

DAILY SHIPPING NEWSLETTER 2003 – 225



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The **MULTIRASH COMMANDER** arrived for the first time in her homeport Terneuzen

Photo : Alain Dooms ©

EVENTS, INCIDENTS & OPERATIONS

Captain of ferry in fatal crash is fired

The captain of the Staten Island Ferry that crashed last month has been fired by the city's Department of Transportation.

In a brief statement Thursday night, DOT spokesman Tom Cocola said Michael Gansas "will not be on the Department of Transportation's payroll" Friday. The department suspended Gansas without pay on Oct. 22 for refusing to cooperate with investigators probing the Oct. 15 crash that killed 10 passengers and injured dozens.

Gansas invoked his Fifth Amendment right against self-incrimination when he appeared before investigators for the National Transportation Safety Board.

In a statement to police following the accident, Gansas said he had tried to pull Assistant Capt. Richard Smith, who was piloting the ferry, from the helm to take control before the vessel crashed into a concrete maintenance pier in Staten Island. But city officials have said Gansas was not in the pilothouse at the time, a violation of city regulations.

Gansas' attorneys, Catherine Foti and William Bennett, could not immediately be reached for comment.

NEW TUGS FOR FRENCH COAST GUARD



Myklebust Verft, a Kleven Maritime company, has signed a contract to supply two coast guard vessels to France. The contract, which has a value of Nkr 400 million, is with Les Abeilles International, a Groupe Bourbon company. The vessels

are of the UT515 design. Groupe Bourbon's tug company, Les Abeilles International in Le Havre, has signed a long term contract with the French Navy to provide standby services on the French coast.

The vessels are designed for operations to prevent environmental catastrophes such as Erika and Prestige happening in the future. They have been developed specifically to meet these requirements by Rolls-Royce Marine in Ulsteinvik, and have been given the type number UT 515.

Myklebust Verft, at Sunnmøre, Norway, won the contract to build these ships against intense international competition. The vessels are scheduled for delivery in February and June 2005.

Together with the Yard's existing backlog, the contract for these the yard through to the summer of 2005.

Captain arrested in drug bust

DAILY SHIPPING NEWSLETTER 2003 – 225

THE captain of a small bulker is now in a jail in Vilagarcia, in the Spanish province of Galicia, in connection with an investigation into a major drug-smuggling operation. His ship, the 2,000dwt **Boreas**, is reported to be owned by Rambler Shipping in Malta and managed from La Coruna by a company called Broinspe. It was detained on Wednesday in Bilbao with its cargo of scrap metal, a government spokesman said today. The Ukrainian captain, whose name was not revealed, was then arrested for "crimes against public health," the spokesman said. The arrest came two days after 13 people, including suspected Spanish criminal Ramiro Somoza, were arrested in connection with six tonnes of cocaine seized on the trawler **South Seas I** off the Portuguese coast last month. The government spokesman said the **Boreas** was off the coast of Togo, West Africa at the same time as the trawler was loading the cocaine, although he could not confirm whether any drugs had been transferred between the vessels. However, it is believed the **Boreas** was used by the drugs ring.

Sleepboot Holland overleeft zwaar weer



Top : de **HOLLAND** op weg naar de Furiade in Maassluis – foto : Wout Boender ©

Op het bericht dat de voormalige sleepboot **Holland** moeilijke tijden doormaakt en in zwaar weer verkeert vorige week in de Terschellinger, reageerde Peter Miedema uit West, betrokken bij de instandhouding en exploitatie van het museumschip.

Volgens Miedema bevindt de **Holland** zich niet in zwaar weer. "De landelijke stichting is erin geslaagd een groot aantal subsidieverstrekkers en sponsors aan zich te binden. Hierdoor is niet alleen de aanpassing die ertoe moet leiden dat het schip van de Scheepvaartinspectie toestemming krijgt om met 80 passagiers te varen (en dus ook de commerciële exploitatie) veilig gesteld, maar ook het meerjarige restauratieplan, waardoor het schip nagenoeg in de oude staat zal worden hersteld", aldus

DAILY SHIPPING NEWSLETTER 2003 – 225

Miedema. "Momenteel zijn we druk bezig om met de "BV Terschelling" een van de sponsors te worden van de Holland en daardoor het schip meer op Terschelling te krijgen. Omdat het om een aanzienlijk geldbedrag gaat, zijn we heel zorgvuldig bezig om allerlei participanten, waaronder de gemeente en regionale subsidieverstrekken aan ons te binden. Naar verwachting zullen we hier eind dit jaar of begin volgend jaar meer over weten. De suggestie dat het slecht zou gaan met de Holland is zeer zeker sterk overdreven", aldus Miedema.

CASUALTY REPORTING

HIGHLAND EAGLE (U.K.)

Following received from Coastguard Aberdeen MRCC, timed 1140, UTC: Supply **Highland Eagle** (2244 gt, built 2003) made very minor contact with leg of production platform Eider A in lat 61 21N, long 01 10E, this morning. **Highland Eagle** is checking to see if it has sustained any damage, while the production platform has only very minor damage to an escape ladder on the leg which was contacted.

SHIPYARD NEWS

Damen restructures repairers

DAMEN Shipyards has completed the restructuring and integration of its four Rotterdam repair yards, which will now be combined into one organisation. From 1 January, Niehuis & van den Berg, Vlaardingen Oost Shiprepair, Van den Brink Shipyard and Rotterdam United Shipyard will be amalgamated into Damen Shiprepair Rotterdam. All four yards were taken over by Damen when they faced losses and were obtained for a relatively low price. The company also has a repair yard in Amsterdam but this will remain independent for the time being.

Ulstein Verft secures conversion contract from Solstad

Ulstein Verft shipyard in Norway has signed a contract with Solstad Shipping to convert the **Normand Cutter**, a cable-laying vessel. The vessel will be converted for construction/pipe-laying, and the work will begin at the end of November/beginning of December, and will be completed in May.

"The conversion is as large a job as a newbuild", says Tore Ulstein, Managing Director at Ulstein Verft AS. "There is more work with this project than with the largest of our ongoing newbuilds. In periods, all our employees are going to be involved", hereports.

"Those working in steel will be especially busy", says Production Manager, Kenneth Pettersen, who said that the steel work will be divided between Ulstein and Maritime Ltd in Poland.

The amount of new steel which will be used on the vessel is estimated at approximately 1,400 tons, mainly be for side sections, a large crane foundation for a 300 ton offshore crane and a new ROV/accommodation module.

A new moonpool will be built, as well as a new stabilizing tank. Both the main deck and the ship in general require considerable reinforcement in order to maintain the longitudinal strength.

DAILY SHIPPING NEWSLETTER 2003 – 225

The hangar will be removed, and new equipment will be installed for pipe-laying. The **Normand Cutter** currently accommodates 70 persons, and will be upgraded to accommodate 114.

After the conversion, its width will have increased from 23.4m to 27m.

ANOTHER YACHT IS LEAVING AMELS / DE SCHELDE



With AMELS / DE SCHELDE yachtbuilders in Flushing another unnamed newbuilding left the yard as can be seen above at the picture

Rectification at the earlier message last week , the yacht was named **SOLEMAR** and not **SOLEMAN** as mentioned with the pictures

Photo : Willem Kruit ©

Austal crew /supply boats lauded by owner

Anapaula and Veronica, the first vessels delivered by Austal USA, have now completed nearly two years' work in the southern Gulf of Mexico.

The two 45.8m (150ft) high-speed crew/supply boats have been operating in support of the Mexican offshore oil industry out of the port of Del Carmen since they were delivered, ahead of schedule, in January 2002.

The boats are owned by Candies Mexican Investments, an affiliate of Otto Candies, LLC, a Louisiana-based marine transportation and offshore services company that specializes in regional and international support services for the oil exploration and exploitation industries.

Comments made by Otto Candies III make it clear that, nearly three years after ordering its first Austal crew/supply boats, the company is pleased it did so.

DAILY SHIPPING NEWSLETTER 2003 – 225

"The vessels are good value for money overall and Austal has proved to be a reliable, professional shipbuilder," he said. "Our experience on this contract was very positive. We appreciate the way in which the negotiation, construction and warranty follow-up on the vessels was handled."

The sisterships have been working in the fleet of Oceanografia SA de CV, carrying personnel and cargo to and from offshore platforms operated by Petróleos Mexicanos. Government-owned PEMEX is Mexico's largest company and one of the world's largest producers of crude oil and natural gas.

PEMEX's requirement is for vessels with a service speed of 25 knots, the durability to operate day-in, day-out, and the reliability to ensure that critical logistics support situations can be accomplished as quickly as possible.

Capable of 30 knots, Anapaula and Veronica are effectively exceeding that requirement, operating an average of 17 hours a day, 365 days of the year and transporting about 150 people and 250 tonnes of cargo per day.

Each vessel can carry up to 80 passengers and carry over 150 tonnes of cargo on the 139 square metre (1,500ft²) aft deck, while also having tanks for 37,900 litres of transferable fuel. Their crews rate the Austal-built aluminum monohulls very highly for not only their speed but also their versatility and report that monthly fuel consumption is around 3,800 litres per month less than similar vessels.

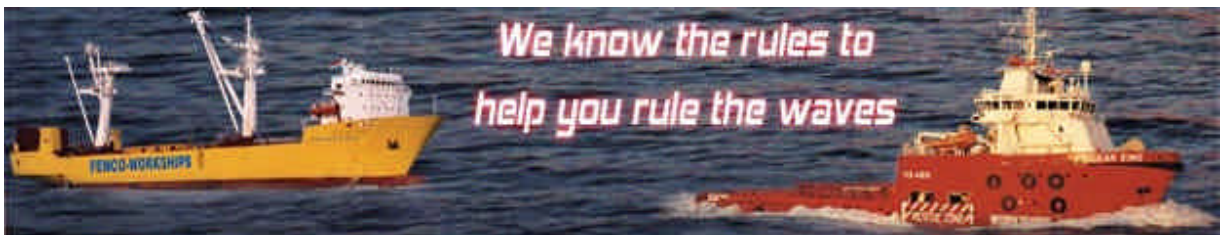
Four Caterpillar 3508B diesels provide a total of 3130kW to quadruple Hamilton 571 waterjets. In addition to fuel efficiency, this propulsion arrangement contributes to excellent maneuvering, which is noted by the crews as another area in which the Austal product is preferred to competing designs.

Summing up, Otto Candies III concluded: "I guess the best endorsement we could give Austal is that we would look to them again if we were in the market for this type of vessel."

ROUTE, PORTS & SERVICES

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RION – ANTIRION BRIDGE



The construction works on the bridge are going according to schedule. When the bridge will be completed, 46 pieces of prefab steel road will be securely mounted (23 pieces on either side of the pillars). Presently on Pillar M4 there are already 34 pieces placed (17 either side) and on Pillar M3 a total of 26 (13 either side). All these steel blocks have been mounted successfully using the heavy lifting capabilities of SMIT's self propelled sheerleg **TAKLIFT 7**. The weight of each steel-road load is approx 310 tonnes and the height it has to be lifted in order to be placed and secured with the steel stanchions on the bridge is approximately 67 meters.

Photo's by :

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Newbuildings / secondhand update

Offshore Shipbrokers Ltd (OSL) has confirmed that Toisa has ordered three AHTS of the VS4612 design at Wuchang in China. The vessels will have 160 tonnes bollard pull, FiFi and DP and are scheduled for delivery August 2005.

Ultrapetrol Offshore has ordered two PSVs of the VS4408 design at Jinling Shipyard in China.

Tidewater has ordered two AHTS of 7,000bhp at the INPHI Shipyard in Ulsan Korea. In addition they have ordered four AHTS of 8,000bhp, two from Aker Tulcea in Romania and two from Remontowa Shipyard in Poland. All are for delivery in 2005.

Former UT704 AHTS **Queen Supplier** (built 1975, 7,040bhp) has been sold to Far East principals on private terms.

Klyne Tugs has purchased the AHTS **Maersk Logger** (built 1987, 12,000bhp) on private terms with the vessel delivery promptly. Upon change of ownership she was renamed **Anglian Earl** before rejoining the spot market.

Farstad sells Far Sun

Farstad Supply in Norway has reached an agreement to sell the PSV **Far Sun** to Seaport International Shipping Co in the United Arab Emirates (UAE).



The **FAR SUN** moored in Stavanger – photo : Terje Moen ©

The vessel has operated for BP Norway since December 1993, and is now finishing a 10 year charter with BP. **Far Sun** is a 1,500dwt vessel and was built at Robb Caledonia Yard in Leith in 1982. The price is approximately US\$4 million, which is on a level with the valuation of the vessel as per June 30, 2003.

The vessel will leave the North Sea immediately after the sale is completed at the beginning of December.

Emeraude goes to Sogestran

BANKRUPT French ferry operator Emeraude Lines, which runs between France and the Channel Islands, has been acquired by Compagnie Fluviale de Transport-Sogestran. The bid, reported by the Jersey Evening Post to be €1.3M (\$1.5M) was preferred by St Malo Tribunal de Commerce over rival offers from Compagnie Nationale de Navigation and Taylor Downs in Jersey. According to the Jersey newspaper, Sogestran has been given a ramp permit for ten days, which will allow the company to continue services in the short term. Long term plans are as yet unconfirmed. Emeraude operated five small ferries, including the Solidor 5, a 60m-long catamaran built in 2001, the lease on which has been taken over by Sogestran

NAVY NEWS

BRITISH FRIGATE DETAINS SUSPECTED OIL SMUGGLING TANKER

A tanker suspected of smuggling oil out of Iraq has been boarded and detained during a surveillance operation by a British ship, it emerged today.

The **HMS Norfolk** - which began its task just days ago - found more than 300 tonnes of what is believed to be illegal oil on the vessel. It is thought the tanker may have smuggled more than 5,000 tonnes of oil in the past few months.

The MV **NOORA 1**, a United Arab Emirates flagged vessel, was being detained for trial by Iraq's judicial system. Commander Tony Radakin, Commanding Officer of **HMS Norfolk**, said: "This is an exceptional start for **HMS Norfolk**, who joined the coalition forces only two days ago, and an encouraging result in the fight to prevent illegal smuggling of Iraqi oil.

"We are determined to ensure that oil exported from Iraq is done so legally and is used for the benefit of the Iraqi people. "The promotion of lawful trade will contribute to bringing peace and security to the region."

The ship's role is to protect Iraqi oil terminals in support of Operation Iraqi Freedom. It took over from the **HMS Sutherland** on the mission.



U.S. sailors stand on deck aboard the **USS Vandegrift** as it departs from Ho Chi Minh City (formerly Saigon), Vietnam on Saturday Nov. 22, 2003. Pulling up anchor Saturday, the USS Vandegrift ends its historic four-day port call in Ho Chi Minh City, becoming the first U.S. warship to visit post-war Vietnam. The frigate's visit came as the United States and Vietnam look to furthering their strategic cooperation beyond the diplomatic and trade relations already established.

MOVEMENTS

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The **FOTIY KRYLOV** departed from Flushing bound for the Acores Islands

Photo : **Jamie Reurink** ©

DAILY SHIPPING NEWSLETTER 2003 – 225



The **SANCO SEA** departed from Rotterdam – photo : Fred van der Spek ©



Passenger cruise **ATLANTIS** (ex Stafford, Aigaion Star, Tropic Star, New York Fortune I), built in 1967, Greek flagged, 4595 gross tonnage, as seen laid up at Piraeus Greece.

Photo : George Grekos ©



The Vietnamese SD-14 **PHUONG DONG I** moored in Santos – photo : Roger Cordeiro ©

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Sunday 23-11 09:00 hrs

PRESENT WIND DIRECTION / FORCE	: var 0-5	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	: S-ly 13	KNOTS
PRESENT BAROMETER READING	: 1011.9	hPa
MIN TEMP LAST 24 HRS	: 11.8	°C
MAX TEMP LAST 24 HRS	: 13.7	°C
OUTDOOR HUMIDITY	: 91	%
DEWPOINT	: 10.3	°C
WINDCHILL	: 11.8	°C

.... STORY OF THE DAY

In het reddingsmuseum Jan Lels / Nationaal Veerdienst museum in Hoek van Holland is op vrijdag de expositie

Hoek van Holland en de Holland Amerika Lijn

geopend

Het is dit jaar 100 jaar geleden dat de Holland Amerika Lijn een eigen steiger in Hoek van Holland in gebruik nam.

Hiertoe gedwongen door buitenlandse concurrentie, bracht de Holland Amerika Lijn omstreeks 1900 een aantal schepen in de vaart, die aanzienlijk groter waren dan de schepen die men tot dan toe bezat.

DAILY SHIPPING NEWSLETTER 2003 – 225

Dit waren schepen als bijvoorbeeld de (3^e) ROTTERDAM, de (1^e) STATENDAM en de POTSDAM.



Met deze nieuwe schepen kon de H.A.L. de strijd met de concurrentie aan. Nadeel was echter dat deze schepen niet volledig konden worden afgeladen i.v.m. de beschikbare waterdiepte op de Nieuwe Waterweg. Dit betekende een behoorlijke winstderving.

Ook moest, nog meer dan bij de oude schepen, vaak enige uren buitengaats worden geankerd in afwachting van voldoende water. Een vertraging die door de passagiers niet op prijs werd gesteld.

De H.A.L. kwam in contact met de Hollandsche IJzeren Spoorweg Maatschappij (H.I.J.S.M.) die toen de spoorlijn naar Hoek van Holland exploiteerde. Een en ander had tot gevolg dat de H.I.J.S.M. in Hoek van Holland een speciale steiger voor de H.A.L. liet bouwen.

Als eerste H.A.L.-schip meerde op 23 mei 1903 de ROTTERDAM af aan de Amerikasteiger. Hierna meerden – indien nodig – de binnenkomende H.A.L. schepen in Hoek van Holland af zodat de passagiers ontscheept konden worden en per (speciale) trein naar Rotterdam konden reizen. Ook werd wel een gedeelte van de lading gelost om de diepgang te verminderen.

Na de eerste wereldoorlog was de Nieuwe Waterweg zodanig uitgediept dat de H.A.L.-schepen niet meer in Hoek van Holland hoefden af te meren en in de jaren 20 van de vorige eeuw meerden er nog maar zeer sporadisch H.A.L.-schepen af in Hoek van Holland.

In 1932 nam het fruitoverslagbedrijf "N.V. New Fruit Wharf" het huurcontract over en steiger en loods kwamen bekend te staan als 'Fruitsteiger' / 'Fruitloods'. Binnen enkele jaren was Hoek van Holland de grootste fruit-importhaven van Europa. In 1940 had dit bedrijf grootse uitbreidingsplannen, maar door het uitbreken van de 2^e wereldoorlog is hier niets van terecht gekomen.

Tijdens de oorlog bouwden de Duitsers een bunker in de zuidwestelijke hoek van de loods. Na de oorlog kwamen steiger en loods in gebruik bij het Britse Rijnleger. Op donderdag 1 november 1956 brandde de loods geheel af, waarna op een gedeelte van de gietijzeren onderbouw een nieuw houten dek werd aangelegd. Tevens werd er een kleinere loods op gebouwd. Na de brand was de bovengenoemde bunker opvallend aanwezig op de steiger. Het geheel werd uiteindelijk in 1980/81 gesloopt.

Min of meer op dezelfde plaats heeft de Stena Line nu een ligplaats.



Het is uniek te noemen, daar deze privé verzameling nog niet eerder is gepubliceerd. **Henk van der Lugt** (op foto boven) heeft van zijn jeugd af al belangstelling gehad voor alles wat er op en aan de Waterweg gebeurde. Hij werd in 1952 geboren in Hoek van Holland, waar hij ook opgroeide en nog steeds woont. Hij is gehuwd en heeft twee zoons van 16 en 12 jaar.

In 1972 trad hij in dienst van de Holland Amerika Lijn als stuurmansleerling.

Met ingang van 1 januari 1975 verkocht de H.A.L. haar divisie transport aan het Zweedse Bröström concern, dat deze divisie voortzette als Intercontinental Transport (ICT) B.V., ook wel bekend als Incotrans. Bij deze splitsing koos Henk voor Incotrans. Op 1 september 1983 trad hij in dienst van het Loodswezen en hij is nog steeds als loods werkzaam in de regio Rotterdam-Rijnmond.

Henk heeft veel in archieven gezocht en verzamelde letterlijk alles op het gebied van de Hoekse veerdiensten. De tentoonstelling bestaat uit een serie foto's van de schepen van de Holland Amerika Lijn die destijds in Hoek van Holland afmeerden en van foto's en bouwtekeningen van de steiger. Ook de periode toen de H.A.L.-schepen niet meer in Hoek van Holland afmeerden en de steiger werd gebruikt als Fruitsteiger, wordt kort belicht.



**Het museum ligt aan de Badweg 2A, naast restaurant t Jagershuis, te Hoek van Holland.
Er is ruime parkeergelegenheid aanwezig.
Belt u voor de openingstijden met de Heer G.R. van Veldhoven, telefoon 0174 – 383714**

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