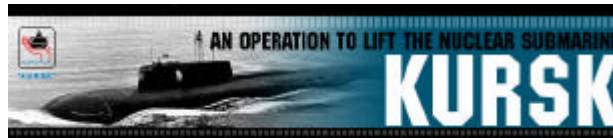


DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Thursday 30-08-2001



LOOK FOR THE LATEST
UPDATE OF THE KURSK
SALVAGE AT :

WWW.KURSKSALVAGE.COM

MAMMOET  **SMIT INTERNATIONAL**



THE GIANT 4 DEPARTED 28-08- 2001 AROUND 17:00 HRS FROM
AMSTERDAM BOUND FOR KIRKENES.

(Photo impression Piet Sinke)

HMS CAMPBELTOWN LAYS A WREATH TO THE MEMORY OF THE KURSK



The Type 22 Batch 3 Royal Navy frigate, HMS CAMPBELTOWN, has laid a wreath to the 118 men who were lost in the Russian Nuclear Submarine KURSK which sank in the Barents Sea on 12 August 2000. A salvage operation is currently underway to recover the KURSK from the seabed although this does not involve MOD personnel. The ceremony was requested by and approved and supported by the Russian Navy who

also carried out wreath laying services at the same time.

On Tuesday 28 August 2001 at 2350 HMS CAMPBELTOWN passed the meridian where the KURSK lies. CAMPBELTOWN was situated approximately 10 miles to the south of the site during the wreath laying ceremony and is in a convoy from Murmansk to Archangel escorted by the RFN ships ZADORNIY and ALEXANDER OTRAKOVSKI. The convoy is under the Command of Vice Admiral Vladimir G Dobroskochenko (Deputy Commander of the Russian Northern Fleet). The 3 ships are partaking in the celebrations for the 60th anniversary of the first Arctic Convoy, codenamed Operation Dervish, which arrived into Archangel on 31 August 1941. The convoys provided desperately needed food and material to Russia during WWII. The 3 ships are due to arrive in Archangel on 30 August and depart on 3 September. The celebrations will also include a fly past by a RAF Nimrod.

The KURSK wreath laying ceremony was led by the Commanding Officer of CAMPBELTOWN, Captain Alistair Halliday, and was attended by a large proportion of the Ship's company. Additionally there are 15 British and Russian Arctic Convoy veterans onboard who also attended the service of remembrance. The service commenced with a lament from a Scottish piper and, following a short introduction by the CO, a prayer was said prior to the committal of the wreath. After a minutes' silence, one of the Russian veterans, Captain 1st Rank Anatoly Gavrilovich Uvarov, a former submariner and Professor of the Lenin Naval Engineering College paid a moving tribute. The assembled crew then sang the Naval Hymn before the CO concluded the service.

The CO said "We were in the Barents Sea to commemorate the Arctic convoys but we were honoured to be asked by the Russian Navy to pay our respects to those who died onboard the KURSK".

The 3 ships spent 29 August conducting gunnery exercises and operating together. It is hoped that such opportunities will provide mutual understanding and improve interoperability between the RFN and the RN.

A Giant of a job well done," contactors report

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Russian naval officials and the Rubin submarine design bureau have commended work done in Amsterdam to prepare and modify the Giant 4 barge now set to sail for the wreck operation, Vyacheslav Zakharov, Russian representative of Dutch lift contractors Mammoet, said, according to the Interfax news agency.

Two tugs have been commissioned to tow the vessel to its destination, Zakharov said. On its way to the wreck site, the barge will call into the Norwegian port of Kirkeness, where the tugs will be refueled and supplies of food and drinking water replenished.

Carrier barge about to reach wreck site

The vessel carrying sawing equipment to remove Kursk's mangled front compartment is on schedule to arrive at the Barents Sea wreck site late this afternoon, an official of Dutch contractors Mammoet told strana.ru.

As the AMT Carrier barge nears the end of its journey from the Norwegian port of Kirkeness, crew and technicians aboard are preparing for immediate round-the-clock shift operations to lower the equipment to the seabed, said Mammoet's Larissa van Seumeren in Holland today.

In Moscow, the firm's spokesman Vyacheslav Zakharov told this website that the barge also carries instruments for inspecting locations on the submarine where holes have been cut to accommodate cables to be used in the lift.

Divers will inspect the holes to check for debris which may obstruct gripping devices, he said.

EHIME MARU NEWS



Capt. Bert Marsh, Director of Ocean Engineering, explains the lifting process for the *Ehime Maru* Recovery Project to representatives of the media. Capt. Marsh explained that the process of raising the Japanese fishing vessel sunk after a collision with *USS Greeneville* Feb. 9 will have to be altered by lifting the stern of the ship and sliding lifting plates under the hull rather than by the preferred way of drilling under the wreck and pulling the cables under

EVENTS, INCIDENTS & OPERATIONS

Tampa stalemate continues



A DIPLOMATIC row has broken out between Australia and Indonesia over the fate of 438 illegal immigrants rescued in the Indian Ocean by the Wallenius Wilhelmsen (WWL) ro-ro ship Tampa. The Australian authorities yesterday denied the ship permission to berth at Christmas Island, stating that Indonesia should accept the refugees as they were picked up close to its territorial waters.

The would-be immigrants remain on board the ship which is located more than 12 n-miles off the island which is Australian territory. The ship's crew of 27 is struggling to accommodate



the asylum seekers and there have also been concerns about the security of the crew. Negotiations have taken place today involving Australian, Indonesian and Norwegian authorities in a bid to end the crisis. WWL's Oceania regional director Peter Dexter said: "There has to be a clarification at an early stage

of where these survivors can be landed . . . the ship is not equipped to conduct an ocean voyage with 438 people on board."



Australian troops board ship full of asylum seekers

CANBERRA - Australian troops today seized control of a Norwegian freighter containing 434 asylum seekers stranded off remote Christmas Island after the ship broke into Australian territorial waters. "The master deliberately breached the territorial 12-mile limit this morning and is holding position four miles off the island and members of the ADF (Australian Defence Force) are currently on board," Don O'Donnell, Christmas Island's harbourmaster said.

Local media reported three high-speed boats manned by special forces took off for the container ship Tampa.

Australia has refused entry to the ship since it rescued the Afghan, Sri Lankan and Pakistani asylum seekers on Sunday from their sinking Indonesian ferry. Indonesia and Norway have also rejected responsibility.

John Howard, Australia's Prime Minister, refused to back down today, saying the international community had to understand that Australia's refugee system had been brought to breaking point by boat people sent down from Indonesia by people smugglers.

But he said food, water and medical help were being sent amid reports some of the asylum seekers had collapsed.



Many of the asylum seekers have begun a hunger strike.

The freighter, laying just off Australia's Christmas Island about 350 km south of Indonesia and 1,500 km west of Australia's mainland, issued distress calls overnight seeking medical help.

"By midday or early afternoon it'll be possible for a helicopter to go the Tampa and land a doctor there with medical supplies," Mr. Howard told Australian Broadcasting Corp radio.

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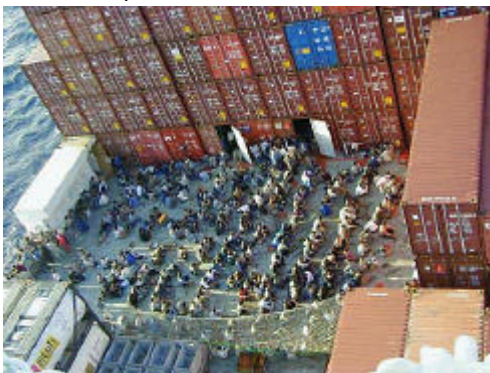
Australia's Royal Flying Doctor Service said the captain had contacted it twice to report that several asylum seekers were unconscious, one had a broken leg and two pregnant women were suffering pains. He was told to give them liquids and to keep them warm. They were sleeping in empty containers on the ship's deck.

"The assessment of our medical officer was it was not a situation that required evacuation," Royal Flying Doctor Service spokesman Stephen Pemberthy said.

Afghanistan's ruling Taleban militia appealed to Australia yesterday to help the asylum seekers.

The fate of the group, made up mostly of Afghans, has turned into an international standoff. Australia, Indonesia and Norway have all refused to accept them. Even the United Nations refugee body, the UNHCR, said it did not know who had responsibility, saying international law was unclear on the issue.

"I have asked the Australian diplomat if the Australian government can co-operate with the rescue of these Afghans," said Abdul Rahman Ahmad Hotak, the Taleban Foreign Ministry consulate affairs chief, after meeting visiting Australian diplomat Alastair Adams. "He gave us the assurance that the Australian government would co-operate."



The Afghan government is one of the world's most isolated, however, recognized by only a smattering of countries.

Afghans already make up the largest refugee population in the world, with some three million in Iran and Pakistan alone.

Another 800,000 people have been forced to flee their homes since mid-2000 due to the drought, the worst in memory, and the civil war between the fundamentalist Islamic Taleban militia and opposition forces.

All six states surrounding the impoverished Muslim country have now sealed their borders to new refugees, fearing a

major new influx of desperate Afghans.

The mid-ocean refugee standoff has shone an international spotlight on Australia's increasingly tough stand towards illegal immigrants ahead of a general election later this year. Mr. Howard's conservative government has branded boat people "queue jumpers."

Over the past 11 days, 1,500 people have turned up along the vast northern coastline, and with reports another 900 are on their way, Australians appear to back the government's stance.

Meanwhile, conditions on the Tampa, built to accommodate 40 people, have been deteriorating.

"The captain's concern is that their condition is deteriorating, which is creating a very trying circumstance for those that are trying to look after them on board," said Peter Dexter, a spokesman for owner Wallenius Wilhelmsen.

Some had also threatened to jump overboard if the ship headed back towards Indonesia. "The [27 man] crew is not equipped in any way to look after 438 people."

Virgo freed after owner posts bond

THE tanker Virgo has been cleared to leave Newfoundland following the posting of a C\$23M (\$15.3M) bond by the ship's owner, ALT Navigation of Cyprus, and manager, Primorsk Shipping. The bonds are to cover the potential costs of civil lawsuits filed against them for the destruction of an American trawler and the deaths of three of its crew. Several court dates are set for September and October in connection with criminal charges filed in Washington against the original captain, second officer and a seaman from the tanker. The Virgo allegedly hit the Starbound in early August while sailing from

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Boston to Come By Chance to pick up a cargo of gasoline. Beside a request from the US for the extradition of the three Russians, Newfoundland courts will face motions to have the case transferred to a court in Cyprus where the ship is registered and where under international maritime law the charges should be heard.

Second Restis ship arrested

BONDHOLDERS of the Restis-family-controlled Enterprises Shipping Corp have arrested the 31,000 DWT container ship Canmar Supreme in the port of Fos, France. The action, taken on August 26, arises from the company's failure to pay interest on its \$175M bond issue. There have also been questions raised as to the conduct of the company's business, with allegations of malpractice in recent ship sales. The vessel is the second Enterprises ship to be arrested, the Ocelot Max having suffered the same fate in Busan earlier this month. A spokesman for the bondholders said: "The bondholders have the resources, and are resolute in their determination to take any and all legal action necessary..." Tomorrow, Enterprises will seek to regain control of their ship in a Fos court, but sources close to the bondholders were confident that the arrest would be upheld.

China charts scrapping programme

CURRENT estimates are that by January 1, 2002, China will have withdrawn and scrapped seagoing ships aggregating 1.62M DWT, which represents 6.7 per cent of present capacity. The estimates are based on the country's latest regulations on the management of older vessels, published in April this year by the Ministry of Communications, which lay down new and higher standards. It is estimated that of the ships to be withdrawn, 190,000 DWT trades internationally and the rest are coastal vessels. In 2002 and future years, China plans to withdraw and scrap ships amounting to around 500,000 DWT annually.

Cocaine haul seized

United States Customs officers have seized about 70 pounds of cocaine discovered in the weight room onboard the bulk-carrier, Overseas Harriette.

The captain removed the packages from the compartment and locked them away. A crewmember admitted to receiving the cocaine in Columbia during a routine stopover. Reports say the man is cooperating with investigators.

CASUALTY REPORTING

Cruise ship strikes Mykonos pier



OLYMPIC Voyager, the Royal Olympic Cruises cruise ship, collided with a pier on Friday (August 24) while docking at Tourlos passenger terminal on Mykonos island. The collision caused a one meter long, 60 cm wide gash in the ship's bow section above the waterline. Following inspection by Greek port state control and Germanischer Lloyd, the ship was allowed to proceed to Piraeus with 713 passengers aboard, bringing a seven-day Turkey-Egypt-Greece cruise trip to a practically normal conclusion. The vessel was quickly repaired in Piraeus and was able to resume its itinerary with only a few hours' delay. One month earlier another cruise ship, the Costa Tropicale, with 1,320 passengers on board ran aground in Mykonos port.

Cargo ship, oil tanker collide off Malaysia

An oil tanker and a cargo ship, both empty, collided in the Strait of Malacca off Malaysia's Port Klang early today, injuring up to nine of the tanker's crew.

There was no cargo on board, both ships were empty, a Port Klang police spokesman told *Reuters*.

The injured have been put into an ambulance and taken to the Klang hospital, the spokesman said.

He said eight crew from the Panama-registered *Silversea* were injured in the incident involving *Paris II*, though official news agency *Bernama* put the toll at nine.

The spokesman said he believed *Paris II* was Greek registered.

The collision occurred six nautical miles off Port Klang, Malaysia's busiest harbour, 33 km (21 miles) southwest of the capital Kuala Lumpur.

Bernama quoted Port Klang Marine Department supervisor Mr Nasar Abdul Hadi as saying the *Silversea* was headed from there to Pasir Gudang in the south Malaysian state of Johor. Nasar said *Paris II* was headed from Singapore for Fujairah in the United Arab Emirates.

Navy ship rescues crew



A US amphibious assault ship rescued eight Taiwanese fishermen when their boat caught fire about 650 miles east of Guam. The USS Boxer, en route to Hawaii and San Diego after deployment in the Pacific Ocean and Arabian Gulf, received a distress call early on Sunday from the Taiwanese vessel Ji Moon Chun 21, officials said.

As the Boxer proceeded to assist the boat and helicopter crews were deployed to assess the situation. The helicopter crew dropped a life raft, reports said and the Boxer launched an inflatable boat to rescue the crew from the sinking ship. A search-and-rescue swimmer assisted the fishermen to board the raft.

Eight crew members and the swimmer were safely recovered about three hours after the helicopters arrived at the scene, reports said. The rescued crew were all reported to be in good condition.

The Boxer, a 40,000-ton multi-purpose ship, carries a mix of helicopters and landing craft. The ship is expected to return to San Diego on 14 September

SHIPYARD NEWS

Chinese yard causes rift in Japan

A JOINT venture Chinese shipyard has caused a rift between Ishikawajima-Harima HI and Kawasaki HI, which plan to merge their shipbuilding operations in October 2002. Informed sources said IHI wants KHI's joint venture – Nantong Cosco KHI Ship Engineering – left out of the merger, saying technology may be leaked to China if the company became an affiliate of the merged entity. However, KHI insists it can control its internal information and there is no need for concern about leaks. KHI also stresses that the Chinese yard will be an important asset because the jv partner, Cosco, is China's biggest shipping company and may place newbuilding orders with the merged entity. IHI remains unconvinced, since the Chinese yard looks certain to become a serious rival to Japanese builders if the level of new orders falls further. Nantong Cosco has mostly built bulk carriers in the past, but expanded into container ship construction last year and received its first VLCC order this year.

Defence fillip for Indian yards

HINDUSTAN and Cochin shipyards may switch to defence work as the Indian government looks for ways to make the publicly-owned yards economically viable. The two yards have been starved of new building orders due to low productivity, lack of incentives from government and tough foreign competition. Both the shipping and defence ministries are reported to have reached the conclusion that the only option for the survival of the shipyards is to build surface warships and submarines. An initiative under discussion ultimately aims at bringing the two shipyards under the Defence Ministry so that they may get regular navy and coastguard orders on a par with three other shipyards (Mazagon Docks, Garden Reach Shipbuilders and Engineers and Goa Shipyard) already under its aegis. Hindustan Shipyard at Vosskhapatnam has produced only 100 ships in the last 50 years and Cochin shipyard a mere 10 ships, compared to Hyundai HI of south Korea, which has delivered over 600 ships in the last 20 years.

ROUTE, PORTS & SERVICES

Hansung to operate ChoYang routes

INTER-KOREA operator Hansung Shipping will buy rights to operate Korea-China and Korea-Japan routes hitherto run by Cho Yang, which is facing bankruptcy. Hansung owns one container carrier and seven bulkers and operates 50 ships. It is set to add the 330 TEU Korean Pearl and 126 TEU Korean Master to ply the Korea-Japan route. Negotiations to buy these ships are expected to be concluded this week while the Japan service is scheduled to start in September.

Strike hits navaid maintenance

A STRIKE by Canada's federal government workers is affecting maintenance of West Coast navigational aids. George Horelle, director of operations with the Canadian Coast Guard in Victoria, said maintenance of all but the most critical navigational aids on the British Columbia coast has been suspended. Elsewhere on the West Coast, grain exports from Vancouver remain unaffected because a special agreement was put in place following the last strike, but traffic at the US-Canada border has been delayed by picketing public service union members

NAVY NEWS



With its spray creating a rainbow, a Landing Craft Air Cushion (LCAC) transports M-998 high mobility multi-purpose wheeled vehicles (HMMWVs) and light armored vehicles from *USS Dubuque* (LPD 8) to *USS Peleliu* (LHA 5). The amphibious warfare ships are undergoing training in the Pacific Ocean on how to sustain operations

MOVEMENTS



The **SILVER WHISPER** enters the IJmuiden locks 28-08-2001 outward bound for Antwerp
(Photo : Piet Sinke)

....AT LAST BUT NOT LEAST

Transport Canada reports on ship detentions

Transport Canada has released the final report on foreign ships detained in 2000 at Canadian ports under the Government of Canada's port state control ship inspection program.

In 2000, of the 1,070 foreign vessels inspected at Canadian ports, 583 were found to have defects and 103, with an average age of 16.3 years, were detained. In 1999, of 1,076 inspections, 125 ships were detained. The vessels detained in 1999 averaged 16.6 years of age.

The Government of Canada is committed to eradicating substandard shipping. Transport Canada began publishing the names of offending vessels in May 1996, when it released its first quarterly report on foreign vessels detained under the port state control ship inspection program.

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"Substandard ships are a threat to the safety of all seafarers, our environment and our economy," said Mr. Collenette. "It is essential that the international shipping community, including Canada, continue to work toward improving safety and developing internationally recognised standards."

Under Canada's port state control program, Transport Canada ship inspectors board and inspect foreign ships at Canadian ports. This program helps to ensure protection of the marine environment and the safety of mariners and property. All foreign tankers are inspected on their first visit to Canada and once a year thereafter. Ships detained must rectify their deficiencies before being allowed to leave Canadian ports.



Firemen spray water on the wreckage of a Spanish regional airline Binter Mediterraneo plane after it crashed while approaching Malaga airport August 29, 2001. Four passengers were killed and 27 injured among the 44 passengers and three crew members on board when the plane crash landed on a highway near the airport.

HAVE A LOOK AT THE FOLLOWING *SITE* FOR SHIPPING INFO AND PICTURES OF SHIPS AROUND HOEK VAN HOLLAND AT :

<http://home.soneraplaza.nl/qn/prive/j.vander.klooster/index.html>