

DAILY SHIPPING NEWSLETTER 2003 – 238



Number 238 ****DAILY SHIPPING NEWSLETTER**Tuesday 09-12-2003

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000

(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.

Have a look for shipping movements around Hoek van Holland at :

<http://www.scheepvaarthoek.nl>



The tug **BOXER** departed with the **BOABARGE 17** from Rotterdam

Photo : Johan Ritman ©

EVENTS, INCIDENTS & OPERATIONS

Belgie wil vissersvloot vernieuwen

OOSTENDE - België wil de vissersvloot helpen te vernieuwen. Vlaams minister Sannen van Visserij denkt aan steun voor modernisering van vissersschepen, voor verbetering van de kwaliteit van de aangevoerde vis en voor verbetering van de arbeidsomstandigheden.

De maatregelen zijn volgens hem noodzakelijk om het voortbestaan van de Belgische vissersvloot op de langere termijn te verzekeren. Sannen moet nog over zijn ideeën een akkoord zien te bereiken met de Europese Commissie.

De Belgische vissersvloot is volgens Brussel momenteel te groot. Om de Europese Unie tegemoet te komen, wil Sannen een slooppremie in het leven roepen. Een belangrijk deel van de in vergelijking met Nederland kleine Belgische vissersvloot is sterk verouderd.

Two more toxic ships allowed in UK

Two more US toxic ships have been given permission to spend the winter in Britain while their ultimate fate is decided. A controversial contract could eventually see as many as 13 rusting ships recycled at Able UK's dock in Teesside.

Two have already docked in Hartlepool while a further two, currently being towed across the Atlantic, were today given Government permission to continue their journey, arriving later next week.

Campaigners say toxic chemicals and asbestos make the ships a health and environment threat.

But Hartlepool MP Peter Mandelson said today that the fears were based on "misinformation" and the vessels should be dismantled as planned by Able UK. Despite the town MP's assurances the vessels are safe, Friends of the Earth are adamant they contain dangerous chemicals and PCBs.

The [Caloosahatchee](#) and [Canisteo](#) have already arrived in the North East port despite fierce protests from green groups.

The Department for Environment announced the [Canopus](#) and [Compass Island](#), currently on their way across the Atlantic could also spend the winter there.

Mr Mandelson said he had inspected the ships that have already docked along with Environment Agency experts yesterday and they posed no threat. He said: "The facts are very different from what is commonly understood. There is no cargo of oil or chemicals, toxic or otherwise. "There is no more than the usual amount of asbestos you get in all such old structures.

"The claims that they are carrying 700 tonnes of chemical PCBs are simply untrue. "With such colossal misinformation it is not surprising that my constituents have been alarmed." The Department for Environment said it would be too dangerous for the ships to attempt a return crossing of the Atlantic at this time of year. A statement read: "Following exploration of alternative options, the Government has agreed with the US authorities that the third and fourth US ships currently on their way to the UK should continue their passage to Hartlepool where they will be stored pending a decision on their future. "As with the first two ships, the Environment Agency will place requirements on them to ensure the environment is fully protected and the ships remain ready for return to the US."

Friends of the Earth Director Tony Juniper said: "I am not surprised that these two ships are continuing to Hartlepool. The Government has made a mess of the entire situation and to allow these ships, made up of more than 800 tonnes of toxic waste, temporary harbour elsewhere would have provoked even further controversy.

"Friends of the Earth is in favour of ships being recycled responsibly - but this is not the issue here.

"The Bush Administration has overturned US law in order to send American waste overseas - allowing these boats to be scrapped outside of the States sets a dangerous precedent which makes it more likely that future ghost fleet ships will be dumped on developing country beaches.

"The UK must take responsibility for its own toxic ships and must develop state of the art facilities to do so in full consultation with local communities and proper assessments into risks to the environment." The managing director of Able UK, Peter Stephenson, said the company remained confident that, once the current legal issues were resolved, the vessels would be recycled at the TERRC (Teesside Environmental Reclamation and Recycling Centre) facility.

He said "We have demonstrated with the safe arrival of the vessels earlier this week that we are fully equipped to ensure that they and the other two ships currently in transit can be kept moored in a safe condition. "It is clear that, now people have had the opportunity to see for themselves, that the vessels are not the horrific 'toxic ships' which Friends of the Earth and others have claimed."

A spokeswoman for the US Maritime Administration (MARAD) said: "This action offers a responsible solution that fully addresses the safety and environmental concerns associated with an Atlantic tow at this time of year."

Vopak mops up \$98m from sale of non-core assets

DUTCH logistics group Vopak said on Monday it had finalised the sale of its interest in gas shipping firm Chemgas to Germany's Reederei Jaegers.

It also concluded the sale of other units, announced earlier this year, and the sale of a minority stake in Dockwise Transport is expected to be finalised later this month. "The total proceeds of these transactions will be about Euro80m (\$98m)," Vopak said in a statement. The company said earlier this year it would review all its non-tank terminal activities. In 2002, Vopak split off its chemicals distribution arm Univar with a separate bourse listing

Stena's acquisition investigation extended

Competition watchdogs on both sides of the Irish Sea will extend their investigation of Stena's planned E70 million acquisition of P&O's Dublin-Liverpool and Larne-Fleetwood services, and P&O's decision to close its Dublin-Mostyn service. In a statement yesterday, the Irish Competition Authority said it planned to carry out a "phase two" investigation of the deals between the pair, because a month-long preliminary investigation failed to determine if it will substantially lessen competition for ferry services.

The authority added that the UK Competition Commission planned to carry out a similar inquiry of the ferry operators' deals under British competition legislation.

The Competition Authority's statement said the investigation would specifically look at their competitive impact on both freight and passenger services on the Irish Sea. Its move means the authority cannot clear the transactions until March 5th, 2004. Stena agreed to acquire the two services last May. The parties informed the Competition Authority last month, at which point it began its initial investigation.

The mergers and acquisitions provisions of the Competition Act, 2002 oblige the authority to investigate deals on the scale of the P&O/Stena transaction. It has up to one month to carry out the preliminary investigation. If it cannot determine the impact of an agreement on competition after that time, it has to begin a three-month phase two probe.

CASUALTY REPORTING

Blazing hydrofoil abandoned

THE small Italian hydrofoil **Aligiulia** was abandoned yesterday afternoon by all its 53 passengers and five crew after catching fire while en route from Capri to Sorrento in the Gulf of Naples. Fire broke out following an explosion in the engine room. All 58 on board were taken to safety by four coastguard vessels and there were no injuries. The 34m-long vessel was built in Russia in 1991 and is operated by Naples-based Alilauro Group.

DONA TRINIDAD II (PHILIPPINES)

All 19 crew members were rescued today after general cargo **Dona Trinidad II** (435 gt, built 1981), Cebu Island for Mindoro Island, cargo cement, sank in rough waters in the central Philippines, the coast guard in Manila said. Three of the crew were injured as the locally flagged vessel went down off Caticlan on Panay Island, coast guard spokesmen said. London, Dec 8 -- A press report, dated today, states: General cargo Dona Trinidad II, loaded with cement, capsized in central Philippine waters before dawn today, coast guard officials said. All 19 crewmen were rescued. Coast Guard Commander William Melad said the crew of Dona Trinidad II sent a radio distress signal at 0135 hrs, (1735, UTC, Dec 7) and warned that the vessel was listing dangerously in rough sea conditions off Caticlan town. Communication with the ship was lost shortly after. Melad said a search and rescue vessel from central Cebu City was able to transport the 19 crewmen to safety. Three of them were hospitalised with fractured bones. London, Dec 8 -- Following received from Coast Guard Manila, timed 0940, UTC: General cargo Dona Trinidad II, 435 gt, sank five miles north-east of Caticlan Point (lat 11 56N, long 121 57E).

TASMAN SPIRIT (MALTA)

Crude oil tanker **Tasman Spirit**: Global Tradeways, of United Arab Emirates (UAE), owner of lighterage vessel, chemical tanker **Sea Angel**, has secured the release of Sea Angel, by the High Court of Sindh (SHC), after submission of bank guarantee of Rs one million, according to plaintiff's lawyer. He said, it will be deposited on Monday (Dec 8) positively. The court has allowed a suit seeking release of Sea Angel and issuance of 'No Dues Certificate' to the vessel by Karachi Port Trust (KPT). The court, however, directed the plaintiff to deposit Rs1 million with the Nazir of SHC towards settlement of any port dues.

SHIPYARD NEWS

Malta workers attack chief exec

SHIPYARD workers in Malta angry over changes to the confined space allowance attacked Peter Moore, the new chief executive of Malta Shipyards Ltd on Friday. Reports said union officials were trying to calm several hundred workers gathered outside the General Workers' Union offices in the yard, but a number rushed at Moore, punching him and hitting him with safety hard hats. Former Malta Drydocks chairman Sammy Meilak, assisted by security guards and union officials, managed to intervene and pushed Moore into the union's offices. Some of the workers smashed windows and damaged office furniture before the situation was brought under control. The issue of confined space work, for which the month-old collective agreement entitled them to ME1 (\$2.79) an hour, has already sparked an unofficial half-day strike. Confined spaces are described as "working within a small area not allowing

freedom of movement, large enough for an employee to bodily enter and perform work but has limited means of entry or exit and is not designed for continuous human occupancy, such as double bottoms”.

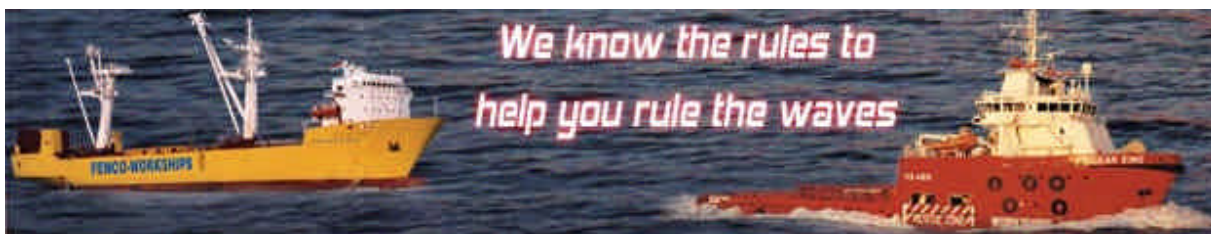
French keen to take Tunisian yard

COMPAGNIE Marseille Réparation (CMR), the French ship repair specialist, says it is interested in taking over the ailing Tunisian state-owned yard Menzel Bourguiba in Bizerta. CMR has replied to a tender put out by the Tunisian government and is said to have been short-listed by the Tunisian authorities. “We believe we stand a good chance of securing the business,” CMR director Claude Miguët said. “The ship repair activities we carry out in Marseilles and those which we could carry out in Bizerta complement one another. We could offer high tech, high value repairs in Marseilles while more traditional repairs could be carried out in Bizerta.” Menzel Bourguiba shipyard has seen its workforce decline to the current 360 after the high level of activity in the 1970s and 1980s, when Tunisia had a larger merchant fleet and when the Soviet Union used the yard to drydock its vessels. At that time, the yard employed 1,300 people. Menzel Bourguiba has four drydocks, including two of 200m in length, one of 250m and one of 100m. CMR has been operating in its new organisation for eighteen months, in the wake of the bankruptcy of the former CMR (Cie Marseillaise de Réparation).

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :

Workships Contractors bv



K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : post@workships.nl
Telex : 24390 wosh nl

Oceanwide Opens New Office in Den Helder

Oceanwide, the leading international employment agency in the maritime and offshore field, announced today the further expansion of its fast-growing network of offices by the opening of a new office in Den Helder, The Netherlands. The opening of this office adds to the newly opened office in Odessa, the Ukraine and the recently acquired operations in Oslo, Norway.

With the opening of this new branch office, Oceanwide takes advantage of recent developments in the maritime and offshore field. More and more offshore activities start operating from Den Helder where Den Helder Airport is located and increasingly more supply vessels start using the port of Den Helder as their base to supply the offshore platforms.

DAILY SHIPPING NEWSLETTER 2003 – 238

Menno van der Ploeg, Managing Director of Oceanwide Offshore Services, will remain responsible for all Oceanwide's offshore activities and head up the new office in Den Helder. Menno has many years experience in the offshore industry and will use this experience to further develop Oceanwide's offshore activities. Oceanwide Offshore Services is responsible for employment, deployment and recruitment of personnel onboard offshore platforms.

Oceanwide offices based in Hoogvliet and Harlingen, the Netherlands, will be incorporated in the new office in Den Helder, bringing the total office staff to five people. At the same time the shipping activities of all offices will be incorporated in the newly refurbished office in Vlissingen, The Netherlands. The occupation of the new premises and the official opening on 12th December 2003 now allow all shipping activities to be handled from one central location, resulting in a better communication between employees and towards customers.

"We see a trend of customers moving their activities to Den Helder and it is therefore only a natural step for Oceanwide to follow – It is not for nothing our mission to have local presence and expertise to serve our customers locally", stated Menno van der Ploeg, Managing Director of Oceanwide Offshore Services. "We are confident that the opening of this new office will be of advantage to both our customers as well as our employees", he added.

Oceanwide Den Helder will be conveniently located next to helicopter base Den Helder Airport at Luchthavenweg 6a, Den Helder, The Netherlands. The opening of the new office in Den Helder is in line with Oceanwide's growth and expansion strategy.

Oceanwide, headquartered in Vlissingen, The Netherlands, is an employment, secondment and recruitment agency in the maritime industry. Oceanwide offers solutions for temporary employment issues as well as total crew management solutions. Oceanwide operates through a network of fully owned subsidiary offices in The Netherlands, Cyprus, Manila, Myanmar, Poland, Ukraine, the Baltics, and Houston and an additional network of agents worldwide. Oceanwide is a subsidiary of the Humares Group, a leading employment and deployment agency for technical and maritime personnel with a yearly turnover of 80 million euro.

Grimaldi Genoa drops job loss plan



Top : The **GRANDE BRETAGNA** – photo : Peter Andriessen ©

DAILY SHIPPING NEWSLETTER 2003 – 238

GRIMALDI Group of Genoa has bowed to union pressure, which sparked strike action across the Italian port last week, and rescinded its intention to cut 49 jobs as part of the company's restructuring plan. The hastily revised guidelines will see KPMG Corporate consultant Roberto Favilla appointed as member of the board of directors at subsidiary Grandi Traghetti. He follows Giuliano Alberghini, who walked out two months ago claiming his hands had been tied by company president Aldo Grimaldi. Grandi Traghetti, soon to be renamed Grimaldi Holding, will become a holding company with responsibility for the shares but with no operational duties. Its back office staff will be significantly reduced.

OFFSHORE UPDATE

Venture Production released the medium sized PSV **'Far Spirit'** (BP Norge Sublet) at the beginning of December on completion of a multi-well drilling programme (circa 150 days) with the 'Noble Ronald Hoopé' on the 'A Block' in the South North Sea.

This vessel had been chartered via ASCo whose UK fleet has consequently been reduced to eight medium/large PSV's - five of which are currently sublet to third parties for contracts of various durations. These include the **'North Stream'** (BP) / **'North Mariner'** (CNR) / **'Far Server'** (Gaz De France) / **'Skandi Buchan'** (Total UK) and the **'Far Supporter'** (Dana Petroleum). The latter vessel left the region around mid November for a cargo run to the drillship 'GSF Jack Ryan' which is currently working offshore Mauritania for Dana.

The large PSV **'Toisa Intrepid'** (VS483) was released by PetroCanada in the first half of November on completion of a four well (circa 200 days) drilling programme with the 'J.W McLean' on the 'Clapham Field' in the Central North Sea.

As scheduled, Kerr McGee took delivery of the newbuilding large PSV **'Skandi Caledonia'** (MT6000) at the end of November. The vessel will support their Central/Northern North Sea installations for the next five years at least. Apache Corporation are now scheduled to take delivery of the large PSV **'Highland Star'** (UT705) around mid December for their 6-18 months drilling programme on the 'Forties Field' in the Central North Sea. The vessel will initially support the 'GSF Galaxy I' followed by the 'GSF Galaxy III' in February. Talisman Energy fixed the newbuilding medium sized PSV **'SBS Stratus'** (VS470mkII) for a month or so from the first half of November to support their Central North Sea installations. She joined up with the **'SBS Cirrus'** (UT705) & **'Grampian Explorer'** (UT755L) which are under contract with Talisman until the second quarter of 2004 at least.

CNR International agreed to release the large PSV **'Highland Pride'** (UT705) at the end of November and take the similarly specified 'North Vanguard', from owners Gulf Offshore, as a replacement for the remainder of a contract that is now scheduled to complete at the end of the year. This substitution meant the **'Highland Pride'** could deliver to ENI for their 1-2 well programme (see earlier). The 'Highland Pride' has been supporting CNR's two well programme in the French sector & Northern North Sea with the 'Transocean John Shaw' since around mid August. CNR also have the large PSV/UT745 'North Mariner' (ASCo sublet) on contract until late April 2004 for support of their Northern North Sea installations which include the 'Ninian' & 'Murchison' fields.

In the Irish sector, the large anchor handler **'San Fruttuoso'** (15600 BHP) is now likely to be retained by Statoil (Ireland) until early January. The vessel is supporting their one well (circa 150 days) drilling programme with the 'Sedco 711' on the 'Cong' prospect which is located off the West of Ireland. Staying in Ireland, Schlumberger Oilfield Services released the large anchor handler **'Far Sky'** (ME303) at the beginning of December on completion of a long term contract supporting Ramco Energy's 'Seven Heads' development. The vessel originally mobilised to the South Coast of Ireland in April.

AVERAGE SPOT MARKET RATES – OCTOBER / NOVEMBER 2003

AHTS - BHP 16,000 + (RIG MOVE) – GBP 5,500 / 7,500
AHTS - BHP 12,000 - 15,999 (RIG MOVE) - GBP 5,000 / 7,000
AHTS – BHP 9 -11,999 (RIG MOVE) – GBP 4,000 / 6,500
LARGE PSV's – GBP 5,000 / 6,500
MEDIUM PSV's – GBP 4,500 / 6,000
SMALL PSV's – GBP 4,500 / 6,000

NAVY NEWS



The South Korean naval destroyer **Yangmacheum** passes a sailing boat as it enters Sydney Harbour, December 9, 2003. Three South Korean naval ships with over 800 officers and sailors arrived for a four-day goodwill visit as part of commemorations for the 50th anniversary of the end of the Korean War.

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>



The **NORTH DUCHESS** seen here assisted by the tugs **Zeeland** , **Multratug 9** and **Evergem** arrived in Terneuzen – photo : **Alain Dooms** ©



The VLCC **Samco America** arrived at the Fawley Oil Terminal, (Southampton) on December 7th 2003.
The vessel is fairly new, built 2003 and 160889 grt

Photo : Chris Brooks ©



The **VAASABORG** inward bound at the Westerscheldt river —**photo : Peter Andriessen ©**



The **ARIADNE PALACE** entering the port of Patras —**photo : George Grekos ©**



The **MSC MEE MAY** as seen in the port of Le Havre — photo : **Pierre Hebert** ©

AIRCRAFT / AIRPORT NEWS



The first nose section and central fuselage part of the future **Airbus A380** superjumbo are seen on its assembly line in the Airbus plant of Saint Nazaire, western France, in this Nov.12, 2003 photo. The A 380 is scheduled to start flying in 2006. Promoting the 555-A380, marketed as the world's largest aircraft, Airbus said Monday its new carrier is the future of airline growth.



RIJNMOND WEATHER

DAILY SHIPPING NEWSLETTER 2003 – 238

OBSERVATION LOCATION : HOEK VAN HOLLAND – Tuesday 09-12 09:30 hrs

PRESENT WIND DIRECTION / FORCE	:	ENE 0 - 5	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	SE-ly 7.1	KNOTS
PRESENT BAROMETER READING	:	1019.9	hPa
MIN TEMP LAST 24 HRS	:	-2.7	°C
MAX TEMP LAST 24 HRS	:	3.0	°C
OUTDOOR HUMIDITY	:	73	%
DEWPOINT	:	-3.3	°C
WINDCHILL	:	1.1	°C

Vooruitzichten van woensdag t/m zaterdag:

HET WORDT WISSELVALLIG!

Morgen vrij zonnig en droog. Donderdag in de loop van de dag enige tijd regen. Op vrijdag blijft het droog met wat zon. Zaterdag af en toe regen, veel wind en zacht.

© Ed Aldus 2003	WO-10	DO-11	VR-12	ZA-13
Maximumtemperatuur:	4	6	6	10
Minimumtemperatuur:	-4	1	2	6
Zonnekans in %:	70	10	40	10
Neerslagkans in %:	5	70	20	70
Windrichting kracht:	Z-2-4	ZW-3-5	ZO-3-5	ZW-5-7

.... PHOTO OF THE DAY



SMIT 's **SEA RELIANCE** is operating at the African West Coast
Photo : Gerrit Toes ©

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com



Dry-docking periods on GOTH-FRED

Stena Jultandica will be in dry-dock between 12 January and 22 January. The last sailing before dry-docking will be from Frederikshavn on Sunday 11 January 20.00. The first sailing after dry-docking will be from Gothenburg on Friday 23 January 08.00.

Stena Danica will be in dry-dock between 26 January and 1 February. The last sailing before dry-docking will be from Frederikshavn on Sunday 25 January 22.30. The first sailing after dry-docking will be from Gothenburg on Saturday 2 of February 09.30.

Dry-docking periods on GOTH-KIEL

Stena Scandinavica will be in dry-dock between 6 January and 15 January. The last sailing before dry-docking will be from Kiel on Monday 5 January. The first sailing after dry-docking will be from Gothenburg on Friday 16 January.

Stena Germanica will be in dry-dock between 19 January and 5 February. The last sailing before dry-docking will be from Kiel on Thursday 18 January. The first sailing after dry-docking will be from Gothenburg on Friday 6 February.

Dry-docking for Traveller on KAGD

Stena Traveller will be in dry-dock between 22 December and 11 January. The last sailing before dry-docking will be from Gdynia on Monday 22 December. The first sailing after dry-docking will be from Gdynia on Sunday 11 January 21.00.

Dry-docking for Stena Nautica on VAGR

Stena Nautica will be in dry-dock between 22 December and 11 January. The last sailing before dry-docking will be from Varberg on Friday 19 January 19.00. The first sailing after dry-docking will be from Grenå on Sunday 11 January 14.00