

DAILY SHIPPING NEWSLETTER 2003 – 212



Number 212 ****DAILY SHIPPING NEWSLETTER***Saturday 08-11-2003

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



The **WIND SURF** moored in Barcelona – **Photo : Rokus Dieleman ©**

EVENTS, INCIDENTS & OPERATIONS

Lay-up list lengthening, says broker

The last month has seen a stream of vessels heading for lay up, reports Seabrokers.

Among these are several anchor-handlers from TFDS's fleet. The AHTS UT704 **Troms Tjeld** has been moved to Leith to go into warm lay up since it finished it's Irish Wind Farm contract.

However, the owners have been quoting the vessel as available for work. Meanwhile the AHTS UT708 **Aldoma** left for lay up in Malta around the same time as the Tjeld. The **Aldoma** is used to the sunnier climes having spent spring and summer with Repsol off Spain.

Both of the anchor-handlers have given possible lay-up departure times as spring next year.

Gotland eyes de-listing

THE board of Gotland Rederi, the Swedish operator recently hit by a bribery scandal, has decided to call an EGM about its delisting from the Stockholm Stock exchange. The company, which is not selling shares, says the decision is based on the fact that it does not need to raise venture capital on the stock market and does not want to have to inform the public on business decisions such as ship sales and purchases, which the market requires. The EGM is due to be held on 11 November and if the proposal is accepted, Gotland's shares would be de-listed on 15 January and the board proposes that shareholders be paid SK308 (\$36) per share. The ten biggest shareholders held 68% of the equity in the company at the end of last year. The company has been listed since 1982, but trading in its shares has been thin, with only 1,242 shares totalling at an average SK207,000 being traded per day last year.

Crew threaten action at Constanta

NINE crewmembers on board the Georgian-flagged **Avra** have threatened to block operations at the port of Constanta if they are not paid overdue salaries. Nine of the 27 crew complained to the ITF that they have not been paid a total of around \$50,000 for the last five months. ITF's Romanian representative, Adrian Mihalcioiu, told Fairplay today the Greek shipowner said it was behind salary payments because of cash-flow problems, which have just been solved and has assured its crew that salaries will be paid in days. However, if it is not forthcoming they threaten to block the vessel's loading operation of the 26,812dwt bulk carrier, which arrived at port last week to load wood products for Saudi Arabia. Mihalcioiu also revealed that there is an African stowaway aboard the vessel, which the crew have been caring for.

Giftig afval in haven

Een onderschepte partij met lekkend gevaarlijk chemisch afval heeft drie jaar lang in de Rotterdamse haven gestaan. Omdat die situatie niet langer verantwoord was, wordt het afval nu verbrand. Het gaat om 29 containers met in totaal 3000 verschillende chemische stoffen verpakt in oude, roestende vaten. De opslag en afvoerkosten zijn al tot 1 miljoen euro opgelopen.

De 295 ton gevaarlijk afval werd in november 2000 al opgespoord. De lading was afkomstig van Pyramid Chemicals, een afvalmakelaar uit de Verenigde Staten. Dat bedrijf wilde de chemicaliën dumpen in Nigeria. Met vervalste papieren probeerde de afvalmakelaar het illegale transport nog te

DAILY SHIPPING NEWSLETTER 2003 – 212

verdoezelen. Omdat de genoemde afnemers in Nigeria niet bleken te bestaan en het Amerikaanse bedrijf zijn transport weigerde terug te nemen, bleef de partij in Rotterdam.

„In totaal is er vijf keer lekkage opgetreden“, zegt P. van Dael van het ministerie van VROM. „Het afval stond op een speciale plek aan wal en het afval is opnieuw verpakt om milieuschade te voorkomen. Nu vertrekt dagelijks om 5 uur 's ochtends een vrachtwagen naar de verbrandingsinstallatie. Dan is er weinig verkeer op de weg. De vrachtwagen moet er vóór 6 uur zijn omdat het om zeer gevaarlijk afval gaat.“

De afgelopen jaren is rond de partij afval een juridisch steekspel uitgevochten. De VS namen de containers niet terug. De Amerikanen hebben het verdrag niet getekend dat dat verplicht. De autoriteiten onderzochten de zaak wel. Pyramid Chemicals was na klachten van omwonenden al op de vingers getikt, omdat de schadelijke chemicaliën waren opgeslagen naast een school. Drie weken later was de troep weg om vervolgens in Rotterdam weer op te duiken. „Bij een controle bleek dat de afnemer in Nederland niet bestond en dat de lading niet zo onschuldig was als gesuggereerd“, zegt Van Dael. „In Nigeria zou het vast verdwijnen en het milieu zou grote schade oplopen.“

Het bedrijf probeerde nog onder de gevolgen uit te komen door in Nederland voor de Raad van State te betogen dat het niet om afval zou gaan. Amerikaanse milieu-inspecteurs zijn naar Nederland gekomen om de containers te onderzoeken. Uiteindelijk is de zaak overgedragen aan de autoriteiten in de VS. Daar loopt een onderzoek tegen Pyramid Chemicals dat in de tussentijd failliet is gegaan.

„We zullen de 1 miljoen euro voor het opslaan en vernietigen van het afval bij het bedrijf neerleggen“, zegt P. van Dael van VROM. „Ondanks het faillissement is er nog geld te halen, anders zouden we het natuurlijk niet doen. Als het bedrijf weigert te betalen, kunnen we hier een rechtszaak beginnen of in Amerika.“

High Court decision to prevent work on toxic ships

A High Court judge has granted an injunction preventing any dismantling work for the scrapping of a “toxic ghost fleet” of former US navy ships on Teesside in the UK.

The injunction against the Teesside firm, Able UK, prevents such work until legal challenges are heard in early December 2003.

According to the environmental group, Friends of the Earth, permission for the ships to enter UK ports is invalid and “the Environment Agency, Friends of the Earth and Hartlepool council have all called for them to be returned to the USA”.

Friends of the Earth went to the High Court in London to ask the judge to quash a modification to a waste management licence granted by the Environment Agency to Able UK in September 2003.

The Environment Agency is said to have agreed to Friends of the Earth’s application, as it now believes the modification is invalid. However, this was contested by lawyers for Able UK.

The case will now be heard in the week commencing 8 December 2003. A further legal challenge by three local residents to Able UK’s plans will be heard on 16 and 17 December 2003.

The modification of Able UK’s waste management licence allowed Able UK to increase the amount of waste it could deal with on Teesside, and the company planned to use this to allow it to dispose of the boats from the fleet.

However, in a new twist to the story, Friends of the Earth has said that the High Court proceedings revealed that the waste management licence does not actually cover ships.

Confusion in Britain over US Navy ships

The British Government is at odds over what to do with four ex-United States Navy ships currently on their way to England for wrecking.

The local shire where the ships were due to dock has demanded the British Government send them back to the US, sparking confusion within Government ranks.

The British Environment Minister says the ships cannot dock in Britain because the company contracted to break up the vessels does not have the proper permits to deal with hazardous waste found on the ships.

The rusty ships contain asbestos, diesel oil and PCBs. Britain's Hartlepool local council says it does not want the toxic cargo on its shores.

But Transport Minister Alistair Darling says he has no power to send the ships back to the US unless they pose a "grave or imminent safety threat or pollution threat to the UK coastline".

He said his own maritime coastguard agency already cleared them of any pollution threats before they embarked on the long sea voyage.

The first two ships are due to arrive in Hartlepool within days. If they are not allowed to dock, some fear they may break up at sea, spilling their poisonous load into the ocean.

SHIPYARD NEWS

Danube releases Skandi Captain

Slowly rising water levels on the Danube has made it possible to transfer the hull of the offshore supply vessel **Skandi Captain** from the Romanian Severnav yard to Constantza where it was handed over to Myklebustfor towing to Norway.

The 3,300dwt type PSV MT 6009 **Skandi Captain** left Romania on October 25th and was towed to Norway for owners District Offshore.

Fairplay noted that due to rain and snowfalls in southern Germany, the Danube level is rising and at Passau it reached 4.3 m, still one metre below the normal height.

Neuville yard busy with Seacor Marine orders

In mid October the crew at Neuville Boat Works in New Iberia, Louisiana were busy readying and painting their latest boat, the **Colin B McCall** for her November delivery.

In the next bay to the **Colin B**, a second hull was plated while in the third bay and a newly framed hull was having the first aluminum plates welded in place prior to the hull turning. Word around the Louisiana bayous is that building activity has slowedbut the Neuville brothers, Errol and Kerry, seem

DAILY SHIPPING NEWSLETTER 2003 – 212

confident that their yard will have steady work.

The **Colin B McCall**, named for noted Cummins engineer Colin Black, is 160 by 30 feet with an aft deck that is 91.5 by 24.75 feet that can carry 280 long tons with about 7000 gallons of fuel on board. Seating is provided for a total of 68 passengers with 52 of those in business class seats. Main



propulsion is provided by four Cummins KTA38 M2 engines delivering 1350 HP each in a Heavy Duty rating at 1900 RPM for a total of 5400 HP. A Thrustmaster 75 HP electric over hydraulic bow thruster is installed in a 24-inch tunnel. Electrical service is provided by two Cummins-powered 99 kW generator sets. The vessel's US gross registered tonnage is under 100 tons while the International Gross tonnage is under 400 tons. It is built to US Coast Guard Subchapter T/L and ABS load line. Tankage includes

20,986 gallons of fuel, 37,674 gallons of rig water and 1232 gallons of fresh water. Sleeping accommodation is provided for eight with two in single bunks and six in double bunk rooms.

A second hull to these same dimensions was plated and work was progressing. The third hull, that had been framed only, is slightly larger at 167 feet. It will receive the same Cummins KTA 38 M2 engine package but will be propelled by jets rather than the propellers used on the first two.

Neuville delivered the 170 by 34 foot crew boat **Randall B McCall** earlier this year. The Randall is powered by four Cummins KTA50 main engines each delivering 1800 HP at 1900 RPM for a total of 7200 HP. The propeller driven boat is DP equipped. and features variable ratio Twin Disc MG-6848 gears to accommodate the high horsepower engines.

WORK STARTS ON NEW SEAFRANCE SHIP

Wednesday 22 October 2003 marked the first day of building on the newest addition to the SeaFrance fleet. Shipbuilders Chantiers de l'Atlantique cut the first steel sheet for the future ferry at their

Saint-Nazaire site in Brittany.



The **SEAFRANCE CEZANNE** departing from Calais – photo : Piet Sinke ©

Expected to come into service in February 2005, the new high performance ship has been specifically designed for the Dover Calais route and will follow the specifications of the hugely successful SeaFrance Rodin, the largest and fastest ferry on the Dover-Calais route. With capacity for 1,900 passengers and 700 cars, the new superferry will also offer a channel crossing time of 70 minutes, sailing at a top speed of 25 knots.

The steel sheets will be welded together to make up 21 blocks, each weighing between 300 and 650 tonnes. The first block will be placed at the bottom of the dry dock in early 2004. In total, 8,000 tonnes of steel are needed for the construction of the ship's hull alone.

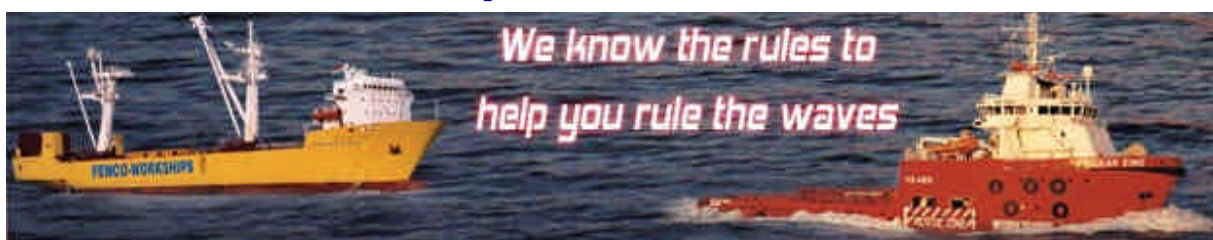
As the only French ferry operator on the Dover-Calais route, SeaFrance operates five French ships, with up to 52 crossings per day: **SeaFrance Rodin**, **SeaFrance Cézanne**, **SeaFrance Manet**, **SeaFrance Renoir** and **SeaFrance Nord-Pas-de-Calais**.

In 2002 SeaFrance carried 3,407,000 passengers, 635,000 cars, 20,700 coaches and 603,000 freight vehicles.

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
Telex : 24390 wosh nl

Seabrokers describes "erratic," but more optimistic market

Shipbroker Seabrokers says the market in the North Sea in October was characterized by "erratic availability levels" coupled with daily rates that suggested a slower but continuing decline into winter.

"However," said the company, in the latest issue of its monthly report Seabreeze, "the combined recent events in the market such as the reported departure of almost 10 vessels to overseas markets; the lay up of several more, and the marked slowdown in the number of newbuild arrivals; are signs that the supply of tonnage is starting to tighten."

"Speaking with some owners it's emerging that to a certain degree, an air of confidence is slowly returning to their boardrooms," claimed Seabrokers.

"Even at the time of writing," said Seabrokers, "the market was exhibiting a late autumn rally as rates climbed on the back of a busy last week in October. However as we've also witnessed recently, inconsistencies in demand levels have contributed to significant falls in rate levels in just the course of one day; which wiped away nervous gains from the market a week previous."

Farstad unveils latest results

On November 04th, Farstad Shipping in Norway released its latest set of financial results, in which it said it had achieved a cash flow of NOK 142.3 million in 3Q 2003 (NOK 145.1 million in 3Q 2002). Operating income was NOK 381.2 million (NOK 318.2 million) and operating profit (EBIT) was 82.9 million (NOK 112.5 million).

Farstad says five of the company's vessels have traded the spot market in the North Sea. Two other vessels have been upgraded and mobilised for long-term contracts and were therefore without revenue for part of the period.

In the Far East/Australia two of the vessels have traded the spot market in September.

The third quarter is the first whole quarter where the IOS fleet is 100 per cent owned by Farstad.

Farstad achieved an operating income of NOK 381.2 million for the 3rd quarter (NOK 318.2 million in 3rd quarter in 2002). Operating costs for the period were NOK 214.8 million (NOK 149.8 million). The increase is due to growth in the fleet, the IOS vessels being 100 per cent owned and several vessels have operated in Australian water which has higher crew costs than in Southeast Asia.

The operating profit (EBIT) was NOK 82.9 million (NOK 112.5 million) after depreciation of NOK 83.5 million (NOK 55.9 million). Net finance was positive NOK 17.0 million (negative NOK 37.4 million). Currency gain of NOK 12.9 million is booked during the 3rd quarter (gain of NOK 2.2 million). Further an unrealised currency gain of NOK 41.1 million (loss NOK 14.2 million) is booked due to the adjustment of the company's long-term liabilities in foreign currency. The profit before taxes was NOK

DAILY SHIPPING NEWSLETTER 2003 – 212

100.0 million (NOK 75.0 million). The Group's cash flow*) for the period was NOK 142.3 million compared to NOK 145.1 million for the same period in 2002.

The operating income at 30.09.03 was NOK 1,027.8 million (NOK 956.9 million). The operating costs were NOK 552.8 million (NOK 441.0 million) and ordinary depreciations NOK 205.6 million (NOK 163.3 million). The operating profit(EBIT) was NOK 269.4 million (NOK 352.8 million).

Net finance was negative NOK 52.2 million (positive NOK 34.3 million) after an unrealised currency loss of NOK 44.3 million (currency gain of NOK 129.5 million). At 30.09.03 a realised currency gain of NOK 80.7 million is booked (currency loss of NOK 17.3 million). The result before taxes was NOK 217.2 million (NOK 387.2 million). The Group's cash flow*) for the period is NOK 467.1 million, compared to NOK 420.9 million for the same period in 2002.

Farstad details fleet deployments



Announcing details of its latest financial results, Norwegian operator Farstad has provided an update on the status of its fleet.

Left : The **FAR SAGA**
Photo : Terje Moen ©

During the last quarter the newbuildings **Lady Astrid** (AHTS), **Far Swift** (PSV) and **Lady Melinda** (PSV) were delivered in July, August and September. After trading the spot market in July and August **Lady Astrid** left the North Sea for the Far East.

After delivery from the yard **Lady Melinda** started on a short-term operation in Nigeria. **Far Swift** was

delivered from the yard at the beginning of August and immediately left for Mexico to start a 3.5 year contract. **Far Scotia** left the North Sea in August for long-term employment in Mexico.

Of the company's North Sea tonnage five vessels have traded the spot market during the third quarter. **Far Swan** has won a six month contract, while **Far Turbot** is in lay-up.

During the 4th quarter two of the other spot vessels will be engaged in two towing operations of approximately 70 days duration outside the North Sea.

In Brazil the **Far Sea's** contract has been extended by another two years. At present the company has eight vessels in Brazil. All IOS owned vessels in the Far East/Australia have been well employed in July and August, while two vessels have partly been trading the spot market in September.

The company has two vessels under construction at a Norwegian yard for delivery in December. One of these has long-term employment. In addition, Farstad's Joint Venture Company (BOS) in Brazil has three AHTS under construction at Brazilian yards for delivery in 2004 and 2005. These have all long-term contracts for Petrobras.

Island Offshore to take delivery of sophisticated newbuild

Island Offshore in Norway is about to take delivery of a highly sophisticated design, the UT737L, to be called [Island Frontier](#), from Aker Soviknes yard.

When the vessel is delivered it will be utilised for a variety of offshore support tasks including subsea installation; well intervention; ROV operations; diving support and supply work.

Island Offshore says the UT737L is the first design to be built to the DNV rules for 'ship-shaped well intervention units' for worldwide service and also meets NMD requirements for Mobile Offshore Units.

The ship has been designed from the outset as a DP3 class vessel and has two moon pools, a hull of 106m long overall and a beam of 21m.

Two electric azimuth thrusters are used for main propulsion, supplemented by 883kW Ulstein Aquamaster swing up azimuth thrusters fore and aft and two super silent tunnel bow thrusters.

Klyne to acquire Logger

After weeks of speculation, Klyne Tugs of Lowestoft in the UK has confirmed to the market that they have entered into an agreement with AP Moller/MaerskSupply Service to purchase the 1987 built 135 tonnes bollard pull AHTS [Maersk Logger](#).

The transaction was concluded at the end of October and the vessel will be renamed the [Anglian Earl](#).

Rotterdam finally raises tariffs

ROTTERDAM Municipal Port Management (RMPM) will increase its tariffs in 2004 by two per cent after a two-year freeze. The port kept its 2002 and 2003 tariffs on 2001 levels, but it now believes that the results of most shipping companies have improved to such an extent that they can now absorb a small increase in port charges. RMPM also stresses that the increase is in line with current inflation and that the increase has been agreed with the port employers' association Deltalinqs.

Rio-Antirrio ferries operate again

Ferry boat schedules between Rio and Antirrio are back to normal, following a decision by dock workers to end their 8-day strike. The Merchant Marine Ministry promised that by December 31 legislation would be tabled in parliament to meet their pension demands.

In the meantime, coastal ships remained docked at Piraeus and Rafina ports today, due to galeforce winds in the Aegean sea.

NAVY NEWS

Navy gets six new boats

The South African Navy has taken receipt of six new Lima boats, valued at about seven million rand, at a ceremony at the navy's diving school in Simon's Town. The multi-purpose workboats were manufactured by a local company.

Arne Soderlund, a navy spokesperson, says the Lima's will allow the navy to transfer cargo or light vehicles between ships at sea, or between a ship and the shore. The boats can also be used in unprotected harbours as they can easily land on the beach.

The Lima's have replaced the old Delta boats that have been in service since the early seventies.

GRSE bags major Navy order

KOLKATA: The Garden Reach Shipbuilders and Engineers in Kolkata has bagged the order for a highly sophisticated Anti-Submarine Warfare Corvette from the Indian Navy.

The ship, fitted with state-of-the-art armaments, will have the capability to track down enemy submarines and destroy them. This is the first time GRSE is building such a vessel.

Corvettes are very powerful vessels and this one will be among the most sophisticated warships in the Indian Navy's fleet. We got the order in 2003 and have already started designing the vessel. We will start building as soon as the designs are approved by the Navy," GRSE officials said.

In 2002, GRSE got orders to build four Landing Ships for Tanks (Large) and Fast Attack Crafts. The landing ships, bearing battle tanks, accompany expeditionary forces during assaults on beaches. Work on two Frigates and a Missile Corvette is nearing completion.

"One of our fitting-out jetties is completely engaged, giving final touches to the frigates and the missile corvette, to be commissioned in 2004. The hull of the first tank landing ship is being fabricated and will soon be sent out to the fitting-out jetty," said an elated GRSE official.

The GRSE had not received orders for quite some time now due to time and cost overruns arising from a large workforce and lack of modernisation.

During commissioning of a vessel, a couple of years ago, Rear Admiral (ret'd) R Parlikar, chairman cum managing director of GRSE, had complained about the lack of orders and an idle workforce.

"Modernisation of the shipbuilding works has already begun. This will improve the pace of ship construction and reduce overall production cycle time. The modernisation plan with a capital outlay of Rs 270 crore will also give GRSE the capacity to build larger and more advanced vessels," officials said.

For the first time since its inception in 1885, the value of production of GRSE crossed Rs 500 crore in 2002-03. The company posted a profit of Rs 47.37 crore and for the first time, 35 per cent of the profit after tax was paid as dividend.

Break-up costs make for trouble on the high seas

The [Clemenceau's](#) launch 40 years ago marked a high-tide mark for the national pride of France.

Today, as the ageing aircraft carrier moves towards a scrapyard, it has become an example of what happens when environmental principles collide with the hard reality of cost.

The Clemenceau began its journey from the French naval base of Toulon three weeks ago. But instead of ending up as planned in a Spanish breaker's yard, the vessel is anchored off Sicily, locked in a complex politico-judicial dispute.

DAILY SHIPPING NEWSLETTER 2003 – 212

The Clemenceau's plight has thrown fresh light on the often murky business of breaking up old vessels - which frequently ignores poorly enforced environmental rules. In the case of the Clemenceau, Paris has taken action to ensure that the rules are respected.

The saga comes in the wake of last month's decision to send four mothballed second world war US navy tankers to a breaker's yard in Teesside - much to the anger of environmentalists and local politicians who call them ghost ships.

Councillors in Hartlepool yesterday voted unanimously to ask Alistair Darling, the transport secretary, to use his powers to re-route the ships bound for the Able UK yard there. Mr Darling's department later said it was unable to do so.

Official sensitivities over such objections have led to special anti-pollution precautions. The US ships, the first two of which are expected to enter UK waters this week, will be monitored first by a French tug and then by a Franco-British vessel. Having crossed the Atlantic behind one tug, each will be towed through the Straits of Dover by a separate tugs.

The Basle convention governing the transport of toxic waste remains open to interpretation on the question of when a ship becomes scrap.

Environmentalists say a loose interpretation favourable to shipowners allows too many vessels to travel as "floating dustbins" on the way to being broken up.

In the case of the Clemenceau the French government stipulated that the large quantities of asbestos in the rusting hulk had to be removed within the EU.

Similarly, the Clinton administration imposed a ban on navy vessels leaving US waters to be scrapped in another country. That ban was lifted by the Bush administration.

French Greens say the Clemenceau affair shows how "rich countries seek to off-load dirty ships without assuming responsibility for their pollution". They add: "The cost of dismantling these vessels should be built into their original construction costs." This argument on the costs is expected to be pressed early next year when France decides on commissioning a second modern aircraft carrier to partner the nuclear-powered Charles de Gaulle.

The immediate problem for the French authorities dealing with the Clemenceau is how to ensure the asbestos is removed in verifiable conditions in the EU after they rescinded a breaker's contract with Gijonesa de desgauges, a yard in the Spanish port of Gijon. The French government said it was "continuing its efforts" to get the Clemenceau's hull moved to the port of Piraeus in Greece.

The Clemenceau was decommissioned in 1997 and its weapons removed. Environmental groups claim the original intention was for the clean-up and scrapping to be done in France but this was considered too costly by the finance ministry. The contract was instead awarded to Gijonesa de desgauges in June. The understanding was that the asbestos would be removed in Gijon, thus allowing the breakers access to the vessel's 22,000 tons of scrap metal. The finance ministry says: "The site of the asbestos removal at Gijon was confirmed on several occasions." It claims that the Clemenceau left Toulon under tow for the stated destination of Gijon. However, French surveillance aircraft lost track of the vessel, only to find it off Augusta in Sicily, apparently bound for Turkey towed by a tug from an Italian company, Augustea. As a result the French authorities have rescinded the Spanish breaker's contract.

The French government last week offered the contract to a subsidiary of Germany's Thyssen group - the runner-up in the original tender - with the asbestos due to be removed at Piraeus. But the Greek government has since declined to give permission for the removal of the asbestos in one of its ports.

Although the asbestos has to be removed within the EU, the final break-up destination is likely to be India. The Indian sub-continent accounts for more than 3,000 of the near 4,000 ships broken up every year. Wherever they end up, the fates of the Clemenceau and the "ghost ships" highlight a problem for the developed world. While in principle they want to dispose of such ageing vessels in the best manner, these noble sentiments often disappear in the face of more convenient and cheaper solutions.

HMCS Huron officially mothballed

Esquimalt-based destroyer **HMCS Huron** is being officially mothballed. The 30-year-old warship, already stripped of some parts and systems for other ships, has been tied up at CFB Esquimalt for the past three years because the over-stretched, understaffed navy hasn't had the personnel to crew it. Defence Minister John McCallum told the Standing Committee on National Defence and Veterans Affairs Thursday that the destroyer won't be returned to active duty. Huron is one of four Canadian-built helicopter-carrying, anti-submarine warfare destroyers launched in the early 1970s at a cost of about \$63 million each. HMCS Algonquin remains on the West Coast while the two others are based on the East Coast.

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

<http://www.multraship.nl>



The **YOKOHAMA SENATOR** arrived in Le Havre

Photo : Pierre Hebert ©

DAILY SHIPPING NEWSLETTER 2003 – 212



The passenger liner **CROWN** moored in Barcelona – photo : Rokus Dieleman ©



Ro-Ro passenger
**"PRINCESA
CYPRIA"**, Cypriot
flag, 9984 gross
tonnage, built in 1968.
As seen on November
7th '03 laid up at
Eleusis bay anchorage
in Greece.

Photo : George
Grekos ©



The **UNDAINE** inbound bound at the Westerscheldt River – photo : Willem Kruit ©

AIRCRAFT / AIRPORT NEWS

BA lifts more cargo

CARGO carried by British Airways increased in October compared with the same month last year.

The carrier said that air cargo, measured in cargo tonne kilometres, grew by 7.3 per cent. Overall load factor at British Airways fell 0.6 percentage points to 68.2 per cent

College: Rotterdam Airport tot middernacht open

Het vliegveld in Rotterdam blijft als het aan het college van burgemeester en wethouders ligt vanaf mei voortaan tot middernacht open. Door dat uur extra, haalt Rotterdam Airport volgens berekeningen, jaarlijks 350 vluchten meer binnen. Om de overlast voor omwonenden te beperken, mogen in het bewuste uur alleen nieuwe, geluidsarme toestellen landen.

Verantwoordelijk wethouder Van Sluis (Leefbaar Rotterdam) ziet af van zijn eerdere plan om de openingstijden 's ochtends en 's avonds met een halfuurtje op te rekken. Onderzoeken wijzen uit dat er 's ochtends tussen zes en zeven uur meer mensen in hun slaap gestoord worden dan 's avonds tussen elf en twaalf uur. Op Rotterdam Airport wordt nu gevlogen tussen zeven uur 's ochtends en elf uur 's avonds. De wethouder stelt dat de ruimere openstelling meer bedrijvigheid naar de stad brengt.

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Saturday 08-11 15:30 hrs

PRESENT WIND DIRECTION / FORCE	:	ENE 5 - 10 KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	E-ly 12.6 KNOTS
PRESENT BAROMETER READING	:	1019.1 hPa
MIN TEMP LAST 24 HRS	:	5.8 °C
MAX TEMP LAST 24 HRS	:	12.8 °C
OUTDOOR HUMIDITY	:	65 %
DEWPOINT	:	3.8 °C
WINDCHILL	:	3.9 °C

.... PHOTO OF THE DAY



Saturday morning early the 2nd Element for the new to build Dordtsche Kil tunnel was transported from the building dock in Barendrecht to the construction site – [photo : HSL Drechtsesteden ©](#)

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

