

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 05-02-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Falmouth Coastguard on 28th Jan responded to a further emergency call from the vessel **Princess Sarah**, which had been similarly attacked earlier this month by pirates off Somalia. The call came just before 2.00 p.m. which told of a second attack, and that after an emergency call the nearby French warship 'Floreal' had sent a helicopter to assist the merchant vessel.

The pirates saw the helicopter and immediately departed the scene. It was then discovered that the crew on board the **Princess Sarah** had run out of food and water, so all of the personnel were taken off the vessel onto the warship. A further vessel from the parent shipping company was then alerted and was en route for the 'Princess Sarah' and intended to take the 'Princess Sarah' under tow. The initial May Day alert issued by the cargo vessel earlier this month described the vessel being attacked by two pirate gunboats thousands of miles away off the Horn of Africa.

The satellite distress call was taken by Falmouth Coastguard in Cornwall, from the 6,000 tonne **Princess Sarah** off the same coastline. The master of the Greek-owned Rotterdam registered ship reported that he was being fired upon from two speedboats by pirates who ordered him to stop, and attempted to board. But the cargo ship kept going despite being chased by the pirates for an hour, and no one aboard was hurt.

John Rossiter, Falmouth Coastguard Watch Manager said they had alerted International Piracy Centre in Kuala Lumpur, Malaysia.

"We are very pleased to have been able to help as far as possible and to alert all the relevant authorities," said Mr Rossiter, adding: "Our role in life is to look after the welfare of seafarers wherever they may be."

Ship Particulars:

IMO number: 7506974

Name of ship: PRINCESS SARAH

Call Sign: ODTQ

Gross tonnage: 6157

Type of ship: General dry cargo Year of build: 1975

Flag: Lebanon

Registered owner: SEA STAR SHIPPING

Address: Beirut LEBANON

Ship manager: SEA STAR SHIPPING Address: Beirut LEBANON

Alert after tug drags buoy over gas lines

A TUGBOAT ploughed into a five-tonne buoy and dragged it three miles up the Humber over gas pipelines yesterday, in what river pilots claim was the latest incident caused by inexperienced officers. It occurred less than one week since Associated British Ports launched its own pilotage service, revoking the licences of the Humber Pilots and bringing to an end their 500-year history on the river. Veteran Humber Pilots say the incident was "as close to catastrophe as you can get", and claimed it as proof that the controversial new pilots were "a disaster waiting to happen" and not up to the job of navigating huge vessels on the Humber.

Humber Pilots Ltd, the organisation that handled river navigation until a row over terms led to strike action and the end of their contract, said the incident could have had horrendous repercussions.

The ocean-going tug Englishman, with an ABP pilot on board, struck the Number 12 buoy off North Killingholme and dragged both the buoy and its anchoring sinker miles up river to the BP Chemicals jetty at Saltend.

The five-tonne sinker was dragged over the gas pipelines running across the Humber from Paull to Skitter Haven, north of Immingham. The £12,000 buoy will probably have to be recast, having been badly damaged.

ABP's Humber charts show the gas lines running through a "no fishing, no anchoring" zone over Halton Flat with a red warning note which reads: "Gas pipelines contain flammable natural gas under high pressure. Any ship damaging the lines would face an immediate fire hazard. Mariners must not anchor in the vicinity of the lines."

A spokesman for the former pilots said: "This could have been horrendous. Nobody can understand how he hit it, but worst of all, how he dragged it so far over such a dangerous area.

"The natural gas is very volatile and we shudder to think what could have happened."

The former pilots also claim there is growing evidence of discontent among ship owners using the Humber

Stormen teisteren Groot-Brittannië

LONDEN - Zware regen en stormen teisteren opnieuw Groot-Brittannië. Een Franse veerboot, met 17 vrachtwagens en 72 mensen aan boord, is op een zandbank aan de Britse kust gelopen. De afgelopen week eiste het slechte weer, met de ergste stormen sinds jaren, al negen levens.

Volgens de Britse kustwacht werd de **Sardinia Vera** vlak buiten de haven van Newhaven op een zandbank geblazen door de harde storm. De kapitein wist het schip bij vloed weer vlot te krijgen. Niemand raakte gewond. Het schip ligt inmiddels in de haven.

In Ierland zitten 25.000 woningen zonder stroom. Elektriciëns maken overuren. Ook in Noord-Ierland zijn nog zeker 138 woningen afgesneden van stroom. In Cork en Kerry zijn zeer veel bomen omgewaaid. In Devon en Cornwall bestaat gevaar voor het overstromen van de kusten. In Schotland en Wales gelden op veel plaatsen vloedwaarschuwingen. Automobilisten zijn officieel gewaarschuwd, na de dood van twee mannen donderdag toen een boom op hun auto viel in West Yorkshire.

De wind neemt zondag iets af, maar het zal nog dagenlang blijven regenen, verwachten de weerkundigen

Nieuwe actieboot Greenpeace in Antwerpen



De nieuwe campagneboot **Esperanza** van de internationale milieuorganisatie Greenpeace is in primeur te bekijken in de Antwerpse haven. Op zondag 3 februari kunnen geïnteresseerde bezoekers de boot bezichtigen. De boot zal waarschijnlijk als eerste ingezet worden in een actie tegen de illegale houtkap in Europa, waarna hij naar Japan trekt om tegen de walvisvangst te protesteren.

De **Esperanza** is een gewezen brandweerboot die in 1984 in het Poolse Gdansk gebouwd werd voor de Russische marine", aldus kapitein Frank Kamp. De boot kreeg Moermansk als thuisbasis, maar kwam door de problemen in de gewezen Sovjetunie amper in de vaart.

Het schip heeft een maximumsnelheid van 18 knopen of 30 kilometer per uur. Op topsnelheid verbruikt de motor wel enorm veel. Daarom werd een tweede, zuinigere krachtbron geïnstalleerd. De krachtige motor wordt slechts gebruikt als het echt nodig. Bovendien kreeg het schip een milieuvriendelijk koelsysteem en werd een gesloten watercircuit geïnstalleerd. **Zo wordt er nooit vuil water in zee geloosd.** Ook werden verschillende kranen geïnstalleerd om de rubberboten van de actievoerders vlot te water te kunnen laten.

Humber Pilots Dispute Update:



Following this morning's accident when the "Bohinj" collided with the No. 1 berth at the Immingham Oil Terminal, it has been observed that the damage to the berth is extensive, and will render the berth unusable for some time. The vessel "Bohinj" is holed below the waterline, and is currently alongside the Immingham Bulk Terminal with two tugs in constant attendance.

It is estimated that the vessel has taken on in excess of 1,000 tons of river water, which has flooded in through a hole in the vessel's forward part, and this hole is now underwater and not visible. It is indeed fortunate that there was no Oil Tanker alongside the No. 1 berth at the IOT when the collision occurred as there could have been massive oil pollution as a result of the collision. It will be interesting to see who will be held liable for the extensive costs incurred, which could run into millions of pounds. Although the accident happened at 0820 this morning, the local Coastguard Station was still, at 1430, not officially aware of the incident. They were only made aware when the "Grimsby Evening

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Telegraph" rang them and asked for a comment. It is a statutory requirement that after such occurrences, the coastguard should be alerted by either the Port Authority or the ship to the possible dangers.

0820 hours 2nd February 2002. Report received that 35,000 dwt vessel "**BOHINJ**", maximum draft 10.4m, bound for Immingham Dock, in collision with Immingham Oil Terminal No 1. Extensive damage to the Oil Terminal and "BOHINJ" holed below the waterline, taking in water, and asking for emergency berth. Inward VLS "Golden Sea" instructed to abort berthing at Immingham Bulk Terminal and proceed back to the Humber Anchorage. "BOHINJ", original draft 10.4m, told to berth at the west end of the Immingham Bulk Terminal. 0910 hrs - Draft now 11.6m forward and alongside berth, two tugs in attendance, both made fast and pushing up. (Forward moorings slack possibly due to loss of power on forecastle). 1000hrs. Light Float No 23 with no superstructure, towed to Albert Dock, Hull. Reliable information tells us that the vessel "Anund" collided with this float at approximately 2000hrs last night. This float is normally in position about 1Mile east of the Humber Bridge.

Six-month reprieve for seafarers

MALAYSIAN seamen who have not upgraded their certificates to meet the Standards of Training, Certification and Watchkeeping for Seafarers 1995 (STCW 95) provisions now have an additional six months to do so.

The International Maritime Organisation (IMO) has extended the Feb 1 deadline by six months as many seafarers have not yet obtained the necessary requirements.

Marine Department seamen affairs and port division director Captain Abdul Rahim Akob said the IMO decided to extend the Feb 1 deadline because a large number of seamen was still without their proper certifications, which was the case in Malaysia.

"At this point, there are more seamen without proper certification than those who have upgraded their certificates.

"We hope that by giving seamen and shipping companies an extra six months they will use the time wisely and get their certificates upgraded," he said.

During the six-month grace period, port state control officers are only allowed to issue warning notices to seamen and shipping companies that have not complied with the revised IMO ruling.

This means that seamen without proper certification would not be barred from sailing, and shipping companies would not be fined for the next six months.

However, after that, seamen who are found sailing without proper certification would be barred from working on ships, while shipping companies found hiring seamen with no proper certification would either be fined no more than RM10,000, jailed no more than six months, or both, Captain Abdul Rahim said.

The lack of incentive and inability to take time off work to attend the refresher courses are the main reasons why a large number of seamen in Malaysia are still without the upgraded certification.

"There is also the possibility that shipping companies are not taking the STCW deadline seriously.

"With the extension, companies should take the initiative to allow their crew to take time off and get their certificates," said Captain Abdul Rahim, adding that at this point, the deadline for seamen sailing domestically had not changed from Feb 1 2003.

As at Jan 28, only 3,500 out of the more than 40,400 Malaysian seafarers had obtained the necessary certification, according to Marine Department statistics.

Indonesia faced a similar fate, with thousands of seafarers risking being grounded for failing to acquire proper certification.

In a statement, the IMO said the extension was in recognition of the fact that many seafarers had yet to obtain the necessary certification.

It also noted that some flag states have had difficulties in concluding reciprocal agreements recognising each other's certification endorsement.

Critics say the IMO was sending out a mixed message on its resolve to improve maritime safety.

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They said blame could be laid in a number of areas, from seafarers who did not begin the upgrading programmes early enough, to training facilities which were slow to upgrade their programmes and the failure of flag states to adequately support the process and issue proper documentation in a timely manner.

The IMO insisted that the grace period in no way altered the original implementation date and "was simply a pragmatic response to what had become a lengthy administrative process."

The IMO sub-committee overseeing the STCW expressed regret that so close to the end of the transitional period seafarers were reportedly unable to obtain STCW 95 certificates and/or the necessary flag state endorsements.

CASUALTY REPORTING

Rough seas delay salvage

Sixteen Russian sailors were rescued from the **Kodima**



Rough seas and gale-force winds have stopped salvage crews from boarding grounded cargo ship on the Cornish coast.

The 6,000-tonne Kodima, a Maltese-registered ship, ran aground in stormy weather at Whitsand Bay in Cornwall on Saturday night.

The ship's 16 Russian crew members were winched to safety by a Royal Air Force helicopter 12 hours earlier.

A spokeswoman for the Maritime and Coastguard Agency said a new attempt would be made to board the ship later on Sunday

Timber cargo

"The weather is the most important factor in deciding when to start the operation," the spokeswoman said.

"A team will try to board her by helicopter later, and after this they will then look at formulating a plan to refloat her."

Fears that the Kodima could break up and leak fuel oil were eased after experts said it was resting on sand rather than rock.

The ship's cargo of timber was lost overboard and most of it has been washed up on shore.

The ship was loaded with 450 tonnes of fuel oil but there were no signs of leaks, the spokeswoman said.

Experts were liaising with the local authority and other agencies to combat any environmental threat. The Kodima lost her engines early on Saturday morning in huge waves 10 miles off the coast of Cornwall. A three-nautical-mile exclusion zone has been set up around the ship with airspace also restricted up to 1,500 feet.



Salvage team reboards stricken vessel

A salvage team will inspect the Maltese registered cargo ship, **Kodima** today, after she drifted during



stormy weather and eventually ran aground at Whitsand Bay in Cornwall on Saturday. The ship's crew of 16 were all rescued safely. Salvage experts boarded the vessel on Sunday and found that all four holds had flooded but the fuel tanks were secure.

The ship was carrying about 450 tons of fuel oil. Aerial pictures indicated around half a ton of oil that leaked from the ship was dispersing, a spokesman said.

Machinery was transported to the area on Sunday night either to refloat the ship or pump oil reserves ashore.

Police were notified on Sunday to control people removing timber that had floated ashore from the wreck. People are being warned to report their find to the Maritime and Coastguard Agency.

9 saved from sunken ship

ZAMBOANGA CITY — The Navy rescued nine passengers of a sunken cargo vessel yesterday morning after they drifted for days in the Sulu Sea, officials said, adding that search and rescue operations were continuing for dozens of others.

The survivors were among some 70 people who went missing when the wooden-hulled vessel **ML Sugar Diane-Z** sank Jan. 28 off Pangutaran Island, 50 nautical miles northwest of Sulu, when its engine failed amid rough weather.

Navy Lt. Rolito Rodriguez, operations chief of the Naval Forces South, said the survivors were fished out of the sea before noon yesterday and immediately rushed to a hospital in nearby Bongao island.

He said the Navy has widened its search for more survivors, even as they have yet to determine if there are females or minors among the rescued.

He said reports they received was that only 13 people were listed in the **ML Sugar Diane-Z's** manifest, but the Armed Forces Southern Command indicated there were 70 people who boarded the ferry in Tawi-Tawi bound for Zamboanga City with its cargo of copra.

The excess passengers did not bother to register in the ship's manifest.

The ill-fated cargo vessel was carrying 700 sacks of dried coconut meat or copra, when its engine sputtered and giant waves lashed its hull.

Vietnam rescues crew of sinking ship

(HANOI) Vietnamese officials have rescued all 19 crew members aboard a Singaporean-registered cargo ship that sank off Vietnam's coast, an official said.

The 19 Indonesian crew members were rescued from the sinking **Uni Raya Glory** by two Vietnamese rescue ships, said Vu Dinh Bac of the Nha Trang Port Authority. The ship, which was carrying 4,916 cubic metres of timber from Singapore to China, sank in Van Phong Bay, just 5 km from the coast and about 55 km from Nha Trang, he said.

SHIPYARD NEWS

Kvaerner and Aker join forces

Kvaerner, the international oil services, engineering and construction, and shipbuilding Group, has agreed with Aker RGI Holding to establish a jointly owned shipbuilding management company. Together, the two groups own 12 shipyards in Europe, and one in the USA and Brazil. These yards have a total of some 13,500 employees -- with combined revenues of NOK 20 billion.

Kvaerner and RGI have on a number of previous occasions stated the intention to merge their respective shipbuilding operations in the future. The parties have, however, agreed to postpone such negotiations until a better assessment of the financial and operational issues have been concluded, and until such time as the value of the operations can be more precisely determined. Both parties agree that substantial synergies can be achieved and that the value of their respective operations will increase through the establishment of a joint management company.

The management company, to be called 'Aker Kvaerner Yards AS', will be owned 50:50 by Kvaerner ASA and Aker RGI Holding ASA, and will become effective from February 15, 2002. The Company will co-ordinate the operation of the yards -- and work to identify and realise synergies. The Company will have a lean staff, and its costs will be divided between the yards. The new Company will be headed by Leif A Langoy, currently CEO of Aker Yards, while Kvaerner's President & CEO, Helge Lund will be Chairman. Hans Petter Finne, currently head of Kvaerner's Shipbuilding business area will continue to work for Kvaerner during a transition period, following which he will leave the Group.

The shipbuilding operations of Kvaerner and Aker combined will have a leading position within several market segments, such as cruise ships, container vessels, Ro-Ro/Ro-Pax vessels, and offshore service vessels. Taken together, the shipbuilding operations will rank top among European shipyard groups in terms of revenue, and fourth in the world. The combined order reserve for the 14 yards currently comprises some 80 vessels -- with a total value of about NOK 35 billion.

The combination of resources under a single management will open opportunities for effective utilisation of capacity, and a long sought-after strengthening of the Group level management resources available to the Kvaerner yards. It is anticipated that synergies will emerge from crossover technology/knowledge sharing, strengthened market capability and reduced procurement costs.

The joint management of the shipyards will not affect the legal or financial structure of the shipyards. Kvaerner's Shipbuilding operations will continue to constitute a separate business area of the Group. Kvaerner and Aker expect that the most significant and immediate synergies can be identified between the German yards -- Aker MTW and Kvaerner Warnow Werft. In order to realise these synergies quickly, the management company has been asked to present a proposal for a combination of the two yards to the parent companies, later this year.

Immediate synergies are anticipated at the Kvaerner Philadelphia Shipyard. An exchange of skills, and

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further initiatives in connection with the current training programme utilising additional experienced personnel, will help to realise further improvements in the yard operations

BMT provides more details of Caspian Sea OSV

British Maritime Technology's (BMT) subsidiary BMT SHIPDESIGN has provided more details of the contract it has won to design a revolutionary multi-role oil field support vessel. Designated SWIMSS (Shallow Water, Ice Management, Supply and Standby) the vessel will be used in the Kashagan field, in the Caspian Sea off the coast of Kazakhstan.

BMT SHIPDESIGN is working with Ulstein Verft AS for the Scottish offshore company BUE Marine Ltd. Preliminary design work began in August 2001 and the vessel will arrive in the Caspian Sea in the middle of November 2002.

There are several design challenges which make this project unique. The water around the Kashagan field is very shallow and, while in the summer the weather is very hot, in the winter the sea freezes over. To account for this the vessel must be able to operate at air temperatures ranging from plus 40° C to minus 30° C, sea temperatures ranging from minus 1°C to 32°C and break ice up to 60 cm thick ahead and 1m astern. The draught must not exceed 4m under normal operation and 2.5m when icebreaking in shallow water.

The building and delivery of the vessel also pose huge challenges for the project team. The entire hull, with the exception of the superstructure, will be built in Poland and will be towed to Ulstein Verft at Ulsteinvik for outfitting. Once outfitted the vessel will be transported through Russia's canal system to arrive in the Caspian Sea in September 2002. Tight project timescales must be adhered to since the canals close for the winter in October each year.

Mike Burkett, Managing Director of BMT SHIPDESIGN said: "This is a very exciting project; not only is the design unique but it is believed that the Caspian Sea will be one of the richest sources of oil in the world in the coming decades. The area currently does not have offshore vessels of this type and is presently only served by smaller vessels, tugboats and barges. We believe that this project will lead to the construction of similar vessels in the future."

Managing Director Gunvor Ulstein of Ulstein Verft AS said: "We are pleased that we have established a relationship to a new customer with good contacts in a new and exciting market through close cooperation with BMT SHIPDESIGN."

ROUTE, PORTS & SERVICES

Referendum over bulkpool haven

Rotterdam _ De vakbonden van FNV en CNV gaan een referendum houden over de nieuwe bulkpool in de Rotterdamse haven. Daarbij krijgen de 41 overgebleven ex-werknemers van het massaoverslagconcern EBS in de stichting HME de keuze of zij in het arbeidsbureau voor de verwerkers van kolen, erts en graan stappen of niet.

„Volgens ons is het verstandig dat wel te doen,” zegt bestuurder G. Molekamp van CNV.

„Het wordt een levensvatbare pool, die over het algemeen ook redelijk positief ontvangen is. Maar het blijft natuurlijk een individuele keuze.”

De havenwerkers krijgen tot volgende week vrijdag de kans om hun stem te laten horen. Het is de bedoeling dat het nieuwe bedrijf op 1 maart van start gaat. Molenkamp erkent dat een enkeling wel eens zou kunnen afhaken. „Bij voorbeeld mensen van het geboortjaar 1946 met een werkende partner of die goed hebben gespaard.”

Het merendeel van de tien HME- medewerkers die niet in de nieuwe bulkpool stappen, vertrekt met een ouderenregeling. „Dat was in het sociaal plan geregeld,” zegt de CNV-bestuurder.

P&O Nedlloyd kiest voor eigen treinen

ROTTERDAM NT - P&O Nedlloyd gaat in geheel Europa, ook in Nederland, zoveel mogelijk met eigen treinen rijden. Daarbij zorgt de carrier, binnen samenwerkingsverbanden als ERS en Boxxpress, zelf voor de transactie. P&O Nedlloyd, dat nu al vierhonderd tot vijfhonderd shuttles per week op de rails zet, streeft naar een groei van 25 procent per jaar in het spoorvervoer.

De eigen treinen worden voor een belangrijk deel ondergebracht bij European Rail Shuttle (ERS), een joint venture met Maersk Sealand. De rederij is druk bezig met het uitwerken van plannen voor de shuttles met eigen locomotieven. Daarmee is ervaring opgedaan in Duitsland, met gehuurde locomotieven. P&O Nedlloyd heeft binnen Boxxpress (een samenwerking van ERS met Eurogate International en Netlog) veel profijt van deze aanpak. Niet alleen de kosten kunnen zo naar beneden, ook de efficiëntie en de kwaliteit van het vervoer zijn ermee gediend, stelt L. Vos, director procurement & equipment Europe. "Al loop je wel een commercieel risico."

De rederij streeft naar een 'agressieve groei' met extra aandacht voor shuttles in Oost-Europa. Uiteraard moet 'Europa' wel een beetje meewerken. De liberaliseringsplannen van de Europese commissie zijn een stap in de goede richting, vindt de rederij. "Maar er moet nog veel gebeuren", onderstreept Vos. "Onze shuttle naar Milaan moet onderweg zes keer wisselen van locomotief. En de gemiddelde snelheid van 35 kilometer is laag. Al is het totale gemiddelde in Europa altijd nog achttien kilometer per uur."

Andere onzekerheden vormen de railinfrastructuur en de mogelijke sociale onrust die de hervormingen met zich meebrengen in landen als Frankrijk en Polen. Weliswaar staat de EU gescheiden beheer van infrastructuur en staatsspoorwegmaatschappijen voor maar in veel landen is dit nog een utopie.

Doorslaggevende rol

Er is volgens Vos nog ruimte voor een verbetering van de efficiëntie met dertig procent op de Europese rails. P&O Nedlloyd kan naar zijn mening de jaarlijkse toename van 25 procent verwezenlijken omdat het volume een doorslaggevende rol speelt in het spoorvervoer. "Wij hebben dat volume. Op die manier kun je zelf de regie uitvoeren en succes boeken," stelt hij. P&O Nedlloyd heeft al een fors aandeel in het Europese railvervoer. ERS is de grootste onafhankelijke intermodale railoperator. Die samenwerking is Maersk Sealand is goed voor circa tweehonderd shuttles per week. De ER-shuttles waren vorig jaar goed voor het vervoer van 305.000 TEU. Hoewel de binnenvaart nog altijd de belangrijkste modaliteit is voor de rederij met ruim veertig procent, komt het spoor bijna uit op eenzelfde percentage.

Het wegvervoer verliest aandeel en komt inmiddels uit op twintig procent. P&O Nedlloyd wist in 2001 zijn containerdoorvoer in Rotterdam op hetzelfde niveau te houden als in 2000.

New container ship named Josephine Maersk



A NEW container vessel for AP Moller has been named at Volkswerft Stralsund GmbH in Germany. Inge Lis Johannesen, the wife of Kjeld Johannesen, CEO of Danish Crown, Denmark, named the yard's newbuilding the **Josephine Maersk**.

The new vessel is the last in a series of four with a container capacity of 2,840 TEU, a length of 216 metres, a width of 32 metres and a draught of 12 metres.

The **Josephine Maersk** is equipped with a seven cylinder MAN B&W diesel main engine, which develops 43,470 BHP (31,920 kW) at 104 rpm and, fully loaded, the vessel reaches a speed of approximately 23 knots.

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The Josephine Maersk will be delivered after completing sea trials early this month and will then enter Maersk Sealand's worldwide liner service.

The home port of Josephine Maersk is Randers, Denmark with John Schlosser as Captain and Otto Knaack as Chief Engineer, along with a crew of 15.

NAVY NEWS

US tightens screw in Med in terrorism war



USS Hayler, right, approaches the merchant vessel Mila during operations in the Eastern Mediterranean

SECURITY measures in the shipping industry continue to be tightened as part of the global war on terrorism.

Stop and search operations against merchant vessels in international waters are clearly being stepped up, with the latest incident involving Tongan-registered Mila in the eastern Mediterranean on Saturday. This is the third raid on a Tongan-flagged ship this year, following the Israeli seizure of gunrunner Karine A.

In response to negative publicity stemming from the Karine A, Tongan officials have suspended the addition of new tonnage to the register while a review of its existing fleet takes place.

According to the US Sixth Fleet, which had been monitoring Mila for several weeks, the ship displayed "suspicious behaviour".

But a US Navy spokesman declined to give any details of what this entailed, on the grounds that it could compromise continuing surveillance operations.

USS Hayler and USS Ross intercepted Mila approximately 80 nautical miles northeast of Alexandria, Egypt. USS Hayler requested and received master's permission to board the 1,280 dwt general cargoship, operated by Amira Shipping of Constantza, Romania.

The master and crew were said to be "compliant and co-operative" throughout the inspection, and were permitted to proceed after the boarding team disembarked.

"The inspections of the cargo, manifest and registration on this vessel revealed no significant discrepancies and there was no contraband discovered," the Navy added.

It was the same story with two Syrian vessels boarded by the US Navy earlier in the week, named as Capten Mohamed and Hajii Rameh.

Unspecified "suspicious behaviour" was cited in both instances, although nothing untoward was discovered on either ship.

Syria has strongly protested against the US action, arguing that the ships were innocently transporting citrus to the Turkish port of Mersin.

The move follows a number of similar incidents in recent months, although most of the ships affected were subsequently given a clean bill of health.

The US is also known to be keeping a close watch on all vessels leaving Pakistan, fearing that al-Qa'eda operatives may use ships to flee Afghanistan for other potential havens. Somalia and the Lebanon top the list of possible destinations.

Meanwhile, the US and Canada have announced plans to share shipping intelligence, as part of a drive to enhance security co-operation on the Great Lakes and St Lawrence Seaway, following reports of suspicious activity since the September 11 outrages.

According to the US Coast Guard, Osama bin Laden's al-Qa'eda network has the maritime capacity to attack several targets on the Great Lakes, such as locks, nuclear installations, bridges and oil refineries.

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James Hall, USCG chief of operations, said: "You don't have to have a big boat to be a weapon of mass destruction. A 30-foot boat would do it."

The USCG is clearly seen as an important weapon in the fight against terrorism, and President Bush has [given the service an additional \\$282m to spend next year](#).



Top : USS HAYLER DD 997 Patrolling the Mediterranean (Photo col : Piet Sinke)

The USCG has also named Frances Fragos-Townsend as its director of intelligence, a job that entails co-ordination of all its intelligence activities.

Ms Fragos-Townsend spent 13 years with the Department of Justice, reporting to the Attorney General as counsel for intelligence policy.

AIRCRAFT / AIRPORT NEWS

BA 'to slash 16,000 jobs'

[BA expected to report poor results](#)

The board of British Airways has approved a plan to cut 16,000 jobs and change the airlines routes and working-place practices, the UK weekend press has reported.



BA will also backtrack on its plans to pull out of Gatwick airport as a hub and make it its base for short-haul and low-cost regional flights, said the Sunday Times and the Sunday Telegraph.

The plans are reported to be the outcome of the airlines 'Future Shape and Size' review which is not expected to be published for at least another week.

But the carrier is expected to release one of its worst ever results on Monday when it unveils an

operating loss of about £200m for the quarter ending December, compared to a pre-tax profit of £65m a year ago.

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Rumours about massive job cuts have been circulating for weeks, with BBC News Online readers sending e-mails suggesting that BA had ordered 15,000 redundancy notices with a printing company in Basingstoke.

No outcome yet

Like many of its rivals, BA was already suffering from the downturn in air travel due to the global economic downturn which was sharpened by the 11 September attacks on the US.

The airline is struggling to return to profitability and is faced with a soaring debt of £6bn, about three times its capitalisation on the stock market.

The eagerly waited 'Future Shape and Size' review is expected to outline chief executive Rod Eddington's revival plans for the airline.

"On Monday the market will not get the outcome of the Future Size and Shape project," a BA spokeswoman said.

"The project team has not yet formally reached their conclusions. The plans will probably be announced in mid to late February," she added.

DELTA MD-11 SKIDDED OF THE RUNWAY IN DUBLIN



Delta flight 129 from ATL skidded off runway 28 AT Dublin Airport Saturday in winds that were gusting up to 55 knots. The main landing gear and nose gear is stuck in the mud and as is evident from this picture, the port engine has been severely damaged by debris. The port wing has also been drenched in mud.

Photo's : Martin O'Connell

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RIJNSMOND WEATHER

dinsdag 5 februari

9 uur 's ochtends:
temperatuur: 11 graden
kans op neerslag: 65%
wind: krachtig (44 km/u) uit ZZW

5 uur 's middags:
temperatuur: 11 graden
kans op neerslag: 35%
wind: krachtig (39 km/u) uit ZW

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

<http://www.scheepvaarthoek.nl>