

DAILY SHIPPING NEWSLETTER 2002 - 040



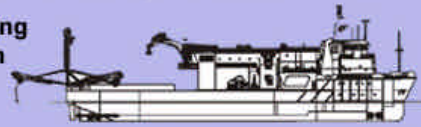
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**Operation
Enduring Freedom**



Lt. West McCall, an F-14 "Tomcat" pilot from Deland, Fla., and Lt. Kimberly Arrington, a Radar Intercept Officer from King, N.C., both assigned to the "Jolly Rogers" of Fighter Squadron One Zero Three (VF-103), test fire a Phoenix air to air missile as part of the annual proficiency test during Exercise Mediterranean Shark. The Phoenix missile is the Navy's only long-range air-to-air missile. It is an airborne weapons control system with

multiple-target handling capabilities. Exercise Mediterranean Shark is a bilateral training exercise conducted in Morocco by a U.S. Marine Expeditionary Unit MEU/SOC (Special Operations Capable), to show the effectiveness of the Marine Air Ground Task Force (MAGTF). George Washington and her embarked Carrier Air Wing Seventeen (CVW-17) are on a scheduled six month deployment and have participated in combat missions in support of Operation Enduring Freedom and Operation Southern Watch

EVENTS, INCIDENTS & OPERATIONS

China: U.S. Ship Entered Its Waters

BEIJING- China contended Thursday that a U.S. vessel violated international law by coming within 200 nautical miles of China's shore, but the Chinese government offered no details about the incident.

The U.S. ship was spotted in the Yellow Sea recently in a location China considers part of its exclusive economic zone, Foreign Ministry spokeswoman Zhang Qiyue said at a press briefing.

But Zhang said she did not know when or where the alleged incursion took place or what complaints were made to the United States government.

"We think it violates the international maritime law and we have made several representations to the U.S. side," Zhang said.

When asked about Chinese media reports that a fishing vessel collided with the American ship, Zhang offered no information.

"The important thing is not the details, but that the U.S. side abide by international laws and stop its activity in China's exclusive economic zone," Zhang said.

A U.S. Embassy spokeswoman said she had seen Chinese news reports about the incident but had no information or comment.

The U.N. Convention on the Law of the Sea stipulates that coastal states "have sovereign rights over the continental shelf (the national area of the seabed) for exploring and exploiting it." It defines the economic zone as stretching no more than 200 nautical miles from a country's shore.

The international treaty does not mention trespassing by a foreign vessel.

The Chinese government often mentions its economic zone but repeatedly refuses to elaborate on what it considers violations and whether that approach dovetails with international practice.

Zhang refused again Thursday.

"This news conference is not devoted to defining it," she said. "The United States should respect China's rights and interests."

However, she took pains to note that relations between Beijing and Washington "have good momentum on the whole."

The alleged incident is especially sensitive since April 2001, when a U.S. spy plane collided with a Chinese fighter jet off the southern island of Hainan. The 24-person American crew was held for 11 days while the Chinese government repeatedly accused the U.S. military of trespassing.

That incident set back China-U.S. relations for several months.

Stolt Offshore vessel brings shards of Erika hull to light

THE Stolt Offshore diving support and supply vessel, [Seaway Eagle](#), has begun work on site over the

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wreck of the Erika on a judicial mission to recover metallic debris from the separated fore and aft sections of the sunken vessel.



A first piece of debris has already been brought to the surface and the second, which lies on the other section of the hull, some 10 km away, is expected to be recovered over the next few days.

The two pieces of debris, which are already detached from the rest of the vessel, are from the vessel's deck and hull and weigh 75

tonnes and 25 tonnes. Once the second piece has been recovered, the two pieces will be taken to the French port of Brest for thickness measurements and metallurgical tests as part of an investigation ordered by the Court of Commerce in Dunkirk, the port where the Erika loaded before its break-up and sinking on December 12, 1999, off the Brittany coast.

The investigation was initiated by TotalFinaElf, charterer of the Erika, days after the loss of the vessel, but, since then, the oil group's application has been taken up by other parties, notably, the Erika's owner, Tevere Shipping, its insurer, Italian classification society Rina, the International Oil Pollution Compensation Fund, the French state and a number of French local authorities.

Four experts appointed by the court were aboard the [Seaway Eagle](#), which is equipped with underwater robots and is being assisted by a second vessel, the [Olympic Commander](#).



News of the new examination of the hull of the Erika has coincided with the publication of leaks from three experts' reports commissioned by Dominique de Talancé, the Paris-based examining magistrate, who is leading the criminal investigation into responsibilities for the loss of the Erika and the pollution it provoked along a 400 km stretch of the Brittany coast.

According to a report in the *Le Figaro*, the three experts have rejected suggestions that the casualty was "unavoidable" and

accused TotalFinaElf, the French authorities and shipmanager Panship of having missed the opportunity to save the vessel by failing to appreciate the gravity of its plight in the hours leading up to

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the sinking. "The gravity of the situation was not appreciated at its real level," said the author of one of the reports. "Important aspects were minimised or covered up by these parties."

TotalFinaElf comes in for particular criticism for having failed to refuse to use the 25-year-old tanker.

One of the experts claims, moreover, that its vetting system was less rigorous than that of its fellow oil company majors.

"The chartering of the Erika was carried out at the limit of internal authorisation validation in the group," he said.

Rina, too, is singled out for criticism. It is accused of having carried out an inadequate inspection of the vessel 18 months before the casualty and of having failed to have its structural deficiencies rectified.

As for the Erika's master, Karun Mathur, one of the experts reproaches him for a "handling of the ship which was not suited to the heavy weather and the very difficult sea and swell conditions".

Ms de Talancé has indicated to the parties involved in the investigation that she expects to complete her work a year from now, creating the possibility, according to French commentators, that the case could be brought to court at the end of next year or early in 2004.

CARLA COSTA



Carla Costa Built in Dunkirk France 1952 as the French Line's Flandre, Later sold to Epirotiki Line renamed Pallas Athena. Declared a total loss after a fire on board on March 23rd 1994 scrapped in Turkey.

Picture taken while she was anchored off Granada on January 1986. - **Photo : Jim Gallacher ©**

CASUALTY REPORTING

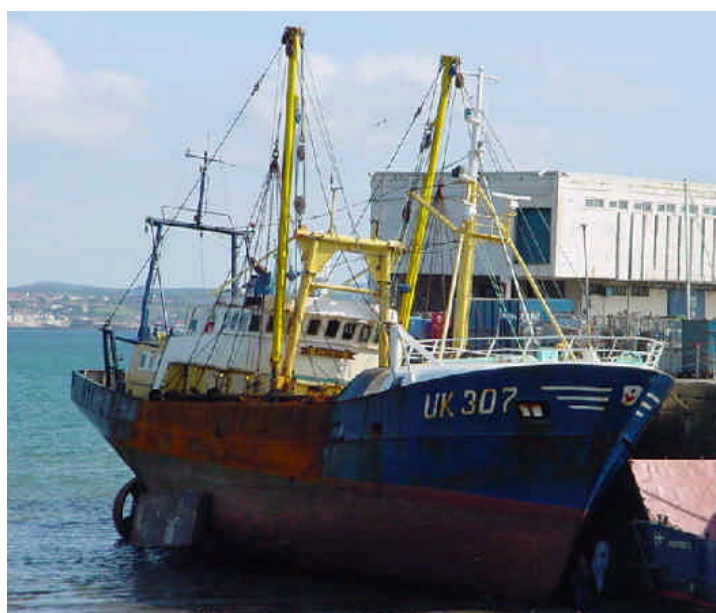
JOLLY RUBINO (ITALY)



The high swell condition being experienced in the vicinity of the grounded ro/ro Jolly Rubino continues to prevent salvage personnel from connecting the oil transfer hoses to the anchor handler Pentow Service and to begin the ship-to-ship transfer operation. It is expected that the current ground swell condition will continue for the next two days, delaying the beginning of the next phase of the fuel removal operation. Pentow Service remains on standby in Richards Bay until required. Salvage personnel working in the engine-room to maintain reduced water levels will connect some oil transfer hoses in this area in the next 24 hours in preparation for the next good weather window during which time it is hoped connection to the [Pentow Service](#) can take place and the ship-to-ship transfer

can begin. The fire onboard, burning Sep 10, is now considered to be smouldering, with highest temperatures at "hot spots" onboard measured at 380 degrees. Working conditions in the engine-room are improving, but salvage personnel continue to use filter masks as a precautionary measure. -- [SMIT Salvage BV](#).

FALMOUTH COASTGUARD ASSIST VESSEL WHICH RAN AGROUND NEAR PENZANCE



Falmouth Coastguard are currently assisting a fishing vessel after it went aground at Lamorna Cove west of Penzance this morning. The Dutch registered vessel '[Jacoba](#)' has four British crew on board and is now hard aground on rocks with its bow out of the water.

The 90ft vessel is holed where it hit the rocks and has a 6ft gash along its port bow. Some diesel has leaked from the vessel, although it is thought that this will probably disperse naturally.

9/26/2002

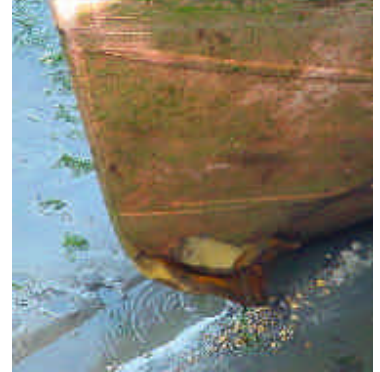
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The vessel reported the incident to Falmouth Coastguard this morning at 7.45 am. The Coastguard immediately requested the assistance of the Pen Lee Lifeboat and two Coastguard Cliff Rescue Teams from Penzance and Lands End. All are currently on scene and standing by. The Coastguard Emergency Towing Vessel (ETV) has also been requested and is expected on scene at lunchtime.

Bob Hurrell, Falmouth Coastguard Watch Manager said:

"The vessel grounded on the rocks on a falling tide, and was pulled off with the next high tide a few hours later and towed into Penzance.

Photo's : Chris Jones ©



SHIPYARD NEWS

SSW in last ditch fight for survival

SSW Fahr und Spezialschiffbau, the Bremerhaven-based shipbuilder, is fighting for its survival.

The yard is in last-minute talks with banks to overcome a severe liquidity shortage. The crisis could also endanger the co-operation with neighbouring Lloyd Werft which was announced earlier this month, with SSW coming under the management of Lloyd Werft.

Lloyd Werft is participating in the talks, trying to hammer out a solution that would allow the co-operation deal to be carried through, without itself being hurt by the problems of its neighbour.

Lloyd Werft was not available for comment; on the announcement of the co-operation plans, though, managing director Werner Lüken had said that SSW was in great need of restructuring.

SSW's banks are close to withdrawing credit lines. The cash is needed to complete a six-ship order for ER Ship-ping, the company owned by Erck Rickmers.

The yard is building a series of six 2,490 teu container vessels for the German owner.

Two vessels have been delivered; the third (ER Cuxhaven) left Bremerhaven for trials yesterday and will be delivered later this month. The others will follow in October, December and May.

SSW had subcontracted three of the hulls to Daewoo Mangalia in Romania. According to German shipbuilding sources, the first hull from Romania, which has been used for the ER Cuxhaven, required extra work at SSW. "This is part of the problem," said one source.

SSW's majority owners are Friedrich Dieckell and Karl Ehlerding, two friends and investors from Bremerhaven and Hamburg respectively. Other owners include its former manager Eckart Knoth and UMB, a group of suppliers which converted claims against SSW from an earlier bankruptcy into equity.

SSW is the successor to Schichau Seebeckwerft, which went bankrupt as part of the Bremer Vulkan shipbuilding group in 1996.

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Commerzbank in particular seems to be taking a rather hard line in the talks, sources said. They see this in connection with the fact that Mr Ehlerding's main business, the diversified holding company WCM, is facing a tough time following the collapse of the stock markets. WCM earlier this year built up a strategic stake in Commerzbank of more than 5.5%, and relations between the bank's management and WCM have been far from friendly. Mr Ehlerding has meanwhile been forced to put WCM up for sale following the slump in Commerzbank's share price.

- Meanwhile, Lloyd Werft has agreed details for the completion of two abandoned hulls — known as Project America at Ingalls Shipyard in Mississippi — for operator Star Cruises, sources said.

ROUTE, PORTS & SERVICES

Cheap VLCC access

The sale price of MOL's [Cosmo Neptune](#) shows just how cheaply you can get into the VLCC market with a 15 year-old unit. The 1987-built 241,000 dwt VLCC was sold for \$13m to Greece's Stealth Maritime. A bit on the small side perhaps, but such vessels have niche markets such as China.

More big scrappers

Another ULCC - this time a small one - has been sold for scrap. National Iranian Tanker Company's [Iran Toubá](#), formerly the [Alamoot](#), delivered in June 1977 from Germany's Bremer Vulkan, has sold to Bangladesh for \$159/ldt. Basis 40,908 tons light displacement that generates \$6.5m gross

Maersk pioneers US-flag boxship service



MAERSK Line, the US-flag subsidiary of Danish shipping and logistics giant AP MØller, will place four modern panamax ships under the US flag next month.

Three of the ships are already in service between the US east coast and the Mediterranean, the Middle East and the Indian sub-continent and the fourth will replace an existing vessel in the trade in October.

The [Maersk Geelong](#), one of the four modern panamax ships to be placed under the US flag.

The four 4,300 teu ships will replace four older and slower 1,500 teu ships under the US flag in what Ken Gaulden, the company's senior vice-president of marketing and government relations, describes as an effort "to better deploy our US-flag vessels".

However, the timing of this reflagging, the size of the vessels, and their area of deployment, are likely to stir speculation that the move is linked to the Bush administration's evident determination to proceed with military action against Iraq.

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Whatever the truth of that, the move is certain to please the US military at a time when Maersk is pressing for increased access to the Maritime Security Programme.

The debate over the renewal of the MSP, under which the US government at present pays subsidies of \$2.1m per ship to 47 US-flag vessels that are available to the military in time of need, is now heating up.

Companies owned by US citizens have priority in bidding for those contracts. Maersk is lobbying hard for US subsidiaries of foreign companies to have equal rights to bid on the existing 47 slots in the programme.

Together with a group of like-minded carriers and unions, it is also pushing to have the programme extended to 20 years, the MSP fleet enlarged to 60 ships, and the subsidy boosted to \$3.5m per ship, indexed for inflation.

As Maersk chairman John Clancey put it yesterday: "We are working hard to remove various impediments that have stifled growth and investment in the US merchant fleet. In this instance, we were successful.

"However, many impediments still remain that must be addressed to ensure that a healthy US merchant fleet is available to support our nation's foreign commerce and national security needs."

For his part, Mr Gaulden insisted that there was "no significance to the timing" of the reflagging move, adding that it had been planned for some time. "Our current US-flag vessels are not being deployed effectively in the US cargo preference trades." This was an attempt to improve that situation, he said.

He added, however, that the US military had long expressed a desire to have US-flag vessels operating in the region, which represented a gap in their area of coverage. "The US military for years now have said this would be a good thing," Mr Gaulden said.

"Four of our eight vessels [in the trade] will now be US-flag."

In a statement, Maersk said it would be "the only carrier operating a direct US-flag service to the Middle East region, which is an important area of the world to many of our commercial and government customers."

The four vessels are the Maersk Missouri, the Maersk Carolina, the Maersk Georgia and the Maersk Virginia, formerly the Gerd Maersk, the Grete Maersk, the Gudrun Maersk — all flagged in Denmark — and the Singapore registered Maersk Geelong.

Two of the ships were built in 1997, one in 1998 and the last this year.

Maersk claims that they will be the most modern containerships in the US-flag fleet.

All four vessels will be crewed by US merchant mariners and enrolled in the MSP.

NAVY NEWS



An **E-2C "Hawkeye"** from the "Tigertails" of Airborne Early Warning Squadron One Two Five (VAW-125) and an **EA-6B "Prowler"** from the "Scorpions" of the Tactical Electronic Warfare Squadron One Three Two (VAQ-132) stand ready on the flight deck at night. The "Hawkeye" is an all-weather, tactical warning and control system aircraft that provides command and control functions for the battle group. The "Prowler" is a twin-engine aircraft used to provide an umbrella of protection for strike aircraft by jamming enemy radar, electronic data links and communications. VAW-125 and George Washington are based in Norfolk, Va. VAQ-132 is based in Whidbey Island, Wa. The George Washington is participating in Exercise Mediterranean Shark during a scheduled six-month deployment, which has included combat missions in support of Operations Enduring Freedom and Southern Watch. Exercise Mediterranean Shark is a bilateral training exercise conducted in Morocco by a U.S. Marine Expeditionary Unit MEU/SOC (Special Operations Capable), to show the effectiveness of the Marine Air Ground Task Force (MAGTF). The MAGTF allows commands to task organized surface and air assets for use in meeting specific ends.

MOVEMENTS

AIRCRAFT / AIRPORT NEWS

EMERGENCY LANDING, HONG KONG



Top : A Cathay Pacific Airbus A340-300 taking off from Hong Kong – [photo : B van Langenberg](#) ©

A press report, dated today, states: A Cathay Pacific aircraft has made an emergency landing at Hong Kong international airport after smoke was detected in the cockpit. Flight CX 507 was carrying 144 passengers and 14 crew from Osaka to Hong Kong, but no one was injured in the drama. The pilot requested an early landing because there was smoke inside the cockpit and near the washroom of the first class cabin, an airline spokeswoman said. The [Airbus A340-300](#), originally scheduled to land at 2130, local time, landed safely just eight minutes ahead of schedule with firemen on standby. An investigation is still continuing into the cause of the smoke, the spokeswoman said.

.... LATEST NEWS

PHOTO OPPORTUNITY

'ANGLIAN PRINCESS' TO SAIL INTO POOL OF LONDON



Top : the new **Anglian Princess** [photo : Bill Davidson](#) ©

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CABINET SECRETARY TO ACCEPT MAJOR INTERNATIONAL QUALITY AWARD ON BEHALF OF MARITIME & COASTGUARD AGENCY

You are invited to send a photographer/reporter to the welcoming reception of the

'Anglian Princess'.

DATE: 30th September 2002 TIME: 11:30 a.m.

LOCATION: BERTH NEXT TO HMS BELFAST

Recently built in China, the vessel is the first Emergency Towing Vessel in the UK to be painted in internationally recognised Coastguard colours. She will be based permanently on standby with three other such vessels sited strategically around the UK coastline to protect the coast and environment.

In August of 2001, the Minister for Shipping, announced the successful contractor for the provision of four all-year round emergency towing vessels (ETVs) for the UK.

HISTORICAL RESCUE TUG RETURNS TO CARDIFF AFTER 30 YEARS



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Top : **Golden Cross** arrives at Cardiff – Photo : Chris Jones ©

Cardiff Harbour Authority 27 Sept proudly welcomed the official escort to HM Royal Yacht Britannia, the Standby Rescue Tug **Golden Cross** to South Wales for the first time in more than 30 years.

The **Golden Cross** will be open to the public at Mermaid Quay, Cardiff Bay, on the weekends of Saturday 28 - Sunday 29 September and Saturday 5 - Sunday 6 October between 10am and 5pm.

The tug is currently under restoration after she was found abandoned and half sunk six years ago. She was saved from the scrap yard by actress Suzie Wong who convinced unpaid volunteers from the Royal Navy, the Merchant Navy and the RNLI to assist her in bringing the vessel back to full operational standard.

During her lifetime, she escorted HM Yacht Britannia on her maiden overseas voyage in the 1950s and on her final farewell voyage in 1997 at the invitation of Buckingham Palace. As a Standby Rescue Tug she has saved over 60 ships, three oil rigs and 300 lives in a series of heroic actions often in hurricane force conditions and was on duty to sound the signal to start the funeral of Diana, Princess of Wales.

The tug also has historical links with South Wales - in 1968 she was renamed Dunheron and registered in Newport where she remained for four years and was often seen working along ports in the Bristol Channel sporting a Welsh Dragon on her front.

The vessel is powered by the world's last running example of a CGL Crossley of Manchester main diesel engine: four cylinder two stroke 882hp. This power has allowed her to tow major HM ships such as King George V, Vanguard, Ark Royal and Achilles plus the classic trans-Atlantic cruise liners Queen Mary, France and United States over the years. The tug weighs 132 tons and measures 24 meters x 7.2 meters x 3.4 meters.

Her skipper, Captain Stuart White, said: "It's great to bring the Golden Cross back to South Wales, and especially to the newly developed Cardiff Bay. She is a wonderful tug with an incredible history - you couldn't have arranged such a life for a tug even if you tried."

Councillor Marion Drake, Cabinet Member (Culture, Sport and Enterprise), said: "Cardiff Harbour Authority is delighted to be able to bring yet another historic vessel to Cardiff, providing the chance for members of the public to visit the boat and enjoy the attractions of the Cardiff Waterfront.

This visit is providing the foundation for the proposed development of a major heritage attraction focusing on the unsung heroes of the seas and the maritime history of South Wales. The new visitor experience based at the International Sports Village will form an integral part of the Council's Museum development strategy"

The proposed maritime heritage attraction based around the theme of tugs will not only be a haven for maritime enthusiasts but also provide interactive activities with simulators, games and large scale, floating models to accommodate one to two people. The centre would have the potential to provide a major educational resource for South Wales and beyond, with an emphasis on the history and heritage of the Cardiff Docks and other South Wales ports.

As a first step in developing this educational resource, Associated British Ports has given Cardiff Council custody of an extensive collection of historical records, photographs and other artefacts concerning the rise and subsequent decline of the Cardiff Docks. These are in the process of being assessed, catalogued and digitally stored with a view to allowing public access through the development of a website and ultimately the proposed heritage attraction.

RECALL OF SEX TOYS, UNITED KINGDOM

A press report, dated today, states: Ann Summers is recalling 150,000 **Rampant Rabbit** vibrators over safety fears. The chain is calling back the 7ins vibrators sold between May and September after a problem with one of the toys. A woman escaped injury when a latex covering on the base split and "sensual beads" that rattle up and down inside, fell out. Adverts in newspapers ask owners to return their vibrators for a free replacement and if all respond it will lose the firm 4 million pounds sterling.

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

<http://www.scheepvaarthoek.nl>

And the renewed site of the National Tugboat Museum at :

[http:// www.nationaalsleepvaartmuseum.nl](http://www.nationaalsleepvaartmuseum.nl)