

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Friday 01-03-2002



**Operation
Enduring Freedom**



U.S. Air Force crew men inspect the rotor of a newly arrived Black Hawk helicopter in Zamboanga city in southern Philippines February 26, 2002. With the U.S. war on terror costing more than \$2 billion a month, the White House plans to ask Congress as early as March for more cash to press the fight in Afghanistan and bolster security at home and abroad this year, U.S. officials said. U.S. forces have been supporting Philippine government efforts to battle muslim militants

EVENTS, INCIDENTS & OPERATIONS

Russian oil tankers brave the ice

Vladivostok, Russia - Two ice-breakers and a tanker set off on Tuesday on a two-week journey through the frozen Sea of Okhotsk off Russia's far east in an attempt to prove that oil could be carried off Sakhalin Island at any time of the year - even during winter.

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As the ice-breakers opened the way for the Primorye super-tanker, they were attempting to establish that large ships like the Primorye could navigate the distance between oil-rich Sakhalin and oil terminals on far eastern Russia's coast even when the sea is frozen.

And that, said shipping company official Anatoly Sidorenko, is the case during half of the year.

Such an experiment is a first in Russia, where ships only sail during spring and summer in the Sea of Okhotsk, Sidorenko added.

But if it proves to be a success, it will do a lot to show that Sakhalin oil can be exported on international markets all year round.

The three offshore fields in the Sakhalin-I project, the most advanced project on the island, are estimated to contain 307 million tons of oil and 485 million cubic metres of gas.

They are to be operated by an international consortium in which ExxonMobil and Japan's Sakhalin Oil and Gas Development (Sodeco) each hold a 30% stake.

The other investors are India's ONGC Videsh and two subsidiaries of Russia's Rosneft.

The consortium has taken upon itself all the costs of the experiment undertaken by the two ice-breakers and the tanker, officials said.

ExxonMobil earlier announced it would begin drilling in October.

The consortium has already invested US\$450 million in a five-year prospection drilling programme, and the overall investment in the project is expected to be of the order of \$12 billion over a period of 30 to 40 years.

Sakhalin oil is to be exported to Japan and could make up about 6% of Japan's total crude imports.

Gas supplies would help to meet domestic demand in Russia's Far East region and also export to Asian markets.

Within a few years the project is likely to become the biggest single source of inward investment in Russia.

Exxon said last year it expected oil production to begin at the end of 2005.

Russian oil and gas sales from Sakhalin-I are set initially at \$250 million a year, rising with 10 years to \$1 billion a year. -

Ship 'may have hit missing boat'

A minehunter will replace HMS Bridport



Marine Accident Investigators are examining evidence which may implicate another ship in the sinking of the Tullaghmurray Lass.

They spent Wednesday in Kilkeel in County Down taking photographs and talking to relatives of the Greene family.

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Three generations of the family lost their lives when the boat went down almost two weeks ago.

An eight-year-old boy, his 32-year-old father and 54-year-old grandfather, all called Michael Greene went missing.

The retired admiral leading the investigation team, John Lang, confirmed that a vessel which docked at Warrenpoint after the boat went missing had come under suspicion.

Meanwhile, a Royal Navy minehunter is preparing to head for waters off the County Down coast in a new move to find the bodies of the Greene family.

The Ministry of Defence said HMS Bangor was to join the search.

"The Marine Accident Investigations branch has reviewed the search to date, identified a further search area and requested additional assistance," said a spokesman.

"The forecast is that weather permitting, HMS Bangor is scheduled to be in station to begin its search on Friday."

HMS Bridport was withdrawn from the operation after searching the area for eight days.

Decommissioning boat

An Irish naval vessel is continuing its search of the sea floor for the family.

The ship, LE Eithne, will remain in the area for the next few days in the search for the Tullaghmurray Lass.

The missing boat left the port in Kilkeel to fish for prawns on 14 February but never returned.

The 10-metre vessel, was due to be taken out of service next month under a government decommissioning scheme.

Collision of ship, tugboats probed

ELK NECK, Md. — A Chesapeake Bay pilots association yesterday described radio communications between a freighter and one of two tugboats it collided with Monday.

Four crew members from one of the tugs, which sank after the collision, remained missing yesterday and were presumed dead. The heavily traveled Chesapeake and Delaware Canal remained closed for a second day.

The collision on the Elk River occurred on the north side of the shipping channel. The freighter, the A.V. Kastner, and pilot Timothy M. Cober had agreed to keep in radio discussions with the operator of the tug Buchanan 14, the Association of Maryland Pilots said in a statement.

The Buchanan suffered minor damage. The Swift, the second tug towing dredging equipment along with the Buchanan, also was struck, and it sank quickly.

"At approximately 0645 hours the Tug Buchanan 14 and her tow collided with the M/V A.V. Kastner on the north side of the channel. After the collision, the M/V A.V. Kastner anchored, notified authorities, launched her lifeboat, and proceeded to initiate a search and rescue operation," the statement said.

"The Association and Captain Cober are cooperating with the United States Coast Guard investigation and will cooperate with the investigation of the State Board of Pilots. ... We believe further comment would not be appropriate at this time."

The Kastner was heading west to Baltimore after the leaving the canal. The other vessels were heading east toward the canal.

The Buchanan 14 was towing a supply barge, No. 811, which also sank. The tug was followed by

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the dredge Jekyll Island, the Swift, a derrick barge and 500 feet of floating dredge pipeline. Two smaller boats followed the pipeline, Coast Guard Lt. Russell Bowman said.

Lt. Bowman would not comment on the statement by the pilot's association. "It will be a meticulous process. ... We're very much in the preliminary stages of the investigation," he said.

The Coast Guard said it won't discuss details of the investigation but said the probe will cover factors such as equipment operation and use; communications, procedures, and seamanship.

Crews worked yesterday on a salvage plan to raise the Swift, lying in 36 feet of water, and the sunken barge.

The salvage operation must be planned carefully to take into account factors such as tide, current, visibility and water temperature, Lt. Bowman said.

Once a plan is submitted by the contractor to the Coast Guard, it will be reviewed for safety and environmental effect. Lt. Bowman said the salvage operation could take several days.

"All of this is subject to weather and current conditions," he said.

Salvage Master Rit Walling said the Swift is in the shipping channel and the barge is not, so salvagers will concentrate on the tug first. The tug is hoped to be cleared by the weekend, he said.

The Coast Guard yesterday identified the missing crew members as William Bryant, the captain of the Swift; his nephew, Justin Bryant, a deck hand; and deck hands Ronald Bonnaville and Clarence McConnell.

Those rescued were identified as Troy Link, Roy Young, Jeff Slaton, Ben Dickey and Dennis Wallace. Mr. Dickey and Mr. Wallace made it to shore and did not require medical attention; the other three were treated for minor injuries and released.

The Kastner was moored yesterday in Baltimore, where it was being inspected as part of the investigation. The Coast Guard is conducting drug and alcohol tests on all of the crew members on all of the vessels, Lt. Bowman said.

The Coast Guard suspended its search Monday evening for the four crewmen. Officials said water temperatures in the low 40s made it doubtful the men were still alive.

"All reasonable chances of finding them alive have passed," said Coast Guard spokesman Patrick Montgomery.

The Swift and the Buchanan were towing dredging equipment to the Motiva refinery in Delaware City, Del. The Kastner is operated by Gypsum Transportation Ltd., a subsidiary of USG Corp.. The 520-foot ship was headed from Nova Scotia to Baltimore, where USG has a wallboard manufacturing plant.

Pilotage services aim for a speedy formalisation of tariff reductions

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To improve the competitive position of Dutch ports against foreign rivals, the 'Loodswezen' (pilotage service) has forwarded a suggestion for a reduction in pilotage tariffs to the Minister of Transport and Public Works.

The suggestion comprises two proposals. In the first the pilotage service suggests raising a number of discount percentages in the frequency discount regulations, with retroactive effect from January 1st 2002. The frequency discount regulations offers lines which make regular use of Dutch ports the possibility of reduced pilotage fees under certain conditions.

On formalisation of the proposal the maximum frequency discount could rise to 38%, from its previous 33%. In the second proposal the pilotage service suggests a generic short-term reduction in Dutch port fees by 0.6% for the Sea, Port and Inland Port Tariff. The effect of both proposals would be to reduce pilotage fees by a total of 1.2%.

The Nederlandse Loodsencorporatie (Dutch Pilotage Corporation) has already put the proposals to the National Consultative Body on Pilotage Fees (LOT in its Dutch acronym). The participants in LOT, representatives of ports and port services, have agreed unanimously to the suggestion.

The pilotage of ships is organised under the general umbrella of the Loodswezen pilotage service, organized in a professional body (the 'Nederlandse Loodsencorporatie' or Dutch pilotage corporation) and a company organization ('Nederlands Loodswezen B.V.'), operating in four regions: North, Amsterdam-IJmond, Rotterdam-Rijnmond and Scheldemonden. The Loodswezen has a support staff of 465 registered pilots and 400 employees. Together they ensure an annual turnover of around 130 million euros.

HURRICANE H GROUNDING



At about 20 minutes past midnight (28th Feb 200) Swansea Coastguard were informed by the crew of the tug 'Hurricane H' which was on passage from Avonmouth to Swansea, that they had run aground on the Scarweather sandbank in the Bristol Channel 10 miles south west of Swansea. During the passage the vessel, a 280 ton tug, with four crew on board had been buffeted by heavy weather, which were westerly winds of force 5 – 6 with a heavy sea swell. The tide was ebbing when she ran aground just half an hour before low water. After coming ashore

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and upon checking around the vessel the crew identified that she remained watertight throughout and had retained full power, although had been bounced on the outgoing tide, and became hard aground with a severe starboard list. Swansea Coastguard requested the launch of the Mumbles Lifeboat and brought a Search and Rescue Helicopter to a state of readiness. The Agency's Counter Pollution Officer was also alerted. Terry Baldwin, Swansea Coastguard Watch Manager said Due to the list the crew were unable to gain access to their liferaft and as the tide flooded the tug became stern on to the sea. The crew took up positions donning liferafts and taking safety equipment with them in order to evacuate should it prove necessary, but at 2:40 a.m. the vessel became free and the crew have reported that the hull has remained sound throughout. During the operation the skipper of the vessel became ill and had to relinquish control of the wheel to a crew-member.

CASUALTY REPORTING

A.V.KASTNER (Bermuda)

London, Feb 27 — A press report, dated today, states: Giving up on search and rescue efforts for four missing crewmen in Monday's (Feb 25) tugboat sinking on the Elk River, Coast Guard officers and salvage workers prepared yesterday to raise the vessel from the shipping channel, a task they say will take several days. Strong currents, wind and 43-degree water limited divers in their attempts to prepare the tug to be lifted, said Rit Walling, salvage master for Ellsworth Salvage Co. of New Jersey, which has been hired to hoist the 60-foot vessel. The tug is in 35 feet of water in the channel, forcing the closing of the Chesapeake and Delaware Canal. "We can't dive for more than an hour or two in this water," Walling said. "We need a slack tide. I'd say it'll be sometime this weekend before we're completely set up." Yesterday, two teams of divers explored the stricken tug, feeling their way in almost total darkness at the bottom of the channel. Two-man teams were unable to attach hoist straps to tug *Swift*, which is lying on her starboard side. The captain of the tug, William "Bo" Bryant of Chesapeake, Va., and three deckhands, Bryant's nephew, Justin Bryant of Shallotte, N.C., Ronald Bonniville of Gloucester, Va., and Clarence McConnell, had not been found yesterday, Coast Guard officers said. Two members of the *Swift's* crew were treated at Union Hospital in Elkton on Monday and released. Another was taken to Maryland Shock Trauma Centre in Baltimore but was not listed on patient logs there yesterday. Two others escaped without injury, said Lt. Russ Bowman, the Coast Guard's chief investigator in the case. Coast Guard officials had given up the underwater search for the four missing crewmen, but a Coast Guard helicopter and airplanes hired by the tug's owner, Norfolk Dredging Co. of Chesapeake, Va., continued to sweep the area. The Coast Guard has ordered all 12 surviving crew members on the tug and dredge rig to undergo drug testing, a routine procedure in an accident in which fatalities occur, Bowman said. Steve M. Newton, personnel and safety director for Norfolk Dredging, said the company was sending heavy cranes that salvage workers will need to raise the vessel. Coast Guard investigators, divers and salvage workers spent the day developing a salvage plan that will take into account winds, the tide and currents in the half-mile-wide section of the Elk River. Planners have to consider the environmental impact of raising the tug, which was leaking diesel fuel, and get the plan approved by various agencies, he said. Once the plan is approved, raising the vessel will take a day. Workers from the Maryland Department of the Environment continued to monitor the area for pollutants yesterday. Art Mayfield, an emergency response worker for the department, said a rainbow sheen of diesel fuel was visible on the surface yesterday, but much less than had been there the day before. Workers from the department placed a boom lined with absorbent material at the scene yesterday as a precaution. The tugboat accident has closed a vital shortcut to the port of Baltimore, forcing some commercial vessels to make a more costly trip up the Chesapeake Bay to reach the port. Coast Guard officials knew of

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only one vessel that was scheduled to use the canal yesterday, but the number of vessels affected could be higher because many of them make alternative plans without notifying transportation officials. Typically, the canal is used by two to three cargo vessels a day.

ACACIO MANE ELA (Equatorial Guinea)

Abidjan, Feb 27 — General cargo *Acacio Mane Ela* has been towed by Abidjan Port Authority to the Abidjan "ship's cemetery", where she is presently lying. — Lloyd's Agents. (Note — *Acacio Mane Ela* had a fire on board off Abidjan on Dec 25, 1997, and was subsequently towed to Abidjan.)

ALBAKOR (Russia)

London, Feb 27 — Following received from Gothenburg MRCC, timed 0525, UTC: Trawler *Albakor* is still hard aground in the same position.

BUCHANAN-14 (U.S.A.)

London, Feb 26 — Following received from Coast Guard Portsmouth, Va, dated Feb 25: The Coast Guard, along with state and local rescue teams, is searching for survivors after an apparent collision involving three vessels that occurred in the Elk River, off the Chesapeake Bay in northern Maryland, early this morning. The vessels, bulk *A.V.Kastner*, tug *Buchanan-14*, and tug *Swift*, were involved in an apparent collision at approximately 0650 hrs this morning. *Swift* apparently sank while *A.V.Kastner* and *Buchanan-14* reportedly went aground. The collision occurred in the vicinity of buoys 15 and 16, near Town Point Neck in the Elk River. *Buchanan-14*, owned by Buchanan Marine, and *Swift*, owned by Norfolk Dredging Marine, were towing dredging equipment at the time. *A.V.Kastner* was refloated but *Swift*, which has a fuel capacity of 5,000 gallons, apparently sank. *Buchanan-24*, whose fuel capacity is unknown, is aground. A light diesel sheen has been reported in the vicinity of the incident. Coast Guard Activities Baltimore marine casualty investigators, marine inspectors, and pollution response personnel are investigating. Atlantic Environmental has been hired to perform environmental clean-up activities once search and rescue activities are complete. A joint-agency Incident Command Post has been set up at Town's Point. Vessel traffic through the C&D Canal is suspended until further notice. The cause of the incident is under investigation.

BUNGA KENARI (Malaysia)

London, Feb 27 — A press report, dated today, states: A shipping company has been fined \$5,000 after six containers and dozens of giant paper rolls fell overboard and washed ashore on Northland's coast 18 months ago. C.c. *Bunga Kenari* (17215 gt, built 1991) was on her way to Malaysia when the containers and at least 44 paper rolls were lost during a storm on July 15, 2000. The owners, Malaysia International Shipping, pleaded guilty in the Whangarei District Court to discharging contaminants from a vessel into New Zealand's coastal marine area. Northland Regional Council lawyer Roger Bell said the *Bunga Kenari* put to sea after the MetService on July 14 warned of gale force winds for the Northland coastline. Mr Bell said the paper rolls, each weighing more than two tonnes, fell overboard during the storm. Eighteen were never recovered, but 26 washed on to beaches at Te Puna Inlet, in the Bay of Islands. Six containers containing meat and wool were never found. Mr Bell compared the spill of paper rolls with an oil spill. The

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incident sparked a navigation warning from the council which was concerned that the lost containers and paper rolls could be hazardous to other vessels. The company that supplied the paper rolls, Cater Holt Harvey, paid for the cleanup operation and no associated costs were claimed by the council. Paul David, for the shipping firm, said the prosecution was misconceived and that the incident was in no way similar to an oil spill. "It's naive to suggest the vessel should not have gone to sea and it's wrong to suggest they (containers) were improperly lashed." Mr David said the *Bunga Kenari* was a competently crewed vessel that encountered bad weather. Some containers were lost in an accidental manner. Judge Craig Thompson said the lashing was appropriate and followed standard procedures. "The weather was not so extreme that the vessel should not have gone to sea. Normally the cargo would survive," he said. The judge ordered that 90 per cent of the fine be paid to the regional council.

COLOR FESTIVAL (Norway)



London, Feb 27 — A press report, dated today, states: Color Line has cancelled all departures on its passenger ro/ro *Color Festival* (34417 gt, built 1985) from Oslo to Hirtshals in Denmark. Repairs to the vessel's propeller will keep the ferry from sailing until Mar 7. The propeller was damaged when the vessel was attempting to berth in rough seas at Hirtshals last Saturday (Feb 23). The vessel was immediately taken out of service and hundreds of passengers were sent home to Norway on another vessel. *Color Festival* is now at a repair yard in Hamburg, but the work will take at least a week. The next departure on *Color Festival* is set for Mar 7 from Hirtshals back to Oslo. Color Line is offering passengers holding tickets refunds or alternative transport on passenger ferry *Peter Wessel* or ro-ro ferry *Skagen*, which sail between Larvik, south of Oslo, and Fredrikshavn in Denmark.

DIGNITY IX (Panama)

Istanbul, Feb 27 — General cargo *Dignity IX* is still lying "as is" in Nemrut Bay. — Lloyd's Agents.

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DORIS T. (Antigua & Barbuda)

London, Feb 27 — General cargo *Doris T.* arrived Chatham Feb 25.

GOEDEREDE NO.9

London, Feb 27 — Following received from Den Helder MRCC, timed 1100, UTC: Tug *Kronos* (183 gt, built 1966) lost tow of fishing *Goederede No.9*, fishing number GO9, in lat 53 22.2N, long 04 40.2E, yesterday afternoon. *Kronos* subsequently got rope tangled in propeller and was towed into Den Helder late last night. *Goederede No.9* was towed into Westereems last night.

GREEN ALESUND (NIS)

Stavanger, Feb 27 — Refrigerated mv *Green Alesund*, which lying at Hoylandsbygd, is to be broken up in the summer. (Note — *Green Alesund* grounded at Stolsholmen Dec 15, 2000.)

JODY F.MILLENNIUM (Panama)

London, Feb 27 — A press report from the Maritime Safety Authority, dated today, states: Bulk *Jody F.Millennium* is likely to be towed out of Poverty Bay to the port of Tauranga today. She will be towed by Melbourne-based tug *Keera* and escorted by the *Sea Tow 25*. Salvors completed repairs to the cracks in No 3 tank last night. Other effective repairs have been made to transport the *Jody F.Millennium* to a port of refuge for further repairs to be made. An anchor was to be attached to the *Jody F Millennium* today. It is not known where the vessel's two anchors lie. The 500 metre sea exclusion zone around the vessel and attendant tugs will remain until the vessel departs Poverty Bay. It is expected that MSA will begin its demobilisation from midday. Work continues on disassembling and cleaning boom gear and deflating the lancer barges. Boom gear will not be removed from the Wherowhero Lagoon area until after the vessel has left Poverty Bay, probably tomorrow. Lightly-soiled equipment will be cleaned and packed away in Gisborne and returned to its source. This could take up to two weeks. However, the larger heavily-oiled equipment will be packed away as is and taken out of the district to another clean-up site. Gisborne beaches have opened for swimming, but remain closed for seafood gathering. Some tar balls may continue to come ashore and these will be cleaned up. Some residual oil remains on rocks at the Waikanae Cut and on piles in the harbour and river. A final assessment of clean-up requirements is to be undertaken in the next few days to determine restoration and the need for any ongoing monitoring.

KRISTAL (Malta)

London, Feb 27 — Relatives of Spanish seafarers lost in the tank *Kristal* tragedy have spoken of their anguish at the continued lack of information about what happened at sea that fateful day last year. Twelve months to the day after the casualty, grieving families are still none the wiser as to why the 25-year- old tanker broke in two in heavy seas off the coast of La Corunna. Additionally, most of the families of the deceased have yet to receive compensation from the shipowner's insurers. They are bitter that, one year on, they have not even had condolences from the vessel's operator, IC Shipping of Monaco.

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Eleven men, two from Spain, eight from Pakistan and one from Croatia died in the accident. "We don't even know who the operator is, only that he's based in Monaco," said Javier Infante Casas, whose brother died in the casualty. "We want some acceptance of responsibility." Some of the relatives, backed by the International Transport Workers Federation, are now considering legal action for negligence against IC Shipping. The ITF claims that the vessel was in poor condition and that there were problems with life-saving equipment. But IC Shipping has dismissed the allegations as unfounded and said that investigators had established that the facts of the loss point to less controversial conclusions. There is a no indication from classification society Rina that there was anything physically wrong with 1974-built vessel. Tests carried out in La Corunna by Spanish authorities suggest that incorrect loading, coupled with adverse weather conditions and the way the vessel was handled, contributed significantly to the casualty. But flag state Malta has yet to conclude its official report into the casualty and, for the moment, none of these conclusions have been publicly confirmed.

KRONOS (Poland)

London, Feb 27 — Following received from Den Helder MRCC, timed 1100, UTC: Tug *Kronos* (183 gt, built 1966) lost tow of fishing *Goederede No.9*, fishing number GO9, in lat 53 22.2N, long 04 40.2E, yesterday afternoon. *Kronos* subsequently got rope tangled in propeller and was towed into Den Helder late last night. *Goederede No.9* was towed into Westereems last night.

LAN JIE (Cambodia)

London, Feb 27 — A press report, dated today, states: General cargo *Lan Jie* with 19 Chinese seamen on board was confirmed missing yesterday in the sea area near Japan, said sources with the China Maritime Safety Administration. The vessel was registered in Cambodia and operated by the Hening Shipping Company in Fuzhou. The vessel left Weihai for "Ibaragi", Japan, Jan 23 with 6,300 tons of minerals. She was expected to finish the trip in about a week. The administration said the vessel still had not reached her destination by yesterday. She was reported to have lost contact with the radar control centre five days after departure. "It's hard to say whether the vessel has met dangers in her trip, and we are still searching for the vessel all the way along her travel route," the sources said in a telephone interview. The administration had asked coastal police in Japan for help, but no immediate feedback was given. It was feared that the vessel might have a failed wireless communication system that could hamper rescue efforts. Zheng Wenhe, manager of the shipping company, said the vessel left Weihai at about noon Jan 23, and had kept in contact with him during the first five days. "But by Jan 28, we lost contact with the vessel," Zheng said. In the vessel's last message, the master said they had entered the sea area in Japan. The company appealed for help from the Maritime Safety Administration on Feb 1 and also informed related departments in Cambodia that the vessel might be in trouble. Among the 19 men on board, 13 were from Fujian Province. Relatives of the vessel's crew first heard the news after the traditional Spring Festival on Feb 12. The company delayed notifying them for fear that the bad news may ruin their happiness during the festival. More than 30 relatives of the 13 Fujian crew members gathered on Monday at the shipping company for word of the latest rescue developments.

MERVE 729 (Turkey)

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Istanbul, Feb 27 — Tank *Merve 729* is still lying "as is" (off Tuzla). There have been no interim developments. — Lloyd's Agents. (Note — *Merve 729* was in collision with bunkering tanker *Star V* north of Karabiga Feb 6, 1994. Vessel sustained extensive damage and was subsequently reported lying off Tuzla.)

MILZIS (Latvia)

London, Feb 27 — Following received from Gothenburg MRCC, timed 0525, UTC: Tug *Milzis* reconnected tow to her barge at 1800, local time, yesterday. Towage is proceeding south, destination not known.

NADINE (Antigua & Barbuda)

London, Feb 26 — Following received from Etel MRCC, timed 2205, UTC: General cargo *Nadine* was reboarded by French authorities and the vessel's master and two crew members who managed to restart the vessel's engines. *Nadine* then arrived La Pallice under own power at 1735, UTC. Fire brigade are in attendance, however, vessel still has her hatches closed at the moment.

Nicosia, Feb 27 — General cargo *Nadine* that was victim of a fire yesterday morning off Oleron (Charente Maritime) resumed her course and was steered toward the port of La Rochelle accompanied by a tug. According to Commander Jean-Marie Figue, spokesman for the maritime prefecture of Brest, the captain of the ship, Victor Chyzh, the chief mechanic, a member of the crew and a Marine officer were winched on board by helicopter in order to evaluate the situation. The fire was extinguished at the end of the morning and the engines were not damaged; a decision was taken to re-start the engines in order to get the vessel under way to La Rochelle. *Nadine* arrived around 1800, local time, at La Pallice, the port from which she had departed loaded with 1,500 tonnes of paper destined for Morocco. The seven members of the Ukrainian crew are completely safe and healthy. They had been able to evacuate the ship by lifeboats, before being lifted up by a marine helicopter. They will be able to return to the vessel tonight while awaiting the opening of an inquiry that must determine the origins of the fire. The vessel was last inspected on May 22. — Lloyd's List Correspondent.

NICO (Norway)

Stavanger, Feb 27 — General cargo *Nico* is still lying in Hoylandsbygd. Understand vessel to be broken up this summer

ORION B. (Malta)

London, Feb 27 — Following received from Coastguard Brixham MRSC, timed 0747, UTC: General cargo *Orion B.* raised anchor at 0725, UTC, and proceeded on voyage to Spain.



P&OSL CANTERBURY (U.K.)

London, Feb 27 — A press report, dated today, states: Technical

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problems with ro/ro *P&OSL Canterbury* (25122 gt, built 1980) have resulted in the cancellation of this morning's sailings on the Dover to Calais route. All other sailings are going to schedule.

SHETLAND TRADER (U.K.)

Lerwick, Feb 25 — General cargo *Shetland Trader* sailed Lerwick Feb 22. — Lloyd's Agents.

SWIFT (U.S.A.)

London, Feb 27 — A press report, dated today, states: Giving up on search and rescue efforts for four missing crewmen in Monday's (Feb 25) tugboat sinking on the Elk River, Coast Guard officers and salvage workers prepared yesterday to raise the vessel from the shipping channel, a task they say will take several days. Strong currents, wind and 43-degree water limited divers in their attempts to prepare the tug to be lifted, said Rit Walling, salvage master for Ellsworth Salvage Co. of New Jersey, which has been hired to hoist the 60-foot vessel. The tug is in 35 feet of water in the channel, forcing the closing of the Chesapeake and Delaware Canal. "We can't dive for more than an hour or two in this water," Walling said. "We need a slack tide. I'd say it'll be sometime this weekend before we're completely set up." Yesterday, two teams of divers explored the stricken tug, feeling their way in almost total darkness at the bottom of the channel. Two-man teams were unable to attach hoist straps to tug *Swift*, which is lying on her starboard side. The captain of the tug, William "Bo" Bryant of Chesapeake, Va., and three deckhands, Bryant's nephew, Justin Bryant of Shallotte, N.C., Ronald Bonniville of Gloucester, Va., and Clarence McConnell, had not been found yesterday, Coast Guard officers said. Two members of the *Swift's* crew were treated at Union Hospital in Elkton on Monday and released. Another was taken to Maryland Shock Trauma Centre in Baltimore but was not listed on patient logs there yesterday. Two others escaped without injury, said Lt. Russ Bowman, the Coast Guard's chief investigator in the case. Coast Guard officials had given up the underwater search for the four missing crewmen, but a Coast Guard helicopter and airplanes hired by the tug's owner, Norfolk Dredging Co. of Chesapeake, Va., continued to sweep the area. The Coast Guard has ordered all 12 surviving crew members on the tug and dredge rig to undergo drug testing, a routine procedure in an accident in which fatalities occur, Bowman said. Steve M. Newton, personnel and safety director for Norfolk Dredging, said the company was sending heavy cranes that salvage workers will need to raise the vessel. Coast Guard investigators, divers and salvage workers spent the day developing a salvage plan that will take into account winds, the tide and currents in the half-mile-wide section of the Elk River. Planners have to consider the environmental impact of raising the tug, which was leaking diesel fuel, and get the plan approved by various agencies, he said. Once the plan is approved, raising the vessel will take a day. Workers from the Maryland Department of the Environment continued to monitor the area for pollutants yesterday. Art Mayfield, an emergency response worker for the department, said a rainbow sheen of diesel fuel was visible on the surface yesterday, but much less than had been there the day before. Workers from the department placed a boom lined with absorbent material at the scene yesterday as a precaution. The tugboat accident has closed a vital shortcut to the port of Baltimore, forcing some commercial vessels to make a more costly trip up the Chesapeake Bay to reach the port. Coast Guard officials knew of only one vessel that was scheduled to use the canal yesterday, but the number of vessels affected could be higher because many of them make alternative plans without notifying transportation officials. Typically, the canal is used by two to three cargo vessels a day.

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WESTWIND

London, Feb 27 — A press report, dated Feb 26, states: The U.S. Coast Guard, Oregon Department of Environmental Quality and its cleanup contractor, Foss Environmental, have been working to contain an oil spill from a fishing vessel (fish *Westwind*) that ran aground in the Yaquina River near Toledo, Ore, on Feb. 23. When the 52-ft vessel ran aground about two miles downstream of Toledo, the U.S. Coast Guard placed 95 feet of absorbent boom in the river around a portion of the vessel. Morning of Feb 24, DEQ and its contractor, Foss Environmental, placed a containment boom around the vessel, and absorbents were placed inside the containment boom to pick up any fuel escaping. An unknown amount of diesel oil spilled into the river before the leak was stopped, according to DEQ. Yesterday morning the vessel was floated and pulled into a nearby boatyard for repairs. Cleanup crews continue to manually remove remaining diesel.

WINTERSET (Marshall Islands)

London, Feb 27 — Following received from Coast Guard San Juan, timed 1445, UTC: General cargo *Winterset* (14156 gt, built 1979), 23 crew on board, reported a fire in her engine-room in lat 15 21N, long 64 50W at 0600, UTC, this morning. Crew abandoned into lifeboats and were then picked up by tank *Saraband*. Carbon dioxide was released and fire was extinguished. All crew returned to *Winterset* about 1345, UTC, and are attempting to restart engine. Vessel currently disabled.

ROUTE, PORTS & SERVICES

First China Cargo Ship Sails to Taiwan

TAIPEI, Taiwan (AP) — A Chinese cargo ship sailed into a Taiwanese harbor on Wednesday, the first to make the trip since Taiwan last year lifted a five-decade ban on direct shipping to its outlying islands from China.

The voyage came on the first day after the Chinese Lunar New Year holiday. It was seen by some Taiwanese officials as a new goodwill gesture by Beijing.

The two sides separated amid civil war in 1949, and democratic Taiwan has resisted Beijing's repeated demands to unify with the communist mainland.

In January 2001, Taiwan ended the ban on direct shipping between China and the Taiwanese-controlled islands of Kinmen and Matsu, which are close to China's southeastern coast.

Taiwan lifted the restrictions without negotiating with China, which has insisted that the Taiwanese also end a ban on direct shipping and flights between China and the main island of Taiwan, separated by the 100-mile-wide Taiwan Strait.

Until Wednesday, China has not allowed its cargo ships to sail directly to Kinmen and Matsu, though a few ships carrying Chinese tourists have made the voyage. There's also a bustling trade in smuggled goods between the two sides.

The ``Zhong Zhou," or Central Continent, was carrying several tons of sand from a port in the southeastern Chinese city of Xiamen, about six miles from Kinmen. Taiwanese officials ignited a string of firecrackers to celebrate the ship's arrival.

The captain did not speak to reporters, and Chinese officials and state-run media did not immediately comment on the voyage.

Following Taiwanese regulations, the ship lowered the official Chinese flag on its mast before it entered the harbor.

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Kinmen County Commissioner Lee Chu-feng welcomed the ship and told ETTV cable news that its arrival at the start of the Lunar New Year was a sign of goodwill from China.

“This is the result of our efforts over the past year and the government's support. This is an even greater start” to the year, Lee said.

New North Sea ferry

Northern Holland is gearing up for the introduction of a new ferry service between Ymuiden and Great Yarmouth in England. The service is seen as a contribution to the growth of business and tourism traffic between Dutch and English regions. The project is intended to be carried out between 2002 and 2005. Measures will need to be introduced to accommodate the ferry service well in both port cities and to promote goods traffic by rail and inland shipping.

Geest Ireland and Norfolkline to expand their Irish operations

Effective 12 March, 2002, Geest Ireland Ltd and Norfolkline are to extend their joint container service linking Rotterdam and Drogheda in the Irish Republic to include a weekly call in Belfast. Furthermore, the two companies will offer a direct weekly service from Drogheda and Belfast to Grangemouth in Scotland.

As a further consequence of this service change, Geest and Norfolkline will be launching their own weekly container service from Grangemouth to Rotterdam from where both companies offer on-carriage to destinations throughout mainland Europe.

Geest Ireland is a joint venture company between Quality Freight of Dublin and Geest North Sea Line of Rotterdam. Norfolkline is part of the A P Moller Group.

Geest Ireland and Norfolkline launched their Rotterdam Drogheda service in October 2000 with a single 262TEU vessel and added a second 262TEU ship in February 2001. A third ship, the 205TEU Heereplein, was added in October to give the present thrice-weekly sailing frequency.

Now, Heereplein is to be replaced by a larger vessel, the 292TEU IJsseldijk, and the schedule will be amended to include weekly calls at the ports of Belfast and Grangemouth. While two sailings per week will operate on a Rotterdam - Drogheda Rotterdam shuttle basis, the third will follow the rotation Rotterdam Drogheda, Belfast, Grangemouth, Rotterdam. This duty is expected to be shared on an alternate basis between the two 262TEU vessels, Triton Loga and Maria Schepers.

With this new schedule, Geest Ireland and Norfolkline will offer sailings from Rotterdam to Drogheda on Tuesdays, Fridays and Saturdays with return sailings from Drogheda on Mondays (via Belfast and Grangemouth) and on Tuesdays and Fridays directly to Rotterdam.

Belfast will be called every Tuesday and Grangemouth every Thursday. According to Geest Ireland director, Trevor Dumbleton, the new changes are in response to customer demand:

“We chose Drogheda as our Irish port of call because it is ideally suited to serve virtually the entire Irish market. Not only is it just 45km north of Dublin - and congestion-free unlike the Port of Dublin, it is only 110km south of Belfast. However, a number of our customers indicated that they would prefer a direct call in Belfast. With a larger ship now at our disposal, we are delighted to be able to offer this service enhancement.

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"In talks with our existing customers, we identified business which would use a direct link between Ireland and Grangemouth. Now that we have been able to confirm a start date, several customers have given firm commitments to use the service both from Drogheda and Belfast"

Fred Steeneken, general manager container division of Norfolkline, adds:

"Norfolkline already operates a service to Waterford in the south and Drogheda is ideal for Dublin. Belfast is a natural next step to cover the whole of Ireland"

Explaining the new Grangemouth - Rotterdam service, Geest North Sea Line's managing director, Wout Pronk, states:

"Geest already serves the UK East Coast via three ports: Tilbury, Hull and Teesport. We have also been taking space on existing Rotterdam Grangemouth services as an nvo. This places us virtually on the doorstep of every one of our customers throughout the UK mainland.

"This multi-port strategy minimises the distances we need to truck in the UK. Like all intermodal operators, we are faced with rising road haulage costs and a shortage of drivers. Having four East Coast ports offers us substantial flexibility regarding our UK equipment logistics, enabling us to maintain our competitive edge"

Mr Pronk sees this Grangemouth call as an important first step:

"We believe that there is sufficient traffic between Scotland and mainland Europe to justify a more frequent two-way Geest service. We hope that we will be able to confirm additional sailings in the not too distant future"

NAVY NEWS

USS HARRY S. TRUMAN

PORTSMOUTH, Va. (NNS) -- Completing a successful round of sea trials Feb. 26 following its first shipyard six-month maintenance period, USS Harry S Truman (CVN 75) ended the most successful shipyard availability ever held at Norfolk Naval Shipyard (NNSY).

The three-year-old carrier left the shipyard in Portsmouth, Va. ahead of schedule and under budget. The maintenance period, known as a Planned Incremental Availability (PIA), was the first of many the three year-old carrier will see during her planned 50 years of service.

Herdenking ´Slag in de Javazee´ in Haagse Kloosterkerk

Overlevenden van de zeeslag in de Javazee en familieleden van omgekomen opvarenden waren 27 februari in de Kloosterkerk bijeen om te herdenken dat precies zestig jaar geleden deze zeeslag plaatsvond. Minister van Defensie, F. H. G. de Grave en de Bevelhebber der Zeestrijdkrachten, vice-admiraal C. van Duyvendijk, legden een krans. Veteranen uit Australië, het Verenigd Koninkrijk en de Verenigde Staten waren aanwezig als vertegenwoordigers van de geallieerden betrokken bij de slag in de Javazee.

In ons land bevinden zich minder dan vijftig overlevenden van wat in de geschiedenis de grootste zeeslag wordt genoemd waaraan Nederland sinds de tijd van Michiel de Ruyter deelnam. Ongeveer

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duizend opvarenden vonden op 27 februari 1942 een zeemansgraf. Ook de dagen erna sneuvelden nog eens duizend bemanningsleden. Tijdens de plechtigheid las vice-admiraal bd G.G. Hooft een brief voor van Zijne Koninklijke Hoogheid Prins Bernhard. In die brief memoreerde de Prins "de droeve episode en de tragische gebeurtenissen in de geschiedenis van de Koninklijke Marine". Vice-admiraal Hooft zei in zijn openingstoespraak: "Wij vinden nog steeds, en misschien wel steeds meer, dat wij dat offer dat door zovelen gebracht is met een geweldige inzet, niet mogen vergeten." Voormalig hoofdvlootpredikant ds. F. van der Bom sprak in zijn overdenking over het menselijk leed dat velen in die dagen overkwam.

Planned port visits of Dutch warships and Foreign warships in Dutch Ports

Colour code : Submarines NATO Squadrons Fleet Reviews

| | | | |
|-----------|---------------------------|------------|--------------|
| 01 Mar 02 | HNLMS De Zeven Provinciën | F 802 | Portsmouth |
| 01 Mar 02 | BNS Belgica | A 962 | Scheveningen |
| 03 Mar 02 | HNLMS Willem Van Der Zaan | F 829 | Den Helder |
| 06 Mar 02 | FS Georges Leygues | D 640 | Dakar |
| 15 Mar 02 | HNLMS Zierikzee | M 862 | Kristiansand |
| 17 Mar 02 | USS Oscar Austin | DDG 79 | Rotterdam |
| 17 Mar 02 | USS Briscoe | DD 977 | Rotterdam |
| 22 Mar 02 | HNLMS Zierikzee | M 862 | Zeebrugge |
| 24 Mar 02 | USS Mount Whitney | LCC 20 | Rotterdam |
| 30 Apr 02 | HNLMS Vlaardingen | M 863 | Vlaardingen |
| 24 May 02 | HNLMS Harlingen | M 854 | Dordrecht |
| 07 Jun 02 | HNLMS Maassluis | M 856 | Sliedrecht |
| 09 Jun 02 | HNLMS Harlingen | M 854 | Middelburg |
| 28 Jun 02 | HNLMS Tydeman | A 906 | Terneuzen |
| 12-14 Jul | Dutch National Fleet Days | Den Helder | |



AIRCRAFT / AIRPORT NEWS

The space shuttle **Columbia** sits atop launch pad 39A at the Kennedy Space Center as high winds blow cold air into Central Florida February 27, 2002. Columbia has been rescheduled to fly to the Hubble Space Telescope on a refurbishment mission on March 1.

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RIJNMOND WEATHER

vrijdag 1 maart

9 uur 's ochtends:
temperatuur: 4 graden
kans op neerslag: 35%
wind: matig (16 km/u) uit ZW

5 uur 's middags:
temperatuur: 7 graden
kans op neerslag: 25%
wind: matig (12 km/u) uit NNW

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

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>