

## DAILY SHIPPING NEWSLETTER 2002 - 023



Number 023 \*\*\*\*DAILY SHIPPING NEWSLETTER\*\*\* Monday 29-07-2002



# Operation Enduring Freedom



A Nice shot made from the deck of the BALMORAL Friday evening whilst enroute Bristol on the river Avon  
**Photo : Chris Jones ©**

## EVENTS, INCIDENTS & OPERATIONS



The **SAIPEM 7000** lifted the PE-K5-PK module from the **SMITBARGE 5** Saturday morning and placed the module on her deck.

The **SMITBARGE 5** was transported back towards Rotterdam by the **EERLAND 20** and the pushertug **MAAS**

Photo : Piet Sinke ©

## CASUALTY REPORTING

### 4 die, 15 rescued as cargo ship runs aground

OSAKI, Kagoshima Prefecture-Four crew members drowned and 15 others were rescued when a Panamanian-registered cargo ship ran aground Thursday night, officials said.

The 36,000-ton **Co-op Venture** came to grief in Shibushi Bay, 300 meters from the shore of Osaki in Kagoshima Prefecture, around 9:40 p.m.

All 19 crew members escaped in a lifeboat, but four were washed overboard and perished.

The victims, three Filipinos and an Indian national, were all male, police said.

The vessel anchored in Shibushi Bay on Wednesday morning to avoid Typhoon No. 9, according to officials of the Regional Maritime Safety Headquarters in Kagoshima

## **At least 30 dead after boat capsizes in India**

NEW DELHI — At least 30 people died when an overcrowded passenger boat capsized in a lake in the southern Indian state of Kerala early Saturday, Press Trust of India reports.

The boat, owned by the Kerala government, was ferrying passengers from Muhamma to Kumarakam when it capsized around 7 a.m., according to the report.

## **Ship Hits Baltimore Dock, Crane Falls**

BALTIMORE (AP) A bulk cargo ship crashed into a dock in the Port of Baltimore, knocking over a 162-foot-high crane and forcing state officials to scramble to control a fuel spill, officials said Saturday.

The Maryland Port Administration crane, which will cost between \$6 and \$8 million to replace, was left a heap of twisted metal, said Jack Cahalan, a spokesman for the state Department of Transportation.

"It looks like a big dinosaur, resting on its side," Cahalan said.

No injuries were reported.

The accident happened Friday night after the 653-foot ship had a failure in its propulsion system, Cahalan said.

"We were lucky in the fact that that berth was not active last night," Cahalan said. "Nor was there any cargo in the vicinity of the crane."

Coast Guard Lt. Comdr. Mark Hammond said the ship's crew was trying to moor the vessel when an apparent mechanical problem prohibited them from slowing down.

The ship appears to have hit the pier and the crane simultaneously, Hammond said. The lower part of the bow struck the cement portion of the pier, breaching the hull.

The 750-ton crane held about 450 gallons of diesel fuel, Cahalan said. About 370 gallons were recovered by early Saturday, said Mike Sharon, chief of the emergency response division at the Maryland Department of the Environment.

Sharon said he saw no evidence of any fuel spilling into the water.

The ship, which was carrying lumber, received minor damage to its bow, Cahalan said. The vessel is owned by Star Shipping Line.

## ROUTE, PORTS & SERVICES

# Profit sinks by half at CP Ships

Results 'excellent' considering tough market, CEO says



LONDON (CP) — CP Ships Ltd.'s quarterly profit shrank by half in the second quarter, but the big shipping company considers the results positive given poor market conditions.

CP Ships, which reports in U.S. dollars, earned \$16 million (U.S.), or 20 cents per share, compared with \$35 million, or

40 cents per share, in the year-ago period.

"Given difficult market conditions, which led many of our competitors to sustain losses, we consider our second quarter \$21 million operating income to be an excellent result," CP Ships chief executive Ray Miles said in a release before markets opened yesterday.

Revenue also fell, to \$651 million, from \$675 million a year earlier.

"Significant new ship deliveries are still anticipated in the second half of this year, mainly for Asian trades, and with continuing uncertainty about U.S. and world economic growth, we are cautious in our outlook," the company said.

"But, in our own trade lanes, volume generally has improved and freight rate declines are expected to slow or reverse. So, we do remain confident that we will be profitable for the year over-all, albeit significantly less than in 2001."

The company's various businesses performed as follows:

? **TransAtlantic**: operating income at \$14 million, down \$4 million from the same period in 2001. Volume was up 5 per cent, mostly from increased imports into North America.

? **Australasia**: operating income \$6 million, down from \$10 million in the second quarter last year. Volume was down slightly, but average freight rates were 8 per cent lower.

? **Latin America**: operating income \$8 million, up from \$7 million for the same quarter last year. Volume was 8 per cent lower

? **Asia**: operating loss of \$10 million, compared with earnings of \$1 million in the same period last year. Heavy losses in the Asia-Europe trade lane were the primary cause. The second-quarter result, although poor, was \$9 million better than the seasonally weaker first quarter.

During the quarter, CP Ships also acquired container-shipping company Italia di Navigazione for \$40 million, which is worth about \$63 million (Canadian) at current exchange rates. The deal received regulatory approval this week and is expected to close in early August, the company said.

CP Ships, a major international shipping company, is incorporated in New Brunswick but the head office is in London.

The company was spun off from Canadian Pacific Ltd. last year when the Calgary-based conglomerate turned its businesses, including Fairmont Hotels and Resorts Inc., Canadian Pacific Railway Ltd. and PanCanadian Energy Ltd., into separate public companies.

## NAVY NEWS

By Charlie Tennant





According to the 'Warship World' weekly news update it has been reported in parliament that **HMS BOXER F 92** and **HMS BRAVE F 94**, both Yarrow's built Type 22 Batch II Frigates paid off under SDR, have been designated for **CINCFLEET High Seas Firing** (i.e. Hulk Targets) in 2003/05

## Russia blames Kursk sinking on torpedo leak

MOSCOW — Leaky torpedo fuel caused the explosions that sank the nuclear submarine Kursk with all its 118 seamen, the Russian government said Friday, closing the books on one of the country's worst post-Soviet disasters.



General Prosecutor Vladimir Ustinov said no one was to blame for the torpedo's malfunction during a naval exercise in the Barents Sea on Aug 12, 2000, and that criminal charges would not be pursued.

Ustinov made the announcements after meeting with Russian President Vladimir Putin, who ordered the prosecutor to inform the Russian public about the cause of the blasts that sank the Kursk.

"The disaster occurred because of the explosion of a practice torpedo inside the fourth torpedo tube," Ustinov said.

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Within two minutes and 18 seconds of the first blast, other combat weapons detonated in a powerful chain reaction of explosions that threw the submarine to the seabed and killed most of its crew.

Russian officials theorized early in the investigation that the vessel was destroyed by a foreign submarine, possibly American or British, or a World War II mine.

But Ustinov said the disaster was triggered by the leak of highly unstable hydrogen peroxide fuel, which contacted kerosene and metal.

"The investigators have decided to close the criminal case since no evidence of crime has been found," Ustinov said.

He denied allegations by some relatives of the Kursk sailors that the crew knew something was wrong with the torpedo. Some Russian media reports claimed the leak occurred because the torpedo had been damaged while being loaded into the submarine.

"There is no evidence and no testimony that the torpedo was dropped" during loading, Ustinov said.

He also insisted the explosion came suddenly as the Kursk was moving close to the surface and preparing for a practice torpedo attack.

He said the recovered ship's log and crew conversation recorders contained no mention of anything awry.

For two years, the Russian government was reluctant to admit that its state-of-the-art submarine was destroyed by an internal malfunction. But earlier this month, a commission investigating the disaster said that was the only possible explanation.

The 23 sailors who survived the initial explosion gathered in the stern of the submarine, but all died within eight hours from carbon monoxide poisoning from fires, Ustinov said.

"Since the submarine was only spotted at 18:15 on Aug 13, there was no chance to save anyone," he said.

The statement was a defense for the government, which has been criticized for missing an opportunity to save the Kursk crew because of its slow and botched response to the disaster.

Putin has been criticized for failing to quickly end his Black Sea vacation when the Kursk sank. The government also was reluctant to quickly accept Western aid while Russian submersibles spent days vainly attempting to hook up to the Kursk's escape hatch.

When the government finally invited foreign divers, they got inside the submarine within a few hours.

The Russian Navy already has pulled from service all torpedoes of the type that exploded. The torpedoes had a higher speed and range than conventional torpedoes powered by conventional electric engines.

The ruined hulk of the submarine was salvaged and lifted off the seabed last fall

## Kursk mothers reject disaster report

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### Relatives say they will appeal to the European Court

Relatives of the Russian sailors who died in the explosion of the Kursk nuclear submarine have expressed dismay at the findings of an official report into the causes of the disaster in August 2000.

The two-year long inquiry - which **Russian TV** says looked at 18 different versions of the event - ruled that a fuel leak in a defective torpedo caused the disaster and the death of 118 crew members.

The report also said that navy commanders could not be prosecuted on criminal charges either for the loss of the ship or the death of the crew as no-one could have foreseen the accident.

The chief prosecutor, Vladimir Ustinov, who presented the report, said relatives would be allowed access to the files but said the inquiry was now officially closed.

But the relatives say they are shocked no-one was directly to blame for the accident.

"The report was done in such a way to imply that the crew was responsible for the disaster," the mother of a crew member who died in the disaster, Galina Eparkhina, told Russian radio.

"We already know that a faulty torpedo is to blame. The question is why it was allowed to be on board in the first place," she said, pulling no punches in apportioning blame.

"I think it was the commanding officers' fault."

She accused the authorities of trying to silence the relatives, and remove them from the Kursk's Arctic base of Vidyayevo "so that we wouldn't ask awkward questions".

"We have become outcasts," she said, adding they had "been forgotten. Nobody is helping us".

### Punishment

The relatives are now demanding that the report be re-examined and say they will appeal to the European Court of Human Rights.

The mother of another sailor, Nadezda Nekrasova, told the radio the relatives "absolutely refuse to accept the theory that the torpedo exploded spontaneously. No, this could not have happened".

She said they had turned to the Mothers' Rights foundation for help.

"We shall wait for the official report to come out and then we shall go to Moscow... We are even ready to take the case to the European Court. Those who are guilty should be punished."

## HMS ATHERSTONE



The British minehunter **Atherstone** has moored at the berth of the sea port of Arkhangelsk. The company of Atherstone is to take part in celebrations of the Russia's Navy Day.



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Guided-missile boats pictured during the naval review in the Amur Bay on Sunday. A total of sixteen Pacific Fleet`s most powerful ships and submarines took part in the naval review held to mark the Navy Day

## MOVEMENT



The **FUNCHAL** departed Saturday afternoon from the Amsterdam Cruise terminal

Photo : Capt Pim de Goederen ©

## AIRCRAFT / AIRPORT NEWS

### Bonaire past regels douane aan na rel

**HAARLEM -** De controles op bolletjesslikkers op de luchthaven van het Antilliaanse eiland Bonaire zijn met onmiddellijke ingang versoepeld. Vliegtuigbemanningen en -passagiers mogen voortaan nog slechts naakt worden onderzocht als de lokale autoriteiten hen ernstig verdenken van drugsmokkel. Dat zegt Denise Jacobs, hoofd justitiële dienst van het Korps Politie Bonaire.

De maatregel volgt op de rel die ontstond na een afgelopen maandag op Bonaire gehouden controle. Daarbij werden twaalf KLM-stewardessen vlak voor vertrek naar Amsterdam bloot onderzocht op drugsbezit.

De directie van de luchtvaartmaatschappij ontstak aanvankelijk in grote woede, omdat bij de controle ook mannelijke beambten aanwezig zouden zijn geweest. Inmiddels spreekt directiewoordvoerder H. Baas echter van een **`misverstand`**. „Eén van de bemanningsleden op de desbetreffende vlucht rapporteerde ons dat bij de controle ook een politieagent(e) aanwezig was geweest. Vanwege die formulering in de schriftelijke verklaring van dat bemanningslid dachten wij dat het ging om een vrouwelijke én een mannelijke agent. Dat blijkt onjuist. Ook zijn onze stewardessen niet inwendig onderzocht. **Eigenlijk is er dus niets gebeurd dat niet mocht.** Maar omdat de controle nogal vergaand was en bovendien in een vies warm hokje werd gedaan, hebben wij toch een officieel protest



ingediend.``

„Onze oude werkwijze is voor sommige mensen kennelijk nogal krenkend. Daarom hebben wij besloten de controles enigszins aan te passen``, zegt Denise Jacobs, tevens plaatsvervangend politiekorpschef op Bonaire.

Begin volgende maand zal, volgens Jacobs, tijdens een bijeenkomst van Antilliaanse justitie- en politiemedewerkers worden bekeken of ook de controles op het ``buureiland`` Curaçao kunnen worden versoepeld.

## SUKHOI-27 CRASH



A Russian **SUKHOI 27 – Flanker** in front of a shelter. **photo : Coll Piet Sinke**



When it lost control and dived into the airfield

The plane had been performing a daring acrobatic display



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And crashed into the stand of spectators bursting into flames



At least 78 people have been killed and more than 115 injured in western Ukraine, when a military aircraft crashed into a crowd of spectators at an air show.

Thousands of people watched in horror as the Russian-made Sukhoi Su-27 jet plummeted from the sky, exploding into flames amongst the crowded stands, in what has become the world's worst air show disaster.



The Defence Ministry has begun an inquiry and said it suspected that engine failure was to blame.

President Leonid Kuchma, who visited the scene at the Skniliv airfield near Lviv, said he wanted to ban air shows of this kind.

He has also dismissed both the air force chief and the commander of the air force division which took part in the show.

The Ukrainian Government has set up a

\$2m fund to help families of the victims, and a national day of mourning will be observed on Monday.

### Ball of fire

About 1,500 people were watching the free air show, part of celebrations to mark the 60th anniversary of a local air force unit.

Witnesses said the jet was performing complex aerobatic manoeuvres before it clipped some trees and another plane, cart-wheeled across the ground and crashed in a huge ball of fire.

The two-pilot crew managed to eject from the aircraft, and were led away badly shaken.

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The plane hit the crowded spectator stands, and scores of bodies were strewn across the tarmac.

The Emergencies Ministry said the number of deaths could rise still further because many of the injured were in critical condition.

There were scenes of panic as parents searched for their missing children.

"I could only grab children and hold on. We were thrown away, and hands and legs were flying all around us," said Zinoviy, one of the spectators.

Bohdan Hupalo, 18, said he dived to the ground and saw the jet race over him, missing him by only a few metres.

"There weren't any survivors among those who fell down late - they were cut down like grass," he said.



### **'Real nightmare'**

President Kuchma broke off his holiday in the Crimea to fly to the scene of the disaster, describing it as "a real nightmare".

He pledged more than \$1.9m from the federal budget in an initial fund for the victims.

"I will see that no family goes without government aid," he said.

Mr Kuchma even announced his intention to ban military air shows completely, saying the air force "need to do their business, not take part in these shows".

He declined to speculate on a possible cause of the crash, but he did say that the equipment might have been exhausted beyond its limits.

"We don't know anything absolutely except that the pilots were the most experienced, of the highest class," the president said.

According to the BBC's Nikolai Gorshkov, the cash-strapped Ukrainian air force cannot afford to buy spare parts for its ageing jets, and President Kuchma said restructuring of the armed services was a priority.

The Soviet-designed Sukhoi-27 is a big long-range air fighter, comparable to the US F-15.

Analysts say that in air shows it has demonstrated an exceptional controllability at high angles of attack.

Aviation specialist Paul Beaver says a disaster such as this could not have happened in western Europe, where crowd lines and display organisations would ensure that, even if something did go wrong, an aircraft would never fly directly into the crowd.

## Koetsjma ontslaat luchtmachtcommandant na ramp

KIEV (ANP) - President Koetsjma van Oekraïne heeft zaterdag na de ramp op de vliegshow bij Lviv de commandant van de Oekraïense luchtmacht ontslagen. Viktor Strelnikov kan vertrekken, nadat er door het ongeluk met een gevechtsvliegtuig zaterdagochtend zeker 78 doden vielen.

Ook de commandant van de 14e luchtdivisie, die de luchtvaartshow uitvoerde, is de baan uitgestuurd, zo heeft een woordvoester van de president laten weten. Bij de ramp stortte een gevechtsvliegtuig van het type Soechoi Su-27 neer op het publiek tijdens het uitvoeren van een manoeuvre. De oorzaak van het ongeluk, waarbij ook meer dan honderd mensen gewond raakten, is nog niet vastgesteld.

Koetsjma bezocht enkele uren na de ramp de plaats van de vliegshow en zei dat er volgens hem een einde moet komen aan dergelijke shows. „Militairen moeten trainen en niet dergelijke vluchten uitvoeren", aldus Koetsjma. Zijn woordvoester bevestigde later dat er al een 'principebesluit' was genomen om vliegshows te verbieden, maar dat er nog niets was vastgelegd.

## Ukraine mourns plane crash victims



Witnesses said the plane stalled before it crashed

Ukrainian President Leonid Kuchma has declared a day of national mourning for the victims of the Lviv air show disaster.

According to the latest figures from the Emergencies Ministry, 83 died and 116 were injured when a fighter jet crashed into the ground while performing aerobatics.

The plane's black box flight recorder has been recovered and an investigation is under way into what caused the accident.

People started laying flowers at churches in western Ukraine early on Sunday.

President Kuchma dismissed the country's air force chief and the commander of the air force division which took part in the show.

Officials say the final death toll is uncertain because the large number of severed body parts has made counting victims difficult.

The plane's pilot managed to eject to safety seconds before the impact.

### Kuchma's grief

President Kuchma cut short a trip to the Crimea to visit the crash site hours after the accident on Saturday.



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Speaking at Sknyliv air base, where the crash happened, Mr Kuchma described the disaster as a "terrible tragedy, a real nightmare".

He ordered the head of Defence and Security Council, Yevhan Marchuk, to lead a government commission investigating the crash.

Prosecutors are also examining the possibility of pressing charges over the disaster.

Mr Kuchma said he would make about 10 million hryvnias (\$1.9m) available to the victims' families and declared Monday a day of national mourning.

### Devastation

About 1,500 people were watching the display at the air base when the accident happened.

Video film of the crash shows the plane - a Russian-made Sukhoi Su-27 - clip tree tops before hitting the ground and exploding as it cartwheeled along the runway.

Many people did not have a chance to escape and were killed or injured by burning wreckage and flying debris.

"We started to run when we saw the plane falling," said one spectator, who had gone to the air show with his nine-year-old daughter.

"If we hadn't we'd be among the dead now."

Bodies and severed limbs lay strewn around the air base, as shocked survivors stumbled around looking for lost relatives and friends.

Witnesses said the plane stalled moments before it ploughed into the ground.



Kuchma fired the head of the air force



The Su-27 has been in service since 1985 and observers say the Ukraine military has been short of cash for maintaining the Russian-built jets.

Photo :

Coll:Piet Sinke

## **Court sides with KLM to halt costly strike**



Top : a Boeing 747-400 of the KLM taking off from Schiphol – **Photo : Piet Sinke ©**

AMSTERDAM, July 27 (Reuters) - A court ruled on Saturday that 200 engineers of KLM Royal Dutch Airlines must return to work after their strike disrupted a busy holiday weekend and cost the airline 15 million euros (\$14.8 million).

The Dutch flag carrier, which can hardly afford a financial setback as it seeks to recover from an industry-wide slump following the September 11 attacks, was forced to cancel 22 of 43 intercontinental flights out of its main hub at Amsterdam's Schiphol airport on Saturday.

Nearly half of 35 flights to European destinations were also cancelled.

As many as 6,000 travellers were stranded in Amsterdam and 8,000 to 10,000 transit passengers were turned away at other airports. KLM also planned to cancel 16 to 17 intercontinental connections scheduled to take off before 1400 local (1200 GMT) on Sunday.

"The judge has ruled in our favour. If the employees refuse to return than we will be able to claim monetary damages from them," KLM spokesman Hugo Baas said.

KLM engineers began a "wildcat strike" not sanctioned by their unions on Saturday morning to demand 40 percent wage increase next year to match their U.S. peers.

The action crippled KLM's fleet as aircraft were not allowed to depart without being signed off as safe by the technicians.

The strike played havoc with KLM's schedule on one of the holiday season's busiest weekends. Over 140,000 passengers were expected to pass through Schiphol, one of Europe's largest airports, between Friday and Sunday.

"You cannot expect our schedule to return to normal tomorrow. There may be many delays," Baas said.

The carrier said it was able to place most of the stranded travellers in local hotels.

The court, which held an emergency session on Saturday evening, agreed with KLM that the strike was illegal because it had not been sanctioned by any recognised unions. The airline's management is scheduled to begin holding official negotiations with union representatives in September.

Employee representatives were not immediately available to comment.

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KLM recently began adding new flights to its schedule as it saw a pickup in business after difficult months following the September 11 hijacked airline attacks in the United States.

The technical ground crew held a similar one-day strike a year ago, affecting some 4,500 passengers before KLM management and labour unions agreed to conduct a survey of technicians at other airlines to see if KLM workers were underpaid.

The study found that the wages of KLM's engineers trail those of their U.S. peers, but on the average are higher than the salaries of their European counterparts.

### .... SHIP OF THE DAY ....

## SMITWIJS TYPHOON

Photo's / text : Piet Sinke ©



The **SMITWIJS TYPHOON** was build during 1976 by Van der Giessen at Krimpen a/d IJssel under yard number 907 under the name **TYPHOON** together with her sistership **TEMPEST** for Bureau Wijsmuller at IJMUIDEN.



Early 1999 the vessels joined SMITWIJS ( a joint venture between SMIT and WIJSMULLER ) and the names where changed into **SMITWIJS TYPHOON** and **SMITWIJS TEMPEST** and are sailing at present under the Dutch flag home ported IJMUIDEN.

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The Lloydsnumber of the SMITWIJS TYPHOON is 77222 and her callsign is PIBY the ship is equipped with 2 STORK WERKSPOOR TM410 engines which develop a total output of 9500 BHP which is good for a bollard pull of 120 tons.





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Length	:	48.1 mtr
Beam	:	13.9 mtr
Draft	:	6.4 mtr
Max Speed	:	14 knots



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