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EVENTS, INCIDENTS & OPERATIONS

College wil passagiersschip ss Rotterdam toch niet

Rotterdam - De aankoop van het voormalige passagiersschip ss Rotterdam door de gemeente Rotterdam lijkt definitief van de baan. Het college ziet geen reden om het schip, tegenwoordig ss Rembrandt geheten, te kopen. Ook hebben b en w er geen zin in financieel bij te springen als particulieren tot de aanschaf willen overgaan.

Het college baseert zich voor dit standpunt op eerdere onderzoeken naar de exploitatiemogelijkheden van het schip.

Kort geleden nog leek er hoop te ontstaan dat het door stoomturbines aangedreven schip een plekje zou kunnen vinden in een van de Rotterdamse havens. Leefbaar Rotterdam stelde pogingen in het werk om het vaartuig hier te krijgen. Het raadslid H. Maronier schakelde daarvoor zijn partijgenoot/havenwethouder W. van Sluis in.

Maronier is ervan overtuigd dat de meeste mensen in de stad het passagiersschip hier willen hebben. „Vlakbij het centrum,” zei hij toen. „Bij de Wilhelminakade of daar in de buurt zou mooi zijn.”

Pleidooi

Maar het college wil er niet aan, ook partijgenoot Van Sluis niet, zo blijkt uit de beantwoording van schriftelijke vragen van het raadslid M. Kneepkens van de Stadspartij Rotterdam.

Kneepkens hield een vurig pleidooi voor de komst van het ss Rotterdam. Hij zag met name kansen, omdat het schip nu veel minder kost. Volgens hem is de marktwaarde gedaald tot zes miljoen dollar. Kneepkens wees erop dat de asbestproblemen niet meer spelen.

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Maar het college wil daar niet aan. Volgens b en w is die problematiek, zeker bij noodzakelijke verbouwingen, nog volop aanwezig. Bovendien zijn er problemen te verwachten bij de ligplaats en is de brandveiligheid een punt van zorg (vele extra vluchtwegen zullen nodig zijn). Ook ontstaan problemen, is de verwachting, met de grote publieksstromen die mogelijk op gang komen.

B en w baseren zich bij die bezwaren op eerdere onderzoeken. Op basis daarvan werd een exploitatie aan een vaste wallocatie als te risicovol geacht.

Het college zegt signalen te krijgen dat het schip naar Amsterdam gaat. Mogelijk kan het schip in de vaart blijven en komt het dan alsnog af en toe een keertje in Rotterdam. Verzoeken daartoe zullen dan op hun merites worden gezien, melden b en w.

Het Leefbaar Rotterdam-raadslid Maronier ging er nog vanuit dat de Amsterdamse interesse kon worden getrotseerd. Die hoop blijkt dus op drijfzand gebaseerd.

Victory crew file wage claim

THE crew of the 2,356-DWT 'tanker-in-distress' **Arabian Victory**, which was berthed at Cochin last week after being refused refuge at Mumbai, has filed in Kochi high court a cumulative claim of \$193,000 for unpaid wages from the ship's Ajman-based owner. The tanker's master and crew had claimed that they had not been paid for over ten months and had run out of food, drinking water and bunker oil. ITF representative PM Mohammed Haneef, who first moved the court to get the vessel berthed, said six petitions were taken by the court and another three would be filed by July 15. "The court has completed hearing one case, and posted for a verdict tomorrow," he said. The tanker's owner is believed to have appointed counsel in Kochi. "We have also filed a complaint with Mercantile Marine Department to declare the vessel unseaworthy, and to arrest it," Haneef said.

Dutch sign Singapore co-operation

SINGAPORE and The Netherlands have signed a Memorandum of Understanding on maritime co-operation. The MOU was signed in The Hague yesterday by Chen Tzen Penn, director-general of Singapore's Maritime and Port Authority (MPA) and his Dutch counterpart Jacqueline Tammenoms Bakker of the Directorate-General for Freight Transport. The MOU provides among other things joint-organisation of maritime training courses and exchange programmes involving experts in the maritime field. "The signing of the latest MOU ... represents another milestone in the MPA's efforts to strengthen links between Singapore and the leading countries in maritime technology research and development to boost Singapore's development as a maritime R&D centre," the MPA said in a statement issued today. In the year 2000 Singapore had signed an MOU with Norway on maritime R&D, education and training.

S. African Rescue Ship Returns Home

More than a month after their ship was trapped by ice near Antarctica, 89 relieved scientists and crew members sailed into Cape Town on Wednesday aboard the South African ship **S.A. Agulhas** that rescued them.

The German-owned Magdalena Oldendorff had been headed to Cape Town from the Novolazarevskaya station in northeast Antarctica when it came across an ice drift and was forced to seek shelter in a local bay. Stranded in the ice, the Russian scientists and German crew had to endure below-zero temperatures and howling winds as they waited for help.

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"I was scared at first, but after two or three days we knew we would be rescued," said Boris Batashevich, a Russian doctor. "The situation was not so bad. We had two months of fuel (and) one month of food." Batashevich, who passed the time doing research and reading, was nonetheless delighted to be heading home. He was due to fly to Voronezh about 250 miles south of Moscow on Thursday.

The South African rescuers sailed from Cape Town on the polar supply vessel SA Agulhas and used two specially modified Oryx military helicopters to ferry the 78 Russian scientists and 11 German crew members from the stricken vessel. Eighteen crew members remained aboard the trapped vessel to help with maintenance and assist when the Argentine icebreaker Almirante Irizar arrives to clear a path for it through the ice. The icebreaker was expected to arrive Thursday.

The Agulhas was welcomed by a minstrel band, dancers and a large reception committee as it sailed into Cape Town harbor, 24 days after setting off on its mission.

After the ship docked, crew members embraced their families and politicians and diplomats hailed the rescuers as heroes. The rescue mission proved to be a tricky one.

"The main problems were the limited daylight hours and the cold, but the flights were mainly straightforward," said Maj. Trevor Jew, who piloted one of the helicopters. "We had about a four-hour window in which to fly."

The Agulhas is not an ice breaker, but has been reinforced to withstand icy conditions. While it makes regular trips to Antarctica during the summer, it rarely ventures there during the freezing winter months.

CASUALTY REPORTING

Houston Ship Channel Closes After Tug Sinks

The U.S. Coast Guard rescued three men after their tug boat sank in the Houston Ship Channel Monday night just northeast of the Texas City dikes, authorities said.

Coast Guard officials said that their operations center in Galveston, Texas, received a radio call at 9:45 p.m. from another commercial vessel that they had spotted the capsized 50-foot tugboat, called **Miss Renee**, near lighted-buoy No. 31, and that there were three people clinging to the boat.

A 41-foot rescue boat and an HH-65 Dolphin helicopter from Air Station Houston responded to the distress call and arrived at the scene in less than 15 minutes, authorities said.

The three crewmen were pulled from the water, taken back to Galveston, and treated by paramedics.

The rescued men were identified as Robert Welch, of League City, Texas; Mike Hazelwood, of Humble, Texas; and Lee Walton, of Houston.

All three survivors were wearing life jackets.

Coast Guard officials said that because the sunken vessel created a hazard to navigation, they ordered the Houston Ship Channel closed until the tugboat is removed.

Commercial salvage operations began Tuesday morning bringing the ship ashore. The **Miss Renee** was reportedly carrying about 2,500 gallons of fuel. The cause of the accident is under investigation.

BRITANNIA (U.K.)

London, Jul 9 -- Drill platform Britannia has shut down after a minor explosion in a generator forced the rig back on to emergency power, says a spokeswoman for the rig's

owner. "Production from the Britannia field was shut down immediately and will remain so until inspections have been carried out," spokeswoman Ruth Mitchell said. The shutdown was triggered by a small explosion in one of the rig's three electric generators, which prompted the shutdown of the remaining generators for safety checks. No one was hurt in the explosion and there was no damage to the rig, but all non-essential staff were evacuated to Aberdeen -- 130 miles to the southwest -- and a nearby accommodation platform.

SHIPYARD NEWS

ROYAL SCHELDE - VLISSINGEN



Two new LCF frigates for the Dutch navy under construction, left the **De Ruyter** and right the **Tromp**
photo : Jos van Weele ©

Brazilian yard set for revival

CHILEAN shipyard Astilleros Detroit Chile will re-open its latest acquisition, the Ebrasa yard in Brazil within two months. Detroit's maritime division manager Walter Espinoza Birr has told the daily Gazeta Mercantil that the yard, which closed last year owing workers more than \$1.5M, will employ 240 workers before the end of the year. The Chilean tug and ferry builder won the bid to buy the debt-ridden, 32-year-old Itajai yard and intends to shift Ebrasa's focus from fishing construction to oil sector vessels. Espinoza said the Ebrasa yard initially will work on projects "commercialised in Chile" with the active assistance of Ebrasa co-founder Carlos Francisco da Cunha Teixeira. Currently 70 per cent of Detroit's Chilean-built vessels are sold overseas. Espinoza said Ebrasa has received an interim \$500,000 injection and will be given \$6M over the next three years, mostly to increase the capacity of its lifting system from the current 400 tonnes to 4,000 tonnes, making it one of the biggest structures of its type in Brazil.

Keppel wins three FPSO conversions

KEPPEL Shipyard has clinched three new Floating Production Storage and Offloading conversion contracts worth S\$160m (US\$90.2m), writes Marcus Hand.

The three contracts come from two repeat customers, Single Bouy Moorings and Prosafe Production, and one from first time customer Four Vanguard Servicos e Navegacao.

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In its sixth conversion for SBM, Keppel Shipyard is expected to complete the conversion of the 307,431 dwt **Amazon Eagle** into a FPSO by the second quarter of 2003.

The fifth job for Prosafe Production is the conversion of the 132,500 dwt tanker **Grey Warrior** to a FPSO. The vessel arrived in the yard this month and work is due to be completed by December.

Also in the yard is the 94,225 dwt tanker **Four Lakes** which is being converted to an FPSO for Four Vanguard-Servicos e Navegacao.

Two ships collided off the coast of Singapore yesterday, resulting in 19 tonnes of spilled oil, port authority officials said. The light crude poured from the **Lance Naik Karam Singh**, an Indian-registered oil tanker, after it collided with the **Sea Epoch**, a Panama-registered bulk carrier loaded with soy beans.

ROUTE, PORTS & SERVICES

New law: Vessels to Hong Kong must notify before arrival

HONG KONG's Chief Executive in Council has endorsed the Shipping and Port Control (Amendment) Regulation 2002 which bars ships of certain sizes from entering the designated Kap Shui Mun water area and requires all vessels entering Hong Kong waters to tender pre-arrival notification.

The regulation is to enhance the safe operation of vessels in Hong Kong waters, a spokesman for the Economic Development and Labour Bureau was quoted as saying in a press statement from the Hong Kong Port and Maritime Board.

"The study recommended to limit through traffic in the northern part of Kap Shui Mun Fairway to southeast-bound only.

"The regulation will implement the recommendation of the study by designating a special area in Kap Shui Mun."

The special area is bounded between the northeastern coast of Lantau Island and the islands of Ma Wan and Tan Lung Chau.

Vessels with an overall length exceeding 10 metres will not be allowed to enter the special area from its southeastern and northeastern boundaries which are specified in the regulation.

The regulation will also legislate the existing administrative requirement on vessels of 300 tons gross or less and river trade vessels entering Hong Kong waters to tender pre-arrival notification to the Director of Marine. The requirement is only statutory for vessels exceeding 300 tons gross at present.

The spokesman said: "Based on the notification, the Director of Marine is able to give early direction on routing to a vessel on its way to Hong Kong waters, or refuse the vessel's entry into our waters on safety grounds."

The implementation of the administrative requirement since April 2000 has been smooth so far, the Maritime Board's statement said.

Holland America also drops St Croix

HOLLAND America Line has followed sister company Carnival Cruise Lines in dropping St Croix from all itineraries for 2002 and 2003 seasons. Crime and security concerns lie behind the move by the world's largest cruise company. While CCL replaced St Croix with St Maarten in May, HAL will call at the

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alternate port of St Kitts. The move comes after a series of incidents involving passengers and crew, a Carnival spokesman said. It is the first time the company's lines have revised itineraries to stop calling at a Caribbean port due to security concerns since withdrawing from Venezuela's La Guaira several years ago, she said. HAL's decision was made independently from Carnival Cruise Line's decision, which affected fortnightly calls involving two ships. The lines said they had voiced their concerns with St Croix authorities and did not rule out a return in the future, but after 2003.

NEW SHIPS WILL BE LATE



TWO £69million ferries for the new Rosyth-Belgium link have been delayed by a cash crisis at a German shipyard. The 30,000-ton **Superfast XI** and **Superfast XII** are being built by **Flender Werft** in **Lubeck**, who have filed for bankruptcy. Now ferry operators Superfast hope administrators will complete the ships. A spokeswoman said: "The problems won't affect our service."

Hamburg Süd to get six new ships



The **CAPE ROCA** of the Hamburg Süd – **Photo Jan van der Klooster ©**

THE parent company of German shipping company Hamburg Süd has confirmed the purchase of six new 3,800 teu container vessels for Hamburg Süd within the next 12 months.

Rolf Mühlmann, spokesman for Hamburg Süd parent Oetker-Gruppe, in Bielefeld, said his company had approved the funds for the six vessels and that they would be delivered by 2005.

Hamburg Süd is expected to award South Korean shipbuilder Samsung with the contract for the six vessels. Samsung has already delivered six 3,800 teu container ships to the German shipping company during 2001 and earlier this year.

Asked why Hamburg Süd was going ahead with the purchase during difficult times for the container trades, Mr Mühlmann said Oetker was confident of a recovery of the industry in the near future.

"The last time we decided to act contrary to the business cycle, that is to say buying container vessels during a downturn for the trade, it paid off for us. We expect the scenario this time," he said.

Separately, Oetker, which disclosed its 2001 results yesterday, said Hamburg Süd's turnover last year nearly stagnated at E 1.95bn (\$1.92bn), while its operating profit was "satisfactory". Oetker does not disclose the shipping company's profits.

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The spokesman attributed the absence of a turnover increase to the end of a gas shipping business out of Ecuador as well as currency effects.

Adjusted for these effects, turnover was up 12.6%.

"This is very satisfactory growth if you consider the downturn in the shipping industry which began last year," Mr Mühlmann said.

Turning to the outlook, Oetker also said it did not expect a recovery of the world economy before the middle of next year and that freight rates would continue to be held down by new shipbuildings.

NAVY NEWS

Squadron Exercise to Test Mine Warfare Training



More than 500 Sailors will test their mine warfare proficiency during Gulf of Mexico Exercise (GOMEX) 02-2 scheduled for 15-26 July. GOMEX marks the transition of a mine warfare readiness group from training to ready-to-deploy status and includes integrated surface, air and explosive ordnance disposal (EOD) mine countermeasures (MCM) operations. The exercise will be conducted in the Gulf of Mexico, near Corpus Christi operating areas.

Another exercise, Mercury 02, will be conducted in conjunction with GOMEX. Mercury 02, an annual exercise held with Republic of Singapore Navy, is designed to promote cooperation and

understanding between the two navies.

MCM forces participating in GOMEX will be under the tactical command of Capt. Barry F. Dagnall, commander of Mine Countermeasures Squadron One, based in Ingleside, Texas. The exercise will include integrated mine countermeasures operations using surface ships, helicopters and explosive ordnance disposal detachments.

The ships of Mine Warfare Readiness Group Two are participating in the exercise. The mine countermeasures ships **USS Champion (MCM 4)** and **USS Pioneer (MCM 9)** will join the coastal minehunters **USS Osprey (MHC 51)**, **USS Heron (MHC 52)**, **USS Pelican (MHC 53)** and **USS Falcon (MHC 59)**, for the exercise.



KEEL LAYING CEREMONY TO BE HELD FOR TEXAS (SSN 775)

A keel laying ceremony for the Navy's second attack submarine of the Virginia class will be held **Friday, July 12** at 11:30 a.m. EDT. The ceremony for **Texas (SSN 775)** will be hosted by Northrop Grumman Newport News at their facility in Newport News, Va.

Navy ponders how to recover holed ship

THE Royal Navy has yet to decide how to repair the stricken British warship **HMS Nottingham**. Several flooded compartments were pumped dry yesterday and secured as naval engineers pondered options to repair the holes ripped in the ship's hull.

The Nottingham last night still was anchored off Lord Howe Island, 700km northeast of Sydney, after it ran aground on nearby Wolf Rock on Sunday night. Weather conditions, however, were forecast to deteriorate last night, creating the risk of further damage. The incident was the latest in a series of embarrassing blunders for the Royal Navy – three of its ships now have run aground since 1995.

The ship's crew may attempt to sail to Sydney for repairs or be towed by ocean-going tugs, or the ship might be fixed on a floating dry dock.

Divers may be able to weld or bolt steel sheets to damaged sections of the hull.

A seven-member team of engineers, salvage experts and investigators from the British Ministry of Defence arrived on Lord Howe Island yesterday.

Assisted by 10 Australian divers, they are investigating how a ship packed with sophisticated navigation equipment could run aground on a well-charted rock. Defence analyst Michael O'Connor said the Nottingham's 41-year-old captain Commander Richard Farrington, the navigator and officer of the watch, were all likely to be court-martialled. Cdr Farrington has admitted human error is the most likely reason for the billion-dollar warship's present predicament.

Endeavour at warship's side

A New Zealand Navy tanker has reached the stricken British destroyer stranded off the coast of Australia, and a second is racing towards it.



he **HMNZS Endeavour** arrived at 5am yesterday and has been pumping fresh water into the **HMS Nottingham**, which hit a submerged rock 3.7 km east of Lord Howe Island, 450km from New South Wales on Sunday night. The

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frigate **HMNZS Te Mana** is expected to have reached the 3500-tonne guided-missile destroyer early this morning.

Defence spokeswoman Major Jules Lovelock said the Endeavour was providing fresh water to replace supplies contaminated by sea water, and was also providing the Nottingham's 253 crew with "hotel services".

The Endeavour is equipped with pumps which could empty the Nottingham's fuel tanks. It also has oil-absorbing socks, hosing, and contamination equipment which could help to deal with oil spills.

Lord Howe Island board manager Murray Carter said there was not an oil spill, but a "sheen" of residual diesel from the ship's bilge surrounded the ship. Mr Carter said the ship was stable, but a cold front was expected to pass through last night, which could cause sea swells to increase, making it harder to keep it steady. "We are still very confident the ship will stay stable," he said. The Royal Navy has started an inquiry. The ship's captain, Commander Richard Farrington, has said human error was a factor in the grounding.

A spokeswoman from the Royal Navy said: "That is his opinion. He was obviously on board at the time. We have got to wait until the end of the investigation before we start drawing conclusions." Britain's Channel 4 News says a senior military source has told it that the Nottingham was due to escort a consignment of unused nuclear fuel on its way to Britain from Japan. This has been rejected by New Zealand and British authorities.

O 20

Naar aanleiding van het artikeltje over het vinden van de O 20 in het Verre Oosten kreeg ik het volgende extract door gemaild van Hans van der Ster :

Hr.Ms "O20" vertrok op 3 oktober 1939 via het Panamakanaal naar Nederlands-Indie en verrichtte patrouillediensten in de Indische wateren. Op 19 december 1941 werd de onderzeeboot in de Golf van Siam door de Japanse torpedobootjager "Uranami" aangevallen en zodanig beschadigd dat de "O20" door de eigen bemanning tot zinken moest worden gebracht. **Acht** opvarenden verloren hierbij het leven, de overige overlevenden werden krijgsgevangen gemaakt.

MOVEMENTS NORTHERN CANYON



The brand new supply vessel **NORTHERN CANYON** arriving at Aberdeen – Photo : Nico Jonker ©

MAERSK HANDLER



Another brand new vessel arriving at Aberdeen the **MAERSK HANDLER** – photo : Nico Jonker ©

PRINSENDAM



The **PRINSENDAM** departed again from Amsterdam after a visit.
Photo : Capt. Pim de Goederen ©



AIRCRAFT / AIRPORT NEWS

Aviators Rescued Following Tomcat Crash

Two crewmen were rescued July 8 after their F-14 "Tomcat" crashed off the Virginia Capes. The aircraft was from Fighter Squadron 101 (VF 101) based at NAS Oceana.

The two-man crew, an instructor pilot and a replacement pilot, successfully ejected from the aircraft and were rescued by a U.S. Coast Guard "Jayhawk" helicopter from the Coast Guard Air Station at Elizabeth City.



B-HOY Cathay Pacific Airways celebrating the 5th Anniversary of the Establishment of the HKSAR by unveiling the "Asia's world city" aircraft – a livery design aimed to promote Hong Kong as Asia's world city to the world.

Photo's : Ivica Ramljak ©

