

## DAILY SHIPPING NEWSLETTER 2003 – 239



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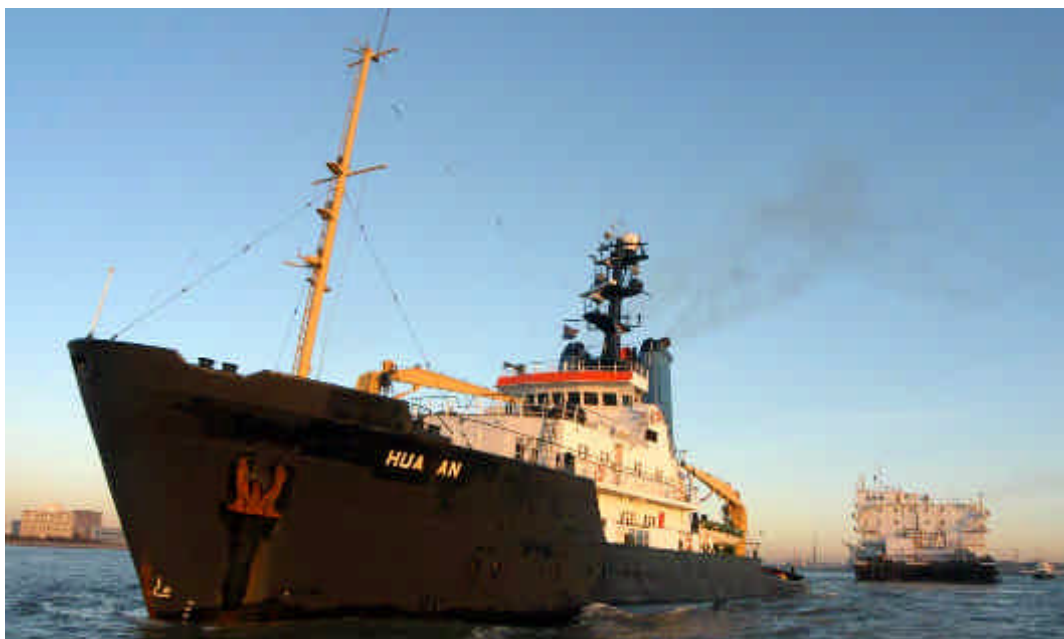
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The **HUA AN** departed with the **Tog Mor** from Rotterdam bond for Port Fourchon

Photo : Hans de Jong Maritime pictures ©

## EVENTS, INCIDENTS & OPERATIONS

### Geroi inspector 'changed his mind'

SPANISH concern over the Russian tanker **Geroi Sevastopolya** appears to have been generated from sources outside the team of surveyors permitted to board and inspect the vessel on 5 December. Officials from the European Maritime Safety Agency have confirmed to Fairplay that the Spanish inspector who formed part of an EU team of surveyors called to examine the vessel signed a report expressing the view that there was no reason for Latvian authorities to detain the vessel. "Obviously the Spanish representative was not obliged to sign this report after the common visit in Ventspils. He did. The rest of this story [his changing of mind] belongs to him and his administration," an EMSA official commented. The 1979-built vessel had raised concerns within Spain because of its age and the planned route, which mirrored that of the **Prestige**. Despite initially agreeing that there were no obvious problems with the vessel, Spain then refused to allow the vessel to pass within 200 n-miles of its coast and warned that it would be prepared to use its navy to stop the vessel if needed.

## JOHN ROSS RENAMED



In Cape Town the **JOHN ROSS** is renamed in **SMIT AMANDLA**  
Photo : Aad Noorland ©

## Ice class translation blunder

THE controversy around Finnish ice class regulations has taken a new twist as scrutiny of the original Finnish text and its Swedish and English translations has revealed an error. The Swedish and English versions speak about fresh water summer load line, whereas the Finnish one only mentions summer load line. This results in a gap in how high up in the hull ice strengthening of vessels extends and thereby affects their ice classification. The Finnish Maritime Administration (FMA) has investigated discrepancies in ice classifications of ships built after the current rules that date back to 1986 were introduced. It has detected that several ships do not actually meet 1A or 1A Super rules despite their

documentation, saying that this is the case. On these grounds, it has planned to collect unpaid fairway charges based on the effective weaker-than-documented ice classification of these ships. It had estimated that the total amount would be some €50M (\$61M). Transport minister Leena Luhtanen commented that discrepancies in the ice classification of ships and this mistake in translation give reason to seriously scrutinize the actions of the FMA and the ministry.

### Sleepboten verplaatst wegens gebrek aan werk

Sleep- en bergingsbedrijf SvitzerWijsmuller heeft het afgelopen jaar twee sleepboten uit IJmuiden 'overgeplaatst' naar het buitenland wegens gebrek aan werk.

Door het teruglopende aantal schepen dat de havens langs het Noordzeekanaal heeft aangedaan lagen de krachtpatsers van het water werkloos voor de kant. SvitzerWijsmuller heeft de sleepers daarom tijdelijk gestationeerd in buitenlandse havens waar wel voldoende sleepwerk was. Het bedrijf heeft hierdoor naar eigen zeggen de misgelopen opdrachten gecompenseerd.

„Voor de havens in de regio was 2003 een matig jaar”, zegt John Verschelde, algemeen-directeur van SvitzerWijsmuller in IJmuiden. Hoewel exacte cijfers vooralsnog ontbreken schat Verschelde dat de sleepers tien procent minder opdrachten hadden dan in 2002. „Omdat we altijd streven naar een optimale inzet van de vloot hebben we twee sleepers tijdelijk ingezet in buitenlandse havens.” Zo is de sleepboot Titan uit IJmuiden een half jaar ingezet in de Deense en Zweedse havens, de sleper Groningen in Denemarken. Ook is de boot ingezet bij bergingswerk op zee.

Hoewel het aantal opdrachten in het Noordzeekanaal-gebied daalde benadrukt Verschelde dat SvitzerWijsmuller de negatieve financiële gevolgen heeft weten te beperken. „We verstrekken tussentijds geen financiële gegevens, maar het is toch nog een redelijk jaar geworden”, aldus Verschelde. Opvallend is volgens de topman van het sleepbedrijf dat de havens van Rotterdam en Antwerpen opvallend beter presteren dan die van Amsterdam. „Maar het is te hopen dat het aantrekken van de economie leidt tot de overslag van meer grondstoffen zoals minerale oliën, cacao en erts.”

Daarnaast hoopt Verschelde op meer opdrachten via Corus door het beëindigen van importheffingen op staal door de Verenigde Staten.

### Delayed icebreaker ready by 2005

RUSSIA'S transport ministry is insisting that construction of the nuclear-powered icebreaker 50th Anniversary of Victory, which has been under way at a St Petersburg shipyard for more than a decade, will be completed in 2005. But officials told Fairplay that insufficient funds have been allocated. "The projected [2004-2005 budget] money of R2.5Bn (\$83M) will not be enough, and we will have to search for additional financing," Alexander Ushakov, head of the Northern Sea Route department at the ministry, told Fairplay. He was unable to confirm how much more was needed because cost for additional parts was uncertain. He said financing would be decided in the 2005 budget. Yelena Trekhovitskaya, a spokesman for the Baltic Plant told Fairplay that 86% of the icebreaker is built. "The body and most of the superstructure are done, except for the stern mast. Both reactors are on board," Trekhovitskaya said. The keel was laid in October 1989, and it was originally planned for launch in 1995. Lack of government funding, which still owns the nuclear icebreaker fleet, has reduced the number of icebreakers available in winter. A decision, promised by the government in the spring, to fund a new icebreaker construction programme has not materialized.

### Ship's cook confesses to stabbing

A 26-year old cook on board Shipping Corp of India vessel **Nancowry** has confessed to killing an Israeli passenger, claiming it was in self defence. Chennai police told reporters today that Rajesh Paul, a native of the Andaman Islands, had confessed to stabbing 27-year old conservation worker Cohen Yoel early on Sunday morning. Paul told police he had stabbed Cohen in self defence. He claims Yoel had assaulted him in front of other crew members on the Saturday afternoon after he told Yoel not to smoke on the fifth deck, which is out of bounds to third class passengers. Paul waited until midnight before retaliating. Police have recovered the knife and arrested Paul on a charge of murder. Yoel's body has been sent to the Israel embassy at New Delhi. The Israeli was on the **Nancowry** with his girlfriend, Carina Sewell, en route from Port Blair in the Andaman Islands to Chennai

## Nederlands vrachtschip omgeslagen in Hudson

Door : Alexander Bakker

Het Nederlandse zwaartransportschip **Stellamare** is dinsdagmiddag in de haven van Albany in de Amerikaanse staat New York omgeslagen. Dat gebeurde tijdens het laden van zware componenten



voor energiecentrales. Vijftien van de achttien Russische opvarenden hebben zich in veiligheid kunnen brengen. Drie opvarenden worden vermist. Voor hun leven wordt gevreesd.

Reddingswerkers hebben gisteravond en vannacht met man en macht gezocht naar de drie vermisten. Vermoedelijk zitten zij in het ondergelopen ruim van de **Stellamare**. „De rivier de Hudson is bedekt met ijs, dus de

kans dat je daar na zo'n lange tijd nog levend uitkomt is eigenlijk nul,” zegt woordvoerder A.ú F. van der Heul van Kahn Scheepvaart in Rotterdam namens rederij Jumbo Shipping.



De **Stellamare**, die vaart onder de vlag van de Nederlandse Antillen, is een in 1982 gebouwd zwaar-transportschip. Het schip was in Albany voor het laden van grote onderdelen, waaronder turbines en generatoren, voor nieuwe energiecentrales in Roemenië en Italië. Met de eigen laadkranen werd gistermiddag een groot, driehonderd ton zwaar vliegwiel aan boord gehesen toen het schip door nog onbekende oorzaak plots slagzij maakte. Die beweging bleek niet te stoppen. De **Stellamare** ligt nu op z'n kant (bakboord) in de Hudson.

## 3 Crewmen Missing as Ship Lists in Icy Albany Waters

A Dutch cargo ship loaded with heavy steel turbines and generators suddenly listed away from the docks at Albany's port on Tuesday afternoon, hurling 6 of its 18-man crew into icy Hudson River waters. Three other crewmen were still missing Tuesday night after the ship's hull filled with water. The ship, the **Stellamare** Willemstad, began listing at 3 p.m. Tuesday after being loaded. Through swift rescue work by local police officers and firefighters and the crew of a nearby transportation tugboat, all six crewmen were plucked from the river. But by 9 p.m., the three others were still unaccounted for.

"We don't know if they are still located in the hull or whether they went overboard into the water and could possibly be underneath the ship," said Detective James Miller, a spokesman for the City of Albany's Department of Public Safety.

City officials on Tuesday night said they were focusing on the hull of the ship as a likely place where the three crewmen might be trapped. Coast Guard helicopters were en route from Atlantic City, N.J., and Cape Cod, Mass., and special sound detection equipment was being brought to the scene, on the river's west bank, to determine if the crew might be trying to make noise from inside, officials said.

"There are a lot of questions that have to be answered," Mayor Gerald D. Jennings said of the accident as he surveyed the scene in the dark.

A hundred feet away, the boat was resting on its port side, with its crow's nest nearly parallel to the river and its gangplank, on the starboard side, jutting skyward.

In the glow of some rescuers' klieg lights, one taut mooring rope was seen attached to the ship's stern and the dock. The mayor said that at least one more line was fixed between the bow and land, but there was concern that the lines might break, causing the ship to sink.

Despite the cold air and water, the mayor and other officials said they were still treating the situation as a rescue operation, with crews working through the night. In addition to the helicopters, the Coast Guard had sent a 49-foot rescue boat from Saugerties, N.Y., to Albany, said David M. French, a chief petty officer in the Coast Guard's public affairs office in Manhattan.

He said a team of investigators from the state police and the Coast Guard were heading to the scene. Mayor Jennings said that the ship had taken on more than 600 metric tons of steel equipment from the General Electric plant in nearby Schenectady just before the incident. Detective Miller said the cargo was bound for Italy and Romania.

"What we know right now was they were just finishing up loading cargo equipment, large industrial equipment and turbines onto this ship," Detective Miller said. "The last piece had gotten onto the ship. Now the question still is unclear whether some of the equipment being loaded on, that wasn't secure, shifted and caused the ship to list over on its side."

After rescuers were called to the scene, the six men who had been flung overboard were pulled from the water and transported to local hospitals suffering from hypothermia and other minor injuries, Detective Miller said. Other crewmen were taken off the ship, and two of them were taken to hospitals as well, officials said. The water is about 30 feet deep in that area, officials said.

Initially, a group of six divers from the Police and Fire Departments entered the water around the ship, but could not find the missing men. Another group of divers and police officials boarded the ship, but because it was too dangerous, abandoned plans to dive into the water inside the submerged hull, officials said. Rescue crews did not immediately have a plan of the ship's interior, but officials said the Coast Guard had one.

"They are trying to get a plan of the ship to get the schematics, to get a better idea because visibility is limited," Detective Miller said last evening. "We've lost our daylight and a large part of the hull of the ship is dark."

He said that the crewmen were foreign, some of them Russian-speaking, and that translators were speaking with them. The ship's markings indicate that it is part of a fleet belonging to the Jumbo shipping company of the Netherlands.

The mayor Tuesday night had not given up hope for the survival of the three missing men. "There's a possibility that if someone is holed up in the hull of the ship, and there's an air pocket, he might be alive," the mayor said. "Or, they might be alive."

## **DOCKWISE BRENGT VOC PRINS WILLEM WEER TERUG NAAR NEDERLAND**

Het zwaartransportschip de **Dock Express 10** van rederij Dockwise Shipping B.V. gevestigd te Breda is gisteren 7 december aangekomen te Den Helder geladen met een replica van de VOC **Prins Willem**.



In opdracht van de firma Libéma Exploitatie B.V. te Rosmalen – exploitant van ondernemingen in de dag- en verblijfsrecreatieve-, beurs-, evenementen- en sportsector – heeft Dockwise de VOC replica **Prins Willem** weer terug vervoerd naar Nederland.

Op 2 november j.l. is de 68 meter lange en 1,310 ton wegende VOC replica **Prins Willem** geladen aan boord van het zware lading schip de **Dock Express 10** te Sasebo in Japan. De VOC **Prins Willem** maakte in Japan onderdeel uit van het welbekende Holland Nagasaki Village.

Op 4 november 2003 is de **Dock Express 10** begonnen aan de terugreis naar Den Helder.

Na een 33 dagen durende reis van 10.725 zeemijlen, via Singapore en het Suez Kanaal, is de Dock **Express 10** op zondag 7 december j.l. aangekomen te Den Helder en de VOC Prins Willem is gelost op de rede van Den Helder.

**Dockwise Shipping, gevestigd in Breda is een zware lading rederij met een vloot van 16 half-afzinkbare zwaar transportschepen en biedt werk aan 700 personen wereldwijd. Als toonaangevend marktleider gespecialiseerd op het gebied van zwaar zeetransport heeft Dockwise de ervaring en de middelen om tegemoet te komen aan de behoeften van complexe, grote en zware zeetransporten.**

## Hoop op vinden overlevenden Stellamare opgegeven

**ALBANY (ANP) - De autoriteiten van de stad Albany, in de Amerikaanse staat New York, hebben alle hoop op het vinden van overlevenden in het wrak van de dinsdag gekapseisde [Stellamare](#) opgegeven. Door nog niet volledig opgehelderde oorzaak kantelde het schip.**

De bemanning laade op dat moment loodzware generatoren in. Drie opvarenden worden nog altijd vermist. Reddingswerkers hadden tot woensdagochtend (lokale tijd) geen enkel teken van leven vernomen uit het wrak. Met microfoons beluisteren ze de scheepsromp op zoek naar geluiden van overlevenden, maar tot nog toe hebben ze niets opgepikt, meldde een woordvoerder.

Mochten de drie vermiste bemanningsleden in het ijskoude water zijn beland, dan is er geen enkele kans dat ze nog leven. In de haven van Albany, aan de Hudson-rivier ten noorden van de miljoenenstad New York, dreef op het moment van het ongeluk ijsschotsen. Het water had een temperatuur van om en nabij het vriespunt. Mensen die zonder beschermende pakken in het water terechtkomen, houden het doorgaans niet langer uit dan enkele minuten, aldus medici.

De brandweer en havenarbeiders konden vijftien bemanningsleden van het onder Nederlands-Antiliaanse vlag varende vrachtschip redden. Vijf van hen moesten zich wegens snijwonden en lichte onderkoelingsverschijnselen onder behandeling van artsen stellen. Ze maken het goed.

Volgens ooggetuigen en de Rotterdamse agent van de reder Jumbo Navigation NV. sloeg het bijna negentig meter lange vaartuig om terwijl er in de twee kranen een lading met een gewicht van 300 ton hing.

## Gratis vis bij actie in Antwerpen

door Harmen van der Werf

**ANTWERPEN - Met rode lichtkogels kondigt de internationale protestvloot van vissersschepen zich aan op de Schelde bij Antwerpen. Met z`n elven zijn ze woensdagmorgen de Westerschelde opgevaren.**

**De Zeebrugge 576 is de eerste, gevolgd door drie andere Belgische, vier Franse, één Engelse en twee Nederlandse kotters, de Texel 36 en Goedereede 55.**



[Antwerpenaren werpen zich op de gratis vis.](#) foto Peter de Voecht/EPA ©

Op de kade staan ze tegen het middaguur al klaar, de Antwerpenaren met plastic zakjes in de hand en een enkeling zelfs met een koelbox. De mededeling dat er gratis vis wordt uitgedeeld, is overgekomen. Cameraploegen interviewen vissers over het onheil dat hen te wachten staat als de Europese ministers van Visserij volgende week de voorstellen voor een forse verlaging van de visquota in 2004 overnemen.

Denen zijn met bussen gekomen. Ook een vrij grote groep Engelse vissers is aanwezig. Veel Nederlanders zijn er niet. J. Schot uit Tholen is er. Hij vaart onder Belgische vlag met de Zeebrugge 201 en ziet de toekomst somber in. „De Europese Commissie wil veertig procent van het scholquotum afhalen. Laat het twintig procent minder

worden volgende week, dan moeten we voor de zoveelste keer toch weer inleveren.`` Schot is openhartig. „Voor een deel hebben we het aan onszelf te wijten.

`t Moest almaar beter en groter. Neem het ons kwalijk, ieder mens wil vooruit. Nu de visquota minder worden, zitten we wel met die investeringen. Terwijl er genoeg vis in zee is.``  
De sector heeft ook aanvullende maatregelen voorgesteld. Visserijbiologen zijn erg onzeker over het scholbestand. Vissers willen zelf onderzoek gaan doen. Zij stellen voor die plekken te mijden waar veel jonge schol wordt gesignaleerd en zij willen de minimummaat voor aan te voeren schol verhogen. Veerman heeft aangegeven deze ideeën in Brussel te willen inbrengen.

## **CASUALTY REPORTING**

### **BLACK DRAGON**

The federal government could wind up spending \$1 million on vessel Black Dragon, which unexpectedly sank on Tuesday morning (Dec 9) while being towed to a salvage yard. Black Dragon, a rust-encrusted 42-metre-long freighter used to bring illegal Chinese migrants to the west coast of Vancouver Island four years ago, unexpectedly sank off Cadboro Point near Sidney Tuesday morning while being towed to a salvage yard. Since the freighter is resting at a depth of 45 metres and is not considered an environmental threat or hazard to shipping or commercial ground-fishing, the consensus is to just leave it there as an unlikely refuge for coastal marine life. "Our intention, unless we've missed something, is that it will become an unplanned artificial reef where it lies," Terry Tebb, regional director of the Canadian Coast Guard, confirmed in an interview. "We don't expect any contamination from it. We think we're okay." Black Dragon was among four Chinese migrant vessels that generated international attention when they arrived off the B.C. coast in 1999. Public Works and Government Services Canada sold the vessel to the Port Alberni Artificial Reef Society, which subsequently resold it to brothers Guy and Chuck Polkinghorn of Nanaimo. Lately Black Dragon had been left tied to a naval buoy at Mayne Bay near Ucluelet and the Broken Group Islands, part of Pacific Rim National Park. There it sank in 18 metres of water in October. The area was boomed off, and absorbent pads were used to recover oily film from the surface. "There was no damage to the shoreline or wildlife in the area, and no impact to the shellfish," Tebb said. The government contracted Lamina Drydock and Salvage of Port Alberni to raise the freighter last week, an ambitious undertaking that required cranes and barges to wrestle the hulk from the muddy ocean bottom. Once it was returned to the surface last week, 400 litres of fuel were pumped from the vessel. Saltair Marine Services of Ladysmith was then contracted to remove Black Dragon for salvage. A tug was towing the freighter at 0900 Tuesday when it suddenly sank. A seaman operating salvage pumps on board safely escaped. "There was a huge influx of water," Tebb said. "She went down very quickly. It's possible a plate in the hull let loose. To raise it would be very difficult." A sheen consisting of an estimated 35 litres of gasoline formed on the water after the sinking; the source is thought to be the salvage pumps and the gas cans used to keep them running. "It will dissipate on its own," he said. "It's an area of rapid tide, a lot of flushing." He estimated the federal government will wind up spending more than \$1 million on Black Dragon, money it hopes to recover from the Ship-source Oil Pollution Fund, funded by commercial shipping. It would be up to the fund to try to recover from private parties. As for the Polkinghorns, Tebb said: "Their position is they have no resources." Tex Enemark of the Artificial Reef Society of B.C. said Ottawa would save a lot of money and trouble if it developed a policy to allow funding of private groups to responsibly sink derelict ships as artificial reefs for the benefit of marine life and dive tourism. At its current depth, Black Dragon is too deep for most recreational scuba divers

## **SHIPYARD NEWS**

### **15 injured in shipyard unrest**

At least 15 striking Spanish shipyard workers were injured today in Seville, southern Spain when police fired rubber bullets during a demonstration. Spanish news reports said shipyard workers were marching on the headquarters of Spanish shipbuilder Izar when clashes with police occurred. An Izar spokesman today declined to comment on the protests, which were organised across Spain against job cuts in auxiliary shipyard companies because of the decline of civil construction orders at Izar. Spanish unions have announced further strike action next week in order to settle a long term deal for a collective labour agreement with Izar.

## **Aker Finnyards to convert "Finnjet"**

Silja has signed a deal worth approximately EUR 10 million with Aker Finnyards, covering the conversion of the Silja Line ferry "**Finnjet**". The ferry arrives at the yard in May 2004 and enters the Rostock - Tallinn - St Petersburg service in June.

## **Peters yard cuts jobs despite work**

GERMANY S Peters Schiffbau yard says it will have to cut its 100-strong workforce even though it has newbuilding and repair work underway. Board member Max Kommorowski told Fairplay this morning that the joint stock company had been obliged to make the announcement even though no firm decision had yet been taken. "A turn is still possible," he said, stressing that the yard is still working on newbuilding projects. Peters will deliver two large luxury yachts next year and is busy with repair orders until February 2004, with prospective additional orders on hand. In 2000 the yard switched its focus to building luxury yachts together with affiliated Kusch Yacht Agentur and the last 700 TEU Euro Snow class feeder vessel was delivered at the end of last year. An order for an innovative river/seagoing container vessel for the Russian inland waterways is still subject to financing. Kommorowski said the strong euro was making it harder to win new orders.

## **Rickmers New Orleans Christened**

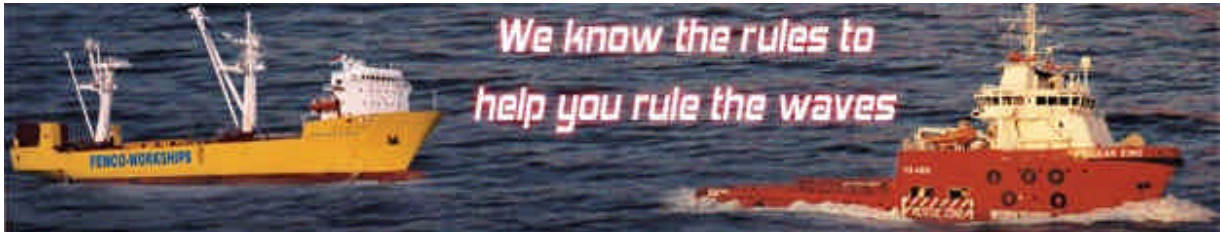
**Rickmers New Orleans**, one of nine new Superflex Heavy MPC vessels built for Rickmers-Linie, the Hamburg-based global project liner and heavy lift specialist, was officially named in New Orleans, Louisiana on December 6. The vessel, which was delivered to Rickmers-Linie in July and subsequently joined the company's Round-The-World Pearl String Service in August this year, was christened by Mrs Seletha Nagin, First Lady of New Orleans and wife of Mayor, C Ray Nagin. The ceremony took place at Nashville Avenue B Wharf on the shore of the Mississippi River and was followed by brunch, during which Bertram Rickmers, Owner and Chairman of the Rickmers Group, and Jan B Steffens, Managing Director of Rickmers-Linie, hosted 200 guests who attended the celebration. The day was further marked by a New Orleans parade performed after the christening. The parade resembled the legendary Mardi Gras all-day party of New Orleans - a Carnival Tradition, which is celebrated every year on "Fat Tuesday". The roots lie in the Christian calendar, as the "last hurrah" before Lent begins on Ash Wednesday. Mardi Gras is well-known for its remarkable costumes swathed in feathers and sequins. After her naming, **Rickmers New Orleans** sailed for the US East Coast ports of Newport News, Savannah and Camden. From there she is to continue her eastbound rotation "Around the World" within the Pearl String Service calling Europe, Asia and then back to North America. Identical to her sisterships, Rickmers New Orleans is fitted with adjustable tweendecks, a heavy-lift capacity of up to 640 tons and dehumidifying devices in all holds. The new fleet will be complete when **Rickmers Genoa** is handed over to Rickmers-Linie in late February 2004. The Round-The-World Pearl String Service is an innovative new concept which sails the Rickmers fleet eastbound around the world, linking Europe, Asia and North America. Regular fortnightly sailings and the reliability of the schedules published and updated online are the main benefits of this new service. It provides customers with unique flexibility by catering for project shipments that often involve complex loading programmes. The service also enables special calls at ports not normally featured on the schedule. Regular calls are

made at the ports of Hamburg, Antwerp, Genoa, Jakarta, Singapore, Map Ta Phut, Haiphong, Hong Kong and Shanghai, Dalian, Xingang, Masan, Kobe or Yokohama, Houston, New Orleans, Newport News and Camden.

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## **BC ferry workers firm on strike**

STRIKING ferry workers in British Columbia have been told by the province's government to return to work, but the union is planning to stand firm and could expand the shutdown of services to the islands along the coast. On Tuesday, the government imposed an 80-day cooling off period, ordering the 4,300 employees back to work. A mediator would assist with negotiations. But the BC Ferry and Marine Workers Union said that unless the cooling off order had been issued by noon yesterday workers would stop operating ferries to remote northern islands. "I've been very clear all along. We're not going to allow this ferry dispute to hold coastal communities hostage," Premier Gordon Campbell said in a statement. Ferry operations have now been disrupted for two days and the government says it has been besieged with demands to end the strike. The union and the ferry service did reach an agreement on what essential services would be provided just as the cooling off order was made.

## **MyTravel plunges to \$1.5Bn loss**

UK-based tour operator MyTravel, which operates four cruise ships under the Sun Cruises banner, has posted losses for the year of £910.9M (\$1.58Bn), far deeper than the anticipated £600M. The company followed the poor results of 2002 with weak summer bookings in 2003, and was unable to cash in on peak demand in good weather. MyTravel has seen a number of directors resign over the year, but chief executive Peter McHugh remains confident it can survive. On 17 November shareholders approved the sale of three, non-core activities to raise £146.7M in working capital for the group. Among these was the US cruise distribution business Cruise Group, encompassing five sales, distribution and support companies. The disposals did not include Sun Cruises, which operates the 37,584gt/1,450 passenger **Sunbird** (ex-Song of America), the 23,149gt/1,050 pax **Carousel** (ex-Nordic Prince), the 22,945gt/1,076 pax **Sundream** (ex-Song of Norway) and the 16,710gt **Seawing** (ex-Southward). The poor result from the Cruise Group was one of the factors said to lie behind the losses.

## Vopak meldt afronding verkoop gasscheepvaart en minderheidsbelangen

Vopak maakt bekend dat de verkoop van de belangen in de Chemgas gasscheepvaart aan Reederei Jaegers is afgerond. Tevens zijn de aangekondigde verkopen van de belangen in de Aziatische LPG-tankers, Van Ommeren Clipper Shipholdings B.V., Dutch P&I Services B.V. en Dutch Shipping Defence N.V. inmiddels voltooid. De verkoop van het minderheidsbelang in Dockwise Transport B.V. zal medio december worden geëffectueerd. De totale opbrengst van de genoemde transacties bedraagt circa € 80 miljoen.

### Profiel

**Koninklijke Vopak N.V. biedt wereldwijd onafhankelijke tankterminalcapaciteit aan de chemische- en olie-industrie aan voor opslag van vloeibare chemische producten en olieproducten. In samenhang daarmee levert Vopak een scala van waardetoevoegende logistieke diensten, zoals tankvaart, binnenvaart en warehousing - in eigen beheer of in samenwerking met strategische partners.**

**Wereldwijd is de onderneming naar vijf marktregio's georganiseerd en exploiteert zij een netwerk van 71 tankterminals met een gezamenlijke opslagcapaciteit van circa 19,7 miljoen cbm in 29 landen.**

## Morocco to privatise Comanav

THE Moroccan government has given its approval to the privatisation of state-owned shipping company Cie Marocaine de Navigation (Comanav), which should take place late in 2004 or early in 2005. The company's privatisation has been in the pipeline for some time and it has been re-capitalised twice over the past few years. After a Dirham150M (\$16.67M) cash injection from the state, Comanav received in June 2003 a further \$31.7M, injected by two major Moroccan investors, the BMCE bank and the Caisse de Dépôts et de Gestion (CDG). The government currently owns 51% of the company, with 20% owned by BMCE and the CDG and the rest by the state phosphate group Office Chérifien des Phosphates. After years of losses, Comanav returned to profit in 2002. The company has streamlined its liner operations and disposed outdated and costly tonnage. Comanav presently operates a fleet of five ro-ro and container vessels ranging from 130 to 1,100 TEU, and two passenger vessels. The company operates container and ro-ro services from North Europe to Morocco and from the West Mediterranean to Morocco in co-operation with various operators, including CMA CGM and Sudcargos.

## Hutchison Korea Terminals to return to full operations

HUTCHISON Korea Terminals (HKT), a member of Hutchison Port Holdings, prepared to return to full operations with the commissioning of three brand new quay cranes on December 9. The three super post-panamax quay cranes arrived at HKT's Pusan Terminal in November to replace the two cranes damaged by Typhoon Maemi in September. Having completed test operations and commissioning, the new cranes will commence operations on December 12. Raymond Law, HPH's head of Korea, the Middle East and Africa, said: "I am very pleased to announce that the operation levels of HKT's Pusan Terminal have fully recovered from the damages caused by Typhoon Maemi in September.

"This could only have been made possible through the leverage of the HPH Group's global resources."

## MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



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The **IDA** leaving the Port of Oshawa (Canada) – photo : Jim Gallacher ©



the **RECIFE BAY** arrived at Beverwijk – photo : Joop Marechal ©

## DAILY SHIPPING NEWSLETTER 2003 – 239



The **HUA AN** outward bound passing Maassluis  
Photo : Nico Ouwehand ©



The Japanese research vessel **MIRAI** visited Cape Town – photo : Ian Schiffmann ©



The **UNION DIAMOND** was seen in the drydock in Antwerp  
Photo : Peter Andriessen ©

## DAILY SHIPPING NEWSLETTER 2003 – 239



The US Coast Guard cutter **621 – Valiant** departed from Curacao for "drugs" duties off the coast of Columbia.

Photo : John Smit ©



The tanker **OLGA** came in to BP Finnart from New York. She will load a cargo of Reformate and will sail some time on saturday.

She had the old name **ARCO EUROPA** underneath her present name.

Photo : Tommy Bryceland, Scotland ©

## AIRCRAFT / AIRPORT NEWS

## KLM to increase number of Asian flights next year

KLM Royal Dutch Airlines is to offer daily roundtrip flights to Beijing, Shanghai and Tokyo when its summer schedule kicks off in March 2003, after winning extended landing rights to China and Japan.

Several of the flights to Shanghai and Tokyo will use Boeing 777s, while the number of flights to Almaty will be raised from three to four weekly roundtrips.

The move is part of a worldwide plan by KLM to restore capacity to the level originally projected last year. KLM cut back capacity substantially during the 2003/04 summer and winter schedules, in response to declining demand as a result of the Sars crisis.

The upcoming summer schedule runs from March 28-October 30

## Sobelair in geldnood

Tegelijk met Air Holland is ook de Belgische luchtvaartmaatschappij Sobelair in acute financiële nood beland. Het bedrijf moet binnen acht dagen een reddingsplan afgeven bij de koophandelsrechtbank. Anders dreigt faillissement, aldus de Brusselse krant Le Soir donderdag. Topman A. Vastapane zoekt voor de redding 10 miljoen euro. Hij wil dat geld onder meer verzamelen door een lagere huur van twee Boeing 767-toestellen. Ook leveranciers moeten bijdragen en het personeel zou 4 miljoen minder salaris krijgen. Vakbond CGSLB reageerde teleurgesteld: de werknemers hebben vorig jaar ook al ingeleverd.

## RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – thursday 11-12 21:30 hrs

|                                        |   |                  |
|----------------------------------------|---|------------------|
| PRESENT WIND DIRECTION / FORCE         | : | WNW 5 – 10 KNOTS |
| MAX WIND DIRECTION / FORCE LAST 24 HRS | : | S-ly 19 KNOTS    |
| PRESENT BAROMETER READING              | : | 1008.9 hPa       |
| MIN TEMP LAST 24 HRS                   | : | 3.0 °C           |
| MAX TEMP LAST 24 HRS                   | : | 7.8 °C           |
| OUTDOOR HUMIDITY                       | : | 96 %             |
| DEWPOINT                               | : | 8.4 °C           |
| WINDCHILL                              | : | 9.2 °C           |

Vooruitzichten van vrijdag t/m maandag:

**WISSELVALLIG!**

Voor al in het weekend perioden met regen en veel wind. Middagtemperatuur tijdelijk oplopend naar 11 graden.

| © Ed Aldus 2003      | VR-12 | ZA-13  | ZO-14 | MA-15   |
|----------------------|-------|--------|-------|---------|
| Maximumtemperatuur:  | 7     | 11     | 9     | 7       |
| Minimumtemperatuur:  | 0     | 6      | 7     | 5       |
| Zonnekans in %:      | 30    | 10     | 10    | 30      |
| Neerslagkans in %:   | 20    | 80     | 70    | 40      |
| Windrichting kracht: | Z-3-5 | ZW-5-7 | W-5-7 | WNW-4-6 |

## .... PHOTO OF THE DAY ....



The **SUEZ CANAL BRIDGE** outward bound from Rotterdam  
photo : Hans de Jong - Maritime Pictures ©

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