

DAILY SHIPPING NEWSLETTER 2002 – 054



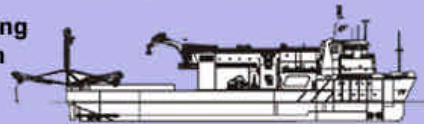
Number 054 ***DAILY SHIPPING NEWSLETTER*** Saturday 12-10-2002

THIS NEWSLETTER IS BROUGHT TO YOU BY :



Smit-Oceaneering Cable Systems
inquiry@socsys.com www.socsys.com

Vessel & ROV operations - Cable & Umbilical Installation - Plowing
Subsea Excavation - Salvage Support - Underwater Intervention
Seismic Support - Cable Burial - Subsea Construction Support
Speciality Tooling & Hardware - Specialized Personnel



**Operation
Enduring Freedom**



EVENTS, INCIDENTS & OPERATIONS

Terror proof on Limburg puts tankers in firing line

FRENCH investigators have confirmed growing fears that tankers have become the latest “soft” target for terrorists after evidence of an attacking boat was found during the first detailed inspection of the French-flagged tanker Limburg yesterday .

DAILY SHIPPING NEWSLETTER 2002 – 054

"We found debris of a boat which obviously does not belong to the tanker," said Jean-Francois Perrouy, noting the debris was made of fibreglass.

He said the French Foreign Ministry would be issuing a communique about the result of the first day of the investigations this morning.

The evidence revealed late last night put paid to theories propounded by Yemeni and US authorities that the blast, that caused the death of one member of the tanker's 25-man crew on Sunday, had been the result of an internal explosion.

Yemeni authorities and the US earlier in the day had already started beating a retreat from their views over the cause of the explosion, saying that a terrorist attack on the vessel could not be ruled out.

"It might have been an arranged and deliberate act, and a meticulously planned one, for that matter," said one Yemeni official on condition of anonymity.

"We are not ruling anything out," said Yemeni transport minister Saeed al-Yafai yesterday afternoon.

The revelation coincided with a report in the pan-Arab newspaper Asharq al-Awsat which said it received a statement from a fundamentalist group in Yemen claiming responsibility for the explosion.

According to the newspaper the Aden-Abyan Islamic Army, a militant group accused of carrying out several bombings and kidnappings of foreigners in Yemen, said it carried out the attack on the tanker to avenge the execution of one of its leaders, Zein al-Abidine al-Mihdar.

The group is believed to have links with the al-Qa'eda terrorist network of Osama bin Laden and was established by Yemenis and other Arabs who fought in Afghanistan against the Soviet Union in the 1980s.

The governor of Hadramout, Abdul Kader Hilal, questioned the claim, saying the group did not have the means to carry out such an operation. He acknowledged, nevertheless, that a member of the group was among those who had been rounded up for questioning.

The terrorist attack signals a change in al-Qa'eda's escalating sea-borne jihad from military to civilian ships, US officials said.

Marine General Peter Pace, vice-chairman of the Joint Chiefs of Staff, outlined the new approach on Monday at a press conference at the Pentagon in Washington.

He told journalists it was likely that al-Qa'eda or other terrorist groups might be shifting away from well-defended naval vessels to softer targets, such as oil carriers like the Limburg.

While Mr Pace conceded there was no "indication per se" of a shift toward soft targets, he nonetheless said "terrorists who prefer to not have to attack hard targets would go after something else, whether that's a ship or a building or something.

"Clearly, the better defended a particular thing is, the less likely it is to be targeted," Mr Pace said.

One US intelligence source was even more specific, telling Lloyd's List: "Al-Qa'eda will go after commercial shipping, probably oil tankers."

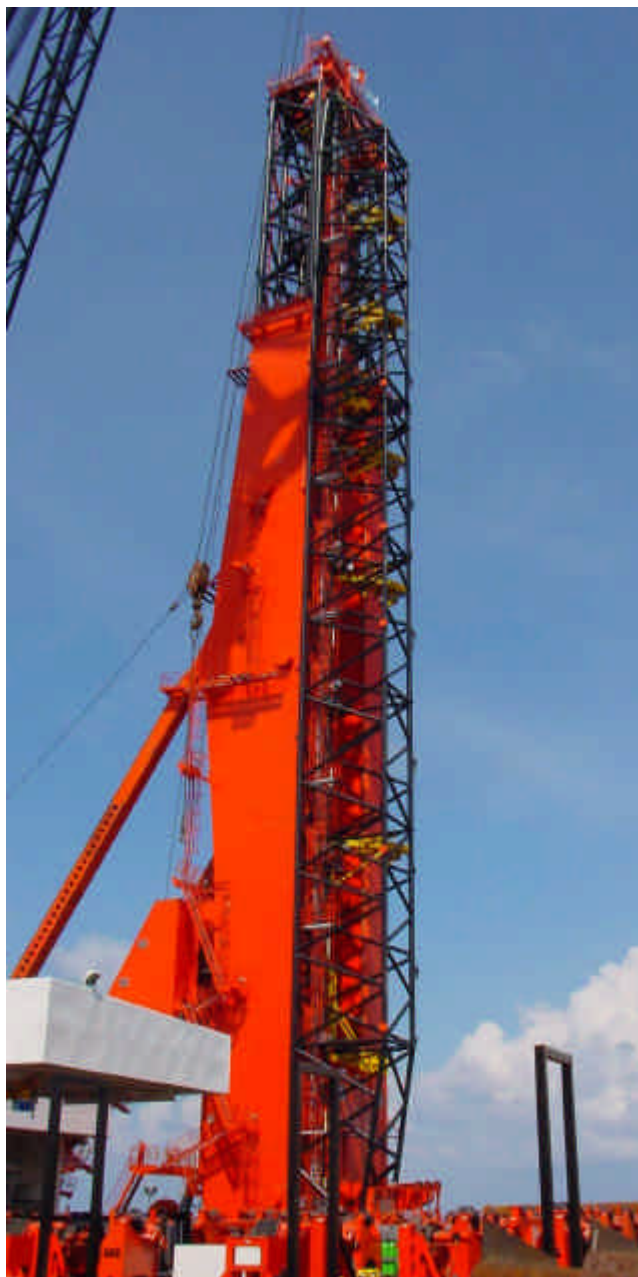
A party of 15 or 16 French, American and Yemeni investigators went aboard the Limburg for the first time yesterday morning. The party comprised seven representatives of French and American security forces — three French and four American, two French marine accident investigators, a French explosives expert, a French pollution expert and four Yemenis.

DAILY SHIPPING NEWSLETTER 2002 – 054

The representative of the owner of the Limburg, Captain Peter Raes, managing director of France Shipmanagers, the shipmanagement arm of Euronav, tanker subsidiary of Belgium's CMB group, was not allowed aboard the vessel, however.

A France Shipmanagers superintendent was, nevertheless, working aboard the vessel with a number of crew members to get vital equipment back into service.

BALDER

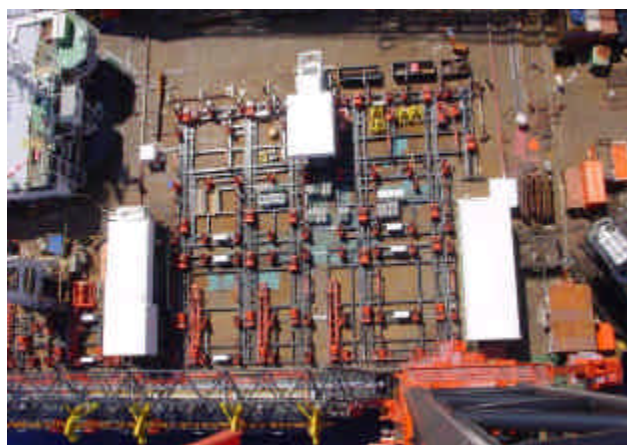


By : Willem Poot – o/b BALDER

The latest pictures of the new J-Lay system onboard the **BALDER** of Heerema.

The old 195 tons tower is replaced by a new tower as can be seen at the pictures with a capacity of 1050 tons.

Below a birds-eye view from out of the top of the new tower looking at the workdeck of the **BALDER**.



CASUALTY REPORTING Crew of

grounded ship to be interviewed later

The Maritime Safety Authority has deferred interviewing **Tai Ping** crew members about how the ship struck rocks and grounded at Bluff Harbour because they are too exhausted and traumatised.



The Hong Kong-registered bulk carrier, carrying nearly 10,000 tonnes of fertiliser, ran aground in thick fog early on Tuesday.

MSA director Russell Kilvington said yesterday that his investigator had taken one look at the crew and decided to back off.

"They were clearly fatigued and traumatised."

Mr Kilvington said the Indian master, Bangladeshi chief officer and remaining 21 Chinese crew were preoccupied with safely getting the 16,000-tonne ship off the rocks.

He was impressed with their diligence and care in discharging the cargo.

"They are an excellent crew ... It is being done very professionally."

The MSA was also satisfied that the expert maritime salvors brought in from overseas were making good progress on plans to refloat Tai Ping.

They were working together to devise the safest way of extricating the ship from the harbour.

The ballast tanks had ruptured in the accident and Mr Kilvington was amazed none of the fuel tanks had been holed.

He did not want the ship moved until the salvors were sure they would not risk further damage.

Mr Kilvington said he was shocked by the attitude of an Australian representative of Fenwick Shipping Services, which manages the Tai Ping, who suggested the ship could have been moved off sooner.

"He expected it to be off the next day ... and criticised the MSA for not allowing the cargo to be dumped into the harbour."

Mr Kilvington said urea in that quantity would have been lethal to the marine environment.

The port at Bluff reopened on Wednesday, with warnings for shipping traffic to take care.

Divers were inspecting the rocky seabed to assess the preferred route out.

Hundreds of tonnes of urea have been removed by barge and transferred ashore. Mr Kilvington said the salvage plan would detail how the vessel would be refloated with precautions to prevent any oil pollution.

Wijsmuller druk doende met berging Franse olietanker

DAILY SHIPPING NEWSLETTER 2002 – 054

IJmuiden - Een bergingsteam van Wijsmuller Salvage bv in IJmuiden is voor de kust van Jemen druk doende met de berging van de Franse mammoettanker Limburg. De brand die door nog onbekende oorzaak het afgelopen weekeind uitbrak in een van de vijftien tanks, is inmiddels geblust.



De bergers hebben ook een aantal vitale systemen op het schip hersteld. Momenteel zijn ze bezig met een inventarisatie van de schade. Daarna willen ze de resterende inhoud van de beschadigde tank overpompen naar een deel van het schip dat nog intact is om te voorkomen dat er nog meer olie in zee stroomt, aldus een woordvoerder van de bergers. Wanneer dat gebeurt, is nog niet bekend. De Limburg was slechts voor een deel geladen met 400.000 vaten ruwe olie. Na een explosie brak brand uit. Waardoor die ontploffing is veroorzaakt, is vooralsnog onduidelijk. De Franse eigenaar sluit niet uit dat er op het schip een aanslag is gepleegd.

De tanker ligt ongeveer twintig mijl uit de kust van Jemen, voor de haven van Mina al Dabah. Wijsmuller heeft inmiddels een ander schip gehcharterd, de **Sheloop**, dat vlak bij de Limburg positie heeft gekozen. Het dient als basisstation voor de bergers. Die zijn de afgelopen dagen ingevlogen vanuit Nederland en Singapore. Het bergingsbedrijf had woensdag al zo'n veertig ton specialistisch materiaal ter plaatse. Een deel daarvan is direct overgebracht naar de Limburg, de rest is opgeslagen op de **Sheloop**.

ALVA STAR (BAHAMAS)

Following received from Piraeus RCC, timed 1105, UTC: C.c. Alva Star remains aground, with bad weather stopping any salvage operations

LCT CHALLENGER (PHILIPPINES)

Tug LCT Challenger which rammed and caused serious damage to the Philippine's longest bridge was detained by the Philippine Coast Guard. The vessel broke loose from its moorings and struck the two-kilometre San Juanico Bridge which links the islands of Leyte and Samar in central Philippines, Sep 22. There were no casualties but resulted in heavy structural damage to the bridge which tilted from the impact. The LCT Challenger which is owned by the Cebu-based Santiago Navigation, Inc. was subsequently held by the Philippine Coast Guard for investigation. The vessel was released on Oct 4 after the owners signed an oath of undertaking promising to appear in court and face whatever charges would be filed against them. The tug which sustained damage to it's hull is now undergoing repairs in a Cebu shipyard. The Department of Public Works and Highways said that Santiago Navigation would be made liable for the damages to the bridge. The Department estimates that it would cost about Pesos25 million (US\$500,000) to repair the bridge. The LCT Challenger was on charter to Cavdeal Construction, one of the subcontractors doing rehabilitation work on the San Juanico Bridge, when the accident happened.

LE JOOLA (SENEGAL)

A press report, dated Oct 8, states: Experts from the United States and The Netherlands are due today to give the Senegalese Government their assessment of plans to tow ashore ferry Le Joola that capsized last month, killing almost 1,000 people. Yesterday, the three maritime specialists visited the site off the Gambian coast. Senegalese Interior Minister Mamadou Niang has said the ship is stuck on a sandbank by its mast and smokestacks. Mr Niang said last week that the government planned to tow the ferry ashore and turn its hull into a memorial for those who died in the worst maritime accident in African history. The minister said the ship would be towed to Kafountine, near Ziguinchor, where the victims' remains would be buried.

SHIPYARD NEWS

MHI to Continue Construction of Diamond Princess



The **Diamond Princess**, which is currently under construction in Mitsubishi Heavy Industries' Nagasaki Shipyard, suffered a major fire on October 1. P&O Princess Cruises and Mitsubishi Heavy Industries have now had discussions following a preliminary assessment of the damage. Both parties confirm that they wish to continue with the construction of the Diamond Princess although there will be a significant delay to the scheduled delivery date. It will take MHI several weeks to complete the examination of the ship and to determine the full extent of the damage to agree a final delivery date. Based on this confirmation, MHI has commenced the preparation work to continue with the construction. MHI has an insurance arrangement of Builders Risk Insurance that covers entire reconstruction work. In addition, the fire incident will not affect the delivery or the construction of other vessels being built at MHI. Based on these conditions, MHI believes that the loss for MHI, which will be incurred from the restoration work, will remain temporal, therefore, will not cause significant adverse impact on the earnings of entire business of MHI. MHI sincerely thanks all the people and parties concerned with this fire incident, including its customers and local communities, for their understanding, cooperation, assistance and support that MHI has received. MHI will conduct restoration work with its greatest efforts, mobilizing other shipyards and factories of MHI, to meet the trust of the customer and the expectation from people and parties concerned, and to secure local employment.

ROUTE, PORTS & SERVICES

China's largest ship launched

THE largest container vessel in China has been launched by Dalian New Shipping Heavy Industry co.(DNS), according to Xinhua News Agency.

The China Shipping Group (CSG) ordered the 5,618-TEU container vessel that can run up to a speed of 26 knots and is 279.6 metres in length and 40.3 metres in width.

The vessel is one of eight ships of the same type ordered by CSG, of those, four will be built by DNS and the remaining four will be constructed by Hudong-Zhonghua Shipbuilding co.

Canada Maritime to boost fleet

CANADA Maritime, a liner firm that moves cargo between North American and Europe, will add two new ships to its fleet next year.

"A further indication of our ongoing commitment to shippers in the North America to Europe trade will be the delivery next year of two new vessels of 4,100 TEU nominal capacity, which will be named Canmar Spirit and Canmar Venture," said Terry Burrows, senior vice president, CP Ships with overall responsibility for Canada Maritime.

The company added that it had transported over 3 million TEU on its northern service over the past 19 years.

Mr Burrows said: "It all represents a tremendous commitment to the regional trade between North America and Northern Europe and an achievement in which we take great pride."

K Line launches 13th vessel



Top : The **GENOA BRIDGE** during her first arrival in Rotterdam last Tuesday.

Photo Jan van der Klooster ©

KAWASAKI Kisen Kaisha Ltd, Tokyo, (K Line) has launched a new post-panamax containership, the

DAILY SHIPPING NEWSLETTER 2002 – 054

Genoa Bridge, constructed by Imabari Shipbuilding Co. Ltd, Japan. She is the last 5,500-TEU container vessel in a series of 13 newbuildings.

The Genoa Bridge entered the Port of Shanghai on September 11 to start her service in the North America and Asia/Europe-Mediterranean pendulum loop.

With this new deployment, K Line's vessel upgrading programme, joint with Yang Ming Marine, was completed. Their combined new post-panamax fleet now consists of twenty 5,500-TEU vessels - 13 owned by K Line and seven by Yang Ming. These are deployed in both transpacific and Asia/Europe-Mediterranean services.



At the same time that the above mentioned **GENOA BRIDGE** arrived on the river to Rotterdam her sistership **SHANGHAI BRIDGE** left the river outward bound – Photo : Jan van der Klooster ©

Bulkers rule as tanker demand dips

SUB-panamax bulk carrier sales continue to rule the secondhand market, leaving tanker interest high and dry.

Sale and purchase brokers yesterday bemoaned the lack of activity on the wet side, with one disgruntled broker claiming: "Tankers aren't worth bothering with at the moment, but dry? That's where it's all happening." China Shipping Group is said to be behind the purchase of the 1985-built, 65,282 dwt bulk carrier **Konkar Theodora** for \$6m.

Greek interests are said to have paid \$8.5m for the 1991-built, 28,843 dwt bulk carrier **New Era**, while Ocean Freighters of Piraeus is reported to have taken the 1994-built, 28,510 dwt bulk carrier **Scarlet Success** for \$9.5m. Some brokers said that the rate of the latter ship might be less, speculating that it could be as low as \$8m.

The on-off sale of the 1992-built, 28,470 dwt bulk carrier **Silver Wing** appears to have been concluded at \$8.1m to Dutch interests, brokers say. Braemar Seascope reports that Middle Eastern buyers have taken the 1982-built, 12,353 dwt bulk carrier **Hea** for \$1.65m on an "as is" basis while Chinese interests have paid \$4m for the 1994-built, 7,758 dwt tweendecker **Silver Seaway**.

Chinese interests are reported to have taken the 1985-built, 38,594 dwt **Jin Sheng** for \$5.44m and the 1985-built, 38,590 dwt **Jin Yifor** \$5.525m.

Tomazos' 30,900 dwt geared bulk carrier **Kalisti**, built 1981, went for \$2.5m to undisclosed buyers, while Greek interests paid \$4m for the 1984-built, 23,515 dwt bulk carrier Agia Pisti. South India

DAILY SHIPPING NEWSLETTER 2002 – 054

Shipping Corporation's **Chettinad Prince** has been sold at a substantial loss to the owner if reported figures are to be believed.

Eighteen months ago the Chennai buyer paid \$7.1m for the geared ship, only to sell it for \$5.7m to Seaworld Management last week, brokers say. "There is a shedload of cash lost there, more than normal depreciation," said one. The anticipated sale of Docenave's Docelake and Doceisland is dragging with the owners agreeing to a second round of inspections in Ghent later this month. The owner will only issue sale terms once all the inspections have been concluded.

Greek interests bought the 1982-built, 64,916 dwt bulk carrier **Ioannis Zafirakis** for \$4.2m and paid \$4.1m for the 1983-built, 61,839 dwt **Nostos T**, brokers said.

The 1979-built, 17,685 dwt bulk carrier **Jamaica** was sold for more than \$1m. An older sale has come to light this week. Alpha Tankers and Freighters of Athens purchased two modern Bocimar capesizes, the **Mineral York** and **Mineral Sakura**, earlier this year, paying \$33.5m for each ship, according to reports.

While there has been some sales on the wet side, it seems relatively little in comparison with the plethora of trades in the dry domain. The Turkish owners of the suezmax Besiktas have so far been disappointed by the offers received after the first round of inspections in Sines.

Highest offers were reported to be in the mid-\$40ms, short of owner's ideas in the high \$40ms.

The owner will be hoping these offers can be bettered at the second inspection in France later this month. Sammy Ofer has snapped up the 1995-built, 24,370 dwt boxship **Iyofo** for \$13.25m, brokers say.

Further to last week's report that two 1980s tankers had been sold to Varnimar, it has emerged that the ships concerned were the 1980- and 1981-built, 81,278 dwt **Sealion** and 97,536 dwt **Seaoath**, formerly **Vesta** and **Venus V**.

Fearnley's report the sale of the 2000-built, 7,970 dwt, Russian-built product tanker **James**. The vessel is said to have been purchased by undisclosed buyers for \$8.25m.

Chinese breakers quick off the mark to acquire two containerships

IN THE absence of any meaty tanker tonnage to keep breakers busy, focus has turned to the few containerships making their way to the Eastern demolishing beaches

Chinese breakers, keen to take tonnage less favoured by other breaking regions, managed to snare both of the boxships done this week.

Brokers report that the 1978-built, 20,157 dwt, 8,888 ldt **Uni-Value** has attracted a \$146 per ldt tag from the breaker, while an extra dollar was demanded for the 1978-built, 14,520 dwt **Dorset**, sold for \$147 per ldt. Other than these two sales activity has been subdued and in the light of the present lull Clarksons are advising owners of ageing large tanker tonnage to reassess their plans for these ships.

"Few very large and ultra large crude carrier units appear scheduled to be marketed for demolition over the final months of 2002," the broker said.

"However with current demolition levels returning a premium of around \$1m for VLCC units over the prices achievable at the beginning of the year, owners with vintage tanker units might be well served by making a comparison between estimated future profits from the freight markets and the renowned volatility of the demolition markets."

DAILY SHIPPING NEWSLETTER 2002 – 054

Brokers say the 1979-built, 18,349 dwt, 6,528 ldt tweendecker **Butehas** been sold to India for \$157 per ldt. Keystone's 1974-built, 39,966 dwt, 7,569 ldt tanker **Cherry Valley** achieved a firm price of \$189 per ldt from India as a result of its US build, which inevitably attracts a premium because of the high quality steel. Contrary to this, the 1976-built, 32,010 dwt, 10,120 ldt chemical tanker **Stolt Spirit** went for a lower rate of \$70 per ldt because of its "as is" Houston basis. The ship had a fire in the engine room in November, 1997, and was still laid up in City Dock 3 in Houston at the start of May this year.

US WEST COAST STRIKE



Longshoremen unload a cargo ship, Thursday, Oct. 10, 2002, at the Port of Seattle. Longshore workers were back on the job and working at a normal pace at Puget Sound's two major ports Thursday after the court-ordered end of the West Coast port lockout

NAVY NEWS

Navy Has First Cuban Ship Commander

The U.S. Navy has announced the commissioning of its first Cuban ship commander. Cmdr. Carlos Del Toro most recently completed a tour of duty as a White House fellow and special assistant to the director of the Office of Management and Budget.

Del Toro has served the Navy in a variety of capacities, including being deployed twice to the Persian Gulf in support of Operations Desert Shield and Storm while the assistant engineer aboard the aircraft carrier the USS America. As commanding officer, Del Toro will serve as the **USS Bulkeley's** first captain. He will take the ship from its christening through its maiden voyage and sea trials to its first deployment. Del Toro was born in Havana, Cuba and raised in New York City.

USS SIDES LAUNCHES MISSILE



An SM-1 missile is launched October 8th, from the frigate **USS Sides** at ex-USS Towers (DDG 9), a decommissioned Adams-class destroyer during a live-fire missile exercise held near San Diego. Using decommissioned ships for live-fire operations gives the ships crew the experience of launching operational weapons and honing their war-fighting skills



.... STORY OF THE DAY

Useful lessons from fire aboard passenger ferry

Short circuit in extension lead in store area of photography shop caused the fire

AN investigation by Canberra's marine safety agency into a fire onboard a ferry with more than 1,000 passengers and crew has discovered more than just the cause of the fire, with the report containing useful lessons for operators of cruise ships and large passenger ferries.



The report revealed the need for better control over fire hazards in licensed business areas and also included the results of a survey of some of the passengers, which indicated some shortcomings in the passenger evacuation system.

The incident took place in February last year on the Australian-flagged ro-ro passenger ferry **Spirit of Tasmania**, while the vessel was bound for Devonport in Tasmania from Melbourne.

There were 967 passengers, 112 crew and 10 staff from licensed businesses on board the vessel at the time.

At 1.14 am, the officer on the bridge received a fire warning from a detector in the ship's photography shop.

A minute later the fire alarm went off. A fire was confirmed by the crew at the rear of the photography shop.

While fire-fighting took place, the master ordered a muster of all passengers through a signal that was sounded throughout the passenger accommodation.

The time was then 1:20 am. The fire was extinguished by 1.44 am. By 2.55 am the smoke in the accommodation had cleared sufficiently for passengers to be escorted back to their cabins.

The rest of the voyage was completed without incident with Spirit of Tasmania arriving at Devonport on schedule the next morning.

The investigation by the Australian Transport Safety Bureau (ATSB) revealed that a short circuit in an extension lead in the store area of the photography shop caused the fire.

The short circuit was caused by worn out insulation between the conductors in the lead, the wear having been caused by a heavy load of boxes of photograph envelopes being placed on the extension lead for several months.

DAILY SHIPPING NEWSLETTER 2002 – 054

The extension lead had never been inspected by the ship's crew at any time before the fire. The boxes that were stowed on the lead had not been identified as a fire hazard as the shop's store area had not been inspected by the crew in the three months prior to the fire.



As the staff of the photography shop were not members of the crew, they had never received any training on the recognition of fire hazards and were not aware of the dangers of stowing boxes on top of an extension lead.

The ATSB's investigation also revealed that access for the ship's crew to the photography shop and other licensed business areas on the vessel was limited, even for routine weekly inspections by the master and senior officers.

These inspections normally occurred while the ship was in port and the licensed business areas were closed and secure and their staff were off duty.

Not surprisingly, the ATSB has recommended that licensed business areas on board Spirit of Tasmania should be subject to the same safety management policy, procedures and routine inspections as any other part of the ship.

'Consideration also should be given to providing the staff of the licensed businesses on the vessel with the same safety training as received by regular crew members,' said the report.

To gain some insight into the effectiveness of the passenger evacuation systems, the ATSB and the vessel's operator, TT-Line, mailed a survey questionnaire to passengers who had provided contact details.

Of the 291 passengers surveyed, 123 responded. Their responses indicated that the evacuation procedures were generally effective and emergency information provided through the onboard safety briefings and brochures were largely well understood.

However, the survey raised some concerns over the inaudibility of the fire alarms and public address systems in some areas of the ship.

A number of respondents said they had difficulty hearing and understanding announcements made over the public address system.

Of even more concern was the fact that two passengers had slept through the emergency, prompting the ATSB to recommend that the vessel's operators should consider implementing a final head count of passengers at the emergency muster stations.

DAILY SHIPPING NEWSLETTER 2002 – 054

The passenger survey results has been published in full in the ATSB's Marine Investigation Report 165, August 2002 and is available at www.atsb.gov.au.

**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)