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EVENTS, INCIDENTS & OPERATIONS

Suspect cargo' boxship seized off New York

US FEDERAL authorities have seized a foreign containership in New York harbour on the anniversary of last year's September 11 terrorist attacks, after claiming to have detected "unidentifiable sounds and suspect cargo" onboard, write Rajesh Joshi and Katrin Berkenkopf.

The Liberia-flagged, 1991-built, 2,680 teu **Palermo Senator**, owned by Reederei F Laeisz of Hamburg, was anchored about six miles offshore at press time yesterday, after the US Coast Guard suspected the presence of stowaways and determined that its cargo posed a "potential risk to public safety and security".

The ship had sailed from Valencia in Spain, and had been scheduled to discharge 655 containers in Port Elizabeth in New Jersey.

It was met by the USCG about five miles east of Sandy Hook in the early hours of Tuesday. Amy Thomas, a USCG spokeswoman said this action was in pursuance of the 96-hour notification rule applicable to incoming ships since last year's terrorist attacks. Ms Thomas discounted the timing of the incident, saying such an investigation "could have happened a week ago and could happen next week".

The USCG captain of the port, Craig Bone, in agreement with other federal, state and local agencies, ordered the ship's master back out to sea until the condition of the vessel's cargo could be ascertained.

Morning press reports in New York yesterday had suggested that authorities had detected "low-level radiation" onboard the ship.

Scott Bergeron, chief operating officer with the Liberian International Ship & Corporate Registry, told Lloyd's List that it was premature to make a definite statement, but the registry and the shipowner were both extending full co-operation to US authorities in their investigations.

Nikolaus Schües, managing director of Reederei F Laeisz, was not available for comment.

CASUALTY REPORTING

JOLLY RUBINO

Photos : SMIT Salvage



Richards Bay - The Italian roll-on-roll-off (ro-ro) ship JOLLY RUBINO was still on fire off Richard's Bay on Wednesday morning, said harbourmaster Captain Mike Brophy.

The ship was masked by smoke and occasional flares of flame could be seen from shore as cargo in containers exploded.

Brophy said the Jolly Rubino's 22 crew were successfully rescued by a Portnet Agusta helicopter on Tuesday night.

The rescue began after the port authority received a mayday distress call from the ship at 20:00 on Tuesday.

The ship was on route from Durban to Mombassa, Kenya, and was 25 miles offshore when the fire started in the engine room.

Brophy said the crew told his staff they were abandoning ship as a fire aboard had spread beyond their control.

The first shuttle flight from the ship started about 20:30pm and was completed about 23:30.

The helicopter, which can carry six passengers at one time, lifted the first six crew to a nearby ship.

Later flights went to the Portnet helicopter pad as it was found to be just as quick.

The first six were later lifted off the second vessel.

Brophy said one of the crew was slightly injured.

"I saw him limping away (from the helicopter) last night," he added.

Brophy said that, despite winds gusting at 35 knots, it was a "classic rescue".

"No one went into the water and the rescue services were on the scene fast."

The harbour master said the ship was not a hazard to navigation as the smoke marked its position clearly.

The PENTOW SERVICE is on her way to salvage the ship.



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Smit Marine said: "The anchor handler, Pentow Service, carrying a three-man diving team, departed the port of Durban at 01:00 and arrived on the scene - about 20 miles south of Richards Bay, at 09:00 this morning."



Wolraad Woltemade on the way

"Prevailing weather conditions, with an 8m-9m swell, prevented personnel from boarding the burning Jolly Rubino and the Pentow Service' remains in the vicinity."

A salvage team was also being sent to the ship from Cape Town via Durban and would be airlifted to the area by helicopter.

The company's heavy salvage tug, Wolraad Woltemade, had also left Cape Town and was expected to arrive early on Friday.

The oil-pollution abatement vessel, Kuswag I, sailed from Durban about 09:30 on Wednesday while the oil pollution patrol aircraft, Kuswag VII, would arrive in Durban later in the day to fly regular patrols over the burning ship.

"A salvage plan will be formulated once a full inspection of the vessel has been completed by the Smit Salvage team," said the company.

Latest update from SMIT Salvage :

The **Jolly Rubino** grounded off Richards Bay, still smoke from the tweendeck and weather very bad.

JOLLY RUBINO DETAILS

The vessel is build during 1978 by Sasebo Shipyard in Japan under yard number 263 as HELLENIC EXPLORER, under which name the vessel sailed until 1984 when she was renamed in C.EXPLORER and she was finally renamed JOLLY RUBINO during 1985.

Length = 190 mtr
Breadth = 28.5 mtr
Draft = 11.9 mtr

Two crew missing after tanker fire off China

TWO crew members are missing and feared dead after a small oil tanker ran into rocks off southern China and exploded when a signal flare ignited its cargo, the China Daily said on Thursday.

The **Ningqing Oil 04** sank after spilling its cargo of 950 tonnes of oil into the sea near Shantou in Guangdong province on Wednesday, the newspaper said.

The crew had tried to shelter the Guangdong bound vessel from an approaching typhoon, state media and local officials said.

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The tanker exploded when one of the crew set off a flare which ignited the spilt oil, the officials said.

All 16 crew jumped into the sea when the vessel broke into two parts and sank, the China Daily said.

Fishing boats rescued 14, but there was little hope of finding the two others alive because of the intensity of the fire and the stormy sea, it said.

Eight of those rescued were being treated in hospital for severe burns, it said. Marine officials had also sent rescue boats to contain the spread of the oil spill and no dead fish or other marine creatures had yet been found near the site, it said.

PIA FRONTIER (SOUTH KOREA)

General cargo Pia Frontier (3916 gt, built 1984), laden with 6,110 tonnes of silica sand, sailed Fuzhou at 0745, Sep 6 for Kashima and dropped anchor to avoid Typhoon "Sinlaku" in about lat 27 23N, long 120 53E, off Fuzhou at 0210, Sep 7. At about 2100 the same day Korean Marine Police received a distress signal in approximately lat 26 48N, long 120 59E. At about 0045, Sep 8, a Chinese Search and Rescue Team proceeded to the site but found nothing of the vessel. Due to bad weather conditions at the time, the exact sinking position is unknown up to now. At about 2100, the same day seven (two Korean and five Myanmar) out of a total of 15 crew members were rescued by a Chinese fishing vessel. Seven are still missing to this time and one body was found on Sep 11. The body has not been identified at present.

SHIPYARD NEWS

Austal Sells First Vehicle/Passenger Ferry to C.A.T.S

Austal Limited subsidiary, Austal Ships, has signed a contract with Canadian Transportation Systems (C.A.T.S) for a 282 ft. (86 m) catamaran. The high-speed vessel will provide a new service route between Rochester and Toronto across Lake Ontario, connecting the United States and Canada. Austal Managing Director, Bob McKinnon said the contract has the potential to open more markets for Austal vessels in North America. "This is the first Austal vehicle-passenger ferry for North America and I am certain this vessel will make a strong impression in a market with further potential," McKinnon said. "While diversification remains important to Austal Group performance, our ability to continue to win large orders like this contributes to our international reputation as a market leader for this type of vessel." "This contract comes at a time when the United States Military is seriously considering a range of options involving the use of high-speed vessels and this contract can only serve to further demonstrate the capability of Austal," he said. Due for delivery in August 2003, the vessel will operate at a speed of approximately 40 knots for the two-and-a-half-hour journey and will have the capacity to carry 774 passengers and 238 cars.

Hartland Point Named at Harland and Wolff

The latest vessel to be constructed at Harland and Wolff Heavy Industries Ltd., was officially christened "**Hartland Point**" by Fiona De Pencier, the wife of Mr Theo de Pencier, Managing Director of Bibby Distribution Ltd. Hartland Point is the first of two RoRo ferries under construction by Harland and Wolff for the AWSR Shipping Ltd., as part of the Strategic Sealift Service for the U.K. Ministry of Defense. Along with the 150 invited guests, Primary 6 children from Ben Madigan Preparatory School, St Therese of Lisieux Primary School and Comber Primary School joined in the celebrations as the band of

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the Police Service of Northern Ireland struck up "Congratulations" following the traditional breaking of champagne and three long blasts of the ships horn. Speaking at the ceremony, Bill Alexander, chief executive of Harland and Wolff Group PLC said : "It is highly appropriate that the Naming Ceremony for Hartland Point should be hosted by Bibby Line, a member of AWSR Shipping Ltd. The Bibby family connections reach right back to the very earliest days of Harland and Wolff when, almost as soon as Edward Harland acquired the yard in 1858, the Bibby Line placed an order for three 1,500 gross ton iron steamers. "These vessels, which were named Venetian, Sicilian and Syrian, are listed as Ship numbers 1, 2 and 3 on the orderbook of Harland and Wolff. Today, over 140 years later, we are, in Hartland Point, celebrating the naming of Ship number 1741 in the expectation that it shall be a hugely successful vessel for both AWSR Shipping Ltd and as part of the Strategic Sealift Service. "Following today's naming, we look forward to a successful sea trial and delivery of Hartland Point. A second vessel, to be named Anvil Point, is scheduled for delivery in the first quarter 2003."

ROUTE, PORTS & SERVICES

CP Ships Takes Delivery Of Contship Aurora

CP Ships Limited has taken delivery of the 4100 teu [Contship Aurora](#). It is the second in a series of new containerships being built under the company's \$800 million ship replacement program and the first of three specially designed to carry a high proportion of refrigerated containers. Built by Daewoo in South Korea, Contship Aurora is destined for the Europe-Australasia trade lane where Contship Containerlines, one of CP Ships' seven brands, is upgrading its services with faster transit times, improved frequency and increased ability to serve customers' needs for greater refrigerated capacity. CP Ships is more than halfway through its overall ship replacement program, which remains on schedule. By the middle of 2003, ten new, 13 used and six long-term charters will have replaced ships on short to medium-term charter. This will increase the owned and long-term committed fleet to more than 70% of total capacity from about 30% when the program started in 2000. By owning a higher proportion of its ship fleet CP Ships can reduce operating costs over the medium and long term and improve the availability of specialized ships, such as the [Contship Aurora](#).

HAMBURG SUD GOES AROUND THE WORLD

German container line Hamburg Sud is joining the revamped round-the-world (RTW) service which is due to step up operations in November.

Last month, P&O Nedlloyd said it would become the third line to take part, following in the footsteps of France's CMA CGM and CP Ships unit Contship.

Subject to regulatory approval, the eastbound and westbound routes will start weekly operations from November with 12 vessels rather than the current eight.

The Australasia to North American legs of the two rotations will replace the Australia/New Zealand to East Coast North America Vessel Sharing Agreement between Hamburg Sud's Columbus Line subsidiary and P&O Nedlloyd.

Columbus will use the rejig to start a new direct service for its customers between Australasia and Europe.

The eastbound RTW leg will link Australasia to the US through the Panama Canal and then progress on to Europe, returning down under through Suez.

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It will operate using 10 new 4,100-teu ships being phased in by P&O Nedlloyd and Contship.

Westbound, the service will use 12 2,100-teu vessels.

One named Hamburg Sud vessel will be used in each direction, the company said, suggesting a slot-buying arrangement.

Hapag Lloyd is also expected to buy slots on both east and westbound routes.

NAVY NEWS

Navy Secretary Assigns New Ship Name

At a ceremony held Saturday, September 7, at 9:30 a.m. aboard the Intrepid Sea, Air and Space Museum in New York Harbor, Secretary of the Navy Gordon England announced his decision to name the fifth ship of the San Antonio class of Amphibious Transport Dock ships, "**New York**," to honor the state, the city and the victims of September 11. The Secretary was joined by New York Gov. George Pataki and many other leaders from the city and state of New York.

French navy to get second carrier



The French government has decided to order a second aircraft carrier for the navy, an outlay of about \$2bn (€2.04bn) that meets President Jacques Chirac's election promise to boost defence spending but will put further strain on the French budget.

Government officials said yesterday that funding for the new aircraft carrier was included in the draft law covering military expenditure between 2003 and 2008 - a document heavily revised since rightwingers defeated the former Socialist-led coalition in presidential and parliamentary elections three months ago.

Spending on military hardware will be increased by more than €1bn a year from current levels, as part of a drive to raise the French defence budget from 1.8 per cent of gross domestic product now to 2.5 per cent in the long term.

The cabinet is expected to approve the proposed legislation next week.

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The new vessel is regarded by military planners as essential if France is to remain a credible international military force. France is without an aircraft carrier whenever the recently commissioned Charles de Gaulle, the country's sole carrier, is in dock for repairs or routine maintenance.

The Charles de Gaulle, a nuclear-powered ship costing \$3bn, was belatedly deployed in the Indian Ocean as a mobile base for the French contribution to the US-led war in Afghanistan.

So far the government has committed itself only in principle to the new carrier, and has yet to decide whether it should be nuclear-powered or modelled on the two conventionally powered carriers soon to be ordered by the UK.

This cheaper option - the cost would be in the region of \$2bn - is the one being pushed by Thales, the French defence company that is one of the bidders for the UK contract.

In the short-term the government of Jean-Pierre Raffarin, the prime minister, is facing a budget squeeze because it is reducing personal income tax at the same time as increasing spending on defence and law and order.

Faced with sluggish economic growth, France now risks breaching the budget deficit limit of 3 per cent of GDP set by the European Union's growth and stability pact.

Economic data released this week suggest the government will struggle to limit the deficit this year to its latest target of 2.6 per cent of GDP.

President Chirac, however, is determined to bring France's defence capabilities closer to the level in the UK and has already secured cabinet agreement for an extra €908m of defence spending in 2002 alone.

In July a Senate committee was given alarming details about the state of French military equipment. Serge Vinçon, a rightwing senator, said 60 per cent of the army's Gazelle combat helicopters were unavailable for use.

AIRCRAFT / AIRPORT NEWS

Opnieuw stakingen bij Air France

Bij Air France dreigen opnieuw vertragingen als gevolg van een staking van het grondpersoneel. Drie grote bonden hebben opgeroepen het werk neer te leggen, uit protest tegen de privatiseringsplannen van de luchtvaartmaatschappij. Volgens de directie zal de staking niet leiden tot ontregeling van het vliegverkeer, maar de bonden voorzien op sommige vluchten toch vertragingen. Air France werd de afgelopen week getroffen door een staking van piloten, die 17 procent meer salaris eisen. Die acties leidden tot grote vertragingen en een schadepost voor de luchtvaartmaatschappij van 80 miljoen euro.

.... BONGA TRANSPORT



The **BONGA** transport passed already the Suez canal as per this date , looking backward a few weeks of this transport the 3 tugs which were towing the Bonga passed coast of Somalia which is heavily affected by piracy at present due to the slow speed of the transport the Coalition forces which are patrolling in the Middle east where asked to keep an eye on the transport.



Airtaken pictures by the Flyboys from the 321 squadron normally based at Valkenburg Naval Air Station.

As can be seen at the pictures the **JOHN ROSS** left the transport due to some troubles

with one of her main engines, the Smitwijs Singapore took over the towing gear of the John Ross for the time being and the John Ross departed for repairs to Djibouti

In the meantime the transport was observed by the Coalition Forces which are represented in that area by a Royal Dutch Navy Orion patrol airplanes based in Bahrain and several frigates, below the German frigate BRANDENBURG kept a close by at the transport



Photo's : Cees Pronk – Master Smitwijs Singapore