

DAILY SHIPPING NEWSLETTER 2003 – 184



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The **Smit Lumut** assisting the **Ocean Gannet** with the positioning of the Talisman MOAB Substructure

Photo : Jaap van Heeren ©

EVENTS, INCIDENTS & OPERATIONS

UNION MANTA



The **UNION MANTA** is at present working at the **GUNNISON** location in the US Gulf , where the vessel is installing large mid line buoys for the **HERMOD** which are having a weight of 20 tons for a buoyancy of 60 tons, the buoys are



deployed using the **UNION MANTA** 's A-frame.
Right : The ROV visible in the background

Photo 's :

Capt Leo Planken – master Union Manta ©

Sheep ship to leave Kuwait for open sea

THE sheep carrier **Cormo Express** is expected to leave Kuwait without a confirmed destination.

Her owner, Vroon BV, said that the ship will leave from Kuwait City's port of Shuwaikh and set course for open sea as soon as possible.

The company said it is concerned about the effect that heat and humidity is having on the sheep and that conditions are better for the animals offshore. The sheep, rejected by Saudi Arabia veterinarians, have been stuck on the ship for 62 days.

The ship has loaded three weeks' worth of fodder and water, enough for a possible journey back to Australia. However, industry and quarantine concerns about bringing the animals back on to mainland Australia means unloading the sheep at a mainland port such as Geraldton is looking unlikely.

Christmas Island and the Cocos Islands are the most likely destinations, but it is unclear whether either has the infrastructure necessary to handle the unloading and slaughter of more than 50,000 sheep.

Hartlepool casts doubt on 'ghost ship' dry dock

THE fate of the controversial US naval reserve 'ghost ships' was in fresh doubt yesterday, after a British local authority ruled that shipbreaker Able UK does not have planning permission to build the dry dock needed to scrap them, writes David Osler.

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Two of the Second World War vintage vessels — built with many toxic materials, according to environmental campaigners — are already on tow from Virginia to Teesside.

But a decision by Hartlepool Council yesterday may mean that they will have to remain in the company's wet dock once they arrive on Teesside. Stuart Green, head of planning and economic development at the council, said that planning permission granted for new facilities in 1997 had now lapsed.

Any decision on a fresh application will take weeks or even months to reach. A spokesman for Able UK said the company's legal advice was that it did have the necessary permissions, and that its legal advisers would continue to discuss the issue with the council.

Able UK has a contract to scrap 13 of the ships, all of which contain PCBs, asbestos and heavy diesel oil on board. The deal has run into opposition from environmentalists, who believe that unnecessary risks are being run.

However, the government's Environment Agency has ruled that the plans do not pose significant risk to wildlife sites. Friends of the Earth is calling for the ships to be returned to their berths on the James River.

Motor vessel Kent Reliant afloat

Photos : Titan Salvage ©



The **M/V Kent Reliant** was successfully re-floated, after a successful thirteen-day salvage and response operation. The 522-foot cargo ship, grounded outside San Juan harbor Sept. 18.

Titan Maritime salvage company removed most of the fuel oil from the vessel, and oil containment booms were pre-staged in environmentally sensitive areas to ensure minimal impact on the marine environment. Next enough cargo was removed to lighten the vessel so that it could safely be pulled from its grounded position. The coordinated and careful response helped to ensure that no pollution was released from the vessel throughout the salvage operation.

After being re-floated, the vessel was taken approximately one mile offshore for an initial evaluation. Once stabilized and determined to



not pose a threat of pollution, the vessel was towed into Anchorage E where it will undergo an underwater examination. Following that it will be towed to Pier 15 for cargo offload, and then to Pier 13 for final evaluation by the Coast Guard before being allowed to depart the port.

CASUALTY REPORTING

SMIT MADEIRA (VENEZUELA)



A local press report, dated Sep 26, states: Three people died as a consequence of collision between tug **Smit Madeira** (214 gt, built 1983) and its tow, tug **Rio Caroni** (137 gt, built 1965).

Left :

A file photo of the **SMIT MADEIRA**

Photo : Nico Ouwehand ©

The master of the tug died and two officers are missing. Engineer, Henry Arcia, was

rescued alive from the water. Mechanical failure and bad weather presumably caused the accident. **Smit Madeira**, of Servicios Maritimos Terminales Maracaibo, in which SMIT has a minor share, sank at 2145, Sep 23, in the navigation channel Boca de Serpiente, in waters between Orinoco River and Atlantic Ocean, in the state of Delta Amacuro, after engine failure, while towing **Rio Caroni**, of the firm Ferrominera del Orinoco. Commander of the National Guard, Coronel Teniente Jean Paul Bayos Bangi said that, due to unknown reasons, **Smit Madeira** overturned suddenly, leaving dead its master, two navy officers, while another was rescued alive. The captain of port of Ciudad Guayana issued a communiqué stating that the tug sank at approximately 2145 hours in position lat 09 54.4N, long 61 23.3W. The manager of Servicios Maritimos Terminales Maracaibo, Luis Navas, was on site in order to determine the cause of the accident. Civil Protection Operations of the State of Bolivar, Edgar Hutado, affirmed that **Smit Madeira** sustained a problem in the machinery that made it stop suddenly, while it towed **Rio Caroni**, which impacted the tug, causing the sinking at more than 60 metres deep. The public prosecutor ship inspectors and officials of the office of Delta Amacuro of police force convened to fortify the investigations of this incident. The weather conditions could have influenced the accident. The place of accident is located at 11 miles off the transfer station of the loading vessels that sail from Ciudad Guayana.

SHIPYARD NEWS

Philippines rules in favour of foreign ownership for shipyards

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THE Philippines Supreme Court has ruled that shipyards are not a public utility allowing majority foreign ownership to remain. The decision reverses an earlier decision and upholds the 1994 purchase of 87.67% of the Philippine Shipyard and Engineering Corp by a Japanese-led consortium Philyards Holdings.

Philyards is 60: 40 joint venture between between Magsaysay Shipping Corp and Kawasaki Heavy Industries of Japan. In a 33-page decision by Associate Justice Reynato Puno, the Supreme Court Special First Division declared that a shipyard where ships are built or repaired was not a public utility and, therefore, does not fall under the constitutional restriction limiting foreign ownership to 40%. It overturns a 2001 ruling that the shipyards were indeed a public utility. Philippines conglomerate JG Summit Holdings had contested the original sale and as a result of the 2001 ruling would have been awarded a share block in the shipyard.

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Pakistani laborer stands in front of the oil tanker **Sea Giant** at Gadani shipbreaking yard, 60 km from Karachi September 13, 2003. Like a gigantic steel whale 10 stories high and longer than the Eiffel Tower is tall, the second-biggest ship ever built sits waiting for destruction on what could be a beautiful Arabian Sea beach. Pictures taken September 13, 2003.



NAVY NEWS

HMS CAMPBELTOWN HEADS OFF FOR NATO DUTY



Devonport based **HMS Campbeltown** sailed for a six month deployment to relieve **HMS Cornwall** as the flagship of NATO's Standing Naval Force Atlantic (SNFL).

The ship will head for the Eastern Mediterranean where the Task Group are carrying out patrols as part of Operation Active Endeavour. Since October 2001 SNFL and her sister force Standing Naval Force Mediterranean (SNFM) have been monitoring shipping in this area and carrying out boarding operations, on a rotational basis, as part of the global war against terror.

Commodore Richard Ibbotson currently commands SNFL and will transfer, with his staff, to HMS Campbeltown from HMS Cornwall. HMS Campbeltown returned to operations in the spring of this year following a six-month docking period and has recently undergone a period of operational sea training to prepare for this deployment.

Captain Bruce Williams, HMS Campbeltown's Commanding Officer, said: "This deployment is a tangible demonstration of the UK's commitment as a worldwide force for good, and to the fight against global terrorism, in partnership with our NATO allies. As we depart, we remain focussed on the important role we will be carrying out but our thoughts are naturally with the families and friends that we leave behind and who give us so much support while we are away."

HMS Campbeltown is the third of the Type 22 batch 3 frigates and the second Royal Navy warship to bear the name. The ship was built by Cammell Laird Shipbuilders Ltd in Birkenhead, and was launched on 7 October 1987, entering service on 27 May 1989. HMS Campbeltown has a ship's company of 255.



Left to right, **USS Thorn (DD 988)**, **USS Cole (DDG 67)**, and **USS Gonzalez (DDG 66)**, members of the Enterprise Carrier Strike Group, perform divisional tactics while underway in the Atlantic Ocean. The ships are conducting work ups before an upcoming scheduled six-month deployment.



The guided missile cruiser **USS Philippine Sea (CG 58)** departs from its homeport of Mayport, Fla. to start work ups before her upcoming six-month deployment. Philippine Sea is part of the Enterprise Carrier Strike Group

Norway receives first tropicalized submarine

The first of six Royal Norwegian Navy (RNoN) Ula-class submarines to undergo an extensive tropicalization upgrade is expected back in service this month (October). The boat, **KNM Ula**, was equipped with the Nordseewerke (Emden, Germany)-designed suite at the RNoN dockyard in Bergen in a project that extended its normally-scheduled overhaul by six months. The tropicalization kit will now be installed in the other five submarines as they come in for their regular refit, said Commander Norwegian Submarine Flotilla Captain Harald Hakonsen.

Sweden relaunches HMS Sodermanland with Stirling AIP propulsion

Kockums (Karlskrona, Sweden) has relaunched the Swedish Navy's Type A 17 submarine **HMS Sodermanland** (commissioned 1989) on 8 September following an extensive, multiyear mid-life update refit. The event at the HDW-owned shipyard will be followed by harbor acceptance trials and six months of sea trials, the latter starting at the beginning of 2004

MOVEMENTS

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The Maltese flagged **MADRE** at the Westerscheldt river, the **Madre** is the former **OTTO HAHN** one of the two nuclear powered (the other was the **SAVANNAH**) merchant ships which are built in the past
photo : Wim Kosten ©



SAL 's **TRINA** seen here arriving at the Tyne – **photo : Kevin Blair ©**



The **THEO** is the former **Magnus Viking** – **photo : via Nico Jonker ©**

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The **MSC REGINA** seen here in the locks in Antwerp – **photo : Peter Andriessen ©**



The Norwegian tug **BUSTER** – **photo : Henk de Winde ©**



The ITC tug **SUHAILI** seen here departing from Norfolk with the one of the retired **ASHTABULA class** (SCB 244 jumbo type) fleet oilers of the US Navy, bound for Hartlepool, the **ASHTABULA class** tankers measuring 196 meter in length and 23 meter in width.

Photo : Capt Gerrit Verweij – ITC ©

AIRCRAFT / AIRPORT NEWS



An **F/A-18 Super Hornet** assigned to the “Top Hatters” of Strike Fighter Squadron Fourteen (VFA-14) refuels an **F/A-18 Hornet** from a sister squadron while flying by **USS Nimitz (CVN 68)**. The Nimitz Carrier Strike Group and her embarked Carrier Air Wing Eleven (CVW-11) are on deployment in the Western Pacific

Polar Air Cargo adds service



top : A **Polar Air Boeing 747-200** at Schiphol Amsterdam airport – photo : Vincent de Koning ©

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Polar Air Cargo has commenced weekly flights to Halifax, Nova Scotia. The scheduled cargo carrier is operating weekly flights routed New York - Halifax - Liege.

Polar Air Cargo's route network includes destinations in North America, East Asia, Southern Asia, Oceania, Latin America, the Middle East and Europe. The airline operates Boeing 747-200F, 747-300F and 747-400F aircraft and has approximately 600 employees.



Michael Bannister, chief Concorde pilot for British Airways, waves after the Concorde landed in Boston, Wednesday, Oct. 8, 2003, as part of a farewell North American tour for the aircraft. The plane is to be retired from commercial service before the end of the year

RIJNMOND WEATHER

Vooruitzichten van vrijdag t/m maandag:

FLINKE WEERSVERBETERING!

Zaterdag af en toe zon en mogelijk nog een bui. Vanaf zondag overgang naar droog weer met flinke zonnige perioden. Zondagochtend kans op mist.

© Ed Aldus 2003	VR-10	ZA-11	ZO-12	MA-13
Maximumtemperatuur:	15	14	14	15
Minimumtemperatuur:	12	10	5	7
Zonnekans in %:	30	40	50	80
Neerslagkans in %:	60	30	5	5
Windrichting kracht:	W-4-6	W-3-5	NO-1-3	O-4-5

.... PHOTO OF THE DAY



The **FAIRPLAY 24** seen in drydock in Antwerp – [photo : Peter Andriessen](#) ©

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