



Number 008 **DAILY SHIPPING NEWSLETTER*** Wednesday 10-07-2002**



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Taiwanese rescue



Taiwanese rescuers have saved more than 130 fishermen whose boat burst into flames off the southern Taiwan port of Kaohsiung. One man was reported missing



Carnival talks hit major obstacle

DISCUSSIONS between Carnival Corp chairman Micky Arison and the EC competition commissioner Mario Monti on July 5 appear to have come up against fundamental points of disagreement regarding Carnival's bid to merge with P&O Princess. Although the meeting was reported to have been 'constructive', Carnival's insistence that cruising is part of the wider leisure market is not accepted by Monti, who is focusing on the cruise market alone. A 196-point statement of objections put forward by Monti concludes: "effective competition in the common market and the functioning of the European Economic Area Agreement would be significantly impeded". The commissioner is to rule on the deal by August 19, giving Arison just six weeks to find solutions to the EC's objections. Last week Carnival

alleged that Royal Caribbean, which is also bidding for closer ties with P&O Princess, was conducting a 'campaign of lies' to deliberately and selectively spread misinformation about the implications of a successful Carnival bid.

MOUs stand firm on STCW95

THE Paris and Tokyo MoU Committees have today confirmed that all ships will be expected to comply with the provisions of STCW95 after August 1 or face possible detention. The announcement appears to ignore a request made by the International Shipping Federation (ISF) to have "continuing flexibility and pragmatism on the part of port state control officers after July 31". Following a discussion between the members of the ISF at its annual general meeting on June 12-14 a letter was distributed to all regional PSC authorities requesting that ships should not automatically be detained for STCW 95 certification deficiencies. Today's announcement from the two PSC committees confirms that all ships issued with letters of warning since the convention came into force in February 2002 will be given priority for inspection. "It is now time for everyone to comply," explained Richard Schiferli, general secretary of the Paris MoU. "Ships with seafarers on board without the correct certification will face detention if the deficiencies represent an unreasonable danger to persons, property or the environment," he continued.

Spill cleaned after collision

SINGAPORE has cleaned up an oil spill of 19 tonnes in its waters following a collision this morning. The accident occurred when a Shipping Corp of India (SCI) tanker **Lance Naik Karam Singh PVC** collided with a Panama-registered bulk carrier, the **Sea Epoch**. One of the starboard cargo tanks of the 67,165 DWT Karam Singh was damaged resulting in the spill. The 72,495-DWT Sea Epoch sustained slight damage to its bow. "There was no report of any injury and both vessels are in stable condition," Singapore's Maritime and Port Authority said in a statement on the incident. The MPA, which is investigating, deployed eight anti-pollution craft to clean up the spill. No further oil leaks have been reported.

CASUALTY REPORTING

Seafarers killed in Caspian blast

THE master and up to six seafarers are reported to have been killed after a fire and explosion on Caspian Shipping's 5,000-DWT tanker **General Shykhlin** at the port of Turkmenbashi in Turkmenistan. The fatal accident was said to sprung from an engine room fire that started while the tanker was loading a cargo of the dirty fuel product K4 for transport company Bashlan. The master and others are said to have entered the engine room after which an explosion rocked the ship, also causing severe damage to the terminal. Early reports suggested the master and six crew members died while others jumped overboard. An SGS inspector was reported to be attending the vessel but was not among the casualties. Attempts to move vessel from its berth failed, and it was believed the military suggested demolishing it to facilitate its removal. Fairplay has been unable to verify any details, but the Russian Register confirmed that the 22-year-old Azerbaijan-flag tanker was in class

Seafarer killed in bulker fire

ONE seafarer is reported to have died and another is missing after a fire broke out on a Panama-registered bulker off Chiba, Japan yesterday. According to Japanese reports, the fire is said to have broken out in the engine room of the 24,518-DWT NYK operated **Fairy Angel**, where a 21-year-old Filipino was found dead by coastguard rescuers who reached the ship by helicopter. The whereabouts

of another Filipino is unknown. Crew sealed off the engine room and extinguished the fire, the Japan Times reported today. The NYK-operated bulk carrier was en route to Chiba from Vancouver

Explosion Shuts Down Britannia Platform



Oil Workers have been evacuated from the **Britannia Platform** in the North Sea after an explosion occurred in one of the three generators onboard the platform. The Britannia Platform is located 210 kilometers northeast of Aberdeen, Scotland. "There were no injuries sustained as a result of the incident and there was no fire," according to Chevron Texaco spokeswoman Ruth Mitchell. The operator, known as Britannia Operator Ltd., evacuated 78 non-essential personnel, while 72 workers remain at the platform. Production from the platform has been shutdown and will remain shutdown until situation can be fully assessed.

Before shutdown, the field was producing 700 million standard cubic feet of gas a day, Mitchell said. She was unable to provide the level of condensate production, but said the field produced an average of 31,000 barrels of condensate in May. Britannia was shut for a day last month after a power generator failed.

SHIPYARD NEWS

Halter Lays Keel for U.S. Army's Newest ELSV

HMI, a division of Friede Goldman Halter, Inc. laid the keel of the U.S. Army's Tank and Automotive Command (TACOM) new Enhanced Logistic Vessel (ELSV). The vessel will support TACOM logistical efforts on a worldwide basis. The completed vessels will be 314 ft. long, have a 60 ft. beam and an overall depth of 19ft. The construction will take about two years to complete. Halter has previously built for the U.S. Army 6 Logistic Support Vessels, 6 large tugs and 35 LCU-2000 class landing craft utilities. Anil Raj, Chief Operating Officer of FGH said, "Halter has designed and built all of the U.S. Army's LSVs — this being number seven. Two additional LSV's have been built previously for the Philippine Navy. We value the trust and confidence that the Army has placed in Halter's team. In the last year, the support of our loyal customers has made it possible for us to start work on new

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contracts, which including options, are valued at over \$270 million in the past year. In the same period, we have delivered contracts valued at approximately \$250 million."

Rodriquez Cantieri Navali Awarded Contract

Rodriquez Cantieri Navali SpA of Italy and Arab Bridge Maritime Company of Jordan have signed a contract for a **TMV 84 high-speed monohull** to operate on their route from Aqaba, Jordan to Nuweiba, Egypt. The ship is scheduled to be delivered in less than a year from now. This route is currently served by a series of older passenger ferries as well as a 1992 built 131-ft. Flying Cat. For Arab Bridge Maritime Company, this will be the first new building in the history of the company and will also be the first new passenger ferry ever in Jordan with a Jordanian flag. For Rodriquez, this contract continues the diversification efforts of the company as it is the first contract with a Middle Eastern company in their history and further solidifies Rodriquez as a leading fast ferry builder. The TMV 84 is an 84 meter, 35 knot, all aluminium monohull with a capacity for 710 passengers divided between economy class, first class and a special VIP salon. It can also carry 58 cars or a mix between 10 buses and 18 cars. Loading of both passengers and vehicles will be via the stern ramps with two being dedicated for the passengers and the third being for vehicles only. The passenger interiors will combine the need to efficiently handle 710 passengers in a high use / low maintenance environment but with a very high standard of finish to reflect the high standards of Arab Bridge Maritime Company. There will be two bars for the main deck (economy class) and a dedicated bar on the upper deck for the first class and VIP salon. In addition, there is a duty free shop as well as two offices, one for the ship which will be used as an information area and the other for the immigration officers as this vessel will travel on an international route.

ROUTE, PORTS & SERVICES

Trico Marine Takes Delivery on New Platform Supply Vessel

Trico Marine Services, Inc., has taken delivery on the **Northern Canyon**, a 279-ft. UT 745 design platform supply vessel (PSV). The state-of-the-art vessel is designed to serve deepwater markets worldwide. Built in Norway, the Northern Canyon is equipped with a DP2 (dynamic positioning) system and is among the largest, most technologically advanced PSVs available in the industry. The vessel, which will be deployed initially in the North Sea, is quipped as a remotely operated vehicle vessel to perform subsea construction work globally. It has been awarded a three-year contract by Canyon-Offshore, Inc. Trico is scheduled to take delivery of a second 279-ft. PSV in September 2002. It also expects to take delivery of three new generation 155-ft. crewboats designed to transport personnel and oilfield products and supplies to offshore drilling and production platforms during the fourth quarter of 2002 and the first quarter of 2003.

Savona tug strike called off

A STRIKE threatened from this morning by workers of Savona Vado towage company Carmelo Noli has been called off thanks to the mediation by port authority president Sandro Becce, although the 18-month dispute has not yet been solved. The workers had asked for a substantial salary increase which Carmelo Noli will agree to grant only in exchange for a staff reduction from 41 to 35, on the grounds that its two new azimuth podded tugs require less crew. Fairplay understands that the quarrel has moved from local to national level, with intervention by the ship owners' association Confitarma, the transport ministry and the Coast Guard, which is entitled to set up the tariff for port services.



The second Radiance-class cruiseship, **Brilliance of the Seas**, was delivered on Friday in the Dutch port of Eemshaven.

NAVY NEWS

USS INCHON DECOMMISSIONED



With that order from **USS Inchon (MCS 12)**

Commanding Officer Capt. Charles E. Smith, the legacy of a proud warrior came to an end. **USS Inchon**, America's only mine countermeasures command and support ship was decommissioned June 20, during ceremonies held in the ship's home port of Ingleside, Texas.

Hundreds of local government officials, former crewmembers and Sailors from around the area gathered under sunny

skies to say farewell to a ship that had served the fleet for more than three decades.

HMS NOTTINGHAM

Battle to save stricken warship



HMS Nottingham was returning from a deployment

The crew of a Royal Navy destroyer battled to save her after she hit rocks off the coast of Australia.

HMS Nottingham started taking on water after Sunday's accident, which happened in poor weather.

The 3,500 tonne vessel is now anchored off the rocks while divers wait for first light to examine

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the hull for damage.

A Ministry of Defence spokesman said the ship had been made stable, and there were no casualties.

The accident happened two miles east of Lord Howe island - 300 miles north east of Sydney in the Tasman Sea. The Royal Australian Air Force is preparing to fly out heavy pumping equipment to the vessel from the mainland. "She has taken on water. There is a fair bit of flooding, we are trying to find out just how much there is," the MoD spokesman said.

'Substantial collision'



The vessel, with 253 crew on board, was on a routine trip from Cairns, in Queensland, north-east Australia, to Wellington, in New Zealand.

Commander David Heley, from the MoD, said the "substantial collision" happened shortly after a minor medical transfer to Lord Howe Island and the ship immediately dropped anchor.

However, he said it was "fruitless" to speculate on the causes until a Royal Navy inquiry had been completed.

The officer said Nottingham's commanding officer Richard Farrington had been in charge of the ship for 18 months to two years and would be in "good hands".

"He's a cool, phlegmatic individual. Obviously, this will be a major challenge but I have every reason to suspect he'll handle this incident with great professionalism."

Ben Mitchell, of Australia Search and Rescue, said the situation was a lot better than first feared when it was reported at 2120 local time.

'Under control'



"At that stage the situation was extremely serious and there were concerns the ship may sink," he said.

"Some consideration was given to beaching the vessel to prevent it sinking. The ship had been holed but the crew managed to stem the inflow of water and they got the situation under control.

"We have no idea how much water is on board or the extent of the damage and have no other details about why it happened or how."

Mr Mitchell said the incident had generated a lot of interest.

"We've had a lot of calls about this - it's not every day that a Royal Navy ship runs aground."

Lord Howe island is a sliver of land just one kilometre wide and 14 km long, surrounded by coral reef.

Engelse fregat HMS Montrose te gast in Den Helder



Nog drie nachten slapen en het is zo ver: de Nationale Vlootdagen van de Koninklijke Marine in Den Helder gaan van start. Traditiegetrouw kunnen in de Nieuwe Haven naast de belangrijkste schepen van ons land ook enkele schepen uit het buitenland worden bezichtigd. De Engelse Royal Navy stuurt maar liefst vier schepen naar de Nederlandse vlootdagen. Het grootste is het fregat [HMS Montrose](#), dat donderdag (11 juli) in Den Helder binnenloopt.

Gezonken onderzeeboot uit de Tweede Wereldoorlog gevonden



Nederlandse duikers hebben voor de oostkust van Maleisië op 45 meter diepte het wrak gevonden van de onderzeeboot [Hr.Ms. O20](#). Deze Nederlandse onderzeeboot is op 19 december 1941 verloren gegaan als gevolg van een gevecht met Japanse onderzeebootjagers. Hierbij lieten zeven bemanningsleden het leven. Met de vondst is na ruim zestig jaar definitief zekerheid ontstaan over de positie van het zeemannsgraf van de bemanningsleden.

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Op initiatief van het 'Comité Nabestaanden Onderzeeboten' is sinds eind 2001, met ondersteuning van de Koninklijke Marine, maritiem historisch onderzoek gepleegd naar de exacte positie waarin Hr. Ms. O20 op 19 december 1941 is gezonken. Een maand geleden is de boot gelokaliseerd in een positie op ongeveer 35 mijl ten noordoosten van Kota Baharu, nabij de oostkust van Maleisië.

Het Instituut Maritieme Historie en de Onderzeedienst der Koninklijke Marine hebben, op grond van foto's en geborgen voorwerpen, definitief vastgesteld dat het inderdaad Hr. Ms. O20 betreft. Na deze bevestiging heeft de Koninklijke Marine de nabestaanden geïnformeerd. Uit respect voor de omgekomen bemanningsleden en hun nabestaanden zal het zeemansgraf verder met rust worden gelaten

MOVEMENTS BONGA TRANSPORT

By Capt. Cees Pronk – Master Smitwijs Singapore



De reis is tot nu toe voorspoedig verlopen en de eerste etappe van de Bonga sleepreis (Korea >> Newcastle - United Kingdom) zit er op. Op 7 Juli, in de Zuid Chinese Zee, ter hoogte van de Natuna eilanden heeft op de foto's Smitwijs Singapore net zijn voorloper aan de **Bonga** afgegeven en daarna geeft **De Da** zijn voorloper over aan de SmitWijs Singapore. De De Da vertrek hierna volle kracht naar Singapore, 400 mijl te varen, waar zijn ETA de volgende dag is.

SmitWijs Singapore en **John Ross** slepen samen verder, terwijl De Da in Singapore gaat bunkeren en provianderen. Binnen 24 uur is De Da weer op weg naar Bonga transport. Wanneer De Da zijn voorloper weer heeft overgenomen gaat SmitWijs Singapore naar Singapore en vervolgens de John Ross. Deze hele bunker operatie gaat ongeveer 8 a 9 dagen duren en de John Ross wordt t.h.v. Selat Sunda weer bij het transport terug verwacht, waarna de lange oversteek over de Indische Oceaan begint. Verwachting is in week 35 in Suez aan te komen. Het transport is net op tijd vertrokken uit Korea. 5 dagen nadat we Okinawa gepasseerd waren trok de typhoon Rammahaan met 160 km/uur wind en 17 m hoge zeeën ver onze koerslijn achter ons. Een beetje mazzel moet je hebben af en toe, niet dan?

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Left the
SMITWIJS
SINGAPORE ,
the **DE Da** and
the **JOHN**
ROSS near the
BONGA FPSO

ASSEDO IN AMSTERDAM



The **ASSEDO** arriving in Amsterdam 08-07-2002 – Photo : Capt Pim de Goederen ©

The **ASSEDO** was build as the **Shota Rustaveli** during 1968 under yard number 128 by the Aker yard in Wismar, The ship sailed under her original name until 02-2001 when she was renamed **ASSEDO**

ATREK



Top : the **ATREK** working near the Giant 4 during the Kursk recovery – **Photo : Piet Sinke ©**

Herewith we kindly inform you that AHTSv **ATREK** (8350 BHP, 91/103 TBP) will be available and ready to depart The Baltic area Wednesday 10th July 2002. ETA North Sea: Sat/Sun 13/14 July 2002.

For suitable requirements (i.e. towage, cargo transportation, etc) please contact the undersigned.
Therry Kostelijk

(on behalf of owners)
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AIRCRAFT / AIRPORT NEWS

Amerikaanse vliegtuigen op Leeuwarden



Op de vliegbasis Leeuwarden zijn 8 juli zes F-15 Eagle jachtvliegtuigen van de Amerikaanse luchtmacht aangekomen. De toestellen, afkomstig van de Amerikaanse basis Lakenheath in Groot-Brittannië, blijven tot 19 juli op de Friese vliegbasis voor de "Fighter Weapons Instructor Training". Dit is een internationale opleiding voor F-16 wapeninstructeurs. De Amerikaanse vliegtuigen treden tijdens hun verblijf in Leeuwarden op als oefenvijand voor de negen cursisten van de wapeninstructeurscursus.

.... SHIP OF THE DAY

STENA BALTICA



Top : the **STENA BALTICA** - Photo : Coll Rob de Visser

The **STENA BALTICA** is well known vessel for people who have been regularly in Hoek of Holland ,

© Adrie Nobel

KONINGIN BEATRIX, launching !



this ship was build under the **KONINGIN BEATRIX** by van der Giessen in Krimpen aan de IJssel under yard number 935 during 1986, and ship sailed for many years between Hoek van Holland and Harwich first for the Maatschappij Zeeland , later the name changed in Crown Line and later again in Stena Line. After the vessel left the Hoek van Holland route she was transferred to the Irish sea routes on this route she kept the name **KONINGIN BEATRIX**.

09-11-1985 Christened by Queen Beatrix .

22-04-1986 Taken into service at the route Hoek van Holland < > Harwich for Stoomvaart Maatschappij Zeeland N.V (S.M.Z.).

01-1989 Company name changed in Crown Line.

01-09-1989 Sold to the Stena Ab, Göteborg.

14-06-1997 > 18-06-1997 Chartered out as Hotel for the EU Conference in Amsterdam

22-06-1997 Arrived at Fishguard for the first time.

27-06-1997 Started at the route Pembroke Dock - Rosslare

03-07-1997 Started at the route Fishguard - Rosslare.

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14-08-1997 Registered in United Kingdom with homeport London.

13-07-1998 Chartered out at the route Cork - Roscoff route for the Tour De France.

13-03-2002 Renamed **Stena Baltica** and changed to Bahama Flag with homeport Nassau. Started service at the Karlskrona – Gdynia route

The **STENA BALTICA** measures 31189 Gross Tonnage and 15170 Net.

Length	: 146.7 mtr
Breadth	: 27.6 mtr
Draft	: 6.2 mtr
Propellers	: 2
Speed	: 21 knots
Passengers	: 2100 persons (max)



Left :

De **Koningin Beatrix** when she was sailing for the Crown Line Hoek van Holland <> Harwich.

Photo : Coll Piet Sinke