

DAILY SHIPPING NEWSLETTER 2003 – 236



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Ro/Pax highspeed **SUPERFAST XI** Greek registry, built in 2002, 30902 gross tonnage. Radio callsign SYCF. Ship operating at the route Patras (Greece) > Ancona (Italy)

Photo : George Grekos ©

EVENTS, INCIDENTS & OPERATIONS

EU wins single-hull compromise

THE IMO has agreed to bring forward the phase-out deadline for single-hull tankers to 2010 with a caveat that will allow certain ships to continue until 2015 or until they reach 25 years. The compromise deal on the EU-led initiative was finally adopted yesterday evening after two days of gruelling negotiations within a specially convened session of the Marine Environment Protection Committee (MEPC). International delegates also agreed to ban single-hull tankers from carrying heavy oil grades as of April 2005 and extended the application of the Condition Assessment Scheme. The new measures, which will amend the existing phase-out schedule in the Marpol convention, includes a provision for countries to refuse right of entry to those tankers escaping the preferred 2010 deadline. While the deal was eventually reached by international consensus, several concessions to the original EU proposals were hotly contested revealing clear divisions between Europe and its detractors in Latin America, Asia and Russia. Speaking on behalf of all 15 EU member states, Italy's delegation announced that they were satisfied with the agreement and heralded the result a major achievement that will help to better protect the world's marine environment.



The **CAPE BYRD** moored alongside the **CAPE DOUGLAS** in port Fourchon (Louisiana)

Photo : Jaap vd Meeberg ©

MPA suppressed ANL criticism

SINGAPORE'S Maritime and Port Authority suppressed extracts of an investigation report on a collision, court proceedings revealed yesterday. The accident in the Singapore Straits on January 3 in which the Singapore Navy patrol vessel **RSS Courageous** collide with Dutch container ship **ANL Indonesia** claimed the lives of four of the patrol vessel's officers. Two officers of the Courageous have been charged with negligence. At the hearing, the defence lawyer quoted extracts from the "full" report, which had criticised the ANL crew, The Straits Times reported. The ANL crew was faulted for not using manual steering, which allows for faster turns and for not reducing speed even after noticing that the Navy vessel was headed on a collision course. The signaling procedure apparently did not adhere to prescribed rules. Instead of five short blasts a "prolonged" blast was given to alert the Courageous. None of these lapses were mentioned in the report released to the press in which only the two accused officers were held responsible for the mishap.

Kuwait assures Canberra over sheep

ABOUT 76,000 sheep started loading at the port of Portland in the Australian state of Victoria today after Canberra received assurances from Kuwait that the shipment would be accepted. Loading of the livestock carrier **Al Shuwaikh** has been delayed for two weeks after animal liberationists added pig meat to some of the animals' food and water. The sheep will now be delivered to Kuwait, along with several hundred dairy cows bound for the UAE. Loading the animals is expected to take two or three days. A port spokesman said there had been no protest action so far, although a contingent of police is standing by in case of trouble. A 200-m exclusion zone will be set up around the ship when it departs from the berth. It is reported that animal welfare activists are considering legal action to stop the loading. The Australian government said 1,800 sheep from the field affected by the feed contamination are being slaughtered. In the wake of the **Cormo Express** incident, the Australian government has been especially careful in its dealings with the importing country, including a high-level meeting in Rome on the **Al Shuwaikh** shipment. A 'fatwa' guaranteeing the religious acceptability of the stock has also been obtained.

Welder injured in blast

THE domestic cargo ship **SKO** was damaged yesterday after an oxy-acetylene tank exploded on board while being used by a welder, injuring a crewman. The ship, with a cargo of 45,000 bags of cement, was docked near Iloilo port in the Philippines waiting for a berth to unload its cargo when the incident occurred. In his report, coastguard duty officer Tranquilino Paiton said a welder was cutting a portion of the crane using an oxy-acetylene tank when a leakage from the tank ignited, causing fire at the port quarter of the main deck. An explosion was followed by a huge fire that gutted part of the ship's store room. The SKO, owned by the Cebu-based Platinum Shipping Corp, arrived in Iloilo yesterday from the port of Iligan in Mindanao, but was forced to anchor at Iloilo Strait due to unavailability of berth.

Falklands ships had nuclear arms



Some British naval vessels were sent to fight the 1982 Falklands War carrying nuclear weapons, it has been confirmed. The Ministry of Defence said a decision not to use the weapons was made before the ships left port.

However, they were kept on board so the battle group could set sail from the UK as quickly as possible. Rumours the weapons were on board Royal Navy ships first surfaced after

the war with Argentina ended, but until now they have never been verified.

In fact the weapons never reached the combat zone as they were removed on the journey and transferred to ships returning to the UK. Seven containers carrying the weapons were lightly damaged when transferred from ship to ship, the ministry said.



Argentina invaded the British territory of the Falkland Islands in the south Atlantic on 2 April 1982. In response, Britain sent a number of warships, many of which routinely carried nuclear weapons at the time.

Missing ferry found after days at sea

Zamboanga City - A Philippine passenger ferry, missing since earlier this week, was found in Indonesian waters with all 57 people aboard safe, a military spokesman said on Saturday.

Colonel Fredesvindo Covarrubias said the motor launch named Rubian had been recovered off Kabakan island in Indonesia's east Kalimantan region.

"We are closely co-ordinating with the Indonesian government for the safe return of the Filipinos and the ferry," he said. "All the passengers and crew were safe and sound."

Covarrubias said the ferry had left Sinumul island in Tawi-Tawi province, 1 110km south of Manila, en route to the nearby island of Sibuto on Tuesday.

"The ferry did not reach its destination after its propeller broke," he said. "It apparently drifted in the sea."

Covarrubias said he did not know who had discovered the ferry or when.

SHIPYARD NEWS

Shipyard's £35m yacht sign-off



One of the world's biggest ever luxury yachts has been launched, bringing to a close a century of shipbuilding in a south coast port. The **Mirabella V** is the final vessel to be built by VT - formerly known as Vosper Thornycroft - at its Woolston, Southampton, shipyard.

Described as the world's largest single-masted yacht by its designers, the luxury superyacht is big enough to accommodate two double-decker buses.

The official launch of the vessel, which was a private ceremony, at the request of its owner, took place at 1200 GMT on Wednesday

The vessel will now be moved to Portsmouth naval base for a series of trials. The launch brings to a close 100 years of shipbuilding by VT and its predecessors at the Woolston yard, with the workforce moving to the company's Portsmouth site.

Up to 200 shipbuilders worked on the 780-tonne luxury vessel, made of a mixture of carbon fibre, glass, PVC foam and twelve layers of Kevlar. The **Mirabella V**, which is twice as tall as Nelson's Column, houses a sauna, gym, jacuzzi, plunge pool, dining area and a 600-bottle wine cellar.

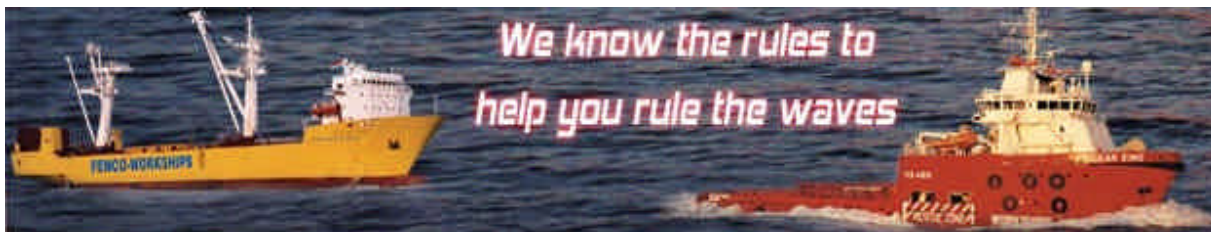
There is also room for 12 crew, 12 guests and jet skis.

The boat's owner Joe Vittoria, former head of Avis Car Rentals, is planning to charter it at a cost of \$250,000 a week.

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Novoship mum on Sevastopolya

NOVOSHIP, Russia's second largest tanker operator, remains incommunicado as controversy swirls around its 55,000dwt tanker **Geroi Sevastopolya** ('Hero of Sevastpol'), which is about to load heavy fuel oil in Latvia for a voyage to Singapore. The ship has a single hull. Although Latvia is not yet a member of the European Union – it joins in May next year – EU transport commissioner Loyola de Palacio is warning that it is under a moral obligation not to take this ship because it might suffer the same fate as the Prestige. Fairplay has repeatedly tried to contact Novoship spokesman Valery Paliy over the last few days to clarify the company's intention to despatch the vessel to Latvia but with no success.

Dutch shipowners blame government for shrinking fleet

The Dutch shipping sector is under heavy pressure because government policy is inadequate. The number of vessels sailing under the Dutch flag has started to decline for the first time since 1996, according to a statement made by Pieter van Agtmaal, managing director of the Royal Association of Netherlands Shipowners (KVNR).

The number of vessels sailing under the Dutch flag fell by thirty this year to 780. An increasing number of Dutch shipowners are seeking sanctuary in other countries, where taxes are considerably lower. The number of vessels under construction is also falling sharply. Because the government has no adequate policy, shipbuilders are having a hard time finding investors, Mr van Agtmaal says.

The government introduced a package of tax measures in 1996 that was specifically aimed at boosting the shipping sector. The CV scheme, for example, made it very attractive for private individuals to invest in shipbuilding. Shipowners were also no longer required to remit wage tax, and tax was levied on the cargo transported as opposed to the profit.

The measures meant that the number of vessels under the Dutch flag increased from 541 to 810 at the end of last year. Employment in the sector went up by 56% to 17,106 jobs. The economic added value of the sector grew by 68% to 1 billion euros in 2002.

Five years later, many of these measures have been cancelled or watered down, Mr van Agtmaal notes. In the meantime, many other countries have followed the example of the Dutch system and introduced similar measures. Mr Van Agtmaal: 'Other countries have overtaken us. The successes that the sector has booked since 1996 are at risk of disappearing.'

The KVRN also warns of a dramatic fall in the number of Dutch officers and captains, forcing shipping companies to attract more foreign sailors.

The Netherlands has missed out on the growth in worldwide shipping because of failing government policy, Mr van Agtmaal claims. He points to the many vessels that have been ordered recently, with China especially developing into an important market. The shipping sector is not alone in suffering from inadequate government policy. Mr van Agtmaal says that the sector provides much indirect employment, for example in the ports.

ECT neemt Hanno over

Door Alexander Bakker en Gert Onnink

Rotterdam - Containeroverslagbedrijf ECT staat op het punt zijn Rotterdamse concurrent Hanno, over te nemen. Onderhandelingen over de overnameprijs zijn afgebroken en worden midden volgende week voortgezet. Als de partijen er dan niet uitkomen gaat Hanno-eigenaar H. Vervat onderhandelen met andere financiers. Vervat heeft gisteren zijn personeel in gelicht. Hij streeft al langere tijd voor het gecombineerde overslagbedrijf Hanno/Uniport naar een eigen terminal op de Tweede Maasvlakte, maar behoort niet tot de kandidaten die de voorkeur hebben van het Gemeentelijk Havenbedrijf Rotterdam. Vervat's

grootste klanten hebben alle nog grotere containerschepen in bestelling. Die schepen, met meer dan achtduizend containers aan boord, kunnen volbeladen niet onder alle omstandigheden naar de Hanno-terminal varen in verband met de diepgangbeperking door de Beneluxtunnel. Voor ECT is de overname van Hanno strategisch van groot belang.

Volgens Vervat gaat hij, als de onderhandelingen met ECT afketsen, snel praten met andere partijen. „Hanno/Uniport heeft een sterke partner nodig om naar de Tweede Maasvlakte te gaan,” legt hij uit. „De beslissing over de uitbreiding van de Rotterdamse haven is nabij. Wij willen een kort tijdpad. Haast is geboden.” Die partner kan volgens Vervat een financiële partij zijn, maar ook samenwerking met één van zijn grootste klanten of zelfs met een andere terminaloperator behoort tot de mogelijkheden. Het is bekend dat met name rederij China Shipping geïnteresseerd is om op de Tweede Maasvlakte te investeren in een eigen terminal. Vervat heeft Hanno twee jaar geleden overgenomen van de toenmalige eigenaar E. Frech. Begin 2001 was Vervat al in het bezit gekomen van containeroverslagbedrijf Uniport. Beide bedrijven zijn naast elkaar gevestigd in het oostelijk deel van de Waalhaven. Samen zijn Hanno en Uniport goed over de overslag van ongeveer zevenhonderdduizend containers per jaar. Bij Hanno werken 147 mensen, Uniport telt 125 medewerkers.

Woordvoerder J. van Gelder van de ondernemingsraad reageert verbaasd op de splitsing tussen Hanno en Uniport en de overname van Hanno door ECT. „We hebben altijd gedacht dat we als één partij zouden worden verkocht,” zegt Van Gelder. Bij de ondernemingsraad van Uniport heerst bezorgdheid. „Samen met Hanno vormen wij een krachtig bedrijf,” zegt woordvoerder T. Swart. „Het is de vraag of wij alleen nog wel genoeg overlevingskansen hebben.” ECT is met de overname de grote winnaar. In de Eemhaven, waar ECT zijn Home-terminal heeft, wordt het steeds drukker. Met de Hanno-terminal kan ECT die drukte beter spreiden, met name als het gaat om grote containerschepen. ECT versterkt met de overname zijn leidende rol als grootste containerstuwadoer in de Rotterdamse haven

NAVY NEWS



The guided missile destroyer **USS Cole (DDG- 67)** steams through the Atlantic Ocean during final preparations for a Mediterranean Deployment. Cole is attached to the Enterprise Strike Group, which is currently underway participating in a Comprehensive Training Unit Exercise (COMPTUEX).



The aircraft carrier **USS Kitty Hawk (CV 63)** lies moored to Kilo Wharf in Apra Harbor, Guam, during their Thanksgiving holiday port visit. Kitty Hawk is America's oldest active warship, and the world's only permanently forward-deployed aircraft carrier.



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The hospital ship **USNS Comfort (T-AH 20)** steams through the waters while deployed to the Arabian Gulf. Comfort is one of two hospital ships operated by Military Sealift Command and is designed to provide emergency, on-site care for U.S. combatant forces deployed in war or other operations. **USNS Mercy (T-AH 19)** and **Comfort** each contain 12 fully-equipped operating rooms, a 1,000 bed hospital facility, digital radiological services, a diagnostic and clinical laboratory, a pharmacy, an optometry lab, a cat scan and two oxygen producing plants. Both hospital ships are converted San Clemente-class super tankers. Comfort set sail for New York City and provided housing, laundry, food, medical and other services to volunteers and rescue personnel for nearly three weeks in the wake of the terrorist attack on the World Trade Center. Comfort was activated again in December 2002 and sailed to the Arabian Gulf to support Operation Iraqi Freedom

MOVEMENTS

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Ro/Pax **ANΘΗ MARINA**
(ex Spirit of free enterprise -
ex Pride of Kent), Greek flag,
radio call SVUW, 20446 gross
tonnage, built in 1980.
Seen on December 6th 2003,
ready to start her first voyage.

Photo's : George Grekos
©



The **AQUARIUS** moored in the port of Swansea – photo : Chris Jones ©



The **ENGLISHMAN** moored in Rotterdam – photo : Frans Sanderse ©

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The Polish tug **HERKULES** departed again from Rotterdam

Photo : Aad Sinke ©



The **CONDOR ARROW** was seen in Rio de Janeiro - photo : Daniel Carneiro ©



The **Laura Maersk** seen here departing from Le Havre – photo : Pierre Hebert ©

AIRCRAFT / AIRPORT NEWS



The National Air and Space Museum's new Stephen F. Udvar-Hazy exhibition hangar is seen Friday, Dec. 5, 2003, in Chantilly, Va. The center will open Dec. 15, 2003, as a celebration of the 100th anniversary of the first powered flights by the Wright brothers who actually flew on Dec. 17, 1903

Three killed in plane crash



Three people were killed when their light aircraft flipped upside down and crashed near an airfield after narrowly missing a busy dual-carriageway. The single-engine four-seater plane came down in a field as it tried to land after a flight from Brussels at Oxford Aiport in Kidlington, Oxfordshire.

Everyone on board was killed in the crash at 1120 GMT on Saturday. Thames Valley Police say the victims were a French man and woman, both passengers, and a male Belgian pilot.

Sergeant Adrian Wappner told BBC News a "routine flight" had "come into difficulties".

"We have got witnesses and an investigation will be taking place in conjunction with Thames Valley Police," he added. The aircraft narrowly missed the A44 road next to the airfield, which has been closed by police between Bladon and Langford Lane.

Fire crews and the air ambulance were also at the scene. Pilot Mark Coombs, from Charlbury, witnessed the accident from his car as he drove south on the motorway.

He said: "The aircraft appeared to be making a fairly normal approach at about 200-300 yards before the end of the runway. "It made a level left turn and rolled to the left and then went down, almost spiralling perpendicularly." A BBC Radio Oxford reporter at the scene said the aircraft had been "crushed like cardboard".



About 30 police officers were in attendance.

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Saturday 06-12 19:30 hrs

PRESENT WIND DIRECTION / FORCE	:	ENE 0 - 5	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	NNE 10.1	KNOTS
PRESENT BAROMETER READING	:	1030.2	hPa
MIN TEMP LAST 24 HRS	:	4.1	°C
MAX TEMP LAST 24 HRS	:	10.3	°C
OUTDOOR HUMIDITY	:	55	%
DEWPOINT	:	3.8	°C
WINDCHILL	:	-4.4	°C



The **STENA DISCOVERY** departing from Hook of Holland Saturday afternoon bound for Harwich

Photo : Piet Sinke ©

Vooruitzichten van zaterdag t/m dinsdag:

LICHT WINTERS!

Tijdelijk overgang naar zonnig en koud weer met in de nacht en ochtend lichte vorst. Na dinsdag wisselvallig weer met veel wind en zacht.

© Ed Aldus 2003	ZA-06	ZO-07	MA-08	DI-09
Maximumtemperatuur:	6	3	2	5
Minimumtemperatuur:	6	-3	-4	0
Zonnekans in %:	50	70	80	40
Neerslagkans in %:	10	5	5	10
Windrichting kracht:	NO-4-6	O-1-3	ZO-2-4	ZZW-3-5

.... PHOTO OF THE DAY



Friday on Saturday night the 6th element for the new to build HSL tunnel was transported via the Oude Maas en Dordtsche Kil from Barendrecht to the construction side near Willemsdorp by the tugs **Kwintebank, Thamesbank, Smit Finland, Smit Ierland** and the pusher tug **Maas**

At the pictures the riggers **Arnold, Gijs, Jaap** and **Erik** are connecting the towing gears of the tug **Thamesbank** to the tunnel element prior departure

Photo : Piet Sinke ©

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