

DAILY SHIPPING NEWSLETTER 2003 – 223



Number 223 ****DAILY SHIPPING NEWSLETTER***Friday 21-11-2003

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A file photo of the ferry **KONINGIN EMMA** , this ferry served (1933) first at the route Hoedekenskerke – Terneuzen (crossing the Westerscheldt river) and was later used as a floating accommodation for Rijkswaterstaat based somewhere around Veere, since 1975 the **Koningin Emma** is sailing under the name **ESTRELLA** for Rederij Vrolijk from Scheveningen for sport fishing

Photo : Collection Willem Kruit ©

EVENTS, INCIDENTS & OPERATIONS

Nutec lanceert SkillSafe™ virtuele maritieme trainingen



Nutec, marktleider in risicobeheersing voor de offshore-, maritieme en petrochemische industrie, heeft een nieuwe generatie STCW-95-training ontwikkeld voor bemanningen en officieren. Deze zogenaamde **SkillSafe™**-training vervangt de traditionele theorie- en praktijktraining door een combinatie van geavanceerde e-learning en virtual reality. De training kenmerkt zich door lagere kosten en een hoger leerrendement.

Deelnemers aan **SkillSafe™**-trainingen onderhouden aan boord hun competenties met behulp van trainingsscenario's op de computer

en volgen een verkort, individueel praktijkdeel bij het trainingsinstituut. De eerste nieuwe cursus, Advanced Fire Fighting herhalingstraining, is recentelijk goedgekeurd door de Nederlandse Scheepvaartinspectie onder IMO/STCW-95. De cursus is ontwikkeld in samenwerking met Nutec-onderdelen Maritiem Training Centrum en CMS Den Oever. Het is wereldwijd de eerste STCW virtual reality training met overheidsgoedkeuring. Andere STCW-trainingen zullen in de komende maanden volgen.

Peter Jacobs, Ship & Operation Manager van Stena Line Holland: "Wij zijn een groot voorstander van het **SkillSafe™** concept omdat de variatie mogelijkheden de bekende "cursusmoeheid" aanzienlijk reduceert en de effectiviteit van onze bemanningen vergroot."

Jan Hart, CEO Nutec: "De druk op reders van nieuwe wetgeving en strengere eisen zal de komende jaren sterk toenemen. Door gebruik te maken van de nieuwste technologieën, kunnen bemanningen sneller, beter en effectiever getraind worden, zodat ze niet meer tijd aan wal hoeven door te brengen".

Nutec houdt op 3 en 18 december 2003 seminars in Rotterdam en Groningen om reders met **SkillSafe™** te laten kennismaken.

ANL master believed Courageous collision was 'terrorist attack'

THE master of the **ANL Indonesia** thought the Singapore naval vessel that collided with it in the Singapore Strait was a terrorist attack.

"It crossed my mind... that I was dealing here with a terrorist attack from the Al-Qaeda group," Capt Petrus Paulus Maria Koop of the **ANL Indonesia** told a Singapore Court where two naval officers accused of causing the death of four fellow officers in the collision.

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The [RSS Courageous](#) collided with the [ANL Indonesia](#) on January 3 after u-turning to go the wrong way down the eastbound lane of the traffic separation scheme and then making a number of small course changes that went against the collision regulations.

The rear of the naval vessel was sheered off in the resulting collision leaving four female officers dead.

An investigation by the Maritime & Port Authority has already found the naval vessel responsible for the collision.

Naval officers Ng Keng Yong, 28, and Chua Chue Teng, 24 are now on trial accused of causing the deaths of four servicewomen with their negligent manoeuvring of RSS Courageous.

Veerse reder verliest zaak over kapiteins zeescheepvaart

DEN HAAG - De Veerse rederij Gefonzo BV heeft gisteren een principiële rechtszaak voor de Raad van State in Den Haag verloren. Het hoogste rechtscollege bepaalde dat gezagvoerders met voldoende ervaring in de binnenvaart én zeevaartpapieren niet zonder meer als kapitein op zeeschepen mogen varen.

G. Fongers, directeur van Gefonzo, is teleurgesteld. De rechtbank in Middelburg stelde hem eerder in het ongelijk, waarop hij in hoger beroep ging bij de Raad van State. Hij hoopte in Den Haag wel zijn recht te kunnen halen, maar ook de Raad van State hield strikt vast aan de regelgeving voor de toelating van kapiteins in de zeescheepvaart.

Wil een gezagvoerder met ervaring in de binnenvaart ook op een zeeschip als kapitein kunnen varen, dan moet hij minstens een jaar op een zeeschip hebben gewerkt als stuurman of maritiem officier. Fongers vindt die eis onterecht. „Het gaat er in de huidige regelgeving om op welk schip iemand heeft gevaren. Een kapitein die altijd op een zeeschip op het Kanaal Gent-Terneuzen vaart, mag wel als gezagvoerder op zee werken. Een gezagvoerder die op een binnenvaartschip werkt en vaak buitengaats komt, mag echter niet als kapitein op zee functioneren. Dat is krom.``

Volgens Fongers is het veel beter om te eisen dat een gezagvoerder over voldoende kwaliteit moet beschikken. De werknemers voor wie Fongers naar de rechter is gestapt, hebben vele jaren ervaring in de binnenvaart. Speciaal voor het werken op zee hebben zij een extra vaarbevoegdheid gehaald bij de middelbare maritieme opleiding in Vlissingen. Gefonzo BV is van oorsprong een binnenvaartbedrijf. De rederij heeft in 1998 twee zeeschepen in de vaart genomen. Die varen een lijndienst tussen het Duitse Duisburg en Tilbury bij Londen. Op de Rijn maken de schepen elke reis twaalf tot vijftien uur en op zee zes tot zeven uur. Fongers: „Ze zitten dus langer op binnenwater dan buitengaats.`` Voor Gefonzo BV zit er nu niets anders op, dan de betrokken werknemers als stuurlieden voldoende vaartijd op een zeeschip te laten maken om hen als kapitein te kunnen inzetten.

Gujarat govt forced to inspect 'toxic' ship

GANDHINAGAR: Environment watch-dog Greenpeace scored a major victory when the Gujarat government was forced to order an environmental inspection of the toxic 'UK ship [Genova Bridge](#) .

The ship has been awaiting beaching at the Alang ship-breaking yard to be scrapped and Greenpeace activists have been playing a cat-and-mouse game with the authorities along the international waters off the Saurashtra coast for the past week.

The victory has come as a major embarrassment for the Gujarat government which had wanted the Greenpeace activists aboard their ship, [Rainbow Warrior](#), to be arrested by the navy or coast guard, a request which was turned down. A senior official here admitted that, on instructions from the Union environment ministry, the Gujarat Pollution Control Board (GPCB) has been asked to inquire into the

matter and advise the Gujarat Maritime Board (GMB) if **Genova Bridge** fulfils international norms for ship-breaking.

Significantly, the GPCB's environmental clearance before starting to break a ship at Alang is still not obligatory. The ship-breaker obtains the clearance to break from private local bodies, appointed by the GMB to give certification.

'Ghost Ships' are Tip of A 2,000 Vessel Iceberg

The controversial arrival of US 'ghost ships' at a UK dockyard foreshadows a looming dilemma over how to dispose of up to 2,000 redundant vessels over the next few years, a Government minister said today.

Environment minister Elliot Morley told the Commons Environment Select Committee that the immediate legal dispute over the ships at Able UK's dock on Teesside is a matter for the courts to decide.

But, in the longer term, the Government is among those pressing for an international phase out of single hulled tankers – considered a risk to maritime and coastal environments.

Mr Morley told the committee: "We are confident we will be successful. Between now and 2015 something like 2,000 single hulled tankers will be in the market for recycling."

A task on that scale would put pressure on recycling facilities around the world. "So there is a pressing need," said Mr Morley.

There was, therefore, a good case for the kind of facility Able UK has on Teesside. "There is a very strong argument for a facility of this kind. We want it to succeed. We want it to be legal and comply with the very highest environmental standards. But there is a need for this," Mr Morley said.

The immediate problem relates to two ships already on Teesside, and two more which are en route there, from a total of 13 rusting US vessels due to be disposed of by Able UK.

Campaigners, including Friends of the Earth, claim that toxic chemicals and asbestos make the ships a health and environmental hazard. A stalemate has developed while legal issues are clarified.

Mr Morley told the committee that a court case relating to a planning permission dispute was the first step in resolving the situation. Beyond that, the Environment Agency was in the lead in finding a solution, said Mr Morley, although his own department was having discussions with interested parties on both sides of the Atlantic.

He told MPs that the ships to be moored on Teesside over the winter would have to be returned to the US in the spring if no alternative solution could be found. Sir John Harman, chairman of the Environment Agency, told the committee that its view was that a properly authorised dismantling of the vessels was preferable to repatriation.

And Peter Mandelson, the Hartlepool MP and former Northern Ireland Secretary, told the committee he wanted all 13 vessels to come to the North East.

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"I want the ships to continue as a fleet to Hartlepool where they can be properly, professionally and expertly recycled," said Mr Mandelson. The MP stressed that he would not support the project if there was any question of a threat to the health of any constituent.

But he said: "I have been assured that everything is covered, that all the appalling consequences set out by the protesters will not ensue." Friends of the Earth had been "crying wolf" over the issue, he argued.

CASUALTY REPORTING

MINOAN LINES announces that , Wednesday November 19, 2003, at 3.30 a.m., during the regular voyage of the HSF **KNOSSOS PALACE** from Piraeus to Heraklion, there was a fire incident in a truck in the garage of the vessel. Immediately the automatic fire prevention and extinguishing systems were activated and with the assistance of the crew the fire was put out without spreading to other areas of the vessel.



The **KNOSSOS PALACE** moored in Piraeus – photo : George Grekos ©

The Ministry of Merchant Marine and all the passengers on board were immediately notified and all the necessary safety measures were taken. The vessel arrived in the port of Heraklion at 6.10 p.m., carrying 1040 passengers, 91 cars and 100 trucks and all passengers were disembarked safely by 09.30 p.m.

SEASPAN CAVALIER (CANADA)

Tug **Seaspan Cavalier** (149 gt, built 1975) while towing two chip barges, struck the dredger **Sceptre Columbia's** (789 gt, built 1965) pipeline, on the Fraser River near Steveston, B.C. at 2002, PST, Nov 13.

SHIPYARD NEWS



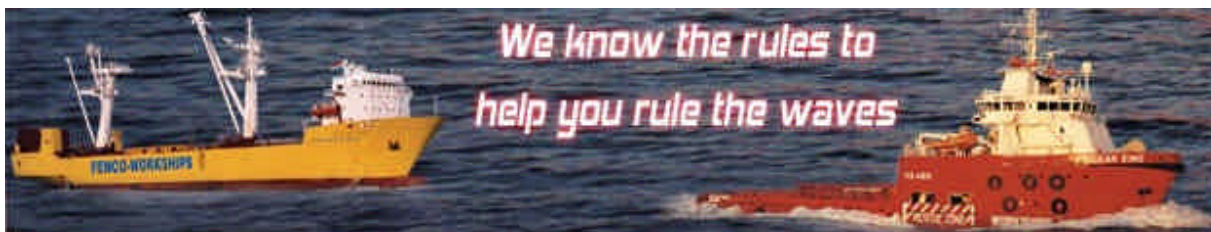
In Flushing the newbuilding yacht **SOLEMAN** left Amels / Schelde yacht builders for seatrails.

Photo's : Willem Kruit
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Oil majors in \$4bn Sakhalin spend



The **SMIT SAKHALIN** operating in arctic conditions in the Sakhalin area – **photo : Ron Kendrick ©**

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MAJOR oil companies are set to invest \$4bn on two huge oil and gas projects in Sakhalin, off eastern Russia, next year and have spent \$3bn this year on offshore platforms, double-hulled tankers and a liquefied natural gas terminal.

Two consortia, led by Shell and ExxonMobil, are gearing up to spend a further \$4bn on their Sakhalin projects after spending \$1bn in 2002 and just over \$3bn this year, said Galina Pavlova, director of the oil and gas industry department for Sakhalin.

The money will go on new offshore platforms, double-hulled tankers, ice breaking vessels, trunk pipelines, onshore processing terminals and other infrastructure projects on the island.

"This year there was the start of development of the Lunskeye field and three gas contracts were signed on Sakhalin II. On Sakhalin I there is a long-term construction plan and drilling has begun on the Chayvo offshore field," said Dr Pavlova.

Exxon Neftegas heads up the Sakhalin I consortium and Chayvo's development. It plans to build a pipeline across the Gulf of Tartary to the new DeKastri terminal, on the Russian mainland, and have tankers sailing through pack ice from 2005.

"Phase I investment will be \$5bn with \$1.8bn spent so far. Russian content is key to the project with more than \$2.3bn in local contracts awarded to date," said Stephen Terni, president of Exxon Neftegas. "Drilling started on the first Chayvo well with the Yastrebov land rig in September. The Orlan drilling platform, used in Alaska, is being modified by Amur Shipyard for Chayvo and overall is 50% completed." Exxon Neftegas has ordered a single point mooring system and the design for ice resistant double-hulled Aframax tankers for Sakhalin I.

Shell has also made progress on Sakhalin II. "We had a busy summer awarding \$5bn in contracts, including the main engineering, procurement and construction awards," said Steve McVeigh, chief executive of Shell's consortium Sakhalin Energy Investment Co. "So far we are achieving 75% Russian content on manhour and material utilisation."



A cargo ship waits to be unloaded at the Port of Los Angeles docks in Long Beach

Seaspan naar Namibië

Het multipurpose offshorevaartuig **Seaspan**, het vlaggenschip van offshore-rederij Seaworx uit Den Helder, gaat drie jaar naar Namibië.

Volgens directeur Jan Dirk Hudig is hiervoor een timechartercontract gesloten met de in dit Afrikaanse land gevestigde Samcor Mining Company. Het offshorevaartuig wordt ingezet bij de winning van diamanten offshore. Eind december zal de **Seaspan** naar Namibië vertrekken. Voor die tijd moet het schip eerst op een Nederlandse werf worden aangepast voor haar nieuwe taak. Volgens Hudig wordt

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het vaartuig voorzien van een moonpool van acht bij acht meter, een helikopterdek en een grote hoeveelheid materieel. De **Seaspan** was eerder al uitgerust met een dynamisch positioneringssysteem en moderne navigatie- en communicatiemiddelen. Het schip heeft, voordat het door Seaworx is aangekocht, jarenlang als bevoorraders in de offshore-industrie en voor het US Military Command gewerkt.

NAVY NEWS



The Fast Combat Support Ship **USS Detroit (AOE 4)** performs an underway replenishment with **USS Peleliu (LHA 5)** as **USS Port Royal (CG 73)** comes alongside. Port Royal and the 13th Marine Expeditionary Unit (13th MEU) are

deployed with **Expeditionary Strike Group One (ESG-1)** in support of Operations Enduring Freedom and Iraq Freedom.

USS Stephen W. Groves Chokes Drug Smuggling Operation

A 12-hour, 305-mile chase resulted in the seizure of 1.5 tons of cocaine and the detention of six suspects during **USS Stephen W. Groves' (FFG 29)** first drug bust in the Eastern Pacific during the frigate's deployment to the U.S. Naval Forces Southern Command Area of Operations.

Participating in a concerted team effort among Coast Guard Law Enforcement Detachment (LEDET) 201, Helicopter Anti-submarine Squadron Light (HSL) 42 Detachment 10, and the Coast Guard HC-130 from air station Clearwater, Fla., Groves captured a go-fast vessel (GFV), a high-speed boat specifically built for smuggling drugs. After the seizure of the "go-fast," Stephen W. Groves and USCGC Steadfast (WMEC 623) were able to relocate and recover the contraband, which had been jettisoned as the suspects tried to flee, amounting to nearly 1.5 tons of cocaine with a street value of almost \$30 million.

According to Ensign Jeff Bolling, LEDET-201 officer in charge, "It is really rare to capture a fully-fuelled go-fast in a flat-out chase." "Only with the precise coordination of everyone involved was the capture of the go-fast possible," added Groves' Commanding Officer Cmdr. Rudy Laco. Groves began her six-month counter-drug operations deployment to the U.S. Naval Forces Southern Command area of responsibility Sept. 25. While deployed, Groves' crew works with other assets from Joint Interagency Task Force South, the agency responsible for counter-drug operations in the Eastern Pacific.

Homeported in Pascagoula, Miss., Groves is a Commander, Naval Surface Group 2 ship, assigned to Commander, Destroyer Squadron 6. During the ship's deployment, the crew will be patrolling nearly 4 million square nautical miles of water in the Caribbean and Eastern Pacific. When asked what he thought about Groves' first bust, Ensign Matthew Noland summed it up when he said, "This is what I joined the Navy for, for a chance to get out and do what we train for, and for a chance to actually make a difference, and I know that's what we're doing."



The coastal mine hunter **USS Raven (MHC 61)** travels through the Arabian Gulf participating in Mine Warfare Readiness and Effectiveness Measuring (MIREM) Program 27. The mission of MIREM is to collect and analyze mine warfare data, which will be used to develop a database, which can be used to weigh decisions on proposed improvements to existing systems or development of new ones

Noren vinden met kwik geladen U 864

De Noorse marine heeft na vijf jaar zoeken het wrak van de Duitse onderzeeër **U 864** gevonden. De ontdekking van het wrak uit WO II is van belang, omdat het volgens overlevering zo'n zeventig ton kwik aan boord zou hebben.

De onderzeeër ligt in het noordelijke deel van de Hjeltefjord op 150 meter diepte. Volgens een marinewoordvoerder is zij gebroken, maar verder in goede conditie. Het is de bedoeling het kwik te bergen voordat de verpakking van de giftige vloeistof kapot gaat.

Aan boord van de U 864 zijn mogelijk ook delen van het destijds revolutionaire vliegtuig Me-262 en constructie- en productiegegevens van een door Siemens ontwikkeld radarsysteem.

De Engelse onderzeeër **Venturer** bracht de **U 864** 9 februari 1945 tot zinken. Daarbij kwamen alle 73 opvarenden om het leven. Aangezien de bemanning uit 56 koppen bestond, wordt ervan uitgegaan dat zich aan boord ook vliegtuig- en radarspecialisten bevonden.

De **U 864** was uit Duitsland vertrokken met bestemming Penang. De ondergang was destijds spectaculair, omdat zowel de **Venturer** als de **U 864** op periscopodiepte voeren toen de Engelsen de torpedo afvuurden. Het was voor het eerst in de geschiedenis dat twee schepen onder water slag leverden.

MOVEMENTS

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The bulker **Giovanni Bottiolieri** seen here at the Put van Terneuzen, just before the start of the lightering operation, later the vessel sailed to Sidmar

Photo : Frank de Paauw ©



Outbound from Hunterston port on the River Clyde Tuesday was the Bulker **PAEAN**.

Photo: Tommy Bryceland, Scotland ©

The **Multratug 7** sailed from the Clyde 19/11 at about 1600 with **HMS Bridport** a minesweeper in tow for Portsmouth .



The **HYUNDAI FREEDOM** seen here arriving at the Osaka quay in Le Havre

Photo : Pierre Hebert ©

AIRCRAFT / AIRPORT NEWS



The U.S. Navy Flight Demonstration Team, the "**Blue Angels**" perform in the final show of the 2003 season at Sherman Field aboard Naval Air Station (NAS) Pensacola, Fla. Approximately 100,000 spectators enjoyed the aerial demonstration of Naval air power

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Thursday 20-11 20:30 hrs

PRESENT WIND DIRECTION / FORCE	:	SW 5 - 10	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	SSW 13	KNOTS
PRESENT BAROMETER READING	:	1010.2	hPa
MIN TEMP LAST 24 HRS	:	11.7	°C
MAX TEMP LAST 24 HRS	:	12.5	°C
OUTDOOR HUMIDITY	:	89	%
DEWPOINT	:	8.6	°C
WINDCHILL	:	3.9	°C

Vooruitzichten van vrijdag t/m maandag:

AANHOUDEND ZACHT!

Morgen en zaterdag perioden met regen. Zondag veel bewolking en kans op wat motregen. Maandag half tot zwaar bewolkt en een bui.

© Ed Aldus 2003	VR-21	ZA-22	ZO-23	MA-24
Maximumtemperatuur:	10	13	13	11
Minimumtemperatuur:	9	9	9	8
Zonnekans in %:	10	10	20	30
Neerslagkans in %:	80	80	50	40
Windrichting kracht:	ZZW-3-5	Z-4-5	Z-4-6	ZW-3-5

.... PHOTO OF THE DAY



A model of the TSAYLIRIS tug **LEOPARD** what is built by the Joris family in Belgium with in the background the large Salvage tug **FOTIY KRYLOV**

Photo : Stefaan Joris ©

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NUTEC FOR SAFETY AND SURVIVAL TRAINING

Nutec, leading provider of safety and survival training courses, has developed a next generation training for mandatory STCW and Offshore courses called **SKILLSAFE™**.

This next generation builds operating competencies of individual crewmembers, while at the same time it saves costs by reducing time spent at training centres.

All **SKILLSAFE™** courses are approved by the relevant authorities such as the Netherlands Shipping Inspectorate. Building competencies to operate effectively in emergency situations requires a lot of practice. **SKILLSAFE™** allows crewmembers to train at their own pace, on board or in-house, cutting time spent at training centres by half.

Multi-media videos and animations make the course content easily accessible, helping crewmembers to learn more effectively. Computer-based assessments test their knowledge regularly, to ensure they have understood the material.

After studying the course content, they bring their new knowledge into practice during virtual reality training. Incidents can be simulated that are difficult, dangerous or costly to train in real-life. These game-like simulations allow them to experience realistic situations, make real decisions and face the consequences of their own actions. In short, build competencies.

On-board training results are stored on a crewmember's personal smartcard. This card provides crewmembers access to **SKILLSAFE™** and registers his competencies, qualifications and certifications. **SKILLSAFE™** allows crewmembers to maintain and improve their competencies on an ongoing basis. When his certificate is due for renewal, the crewmember visits any of Nutec's training centers around the world to undergo the practical training. An intake assessment verifies his competency level and the smartcard informs instructors about his training history and areas that require personal coaching.

After having completed the practical training, the crewmember receives his competency certification. These certificates are issued by the PAC Certification Foundation, specialised in developing competence profiles and personnel certification.

New training exercises and virtual reality training scenarios are issued regularly, allowing crewmembers to maintain their acquired competencies.