

## DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Wednesday 06-02-2002



### Operation Enduring Freedom



The Italian aircraft carrier **Giuseppe Garibaldi (C 551)** and French nuclear-powered aircraft carrier *Charles de Gaulle* (R 91) steam through the Arabian Sea. Both carriers, along with *USS Theodore Roosevelt* (CVN 71) and several ships from other countries are deployed and conducting missions in support of **Operation Enduring Freedom**

## EVENTS, INCIDENTS & OPERATIONS

### Hazard warning over ship's cargo

Salvagers have delayed reboarding the **Kodima**



Thousands of tonnes of timber washed ashore from a grounded cargo vessel has been declared a hazard to shipping.

The Harbour Master in Plymouth has issued the warning to small craft after 4,000 cubic metres of timber spilled from the **Kodima**, stranded at Whitsand Bay in Cornwall.

Salvage crews had hoped to board the cargo ship on Wednesday, four days after it ran aground, to

## DAILY SHIPPING NEWSLETTER

investigate refloating the vessel but bad weather has delayed the plan until Thursday. Coastguard officials attempted to allay fears that some of the 450 tonnes of fuel oil onboard could leak saying that the ship is in a stable condition.

### Local warning

Pine timber from the ship has spread over a mile of coastline, said a spokesman for the Maritime and Coastguard Agency.

Tides have washed other timber round Rame Head and Penlee point into Plymouth Sound.

The office of the Queen's Harbour Master in Plymouth, responsible for the waters of the Sound, said enough timber had appeared for a local navigational warning to be issued.

It was aimed at small craft, but the timber posed a relatively low risk, said the spokesman.

The agency said Thursday was the earliest a salvage operation could now be mounted in a bid to pull off the Kodima.

But Barrie Evans, salvage expert for the agency, said the ship has a double skinned hull to combat ice and was unlikely to move.

"The advantages we have are this ice-strengthened hull and the ship is full of water and is very stable in these very heavy seas," he said.

The 16-strong Russian crew from the Maltese-registered cargo vessel were winched to safety on Saturday, the ship then drifted all day until running aground.



## Shipping-Terrorists Fear of terror attacks by ship

Kuala Lumpur IRNA -- There is growing concern that terrorists could use a ship as a weapon, the International Maritime Bureau (IMB) said in its annual worldwide piracy report released here. "After the Sept 11 terrorist attacks in the US, there is now a real fear that terrorists could use a ship as a weapon and security should become a top priority for the maritime industry," the bureau said.

"It is not impossible for hijackers or terrorists to hijack ships, to undergo suicide missions for their cause. Forged ship documents and crew travel documents can easily be obtained with the right connections." The British-based IMB's Piracy Reporting Center here said security measures had already been tightened in some areas, including the United States and Germany.

In its survey of attacks by pirates against ships last year, the report noted an increased use of violence, particularly firearms, and a new trend of holding crew members for ransom.

However, the total number of reported attacks worldwide dropped to 335 against 469 in 2000, partly as a result of increased patrols in areas such as the Malacca Straits, between Malaysia and Indonesia. Indonesia continued to record the highest number of attacks, with 91 incidents reported last year.

## Matson sells two ships

Matson Navigation Co. Inc. has completed the sale of two container ships to its affiliated Puerto Rican shipping company Sea Star Line LLC.

The vessels, purchased by Matson more than a decade ago, were built as roll-on, roll-off ships but modified by Matson so they could also carry lift-on, lift-off containers. Sea Star has been using them on a charter basis.

Sales price was not disclosed. Sea Star sails three times weekly from Miami to Puerto Rico and the U.S. Virgin Islands.

## **CASUALTY REPORTING**

### **Cambodian cargo ship missing off Japan since Jan. 26**

YOKOHAMA, A Cambodian-registered cargo ship went missing off Kochi Prefecture, western Japan, after it lost radio communication on Jan. 26, the Japan Coast Guard (JCG) said Tuesday.

The 4,895-ton **LAN JEI** had 19 Chinese crew members aboard. It made its last radio contact with its Chinese ship owner when it was about 33 kilometers west-southwest of Cape Ashizuri in the Pacific Ocean.

The JCG has dispatched rescue planes to search for the ship, fearing the ship may have had an accident or sunk.

The cargo ship left Weihai in China's Shandong Province on Jan. 23 and was transporting about 6,300 tons of sand. It was scheduled to arrive at the port of Kashima in Ibaraki Prefecture, northeast of Tokyo, on Jan. 28, the JCG said.

## **ROUTE, PORTS & SERVICES**

### **Malampaya to boost Aframax market**

THE new Malampaya oilfield in the Philippines is expected to boost the spot and charter market for Aframax tankers in the inter-Asian trade as the oilfield comes on stream. The new resource made its first crude shipment last week, loading the 91,252 DWT tanker Myre for South Korea delivery. Last week's loading exercise was just the result of an extended well test, according to a spokesman from Shell Philippines Exploration, although the project remains on course for full commercial operation. Output from the Philippines oilfield is expected to find most of its market in Japan and Singapore.

## **NAVY NEWS**

USS Essex (LHD 2) paired up with the Japanese Maritime Self Defense Force (JMSDF) ship JDS Sagami for fueling-at-sea (FAS) training on Feb. 3, following a two-week training availability period in Yokosuka, Japan.

The Afloat Training Group Western Pacific was on board Essex to assess and evaluate various drills as part two of their tailored ship-training availability, and they requested the replenishment as part of the training. The event marked the first opportunity for Essex to conduct an FAS with a Japanese ship, and it was not without its challenges.

Lt. Cmdr. Marvin Thompson, Essex's first lieutenant, said although both U.S. and Japanese ships use the same publications for underway replenishments (UNREPs), the language barrier posed a potential challenge to communication.

"We tried to mitigate that safety concern by using native Japanese speakers who are part of the Essex crew," Thompson said. "One of our Japanese-speaking Sailors was at the replenishment station and one on the bridge to assist the captain in communications with Sagami."

The language barrier was not the only challenge for the FAS. Sagami is much smaller than the U.S.

## DAILY SHIPPING NEWSLETTER

oilers with which Essex normally operates, and also much smaller than Essex; so it rode much differently than Essex in the seven to eight-foot seas, posing a ship-handling challenge.

Thompson praised his Japanese counterparts for their ship-handling skills, and noted that safety was paramount.

## U.S. Navy vessels collide at sea



ARABIAN SEA (NNS) -- **USS Ogden (LPD 5)** and **USS Greeneville (SSN 772)** were involved in a collision at sea Jan. 27 in international waters in the Arabian Sea. No injuries were reported and initial assessments indicate minor damage. Greeneville was on the surface preparing to transfer two emergency leave eligible crewmembers from the attack submarine to the amphibious transport dock ship when the incident occurred. The incident is under investigation. Ogden is part of the Bonhomme Richard Amphibious Readiness Group operating in support of Operation Enduring Freedom.

Left : **USS GREENEVILLE** (Photo : Col Piet Sinke)

The USS Greeneville was also involved during February 2001 in the collision with the Japanese EHIME MARU which sank after the collision.

## U.S. Carrier Returns to Fla. Port

MAYPORT, Fla. (AP) — The aircraft carrier USS John F. Kennedy returned to its home port Monday, one day after eight crew members received minor injuries during a refueling exercise off the Florida coast.

The sailors were treated for cuts, scrapes and rope burns and no one was relieved from duty for Sunday night's accident, said Capt. Turk Green, the Kennedy's commanding officer.

The carrier was supposed to be deployed to the Persian Gulf last month but was held up because of a poor inspection in December and subsequent repairs. It is supposed to relieve the carrier USS Theodore Roosevelt, which had been expected to return home in March after a six-month deployment.

The Navy did not release the Kennedy's new departure date.

The injured crew members were holding onto communications lines rigged between the Kennedy and the USNS Leroy Grumman, an oiler based in Norfolk, Va.

The ships were side-by-side and had been refueling for about five hours when the carrier abruptly veered away, said Cmdr. John Kirby, spokesman for the U.S. Second Fleet in Norfolk.



## DAILY SHIPPING NEWSLETTER

The Kennedy initiated an emergency breakaway, rapidly disconnecting hoses and lines connecting it to the oiler. It was unclear whether the sailors were injured when the ship veered or during the breakaway.

``They're looking into how he lost steering control," Kirby said of the carrier's helmsman. ``We don't know whether it was equipment malfunction or human error."

The doesn't appear to be any damage to either ship, Kirby said.

Navy officials don't believe the incident is related to the Kennedy's poor performance during the December inspection, Kirby said. Capt. Maurice Joyce was relieved of command after the inspection.

The repairs delayed the carrier's January deployment to the Persian Gulf. Contractors and sailors worked nonstop to get the ship ready and it went to sea Sunday morning.

## MOVEMENTS



The URS tug Boxer left the Tyne this Tuesday afternoon for the Schelde, without the Wijslift 6 jack up platform. She has been waiting at least two weeks on the Tyne for this job and now seems to have gone away empty handed.- **Photo : Kevin Blair**

## SMITWIJS SINGAPORE



Herewith 2 nice shots of the **KEYSTONE CANYON** which is at present under tow of the SMITWIJS SINGAPORE from Portland (Oregon) to China (close to Hong Kong) where the tanker will be scrapped.



## DAILY SHIPPING NEWSLETTER

# RIJNMOND WEATHER

woensdag 6 februari

9 uur 's ochtends:

temperatuur: 8 graden

kans op neerslag: 20%

wind: matig (21 km/u) uit WZW

5 uur 's middags gen:

temperatuur: 9 graden

kans op neerslag: 20%

wind: matig (24 km/u) uit W

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

<http://www.scheepvaarthoek.nl>