

## DAILY SHIPPING NEWSLETTER 2002 - 015



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### Operation Enduring Freedom



The Norfolk-Virginia based aircraft carrier **USS GEORGE WASHINGTON** passes through the Suez Canal and approaches the Japan-Egypt Friendship bridge during her southern transit to the Red Sea.

**George Washington** and her embarked **Carrier Air Wing One Seven (CVW-17)** are on a scheduled six-month deployment conducting missions in support of **Operation Enduring Freedom**

## EVENTS, INCIDENTS & OPERATIONS

### Koreans no longer going to sea

THE number of Korean seafarers serving on national flagships has dwindled sharply over the last ten years, according to data compiled by the Korea Maritime Institute and released today. The number has fallen by as much as 70 per cent with only 49,000 Koreans working on domestic carriers by the end of 2001 compared to almost 106,000 in 1990. At the same time the number of foreign crew employed on Korean vessels shot up to 7,000 at the end of 2001 from just 58 in 1991. Fewer Koreans - 5,700 - are now manning foreign ships compared with 36,400 in 1990, the data, compiled under the auspices of Korea's ministry of maritime affairs and fisheries, revealed.

### Italy widens Morocco ferry concern

TENSION is mounting between Italy and Morocco after the ferry Al Salam Boccaccio 98, chartered by Italian tour operator Marini Travels, was boycotted by Moroccan port authorities for the second time in a few days. The Italian transport minister has sent an official protest letter to the foreign affairs ministers of all Mediterranean countries detailing the situation and warning of possible retaliation against Moroccan-flagged ships in Italian ports. On July 9, the Al Salam Boccaccio 98, deployed since June 26 on a new Savona-Tangier route, was again prevented from embarking passengers in Morocco. Marini Travels alleges that the ship's master was also notified of permanent expulsion from Tangier on the grounds that the port is overcrowded. The operator believes the behaviour is intended to protect the monopoly on the Italy-Morocco trade just established by Moroccan state-owned Comanav, whose ferry Marrakech started a similar service from Genoa to Tangier on June 25.

### Abandoned Ukrainians finally paid

MADRAS High Court has brought relief to 31 Ukrainian seafarers stranded on board two ships lying abandoned in Tuticorin port since September 2001. The court accepted payment of \$592,964 in two cheques from a buyer named as Sharjah-based Five Seas Shipping for the 5,657-DWT multipurpose vessel **Alexander** and the 7,428 general cargo ship **White Clipper**. The former owner of the Alexander is unknown, but Fairplay understands both vessels have been operated by Genmar Shipping. The court had ordered the ships' arrest on April 3 as the crew had not been paid for up to 22 months. The crew members' suffering took a tragic turn when one of them became ill and died while being flown home on April 9. Yesterday, the court lifted the vessels' arrest and ordered payment of dues to the crew from out of the sale proceeds, and their safe repatriation.

### Tanker decline cuts Suez revenue

THE SUEZ Canal Authority saw its revenue drop by more than four per cent in the financial year ending in May to \$1.72Bn following a fall in tanker traffic. Statistics released by the Egyptian cabinet information and decision support centre showed a dip of almost 20 per cent in tanker tonnage, from 113.3M DWT to 91.6M DWT, in fiscal 2000-2001. The number of tankers transiting the waterway was down about nine per cent to 2,299. Non-oil tonnage was down marginally at 312.3M DWT, while the number of such vessels fell six per cent. The Authority is seeking to attract back tanker traffic through a \$441M project to deepen the canal to 20 m by 2005, allowing the passage of 250,000-DWT VLCCs. It envisages a depth of 22 m by the end of the decade, accommodating vessels up to 350,000 DWT.

### Search for crew member continues

THE search for the missing crew member of a tanker that caught fire in Singapore waters continues, Singapore's Maritime and Port Authority has said. One of the four injured crew members has been

discharged, while the others are being treated for minor burns. Fire broke out in the engine room of the 1,500-DWT Panama-registered **Onis Pratiwi** 2 km off Singapore's Pasir Panjang container terminal. The vessel, with 12 seafarers and a pilot on board, was heading out to sea when the incident occurred. The engine room had to be flooded before the fire was finally put out, but the vessel sank at the same location. The vessel will be lifted and the cargo transferred, MPA said. The area around the vessel has been cordoned off and anti-pollution craft and equipment have been placed on stand-by, although the MPA said there was no report of any oil pollution.

## Titan Re-Floats Clipper Cheyenne



The **Clipper Cheyenne** which sank alongside the dock at Foynes – Photo Jan van der Klooster ©

On June 3, 2002 the 5,970 dwt, 104m x 20.5m x 4.9m "**Clipper Cheyenne**", sunk alongside the dock at Foynes, Ireland in the pristine waters of the River Shannon, while ballasting to load a floating dredger. The vessel sank in a position alongside and parallel to the quay with the bow of the vessel to seaward, a list to starboard and laid in approximately 11 meters of water at low tide. The tidal range was about 4 meters on spring tides with virtually zero visibility and conditions outside of the hull were further exacerbated by a strong river current. The "Clipper Cheyenne" had 244 tones IFO 180, 36 tones diesel oil, and 11,000 liters lube oil onboard. Immediately upon being notified of the incident, a Titan Salvage Master and Salvage Engineer were dispatched to the scene via a chartered aircraft from Titan's UK Salvage Depot. Soon after arrival Titan was awarded a contract to plug vents to control the escape of hydrocarbons from the vessel. Titan was awarded the re-floating contract on a Lloyd's Open Form on June 5, 2002. Titan quickly began mobilization of equipment & people from their New Haven, UK and Ft. Lauderdale, Florida warehouses. A total of 19 Titan personnel, including Naval Architect, and Diver/salvors were sent to the site. During discussions with the local Harbor Master and Coast Guard, it was decided that the risk of pollution was greater if an attempt to remove the hydrocarbons prior to re-float was undertaken. Therefore it was decided to completely contain the hydrocarbons within the vessel. Various refloating scenarios were evaluated using detailed computer models. The models showed that without any external support the vessel had very little, if any, stability when she left bottom. This lack of stability was the principal challenge for re-floating the vessel. To provide this support it was decided to first roll the vessel to port and then let her lay against the pier during the re-

## DAILY SHIPPING NEWSLETTER 2002 - 015

float. A barge was then attached to the stern of the vessel to provide additional waterplane area during the most critical phases. As an additional effort to improve the stability situation, the crane booms of the CLIPPER CHEYENNE were lowered and removed, thus decreasing the overall center of gravity for the vessel. For the refloat, the vents on the wing tanks were blanked and fitted with blow down fittings and modified vents. To prevent the air from escaping from the ballast tanks, all the valves for the ballast system had to be closed by divers. Pumps were then fitted in the accommodation and foscle areas to give buoyancy up forward and increase the ground reaction aft. The starboard wing tanks were blown down which caused the vessel to roll to port and come to rest against the pier as planned. After further prep, the watertight door to the pump room was opened and the remaining wing tanks were blown down in a calculated and controlled order, bringing the vessel to the surface on Sunday July 7, 2002.

### Intermarine christens vessel

INTERMARINE has christened the **Industrial Crescent** at the ENVC shipyard in Viana Do Castelo, Portugal. Owned by the Jungerhans group of Germany, the vessel is the seventh in the series built by ENVC and will join its sisters in the services of Intermarine between Asia and the US.

Known as the Century Class, each of these vessels is about 8,000 DWT, with a 16.5-knot service speed and two 200 metric ton electro-hydraulic cranes combinable for 400-ton lifts. With a clear hatch opening of 71 metres, box shaped, and adjustable tweendecks.

On its maiden voyage the Industrial Crescent loaded project cargoes in North Europe for the Mediterranean and the Far East, including two 266 metric ton generators and a 190 metric ton turbine for Taiwan.

Yvette Powney, the wife of Brian Powney, Intermarine's vice president technical services, christened the vessel.

## SHIPYARD NEWS

### Indonesians join forces

EIGHT Indonesian shipbuilders this week formalised a consortium aimed at staving off cheaper regional competition, and particularly to securing part of a \$400M Pertamina tanker contract, according to the local press. Shipyards PAL Surabaya, Dok Surabaya, Kodja Bahari Jakarta, Dumas Surabaya, Inggom Jakarta, Duta Marina Indah, Intan Sekunyit Palembang and IKI Ujungpandang have joined forces under the name National Shipyard. The consortium hopes to win a major portion of Pertamina's 38 tanker newbuildings planned over the next six years, and especially to prevent orders going to Chinese yards.

### Manitowoc Marine Launches Tug Ocean Reliance

The Manitowoc Company, Inc. announced the successful launch of the 127-ft. tug, **Ocean Reliance**, the first of two tugs being built at Manitowoc's Marinette Marine subsidiary. When delivered, Ocean Reliance and its sister tug **Coastal Reliance** will be mated with 155,000-barrel, double-hulled petroleum barges, which are currently being constructed at Manitowoc's Bay Shipbuilding subsidiary. Ocean Reliance is powered by 9,280-horsepower engines and is equipped with an Intercon coupling system that will link the ocean-class tug with its 512-foot barge. Scheduled for delivery later this year, both tug/barge units are fully compliant with the provisions of the Oil Pollution Act of 1990 (OPA '90), which mandates that any vessel carrying crude oil or refined petroleum products in U.S. waters must be double-hulled. Both of Vessel Management's new tug/barge units will operate in the Pacific Northwest and are among the largest and most-sophisticated vessels of their type ever constructed in



the United States. Along with these tug/barge units, Marinette Marine is constructing several seagoing buoy tenders for the U.S. Coast Guard and three 310-foot passenger ferries for the New York City Department of Transportation. In addition, it is under contract with the Coast Guard to design and build a new Great Lakes icebreaker that will replace the **USCGC Mackinaw**. Tom Byrne, president of Manitowoc Marine Group, stated: "These vessels continue the long, proud tradition of shipbuilding that launched The Manitowoc Company 100 years ago. This century of success stems from working closely with our customers to assure that they get the high-quality vessels they need. Always on time and always on budget is the formula that guides us everyday in all that we do."

## **ROUTE, PORTS & SERVICES**

### **Bids called for Laem Chabang**

THE Port Authority of Thailand has called for global bids to operate Terminal C-3 at Laem Chabang port. Bid documents will be on sale until July 31, PAT director-general Mana Patram has announced. Bids for the container terminal project will be opened on October 11. The Terminal C3 privatisation project is estimated to cost baht2.2Bn (\$53.M) and is part of the second phase of the expansion of Basin 2, which is budgeted at baht10.4Bn. The C3 terminal would stretch to 500 m and would be able to accommodate a post-Panamax and a feeder ship at one time. The successful bidder would operate the terminal on a 30-year lease, but would be required to bring in port equipment.

### **MISC keeps box option open**

MALAYSIA International Shipping Corp (MISC) has not given up plans to acquire four 7,400-TEU container ships. Chairman Mohd Hasan Marican said the company was still "pondering" over the issue when his attention was drawn to previous reports that MISC had abandoned all plans due to depressed market conditions. Hasan Marican, however, dismissed rumours that the company is planning to place newbuilding orders for four LNG ships to complement its six newbuildings, which are currently on order. "These are sufficient," he said at the release of the company's annual financial results. Over-capacity and depressed freight rates dragged MISC's net profit down to M\$1.3Bn (\$342M) on the back of a turnover of M\$5.8Bn for the financial year ending March 31, 2002. Net profit for the previous fiscal years was M\$1.7Bn. An spokesman also indicated that MISC has no intention to reconsider its decision to pull out of bidding for a stake in Shipping Corp of India despite indications that the government will offer more than 25 per cent shareholding to foreign bidders.

### **Barcas to boost Rio ferry links**

RIO DE JANEIRO ferry operator Barcas has signed an accord with the state governor and the Niteroi mayor for construction of a new ferry terminal in Niteroi, to boost ferry links between Rio and its sister-city Niteroi. According to Barcas, the terminal will cost an estimated \$1M and should be completed by the end of 2003. Three 200-passenger-capacity catamarans will make the 17-minute link at 27 kt. The catamarans are being built at the new Cruzeiro do Sul shipyard in Niteroi owned by Rodriquez Cantieri Navale do Brasil. Barcas's existing cat service between Rio and Niteroi has been temporarily halted because of legal action by competitor Transtur, which claims exclusive rights to the fast-ferry route. Barcas began operating its cat service after its privatisation in 2000, offering cheaper fares than Transtur.

## **Hanjin upgrades China-Europe Express**



HANJIN Shipping has launched its new 4,300-TEU vessel, the **Hanjin Pretoria**, into service in its China-Europe Express (CEX) Service from Xingang in China. This vessel marks the last in a replacement/upgrade of the entire CEX fleet.

The company said the main improvements of the new fleet would be shorter transit times and increased weekly capacity. CEX's new operation structure now consists of eight high speed, large vessels of the 4,300-

TEU class which have completely replaced the former fleet of nine 2,700-3,000 TEU vessels. This series of replacements is a joint operation between Hanjin and Sinotrans and has been ongoing since early 2001. Five of the vessels have been provided by Hanjin, while Sinotrans has contributed three. The CEX fleet upgrade allows Hanjin to offer more competitively priced and enhanced services for its customers, especially in China. For example, travel from Shanghai to Hamburg has been reduced by three days, to 23 days. Operation cost reductions are also an added benefit, the company said.

The new port rotation for CEX replaces Hong Kong with Chiwan (eastbound), and its weekly schedule has changed to Xingang (Tue/Tue), Qingdao (Thur/Thur), Shanghai (Fri/Sat), Chiwan (Mon/Tue), Singapore (Fri/Fri), Hamburg (Mon/Tue), Rotterdam (Wed/Thur), Felixstowe (Fri/Sat), Singapore (Tue/Tue) and back to Chiwan (Fri/Sat). The Hanjin Pretoria, the last in this series of vessel replacements, has a carrying capacity of 4,389 TEU and 58,810 DWT, a length of 282 metres, a depth of 21.5 metres, a width of 32.2 metres, and a speed of 24.3 knots.

## Orlando taken into receivership

STRUGGLING Italian shipbuilder Cantiere Navale Fratelli Orlando has been taken into receivership after its application to a court in Leghorn. The receiver, Vinicio Ferracci, will convene the company's creditors within two weeks. A hearing has been scheduled for September 23 where CNFO's restructuring plan will be discussed. Fairplay understands that the shipyard, which has been run by a workers' co-operative since 1996, is confident of surviving the crisis.

## Fuzhou box volumes rise

CHINA'S Fuzhou Qingzhou Container Terminal (FQCT) achieved a record throughput of 46,000 TEU in June, 36 per cent higher than for the same month in 2001. Volumes for the first six months at the southern China port, which is jointly managed and operated by Singapore's PSA Corp and Fuzhou Port Group, touched 210,000 TEU, a 20 per cent increase over the same period in 2001. The port, which handled 363,000 TEU in 2001 plans to attract "direct calls from main line operators and other services," said FQCT general manager Chan Peng Hong. Volumes are expected to rise further after a new computer system developed by PSA's Dalian BHR Consultancy Services is implemented in the third quarter of 2002.

## NAVY NEWS

### Bender Shipbuilding Secures Contract



**FFG 20 USS Stephen W Groves** departing from Rotterdam after a visit— **Photo : Piet Sinke ©**

Bender Shipbuilding & Repair Co. Inc., Mobile, Ala., is being awarded an \$8,075,500 firm-fixed-price contract for the dry docking selected restricted availability of **USS Stephen W. Groves (FFG 29)**. Work will be performed in Mobile and is to be completed by November 2002. Contract funds in the amount of **\$7,962,443** will expire at the end of the current fiscal year. This contract was competitively procured and advertised in the Commerce Business Daily, with three proposals solicited and two offers received. The Supervisor of Shipbuilding, Conversion and Repair, Pascagoula, Miss., is the contracting activity.

## NAVY DAYS ZEEBRUGGE



The last weekend the navy days in Zeebrugge were held, a lot of foreign warships visited the port of Zeebrugge ,

Left : the Italian  
**L 9894 SAN  
GIUSTO**

**Photo's : Bram Plokker / Ineke de Kok ©**  
**Herewith a photo impression of some foreign ships**



## DAILY SHIPPING NEWSLETTER 2002 - 015

Right: The **M 51 Kursis** which is now sailing for Lithuanian navy, she is the former M 1080 **MARBURG** of the German Navy



Below :  
The Russian training Vessel **SMOLNYY (210)** alongside the Dutch Frigate **Jacob van Heemskerk (F812)**



## Laura Bush Authenticates Keel



Northrop Grumman Corporation's Newport News sector hosted a keel laying ceremony for the second Virginia-class submarine, **Texas (SSN 775)**. Laura Bush is the Ship's Sponsor and served as the keel authenticator for the ceremony. Mrs. Bush authenticated the keel by chalking her initials onto a metal plate. Her initials were then welded and the plate will be permanently affixed to the submarine. "A mighty American submarine deserves a mighty American name," she said. "I can't think of a better name than Texas." Northrop Grumman's Newport News sector is teamed with General Dynamics Electric Boat to build the



## DAILY SHIPPING NEWSLETTER 2002 - 015

first four ships of the Virginia-class. Texas is the second ship of the Virginia-class. "Skilled professionals will forge the newest alloys and technology into one of the most sophisticated ships in the world," said Mrs. Bush. "The Texas will represent America's iron fist, which our country uses to protect our citizens and to help our neighbors and allies around the world." The keynote speaker for the ceremony was U.S. Sen. John Warner of Virginia. Other ceremony participants included Northrop Grumman Chairman and Chief Executive Officer Kent Kresa, Northrop Grumman Newport News President Tom Schievelbein, Virginia Gov. Mark R. Warner, Secretary of the Navy Gordon R. England, Chief of Naval Operations Adm. Vern Clark and Electric Boat President Mike Toner.

## MOVEMENTS VS ROTTERDAM



The Kooren tug **VS ROTTERDAM** new in the Port of Rotterdam - Photo : Jan Simons

## AIRCRAFT / AIRPORT NEWS



The X-45A Unmanned Combat Air Vehicle, or UCAV, technology demonstration aircraft is pictured in flight during its first flight at Edwards Air Force Base, California in this May 22, 2002 photograph

7/16/2002

## Luchtmacht en marine bij 's werelds grootste vliegshow



Vliegtuigen en helikopters van de Koninklijke Marine en Koninklijke Luchtmacht zijn dit weekeinde aanwezig bij de Royal International Air Tattoo in Groot Brittannië. Aan dit grootste luchtvaartevenement ter wereld doen 450 toestellen mee uit 35 landen. De Royal International Air Tattoo wordt iedere twee jaar georganiseerd door het Royal Air Force Benevolent Fund op de vliegbasis Fairford. De opbrengst van het evenement zaterdag (20 juli) en zondag (21 juli) komt ten goede van het sociale fonds voor (oud) militairen van de Britse luchtmacht en hun familieleden.

De Koninklijke Marine stuurt dit jaar een P-3C Orion voor de static show van de Royal Air Tattoo. De luchtmacht neemt aan deze static show deel met een AH-64D Apache, twee F-16's, een Fokker 50 en een Fokker 60. De demoteams van de luchtmacht die met F-16 en PC-7 vliegen, zijn tijdens de acht uur durende vliegshow in de lucht te bewonderen.

Afgezien van de Nederlandse demoteams, nemen ook verschillende andere demoteams deel aan de Royal International Air Tattoo. Dit jaar gaat het om de Red Arrows en Blue Eagles uit Groot Brittannië, de Franse Patrouille de France (alleen zondag), Los Halcones uit Chili, de Italiaanse Frecce Tricolori, Patrouille de Suisse uit Zwitserland en het Spaanse team Patrulla Guila. De Royal International Air Tattoo kent iedere keer ook enkele bijzondere thema's. Dit jaar is er speciale aandacht voor het regeringsjubileum van de Britse koningin Elisabeth II, het geïntegreerde optreden van allerlei typen vliegtuigen en er is onder de titel "Salute to Bomber Crews" in zowel de vliegshow als static show ruimte gereserveerd voor bommenwerpers uit oost en west, uit verleden en heden. Speciaal voor dit onderdeel vliegt een B-2 stealth-bommenwerper tijdens een missie van de V.S. "even" langs de vliegbasis Fairford.

De Britse vliegbasis Fairford ligt ten Westen van Londen halverwege de weg naar Cardiff. De basis is zowel op 20 als 21 juli open voor publiek van half acht 's morgens tot negen uur 's avonds. De entreprijs van het evenement komt ten goede van het Royal Air Force Benevolent Fund.

## Concorde turns back after 'fault'



A British Airways Concorde on a flight to New York had to return and land in London shortly after take-off following a engine problems, BA said.

The British Airways flight BA 001 took off from Heathrow on Monday morning and was one-and-a-half hours into the flight when the captain decided to return to Heathrow as a precaution.

One of the plane's four engines experienced an engine surge - "in layman's terms like a car backfiring", said BA - and the captain took the decision to return to Heathrow.

## **DAILY SHIPPING NEWSLETTER 2002 - 015**

"It is perfectly safe to fly across the Atlantic on three engines," said the spokeswoman, "but obviously not to fly supersonically."

"The 50 passengers were never in any danger and they have now been transferred to a 777 aircraft which will leave for New York at 1635 BST."

### **'Airborne return'**

The plane had taken off from Heathrow at 1105 BST, and arrived back at 1406BST.

BA said the incident was classified as an "airborne return".

Engineers on the ground are now examining the supersonic jet, but British Airways says the problem was caused by a temporary increase in power to one of the engines.

BA stressed that this could happen to any aircraft.

A spokesman said it was "fairly routine" and was not peculiar to Concorde.

Two years ago, an Air France Concorde crashed near Paris, killing 113 people and halting all Concorde flights for more than a year.

Both BA and Air France resumed Concorde flights in November last year.

### **IN MEMORIAM**

Hierbij laat de redactie U weten dat afgelopen zondag in zijn woonplaats Sneek,

### **OPA ( FLIP ) MARKWAT**

Op 90-jarige leeftijd is overleden.

Opa (Flip) Markwat was de vader van Krijna en was tevens een oud werknemer van Smit.