

## DAILY SHIPPING NEWSLETTER 2004 – 184



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**The tug FAIRPLAY VII operating in the port of Rotterdam  
Photo : Willem Koper ©**

## EVENTS, INCIDENTS & OPERATIONS

# Missing tanker 'embarrassment'

Lagos - The disappearance of a Russian tanker laden with crude oil from the custody of Nigerian authorities is a national embarrassment, the head of the parliamentary committee investigating the case said on Sunday.

The MT **African Pride** was seized last October by the Nigerian navy along with 13 Russian sailors on suspicion of smuggling, but disappeared last month along with its cargo of 11 300 metric tons of crude oil.

The disappearance of the ship is "to say the least, a national embarrassment. It is an episode that belonged to the old Nigeria," said Anthony Aziegbemi, chair of the parliamentary committee investigating the affair.

In the commission's hearings the Nigerian navy and police have been trading blame for the ship's disappearance. "The committee is resolved to get to the bottom of the disappearance of this ship ... The rule of law should catch up with anybody no matter how highly placed..." said Aziegbemi. Aziegbemi said last week that another detained ship, the MT **Jimoh**, might have also gone missing, but was not yet certain whether it contained crude oil.

According to officials of the state-run Nigerian national petroleum corporation, about 30 000 barrels of crude oil are lost daily to fuel thieves. Nigeria, Africa's largest oil exporter, derives more than 95% of its foreign exchange earnings from oil. Up to 60 suspected fuel thieves died on Thursday in a fuel pipeline blast on the outskirts of Lagos.



A group of illegal immigrants arrive aboard a Civil Guard boat in Gran Tarajal, Fuerteventura, after being intercepted in a makeshift boat off the coast of the Spanish Canary Islands September 21, 2004. Civil Guards intercepted a boat carrying some 37 illegal immigrants. Fuerteventura is the closest of Spain's Canary Islands to the coast of Africa

## Police to investigate tanker mishap

The police will start an investigation into why the captain of the LNG tanker "**Marte**", which was adrift off the west coast island of Fedje on Monday, did not report the engine failure immediately.

Tugboats managed to get the tanker under tow, only minutes away from grounding. -It was the maritime traffic center at Fedje which had to contact the ship, when it discovered it had lost speed, to check if something was wrong, says leader of the traffic center, Edgar Monge, to NRK.

He confirms that it took 8 minutes from they contacted the vessel, until the captain appealed for assistance. By then the traffic center had already ordered two tugboats to the assistance, and they managed to bring the tanker out to deeper water and safety. There was great danger of an explosion, had the vessel hit the rocks, and police were preparing to evacuate the 800 people living on Fedje.



The Interstate 10 bridge that spans Pensacola Bay, is seen with sections washed away in the aftermath of Hurricane Ivan, Friday, Sept 17, 2004, near Milton, Fla

## Ghost ship bound for local tip

THE mystery of what happened aboard a Taiwanese ship found floating abandoned with tonnes of rotting fish aboard may never be known, with the vessel destined for a West Australian scrap heap.

Little is known about the **High Aim 6**, which has been compared to the ill-fated ship **Marie Celeste**, which was found drifting without its crew in the Atlantic in 1872. The owners of the **High Aim 6** reported it missing in mid-December 2002, several days after the last contact with the captain. The US Coast Guard searched for the 24 metre fishing vessel but failed to find it. The closest they got was a brief sighting of one life raft.

The whereabouts of the so-called ghost ship remained a mystery until it was spotted steaming, crewless, towards the WA coast on January 4, 2003. The vessel has been docked in Broome since January 10 last year but international efforts to solve the mystery of what happened to its vanished crew have failed. Nothing has been heard from the **High Aim 6's** Taiwanese captain, engineer and 10 Indonesian crew since December 2002, when the vessel was near the Marshall Islands, halfway between Papua New Guinea and Hawaii.

Locals in Broome favour the story that the ship was targeted by pirates who killed the crew and set the boat's motors running to cover their tracks. Others believe a mutiny aboard the **High Aim 6** led to the untimely death of the captain, with the crew escaping in life rafts. But while speculation has flourished, facts have been few and far between, and the only thing that is now certain is that the **High Aim 6** will be junked and taken to Broome tip. Broome Port Authority chief executive officer Stefan Frodsham said he would not be shedding any tears when a hydraulic excavator is called in to break up the ship later this month. "We'll be very happy to see her go. As far as we're concerned she has overstayed her welcome," Mr Frodsham said.

"She's been a worry for us because of the environmental risks she poses, and also because she does represent a potential marine hazard. "We've got a cyclone season coming up and if she did break away from her moorings, she could cause havoc."

Hopes that the ghost ship would live on as an underwater tourist attraction for divers, or a fish habitat, were scuppered when authorities concluded that they could not guarantee that once sunk, the **High Aim 6** would stay sunk. "Normally these sort of fishing vessels are burnt, but in this case that wasn't appropriate because of its construction," Mr Frodsham said.

"So we then spent some time looking at sinking it as an artificial reef, but again that was ruled out because nobody could guarantee that the vessel would stay sunk because of its naturally buoyant hull. "You could fill it full of concrete but over time the hull could break up and the concrete could stay on the bottom and the rest could float to the surface."

Mr Frodsham said there were few alternatives, but when it was noticed last week that hull deterioration had led to a diesel fuel leak from the **High Aim 6**, its fate was sealed.

"It became clear that we needed to move quickly to prevent any risk to the environment," he said.

"There's no facility in the region capable of pulling it out of the water so that left us the only option of breaking it up and hauling it to the tip." So the **High Aim 6**, which has been surrounded by so much mystery, will become junk, surrounded by so much rubbish.

## Indian boats with 44 crew arrested

Maritime Security Agency (MSA) ship **MSS Rehmat** apprehended seven Indian fishing boats and 44 crew members for fishing illegally in Pakistan waters. This was announced in a statement of the Maritime Security Agency here on Monday.

It said the ship was on routine patrol in the eastern maritime region when it found these boats illegally fishing about 50 km inside Pakistan's exclusive economic zone.

The Indian fishers had been warned time and again not to indulge in illegal fishing but they repeatedly come in our EEZ to explore/benefit swatch near the Indus Delta. The apprehended fishermen will be handed over to police for further legal action, the statement added.

## CASUALTY REPORTING

### Owners of sunken oil vessel meet to consider salvage effort

THE owners of a sunken oil supply boat which was at centre of a rescue drama will today consider whether to mount a salvage operation. The **Viking Victor**, from which 12 crew members were airlifted four days ago after fire broke out in the engine room, sank in the Moray Firth over the weekend. The vessel, owned by Aberdeen based BUE Viking was towed north after being refused entry at Aberdeen and Peterhead harbours due to a lack of space.

During its journey to Invergordon, the ship took on water and was sitting very low in the sea and the Port Authority and the Maritime and Coastguard Agency decided it should be towed into deeper waters, outside the environmentally sensitive zone, as a precautionary measure.

When salvage experts arrived at the stricken vessel they were forced to abandon any recovery action after smoke was seen onboard and the harbour master deemed the operation unsafe. Ally Fraser, of the salvage team from JP Knight, said: "I sent out a crew to assess the situation but it was very clear that the ship was beyond recovery. It was in a terrible state and nothing could be done. I kept my tug on standby but it headed back into port around 11pm on Saturday night after the boat finally sank."



Fears of an oil spill were dispelled last night by coastguards who said there were no reports of leaking fuel. A spokesman for BUE Viking said: "The prevention of pollution was our top priority and we're relieved that there was no sign of a fuel spill. We are working with the authorities to find out if there is anything further that can be done to save the vessel. "The future of the ship rests with the insurance company who will decide the best course of action."

## SHIPYARD NEWS

### Alstom wins order for 2 cruise ships

Alstom, Europe's second-biggest shipbuilder, said it won an order for two 1,275-cabin ships from Mediterranean Shipping Co for cruises in the Mediterranean and Caribbean seas.

The liners will be 294 meters long and able to carry about 3,000 passengers and 1,000 crew, Alstom said in a statement. It did not disclose the value of the order. Alstom, rescued from near-bankruptcy a year ago by a French government-led bailout, last year delivered the Queen Mary 2, the world's biggest cruise ship.

### FSG gets C\$325m Canadian ferry order

Germany's Flensburger Schiffbau-Gesellschaft won a C\$325 million (S\$423.4 million) contract to build three ships for BC Ferries, although unions have threatened to challenge the deal.

The ferry service, owned by the British Columbia government, has traditionally used Canadian shipyards to build its vessels, but said it selected a foreign builder for the **Super C Class** ships to save money. It said the contract with FSG came in C\$130 million lower than an early domestic bid.

BC Ferries said the total project will cost C\$524 million when taxes, interest and management fees are included. It will also set aside contingency funds if it is unable to persuade Ottawa to waive an expected C\$81 million in import duties. BC Ferries will pay for the ships with debt and reinvested revenue. The company on Friday also filed preliminary prospectus with Canadian regulators to issue an unspecified amount in 30-year senior secured bonds to repay bank debt.

The first of the ships, with a capacity for 1,650 passengers and 370 vehicles, is scheduled to be delivered in 2007. BC Ferries suffers from poor labour relations and shipbuilder unions have warned they may go to court. The workers claim the British Columbia-based Washington Group yard was unfairly left out of the final bidding process. BC Ferries said it considered proposals from three Canadian and 11 non-Canadian shipyards

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The **SNAV CAMPANIA** seen here arriving in Palermo (Sicily), the **CAMPANIA** is the former **NORLAND** of Northsea Ferries, the vessel is still registered in Hull

Photo : Mark Rowden – Ch.Officer Westerdam ©

## APL adds Montreal to transatlantic services

GLOBAL container transportation provider, APL, plans to launch a new transatlantic service from the end of October between north Europe and Montreal, Canada.

The service, known as the Europe-Montreal Express (EMX), will serve Canadian importers and exporters and also create an alternative route to the American Midwest by offering competitive transit times from Europe to the Port of Montreal.

The port rotation will be: Le Havre, Rotterdam, Bremerhaven, Montreal, and back to Le Havre. A statement from parent company, Singapore-based NOL, said that APL will purchase slots on existing sailings, offering weekly service on three ships, each with 3,000 nominal TEU capacity, in an effort to provide its customers with this additional transatlantic service option without expanding capacity on the route. "The expanded coverage is in direct response to customers' needs for direct access to Canada and through Montreal to the American Midwest," said Ken O'Brien, Atlantic trade director. The first eastbound sailing on APL's EMX service is due to commence loading in Montreal on October 30. Transit time from Montreal to Le Havre is eight days.

## Coscon launches European Service

COSCO Container Line (Coscon) will launch its first European service from Nansha Port in the south of China on September 28. Following Nansha, the service will continue on to Naples, Hamburg, Rotterdam and Felixstowe. Meanwhile, sister company Cosco Shipping, is to move into a new office in Guangzhou later this month that is twice the size of the present one. The company said it will also employ 120 more staff and add 48 ships to its fleet in the coming months.

## Two charter ships are planned for Detroit River



Two new charter ships are making plans to ply the Detroit River next spring, including a 1,900-passenger paddleboat called the **Detroit Princess**, which evokes memories of ships that once ferried passengers from Detroit to the Boblo Island amusement park.

The other craft, called the **Ovation**, carries up to 325 passengers and will come on line next spring and dock periodically in Detroit, said Steven L. Rybicki, general manager of Infinity Yacht Charters in St. Clair Shores.

The charter ships could bolster the fledgling revival of Detroit's waterfront. A riverfront promenade, parks and retail and housing projects also are in the works. The **Detroit Princess**, now docked in Nova Scotia, may reach Detroit next month, but rough waters could delay its arrival until next spring, said John Chamberlain, director of Detroit Princess LLC in Grand Ledge, Mich.

Chamberlain and a group of investors purchased the ship earlier this year for an undisclosed sum. Built in 1993 and previously owned by Harrah's Entertainment, the **Detroit Princess** is 222 feet long with five decks. Chamberlain said the ship will offer dining and entertainment, including a salute to Motown music, comedy revues, murder mysteries and big band shows. "We'll dock the Detroit Princess at Hart Plaza initially and then move to a new dock being built by the Detroit Wayne County Port Authority next to the Renaissance Center," Chamberlain said. "The ship is heated and air-conditioned, so we plan to operate year-round."

The **Detroit Princess** will take passengers near Belle Isle, under the Ambassador Bridge and to Wyandotte. Other trips can be arranged to Lake St. Clair or Lake Erie, Chamberlain said. "We have hired some of the people that once operated the (two) Boblo boats, so we'll be in good hands," he added. The Detroit Princess will have a 400-member crew. One of the Boblo boats, the Ste. Clair, is operating in Toledo, while the Columbia is in dry dock in Ecorse and in need of repair. Earlier this year, the Detroit RiverFront Conservancy undertook a \$200,000 feasibility study to see if the boat could be restored. The study will be completed next spring.

The port authority is building an \$11.5 million public dock and terminal at Bates and Atwater behind Ford Auditorium, which will open next summer. "We're building the dock to attract just this type of river traffic," said Curtis Hertel, executive director of the authority.

## Russia's biggest port plans expansion to up oil export

OAO Novorossiisk Trade Sea Port, the largest seaport in the former Soviet Union, expects growth in oil loadings to slow in 2004 for the third straight year as the port has used up almost all of its spare capacity. The Black Sea port, which also handles metal exports and raw sugar imports, plans a US\$70 million expansion as loadings are set to increase 3.9 per cent this year to 53.5 million tons of oil and oil products, said general director Vladimir Kovbasyuk. That lags Russian oil export growth of 18 per cent.

'The bigger the volumes, the harder it is to keep up,' Mr Kovbasyuk said in an interview in his office in the Novorossiisk harbour amid treeless, rocky hills. 'We are running close to capacity on crude oil. The construction of a new pier will make it possible to increase loadings.' Novorossiisk handles about a quarter of Russia's four million-barrels-a-day of oil exports. The country's ports and pipelines are struggling to cope with the oil gushing from Russian wells after output surged 47 per cent in the past five years amid record international oil prices. Crude oil exports may be unchanged next year, ending five years of rising sales abroad, state-run oil pipeline monopoly OAO Transneft said this month. Crude oil prices are 55 per cent higher than a year ago amid concerns about the capacity of oil producers in the Middle East and the former Soviet Union to meet growing demand. Oil shipments from Novorossiisk grew 7.2 per cent last year, slowing from 9.3 per cent in 2002 and 9.9 per cent in 2001. The port is able to send out 50 million tons of crude a year (one million barrels a day), Mr Kovbasyuk said. Of last year's loadings, crude oil accounted for 47.8 million tons and another one million tons will be added this year, he said. Hauling of refined products will rise by the same amount, he said. Novorossiisk expects to build a new pier in its Sheskhari oil terminal by early 2006, boosting oil-loading capacity by 15 million tons a year, Mr Kovbasyuk said. The port is controlled by Nikoil, an investment bank linked to Russia's top oil producer OAO Lukoil.

The port is finishing a blueprint for the construction. The new pier will mirror the port's biggest, 32-year-old berth, which needs to be mothballed for a six-month renovation in three or four years, Mr Kovbasyuk said. The project is part of a US\$280 million plan to upgrade the port, first announced in 2000. The port already added new equipment to load diesel fuel and fertilisers, added locators on piers and replaced worn-out tugboats, the executive said, declining to specify the cost of works.

Novorossiisk's rank as Russia's largest oil port is being challenged by the new Baltic terminal at Primorsk, northwest of St Petersburg, which can handle 46 million tons of crude a year. 'Every port has an area that is logical for it to service,' Mr Kovbasyuk said. 'Our area is southern Europe. I don't think delivering crude to southern Europe from Primorsk would be cheaper than from Novorossiisk.' The Black Sea port's further expansion also may be hampered by Turkey's opposition to increasing oil deliveries through the Bosphorus. Turkey says oil tanker traffic through the straits threatens the safety of Istanbul and harms the environment in the Black Sea. Russia says Turkey's arguments are 'political'.

While Sheskhari's 32-metre-deep bay at Novorossiisk can accommodate tankers taking as much as 250,000 tons, only 150,000-ton tankers can negotiate the passage through the Bosphorus, Mr Kovbasyuk said. Russia supports building a pipeline across Bulgaria and Greece to bypass the straits, while Turkey proposes a pipeline along the Bosphorus through its own territory. 'The issue of Bosphorus is the one for Russia's government, not for our oilmen or shippers,' Mr Kovbasyuk said. 'Diplomats should make sure that Turks don't dictate conditions in the Bosphorus and don't end up controlling both the straits and the pipeline.' While its oil terminal loads as much fuel as it can, Novorossiisk's dry cargo facilities use only 60 per cent of capacity, the executive said.

## Trico slapped with default notice



**US oil services company Trico Marine was slapped with a default notice and guarantee demand yesterday on a key \$55m term loan.**

The notice was issued by Bear Stearns, administrative agent for the loan, and follows the company's failure to meet a June interest payment default on another financial facility, its \$250m 8.875% senior notes due 2012. Cross-default provisions meant it subsequently violated the terms of the loan also. Financial experts said today while the notice default was a legal formality, preserving the lenders' rights to take action for the covenant violation, the guarantee demand was potentially much more serious. This effectively asks Trico to cough up the money.

"A guarantee demand is not as serious as accelerating the loan and foreclosing on ships, but it is a serious effort to put pressure on the guarantor. The lenders are certainly getting hot and heavy," said one banker. It is the latest in a series of setbacks for the beleaguered US offshore owner.

In August Trico posted increased losses of \$61m in the six months to 30 June, compared to negative



\$55.46m in the same period of 2003. Later that month auditors re-stated the company's 2003 financials, raising doubts about the company's ability to remain a going concern. Although a deal has now been reached with bondholders to swap the debt for equity, it appears the company's commercial lenders are not playing ball. The \$55m loan was issued in February to two of Trico's primary domestic subsidiaries. The company is a guarantor of its subsidiaries' obligations.

Trico's proposal to restructure the bond debt and convert it into equity earlier this month garnered more than 67% support from holders.

Under the plan, Trico would then submit to a 'pre-packaged' Chapter XI restructuring process. It intended to file in the fourth quarter. It remains to be seen how the notice of default on the loan will affect this proposal.

## NAVY NEWS

# S. Korean Navy Ships to Embark on Training Voyage

A fleet of three South Korean naval vessels will embark on a three-month overseas training trip Wednesday, which will include port calls to six countries, the Navy said Tuesday. About 800 Navy personnel, mostly Naval Academy cadets, will take part in the training, the Navy said in a press release. The fleet will include a destroyer and a mine-laying ship, it said.



The Russian nuclear submarine **Vepr** heads towards Brest harbor, western France, Tuesday Sept. 21, 2004, after a series of exercises in the Atlantic with French navy ships. The **Vepr** is part of Russia's Northern Fleet, and the first Russian nuclear-powered submarine ever to visit a foreign port. The nuclear weapons it usually carries were taken off for the visit.



The latest new addition for the Dutch navy the Guided Missile Frigate **EVERTSEN** commenced her trails

Photo : Willem Kruit ©

## MOVEMENTS

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The 197 mtr long **CMA CGM FORT STE MARIE** arrived in Zeebrugge, the vessel is servicing the NCX Service and arrived from Pointe A Pitre, after discharging some containers the vessel departed again for Duinkerke – **Photo : Piet Sinke ©**

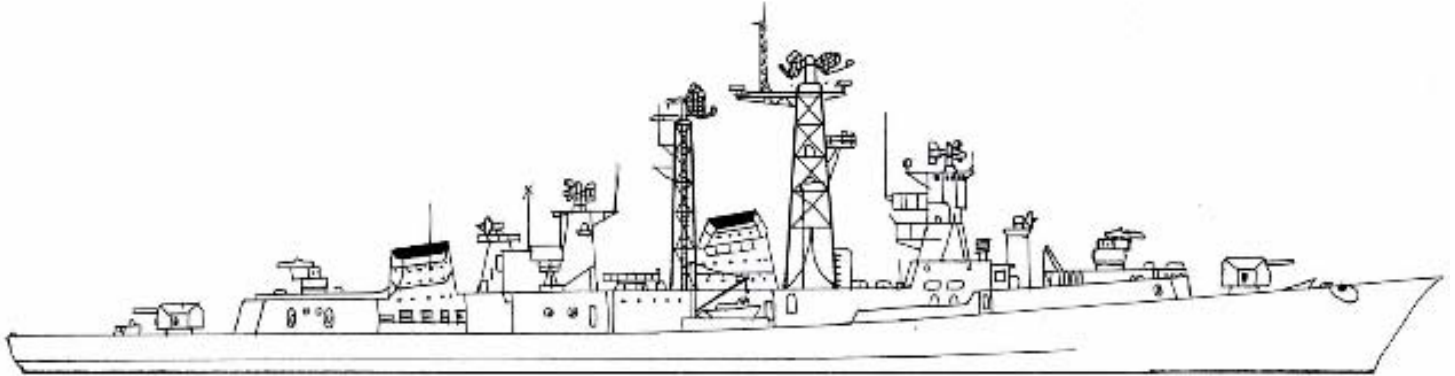


The loaded **GLORIA** departed from Antwerp  
**Photo : Piet Sinke ©**

## OLDIE – FROM THE SHOEBOX

# PROJECT 61 KASHIN CLASS DESTROYERS

By : Piet Sinke ©



Top : **Project 61/61M/61E Kashin** class destroyer – **drawing : Piet Sinke**



The **Kashin class** ship was designed to fulfill a variety of roles including anti-air and antisubmarine operations to defend task forces from submarines, low-flying aircraft, and cruise missiles. The ship's hull is divided into separate compartments by 13 main watertight bulkheads, that extent to the upper deck. These bulkheads ensure that buoyancy remains stable if any three adjacent compartments are flooded. The **Kashin class** was commissioned in 1962, and was the first class of warship to be

equipped with gas turbines. The Kashin's four gas-outlet pipes allow the gas turbines to be replaced through their access holes. The installation of air coolers in the funnels has reduced the thermal signature of the ship by 50%. It has a top speed of **37 knots**.

Six ships were modified with the addition of improved electronics and four rear-firing SS-N-2c Styx missiles. Its armament includes 10 torpedoes, 32-36 SA-N-3 missiles and 4 SS-N-2C missiles. The hull was lengthened by approximately two meters, and a stern-mounted Variable Depth Sonar (VDS) installation and an improved hull-mounted sonar were also fitted.

In total 14 ships of the **Project 61/61M/61E Kashin** type were built, this vessels with a length of 144 mtr and a beam of 15.8 mtr were powered by 4 gasturbines with a total output of 72.000 shp, for a maximum speed of 37 knots, the vessel were able to operate 2000 nm with a speed of 30 knots and had a crew of 266-280 persons

Name	Launched	Comm.	Stricken	Fait
Komsomolets Ukrainy	31-12-1960	31-12-1962	24-06-1991	1995 scrapped
Soobrazitelny	04-11-1961	26-12-1963	03-07-1992	1994 scrapped
Provorny	21-04-1962	25-12-1964	21-08-1990	1993 scrapped
Obraztsovy	23-02-1963	29-09-1965	30-06-1993	1995 scrapped
Odarenyy	11-09-1964	30-12-1965	19-04-1990	1990 scrapped
Otvazhny	17-10-1964	31-12-1965	29-08-1974	sunk after explosion



## DAILY SHIPPING NEWSLETTER 2004 – 184



Top : minutes before the **OTVAZHNY** disappears under the surface after a huge explosion  
photo : coll Piet Sinke

Steregushchy	20-02-1966	21-12-1966	30-06-1993	1994 scrapped
Krasny Kavkaz	09-02-1966	25-09-1967	01-05-1998	to be scrapped
Reshitelny	30-06-1966	30-12-1967	01-11-1989	to be scrapped
Strogiy	29-04-1967	24-12-1968	30-06-1993	sunk whilst enroute breakers
Smetlivy	26-08-1967	25-09-1969	??	
Krasny Krym	28-02-1969	15-10-1970	24-06-1993	1996 scrapped
Sposobny	11-04-1970	25-09-1971	06-01-1993	1995 scrapped
Skory	26-02-1971	23-09-1972	22-11-1997	1998 scrapped

In total 6 ships of the **Project 61MP Kashin-Mod** are built, these vessel were longer then the



original Kashin type, the length was 146 mtr , and powered by 4 gasturbines with a total output of 72.000 shp these ships were slower, the max speed was 34 knots, the crew consisted out of 300 persons.

Left : photo of the **SDERZHANNY** one of the Modernized units,(61MP) with clearly visible the SSM missile launchers on portside facing to the stern of the vessel

Photo : Coll. Piet Sinke ©

Ognevoy	31-05-1963	31-12-1964	25-04-1989	1990 scrapped
Slavny	24-04-1965	30-09-1966	24-06-1991	scrapped
Stroyny	28-07-1965	15-12-1966	12-04-1990	1994 scrapped
Smyshleny	22-10-1966	27-09-1968	22-02-1993	scrapped
Smely	06-02-1968	27-12-1969	27-12-1969	To Poland (Warszawa D 271)
Sderzhanny	25-02-1972	30-12-1973	??	Active ??

Five units of a variant on the Modified Kashin class design (61 ME) were built in USSR for export to **India**. Construction began after an interval of nearly a decade following the conclusion of building this class for the Soviet navy, and significant delays were experienced in the delivery of this ships.

Rajput	09-1977	30-09-1980	active
Rana	10-1978	28-06-1982	active
Ranjit	06-1979	24-11-1983	active
Ranvir	03-1983	28-08-1986	active
Ranvijay	02-1986	15-01-1988	active



Left :

The Indian Kashin-Mod (61ME) destroyer **RANVIJAY**, note the different position of the SSM missile launchers, pointing forward compare to the Russian vessel as above picture of the **Sderzhanny**

**Photo :**  
**Coll. Piet Sinke**

The Project 61 Kashin class destroyer **Otvazhnyy** suffered a fire and explosion in her aft SA-N-1 SAM magazine while in the Black Sea on 30 August 1974. Damage to the ship caused her loss, and the deaths of some 200 crew members. ( see picture above )

Almost all units of this class have been stricken, and many have been scrapped. The status of the remaining units is obscure. At least one MOD Kashin [**Sderzhanny**] remains in active service, though it is rapidly approaching retirement age. The **Krasnyy Kavkaz** is may remain in reserve, though not expected to return to service. Some sources suggest that **Krashy-Krym** and **Skoryy** remain in reserve, while other sources suggest that these units have already been discarded.

## AIRCRAFT / AIRPORT NEWS

# Martinair Cargo adds Dallas, Toronto to network

MARTINAIR Cargo plans to expand its North American network to include Dallas and Toronto. Starting October 11, Martinair will operate a twice-weekly commercial service to Dallas, bringing the number of Martinair Cargo's US destinations to nine.

The decision to launch the service was made in response to increased demand for main-deck transport from Europe to Dallas. As the only direct connection between Dallas and Amsterdam, Holland, the service also offers opportunities for high-tech and oil companies based in Texas, said the carrier in a statement.

In addition, Martinair will also start twice-weekly service to Toronto during the winter season on October 11.

## RIJNMOND WEATHER

**STERK WISSELVALLIG!**

## DAILY SHIPPING NEWSLETTER 2004 – 184

Half tot zwaar bewolkt met van tijd tot tijd buien of regen. Donderdag bestaat er langs de kust op een westerstorm, windkracht 9.

© Ed Aldus 2004	WO-22	DO-23	VR-24	ZA-25
<b>Maximumtemperatuur:</b>	15	15	14	15
<b>Minimumtemperatuur:</b>	12	12	10	9
<b>Zonnekans in %:</b>	20	20	30	30
<b>Neerslagkans in %:</b>	70	90	60	50
<b>Neerslag in mm:</b>	8	10	7	3
<b>Windrichting kracht:</b>	W-4-7	W-6-9	NW-4-7	W-3-5

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



The Pilot tender **MERCURY** operating at the Westerscheldt River with in the background the new Dutch frigate **EVERTSEN**  
Photo : Willem Kruit ©

## SMITWIJS TOWAGE B.V.



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