going from court to court and being delayed."

TRICOLOR (NIS)

Vehicle **Tricolor**'s salvage operation, due to finish this month, is to be extended by almost a year due to the number of vehicles still on the seabed. The Norwegian tanker, which sunk off the Belgian coast in December 2002, provoked an environmental disaster when it began leaking fuel. The tanker was carrying a cargo of Volvo, Saab and BMW cars at the time of its sinking, only 330 of the 2,862 cars which were aboard have been brought to the surface. "With vehicles still full of fuel, further environmental damage cannot be ruled out," said Captain Jacques Loncke, head of the Belgian Coast Guard. A massive salvage operation has been ongoing for several months, the vessel was sawed into several pieces before being towed to the port of Zeebrugge for dismantling. The final debris of the vessel's cargo is resting some 16 metres underwater and so is not longer a hazard for navigating vessels

COURAGEOUS ACE (PANAMA)



Vehicle **Courageous Ace** (56439 gt, built 2003) and Chinese vessel Fu Yuan Yu F38 were in collision in Kurushima Strait off Ehime Prefecture, but no one was injured, the local coast guard said. In addition, no oil leaked from either ship, coast guard officials said. London, Nov 3 -- Following received from Japan Coast Guard, timed 2000, UTC: Vehicle **Courageous Ace** was in collision with vessel Fu Yuan Yu F38, 608 gt. Fu Yuan Yu F38 had some flooding but was in no danger of sinking.

SHIPYARD NEWS Netherlands

Keppel Verolme this week plays host to a twin LPG carrier booking from shipmanager Zodiac, to inspect and survey the Societe Anonyme Monegasque d'Administration Maritime et Aerienne vessels **Surrey** and **Sussex**, which are both 14,102 gt.

While the job will entail no more than a couple of days work on each vessel, it is notable because the two ships are being brought into drydock under vapour, a capability limiting yard selection to a handful worldwide.

Keppel Verolme has also secured a longer-term project from Stena covering special survey work on the drill rig **Stena D**. This project, destined to last a month, calls for all spaces to be opened for inspection.

Bahrain

ASRY reports 11 vessels are due to arrive in the next two to three weeks, representing the continuation of a busy period for the repair facility. The company currently has some 13 vessels in the yard.

Last week, Asry finished refurbishment work on SAR 201 — a Saudi Aramco jack-up drill rig that underwent a major overhaul, blasting and painting.

Also in dock are: the Kuwait Oil Tanker product tanker **Al Sabiyah** (35,644 dwt); the Shipping Corporation of India LPG carrier **Annapurna** (21,000 dwt); the Eastwind Investments reefer ship **Saramati**, (7,188 dwt); the Benor product tanker **Venture** (76,000 dwt); **Sara Viking**, an 84,040 dwt Waterfront Shipping tanker; the Brostrom tanker **Bro Selma** (81,351 dwt); the Pratibha tanker **Pratibha Cauvery** (29,810 dwt); the Bergesen LPG carrier **Igloo Tor** (1 2,794 dwt); and **Mercan A**, a 41,378 dwt. bulker last registered to Indian Breakers.

UK

TWO new accreditations have confirmed A&P Falmouth's position as one of the country's leading ship repair businesses.

Bureau Veritas Quality International has certified A&P's operations as conforming to the requirements of BS EN ISO 14001-1996 for environmental management and OHSAS 18001-1999 for occupational health & safety.

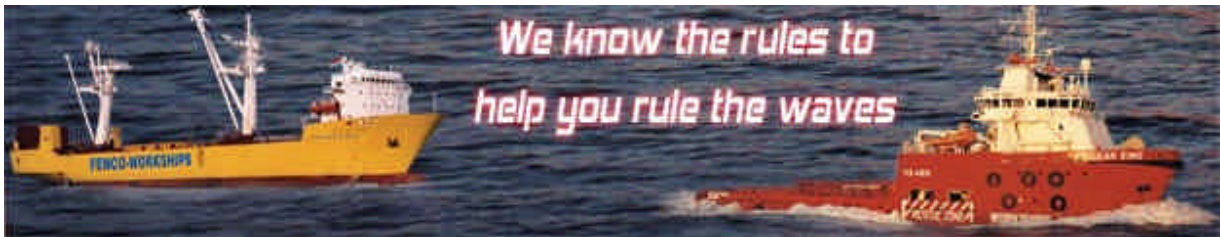
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The latest certifications — which follow the yard's achievement of the ISO 9001-2000 standard for quality management in August 2002 — make A&P Falmouth the only ship repair yard in the UK to have been awarded all three certifications.

ROUTE, PORTS & SERVICES

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HMM takes delivery of first ever Japanese-built ship

HYUNDAI Merchant Marine has had a chance to see the completion of its first ever ship built in Japan. Mitsubishi Heavy Industries, Japan's largest builder, built the 4,680teu ship called *Hyundai Glory* at its Kobe yard, and HMM will take the ship on a long time charter from February next year through trading house Mitsubishi Corp.

The ship will be deployed on the transpacific. HMM has historically always order from fellow affiliate Hyundai Heavy Industries. HMM went to MHI in 2001 for timing reasons, needing to meet alliance requirements.

In related news on changing shifts between Japanese and South Korean businesses Samsung Electronics and Sony have announced plans to form a joint venture in the first three months of next year that will produce LCD panels for use in television sets. Sony and Samsung have been fierce rivals for years.

In November last year, East Asia watchers saw Samsung's market capitalisation overtake Sony's for the first time.

Car carriers become stevedores

MAJOR players in the car carrying sector are to invest in stevedoring at the French port of Le Havre to improve terminal operations. UECC (United European Car Carriers), a joint venture between Wallenius, NYK and HUAL will form local ventures to supervise ro-ro operations in the port. UECC is to team up with local terminal operator SHGT to create a new venture called Manucar, which will handle all UECC

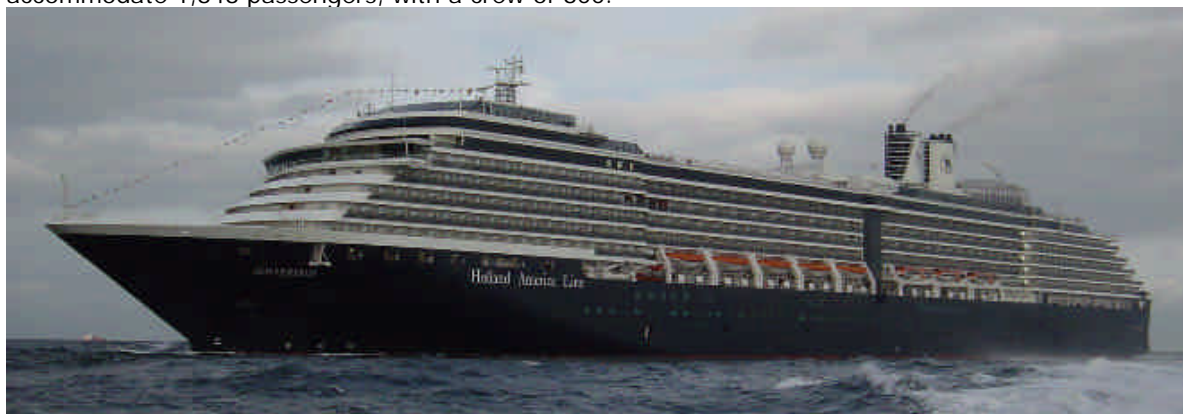
vessel calls in Le Havre. Last year, UECC handled 60% of the port's new car traffic, with about 300,000 vehicles. It works for major car exporters such as GEFECO and CAT. Meanwhile HUAL, another major client of the port is also looking to set up its own stevedoring branch, Terminal Roro Service, to improve its operations. Ro-ro traffic in new cars at Le Havre has been booming. Last year it handled 528,000 new cars and hopes to double this in the short term, thanks to the massive investment dedicated to the expansion of the port's ro-ro facility.

Grimaldi starts Baghdad service

ITALIAN operator Grimaldi Naples has started serving Iraq through East Mediterranean ports as an extension to its successful Euro-Med short-sea shipping network. Regular shipments from northern Europe, Italy and the US use Grimaldi's hub terminal in Anwerp. Onward shipment to Baghdad other cities in Iraq and Kurdistan pass through the Syrian ports of Latakia and Tartous, Haifa in Israel, the Turkish port of Mersin and Beirut in Lebanon. Grimaldi's service does not include to the land leg. The trade has been pushed by shippers such as Caterpillar who face delay to cargo because of heavy congestion at the Jordanian port of Aqaba, the Suez and the Gulf.

Cruiseship MS OOSTERDAM sails into Greek waters for the first time

The five-star cruise ship MS **OOSTERDAM** sailed into Greek waters for the first time and is one of the two ships in this category that will remain berthed in the port of the Piraeus for the Olympic Games, as part of the ATHENS 2004 Hospitality Programme. Representatives of the Organising Committee took the opportunity to visit the first of these vessels in order to be briefed about the facilities and services to be provided. The MS **OOSTERDAM** was christened in Rotterdam in July 2003 and can accommodate 1,848 passengers, with a crew of 800.



The **OOSTERDAM** enroute Rotterdam for the christening ceremony – photo : Piet Sinke ©

ATHENS 2004 was represented by Games Services General Manager, Basile Neiadas, International Relations General Manager, Dionyssi Gangas, Director of Security, Commissioner G. Plaka, and other OCOG executives. They were given a guided tour of the ship by crewmembers and representatives of SPORTIUS HOSPITALITY, a participant in the Hospitality Programme. They visited the accommodation for representatives of the National Olympic Committees in August 2004 Olympic Games.

In a short address the SPORTIUS HOSPITALITY Managing Director, Nikos Gazelidis, spoke about the company's work in relation to the Hospitality Programme that is to be implemented with the ship's arrival in Greece. He thanked the representatives of the Holland America Line Company (the company that owns the ship) and SportiusHospitality for their contribution to the ATHENS 2004 Hospitality and

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Accommodation Programmes. He pointed out that in 2004 there would be considerable demand for accommodation and that this demand would, to some extent, be met by these cruise ships.

“The floating hotel Hospitality Programme will become one of the largest in the history of the Olympic Games”, he said, “and in combination with the upgrading of port facilities it will turn the port of Piraeus worldwide into one of the most important ports in the Mediterranean”.

He then presented data about the newly berthed ship. The cruise ship would, he said, accommodate 15 National Olympic Committee members and also some of the numerous delegations, such as those of Russia and South Africa. A total of eleven cruise ships would be berthed in the port of Piraeus and would be able to accommodate 13,000 passengers. He also referred to the works currently under way in Piraeus port to upgrade the area so that it would be able to accommodate the cruise ships at Games-time.

The port was also due to undergo a facelift, with the renovation of old buildings and berthing spaces. Other projects being carried out by the various bodies involved were the waste removal and sewage systems, and the upgrading and extension of the existing electricity supply network with a view to providing high quality services to passengers and crews at Games-time.

NAVY NEWS



The new South African corvette **Amatola** arrived at Cape Town Tuesday November 4th.

MOVEMENTS

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The **TULA** arrived in Antwerp –photo : Willem Kruit ©



The **Bro Anton** outbound from BP Finnart on the Clyde with a cargo for Dublin
Photo: Tommy Bryceland ©



The **PENTOW SALVOR** seen in Port Gentil - Gabon
Photo : Oddgeir Refvik ©



The tug **Battleaxe** on the bow of the **Alpha Era** sailing on Saturday morning from Port Talbot
Photo : Chris Jones ©

AIRCRAFT / AIRPORT NEWS

KLM blijft vliegen op Eindhoven

KLM blijft vliegen tussen Eindhoven en Schiphol. Dat is het resultaat van overleg tussen de luchtvaartmaatschappij en bedrijven uit de regio.

Een woordvoerder van KLM zei dinsdag dat KLM garanties heeft gekregen van bedrijven om de dagelijkse lijn commercieel verantwoord in stand te houden. Hij wilde niet zeggen welke garanties dat zijn. „Het gaat niet om een vaste afname van stoelen.”

KLM wilde vanaf 19 december stoppen met de vluchten omdat ze onvoldoende opbrachten. Een aantal grote bedrijven uit de regio, zoals Philips en ASML, dreigde daardoor hun snelle verbinding met Schiphol kwijt te raken.

„We hebben afspraken kunnen maken met zakelijke klanten en leveranciers waardoor de vluchten commercieel aantrekkelijk worden.” De woordvoerder wil niet zeggen voor welke periode de

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garanties gelden. Doordeweeks gaat een Fokker 50 vier keer per dag heen en weer, tijdens het weekeinde twee keer per dag.

LOT Polish Airlines joins Star Alliance

LOT Polish Airlines has joined Star Alliance, making it the 15th member of the group and extending its worldwide network into eastern Europe.

LOT serves 12 domestic and 48 international destinations out of Warsaw with a fleet of 51 aircraft.

Some 3.4 million passengers were carried in 2002, a five per cent increase on the previous year.

The Star Alliance network spans 680 airports in 127 countries, while its fleet of over 2000 aircraft makes almost 11,000 daily departures.

This year, Star Alliance airlines are expected to carry over 300 million passengers.

Star Alliance members are Air Canada, Air New Zealand, ANA, Asiana Airlines, Austrian, bmi, LOT Polish Airlines, Lufthansa, Mexicana Airlines, Scandinavian Airlines, Singapore Airlines, Spanair, Thai Airways International, United, and Varig Brazilian Airlines.

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Tuesday 04-11 21:30 hrs

PRESENT WIND DIRECTION / FORCE	:	SW-ly 10 – 12 KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	SSW 12 KNOTS
PRESENT BAROMETER READING	:	1029.0 hPa
MIN TEMP LAST 24 HRS	:	10.8 °C
MAX TEMP LAST 24 HRS	:	12.5 °C
OUTDOOR HUMIDITY	:	85 %
DEWPOINT	:	8.2 °C
WINDCHILL	:	6.0 °C

Vooruitzichten van woensdag t/m zaterdag:

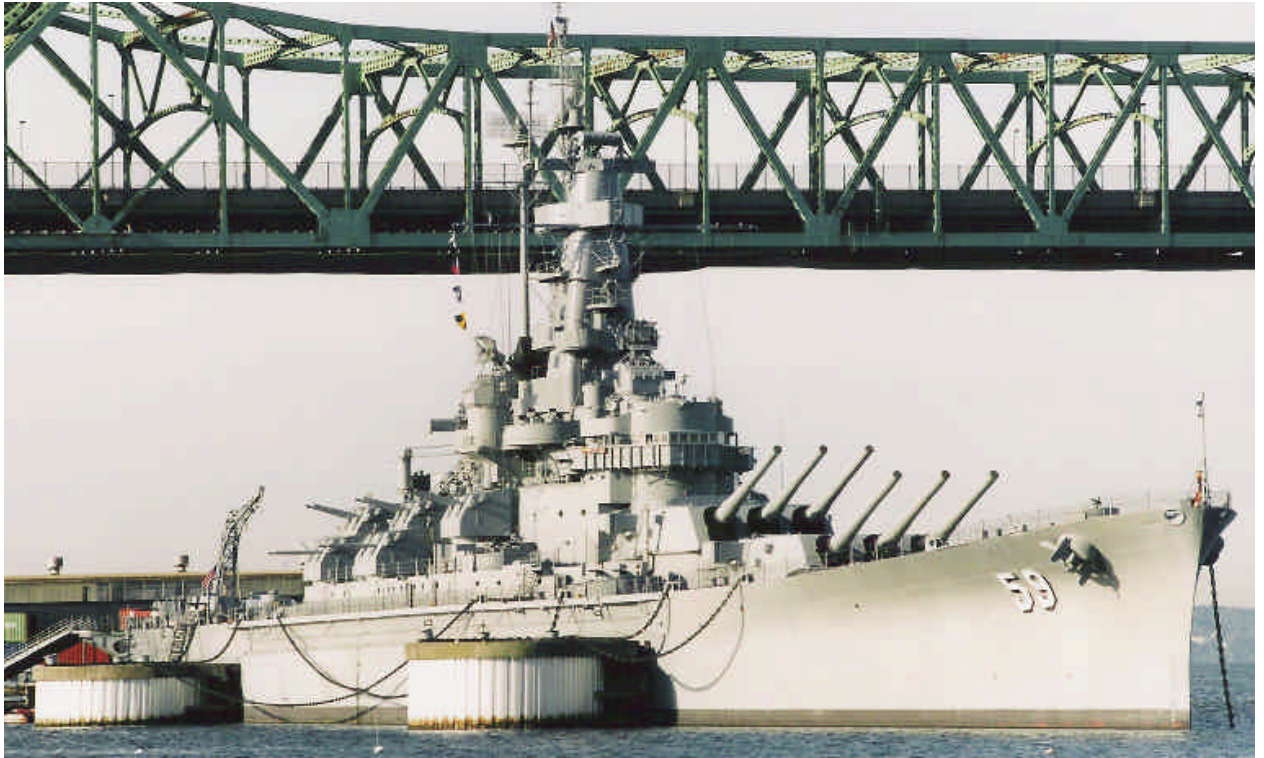
FRAAI HERFSTWEER!

Zonnig en droog, de temperatuur gaat langzaam wat naar beneden met later in de nacht kans op vorst aan de grond. Vanaf vrijdag zal het wat schraal gaan aanvoelen.

© Ed Aldus 2003	WO-05	DO-06	VR-07	ZA-08
Maximumtemperatuur:	12	12	11	10
Minimumtemperatuur:	5	5	2	2
Zonnekans in %:	50	80	80	70
Neerslagkans in %:	5	5	5	5
Windrichting kracht:	ZO-3-4	ZO-3-4	O-3-5	O-4-5

.... PHOTO OF THE DAY

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The **SOUTH CAROLINA class** Battleship **MASSACHUSETTS (BB 59)** moored as a museum ship at the Fall River in Massachusetts

Photo : Arie Valk ©

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