

DAILY SHIPPING NEWS

DAILY SHIPPING NEWS : Thursday 07-03-2001

EVENTS, INCIDENTS & OPERATIONS

FISHING VESSEL 'SERRA NOHEVIA' ASSISTED BY SCANDINAVIAN VESSEL CARRYING 'HANSA' BODIES

Late yesterday evening, at just after 8:50 p.m., Clyde Coastguard received a non-urgent call from the Spanish fishing vessel 'Serra Nohevia' after it had suffered engine failure while fishing out of Killybeggs, Donegal, Western Ireland.

The 16 man crew of Spanish nationality reported severe weather conditions in the area and requested a tow back to port in Killybeggs. Clyde Coastguard put out a relay and the two Scandinavian vessels 'Tronduri Goetu' and 'Tronderblast', involved in yesterday's recovery of 'Hansa' crew, responded. The two vessels were on route to the West of Ireland with towing facilities on board and were on scene by 8:30 a.m. this morning.

The two vessels were carrying the bodies of 4 and 2 'Hansa' crewmen respectively and were due to rendezvous with a Southern Irish Naval Vessel 'Le Roisin' to transfer the bodies when the relay for 'Serra Nohevia' came through. Clyde Coastguard then requested that 'Le Roisin' standby 'Serra Nohevia' through the night until the two Scandinavian vessels were on scene.

Bill Spiers, Deputy District Controller at Clyde Coastguard said:

"'Serra Nohevia' is now under tow by 'Tronderbras' and is heading for the port of Killybeggs. Its estimated time of arrival is at 6:00 a.m. tomorrow morning."

Queen Mary 2 'likely' to replace QE2

Thursday March 08 2001

NEW Cunard president Pam Conover told Lloyd's List it was likely in the long run that the new Queen Mary 2 would replace the 30-year-old Queen Elizabeth 2 as the company's main transatlantic ship

"Whether the transatlantic market can support two ships remains to be seen," she said. Queen Mary 2, the largest, most expensive cruiseship in the world, is due in service in autumn 2003.

Aurora becomes largest passenger vessel to call on Japan

Thursday March 08 2001

THE 76,152 gt P&O cruiseship *Aurora* has become the largest passenger vessel to call on Japan after docking at Yokohama on her maiden world tour, writes Matthew Flynn. The *Aurora* tops the *Queen Elizabeth 2*, which has called at Japanese ports a number of times. The 2,500 passengers and crew on the 270 m *Aurora* were met by a brass band after journeying into the inner harbour under the Yokohama Bay Bridge. She sailed for Kagoshima in southern Japan on her homeward journey to Southampton via Hong Kong, Thailand and other stops.

CASUALTY REPORTING

MARINE

ANJA (Liberia)

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London, Mar 6 — Following received from Coastguard Falmouth MRCC, timed 2200, UTC: M tanker *Anja* is still anchored in Falmouth Bay, awaiting cylinder liners for repair. M tug/supply vessel *Far Sky* is anchored close by, but no line now attached to *Anja*. (See issue of Mar 7.)

London, Mar 7 — Following received from Coastguard Falmouth MRCC, timed 1250, UTC: M tanker *Anja* is now under way for Houston after picking up her spare parts in Falmouth Bay and effecting repairs.

ARETHUSA (Cyprus)

Gdynia, Mar 2 — M bulk carrier *Arethusa* sailed Gdansk at 1750, in ballast, bound for Aliaga. — Correspondents. (See issue of Feb 3.)

BARENTSHAV (Norway)

Trondheim, Mar 7 — Norwegian Coast Guard vessel *Barentshav*: Svolvær Repair Yard have advised that vessel left the yard Mar 2 and proceeded northwards. — Lloyd's Agents. (See issue of Mar 3.)

CHAO BAI HE (People's Republic of China)

Yokohama, Mar 7 — M container vessel *Chao Bai He* had main engine trouble 216 degs, 16 miles from Ishirosaki lighthouse, Shizuoka Prefecture, at 0912, Mar 5 and subsequently ran aground 700 metres north-east of Niijima Oisa Point. Rescue of all 26 crew by MSA and Maritime Self Defence Force helicopters was completed at 0646, Mar 6. Owners have concluded a contract with Fukada Salvage to salvage hull and cargo. — Lloyd's Agents. (See issue of Mar 7.)

CYBORG (Cyprus)

London, Mar 6 — Following received from Madrid MRCC, timed 2215, UTC: The fire on mv *Cyborg* is still burning, with two tugs attempting to extinguish it. Another tug is trying to tow the vessel away from the coast. (See issue of Mar 7.)

London, Mar 7 — Following received from Madrid MRCC, timed 0905, UTC: Mv *Cyborg* is approximately 30 miles south of Cape Gata. The fire appears to have been extinguished. There are three tugs on scene, m tugs *Catalunya* and *Sertosa Ocho* and m tug/supply vessel *Sertosa Veinticuatro*. One tug is tow the vessel and the other two are cooling. It is not known at the moment where the vessel will be taken.

EHIME MARU (Japan)

London, Mar 7 — A press report, dated today, states: The sunken m training stern trawler *Ehime Maru* can be salvaged but it will take about six months to prepare for the operation, according to a report submitted to the Japanese Prime Minister's Office. Disclosing their plans to recover the vessel, a group of experts said unmanned submersibles could be utilised to place cables under the hull of the *Ehime Maru* so that it can be raised, in phases, from the sea bed. The operation would be run by remote-control from a mother vessel on the surface. The cables would be attached to winches on another surface vessel and the trawler lifted gently from the seabed and moved to shallower waters, where she again would be allowed to settle on the sea floor. The experts said it was not possible to raise the *Ehime Maru* in a single operation and that the only feasible way to do it is in stages. They said that once the wreck is moved to the shallowest possible point, a large crane would be used to raise her to the surface. Cables that are 10 centimetres in diameter would be required for the salvage operation. Several lengths of cable, each measuring more than 1,200 metres-twice the distance of the wreck's location to the sea surface would be needed. Such cables have to be specially ordered. The report noted that experts worry about the cables becoming entangled due to tidal currents. They said that would be a critical part of the salvage operation. The experts started discussing the salvage plans on Monday (Mar 5) with the US Navy and private salvage companies commissioned by the US government. The operation will cost billions of yen. (See issue of Mar 5.)

EWALD (Germany)

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Corunna, Mar 4 — Mv *Ewald* (1,599 gt, built 1999) which arrived Corunna Mar 3 reported engine trouble. — Lloyd's Agents. (Note — *Ewald* sailed Aveiro Mar 1.)

GREIFSWALD (Belize)

London, Mar 7 — Following received from Rome MRCC, timed 0930, UTC: Mv *Greifswald* is now at Brindisi, where she arrived in tow. (See issue of Mar 7.)

HANSA (Germany)

London, Mar 6 — Following received from Coastguard Clyde MRCC, timed 1521, UTC: Mfv *Hansa*: A total of five bodies have been recovered. The search is continuing for the final one. (See issue of Mar 7.)

London, Mar 6 - Following received from Coastguard Clyde MRCC, timed 1629, UTC: Mfv *Hansa*: Following extensive search by ore/bulk/oil mv *SKS Torrens*, m tanker British Pride and ore/bulk/oil mv *Siboelf* nine people were recovered from the liferaft, one survivor has been transferred to Benbecula hospital by R115. The remaining six bodies have now been recovered and all vessels have been released. SAROPS terminated at 1610, UTC.

HUALIEN NO.1 (Taiwan)

London, Mar 7 — A press report, dated today, states: Taiwan Transportation and Communications Minister Yeh Chu-lan said today that the search for mv *Hualien No. 1* that went missing over a year ago will resume so long as there are any new clues. Fielding questions at the Legislative Yuan, the legislator-turned minister noted that a Republic of China Navy mine sweeper might be mobilised under the orders of Defense Minister Wu Shih-wen in order to try to find the gravel vessel. The discovery this week of a lifebelt from *Hualien No. 1* has given new hope to the families of the missing crew and has prompted renewed calls from legislators for government efforts to find the vessel. Fan Li-ping, wife of the master of the missing vessel, accompanied by Legislator Diane Lee, displayed the lifebelt at a press conference yesterday, appealing for renewed search efforts by government-funded agencies. According to Lee, she received the lifebelt Monday from an artist who claimed that he found it on a beach between northern Taiwan's Chinshan and Shihmen one year ago. The reclusive artist said that as he has neither a television nor a radio, he had no idea of current events in the other world he had escaped from, saying he simply hung the lifebelt on his wall after discovering it. Hsieh only realised the lifebelt might provide clues into the disappearance of the vessel after a friend of his, who happened to see the televised press conference that was called late last month by the master's wife and Lee to appeal for government help, visited the artist at his beach house and saw the lifebelt hanging on his wall. *Hualien No. 1*, with a crew of 21, went missing Feb 28, 2000. The families of the 21 crewmen said they want to know whether the vessel sank or was taken by pirates, but no answers have been forthcoming. (See issue of Sep 13.)

KRISTAL (Malta)

London, Mar 6 — The sternpart of m tanker *Kristal* sank this afternoon in storm force weather. (See issue of Mar 7.)

London, Mar 7 — The stern section of m tanker *Kristal* sank in heavy seas 95 miles off the north coast of Spain yesterday afternoon, just hours after a salvage team from Smit International arrived in Spain to try to save it. Spanish authorities had said earlier this week that the section was stable, but according to Smit, the vessel started listing heavily mid-afternoon and disappeared shortly afterwards. At the time she was still connected to a Spanish tug, but crew were able to release the towline without incident. A team from Smit had flown equipment out to La Corunna and was about to start a salvage operation to try to save the section. They never got the chance. The stern sank in 2,000 m of water with 500 tonnes of fuel oil and 50 tonnes of diesel aboard. Salvage experts said there was little danger of pollution because of the sea depth in that area.

LUNDENES (Gibraltar)

Gdynia, Feb 28 — Mv *Lundenes* is still under repair at Gdynia. — Correspondent. (See issue of Feb 3.)

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MARINA BAY (Cambodia)

Apapa-Lagos, Mar 7 — While m bulk carrier *Yannis* was manoeuvring to come alongside at Apapa Mar 3 she contacted mv *Marina Bay* and ro-ro mv *Suphan Navee* (13,094 gt, built 1977) which berthed at berths No.10 and 10A respectively. The contact resulted in a gash on the starboard side of *Marina Bay*, with water entering Nos 1, 2 and 3 holds. The vessel, being in a loaded condition with a cargo of rice, is presently sitting on the sea bed alongside the berth. *Suphan Navee* also sustained damage. — Lloyd's Agents. (Note — *Marina Bay* arrived Apapa-Lagos Feb 10 from Bangkok, and *Suphan Navee* arrived Apapa-Lagos Feb 12 from Cape Town.) (See issue of Mar 6.)

NEPTUNE

London, Mar 7 — Following received from owners of vessel *Neptune*, dated today: Vessel is 344 gt, built 1946. (See issue of Mar 5.)

POL DAISY (Vanuatu)

Gdynia, Feb 28 — Mv *POL Daisy* is still under repair at Gdynia. — Correspondent. (See issue of Feb 3.)

SAFMARINE EVAGELIA (Malta)

Matadi, Mar 6 — Mv *Safmarine Evagelia* refloated at 0630 today. — Lloyd's Agents. (See issue of Mar 7.)

SERRANO HEVIA (United Kingdom)

London, Mar 6 — Following received from Coast Guard Malin Head, timed 2100, UTC: M side trawler *Serrano Hevia* (252 gt, built 1969) is stopped in lat 55 01N, long 10 51W, with oil pump broken down. A vessel is proceeding, possibly to tow the *Serrano Hevia*. Weather in area force 8 to 9 (gale to severe gale). Skipper is Spanish and language difficulties are adding to problem.

London, Mar 7 — Following received from Coast Guard Malin Head:

Timed 0825, UTC: M side trawler *Serrano Hevia* is awaiting the arrival, in an hour or so, of mfv *Tronderbras*, which will tow her to Killybegs.

Timed 1255, UTC: M side trawler *Serrano Hevia* is now under tow of mfv *Tronderbras*, ETA Killybegs 0600 tomorrow.

SPAR EIGHT (NIS)

Varna, Mar 2 — M bulk carrier *Spar Eight* arrived Varna on Feb 24 and sailed on Feb 27, bound Mariupol. — Lloyd's Agents. (See issue of Feb 21.)

SUPHAN NAVEE (Thailand)

See *Marina Bay*.

SUZANNE DELMAS (Bahamas)

Maasluis, Mar 3 — M container vessel *Suzanne Delmas* sailed Antwerp at 0115, Mar 2, bound for Apapa-Lagos. — Lloyd's Sub-agents. (See issue of Mar 5.)

YANNIS (Cyprus)

Apapa-Lagos, Mar 7 — While m bulk carrier *Yannis* was manoeuvring to come alongside at Apapa Mar 3 she contacted mv *Marina Bay* and ro-ro mv *Suphan Navee* (13,094 gt, built 1977) which berthed at berths No.10 and 10A respectively. The contact resulted in a gash on the starboard side of *Marina Bay*, with water entering Nos 1, 2 and 3 holds. The vessel, being in a loaded condition with a cargo of rice, is presently sitting on the sea bed alongside the berth. *Suphan Navee* also sustained damage. — Lloyd's Agents. (Note — *Marina Bay* arrived Apapa-Lagos Feb 10 from Bangkok, and *Suphan Navee* arrived Apapa-Lagos Feb 12 from Cape Town.) (See issue of Mar 6.)

SEIZURES & ARRESTS

ANGELA JURGENS (Germany)

Miami, Mar 2 — A press report from Freeport, dated Mar 2, states: German mv *Angela Jurgens* (8,737 gt, built 2000) was detained in Freeport on Feb 28 and subjected to DEA search. Reportedly a quantity of Hashish, estimated to be 4lbs 11oz, was found on board. DEA and local officials are questioning crew members. — Lloyd's Agents. (Note — *Angela Jurgens* arrived Miami Mar 1.)

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MARE NOSTRUM

London, Mar 7 — Following received from the Malta Maritime Authority, dated Mar 6: Mv *Mare Nostrum* was deleted from the Maltese Registry on Jan 12. (See issue of Mar 3.)

SHIPYARD NEWS

Clyde yard wins £23m ministry contract

A CLYDE shipyard yesterday won a £23 million contract to build a new government fisheries research vessel.

Ferguson Shipbuilders, of Port Glasgow, last night said the order to build the high-technology marine surveillance ship showed the company could adapt to the economy's changing demands.

Described as a "stealth machine", the low level of engine noise generated by the vessel will allow scientists to monitor fish stocks in unprecedented detail.

Officials at the ministry of agriculture and food and fisheries (MAFF), whose Centre for Environment, Fisheries and Aquaculture Science (CEFAS) commissioned the ship, claimed it could provide valuable data on the fishing stocks crisis in the north-east of Scotland.

Richard Deane, managing director of Ferguson, welcomed the contract, which will create between 50 and 75 permanent jobs over two years at the yard.

In December last year, Ferguson became one of the few ship yards in recent times to refuse work it had been offered. The company pulled out of a deal to build a 110-metre roll-on roll-off car ferry worth £21m for a new service between Scrabster and Orkney, after officials admitted they would not be able to deliver the work on time.

The research ship will replace one of the two current research vessels operated by the ministry, the RV *Cirolana*, which has outlived its operational life.

Wendy Alexander, the enterprise minister, said: "I understand it safeguards existing workforce for next 2 years and that up to 75 extra temporary workers may also be required. Ferguson shipyard has been building a reputation for building sophisticated vessels at a competitive price and to a high quality. This contract award shows that Scottish shipyards with the right product and excellent management can compete with the best in mainland Europe and the Far East."

Crystal Cruises Unveils Design Plans for Third Ship

Updated 1:18 PM ET March 6, 2001

LOS ANGELES, March 6 /PRNewswire/ -- The luxury of quality choices has been Crystal's signature since the line's inception. Expanding on its award-winning formula for large-ship luxury cruising, Crystal Cruises announces it is adding more of its most successful features to the line's third ship, scheduled for delivery in late June 2003. At 1,080 guests and 68,000 tons, the yet-unnamed vessel will offer more dining venues, more penthouse accommodations, more staterooms with verandahs, more entertainment lounges, and more fitness options, among other features.

"While we plan to introduce a new, state-of-the-art, innovative ship, we also want to maintain the brand consistency valued by our guests and travel agents," says Joseph A. Watters, president, Crystal Cruises. "In response to their feedback, our third ship will expand upon the best of Crystal Harmony and Crystal Symphony."

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In the public areas, among the added features are a sushi bar, the ship's third alternative evening restaurant; a second paddle tennis court; a completely new learning center for a variety of creative and educational hands-on classes; a classic boardroom with wine cellar; and a "clubby," social lounge designed for Crystal Society members, the line's repeat guests, to support their love of travel and geography. In addition to the new areas, the line is incorporating contemporary renditions of its guests' favorite public rooms, including the airy Palm Court and adjacent Vista Lounge, cozy Avenue Saloon and sophisticated Connoisseurs Club. Plans also include a significantly enlarged Computer University@Sea classroom, more than 50% larger than its existing facilities, with a 24-hour Internet center and a private area for one-on-one computer instruction; and a lavish Spa and Gym, expanded by approximately 40%.

Crystal's new vessel will boast an even greater space-per-guest ratio (62.9) than her sister ships within 93,500 square feet of public space (34% greater than Crystal Symphony) and 14 decks (one more than Crystal Symphony).

Offen near to ordering four giant boxships

Independent German line joins race to operate world's biggest containerships, writes Herbert Fromme in Cologne-Thursday March 08 2001

GERMAN shipowner Claus-Peter Offen is close to ordering up to four 7,700 teu containerships. Mr Offen confirmed to Lloyd's List that talks with both shipowners and yards in South Korea were well advanced.

However, reports that Samsung had already been chosen as the shipyard for the order and that it would be placed within two months were "premature", he said.

With 33 ships and 11 more under construction or on order, Mr Offen is one of the major independent containership owners, providing tonnage to leading liner shipping companies including P&O Nedlloyd and OOCL.

With their 7,700 teu capacity, the ships would be the largest in the world's container fleet. However, Hamburg-based Offen is unlikely to keep that prize for long. There is a definite trend towards ultra-large container vessels.

Hapag-Lloyd is currently building four ships of 7,200 teu with 100,000 dwt at Hyundai in South Korea, costing \$72m each.

Maersk is getting a series of at least 13 ships of 6,800 teu, under construction at its own Odense shipyard, and experts believe that the vessels could easily be stretched to a capacity of up to 8,000 teu. In February, German classification society Germanischer Lloyd (GL) said that South Korean yards were preparing the construction of 10,000 teu vessels "in the near future", while a number of 9,000 teu ships will be ordered already this year.

GL was closely involved with the yards' move into the mega-ship era, the society said.

Shipyards Samsung and Daewoo have been offering 9,000 teu ships in the market. China Shipping, P&O Nedlloyd and Maersk were among the shipping lines interested in the project.

Rapidly-expanding Claus-Peter Offen has excellent connections with Samsung. This week, it took delivery of the 3,430 teu ship *Santa Catalina*, which will trade under the charter name *P&O Nedlloyd Dejima* between Latin America and the Far East. The 37,113 gt geared ship is the third of a series of five -ordered from Samsung.

Samsung recently built five smaller ships of 2,506 teu for Offen, which have also been chartered out to P&O Nedlloyd, and will in 2002 supply seven 4,112 teu containerships with enhanced reefer capacity, again chartered out to P&O Nedlloyd.

Hansa Treuhand in \$100m Hanjin order

By Sabina Casagrande March 08 2001

GERMAN shipping investment group Hansa Treuhand has ordered two 4,350 teu containerships at Hanjin Heavy Industries.

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The total investment will amount to \$100m, according to manager Axel Steffen.

The newbuildings are sisterships to the *Hansa Colon* and *Hansa Caribe*, which the group ordered at *Hanjin* last year.

The *Hansa Explorer* and *Hansa Voyager* are expected for delivery in the second half of 2002.

They will be owned by one-ship companies, managed by Hansa Treuhand group member Hansa Shipping GmbH.

Mr Steffen declined to disclose details of potential charterers for the newbuildings.

"But we are carefully optimistic about the future development of charter rates for ships of this size," he told Lloyd's List yesterday. "Such an investment would otherwise be absurd."

He said the early delivery date had played a role in the order.

"We know that this is an attractive vessel size for delivery in 2002."

He said the group would not have placed the order for a later date because it was difficult to assess the market in the distant future.

Hansa Treuhand sold shares worth Dm85m (\$40m) in one-ship companies during 2000, down from Dm113m in 1999.

ROUTE, PORTS & SERVICES

Order van ECT

ROTTERDAM - Containeroverslagbedrijf ECT heeft in Shanghai drie havenkranen besteld en een optie genomen op nog twee. Shanghai Zhenhua Port Machinery Co. (ZPMC) zal ze nog dit jaar afleveren. De kranen komen op het Delta-schiereiland op de Maasvlakte. Ze zijn 120 meter hoog, de reikwijdte is 67,5 meter, de hijshoogte veertig meter en de maximale last is 77 ton. GPD

MOL starts South African car run

By Janet Porter in Cape Town-Thursday March 08 2001

A REGULAR car carrier service between South Africa, Europe, North America and South America is being phased in by MOL.

The Four Continents Express will take advantage of South Africa's emergence as a major car exporter and the opening up of other new routes as the world's motor manufacturers switch production to lower cost countries.

MOL will deploy five dedicated ships in the service which started a few days ago with the first departure from Durban. Additional tonnage will be brought in when necessary.

Ships will head from South Africa to Europe, then across to the US and south to Mexico before returning to South Africa, picking up or discharging cars on each leg.

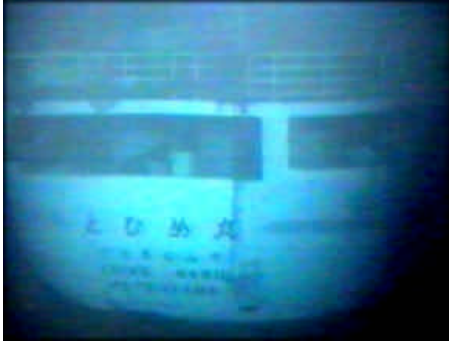
MOL, which has the contract to carry all South African-manufactured BMWs to the US, will be moving those vehicles on the Four Continents Express. None will be offloaded in Europe, but MOL hopes to collect more cars in Emden and Bremerhaven for export to the US.

After discharging US-bound vehicles, MOL will load other cars destined for South America, then take on Mexican-built cars for the South African market.

MOL is contracted to ship 16,000 BMWs a year to the US, according to Dave Giraudeau, managing director of the company's South African subsidiary. However, the shipping line will be seeking other car exports from South Africa to complement the BMW contract.

NAVY NEWS

Smit adviseert Japanners bij berging visserschip



Tokio _ Het Japanse visserschip dat in februari door een Amerikaanse onderzeeër werd geraamd, wordt geborgen met een methode die het Nederlandse bedrijf Smit Internationale heeft aangereikt. Dat hebben Japanse en Amerikaanse experts volgens het Japanse persbureau Kyodo besloten. Een Japanse onderzoekscommissie heeft de afgelopen twee dagen met Amerikaanse marinefunctionarissen over de berging van het schip, de Ehime Maru, gesproken. De methode die Smit heeft voorgesteld, houdt in dat vier of vijf stalen platen rond het 499 ton metende schip worden geplaatst. Met perslucht zal een ruimte worden gecreëerd

tussen de bodem van de oceaan en die van de boot. Met kabels zal het schip naar het zeeoppervlak worden gebracht. De bergers zullen daarbij gebruik maken van een onderzeese robot die van een afstand wordt bediend.

Cmdr. Scott Waddle, Capt. of the USS Greeneville submarine, rushes into the Trial Service Office at Pearl Harbor, Hawaii, on March 6. (Damian Dovarganes/AP Photo)

The three-man panel of Navy admirals who make up the court brought Cmdr. Scott Waddle and his two top officers, all of whom are the subject of the investigation. It was Waddle's first trip to the vessel since the Feb. 9 incident, in which the Greeneville slammed into the Ehime Maru while practicing an emergency surfacing drill in the presence of civilians. Nine people — including four schoolboys — are missing and presumed dead, and the incident has strained U.S.-Japan relations. Waddle is no longer in command of the Greeneville.

Investigator: Crew May Have Rushed Key Procedures After spending the morning touring the vessel, the court reconvened in the afternoon for its second day of testimony. Rear Adm. Charles Griffiths, who conducted the initial investigation, continued to paint a picture of a submarine crew that may have rushed through key safety procedures prior to conducting the now-infamous "emergency ballast blow" drill, which brought the Greeneville rocketing to the surface directly under the Ehime Maru. Griffiths also cautiously raised the notion that the crew may have felt reluctant to tell the skipper of what proved to be a list of problems that led to the maritime disaster. Griffiths said he was "perplexed" and found it "disturbing" that crew members exhibited any caution in speaking with the commanding officer while the boat was at sea. The issue is so fundamental because the Navy's preliminary investigation has concluded that a fire control technician — an enlisted sailor — realized there was a sonar reading suggesting a ship on the surface within a mile of the submarine. But the sailor told investigators he never informed the captain for two reasons: he felt constrained by presence of 16 civilians, some of whom may have been physically blocking him from speaking to the captain; and he also felt Waddle may have already known about the reading. Waddle has contended the technician never passed the information to him. Strong Commander, Poor Command Climate Griffiths said a crew reluctant to tell its skipper of such problems suggests a poor command climate aboard the Greeneville. He emphasized that he could not be sure of the climate aboard the vessel, but found some hints suggesting a problem during his interviews with crew members after the accident. He also testified that the crew was not afraid of the captain, but rather respected his judgment so highly that they didn't want to question him.

Waddle also had a strong management style, he said

"One of the potential implications is the commanding officer doesn't get a lot of input from his subordinates because he is busy giving orders," said Griffiths.

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Even so, according to Griffiths, senior officers should have raised the issue that the submarine may have been cutting corners in conducting its sonar searches for surface ships, and its use of the periscope.

Griffiths said specifically that a senior Navy captain who was aboard that day, escorting the 16 civilians, should have known and said something about the crew rushing through key procedures. That captain said nothing at the time, but told Griffiths that he continues to "brood" about it.

NASSCO Delivers the USNS Watkins to the U.S. Navy

SAN DIEGO, March 5 /PRNewswire/ -- National Steel and Shipbuilding Company (NASSCO), a wholly owned subsidiary of General Dynamics, today announced the delivery of the USNS Watkins (T-AKR 315) to the U.S. Navy. The Watkins was delivered ahead of schedule, under target cost, and with zero discrepancies. The Watkins is the sixth new construction ship completed by NASSCO under the U.S. Navy's Strategic Sealift Program.

A total of eight new construction ships and three ship conversions have been awarded to NASSCO under the 20-ship Strategic Sealift Program. All of the ships are being named for U.S. Army Medal of Honor recipients. This ship is named in honor of Army Master Sgt. Travis E. Watkins, (1920-1950), who was awarded the Medal of Honor posthumously for his heroic actions in the Korean War.

The sealift new construction ships are large, medium-speed, roll-on, roll-off ships (LMSRs). The ships are assigned to the U.S. Navy's Military Sealift Command, and are prepositioned to quickly deliver U.S. Army tanks, armored personnel carriers, tractor-trailers, and other equipment and supplies to potential areas of conflict around the world. The ships also provide surge sealift support of remote military actions. Their multi-use capabilities make these cargo ships among the most flexible ever built.

....AT LAST BUT NOT LEAST

COMPUTER SYSTEMS SOFTWARE VIRUS, WORLDWIDE

London, Mar 7 — A press report, dated today, states: A destructive computer virus hit at least 30 organisations in the United States, Canada and Europe and one US government agency overnight, security experts said. Like the most recent widespread virus that used the name of Russian tennis star Anna Kournikova, this new programme - called "Naked Wife" takes advantage of users' "baser instincts", an antivirus company spokeswoman said. Steve Trilling, director of research at the Symantec Antivirus Research Centre, said about 20 of Symantec's clients in Canada, the United States and Europe had been hit. Mr Trilling said the virus, which appears with the subject line "FW: Naked Wife", deletes almost all of a computer's vital system files. It also sends itself out to everyone in the user's e-mail address book. "It essentially destroys your Windows operating system," he said. Mr Trilling said the virus may have come from Brazil. Information inside the virus source code mentions AGF Brasil, an insurance company, and the name "MHSantos". The virus e-mail contains an attachment called "NakedWife.exe" Like most viruses, the recipient's computer is only infected if the receiver runs the attachment, and major antivirus companies have released software that detects and removes it. Susan Orbach, spokeswoman for Trend Micro, said her company has received reports of infections from 10 corporate clients, including two large telecommunications firms, a federal agency and a "multinational conglomerate," she said.

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