

DAILY SHIPPING NEWSLETTER 2002 - 029



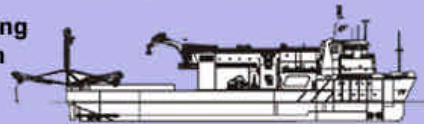
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**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS PACIFIC PRINCESS (EX R3) WILL BE BASED IN SAN FRANCISCO IN 2003



Princess Cruises have announced that their "new" 1999-built **PACIFIC PRINCESS** (ex R3) will be based in San Francisco in 2003 as part of the Alaska fleet. She will offer 11-day roundtrip voyages from May to September. The 688-passenger ship was recently bought by Princess from Renaissance Cruises. The **PACIFIC PRINCESS** will join six other Princess ships in Alaska next summer - **CORAL PRINCESS**, **DAWN**

PRINCESS, **ISLAND PRINCESS**, and **SUN PRINCESS** sailing the Gulf of Alaska route, with **DIAMOND PRINCESS** and **STAR PRINCESS** which will sail Inside Passage cruises from Seattle. **PACIFIC PRINCESS** will be operating on a split deployment, sailing half the year in the Princess Cruises fleet, and the other half for the P&O Cruises Australia brand during their summer cruise season. Following the 2003 Alaska season, the ship will return to the French Polynesia region to join her sister ship **TAHITIAN PRINCESS** (ex R4), with a series of sailings beginning on October, 2003.

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The Coast Guard Cutter **Escanaba**, a 270-foot medium-endurance cutter based in Boston, enforces a safety zone around the **M/V Palermo Senator**, as an inspection team boards the cargo ship from a small boat six miles off the shore of New Jersey, September 12, 2002. The multi-agency command, which includes the Federal Bureau of Investigations, the U.S. Coast Guard, U.S. Customs Service, NY/NJ Port Authority, and the Department of Energy, released the Palermo Senator, a 708-foot Liberian-flagged container ship, September 13, 2002 after inspectors determined the ship, its crew and its cargo posed no threat to public health and safety.

CASUALTY REPORTING

JOLLY RUBINO



The freighter Jolly Rubino grounded near a protected wildlife area on the South African coast has ruptured its fuel tanks and begun to leak oil, officials involved in the salvage operation said September 13, 2002. The Italian-flagged Jolly Rubino, unmanned and disabled by a raging fire that began Sept. 11, beached on South Africa's northeast coast near a UNESCO world

heritage wildlife site with over 1,000 tons of diesel and fuel oil aboard

Salvors save dog from burning ship

Ship salvors in KwaZulu-Natal have located a dog that was trapped for almost four days on the burning Italian vessel, the Jolly Rubino.

The vessel was abandoned late on Tuesday after the crew failed to extinguish the fire in the engine room which later spread throughout the ship.

The Jolly Rubino's dog was initially believed to have been lost during the evacuation but on Friday afternoon salvors managed to board the burning vessel.

The vessel had been grounded since Thursday after it hit a sandbank some 300m off the shore of the ecologically sensitive St Lucia wetland in KwaZulu-Natal.

SMIT Salvage, the marine services company contracted to salvage the ship, said late on Friday the dog would shortly be airlifted from the ship.

The company said the animal would probably require the attention of a veterinarian as one of its back legs appeared to be injured.

Numerous explosions have been sighted on the abandoned ship, which was carrying some 1 100 tons of fuel oil, 225 tons of gas oil as well as unspecified Class 3 hazardous cargo.

On Friday it was reported that the flagged RO/RO (Roll-on, Roll-off) vessel was showing signs of breaking up, a occurrence that would severely pollute the St Lucia waters.

Wildlife officers had by Friday already sighted a kilometre long oil slick - emanating from one of the ship's ruptured tanks - in the vicinity of the wreck.

The **SMIT salvors**, the first to board the vessel since the wreckage, could only briefly survey it because of temperatures in excess of 400 degrees Celcius in some places on board.

SMIT said their salvors would reboard the vessel on Saturday but that their priority at this stage was simply to get the fire under control.

"Once this has been done, a full inspection of the vessel will be undertaken and a plan for the removal of on-board fuel implemented," SMIT said in a statement.

KZN Wildlife officers, disaster management experts and the Environmental Affairs and Tourism Department have formed a task team to try prevent the expected pollution spread.

Richards Bay Port Master Captain Mike Brophy confirmed on Friday that some 70 containers aboard the Jolly Rubino had fallen overboard.

He said none of them had been spotted but that it could not be presumed that their contents had burned out before they fell into the water.

The Kuswag VII, an oil pollution patrol aircraft is over flying the Jolly Rubino while the salvage tug Wolraad Woltemade and the anchor handler Pentow Service are monitoring it.

SHIPYARD NEWS

A&P Birkenhead Welcomes First Vessel

A&P Birkenhead has drydocked its first vessel since A&P Group acquired the facility in 2001. The vessel involved is a 1,537dwt general cargo vessel **Kay L**, which is owned by German shipping company Reederei M. Lauterjung KG, Emden. The vessel was trading in the Irish Sea area when it suffered rudder problems and had to enter dry dock for repairs. The vessel will undergo some additional general repairs whilst in dry dock. General Manager at A&P Birkenhead, Martyn Drye commented: "Our workforce has moved swiftly to ensure that the dry dock was available immediately ensuring that we maintained an efficient service to the customer. Our engineers are working with the owners Superintendent to ensure the vessel has a speedy return to active service."

ROUTE, PORTS & SERVICES

Maersk to deploy the 6,600 TEU Columbine Maersk

A P Moller, the Danish parent of the Maersk Sealand line, has christened another in a series of its large container vessels with a capacity of about 6,600 TEU, naming her the **Columbine Maersk**.

Built for A P Moller by the Odense Steel Shipyard, the post-panamax ship is equipped with a 12-cylinder HSD-Wartsil Sulzer diesel engine manufactured in South Korea.

Columbine Maersk left for sea trials in the Skagerrak after the naming by Inge Sonne Rosendahl, wife of Oscar Rosendahl, A P Moller's executive vice president and manager of human resources.

The vessel will be delivered in September, and then enter Maersk Sealand's worldwide liner service.

Like her sister ship Cornelia Maersk, she is equipped with an education centre for up to 10 cadets, enabling her to be used as a training ship.

Columbine Maersk is registered in Thyboron and will be commanded by Captain Henrik Larsen, Hornbaek, with Johnny Hovmann Jensen, Svendborg as chief engineer. The vessel will have a crew of 15

Ecu-Line begins direct Antwerp / Montevideo groupage service

ECU-LINE, the Belgian carrier, has introduced a weekly direct groupage service from Antwerp in Belgium to Montevideo in Uruguay, with a transit time of 20 days.

There will also be fixed direct departures to Antwerp, Callao and New York on a fortnightly basis, the company has announced.

Ecu-Line said Uruguay is important within its Latin American network and for the Ecu group although the country is relatively small with a population of about three million, half of them living in Montevideo.

The port of Montevideo lies at the estuary of the Rio de la Plata which flows through five countries

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over a distance of 3,700 kilometres. Because of this, Montevideo is an important link in the transport from and to the hinterland.

Uruguay is also the most central of the four Mercosur trade agreement countries and is also one of the five countries united in the Paraguay-Parana Waterway Connection.

The port has an excellent reputation because it is, like Antwerp, opened 24 hours a day, every day of the year, and it is hardly disrupted by any weather condition

OTAL relocates port operations in Amsterdam



OT Africa Line (OTAL), a specialist West African shipping line, has moved its port operations in Amsterdam from the Ceres Amsterdam Marine Terminal to the USA Terminal, a new deep sea terminal and multimodal distribution centre operated by United Stevedores Amsterdam (USA), a member of the Ter Haak Group and its Amerikahaven facility.

From August, OTAL vessels will call at the USA Terminal, which is located in the Amerikahaven within Amsterdam Westpoort.

OTAL said the move will enable customers to take advantage of the new facilities, such as warehousing, which are fully equipped with modern loading docks for the efficient handling of trucks and trailers.

There are over 500 metres of deep water (13.5 metres) quay and long quays for coastal vessels, with a depth of 7.5 metres. A separate 150 metre long jetty (water depth 4.5 metres) will accommodate inland water traffic.

There are also mobile multi-purpose cranes, with lifting capacities of up to 100 tonnes, for the loading and unloading of cargo, as well as a fast, daily shuttle connecting Amerikahaven to container terminals in Rotterdam, Antwerp and Duisburg.

Vessels on both OTAL's weekly container service and weekly ro/ro service will call at the USA Terminal every seven days en route to West Africa.

MOL orders two middle heavylifters for Asia service

MOL has ordered two new middle heavylifters, with a total crane capacity of 150 K/T, bringing its total number of heavylifters to five.

The new ships, ordered from Shin-Kurushima Dockyard for delivery in October 2003 and January 2004,

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will contribute to meeting the diversified transport needs of plant cargoes around the world, the company said.

Both vessels are 12,000 DWT and have tween decks, two long hatches, two box-shaped holds, and two 75-ton capacity cranes.

The vessels are multi-purpose use, suitable for lifting heavy, lengthy cargoes, steel products, plywood, and other materials, and will serve Asian routes.

However, MOL said they will be deployed mainly for the transport of industrial plant equipment in Asia, where it forecasts an increase in cargo volume in the near future, especially during the construction of a Shinkansen-type bullet train system in Taiwan.

The large cranes and long hatch openings will allow the ships to handle heavy industrial equipment, railroad cars, and other lengthy cargoes safely.

MOL said it will take an active role in the design and construction of these ships, developing the cranes on the vessels in co-operation with both shipbuilder and crane manufacturer, based on the twin-crane design used on conventional vessels to lift heavy cargo by adjusting the crane elevation angle.

The cranes are placed off centre to the port to ensure ample reach. Although the cranes are designed for heavy cargo, they also offer the same speedy loading and discharging as cranes on conventional vessels.

MOL has applied for patents on these unique, innovative cranes, which are adaptable to a wide range of uses and offer high efficiency at a low cost, the company said.

Hapag-Lloyd ups market stakes, orders 4 box ships



HAPAG-LLOYD, the German carrier group, has announced it is taking long-term charters of four large containerships to service the Europe-Asia route, a decision that will double the number of vessels to eight in the 6,750 - 7,500 TEU range by spring 2004.

The carrier line, which operates a fleet of 29, mostly under 5,000 TEU vessels, took delivery last October of the first of four 7,500 TEU ships that are the largest of their kind in the world.

The three remaining units are to follow up to next March, after which Hapag-Lloyd would receive the new acquisitions spread roughly over a year from late 2003, the company said.

The new vessels are 85,000 tonnes, 300 metres long and 40 metres wide, with a service speed of 26 knots. They will operate in the Europe-Asia service of the Grand Alliance, the leading consortium in international liner shipping.

Hapag-Lloyd's acquisition of such scale and time frame runs against the flow of the prevailing

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assessment about world surplus box capacity, but Gunther Casjens, CEO of Hapag-Lloyd Container Line said the line had grown faster than the market in recent years and would continue to do so.

"We are confident that, despite the present downturn, global container transport will continue to grow in the long term," he also said.

"Container transport by sea is growing steadily at between 5 and 6 per cent annually as a result of the general expansion of trade and the continuing containerisation of conventional general cargo."

With the eight new vessels added to it, Hapag-Lloyd's fleet by spring 2004 will total 37 units, 18 of which are identical ships each of 4,900 TEU capacity.

NAVY NEWS

MSC Awards \$400M Contract for LMSR Operation

On August 5, MSC awarded Maersk Line, Limited, of Norfolk, Va., a five year contract that could total \$400 million to operate and maintain eight large, medium-speed, RoRo ships that strategically preposition Army equipment in the Indian Ocean near Diego Garcia. MSC's Propositioning Program has 35 strategically located ships laden with military equipment, supplies and fuel for the U.S. Army, Air Force, Navy, Marine Corps and Defense Logistics Agency. Fifteen ships carry combat equipment and sustaining supplies for the U.S. Army, enough to sustain two Army heavy brigades- up to 8,000 personnel- for up to 30 days.

MOVEMENTS



KNRM haalt man van Blokkendam na zinken boot (vrijdag de dertiende)

Vrijdag 13 september wordt de bemanning van het reddingstation Hoek van Holland om 13.30 uur gealarmeerd met de mededeling dat een zeilboot op de Noorder blokkendam zit en een man overboord. Om 13.35 vaart de reserve reddingboot **Javazee** uit en laat onmiddellijk de reddingboot Bruinvis van reddingstation Ter Heijde alarmeren die ongetwijfeld dichterbij de blokken kan komen. Aan de noordkant van de pier staat op dat moment een polshoogte van anderhalve meter en een Zuidoosten wind kracht 5, het zicht is goed en bedraagt 10 mijl.

Inmiddels zijn ook een boot van de havendienst en een rubberboot van de politie op weg hiernaartoe. De voor ons varende havendienst zag 1 persoon aan de noordkant op de blokken staan en houdt hem in het zicht. De Javazee is rond de pier gevaren om bij de man te komen en te vragen of er meerdere personen aan boord zijn geweest, want het scheepje was al gezonken. De man, een Hoekenees was alleen aan het zeilen toen bij de pier zijn mast brak, de man heeft zijn motortje gestart doch even later sloeg deze af. Ook het anker wat de man probeerde te steken hield het niet zodat het scheepje door de wind tegen de Noorderpier verdaagt.

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De redders hebben de man geadviseerd om over de blokken te klimmen naar de waterwegkant waar nauwelijks golven staan. De inmiddels gearriveerde reddingboot Bruinvis is snel naar de waterweg gevaren waar de man eenvoudig aan boord is gekomen en hierna overgezet op de Javazee. Aan boord van de Hoekse KNRM reddingboot Javazee is de man aan zijn lichte verwondingen geholpen, hier behoefte verder geen ambulance of dokter aan te pas te komen. Totaal een uur later om 14.35 uur was een ieder in de Berghaven en kan de man zijn verlies gaan verwerken.



Met vragen kunt U contact opnemen met **Ron Zegers**, PR-Coördinator, en bemanning reddingboot "**Kapiteins Hazewinkel**"

Van Spilbergenstraat 50. 3151 BZ Hoek van Holland. Tel. **0174-385490** / **06 28118380** (tot 24 uur na actie!)

E-mail: ron.zegers@chello.nl Fax: **0174 - 310903**

De Koninklijke Nederlandse Redding Maatschappij wordt uitsluitend door vrijwillige bijdragen in stand gehouden

DE YI – ZHONG REN 3



Saturday morning the Chinese tug **DE YI** arrived with the large transport barge **ZHONG REN 3** at the river to Rotterdam, the barge was loaded with new build hulls from China, the transport was bound for the Waalhaven in Rotterdam where SMIT Heavy lift will discharge the cargo.

Photo's : Piet Sinke ©



The **ZHONG REN 3** is owned by China Shanghai Salvage Co Shanghai gebouwd in 1976 by Empresa Nacional "Bazan" El Ferrol GT 32521 dwt the Length is 196 m and beam is 46 m. The ZHONG REN 3 is build as the tanker **ALMIRANTE ROTAECHE** for Naviera Vizcaine te Bilbao (92351/174005, 290.6/46.0 m). She is rebuild during 1985 into a floating floating storage tanker off Zhanjiang and re-named renamed **NAN HAI XI WANG**. During 2001 rebuild into a semi sub barge and shortened tp 196 m length and renamed **ZHONG REN 3**.

(Data source : Jan van der Klooster – scheepvaarthoek.nl)

.... AIRCRAFT NEWS

US orders Boeing checks for fault



The United States government has ordered inspections of Boeing 737s flying worldwide, to see if any have potentially defective flight control modules that could make the planes hard to control.

The emergency order by the US Federal Aviation Administration (FAA) gives airlines 10 days to complete the review.

Each plane has two modules regulating hydraulic fluid to the flight control system. A failure of both could make the jetliners difficult to operate, FAA spokesman Paul Takemoto told the Associated Press news agency.

The FAA says it is looking for a recent batch of modules that has a high rate of failure.

Fifteen modules were found to be defective during recent inspections, Mr Takemoto said. None caused an accident.

There are a total of 93 aircraft worldwide with the modules from the bad batch, he added.

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Last month, the FAA warned airlines around the world about a potentially dangerous fault in a batch of fuel pumps for Boeing aircraft.

Mandatory checks on about 1,400 planes, including many 737s, were carried out by US airlines.

.... SHIP OF THE DAY GOLDEN PRINCESS



Left : The **GOLDEN PRINCESS** under construction at the Fincantieri shipyard in Italy



- ? Gross Tonnage: 109,000
- ? Length: 935 feet
- ? Cruising Speed: 22 knots
- ? Guest Capacity: 2,600
- ? 710 staterooms with private balconies
- ? Three state-of-the-art showlounges
- ? An entire deck of mini-suites
- ? Three dining rooms preserve the intimate dining atmosphere
- ? Pizzeria and Southwestern style restaurants
- ? 24-hour indoor/outdoor alternative dining restaurant
- ? Children's and teens' center
- ? Four pools, one with retractable magradome

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- ? Virtual reality center
- ? Health and beauty center
- ? Nightclub 15 decks above the sea accessible by a moving walkway



The **GOLDEN PRINCESS** at anchor offshore Monaco 20-08-2002
Photo's : Piet Sinke ©

