

DAILY SHIPPING NEWSLETTER 2004 – 081



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VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.



The little Londonderry Port Authority tug **Shrove** came over to Greenock for her annual drydocking and survey,

This little tug has a bollard pull of 38T. The pic is of her in the Garval Drydock.

**Photo : Tommy Bryceland
Scotland ©**

EVENTS, INCIDENTS & OPERATIONS

High bails requested for pollution

FRENCH authorities have demanded a bail of €300,000 (\$366,000) from Bernhard Schulte, owner of the LPG tanker **Moritz Schulte**, for causing pollution off the French coast on Tuesday. The Isle of Man flagged, 7,881dwt vessel was seen at the head of a 16km-long oil slick, as the ship was passing 70km west of the Penmarc'h point in Brittany. Yesterday morning the vessel was ordered to proceed to Brest for crew questioning under the escort of the French navy vessel **Altair**. The ship was on a voyage from Bordeaux to northern Europe. This is the first time the 'usual' bail level of €250,000 has been exceeded for a case of 'standard' pollution. Over the past few weeks bails of up to €500,000 have been requested from two polluting vessels, an exceptionally high level justified by the fact that one was a ferry off the coast of Corsica and the other failed to respond to naval orders to stop.

Zeeschip los van zandbank W'schelde

Bij de Everingen op de Westerschelde voor de kust van Borssele is de tanker **Sea Splendor** losgetrokken van een zandbank.

Het schip onder Panamese vlag en geladen met 29.000 ton gasolie, lag voor anker maar was op drift geraakt en vastgelopen. Rond 20u30 is geprobeerd het schip met sleepboten los te trekken, maar dat is niet gelukt. Een tweede poging om 0u45 is wel geslaagd.

Norovirus hits Island Princess



The **ISLAND PRINCESS** moored in Vancouver – Photo : Willem Kappert ©

ABOUT 350 passengers and crew on board Princess Cruises' **Island Princess** were stricken with a Norovirus this week as the vessel cruised off south-east Alaska, the Carnival Corp subsidiary has confirmed. As of yesterday, 308 passengers and 40 crewmembers on the vessel were suffering from Norwalk virus-like symptoms. The rest of the 2,018 passengers and 896 crew on the week-long voyage from Vancouver to Whittier are unaffected by the illness. The vessel was in Skagway on Wednesday and will probably continue on schedule although the vessel filed contingency plans with the Coast Guard to cut the trip short by one day, the line said. The Island Princess is scheduled to arrive in Whittier early on Saturday; by that time, those taken ill are likely to have recovered. Onboard testing

confirmed the presence of the Norovirus, which includes Norwalk and Norwalk-like viruses. The virus can cause diarrhoea, stomach pain and vomiting for 24 to 48 hours. It is spread through food and water and close contact with infected people or the items they have touched.

Alang crisis as scrap price plunges

THE sudden and dramatic fall in scrap prices late last month has thrown Alang, Asia's largest shipbreaking facility, into crisis. Prices have dropped by Rs4,000 (\$90) a tonne from Rs21,000 to Rs17,000, resulting in ships lining up in the Gulf of Cambay with no buyers. Both ship buying and selling have come to a halt, according to Haresh Patel, president of the Rolling Steel Mills Association. He attributes the high price fluctuation to the recent import of 400,000 tonnes of melting scrap at Kandla. Although market sources are optimistic about the price of scrap rising, Alang is suffering heavy losses, estimated at Rs1Bn, according to Ship Buyers Association president Ramesh Menpara, and demolition activities have slowed following accumulation of scrap stocks

Six tall ships arrive for Dublin maritime festival

Six tall ships have sailed into Dublin to participate in a maritime festival taking place on the banks of the River Liffey this bank holiday weekend.

The festival features a range of events, including sailing trips, tours of the tall ships and quayside exhibitions.

The six tall ships that sailed up the Liffey this morning include the 1790 replica ship the British Grand Turk. The Asgard and the Jeannie Johnston are also involved.

Wind farms 'danger to shipping'



The danger to shipping from massive offshore wind farms has been ignored by the government as it tries to meet green energy targets, MPs have warned.

A huge expansion of the sites, some of which could be as big as a major city, is proposed under the Energy Bill.

But a Commons Transport Committee report says maritime and shipping bodies have not been consulted about where they should be situated. A future collision with a vessel would be "inevitable", the report warns.

The government sees the giant wind farms as key to achieving its aim of meeting 10% of Britain's energy needs using renewable resources by 2010.

Crash 'inevitable'

But the damning committee report says the entire project has been "woefully mishandled". It expresses bewilderment that shipping bodies were not consulted and questions why the Department of Transport was not involved by the Department of Trade and Industry in drawing up the plans.

It urges the government to put existing projects on hold until they have been checked by shipping bodies. The commercial interests of energy firms "should not compromise marine safety or the country's economic interests", the report says.

"We believe that some sort of collision, at some time, is inevitable and that plans must be put in place to deal with it," it warns.

CASUALTY REPORTING

Car carrier calamity at Antwerp after blaze

Salvors were negotiating last night with the Lebanese owners of Sea Trust , a car carrier that underwent a heavy list at Antwerp after a vehicle fire.

URS, Multiraship and Scaldis were in discussion with the owners, Beirut-based Abou Merhi Lines.



Photo : Stefaan Soenen ©

Roger van den Bussche, a representative from Ilomar, the company's Antwerp agents, said the vessel's own fire prevention system was activated when a vehicle fire broke out on the fifth deck.

The water made the vessel list, but the system extinguished the fire quickly, without the need for local firefighters to intervene. The terminal where the Sea Trust berthed is operated by stevedoring company Zuid Natie. One man was still in hospital when Lloyd's List went to press. It is thought he will have to undergo an operation on his hand but is not in serious danger. Other members of the 16-

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strong Syrian and Lebanese crew and the local stevedores carrying out lashing at the time suffered smoke inhalation but were later released from hospital.

The Sea Trust is not blocking other traffic at the port and Mr van den Bussche said a vessel was handled at the time of the incident last night at the same dock. He confirmed the Sea Trust is owned by the Lebanese firm and is not chartered in. Built in 1983, the Sea Trust was called the Sea Hamex between September 16, 2002 and November last year.

Classified by Germanischer Lloyd, the vessel's P&I Club is Assuranceforeningen Gard. In January 2003, the Sea Hamex, with the registered owner as Sea Liban, ran aground in heavy weather in Rosslare, Ireland, but was refloated the same day.

SHIPYARD NEWS

DE HAAS SHIPYARD OPENS NEW SHED



The DE HAAS Shipyard in Maassluis which is celebrating at present their 125 year jubilee opened their new work shed at the shipyard on June 4th, 2004, to enable them to do more works covered protected from the outside environment

Photo : Henk Petit ©

Izar denies redundancy decision

SPANISH shipbuilder Izar has denied reports that almost one-quarter of its workforce is to be laid-off as a temporary measure. Earlier this week the company warned unions that some redundancies were necessary because the company can no longer meet all its obligations. "We have told unions that details of the temporary lay-offs will be ironed out by 11 June. There are no official figures of the number of workers affected," stressed an Izar spokesman. Despite this denial, Spanish business daily Cinco Dias insisted that the company had already decided to lay off 2,444 workers, 22% of its workforce, during the second half of the year. Unions agreed to accept temporary lay-offs but not the closure of work centres. They now fear that the entire workforce of 1,200 at the Sestao yard in Bilbao could be made redundant. The temporary lay-offs might be accepted if Izar can offer assurances about new orders, but the company has confirmed no new orders have been won for LNG carriers.

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The **NORMAND CUTTER** working near the **TRENCHETTER** – Photo : David Purser ©

ANL expands services to US

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ANL - a subsidiary of French line CMA CGM, has begun its fifth Liner service to the US since it commenced North America operations in June 2003.

The new service - to be named AUS 2 - is a weekly fixed-day, all-water, fast transit service.

The AUS 2 has been introduced as part of a large scale restructuring operation and retonnaging exercise, according to the carrier. ANL chief executive officer, John Lines, said that the new service will further add to the company's extensive network of direct ports ANL services in the US, on both the transpacific and the transatlantic routes.

"ANL's entry into the US trades has been very successful, and has been built on a foundation of customer service excellence in Asia and the Mediterranean and latterly by a growing recognition of this attribute in the USA. It is our intention to continue to build upon our reputation, and further expand our range of services into North America over the next 12 months."

The service's rotation is Fuqing, Ningbo, Shanghai, Los Angeles, Oakland and Fuqing.

Jo Tankers restructures



Top : The JO CHIARA D. – Photo : Piet Sinke ©

JO Tankers, the privately owned Norwegian chemical carrier group embroiled in price fixing allegations, is to close two offices in Asia and consolidate key operations in its headquarters in Bergen in a move to restructure its business. The offices in Japan and Singapore will be closed, while staff will be reduced in Houston and Rotterdam. Commercial and operational management will be transferred to Bergen from Rotterdam as part of the move. Johan Odvar Odfjell, MD of the company, said that the market "does not support multiple, worldwide offices." Together with the concentration of key functions in Bergen, the company will pursue a new strategy "with fewer vessels in the fleet and reductions in sailings to the Far East." The changes should be completed by the end of this year. This move follows Jo Tankers agreeing to pay a \$19.5M fine in April after an investigation by the US Justice Department into alleged price fixing in the US chemical trades. Jo Tankers has a fleet of 39 vessels of up to 40,000dwt.

Eidesvik Shipping and Olympic Shipping win supply ship contracts from Statoil ASA

The Norwegian oil company Statoil ASA said on Friday (4 June) that it had awarded charter contracts for supply and anchor handling ships for a total of NOK380m.

Eidesvik Shipping received a five-year contract for the charter of **Viking Avant**, currently under

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construction. The contract also includes options for two additional years. Olympic Shipping received an 18-month charter for **Olympic Poseidon**. Both vessels are to operate at the Snohvit field in the Barents Sea.

One Norwegian krone (NOK) is worth approximately 0.08 British pounds (GBP).

NAVY NEWS



The **F 83 St. Albans** seen here returning to Portsmouth – **Photo : Ton Grootenboer ©**



A French soldier patrols as part of the security measures along the Normandy coast near Arromanches, two days before the D-Day commemorations.

MOVEMENTS

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The **VITUS** outward bound at Flushing – Photo : Wim Kosten ©



The **VIDAR VIKING** departed from Rotterdam – Photo : Jan van der Klooster ©



The **CMA CGM BIZET** arrived in Zeebrugge – Photo : Piet Sinke ©



The **VIKINGBANK** arrived with the **TAKLIFT 1** in Port Fourchon
Photo © : Leo Planken – Master Union Manta ©

AIRCRAFT / AIRPORT NEWS

Air New Zealand to buy new planes

AIR New Zealand has signed agreements to acquire eight new Boeing 777-200 ER and two Boeing 7E7 aircraft as well as rights to purchase a further 42 long-haul aircraft. Air New Zealand's managing director and chief executive, Ralph Norris, said the Boeing aircraft would provide the airline with new capabilities for its long haul operations. "These aircraft will allow us to develop new routes and increase frequency on existing routes as well as provide an overall increase in both passenger and cargo capacity. Another benefit is that the new fleet will provide Air New Zealand with lower operating costs and improved financial performance over and above that which could be achieved by expanding the existing fleet of 10 Boeing 767s," Mr Norris says.

Four of the new 300-plus seat Boeing 777-200 ER aircraft will be purchased and the other four leased from International Lease Finance Corporation. The cost of the four aircraft and the necessary infrastructure to maintain the fleet of eight is in excess of NZ\$1 billion (US\$622.69 million). The eight Boeing 777-200 ER aircraft will begin entering service in September 2005, with the first five expected to be delivered by April 2006. The final three aircraft will be introduced in the last half of 2006. All the aircraft will be powered by Rolls Royce Trent 800 series engines. The delivery date for the two 7E7 aircraft, which will be capable of carrying approximately 230 customers, is still to be determined, but it will coincide with the retirement from service of the remaining 767s. The cost of the two aircraft and necessary infrastructure to support them is in excess of NZ\$350 million, and they will be powered by Rolls Royce Trent 1000 engines. The two new aircraft will use up to 20 per cent less fuel than other aircraft of its size. Air New Zealand's long haul fleet currently comprises of 10 Boeing 767s and eight Boeing 747s. By early 2007 the fleet composition is expected to be eight 777-200ERs, seven 747s and five 767s, as leased aircraft will be returned as contracts expire.

To put this into a passenger and cargo context, Air New Zealand's long haul fleet currently consists of 5,408 available seats and 268 tonnes available capacity across 18 aircraft. By early 2007, the fleet will consist of 6,466 available seats and 291 tonnes available capacity across 20 aircraft. This represents a 20 per cent increase in seats for long haul aircraft.

RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

GELEIDELIJK MEER ZON!

De komende dagen blijft het droog en zal de zon steeds vaker tevoorschijn komen.
Middagtemperatuur oplopend naar gemiddeld 22 graden.

© Ed Aldus 2004	ZA-05	ZO-06	MA-07	DI-08
Maximumtemperatuur:	17	22	22	22
Minimumtemperatuur:	10	9	12	11
Zonnekans in %:	30	50	50	60
Neerslagkans in %:	20	10	10	10
Neerslag in mm:	0	0	0	0
Windrichting kracht:	NW-3-5	ZW-1-3	W-2-3	ONO-3-4

.... PHOTO OF THE DAY



Good bye !! have a safe trip !

Relatives of a crew member onboard the Heemskerck waving the vessel and crew goodbye.

Photo : Aad van Zon ©

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In “20 Jaar calamiteiten in de Zeeuwse wateren” geeft de zee vele geheimen prijs!

“Als de zee haar geheimen prijs zou geven... ” is een karakteristieke uitspraak van mensen die met hart en ziel verbonden zijn aan het water. Zij kennen de mooie kanten en de donkere. Over de eerste wordt veel geschreven maar over de laatste liever gezwezen. Hierin brengt dhr. P.A. van der Vlies met zijn nieuwe, onlangs verschenen boek “20 Jaar calamiteiten in de Zeeuwse wateren” drastisch verandering. Met de beschrijving van maar liefst 161 scheepsrampen op de Westerschelde legt hij vele geheimen bloot...

“20 Jaar calamiteiten in de Zeeuwse wateren” behoort in meer dan één opzicht tot de categorie bijzondere en waardevolle boeken. Het is een bundeling van waar gebeurde verhalen, opgetekend uit de mond van een ervaringsdeskundige en aangevuld met beeldend fotomateriaal. Hiermee brengt de auteur, die in zijn arbeidzaam leven als Hoofd Projectleider Wrakopruiming van de Rijkswaterstaat directie Zeeland zijn memoires nauwgezet heeft vastgelegd, weer een stukje verleden tot leven. De strijd met het water wordt van een heel bijzondere kant belicht. Het is een boek waarin hoop en wanhoop elkaar afwisselen en de lezer in spanning houden. Een echte aanrader.

Temeer daar dit boek niet zomaar in de boekhandel verkrijgbaar is. Het Zeeuws Maritiem Museum is (voorlopig) het enige verkooppunt. Hier kunt u het boek kopen voor een speciale prijs, En daarmee heeft u urenlang lees- en kijkplezier in handen.

Titel: 20 Jaar calamiteiten in de Zeeuwse wateren

Auteur: P.A. van der Vlies

Uitgever: De Vries Communicatie Centrum, Postbus 78, 4300 AB Zierikzee

Verkooppunt: Zeeuws Maritiem Museum, Nieuwendijk 11, 4381 BV Vlissingen

De Schrijver van het boek, Piet van der Vlies zal zaterdag 5 juni tussen 13.00 en 17.00 uur in het Zeeuwse maritime Museum in Vlissingen een speciale uitgave van het boek signeren, deze speciale uitgave waarvan er maar 100 van zijn in het museum , zitten een 16-tal extra foto pagina 's en kost euro 30,-- op zaterdag.
het originele boek waarvan er slechts 1000 stuks zijn kost Euro 19.90 en is alleen verkrijgbaar in het Museum