

DAILY SHIPPING NEWSLETTER 2003 – 221



Number 221 ****DAILY SHIPPING NEWSLETTER***Monday 17-11-2003

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El Puma Grande – photo : Bob Palmer ©

EVENTS, INCIDENTS & OPERATIONS

GANGWAY COLLAPSED ON QM2



A gangway on the world's largest cruise ship, the [Queen Mary 2](#), collapsed Saturday, killing 15 people and injuring 32. Most were workers and their families on a special tour of the nearly completed ship.

Dozens of people were on the ramp at the time of the accident, which sent them plunging 50 feet to the ground and transformed the luxury liner into a horrifying scene of bodies entangled in wreckage.

There was no immediate explanation of the cause of the collapse. An investigation was under way.

The 21-story-tall ocean liner was dry-docked at an Atlantic coastal shipyard for finishing touches before its maiden voyage, scheduled for January. Britain's Cunard Lines, which operates the vessel and is owned by Miami-based Carnival Corp., said the voyage from Southampton, England, to Fort Lauderdale, Fla. would likely go ahead as planned.

"To the best of our knowledge, the ship will sail Jan. 12, as scheduled," said Julie Davis, a spokeswoman in Miami for Cunard. Cunard Lines issued a statement offering "thoughts and prayers" for the victims and their families. It made no comment on the accident itself.



French President Jacques Chirac is to visit the shipyard on Sunday. Workers and their families had been invited to visit the vessel over the weekend and the gangway was installed Friday especially for their visit.

As they crowded onto the gangway, the structure collapsed, pulling down scaffolding holding it up at one end.

"The passage gave way and we fell about 50 feet," said Jason Schmitt, a worker who escaped without injury. "I fell with a minimum of 30 people," he told France-2 television.

Thirteen people were killed, according to the Operational Fire and Rescue Center. Of the 32 people

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injured, 10 were hospitalized in serious condition. No children were injured, rescue workers said, retracting an earlier statement of one injured child.

Dozens of firefighters and rescue workers rushed to the scene, setting up medical units to treat the injured. Philippe Bouquet-Nadeaud, the shipyard's head of human resources, said the gangway was installed Friday by a company specialized in scaffolding for boats.



The accident came just four days after ship completed its second successful sea trial. The first was in September.

The [Queen Mary 2](#) is the world's largest passenger ship at 1,138 feet long and 238 feet high — as tall as a 21-story building. It weighs in at a hefty 150,000 tons.

It is also the most expensive, costing \$800 million to build. Once completed, the QM2 will feature a planetarium, 22 elevators and the world's largest floating library.

The inaugural voyage is sold out, and the whole season of sailings was opened to booking in August 2002, so many reservations have been made, said Davis, the Cunard spokeswoman.

The [Queen Mary 2](#) will top an illustrious list of massive passenger ships. The [Queen Elizabeth 2](#) — whose trans-Atlantic route will be taken over by the new ship in April — was built in 1967; the original Queen Mary was launched in 1934 and is now a hotel in Long Beach, California.

Royal Caribbean Cruises Ltd.'s Voyager-class ships, about 138,000 tons, are currently the largest cruise ships in service. The QM2 is being built by Alstom Marine's Chantiers de l'Atlantique, and some 800 companies, mostly French, have been involved in the construction.

Chantiers de l'Atlantique says it has received at least 150,000 letters from people asking to come aboard for a look.



[Thai Prime Minister Thaksin Shinawatra](#) said the sinking of a Thai-crewed vessel in Indonesian waters was justified

FRENCH MOURN QM2 VICTIMS

Thousands of residents of a French port have observed a minute of silence in tribute to the 15 people who died in an accident on the luxury ocean liner [Queen Mary II](#).

Church bells tolled as townsfolk in Saint-Nazaire remembered those killed when a walkway connecting the world's biggest cruise ship to the quayside collapsed. Thousands gathered on an esplanade facing the liner while hundreds more stood at the entrance to the shipyards - shut for the day - as the ship's horn sounded.

Tragedy

The tragedy, which also left more than two dozen injured, occurred as loved ones of employees of shipbuilder Alstom visited the vessel. Investigators are probing the incident in which the victims, who were all French, plunged 50ft feet while trying to board the [Queen Mary 2](#) at the dry dock in western France.

Cunard's QM2 - worth £550m - is the most expensive passenger ship ever built and was due to sail to Southampton next month ahead of its maiden passenger voyage to the US.

Critical

Saturday's accident initially claimed 13 lives, but two others died of injuries by Sunday. A child about 10 years old has been reported among the dead. Up to 32 others were injured, and all but two remain in hospital, six in a critical condition, according to Philippe Bouquet-Nadaud of Alstom's Chantiers de l'Atlantique yard, where the ship is being built. Mourners have signed a condolence book and left bouquets of roses, lilies and carnations outside the gate of the vast shipyard.

Talks to bring Tall Ships back to Ulster

IT WAS the greatest sea 'invasion' ever seen ... and now, the Tall Ships could be set to return to Belfast. A delegation - including city councillors - are meeting with the organisers in Barcelona, this weekend, to discuss the maritime extravaganza.

And they're hopeful Belfast will play host to the fleet again - possibly in 2008.

"That is probably the most realistic date - and it is a real possibility," one local business leader told us yesterday. An estimated 250,000 visitors poured into the city to see the 80-ship friendly armada, when it sailed into Belfast Lough for a four-day stay, in July, 1991.

The stunning event was the highlight of year-long celebrations - a gigantic carnival, when more than 2,000 crew came ashore, to join a huge street party.

The fleet included what was then the largest operational sailing ship in the world - the 400ft [Sedov](#), from Russia. Around 200 crew members on the various vessels, were young people from Northern Ireland, who were sponsored by local businesses. Among those invited to go aboard, when the fleet berthed in the Pollock Dock, was the Princess Royal. The event, which takes place every two years, under the sponsorship of Cutty Sark Whisky, started in 1956, when a mixed bunch of sailing ships raced from Torbay to Portugal. It was so successful, the organisers continued and another race was held two years later.

The Sail Training Association was formed, and enthusiasts began building and refurbishing sail-training ships world-wide.

The Tall Ships race has continued to grow, and attracts massive crowds during the stop-overs in various cities. It is also a significant economic boost to any city on the circuit of ports.

Book UK ship, not us: Greenpeace

AHMEDABAD: Greenpeace activists on Saturday expressed surprise over reports that the Gujarat Maritime Board has sought help from Navy and Customs to arrest the international crew of Rainbow Warrior', following their expose of a "criminal act" by a British company that is dumping hazardous and toxic waste at the Alang shipbreaking yard, in clear contravention of Indian and International laws.

Greenpeace flagship, **Rainbow Warrior** is anchored off Alang and Bhavnagar for last two days, to bear witness and document toxic materials aboard ships-for scrap, which leads to adverse impacts on the fragile aquatic environment.

The environment watchdog said it is well known that huge amounts of hazardous substances are being illegally dumped on the sea and the beaches near the shipbreaking yard.

"Instead of taking action against criminal companies and governments that are using our shores as dumping grounds for toxic waste in a clear contempt of the Supreme Court directives, I am surprised that the Gujarat authorities have chosen to target Greenpeace," said Ananthapadmanabhan, executive director, Greenpeace India.

"We are an environmental watch-dog group, we have exposed the shocking behaviour of the UK government and the ship-owner. Clearly there are vested interests at work, when authorities choose to ignore the criminal and go after the witnesses" said Ananthapadmanabhan, Executive Director, Greenpeace India," he added. On November 12, **Rainbow Warrior** arrived at Alang on the first leg of its "Corporate Accountability tour of India" to find that a UK ship '**Genova Bridge**' had beached at Alang, laden with toxic substances like PCBs, Asbestos, waste oil sludge, TBT etc.

Greenpeace said '**Genova Bridge**', owned by V Ships Commercial, London, was beached on November 9 even as the British authorities refused to give permission to US naval ships (the controversial ghost fleet) for scrapping on their shores following environmental concerns raised by public, environmental organisations and the authorities themselves.

A total of eleven ships has been sold by UK ship owners for scrapping in Asia during 2003. "Indian authorities should realise that the ship-breaking business cannot be practised without ensuring the implementation of Supreme Court directives, while toxic-ship exporting nations will have to keep in mind that they cannot make a mockery of the Basel convention, all this at the cost of our environment and the health of thousands of impacted communities," said Ramapati Kumar, Greenpeace ship-breaking campaigner from aboard Rainbow Warrior. "While doing research here we will continue to report specific instances of violations to the to the concerned authorities", he added. Meanwhile, Greenpeace has informed the Ministry of Environment and Forests regarding the ongoing criminal offence by ship-owners on Indian shores.

Greenpeace is demanding that the International Maritime Organisation make the regime on clean-ship recycling mandatory, globally binding and in compliance with the Basel Convention.

Seatrade in court bid to free tanker

THE owner of a small products tanker held in Nigeria for nearly two months is stepping up pressure for the ship to be freed after claiming in court papers that it is the victim of mistaken identity.

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So far the Nigerian authorities have failed to divulge the reason for the detention, according to Seatrade Groningen, manager of the 7,233 dwt **Sara**, which was prevented from leaving Lagos in mid-September when two naval officers boarded the ship and ordered it to move to a nearby navy base.

The Polish crew is imprisoned on board under continuous surveillance by two armed guards while the owner is losing earnings and the opportunity for a five-year charter.

Losses total around \$300,000 so far while costs are also mounting. Antwerp-headquartered Seatrade, one of the world's biggest operators of reeferships and also manager of more than 100 vessels, is accusing the Nigerian authorities of violating international law by not explaining why the ship was detained and has gone to court in a bid to obtain a release order.

However, at a court hearing arranged for last Thursday, a lawyer representing Nigeria's ministry of defence said he was unprepared, having only just been appointed.

The judge gave the Nigerian authorities another week to produce a formal complaint, or the ship and its crew would be allowed to go. The 1990-built **Sara**, registered in the Netherlands Antilles and converted to double hull configuration earlier this year, is one of a number of ships under arrest in Nigeria, which is investigating allegations of illegal bunkering and the unlawful export of oil products.

While sympathising with the Nigerian authorities in their attempt to crack down on this, Seatrade is adamant that its ship has not been involved in any smuggling and the wrong ship is being held.

It is thought to be the only vessel detained without any charges being brought, and Seatrade is mystified as to why it was arrested. The **Sara** was carrying a cargo of lube oil from Alexandria to Nigeria on behalf of Conoil and did not take on any bunker fuel in Lagos. Neither was any outbound cargo loaded. The trip was its first visit to Nigeria.

Lawyers representing Seatrade first applied to the Federal High Court in Nigeria for a release order more than a month ago, saying the **Sara** was detained "for no justifiable reason". Seatrade is also seeking support from other quarters, including Bimco, as it battles to have its ship freed.

CASUALTY REPORTING

GRAND BENELUX (ITALY)

Following received from Coastguard Falmouth MRCC, timed 1513, UTC: Ro/ro **Grand Benelux** in lat 50 53N, long 05 03W, heading 250 deg at three knots at 1400, UTC. Blocked diesel oil filter to generator has been repaired and vessel is awaiting better weather to turn south and resume passage. Tug **Anglian Princess** has been stood down and will return to anchorage in Mounts Bay.

PEGASOS (FINLAND)

A dozen ships and two helicopters carried on searching for a missing crew member of the capsized harbour tug **Pegasos** until 0130 today. The search was continued this morning. The accident happened yesterday evening, when tugs **Pegasos** and **Poseidon**, both owned by Alfons Hakans Ltd, were assisting the container carrier **MSC Hina** towards Helsinki's Western Harbour. Two other **Pegasos** crew members were quickly rescued by **Poseidon**. The two sailors were shocked but otherwise in good condition, and they took part in the search for their missing shipmate. So far the reason for the accident is unknown. London, Nov 14 -- A press report, dated today, states: While assisting c.c. **MSC Hina** towards Helsinki's Western Harbour yesterday evening, tug **Pegasos** suddenly tipped on its side and sank quickly. All three crew members fell into the water before they even had a chance to send an SOS message. The distress signal was called out by tug **Poseidon**. According to an on site reporter, the weather was not too windy, but the water temperature was only

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five degrees Celsius. The missing crew member was not wearing a lifejacket. The City of Helsinki Rescue Department was alerted at 2140 yesterday. 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 Police and the accident examination board that was immediately established will carry out a full investigation of the accident. According to Alfons Hakans Ltd safety regulations, all the crew members should have been wearing their lifejackets

ZENNESTROOM (NETHERLANDS)

Inland tanker **Zennestroom** (3144 gt, built 1987) was hit by the swing bridge of Sluiskil, on the Canal Ghent-Terneuzen, at about 2200, local time, Nov 14, and was heavily damaged. **Zennestroom**, owned by Van der Sluijs Groep BV in Geertruidenberg, was on a ballast voyage from Ghent to Terneuzen. The vessel is 110 metres long and 11.40 metres wide. Presumably, the master of the vessel tried to pass the swingbridge while it was already closing. The wheelhouse was hit by the underside of the bridge, causing heavy damage to the wheelhouse of the tanker. The mate, who was inside the wheelhouse, was trapped in the debris and, after the vessel had been manoeuvred along the quay in the nearby Zevenaars haven, the firemen and the ambulance people boarded the vessel to free the seriously wounded mate and, at 2300 hrs, he was transported to the hospital De Honte, in Terneuzen. A second person, who was also in the wheelhouse, was injured as well. An investigation, by river police, has been started on the cause of this accident.

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Bintulu Port posts RM73.5m net

BINTULU Port Holdings Bhd achieved a net profit of RM73.5 million for the first nine months ended September 30 2003 against RM50.2 million recorded a year ago. Its turnover for the nine-month period grew to RM223.3 million against RM197.1 million the previous year. For the third quarter of 2003, Bintulu Port recorded a pre-tax profit of RM31.34 million as compared with the RM23.47 million registered last year. The higher profit was attributed to the increase in port revenue as a result of increased number of liquefied natural gas vessel calls, volume of containers and other liquid bulk in the current quarter. Its earnings per share rose to 18.37 sen from 12.56 sen previously. Bintulu Port

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believes the operating environment will remain competitive but expects to achieve better result for the financial year 2003 on the back of the improvement in the world economy.

NAVY NEWS



The second newbuild AGOS named **A 803 LUYMES** arrived Sunday behind the **FACAL DIECISIETE** and assisted by the **Multratug 9** and **Walcheren** in the Port of Flushing.

Photo's : Peter Andriessen ©

MOVEMENTS

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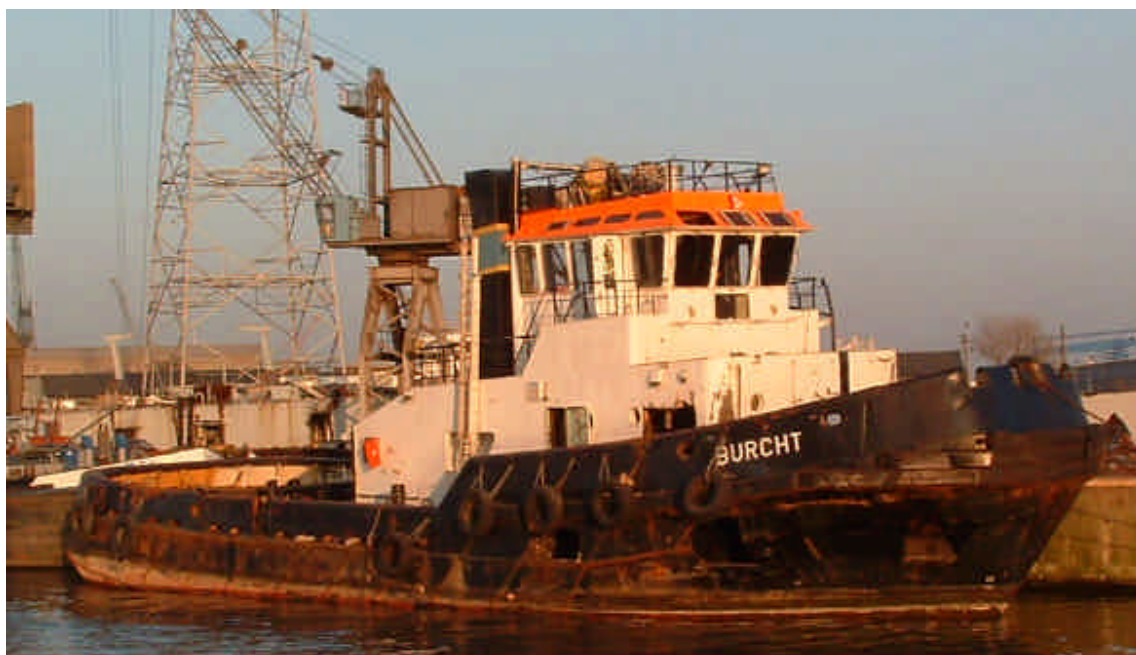
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The tug **BURCHT** at the breakers yard in Gent, the engines are taken out as well the towing winch, note the holes in the hull !!

Photo's : Frank de Paauw



The **BBC SEALAND** moored at the Tyne — photo : Kevin Blair ©



Passenger Cruise **DEUTSCHLAND**, German flag, 22496 gross tonnage, built in 1998, as seen at Piraeus passenger terminal on Nov 15th 2003

Photo : George Grekos ©

Positions November 17th 2003

Info : Herbert Westerwal - Westcoasting

IRBIS + Cargo-7 (Gerard Mauritz agents)

pos. 58.31 N 21.58 E (sheltering Saremaa Islands)
etd 12.00 hrs 17-11-2003

IKAR + Dyana (Gerard Mauritz agents)

arrived St. Petersburg 141103/1900 hrs It
- at present still at St. Petersburg barge is not ready for towage
due to non watertight etd hopefully Monday (17-11) afternoon

ATLAS II + Meiben (ILC agents)

sailed from Brunsbittel 17-11 / 16.00 hrs

pos. 53.57 N 07.12 E

speed 4,5 knots wind W'ly 5-6

eta HvH Pilots 19-11-03/09.00 hrs.



The tug **BOXER** arrived Monday with the **GIANT 4** in Rotterdam assisted by the pusher tug **Maas** on the river.

Photo : Piet Sinke ©



The TSAVLIRIS tug **NIKOLAY CHIKER** arrived in Cape Town to take up Salvage station

Photo : Ian Schiffmann ©

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Monday 17-11 18:30 hrs

PRESENT WIND DIRECTION / FORCE	:	SW 15 - 20 KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	WSW 15.5 KNOTS
PRESENT BAROMETER READING	:	1016.7 hPa
MIN TEMP LAST 24 HRS	:	9.7 °C
MAX TEMP LAST 24 HRS	:	10.6 °C
OUTDOOR HUMIDITY	:	94 %
DEWPOINT	:	9.1 °C
WINDCHILL	:	1.4 °C

Vooruitzichten van dinsdag t/m vrijdag:

ZACHT HERFSTWEER!

Veel bewolking, weinig zon en vooral op vrijdag regen. Zacht voor de tijd van het jaar, op vrijdag wat minder zacht.

© Ed Aldus 2003	DI-18	WO-19	DO-20	VR-21
Maximumtemperatuur:	13	14	13	11
Minimumtemperatuur:	10	11	10	8
Zonnekans in %:	20	20	20	10
Neerslagkans in %:	50	20	20	80
Windrichting kracht:	ZW-4-5	ZW-4-5	ZW-4-5	Z-3-4

.... PHOTO OF THE DAY

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Passenger Cruise **THOMSON SPIRIT**, (ex Spirit, ex Nieuw Amsterdam, ex Patriot), Bahamas flag, built in 1983, 33930 gross tonnage, on winter layup at Piraeus port, seen November 15th 2003

Photo : George Grekos ©

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