

DAILY SHIPPING NEWSLETTER

DAILY SHIPPING NEWSLETTER : Wednesday 21-03-2001

EVENTS, INCIDENTS & OPERATIONS

Ship Carrying Acid Sinks Off Spain

The Associated Press, Tue 20 Mar 2001

BREST, France (AP) — A freighter carrying sulfuric acid sank in the Bay of Biscay off the northern coast of Spain on Tuesday, French maritime authorities said.

All 23 crew members were rescued, and there were no immediate details about whether the ship's cargo had begun leaking into the sea.

The Balu, which was sailing under a Maltese flag, was en route from Frederiksen, Denmark, toward the south of Spain when it was damaged, the police port authority in the western French town of Brest said.

It said the boat was carrying about 8,000 tons of sulfuric acid when it sank in 15,180 feet of water. No efforts could be made to retrieve the cargo before it went down about 136 miles north of the Spanish coast. The area is about 250 miles south of the French city of Brest.

Winds of around 37 mph were blowing in the region on Tuesday morning, and waves were swelling up to 16 1/2 feet.

The French Transportation Ministry said the boat was 24 years old, and had the capacity to carry up to 6,000 tons of sulfuric acid. It did not give any details about possible pollution risks.

The ministry said it had ordered an investigation into why the freighter sank.

The crew members, all from Malta, were plucked off the sinking boat by a Spanish rescue helicopter and transferred to two vessels nearby, according to the port authority, which is responsible for the region.

French authorities have been especially mindful of the dangers posed by sea travel around its coasts since an aging oil tanker, also Maltese-registered, broke in two off the coast of Brittany in December 1999, spilling millions of gallons of oil into the Atlantic and onto the region's beaches and rocky coast. Last October, another tanker, the *Ievoli Sun*, sank in the English Channel with toxic chemicals aboard but little leakage was reported.

France's Green Party warned Tuesday that "a new ecological threat" was hanging over French coasts with the sinking of the *Balu*, and it called for more stringent controls on sea traffic.

Malacca Straits pirates attack 2 ships since Thursday

KUALA LUMPUR March 20 Kyodo - Pirates in the Malacca Straits have attacked two ships within five days, hijacking one with \$2 million worth of cargo and stealing equipment and cash from the other, an official of the International Maritime Bureau (IMB) said Tuesday.

Noel Choong, regional manager of the IMB's Kuala Lumpur-based Piracy Reporting Center, told Kyodo news that the Indonesian-flagged MV *Inabukwa* was hijacked soon after leaving the port of Pangkalbalam in Bangka Island off eastern Sumatra Island last Thursday.

The 980-ton freighter carrying 320 tons of tin ingots, 79 tons of tin packed in 100 drums and 30 tons of white pepper, was on its way to Singapore when it was attacked by a group of pirates.

The pirates forced the captain and 22 crew members, who were all bound and blindfolded, into their boat and left them on the deserted Indonesian island of Pulau Sayap.

The sailors were rescued Sunday by fishermen and promptly lodged a report about the attack.

The IMB has sent out an alert to all ships to look out for the missing vessel and its cargo although the bureau believes the pirates could have change the ship's name, particulars and flag.

The MV *Inabukwa* is owned by state-run shipping company PT Pelni.

In another incident about 3 a.m. Monday, Choong said, a Singapore-registered ship, the *Matsumi Maru* No. 7, was attacked by a group of five to 10 pirates armed with long knives.

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They came in a speed boat and held the crew hostage, before fleeing with the ship's radio equipment, mobile phones and some cash.

The Matsumi Maru is managed by Singapore-based Ocean Tanker.

The Malacca Straits is one of the world's busiest shipping lanes and was once a relatively safe route. It is now considered among the most dangerous, with 75 cases of piracy recorded last year. In 1999, only two cases were reported.

Indonesia remains the hottest spot, with 119 cases of pirate attacks occurring there out of the 469 recorded worldwide.

Indonesian cargo ship hijacked

An Indonesian cargo ship laden with tin and pepper has gone missing after being hijacked on a voyage to Singapore.

The Indonesian state shipping line PT Pelni says the KM Inabukwa was hijacked five days ago while sailing from Pangkalan Balam, on the island of Bangka.

The crew of 23 is said to have been overpowered by more than a dozen armed pirates who boarded the ship while at sea.

Abandoned on a small uninhabited island, the crew were later discovered by local fisherman, who took them to safety.

The whereabouts of the hijacked vessel and its cargo is unknown.

World's Largest Oil Platform Plunges Into Ocean With Fuel Load

Rio de Janeiro, March 20 (Bloomberg) -- Petroleo Brasileiro SA, Brazil's state-controlled oil company, said the world's largest oil platform sank into the Atlantic Ocean after blasts tore through the structure last week.

The P-36 platform, a 40-story high structure carrying 1.5 million liters (396,000 gallons) fuel, plunged into the ocean and was headed for the sea-floor more than a kilometer down, the company said.

"It just sank," a company spokeswoman said. "It's all over."

Petrobras said there were no indications yet that the P-36 was leaking its load of crude oil and diesel fuel into waters about 120 kilometers (75 miles) off the Rio de Janeiro coast, although environmental groups warned the sinking platform could spill oil.

Petrobras most traded preferred shares fell 1.4 percent to 50.4 reais in early trading on the Sao Paulo Stock Exchange.

The sinking culminates a five-day effort to salvage the platform, which accounts for 6 percent of Brazil's oil production. Three explosions killed ten workers aboard P-36 early Thursday. Bodies of nine workers believed to remain aboard P-36 weren't recovered.

Petrobras said the sinking came after P-36 lurched violently in rough seas around 2:30 A.M., forcing rescue crews to back off. The

company called a news conference for 11:30 A.M. (9:30 A.M. New York time) to explain the details of the sinking.



Rescue ships are seen alongside the badly listing P-36 oil rig owned by Brazilian oil giant Petrobras, in one of the last photos to be taken of it, off the coast of Rio de Janeiro March 19, 2001. Petrobras authorities announced the world's largest offshore oil rig sank in a matter of

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minutes on March 20, five days after powerful blasts rocked the rig and killed 10 of the 175 workers.

Stranded oil tanker off Bermuda not a spill threat

NEW YORK, March 19 (Reuters) - A Texas-bound crude oil tanker stranded off the coast of Bermuda after an explosion in the engine on Sunday, poses little threat to the environment or shipping, a spokesman from BP Amoco said Monday.

BP, which operates the **British Valour**, said the tanker carrying 300,000 tonnes of crude oil, was floating slowly eastward away from land and major shipping lanes and that there was little risk of landfall or collision.

"The weather has not been working against us luckily, and the forecasts look good," said the spokesman.

The explosion in the ship's crank case occurred at 7:00 p.m. Atlantic Time (6:00 p.m. EST/2300 GMT) roughly 80-miles (130-km) southeast of the island and caused no injuries or pollution, said an official at Bermuda's Rescue Coordination Center (RCC).

The ship has requested assistance from a Delaware-based tugboat which is expected to reach it by Wednesday afternoon, a BP spokesman said.

BP is still evaluating whether the tanker, which was bringing its cargo from Norway to Freeport, Texas, should be repaired at sea, or pulled into port.

The boat was chartered by Statoil [STAT.UL], the Norwegian state oil company.

Vopak verkoopt deel belang in Dockwise

20 Mar 2001

Vopak heeft een belang van tien procent in de Heavy Transport Group (Dockwise) verkocht aan Heerema, die al ongeveer eenderde van de aandelen in handen had. Vopak wil de overige twintig procent in HTG, die het concern nu nog bezit, ook van de hand doen.

Het Rotterdamse concern maakt op de verkoop een boekwinst van zo'n twintig miljoen Euro, die aan de winst van dit jaar zal worden toegevoegd. De participatie in de zware-lading rederij stond al jaren in de etalage, maar recentelijk maakte Vopak bekend dat het belang binnenkort wordt verkocht. Het belang van de participanten (verder onder meer de ondernemer Willem Cordia) verwatert overigens als gevolg van de overname door Dockwise van de Noorse branchegenoot OHT, die grotendeels met een aandelenruil wordt gefinancierd.

Met die overname krijgt Dockwise de beschikking over twee grote vrijwel nieuwe halfafzinkbare schepen, die ontworpen zijn naar het voorbeeld van de 'Mighty Servants' van Dockwise.

Lloyd Werft 'eyes mid-section'

By Giovanni Paci in Milan-Wednesday March 21 2001

GERMAN shiprepair specialist Lloyd Werft is showing an interest in buying Cammell Laird's unfinished 44.6 m mid-section built to lengthen the 53,000 gt cruiseship *Costa Classica*, Lloyd's List can reveal. The sale of the block, lying unused at the Birkenhead shipyard, could supply a lifeline for the financially stricken Cammell Laird, which next month will have to pay interests on the E 125m (\$117m) high yield bond it issued last autumn.

If a preliminary sale deal is reached between the parties, Lloyd Werft could then negotiate with Costa Crociere to complete the jumboisation after the summer season.

The £34m-plus cost of the 26,000 gt mid-section became a deadly burden for the yard when Costa Crociere refused to go ahead with the E 80m lengthening in November last year.

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Costa called for an arbitration on the grounds that the block was not ready at the level required. The arbitration is continuing in Genoa under Italian law. However in January, the cruise operator, part of the Carnival Corp group, told the Cammell Laird that it had terminated the contract as well. Managers at Lloyd Werft would not comment yesterday, while Cammell Laird acting chief executive Jon Schofield said he was unable to comment on the possible sale of the block. The news was indirectly confirmed by Costa Crociere spokesman Luigi Norsa. "Costa Crociere knows that Lloyd Werft had plans to buy the mid-section, but we don't know at what stage this plan is," he said. "However, this is a business action autonomously taken by the shipyard without any involvement of Costa. We are just observers. "Obviously, lengthening the *Costa Classica* remains a priority for us, therefore if Lloyd Werft buys the section, and makes an attractive offer to Costa to complete it up to the level required and then to finalise the jumboisation we could be interested." Mr Norsa said. Lloyd Werft had presented its bid for lengthening the vessel, but its proposal was not even shortlisted.

Tschudi & Eitzen hints at boxship disposals at right price

Norwegian shipping group is prepared to sell three vessels as part of its fleet renewal after KiL acquisition towards more traditional ships, writes Rajesh Joshi in Oslo-Wednesday March 21 2001

TSCHUDI & Eitzen, the privately-held Norwegian shipping group which took over Denmark's KiL Shipping earlier this year, has indicated a willingness to sell three of its early-1990s built containerships "on the right terms", as part of a proposed fleet renewal based on drafting in "traditional" tonnage.

Two of these 972 teu sisterships, the 1990-built *Katherine Sif* and *Flemming Sif*, are on management, while the third, the 1991-built *Colleen Sif*, is owned outright.

The *Katherine Sif* is trading on charter as the *Maersk Lamentin* through to the beginning of next year, and the *Flemming Sif* as the *Sealand Honduras* until the end of this year. The *Colleen Sif* is also on charter to Maersk Sealand until this summer.

Søren Andersen, a 16-year containership veteran with KiL Shipping precursor Rederiet Knud I Larsen who now directs Tschudi & Eitzen's boxship division out of Copenhagen, said the firm would not be averse to considering good offers on these ships from parties who may be able to benefit from their "interesting features".

Mr Andersen said containerships built in the early-1990s by Ørskoværft in Fredrikshavn in Denmark, such as the three ships on offer, had a bigger reefer capacity, better manoeuvrability and one-man bridge operation.

He said these features were worth more to a certain type of operator than KiL, whose growth plans are based on more traditional ships.

"But we do not want to signal to the market that we are reducing the quality of our service," Mr Andersen added.

The firm this week sold its 1992-built, 724 teu containership *Grete Sif* to Iceland's Eimskip for Ikr890m (\$10.4m). The ship recently traded as the *Maersk Euro Quatro*. Mr Andersen cited this sale as the perfect example of KiL obtaining a better price from an operator who could capitalise on the ship's features than what might have been expected from the general market.

The ship will be delivered to Eimskip in April along with sistership *Selfoss*, formerly the *Hanne Sif*, which Eimskip had acquired on a bareboat hire purchase scheme in April 1999 with a purchase option. The option is now being exercised. These sisterships were built at Ørskoværft as well.

The sales follow Eimskip's acquisition of two other containerships from KiL last year, the 1995-built, 1,457 teu *Godafoss* and *Detifoss*, formerly the *Kirsten Sif* and *Helene Sif*. The vessels were reported sold for some \$22m apiece. Eimskip owns the *Godafoss*, and has bareboated the *Detifoss* through an intermediary management company with a purchase option.

Eimskip said the arrival of the *Grete Sif* was the "final phase" in its fleet renewal, which has reduced the average age of its fleet to 10 from 15 years a year ago.

The *Grete Sif* will join the *Selfoss* on the Reykjavik-Straumsvik-Westman Islands-Immingham-Rotterdam route, the so-called south route which uses smaller boxships. The *Godafoss* and *Detifoss* sail on the

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Iceland-Rotterdam-Hamburg-Scandinavia route, the so-called north route which utilises bigger-sized ships. KiL Shipping, which is exclusively involved in the feedership segment represented by ships in the 600 teu to 1,200 teu range, is now left with five ships, three of them owned. The firm has ambitions of consolidating in this fragmented sector. KiL also wants to diversify into ships of up to 3,500 teu, where it is evaluating Norway's "kommandittselskap", or limited partnership, as one of the business models to be used.

Cammell seeks to rejig Luxus deal

The Merseyside shipyard wants an extended interval in the two-cruiseships order to cut the UK government's exposure to its £350m lifeline, writes David Mott-Wednesday March 21 2001

MERSEYSIDE shipyard Cammell Laird wants to revamp an order for two cruiseships from Luxus Holdings to make it more attractive to the UK government. The £350m (\$516m) order needs government financial backing in order to be confirmed.

Discussions between the government and the company will form part of a critical month for Cammell Laird as it seeks to fight a rearguard action on three fronts in the build-up to its year-end on April 30, 2001.

As well as the lifeline of the Luxus deal, it has to resolve the problem of outstanding debts to its bondholders and the delicate disposal of the £34m mid-section built for and later rejected by Costa Crociere.

Ministers have agreed 9% Intervention funding, but agreement has not been reached on mortgage guarantees. These are thought to cover 60% of the contract value — 20% less than was sought. Cammell Laird deputy managing director Brett Martin said that instead of a two-ship order with a six-month gap between them, the shipyard wanted an order for one ship with an option for a second vessel.

This would extend the interval between the ships to a year or 18 months and reduce the financial exposure which the government is being asked to cover.

It is also believed that the government has asked Luxus to raise more private capital, though the company would not confirm this.

"We have not given up on the contract. We believe we have got an amber light from the government," said Mr Martin.

By splitting the order in this way the performance bond required of Cammell Laird by the government would be less demanding, said Mr Martin. It would, essentially, be for one ship rather than two.

As things stood the terms of the bond could only be met by an FT 100 company, he added. Cammell Laird's finances could not cover it, he said.

The Luxus order was first announced as long ago as last August and the company has threatened to go abroad, possibly to France, if UK government support is not forthcoming.

For Cammell Laird, which lost the order to lengthen the *Costa Classica* in controversial circumstances, the Luxus order is seen as a possible life-saver for hundreds of jobs.

Luxus wants two up-market cruiseships of 28,000 gt. If they are built they would be the first substantial passengership orders for UK shipyards for more than 25 years.

Mr Martin added he understood there were "a couple of parties" interested in chartering the cruiseship *Edinburgh Castle*, bought by Cammell Laird as a way into the cruise market.

The ship was on charter to Premier Cruises for five years. But that company went bankrupt, leaving the shipyard to find alternative employment for the vessel.

CASUALTY REPORTING

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MARINE

ADMIRAL (Italy)

Genoa, Mar 19 — Ro-ro m ferry *Admiral* is still at Genoa under repair. (See issues of Nov 22 and Jan 24.)

BALU (Malta)

London, Mar 20 — Following received from Etel MRCC, timed 0937, UTC: At 0720, UTC, m chemical tanker *Balu* (5,795 gt, built 1977) Frederikssund for Huelva with 8,000 tones of sulphuric acid, reported she was sinking in lat 45 50.4N, long 07 49.8W. All 23 persons on board abandoned and have been safely rescued. Reported at 0920, UTC, vessel had sunk. Cause of sinking is, as yet, undetermined.

London, Mar 20 — Following received from Etel MRCC, timed 1045, UTC: M chemical tanker *Balu* sank in lat 45 59.8N, long 07 51.9W, at 0919, UTC. Master of vessel reported vessel sank after developing a list due ballast tank problems.

London, Mar 20 — A press report, dated today, states: M chemical tanker *Balu*, carrying 8,000 tons of sulphuric acid has sunk in the Bay of Biscay, 217 miles south of Penmarc'h in the western Finistere region of France. The crew members were winched off the sinking boat by a Spanish rescue helicopter and transferred to two vessels nearby. Winds of around 37 mph were blowing in the region and there was a swell of up to five metres. The vessel sank in 15,180ft of water and no efforts could be made to retrieve the cargo before she sank.

BRITISH VALOUR (Isle of Man)

London, Mar 19 — Following received from Coast Guard Portsmouth, Va, timed 1526, UTC: M tanker *British Valour* (158,475 gt, built 1993), has today reported a crankcase explosion, 80 miles south-east of Bermuda. Vessel is not under power. There is no fire on board. There were no injuries and there has been no pollution. (Note — *British Valour* sailed Sture, Norway, Mar 7 for U.S. Gulf.)

London, Mar 19 — Following received from Coast Guard Bermuda RCC, timed 1555, UTC: M tanker *British Valour* had a crankcase explosion approximately 1900 yesterday. Vessel is now approximately 80 miles south-east of Bermuda. Vessel, Norway for Freeport, Texas, cargo some 300,000 tons crude oil, is a dead ship. Damage being assessed at the moment.

London, Mar 19 — Following received from Bermuda RCC, timed 1948, UTC: M tanker *British Valour* is presently adrift 92 miles south-east of Bermuda. Tug dispatched from Delaware, ETA on scene Mar 21. Crew are attempting to effect repairs.

New York, Mar 19 — M tanker *British Valour*, drifting off the coast of Bermuda after an explosion in the engine yesterday, poses little threat to the environment or shipping, a spokesman from BP Amoco said today. BP said the tanker, carrying 300,000 tonnes of crude oil, was drifting slowly eastwards, away from land and major shipping lanes, and that there was little risk of landfall or collision. The weather forecasts look good, said the spokesman. The explosion in the vessel's crankcase occurred at 1900, Atlantic Time (2300, UTC), roughly 80 miles south-east of Bermuda, and caused no injuries or pollution, said an official at Bermuda's Rescue Co-ordination Centre. The vessel has requested assistance from a Delaware-based tug, which was expected to reach her by Wednesday afternoon, a BP spokesman said. BP is still evaluating whether the tanker, which was bringing her cargo from Norway to Freeport, Texas, should be repaired at sea, or towed into port. The vessel was chartered by Statoil, the Norwegian state oil company. — Reuters.

Hamilton, Bermuda, Mar 20 — M tanker *British Valour* has had an explosion in crankcase and is currently drifting 80 miles south-east of Bermuda, Local Two BP officials are arriving today in Bermuda from New York to be transported on board via a local Tug. The vessel, Sture for Freeport, Texas, is carrying 300,000 tons of Osberg oil, medium blend. M tug *Powhatan* is currently on her way from East Coast of USA to tow vessel. They will

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determine where the repairs will take place once initial survey has been carried out. — Lloyd's Agents.

CASTILLO DE GORMAZ (Bahamas)

Dunkirk, Mar 17 — M bulk carrier *Castillo De Gormaz* arrived Dunkirk Mar 13 from Nouadhibou. — Lloyd's Agents. (See issue of Mar 14.)

CASTOR (Cyprus)

London, Mar 20 — LMIS Representatives in Piraeus, report: M tanker *Castor* arrived Scaramanga Roads, Eleusis, Feb 28. Vessel berthed alongside Hellenic Shipyards S.A., Mar 1. *Castor* entered into the dry dock for inspection Mar 16. Vessel exited from dry dock and berthed alongside the repair berth yesterday. (See issue of Mar 12.)

CHUNWANGSUNG NO.23 (South Korea)

Busan, Mar 20 — Fv *Chunwangsung No.23* is still lying at Busan, without any repair schedule. — Lloyd's Sub-agents. (See issue of Feb 28.)

CONCORDIA (Netherlands)

London, Mar 20 — Following received from Ymuiden MRCC, timed 0659, UTC: Fv *Concordia*, PDLQ, Fishing No. UK246, was in contact with m tanker *Luxembourg* (157,833 gt, built 1999) in lat 53 48.8N, long 03 20.5E at about 0500, UTC, this morning. *Luxembourg* is now bound Monkstad, ETA 1100, local time, this morning. *Concordia* ETA Den Helder afternoon, Mar 23. Both vessels reported some damage but no leakage.

DAEHAN NO.2 (South Korea)

Busan, Mar 20 — Non self-propelled hold barge *Daehan No.2* was refloated on Mar 18 and arrived Pohang, in tow, the same day. The barge was found to be in good condition, without any physical damages to her bottom and returned to normal service. — Lloyd's Sub-agents. (See issue of Feb 27.)

EHIME MARU (Japan)

Arlington, Mass, Mar 15 — The United States Navy has received the first portion of a feasibility study for the salvage of m training stern trawler *Ehime Maru*, which sank Feb 9 following a collision with nuclear submarine *Greeneville*. The engineering portion of the study has identified a potentially feasible salvage option. However, the option requires a two-phase lift that would bring the vessel into shallow water, which therefore requires an environmental review with federal and state officials. Detailed planning and resolution of environmental and other technical issues still remain. Initial analysis indicates the salvage would take approximately six months to complete, at an estimated cost of US\$40 million. The initial estimate could be revised as detailed planning and analysis continue. Petty officer Lauren Smith said the US Coast Guard will work closely with the Navy to ensure that a comprehensive environmental assessment, including fuel and other potentially hazardous materials, is completed before any action is taken. US federal agencies and Hawaii state officials will also participate in the assessment. Regarding the *Greeneville*, her hull, rudder, stern planes, shafting, propeller and associated systems have undergone detailed inspections and testing to determine if there is any damage from the collision. the submarine entered dry dock at the Pearl Harbour Naval Shipyard and Intermediate maintenance Facility Feb 20 to give engineers, inspectors and mechanics an opportunity to more fully determine her condition. No structural damage was found. Some of the exterior coating on her hull requires replacement. The submarine's rudder was scarred and some bolts designed to absorb shock in the rudder assembly performed as designed and thus require replacement. There is also some cosmetic damage, such as scratches in the hull plating. The cost for the submarine's drydocking, inspection, testing, repair and work to its exterior coating is estimated at about \$2m. — "Oil Spill Intelligence Report." (See issue of Mar 19.)

EXPRESS SAMINA (Greece)

London, Mar 19 — A report in the Mar 16 edition of "Newsfront" states: Investigations into the sinking of ro-ro m ferry *Express Samina* on Sep 26 are still under way. Compensation claims against the operators, Minoan Flying Dolphins, from survivors and the families of

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those who lost their lives in the incident have now topped 35bn Drachmas (US\$94.6m). (See issue of Mar 5.)

FJORD (Panama)

Trondheim, Mar 19 — Mv *Fjord* has shifted to another quay at Harstad. Understand that the owners, Polar Shipping, have put the vessel up for sale due to financial problems. — Lloyd's Agents. (See issue of Mar 14.)

FRANCOISE (St.Vincent & Grenadines)

London, Mar 20 — Following received from Corsen MRCC, timed 1314, UTC: Last night ro-ro mv *Francoise* (5,281 gt, built 1976) experienced a fire in the exhaust manifold on the starboard engine. Vessel is now at Brest repairing.

FYKAN (DIS)

Trondheim, Mar 20 — Mv *Fykan* was in drydock yesterday at Aker Verdal Yard, Verdal where hull repairs will be carried out. Repairs estimated to be completed by mid April. — Lloyd's Agents. (See issue of Feb 28.)

GREENEVILLE (U.S.A.)

Arlington, Mass, Mar 15 — The United States Navy has received the first portion of a feasibility study for the salvage of m training stern trawler *Ehime Maru*, which sank Feb 9 following a collision with nuclear submarine *Greeneville*. The engineering portion of the study has identified a potentially feasible salvage option. However, the option requires a two-phase lift that would bring the vessel into shallow water, which therefore requires an environmental review with federal and state officials. Detailed planning and resolution of environmental and other technical issues still remain. Initial analysis indicates the salvage would take approximately six months to complete, at an estimated cost of US\$40 million. The initial estimate could be revised as detailed planning and analysis continue. Petty officer Lauren Smith said the US Coast Guard will work closely with the Navy to ensure that a comprehensive environmental assessment, including fuel and other potentially hazardous materials, is completed before any action is taken. US federal agencies and Hawaii state officials will also participate in the assessment. Regarding the *Greeneville*, her hull, rudder, stern planes, shafting, propeller and associated systems have undergone detailed inspections and testing to determine if there is any damage from the collision. the submarine entered dry dock at the Pearl Harbour Naval Shipyard and Intermediate maintenance Facility Feb 20 to give engineers, inspectors and mechanics an opportunity to more fully determine her condition. No structural damage was found. Some of the exterior coating on her hull requires replacement. The submarine's rudder was scarred and some bolts designed to absorb shock in the rudder assembly performed as designed and thus require replacement. There is also some cosmetic damage, such as scratches in the hull plating. The cost for the submarine's drydocking, inspection, testing, repair and work to its exterior coating is estimated at about \$2m. — "Oil Spill Intelligence Report." (See issue of Mar 19.)

INABUKWA (Indonesia)

London, Mar 20 — A press report, dated today, states: Indonesian mv *Inabukwa* (649 gt, built 1977), laden with tin and pepper, has gone missing after being hijacked on a voyage to Singapore. The Indonesian state shipping line PT Pelni says the *Inabukwa* was hijacked five days ago while sailing from Pangkalbalam, on the island of Bangka. The crew of 23 is said to have been overpowered by more than a dozen armed pirates who boarded the vessel while at sea. Abandoned on a small uninhabited island, the crew were later discovered by local fisherman, who took them to safety. The whereabouts of the hijacked vessel and her cargo is unknown. (Note — *Inabukwa* sailed Singapore Mar 11 for Pangkalbalam.)

JOHN-R. (Cyprus)

Trondheim, Mar 19 — M bulk carrier *John-R.*: The operation by *Boabarge 19* has not yet been carried out. Taubatkompantiet estimate completion of the work by early next week, weather permitting. — Lloyd's Agents. (See issue of Mar 3.)

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LUXEMBOURG (Kerguelen Islands)

London, Mar 20 — Following received from Ymuiden MRCC, timed 0659, UTC: Fv *Concordia*, PDLO, Fishing No. UK246, was in contact with m tanker *Luxembourg* (157,833 gt, built 1999) in lat 53 48.8N, long 03 20.5E at about 0500, UTC, this morning. *Luxembourg* is now bound Monkstad, ETA 1100, local time, this morning. *Concordia* ETA Den Helder afternoon, Mar 23. Both vessels reported some damage but no leakage.

LYSFOSS (NIS)

London, Mar 19 — A report from Sandnes, dated today, states: Mv *Lysfoss* is still aground. Rescue vessel *Aegir* and a tug from Farsund arrived on scene at 1900, Mar 18, and attempted to refloat the vessel without success. A larger tug is waiting to make a refloating attempt. The vessel has some damage to her bow section. (See issue of Mar 20.)

London, Mar 20 — Following received from the Oslo-based managers of mv *Lysfoss*, timed 1320, UTC: Vessel has been refloated and is currently discharging cargo at Lyngdal. Vessel has bow damage. Permanent repairs will take place at another Norwegian port, which is not currently known.

NADYA (Turkey)

Istanbul, Mar 20 — Understand mv *Nadya* is still lying "as is" and there has been no progress. — Lloyd's Agents. (See issues of Jan 27 and Feb 17.)

NICHOLE II (U.S.A.)

London, Mar 19 — Following received from Coast Guard Boston, timed 1535, UTC: Fv *Nichole II*, D604464 (51 gt, built 1978) arrived Fairhaven, Mass, in tow of a Coast Guard cutter, early this morning following engine problems.

SOFIE THERESA (DIS)

Rouen, Mar 16 — M chemical tanker *Sofie Theresa* arrived Radicatel Mar 15 from Le Havre. — Lloyd's Sub-agents. (See issue of Mar 17.)

TAXIARCHIS (Malta)

Piraeus, Mar 20 — M bulk carrier *Taxiarchis* arrived Piraeus Mar 16 for repairs. — Lloyd's Agents. (See issue of Feb 14.)

OFFSHORE

P-36

London, Mar 19 — A press report, dated today, states: Offshore oil platform *P-36* has started sinking again as rough seas hampered efforts to save the platform. The 40-storey structure has sunk more than 4.5 metres since a series of explosions damaged one of the support columns on Thursday (Mar 15), killing at least 10 workers. Salvage teams trying to pump out water by forcing compressed air and nitrogen into the column are having difficulty reaching the most important compartments some 50 metres below the surface. The platform has up to 9,500 barrels of oil on board which could leak out if the platform sinks entirely. The platform had stabilised for one day, raising hopes that it could be saved, but last night, it keeled over even further. However, a spokesman for the state oil giant Petrobras said it was still possible for the platform to be salvaged, if the bad weather passes quickly as expected. Petrobras has flown in US and Dutch experts as well as special equipment from Europe to try to save the \$350 million rig. Petrobras said it was still trying to determine the cause of the explosions, which local media reports said were caused by a gas leak. Only one body has been recovered from the rig so far. The salvage teams have still not been able to gain access to the submerged pillar where the bodies of eight firefighters missing since last week's explosion were believed to be trapped. Petrobras said that so far no oil had leaked from the damaged structure, 120 km off the Brazilian coast. Workers' unions say they are stepping up protests to demand better safety procedures. Skeleton crews are operating on 50 platforms in the Campos Basin off the Rio coast, which supplies around 80% percent of Brazil's oil. (See issue of Mar 20.) Rio de Janeiro, Mar 20 - Petrobras scaled back salvage works at platform *P-36* early today as the platform again lost stability. All rescue workers were withdrawn from the platform

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and boats pulled away as the structure sank further and keeled over another 4 degrees, making the chances of saving the damaged platform even more remote. "The platform's damaged side is now completely under the water, which complicates the salvage. Only compressed air is still being injected by hoses," said a Petrobras spokeswoman. "At 0230 hrs (0530, UTC) the platform abruptly changed its position and works on and near it have been stopped," the spokeswoman said. The platform is now listing 31 degrees. — Reuters. Rio de Janeiro, Mar 20 — Platform *P-36* sank in just a few minutes today, Petrobras said. A Petrobras spokeswoman said she did not have any information on whether there had been an oil spill, but the company has vessels standing by which it says could contain any oil slick. — Reuters.

PIRACY

INDONESIA

London, Mar 20 — A press report, dated today, states: Indonesian mv *Inabukwa* (649 gt, built 1977), laden with tin and pepper, has gone missing after being hijacked on a voyage to Singapore. The Indonesian state shipping line PT Pelni says the *Inabukwa* was hijacked five days ago while sailing from Pangkalbalam, on the island of Bangka. The crew of 23 is said to have been overpowered by more than a dozen armed pirates who boarded the vessel while at sea. Abandoned on a small uninhabited island, the crew were later discovered by local fisherman, who took them to safety. The whereabouts of the hijacked vessel and her cargo is unknown. (Note — *Inabukwa* sailed Singapore Mar 11 for Pangkalbalam.)

SEIZURES & ARRESTS

AL NAJWA (Syria)

Limassol, Mar 19 — Mv *Al Najwa* has discharged her cargo for Limassol but still remains under arrest, currently in New Port. — Lloyd's Agents. (See issue of Mar 19.)

ALBATROS (Cambodia)

Trieste, Mar 20 — Ro-ro mv *Albatros* is still under arrest at Trieste. — Lloyd's Agents. (Note — *Albatros* arrived Trieste Mar 31, 1998.)

ARCHIPELAGOS (Greece)

London, Mar 19 — A report in the Mar 16 edition of "Newsweek" states: M fish factory *Archipelagos* (661 gt, built 1966) has been seized by the Piraeus Port Authority in pursuit of a 16.5m Drachma claim against her owners.

CABO VERDE (Argentina)

Buenos Aires, Mar 19 — M tanker *Cabo Verde* remains interdicted at Bahia Blanca, with no firm resolution. The port administration is endeavouring to try and have the vessel removed from her current position at berth No 1, Puerto Galvan, but have so far been unsuccessful. — Lloyd's Agents. (See issue of Dec 21.)

CARIBBEAN SERENADE (Panama)

London, Mar 20 — Following received from Port Department Gibraltar, dated today: M exhibition vessel *Caribbean Serenade* (4,437 gt, built 1961), at Gibraltar since June 1, 2000, was arrested by Gibraltar Admiralty Marshal at 1700, Mar 16.

GIANNIS AYVAZOGLU (Greece)

London, Mar 19 — A report in the Mar 16 edition of "Newsweek" states: M tug *Giannis Ayvazoglou* (117 gt, built 1977) has been seized by a private creditor due claim of 7.7 m Drachmas against her registered owners.

KORABI (Albania)

Trieste, Mar 20 — Mv *Korabi*, which arrived Trieste May 11, 1999, and was subsequently arrested, is currently still under arrest at Trieste. — Lloyd's Agents.

MINGARY (Italy)

Genoa, Mar 19 — Mv *Mingary*, 1,849 gt (built 1973) is under arrest at Genoa. — Lloyd's Agents. (Note — *Mingary* arrived Genoa Oct 18 for repairs.)

NISSOS KALAMOS (Greece)

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London, Mar 19 — A report in the Mar 16 edition of "Newsweek" states: M tug *Nissos Kalamos* (119 gt, built 1977) was seized by a private creditor in Greece in early November.

NOVOMOSKOVSK (Russia)

Buenos Aires, Mar 19 — Mv *Novomoskovsk*, under arrest at Ibicuy: Vessel was abandoned by owners and crew, and there is currently no one on board. As the vessel was originally where the new berth is to be built, the Argentine Coast Guard brought in two tugs, which had to cut the vessel's anchor chain in order to move her to her current position, downriver from the berth. — Lloyd's Agents. (Note — *Novomoskovsk* was reported Mar 10, 1997, under arrest at Ibicuy.)

RICKY II (Panama)

Caracas, Mar 19 — Understand from Puerto Cabello Harbour-master that mv *Ricky II* has passed to the jurisdiction of the Venezuelan government and is currently in a floating dock at a Maritime Base, under custody of the Naval authorities. A court proceeding is in progress. — Lloyd's Agents. (Note — *Ricky II* was detained at Puerto Cabello by drug enforcement authorities Jul 18, 1997, after cocaine was found on board. Vessel reported still under arrest at Dock No 24, Naval base, Puerto Cabello, Jan 25, 1999.)

YTONG I (Greece)

London, Mar 19 — A report in the Mar 16 edition of "Newsfront" states: Ro-ro mv *Ytong I* (2,332 gt, built 1973) has been seized by a tug company in pursuit of a 32m Drachma (US\$86,486) claim against her owners. (Note — *Ytong I* arrived Kiato Mar 7 from Alexandria.) (See under "Marine" in issues of Nov 13 and 25.)

NAVROM SA

Trieste, Mar 20 — Mv *Ocean Line 3*, which arrived Monfalcone Feb 4, 1999, and was reported under arrest Sep 9, 1999, is still under arrest and has now been renamed *Ruben* under the Cambodian flag. — Lloyd's Agents.

SHIPYARD NEWS

IHC Caland koopt Amerikaanse platformproducent

SCHIEDAM - [IHC Caland](#), de Schiedamse bouwer van schepen en offshore-installaties, neemt het Amerikaanse [Atlantia Offshore](#) over. Beide ondernemingen hebben dat maandag bekendgemaakt.

Atlantia is een vooraanstaand leverancier van offshoreproductieplatforms voor de olie- en gasindustrie. IHC Caland ziet de activiteiten van het in Houston gevestigde bedrijf als een belangrijke aanvulling op de eigen activiteiten.

Atlantia heeft een eigen technologie van drijvende systemen ontwikkeld, die goed past bij de schepen en platforms die IHC Caland levert. De Nederlandse beursgenoteerde onderneming krijgt bovendien een entree tot de markt rond de Golf van Mexico, waar Atlantia een belangrijke rol speelt.

IHC Caland hoopt de overname begin mei af te ronden, als het boekenonderzoek geen verrassingen oplevert.

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ROUTE, PORTS & SERVICES

OMI acquires Kulukundis tanker

OMI Corporation has agreed to acquire a 35,000 dwt product carrier built in 2000 from clients of Kulukundis Shipping Investments Inc. Delivery is slated for April or early May.

OMI will issue 1,125,000 shares of its common stock to the seller at USD 8.00 per share and pay the balance in cash. If the average closing prices for 120 trading days following registration is less than USD 8.00 per share, OMI will pay the difference between USD8.00 and the average. If the stock closes at USD8.00 or above 30 days (10 to be consecutive) no amount is payable. The maximum additional payment is \$2.3 million.

The OMI fleet currently comprises 25 vessels, consisting of six wholly-owned Suezmaxes, one bareboat chartered-in Suezmax, one time chartered-in Suezmax to be shortly redelivered to her owner, three 66,000 dwt product tankers carrying crude, eleven handysize product carriers, two handymax product carriers and one ultra large crude carrier. OMI has on order two Suezmaxes and two handymaxes scheduled for delivery in 2002.

NAVY NEWS

USS Greeneville's crewman admits mistake

A senior crew member of the USS Greeneville that hit a Japanese trawler has admitted that he contravened orders to report ships nearby. The nuclear sub struck the stern of the Ehime Maru whilst surfacing rapidly off the coast of Diamond Head, Hawaii last month. Nine Japanese students died as a result of the accident.

The US Navy refused to grant the sub's captain immunity from prosecution and Petty Officer Seacrest admitted that he had not noticed that the Ehime Maru was only 3,640m away. His statement contradicted an earlier one made to a navy investigator, saying that he failed to report the close contact.

Captain Waddle and two other senior officers are likely to face a reprimand, discharge or a court martial. All three refused to testify without being granted immunity from prosecution, however, the captain and Lieutenant Michael Coen, were denied such immunity.

Prior to yesterday's hearing, Captain Waddle said if he did take the stand, he would accept blame for the accident and that none of his crew should be held responsible. Officer Seacrest's testimony suggests that he may have been partly accountable. The technician was granted immunity for his testimony and admitted failing to maintain a track of three sonar traces.

His evidence stated that as the Greeneville executed a series of turns and prepared to surface, he failed to notice that the range of Sierra 13 had reduced from 15,000 yards to 4,000 yards because he was watching Sierra 14. Sierra 13 was the Japanese trawler, Ehime Maru.

On Saturday, the court heard witnesses testify that other procedures on the sub were hasty, possibly to prevent inconveniencing the civilians onboard at the time. Apparently the sub had gone to sea for their benefit after a planned training exercise was cancelled. A retired navy admiral had requested the voyage as a reward for some people who had helped to organise a golf tournament.

GL contracted by Royal Australian Navy

The Royal Australian Navy has awarded Germanischer Lloyd a contract for plan approval of the ANZAC frigate HMAS Warramunga. The contract is the first phase in a programme of initial certification of the warship, which follows standards that reflect international military and civilian practices and the specific requirements of the RAN.

The contract follows a three-day ANZAC-RAN regulatory system and certification workshop in Canberra.

GL has already carried out strength, vibration and stability investigations, as well as plan approval and review of the functional baseline specification for the platform and weapons system.

FIRST US CARRIER TO MOOR PIERSIDE IN SINGAPORE

The Navy announced today that the USS Kitty Hawk (CV 63) will be the first U.S. aircraft carrier to moor at the Republic of Singapore's new deep-draft vessel pier at **Changi Naval Base**. Chief of Naval Operations, Adm. Vern Clark, will join his Singaporean counterpart, Chief of Navy Rear Adm. Lui Tuck Yew, in commemorating this first-time event at Changi on **Friday, March 23, 2001**, at 4 p.m. Singapore Time.



This new facility is one of the few piers in the Pacific that is large enough to berth a carrier and only one of two located in Southeast Asia. The other pier is in Port Klang, Malaysia. Singapore's strategic location at the mouth of the Malacca Strait and the pier's deep-draft capability will enhance regional stability. Mooring pierside facilitates maintaining and provisioning carriers and large deck amphibious ships.

The Navy has had a presence in Singapore since the mid-to-late 60s. Currently, two commands are headquartered in Singapore to serve U.S. Navy ships when they transit through the area. Logistics Group, Western Pacific plans the re-supply of U.S. Navy ships with food, fuel and spare parts and ensures they get required maintenance. The U.S. Naval Regional Contracting Center procures supplies for ships and aircraft in the region.

The Kitty Hawk and other ships in the battle group are part of the forward-deployed naval force in Yokosuka, Japan, and are underway on their annual Spring deployment.

....AT LAST BUT NOT LEAST

Vuurtoren Ameland dicht

De vuurtoren van Ameland moet per 1 oktober worden gesloten voor publiek. Het ministerie van Verkeer en Waterstaat vindt het er niet brandveilig. De vuurtoren is een grote toeristische attractie: jaarlijks beklimmen zeventigduizend toeristen de trappen. De VVV op Ameland noemt het voornemen een onzalig plan: 'De kans is klein dat er brand uitbreekt in een gietijzeren toren.' Ook de vuurtorenwachter op Vlieland vreest nu dat zijn lichtbaken binnenkort de poorten moet sluiten voor publiek.

Lighthouses to be automated

Norway will shortly automate the 31 lighthouses along its coast; thus, saving NOK 50 million annually. According to a government report presented to parliament last Friday, marine safety will be ensured through improved communications and the navigational aids.

Large simulator contract awarded

Kongsberg Maritime Ship Systems has clinched an order, worth approx NOK 38 million, from the Maritime Port Authority (MPA) of Singapore for the supply of maritime training simulators.

Commenting on the award Per Branstad, the President of Kongsberg Maritime Ship Systems, said: "This is the largest simulator contract signed for years ... (it) will give us an edge in other countries in south-east Asia and the rest of the world".

The simulator contract is for a full 360-degree vessel bridge simulator and a separate simulator for smaller vessels, including tugboats. The order also covers a traffic management simulator and a crisis management simulator. All the equipment can be linked into existing equipment at the Singapore Maritime Academy. Deliveries are scheduled for the first half of 2002.