

DAILY SHIPPING NEWSLETTER 2003 – 219



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The **QUEEN ELIZABETH 2** arrived in Rio de Janeiro – **photo : Daniel Carneiro ©**

EVENTS, INCIDENTS & OPERATIONS

KfW linked to Le Joola replacement

GERMAN financial organisation KfW is to forward €6M (\$7M) to the government of Senegal to enable it to buy a replacement for the ferry **Le Joola**, which sank off the coast of The Gambia in September 2002 with heavy loss of life. The move is part of KfW's interest in development of Senegal's Casamance region and the city of Ziguinchor. A government spokesman said a decision needed to be taken in Dakar because the Germans could contribute to a second-hand ferry or a newbuilding, but not

both. Senegal had previously been linked with a charter of the Emeraud Lines fast ferry Solidor IV, but this was terminated at the end of October. Brokers report that there are few ferries suitable for the Ziguinchor service, but the current position is better than earlier in the year. The need to replace the Le Joola has become urgent as there has been no regular ferry service linking Ziguinchor with Dakar since the tragedy.

British ships sent to India for scrap while US ghost fleet is denied entry to UK

As the British government continues to refuse permits for scrapping the first of the controversial US navy "ghost ships" which arrive in the UK today, Greenpeace has uncovered British vessels being shipped to India - contravening international agreements and in breach of national laws in India. While controversy rages in Europe over the now infamous "ghost ships", Britain and other European countries are quietly transporting their waste ships to developing countries - in breach of the Basel Convention.

The Greenpeace flagship **Rainbow Warrior** has tracked the end-of-life vessel Genova Bridge to Alang, India - the world's largest ship breaking yard. Greenpeace demands that the British owner and the British authorities ensure that the toxic materials onboard of this ship will be removed safely and taken back to England for final disposal. Greenpeace has informed the Minister of Environment and Forests of India, of this gross violation of International conventions and Indian legislation by a UK shipping company.

"This is a classic case of double standards. While the UK authorities don't want US waste in their backyard, they are happy to illegally dump their own elsewhere - failing to ensure safe removal of toxic substances and safe conditions for the workers in the developing world. We demand that the UK government apply the same international rules to their illegal export of toxic ships to India, as they apply to the illegal import of the Ghostfleet to the UK." said Ramapati Kumar, shipbreaking campaigner onboard Rainbow Warrior at Alang.

The international community has recognised that the environmental pollution from shipbreaking is a serious concern but fails to address the issue seriously. End-of-life-ships are waste and this means that their export is regulated under the Basel Convention. The international maritime authorities do not accept the notion that end-of-life-ships are waste.

The IMO is not only failing to protect the environment and poor workers in ship breaking yards, but it is also trying to expel Greenpeace from the organisation.

"The inability of the IMO to address this issue conclusively is no longer acceptable. When the IMO's General Assembly meets later this month, it needs to conclude that the illegal export of toxic end-of-life-ships will be stopped. Any other conclusion will show the inability of the IMO to deal with current marine and environmental issues. It should also reverse its decision to expel Greenpeace, failure to do so will be a clear demonstration that the organisation is more interested in listening to the vested interests of the shipping industry rather than the voice which is trying to ensure the protection of the environment and human lives." said Paul Horsman of Greenpeace International.

The **Rainbow Warrior** is in India on a Corporate Accountability tour, in a bid to expose corporations that are committing crime against nature and humanity. The first phase of the tour is focused on the on Ship-breaking at Alang, Gujarat.

New berth for 'eyesore'

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Two tugs successfully towed the former freighter **Cotswold Prince** to a new berth at Bell Bay yesterday.

The tugs took less than half an hour to move the 3000-tonne ship from the Port of Launceston's Inspection Head wharf at Beauty Point to mooring piles at the northern end of the Bell Bay wharves.

The ship, a long-term eyesore on the Tamar, had been moored at East Arm since December 2000 but broke its anchor lines and went aground during high winds last month. It was towed to Inspection Head as a temporary measure.

Its owners owe more than \$25,000 in mooring fees and the State Government has taken an option over the sale of the vessel. Several parties are understood to have shown an interest in the **Cotswold Prince** and a decision on its fate is expected early next month.

Second Ship Arrives in U.K. for Scrapping



A second condemned U.S. Navy vessel completed its ocean crossing Thursday to a dockyard in northeastern England, where a British company hopes to dismantle it over the objections of environmentalists.

The 58-year-old tanker **Canisteo** arrived at the Able U.K. Ltd. yard a day after the **Caloosahatchee**, another tanker. They - and two other ships being towed across the Atlantic - are from the U.S. reserve fleet moored in the James River in Virginia.

A court order prevents Able U.K. from beginning dismantling work on the so-called "ghost fleet." The project has met with strong opposition from Hartlepool authorities, local residents and environmental groups. A judge will begin hearing legal challenges to the dismantling on Dec. 8. The British government has granted permission for **Canisteo** and **Caloosahatchee** to dock in Hartlepool but Environment Secretary Margaret Beckett said they should return to the United States when it was safe to do so.

The two other ships, the 1965-vintage submarine tender **Canopus** and the 50-year-old cargo ship **Compass Island**, are still being towed toward Britain, and are a few days from port. They have not been given permission to dock. "We are encouraged by the decision to allow the first two ships to enter Hartlepool, their original destination, for safekeeping," said Capt. William G. Schubert of the U.S. Maritime Administration.

Environmentalists say the ships contain tons of pollutants including asbestos and PCBs - polychlorinated biphenyls, which were used as electrical insulators but are suspected of causing cancer. Able U.K. has confirmed the vessels contain asbestos but says the level of banned PCBs is not significant. Many locals in Hartlepool, a depressed former shipbuilding town at the mouth of the River Tees, say they are concerned about their health and have dismissed claims by Able U.K. that scrapping the ships will create jobs in the area.

PRIDE OF PROVENCE INCIDENT

The master of P&O passenger ro/ro **Pride of Provence** that struck the wall of Dover harbour, injuring 28 people, was performing an elaborate manoeuvre which may have been intended to impress a senior colleague on the bridge. An official report into the vessel's crash last April criticised the master's "flawed" docking approach and accused him of "paying lip service" to planning and communication. The master, who was suspended after the accident and has since resigned, attempted to enter the harbour at a sharp angle to avoid a SeaFrance ferry that was trying to berth. However, strong tides swept the rear of the vessel into the harbour wall. The ship was left with a gash down its side and had to be repaired in a dry dock. The report by the Marine Accident Investigation Branch suggested that the master, who had been on duty for more than 11 hours, was trying to impress a "supernumerary master" who was observing on the bridge as preparation for taking command of the ferry. "It is possible he wanted to demonstrate this manoeuvre, which is more common for just two vessels of the fleet, to the supernumerary master, although he was under no pressure to do so," said the report. The report criticised P&O for installing heavy furniture without fastening it down. The master, who had worked for P&O since 1975, had relied on a "rudimentary" briefing to the crew, the report said. The chief officer was in an "invidious position", feeling unable to question the approach because he was new to the vessel. Since the accident, P&O has required its masters to refresh their knowledge of the tides at Dover. Work is under way to fasten down all fittings. A P&O spokesman said: "We've taken appropriate action to prevent an incident of this particular type recurring."

CASUALTY REPORTING

Pekka Laakso from Finland reports :

A Finnish tug sank while assisting a containervessel in Helsinki



The Finnish tug **Pegasos** sank outside Helsinki around 21.40 o'clock local time on November 13th. She was assisting with another tug the arriving containervessel **MSC Hina**, when she suddenly capsized and sank quickly. Two of her crewmembers were rescued but one is still missing at the time I am writing this. Probably he lost his life, because of the cold water (only +6 celsius).



Top : File photo of the **MSC HINA** - photo : Willem Kruit ©

The Panamanian containervessel is the largest containership calling Baltic ports at this moment and was on her first voyage to Helsinki. Normally she is on Antwerp-St.Petersburg-Gdynia-Antwerp -route.

The City of Helsinki Rescue Department was alerted at 21.40 on Thursday night. In addition to ships and helicopters, two divers and heat-seeking cameras were also used in the rescue mission. The divers checked out the hulk of **Pegasos**, which now lies on its starboard side at a depth of 21 metres. Its tanks contain some 30 tons of light fuel oil, some of which has started to leak out. The Navy oil clean-up vessel **Hylje** has arrived at the scene this morning. The aim is to stop the leakage in the course of the day. The light fuel oil is not as harmful to the environment as heavy bunker fuel oil.

Late last night people in the nearby residential area of Hernesaari were able to follow the action out at sea, where the low-flying helicopter's bright searchlight swept the surface. Towards the end of the evening, nearby islands were also inspected.

According to the Gulf of Finland Coast Guard, the sinking of a tugboat is extremely rare. The Police and the accident examination board that was immediately established will carry out a full investigation of the accident.

According to Alfons Håkans Ltd safety regulations, all the crew members should have been wearing their life jackets. The 28-metre **Pegasos** was built in Sweden in 1967.

Zware averij na aanvaring



Maandag vond een paar mijl dwars van Vlieland een aanvaring plaats tussen de houten plezierkoter '**Insignis**' uit Sneek en de Wieringer koter **WR189**. Daarbij liep de **Insignis** zware averij op.

De WR 189 was toevallig 20 a 30 cm hoger aan het vissen dan normaal en dat is het geluk geweest voor de bemanning van de **Insignis**. De koter raakte met de punt van stuurboord giek het Sneker schip, dat vervolgens

ronddraaide. Daarbij werden beide masten volledig afgebroken. Ook het stuurhuis werd ontzet. Persoonlijke ongelukken deden zich niet voor. Zowel de Tempest van Rederij Noordgat en de P49 waren snel ter plaatse. Volgens de waterpolitie heeft de bemanning van de Insignis niet goed uitgekeken en was de kotter eerder bij hen dan gedacht werd. De kotter heeft nog wel geprobeerd uit te wijken, echter zonder resultaat. De zwaar gehavende Insignis liep maandagmiddag op eigen kracht de Kom op West binnen.

GRAND BENELUX (ITALY)

Following received from Coastguard Falmouth timed 1025, UTC: Ro/ro **Grand Benelux** (37712 gt, built 2001) is currently in lat 50 42.4N, long 05 04.7W, with engine break down. Padstow lifeboat underway and due on scene in 35 minutes. Tug **Anglian Princess** tasked, with ETA 1700, UTC.

SHIPYARD NEWS

Qm2 Luxury Liner Completes Sea Trials

The world's biggest and most expensive cruise liner the British-flagged **Queen Mary 2** (QM2) has completed her final sea trials and also reached her top speed of 34mph, it was announced today.

The ? 550 million, 2,620-passenger Cunard flagship is due to sail to her home port of Southampton around Christmas. The Queen will officially name the vessel in a lavish ceremony at Southampton on January 8, 2004, with the ship departing on its maiden passenger voyage to Florida four days later.

"These trials have reaffirmed what we have thought all along that Queen Mary 2 will be the finest transatlantic ocean liner ever," said Cunard's European senior vice president Peter Shanks.

He went on: "Her sea-keeping capabilities are second-to-none and we are confident that the vessel will stun guests when they board for the first time in January."

The 1,132ft-long QM2 is now back at the Alstom Chantiers de l'Atlantique shipyard in St Nazaire, western France, where she was built.

From next April, the new ship will take over Cunard's Southampton-New York run from the QE2 which will be sailing on other routes.

Damen Group re-jigs Rotterdam yards into single entity

THE Damen Group is re-organising its four shiprepair yards in the port of Rotterdam into a single entity as from January 1.

Operating under the name **Damen Shiprepair Rotterdam**, the new repair and conversion group, would employ around 550 people, with no redundancies from the yards expected.

With some 30,000 ships using the port of Rotterdam each year, "the re-organisation would help retain a high level of work in all four facilities (and in-port repairs) against stiff competition from 'Ocheaper' repair areas in the world," a company statement said.

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The four shiprepair yards have been part of the Dutch group for varying lengths of time. **Rotterdam United Dockyard** became part of Damen in 2001, **Van Brink Shipyard** in 2000, **Niehuis & van den Berg** in 1987 and **Vlaardingen Oost Shiprepair** joined the group in 1988.

The headquarters of the new group will be based in Schiedam, near Rotterdam, at Rotterdam United's existing facility.

Management, sales and marketing, administration, technical support and estimating would be centralised there.

Jan van Leuven, Rotterdam United's current commercial manager, said the move would enable the repair yards to be more flexible for customers in terms of capacity availability.

A customer's preference for a particular yard or a project manager would be honoured, he stressed, but if one yard could not accommodate a job then it could go to one of the other yards in the group.

Combining the yards also enabled Damen to optimise its own labour, he added. In addition, a combined sales and marketing department would improve contact with existing and future customers.

Damen Shiprepair Rotterdam would be able to offer a total of 16 drydocks, the largest able to handle ships up to 47 m beam and 300 m length (160,000 dwt).

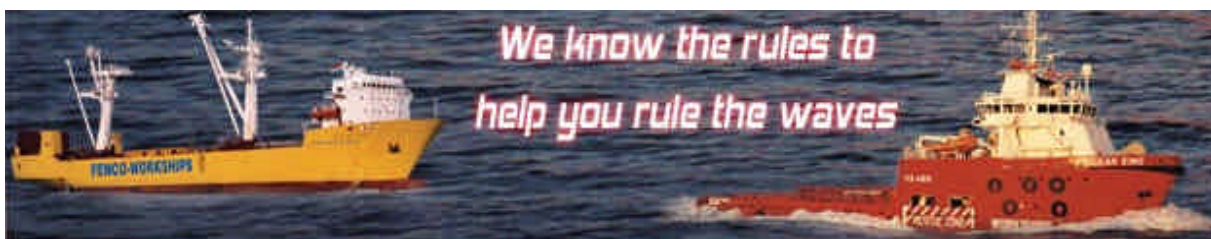
Labroy Gets Jobs Worth S\$11.6M

SINGAPORE - Shipbuilder Labroy Marine Ltd. (L26.SG) has secured two contracts worth S\$11.6 million (US\$1=S\$1.7279) to build two harbor tugs. The tugs, expected to be delivered in 2004, will bring Labroy's 2003 orderbook to S\$147 million. The new contracts aren't expected to have any material impact on its earnings per share in the current year.

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S African builder faces closure

DURBAN-based SA Shipyards, South Africa's largest shipbuilder, is on the verge of closing down after the National Ports Authority postponed a tender for two tugs for the fourth time in 12 months. The company successfully built the first five of a new fleet of tugs for the NPA and was confident of securing the contract for the next two tugs intended for the new port of Coega. No reason has been given for the delay but there are indications that the NPA is rethinking its policy about the type of propulsion. However there are also reports regarding the suitability of the necessary Black Economic Empowerment (BEE) element in the earlier contracts. A yard spokesman told Fairplay that with no other work available, closure looked inevitable. The company sold a 40% stake in the yard to a BEE group in June and a further 40% had been set aside for further BEE development, making SA Shipyards one of the best-structured and meaningful BEE processes in place. Fairplay's repeated requests to the NPA for comment have gone unanswered, but it is believed the contract was under discussion with a Chinese yard, which subsequently withdrew.

Alliance upgrades New York service

THE member lines of The New World Alliance (APL, Hyundai Merchant Marine and MOL) have replaced their nine 3,000-TEU vessels deployed on the New York Express service with eight 4,000-plus TEU ships. The aim is to offer greater capacity and faster crossings for the weekly Asia-US East Coast service. MOL's recently delivered MOL Expedito will commence the new schedule when it departs from Shanghai on 15 November, reducing eastbound transit times to New York to 26 days from Shanghai, 22 days from Hong Kong and 21 days from Kaohsiung. "We believe this will be the fastest liner service between Asia and New York," Noboru Kitazawa, general manager of MOL's liner division told Fairplay. Vessel contributions from the three alliance members have not yet been finalised, although HMM confirmed to Fairplay that it would be deploying two 4,500-TEU ships in the service.

NAVY NEWS



The **HMS LIVERPOOL** seen here passing the IJmuiden locks enroute Amsterdam
photo : Joop Marechal ©



A barge sails past an Indian guided missile destroyer in Shanghai. China and India have conducted their first ever joint naval exercises off the coast of Shanghai as part of a drive to warm frosty ties

MOVEMENTS

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The Chinese semi submersible "**TAI AN KOU**" called at Cape Town to take on bunkers, whilst enroute from Malabo (Equatorial Guinea) to China

Photo : Aad Noorland ©

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Positions : Supplied by Herbert Westerwal – Westcoasting

The **IRBIS** with as tow the **CARGO-7** is waiting in St Petersburg for weather improvement

The **IKAR** with the front/mid section of the **DAYNA** gives an ETA in St.Petersburg of November 15th.

The **ATLAS II** entered the east side of the Kiel canal with the tanker **MEIBEN**, expect to shelter in Brunsbützel , the transport is enroute Rotterdam – ETA unknown



The **KENT** is the former **Maersk Anglia** which sails at present in New Zealand between Picton and Wellington

Photo : Olaf van Daalen ©

AIRCRAFT / AIRPORT NEWS



United Airlines, the world's second-largest airline, on November 12, 2003 unveiled 'Ted' as the name for its fledgling low-cost carrier, which is gearing up for service launch from Denver early next year and may move into the Washington, D.C., area. The formal launch will take place on November 18 in Denver, when tickets also go on sale

11/14/2003

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Friday 14-11 18:30 hrs

PRESENT WIND DIRECTION / FORCE	:	ESE 10 – 15 KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	S-ly 17 KNOTS
PRESENT BAROMETER READING	:	1010.6 hPa
MIN TEMP LAST 24 HRS	:	7.1 °C
MAX TEMP LAST 24 HRS	:	10.4 °C
OUTDOOR HUMIDITY	:	89 %
DEWPOINT	:	7.6 °C
WINDCHILL	:	3.0 °C

Vooruitzichten van zaterdag t/m dinsdag:

HET BLIJFT WISSELVALLIG!

Veel bewolking, ook af en toe zon en maar een kleine kans op een bui. Maandag wat zon, in de avond regen. Op dinsdag wat regen en ook een stevige zuidwestenwind.

© Ed Aldus 2003	ZA-15	ZO-16	MA-17	DI-18
Maximumtemperatuur:	11	10	10	11
Minimumtemperatuur:	7	3	5	6
Zonnekans in %:	30	30	30	20
Neerslagkans in %:	20	20	30	50
Windrichting kracht:	ZW-3-6	W-2-3	ZW-3-5	ZW-4-6

.... PHOTO OF THE DAY



The remains of the **RMS MULHEIM** at Lands End (Cornwall) as seen this week



photo's : Chris Jones ©

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