

DAILY SHIPPING NEWSLETTER 2002 - 003



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The Military Sealift Command (MSC) ship **USNS Big Horn (T-AO 198)** changes course following an underway replenishment with the aircraft carrier **USS George Washington (CVN 73)**. The George Washington battle group is on a scheduled six-month deployment, conducting missions in support of **Operation Enduring Freedom**

Drie marineschepen terug in Den Helder

Na hun inzet in de strijd tegen het internationale terrorisme keren drie schepen van de Koninklijke Marine vrijdagochtend 5 juli in hun thuishaven Den Helder terug. Het gaat om

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het bevoorradingsschip **Hr.Ms. Amsterdam** en de fregatten **Hr.Ms. Van Amstel** en **Hr.Ms. Abraham van der Hulst**. De twee fregatten zijn op 14 januari jl. gelijktijdig vertrokken.



In het kader van de operatie Enduring Freedom is **Hr.Ms. Van Amstel** zes maanden actief geweest in de wateren rond het Arabisch Schiereiland. Naast haar taken op het gebied van waarneming, inlichtingenverzameling en het escorteren en beveiligen van andere geallieerde schepen, heeft de "Van Amstel" als eerste Nederlandse fregat zogeheten boardings uitgevoerd op verdachte schepen.

Hr.Ms. Abraham van der Hulst heeft in het Caraïbisch Gebied gepatrouilleerd ter vervanging van Amerikaanse schepen. Het fregat is daar een half jaar ingezet voor anti-drugsoperaties. De "Van der Hulst" heeft diverse drugstransporten onderschept. Hierbij werd in totaal 2330 kilo cocaine en 4600 kg marihuana in beslag genomen.

Hr. Ms. Amsterdam komt uit de Middellandse Zee. In het kader van de operatie **Active Endeavour**, die dient ter ondersteuning van Enduring Freedom, heeft het schip gedurende drie maanden de bevoorrading verzorgd van geallieerde schepen op weg naar de wateren rond het Arabisch Schiereiland.

EVENTS, INCIDENTS & OPERATIONS



A U.S. Coast Guard boat passes the Statue of Liberty in New York Harbor on July 3, 2002. U.S. officials have said they have no specific, credible information suggesting attacks against the U.S. on the July 4 Independence Day holiday but they are taking no chances, mobilizing law enforcement agencies and the military

S.A.AGULHAS



The South African rescue ship **S.A. Agulus** is seen from a helicopter, after the helicopter rescue of the last of 90 scientists and non-essential crew from a ship trapped in ice deep in the Antarctic Ocean. The government owned ship is now steaming towards Cape Town and is expected to arrive in a week to 10 days, depending on the weather

SOUTH African Antarctic supply ship **SA Agulhas** is on its way back to Cape Town after the successful airlift of 79 Russian scientists and 11 non-essential crew from the German freighter Magdalena Oldendorff, which has been trapped behind thick ice since June 11. Agulhas is expected back in Cape Town within ten days. Vasily Kaliazin, the Cape Town-based agent for the Russian Antarctic Logistics Centre, said the scientists had been away from home for over 18 months and wanted to fly back to Russia as soon as possible. Russian Consul-General Vagif Mirzadzhanov said he would be on hand to welcome the scientists to Cape Town. "South Africa can be very proud of the rescue team; they did excellent work," he said. The 17 crew members remaining on the Magdalena Oldendorff have enough food and supplies to last at least two months, following the transfer of supplies from the Agulhas.

Tug strike to close Savona

THE Italian port of Savona-Vado will be closed to inward and outward ship movements from July 9 through July 11 because of a new strike called by the workers at local towage company Carmelo Noli. The firm operates exclusive towage services that are compulsory for entrance to or exit from the port. Port access will therefore be denied to all shipping from the morning of July 9 to the night of July 11. The action follows a similar three-day strike at the end of May. The dispute between trade unions and the tug owner has been going on since December 2000. The former have asked for a substantial salary increase which Carmelo Noli is willing to grant only in exchange for a reduction of the staff from 41 to 35.

Bulker fined for Red Sea pollution

AN Israeli court in Eilat has fined the owners of the 37,472-DWT Maltese-flagged bulker **Florealis** \$138,000 for discharging engine room waste into the sea at Eilat. Charges were brought against owners Florealis Shipping by the Israeli environment ministry, whose monitoring station on the Red Sea coast detected the discharge at midnight on September 25, 2001. Iris Shalit, legal counsel at the ministry, told Fairplay a plea bargain had resolved the case. Florealis Shipping pleaded guilty and agreed to the fine in return for charges being dropped against the vessel's master and chief engineer. A total \$53,000 from the fine will go towards covering the cost of the clean-up operation. Israel has just 14 km of Red Sea coastline, but reckons it is among the country's most valuable natural assets.

Body found from cruise ship plunge

THE body of a Finnish man who jumped from the deck of a cruise ferry into the sea has been found near the port of Tallinn, two weeks after the incident. The man, in his early twenties, jumped from the 40,030-GT cruise ferry **Romantika** into the harbour basin at Tallinn almost a fortnight ago, apparently after he and other members in the group he was with had made a bet whether or not he would dare to jump. He survived the dive, but drowned as he tried to reach the quayside, local media reports say. The 2,500-passenger **Romantika** was delivered to Tallink, the Estonian ferry operator, from Finland's Aker Finnyards in May.

Ship, crew freed after ransom paid

A CYPRUS-flagged bulk carrier and 23 Filipino seafarers held hostage by armed Somali pirates have been freed apparently after a ransom was paid. Sources from the vessel's crewing agent in Manila, Skippers United Pacific, confirmed to Fairplay that the 25,402-DWT **Panagia Tinou** is now en route to India after 19 days in captivity. Skippers would not confirm nor deny the ransom payment, saying, "what is important is that the vessel and crew are now safe." However, Philippine Labour and Employment secretary Patricia Sto Tomas said today, without divulging an amount, that the vessel and crew were released yesterday after their P&I club paid the ransom. The bulk carrier and its crew, which sailed from Ukraine, were seized by 13 armed pirates on June 15 when the vessel anchored off the Somali coast after encountering engine trouble. Seven other pirates later joined the group. The pirates initially demanded \$500,000-\$2.5M in ransom. Negotiations were led by the International Maritime Bureau and a seafarers' missionary society.

Grounded tanker freed



THE tanker **Grete Theresa** was awaiting a hull survey at the Vuda terminal in Lautoka this afternoon after the fully laden ship ran aground in the Navula Passage near Nadi in Fiji yesterday. It is believed that no spillage occurred from the 1996-built double-bottomed vessel. The 1,020-DWT, Isle of Man-registered tanker was freed at 0045 hours local time this morning with the assistance of a tug from the Adsteam-

managed towage operator South Seas Towage, which is based in Fiji. The ship ran aground between 1100 and 1200 hours local time yesterday as it was leaving Vuda terminal with a cargo of fuel for the Australian territory of Norfolk Island. Adsteam Marine's salvage manager, Ian Hoskison, said the Fiji tug was called in after the ship unsuccessfully tried to free herself at high tide around 1230 local time yesterday. The vessel apparently failed to make the appropriate turn when exiting Nadi Bay. The incident initially sparked concerns of an oil spill in what is a well-known tourist area.

Japan to ship MOX fuel to Britain



A British vessel was scheduled to sail from a Japanese nuclear plant on Thursday to transport plutonium-uranium mixed oxide (MOX) fuel back to Britain as activists tried to get a court to stop the shipment.

Workers at Takahama nuclear plant, operated by Kansai Electric Power, started to load eight containers of MOX fuel on the Pacific Pintail, which was due to leave on Thursday afternoon, said a spokesman for the plant, in Fukui Prefecture,

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about 380 km west of Tokyo.

"The ship will leave this afternoon and we have no plan to change that," the spokesman said.

The fuel was brought to the plant from British Nuclear Fuels (BNFL) in 1999, but was rejected after BNFL admitted to falsifying data related to safety checks on the fuel, unnerving the Japanese public about the safety of using nuclear fuel for power generation.

Anti-nuclear activists and residents of Takahama staged small, peaceful protests outside the plant.

A team of 15 activists from Greenpeace, joined by a handful of local residents, held up banners rejecting use of plutonium, the group said in a press release.

The environmental group said it was seeking an interim injunction in the High Court in London to prevent the shipment leaving Takahama.

The court was scheduled to hear the case from 10:30 am British time (0930 GMT, 6:30 pm Japan time).



"But if the ship leaves before the hearing, the case becomes null and void," acknowledged Kazue Suzuki, an anti-nuclear activist with Greenpeace.

"At this point, we are holding banners and organising protests to express our concerns," she said.

The MOX fuel to be transported out of Japan contains 255 kg of "weapons usable

plutonium," Suzuki said.

She said Greenpeace was concerned for security during the voyage back to Britain, saying that some countries en route were fearful of possible terrorist attacks, especially around the US Independence Day holiday.

US citizens will be celebrating the holiday amid high security, following Washington's announcements that it received credible information that Americans could face imminent terror attacks at some point in the future, possibly more deadly than the September 11 attacks.

Japan, which lacks natural resources, relies on some 50 nuclear reactors to provide about one-third of its electricity.

Japan's worries about the use of nuclear fuel intensified in 1999 after three workers at a uranium processing plant at Tokaimura, 120 km northeast of Tokyo, set off a critical reaction.

The accident exposed more than 400 residents to radiation in what was the world's worst nuclear accident since Chernobyl in 1986. Two of the workers later died.

CASUALTY REPORTING

Three Oil Workers Killed in Explosion Offshore Nigeria

Wole Agunbiade, a spokesman for Chevron Nigeria, said on Tuesday that the bodies of three Nigerian workers were found Tuesday after the barge they were on exploded Sunday near the company's Opuekeba oil field. The dead men worked for a contractor hired by Chevron Nigeria, a subsidiary of ChevronTexaco. The spokesman declined to name the contractor.

Other workers suffered minor injuries in the blast and were treated at a Chevron hospital at the nearby Escravos export terminal, Agunbiade said.

The Opuekeba field produces up to 22,000 barrels per day, making up less than five percent of Chevron's daily Nigerian output of 450,000 barrels per day.

The cause of the blast hasn't yet been established and an investigation is underway.

Princess in trouble again



Photo / Foto: Jörg Luke Sølyst

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PRINCESS of Scandinavia, the Danish ferry that suffered a fire in its engine room in mid-May, was disabled off the coast of Norway following engine trouble. Engineers on the 21,747-GT vessel, which was on its way from Newcastle to Gothenburg via Kristiansand, had to switch off the main engines to make sure that they would not overheat after an auxiliary engine had stopped due to problems with its cooling system, the NTB news agency reports. Electric power is being supplied by emergency generators for the 922 passengers on board. The incident came just some six weeks after the 26-year-old vessel suffered an engine room fire that kept it out of service for four weeks, until June 16. The ship is expected to resume its voyage later this afternoon. There is no danger to the vessel or those on board, the report says.

Seafarers rescued after collision

ALL the nine seafarers aboard a fishing vessel were rescued when it sank following a collision with a tanker in South Korean waters this morning. Korean maritime police said some fuel oil had leaked into the sea. The accident involved the 4,012 m³ LPG carrier G Elite, registered in Panama and owned by Korea's SK Shipping. Police believe that the accident may have been caused by poor visibility, as there was a thick fog.

GUDRUN GISLADOTTIR (ICELAND)

Trondheim, Jul 4 -- Fishing Gudrun Gisladdottir: According to local newspaper **Smit Salvage** and Taubaatkompaniet, Trondheim, have "surveyed" location regarding tenders for salvage/removal of cargo of fish/oil/vessel. Decision regarding salvage company and procedure will be taken probably in about two weeks. Minor oil leakage observed in area, 50 m by 50 m, on Jun 26.

RAN AV LYSEKIL (SWEDEN)

London, Jul 4 -- Following received from Gothenburg MRCC, timed 1105, UTC: Passenger Ran av Lysekil (63 gt, built 1945), with 31 passengers and two crew on board, ran aground in lat 58 15N, long 11 22E, approximately 30 minutes ago. Efforts now in hand to take passengers off. No water ingress reported

SEASPAN PLANET (CANADA)

Vancouver, Jul 3 -- Tug **Seaspan Planet** is presently at the bottom of the Fraser River. Salvage operations will not proceed until water level of river is down and they anticipate that will take place by end of this month. Cause of sinking has not been determined.

SHIPYARD NEWS

New yard planned in Venezuela

A CONSORTIUM of Venezuelan maritime companies has been formed with US technological support to launch a new shipbuilding business. Caracas-based Meridian Shipyard, in a letter to potential clients, says it plans a co-production yard capable of building and repairing ships up to 100,000 DWT and aluminium vessels up to 5,000 DWT. The privately owned Meridian consortium comprises shipbuilder Premeca, marine supplier Marine Logistics and maritime consultancy firm Signal-Bridge. Premeca operates in Cabimas and Guiria. The letter says Meridian will have the "technical support of a group of US shipbuilders with proven experience in building and repairing ships of all types up to 200,000 DWT." When contacted by Fairplay yesterday, Meridian VP Jorge von Fedak said the public launch is "still about a month away" and he wanted to wait before giving any more details.

ROUTE, PORTS & SERVICES

CALAND TUNNEL



Last weekend the 3rd element of the new to build Caland tunnel was towed to the location and positioned on the river bed.

From this operation a photo impression by :

HANS DE JONG MARITIME PICTURES



Essar profits drop

ESSAR Shipping (ESL), India's second largest private shipping company, has recorded a 27 per cent fall in net profit to Rs727.6M (\$14.8M) for the year ended March 31, from Rs1Bn last year. The company said a high number of dry-dockings and lower profits on ship sales were the main reasons for the fall, while analysts said a steep fall in fortunes during the January-March was the main catalyst. Fleet operating and chartering revenues however increased to Rs4.8Bn from Rs4.4Bn last year. Falling charter rates made the last quarter pretty bad for the tanker company. Net profit fell substantially to Rs204M for the quarter, from Rs500M in the corresponding 2001 quarter. During 2001-02, ESL earned Rs48.8M profit on sale of shipping assets as compared to Rs218.9M the previous year. Dry-docking expenses reached Rs504.2M compared to Rs201.5 M as the company decided to dry-dock the maximum number of vessels in the lean earning period.

Hellenic to compensate Strintzis

HELLENIC Shipyards and Strintzis Lines have announced their agreement to terminate their contract for the construction of two passenger-car ferries. Hellenic is to compensate Strintzis according to the contractual terms, the announcement said. The deal, which dates back in 1999, provided for the construction of two 1,800-passenger, 420-car-capacity ships at a reported price of \$50M each. Eighty per cent of the project was to be financed by state-owned bank ETBA, which at that time was the controlling shareholder of Hellenic. The project soon ran into losses and Hellenic had problems raising money for the project. Construction was halted in mid- 2001 when the first ship was close to launching and the second was still in very early stages of construction.

French owners campaign for ro-ros

THE French Shipowners' Association is campaigning for ro-ro cabotage to be made a "government priority." Armateurs de France has drawn attention to the "critical road situation" between France and Italy through the Alps. An estimated 2.6M trucks trundle past the mountain tunnels every year, the association said and warned that pollution is increasing continuously. It has urged authorities of the Alps region, the French government and Europe to make maritime cabotage a top priority claiming that investment in starting ro-ro shipping services such as those connecting Marseilles and Genoa would be considerably less than the amount spent on rail and road extensions. A 100-trailer ro-ro vessel playing daily between South France and Italy could absorb close to six per cent of the total annual road traffic (1M trucks) between Menton and Ventimiglia in the Alpine route, Armateurs de France said. Five Marseilles-based ship owners are planning to soon start a "coastal metro" between Fos and Savona using one or two ro-ro vessels.

NAVY NEWS **USNS COMFORT**



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The Navy hospital ship **USNS Comfort (T-AH 20)** will sail this month in the Baltic on a humanitarian assistance, disaster relief and medical joint training exercise involving more than 3,500 people from seven different countries.

Rescuer, Medical Exercise Central Europe 2002 has a two-part mission that will take place in Lithuania, Latvia and Estonia. The "rescue" part of the exercise will take place in Lithuania, where it will offer training in humanitarian and disaster relief operations, and Latvia, where a search and rescue exercise will coordinate air and surface units with salvage and diving operations.

At the same time, the "medical" part of the exercise will occur in Estonia on shore and aboard Comfort. Participants will exchange medical training techniques.

A significant part of the exercise is a mass casualty drill with members of the Navy, Air Force and Army, as well as Marine Reservists and Army National Guardsmen, host nation military medical departments and civil agencies. Additionally, Army and Navy civil engineers will help renovate buildings in each of the host countries, including work on a medical clinic in Latvia.

This is Comfort's second trip to the area in recent years. During the summer of 1998, it deployed to the area for six weeks with a mission similar to this year's.

Comfort and its crew made history last September when it set sail on an emergency mission of medical assistance to World Trade Center terrorist attack victims. Even before arriving in New York City, their mission changed from one of medical assistance to comfort and support for rescue and recovery workers.

MOVEMENTS

Hr Ms JACOB VAN HEEMSKERCK



Hr Ms Jacob van Heemskerck arrived Thursday in Amsterdam for a visit.

Photo : Jack van der Valk

AIRCRAFT / AIRPORT NEWS

Mid-air collision over southern Germany raises ATC procedure questions

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Top : A picture made at Istanbul of the **RA85816** of **BASKIRIAN AIRLINES** which crashed last week
Photo : Tim de Groot

Following the mid-air collision between a Bashkirian Airlines Tupolev 154 airliner and a DHL Boeing 757 cargo aircraft near the southern German town of Ueberlingen, many questions need to be answered in relation to the air traffic control (ATC) procedures prevailing at the time of the crash.

Although initially it appears that the Russian aircraft failed to respond to repeated requests from Swiss air traffic controllers to change altitude, there also seems to have been a lack of communication between ATC and the Boeing 757. Both aircraft were apparently flying at 36,000 ft and a collision occurred as both aircraft dived to take avoidance action.



Top : The Boeing 757-23APF with registration **OO-DLK** which collided with the TU 154
photo : Thomas Posch

Recently, the European ATC Agency halved the requirement for Vertical Separation between aircraft above 29,000 ft to 1,000 ft from 2,000 ft. Although the change was made to increase capacity and only implemented after operational trials had been carried out on the accuracy of aircraft altimeters, this new ruling will obviously have to be examined in the light of last night's accident.

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Relatives of the victims of the mid-air plane collision gather at the wreckage of the Tupolev-154 near the southern German city of Ueberlingen, July 4, 2002. Russian parents wept for their dead children amid the wreckage of the crash which claimed 71 lives and whose cause was still hotly disputed

A further area of examination will be the communication between Skyguide, the Swiss ATC agency, and DFS, the German Air Navigation Service provider, due to the location of the

accident.

Latest reports on this mid-air collision indicate that the Short Term Conflict Alert System (STCA) at the Zurich area control centre (ACC) was not operational due to maintenance.

The Thales ATM STCA system was added to the Zurich ACC's ADAPT ATC system (installed originally by Hughes and subsequently by Raytheon following the Hughes acquisition in the 1990s). However, it should be pointed out that STCA is a tool to assist controllers by alerting them to a conflict situation. It was not designed to relieve the controller of his/her responsibility.

Although a pilot must take some responsibility for failing to respond immediately, as some reports have suggested in relation to the pilot of the Tu-154, air traffic control should always act to warn other aircraft in the vicinity of any possible danger of a collision and to ensure that the 'offending' aircraft has clear airspace.

.... SHIP OF THE DAY

CAPELLA C



In the port of Monte Carlo noticed a well known vessel last Monday, the **CAPELLA C** which started her life as the Dutch Pilot vessel **CAPELLA**

The Pilot vessel **CAPELLA** was build at the Shipyard of Gebr. Pot in Bolnes under yard number 963, the keel was laid down 19-04-1967, she was launched 28-12-1967 commissioned in service on 17-06-1968.

The **Capella** served in the Scheldemond (Flushing) until 14-06-1977 when she was transferred to the Eemsmund (Delfzijl) where she served until 1979 when she went to Hardinxveld to receive a midlife overhaul, upon completion of this overhaul the **Capella** took up Scheldemond station again until 07-1980 when she went back again to Eemsmund station of Delfzijl. The **Capella** was finally laid up in reserve at Flushing during 1984 and was handed over to the domeinen on 12-12-1984 for sale.



Left :
The **Capella** in Flushing during 1970.- **Photo : Henk vd Lugt**



Top : The **Capella** moored at Flushing
Photo : Aad Sinke

The **Capella** was sold 12-03-1985 to van der Kooij in Pijnacker which owned the vessel for some time and the vessel was seen in Scheveningen for some time until the winter of 1985 when she was sold to an Australian guy which painted the vessel white and renamed her **CAPELLA C** and had the intention to bring the vessel to Perth for a large overhaul, if this is done is not known.



The **Capella** approaches the Flushing locks - **Photo : Aad Sinke**