

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Wednesday 06-03-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

The construction of "**Mare Australis**", the new 70.1m 128-passenger small cruise ship, opens up new commercial and international relations for the Chilean shipyard ASENNAV. The preliminary design and basic engineering was developed by Elliot Bay Design Group, of Seattle (USA), and ASENNAV completed detail engineering. To satisfy their customer's needs, both shipyard and designer, had to meet important requirements. First, the arrangement had to be as similar as possible to Terra Australis, the existing vessel, maintaining similar hull form, while complying with current SOLAS requirements.

The other challenge was to provide excellent seakeeping characteristics, now also according sea conditions in the extended area she will operate. She will be classified by ABS, achieving a "+A1 (E) Passenger Vessel + AMS" classification.



The vessel will be powered by two 850 BHP main engines, providing a cruising speed of 12 knots. Auxiliary power will come from a pair of 230 kW gensets, along with a 120 kW harbour generator and 120 kW emergency generator. The vessel will carry 100 cum of fuel and 160 cum of potable water. Much attention is paid to minimisation of noise and vibration throughout the accommodation, with "floating floors" and insulation installed wherever it was considered necessary. The result will be an extremely quiet and vibration-free ship. This vessel is due for delivery in October 2002.

SembCorp loses Solitaire ruling to Allseas

DAILY SHIPPING NEWSLETTER



AN arbitration tribunal has ruled that Swiss offshore contractor Allseas was entitled to cancel a S\$230m (US\$125.5m) conversion contract with Sembawang Shipyard for pipelaying vessel Solitaire in 1995.

The arbitration tribunal in London delivered a reasoned award by a two-to-one majority that Allseas was entitled to terminate the contract with Sembawang Shipyard, a subsidiary of Singapore government-linked SembCorp Industries.

SembCorp said it and its lawyers will consider whether or not to appeal the award.

The award has no monetary value, and assuming no appeal is lodged the tribunal will begin hearings on the claims by Allseas and counterclaims by Sembawang Corp from the second quarter of 2003 onwards.

While the reasoned award found Allseas to be entitled to terminate the contract, it is understood Sembawang can still counterclaim for actions before the termination. The conversion job was understood to have been 60% to 70% complete when it was terminated.

Allseas claimed US\$456.2m in damages after it cancelled the contract over delays in delivery.

The Singapore shipyard in return is seeking S\$231.2m from Allseas for alleged wrongful termination of the contract last year.

A S\$125m security bond lodged by Allseas with Sembawang in 1996, to allow it to tow the vessel to Swan Hunter for completion, will remain with the Singapore company until all the proceedings are completed. Swan Hunter finally completed the contract in early 1998.

The S\$230m contract to convert the 129,497 dwt bulk carrier Solitaire into the world's largest pipelaying vessel was awarded in November 1993.

The job was due for completion in August 1995.

However, it was delayed by alleged cost overruns and alleged changes in specification by Allseas.

Another delay came on August 9, 1994, when an explosion on board killed five and injured another six men.

SembCorp said its earnings of S\$175m for 2001 were unaffected by the award.

SembCorp took a S\$150m charge for the lawsuit, which resulted in a net loss of S\$57.11m for its 1998 financial year.

At the earliest, arbitration will be completed in 2005, some 10 years after the contract was terminated.

Two missing crewmembers found

Two bodies were recovered Saturday evening after a sunken tugboat was raised in the Elk River, Md. The victims were identified as Ronald Bonnville of Hayes, Va., and Clarence McConnell of McClellanville, SC William Bryant and Justin Bryant, two other crewmembers from the tug, remain missing.

The Swift sank on Monday after colliding with a freighter near Town Point, Md. The tug was raised on Saturday evening and transported out of the channel.

Approximately 100 gallons of diesel fuel and 5 gallons of motor oil were released during the raising process. Atlantic Environment, a representative of Norfolk Dredging Marine, along with the Maryland Department of Environment contained the spill.

Once the tug was upright, dewatering pumps were installed. Maryland Natural Resource Police boarded the tug and found the victims near the forward berthing compartment. Chesapeake City and Cecilton Fire Department transported them to shore.

The victims were later taken to the state medical examiners office. Tug Swift will be inspection by the Coast Guard to determine its stability. Once determined, the tug will be released to Norfolk Dredging Marine. The sunken barge will be raised this week. The Army Corps of Engineers are expected to survey the channel and determine when the C&D Canal will reopen.

The Coast Guard is continuing its investigation into the cause of the accident.

AFON CEFNI



HolyHead Towing have sold the **Afon Cefni** to Wijismuler Marine for further service. She is at present in Clarence Dock Liverpool under overhaul and has been renamed **AL RISHA**. Her new duties will include rope-boat and 3rd tug duties on a Wijismuller Marine contract in Yemen.

CASUALTY REPORTING

AGDENES (Norway)

London, Mar 3 — Information received from Sandnes, dated today, states: Ferry *Agdenes* (228 gt, built 1991) grounded on Geitoy outside Froya Island at 2000, local time, Mar 2. There were no injuries to the 15 passengers. Vessel refloated by tug-assistance early this morning and proceeded to Kvernhusvik Shipyard under her own power for repairs.

ALTAVERDE (Philippines)

Manila, Mar 4 — Unknown *Altaverde*, Cebu registered and reportedly owned by Mar Shipping, ran aground vicinity of Cordova, south-west of Lapulapu, Cebu, on Mar 2. — Lloyd's Agents.

DAILY SHIPPING NEWSLETTER

GRAFTON (Bermuda)

London, Mar 4 — Following received from Swansea MRCC, timed 1311, UTC: Bulk *Grafton* (63153 gt, built 1996), Richards Bay for Avonmouth, cargo 111,000 tons coal, was reported anchored in lat 51 27.3N, long 04 01W at 0654, UTC, Feb 26. While at anchor vessel reported loosing flukes of starboard anchor. Vessel safely berthed Avonmouth docks at 1300, UTC, today with port anchor hydraulic motor damage. Vessel awaiting spare parts.

JODY F.MILLENNIUM (Panama)

Wellington, Mar 2 — Bulk *Jody F. Millennium* has berthed in Tauranga, after being towed from Gisborne. A hole in the side of her hull will be repaired there. Port workers are expected to spend most the night unloading 18,000 tonnes of logs from the vessel. Then five divers will start patching up the hole tomorrow. Once the repairs have been carried out the vessel will be towed by tug to Singapore, as there is no dry dock big enough in New Zealand to fix the steering equipment. — Lloyd's Agents. (See issue of Mar 4.)

London, Mar 4 — A press report, dated today, states: Bulk *Jody F. Millennium* has found refuge at the Port of Tauranga for the next week. After a three-day voyage under tow from Gisborne, where it spent 18 days stranded on a sandbar off Waikanae Beach, the 150 metre vessel berthed safely on Saturday (Mar 2) evening. Hundreds of people packed every vantage point at Mt Maunganui to watch the vessel leave choppy seas and enter the calm harbour at 1830, local time. Pulled by the big orange Melbourne-based tug *Keera*, she was escorted by three port tugs, one on either shoulder and another at the stern. "There were no problems whatsoever," said Tauranga harbourmaster John Dickinson, who is also Environment Bay of Plenty's maritime manager. A 50-metre exclusion zone has been placed around the vessel to protect divers repairing a ruptured water ballast tank. The vessel's remaining cargo of 20,000 tonnes of logs is expected to be unloaded by mid-week. About 4000 tonnes were removed by helicopters at Gisborne during the attempts to refloat the vessel. The logs are being trucked to storage outside the port. United Salvage director Ian Hoskison said they would be delivered to seven owners, some in New Zealand and others overseas. The logs, which have deteriorated over the last few troubled weeks, could still be fit for export "if they are quick about it", Mr Hoskison said yesterday. The vessel's owners and the Maritime Safety Authority are still discussing what to do with 500 tonnes of heavy fuel oil still on board.

KRONOS (Poland)

London, Mar 2 — Tug *Kronos* arrived Eemshaven on Mar 1.

MALMNES (NIS)

London, Mar 4 — Understand bulk *Malmnes* (5883 gt, built 1993) was seen recently being repaired in Immingham Dock after alleged damage on entering Immingham Lock on or about 2110, Feb 24. (Note — *Malmnes* arrived Hull Feb 24.)

MILLENNIUM EXPRESS II (Panama)

London, Mar 4 — Following received from Piraeus RCC, timed 0941, UTC: Passenger ro/ro *Millennium Express II* is still on fire. A tug is still on scene.

Piraeus, Mar 4 — Passenger ro/ro *Millennium Express II* had fire in her engine-room at about 0600, local time, Mar 2. The crewmembers, 6 Greeks and 16 foreigners abandoned the vessel. The vessel is now at the open sea area of Zacharo and is still burning. The

DAILY SHIPPING NEWSLETTER

vessel has been tied by a tug boat of Karapiperis company. Fire boats are trying to extinguish the fire. — Lloyd's Agents.

PREMSHIP-7 (Philippines)

Manila, Mar 4 — General cargo *Premship-7*, owned by Premier Shipping Lines, loaded with 18,000 bags of cement and was on her way to Iloilo City, from Cebu, sank at 0445, Mar 3, off Aklan waters, about 1.5 miles north-east of Fatima, New Washington, Aklan. Initial report by the Coast Guard said the vessel sank after she took a different route, as it had ran aground earlier (Saturday night). The vessel's master reportedly radioed the Coast Guard, in Cebu, at 2030 hrs, on Saturday, to inform that the vessel had ran aground, but called back five minutes later to say that the vessel was afloat again. The master also informed the Coast Guard that the vessel would be docking in an Aklan port instead of proceeding to Iloilo. However shortly after 0400 hrs, the master informed the Coast Guard that the vessel had developed mechanical trouble. She sank less than an hour later. Fishermen in the area immediately went to the rescue of the crew members. One crew member, however, was reported missing. — Lloyd's Agents.

London, Mar 4 — A press report, dated today, states: Three Cebuano crewmembers survived when a steel-hulled cargo vessel (general cargo *Premship-7*), carrying 10,000 bags of cement, sank in bad weather off Dumaguít port in New Washington town, Aklan province at dawn yesterday. Except for 63-year-old chief engineer Servando Taberos, all the crew of the vessel, including ship captain Jovito Cutamora, were rescued by local fishermen and Coast Guard personnel. As of yesterday, two Coast Guard motorboats were still conducting search and rescue operations for the missing Taberos. But the search could be hampered by approaching typhoon "Basyang," which is on course to pass through the eastern section of the Visayas and Mindanao. The Pag-asa forecast said provinces along the route of the typhoon will experience cloudy skies with scattered rain showers. The typhoon, with international code name "Mitag," is moving west north-west towards Philippine territory at 19 kilometres per hour 1,170 kilometres east of Northern Mindanao. It has maximum sustained winds of 140 kilometres per hour near the centre and gustiness up to 170 kph. As to the sinking, the three Cebuano survivors—apprentice quartermaster Edwin Cantena, apprentice oiler Edgar Romarate and chief mate Edwin Lampitao—were among the 13 crewmembers of mv *Friendship 7*, (? *Premship-7*) a cargo vessel of Cebu City-based Premiere Shipping Lines. Cantena, 25, is a resident of Inglis riverside, Barangay Guadalupe, Cebu City while Romarate and Lampitao hail from Alcoy and Balamban towns. The 135-gross-tonnage vessel, which left Sta. Fe port in Bantayan island, Cebu last Saturday (Mar 2), capsized when it was battered by big waves and strong winds while negotiating a narrow channel, 2.5 nautical miles off Dumaguít port, New Washington town at 0445. Cutamora told dyMF Bombo Radyo that the vessel already encountered engine failure when it reached the vicinity off New Washington town Sunday night. The mechanical trouble forced them to drop anchor at 2040. When they were able to re-start the engine, Cutamora said they tried to navigate the narrow channel only to encounter big waves and strong winds. "Suddenly, there were big waves and strong winds, and the vessel won't face the waves," Cutamora said in Tagalog. He said the vessel's sideward position aggravated by constant battering of waves and the rushing in of seawater to her cargo hold caused the vessel to capsize 5.5 fathoms deep.

RAYSUT CEMENT I (Honduras)

Muscat, Mar 4 — A local press report, dated today, states: Work has now begun on the removal of cement *Raysut Cement I* that capsized while at berth at Salalah about two years ago. Topaz Energy and Marine SAOG (Team) is undertaking the operation against a contract awarded by the Ministry of Transport and Telecommunications at a cost of

DAILY SHIPPING NEWSLETTER

around RO 366,000. The rusting wreck will be towed and sunk at a designated spot within the port limits, after her cargo of solidified cement has been removed, Mohammed bin Aziz al Abdisalaam, Director of Maritime Affairs, said. The salvage of vessel marks the culmination of a protracted, yet unsuccessful, bid by the port and maritime authorities to get her Singaporean owners to undertake the removal themselves. With the vessel blocking a valuable berth at the port, and the owners playing truant, the government finally invoked its powers under the Omani Maritime Law to order the salvage of the wreck. The vessel had been loading a cargo of bulk cement from Raysut Cement Company when she began listing while at Salalah's berth No. 23 on Apr 9, 2000. All 12 crew scrambled to safety as the vessel began to capsize. She has since lain submerged just below the water surface. Investigations have still been unable to pinpoint the cause of the mishap. There was no evidence of any leak or precipitate development preceding the incident, although some officials later questioned the structural integrity and condition of the vessel. Statements furnished by the vessel's Indonesian master said the vessel began listing when she took on board the final lot of bulk cement brought by trucks to the berth. The order to abandon ship was sounded when it became clear that the vessel had begun to list dangerously. According to Al Abdisalaam, more than 200 tonnes of cement debris have since been removed from the wreck. Jackhammers are being used to chip away at the hardened cement in the vessel's hold. The cement waste is then fed into waiting trucks by a conveyor belt system and then dumped at an approved municipal landfill. Team has deployed a 52-member gang, assisted by the utility vessel *Al Wasmi*, to carry out salvage work round the clock. An oil boom has also put in place around the wreck to prevent any possible leaks during the operation. Also as part of the contract, Team will remove all the residual fuel oils from the vessel. After removing the cement, the salvors will float the vessel using natural and air induced buoyancy. She will then be sunk in an area deemed safe from the point of navigation and fishing. The entire operation is due to be completed by April-end, it is learnt. While the government is now bearing the cost of the salvage operation, it intends to move against the ship's owners for recovery of these expenses, officials stress. Initial efforts to track down the owners had proved futile much to the indignation of the authorities. In fact, soon after the incident the authorities had ordered the vessel's master and engineer, as well as the owner's representative, to remain in the country while the matter was investigated. Legal proceedings for the recovery of port charges and other costs have since been initiated against the owners, it is learnt. Cement worth tens of thousands of Omani riyals was also destroyed when the vessel, chartered by Raysut Cement Company, went under. — Lloyd's Agents.

VIRGO (Cyprus)

London, Mar 4 — A press report, dated today, states: Three widows of the Gloucester and Maine fishermen who died at sea last summer when their trawler *Starbound* was allegedly struck by tank *Virgo* each have settled claims against the vessel's owner, two lawyers said yesterday. Carol Doughty of Yarmouth, Maine, dropped her \$6 million lawsuit against Primorsk Shipping, *Virgo*'s Russian operator, in exchange for an undisclosed settlement. "It was a substantial amount of money (that) will help Mrs. Doughty take care of her family for the rest of their lives," said Edward Bradley, a Portland, Maine attorney. Doughty's award comes after Laura Mickelson, the 18-year girlfriend of Thomas Frontiero, 40, of Gloucester, and Aimee Sanfilippo, the wife of James Sanfilippo of Thomaston, Maine also settled out of court. The widows, Marcantonio and Primorsk Shipping also have filed civil claims against Atlantic Mariner, Inc., owners of *Starbound*, citing its responsibility in the fatal crash. The plaintiffs argue that had Atlantic Mariner equipped the trawler with a radar alarm device programmed to signal an approaching vessel, the three fishermen might be alive today. Primorsk Shipping, which couldn't be reached for comment, has repeatedly said the tanker's crew was unaware of any collision on their way from Boston to Newfoundland, but authorities say paint chips found on the *Virgo*'s hull

DAILY SHIPPING NEWSLETTER

after the accident match the colour of the Starbound. The *Virgo's* captain, Vladimir Ivanov, and crewmen Dmitriy Bogdanov and Mikhail Gerasimenko, were arrested on charges of manslaughter and negligence just a few days after the vessel arrived in Newfoundland. The men are free on bail in Newfoundland, awaiting extradition hearings scheduled for May and June.

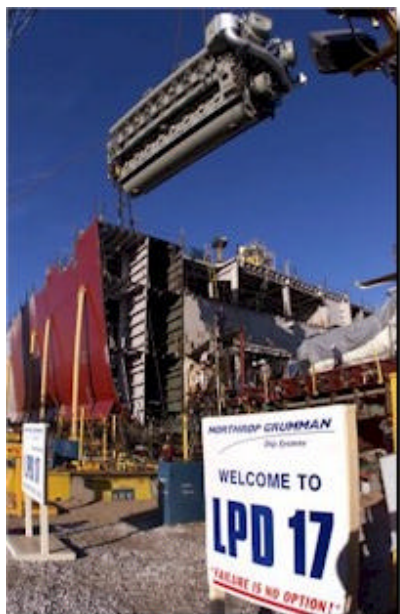
WINTERSET (Marshall Islands)



London, Mar 4 — General cargo *Winterset* is now alongside at Ponce, PR.

(Photo : Crew Smitwijs London)

SHIPYARD NEWS



Northrop Grumman Corporation (USA) recently achieved an important milestone in the construction of **San Antonio** when it completed early landing of all four main propulsion engines and three of five power generators on their foundations. In addition, 55 of the 210 units have been erected on San Antonio, the lead ship in the Navy's new LPD 17 Class of amphibious transport dock ships. The ship is scheduled for delivery in November 2004.

San Antonio's main engines include four Colt-Pielstick turbo-charged diesel engines of 10,400 HP each. Each set of two engines is paired with a Philadelphia Gear main reduction gear, which in turn drives two shafts with Bird Johnson five-blade controllable pitch propellers. A new high-power, low-drag propeller hub design provides improved propulsion efficiency. The ship's top speed is in excess of 22 knots. San Antonio's electrical power will be provided by five 2500 kW Caterpillar diesel generator sets. The ship also features all-electric auxiliaries, including electric heating and electric water heaters for improved crew habitability, reliability and reduced sailor maintenance. The LPD 17 amphibious transport dock ships will be 684 feet long and 105 feet wide. Their amphibious warfare

mission involves rapidly embarking, transporting and landing elements of an assault by helicopter, large hovercraft and amphibious vehicle. Start of production of LPD 17 followed a 36-month period of design, material procurement and engineering.

ROUTE, PORTS & SERVICES

Wallenius Wilhelmsen signs MoU with HMM

Wilh. Wilhelmsen ASA (Norway) and Wallenius Lines AB, (Sweden), have jointly signed a Memorandum of Understanding with the struggling Korean company Hyundai Merchant Marine (HMM) for the possible acquisition of the car carrier division of HMM which would continue to be operated as a separate company with its Korean profile.

The Memorandum of Understanding sets out the intentions of the parties. A formal sale and purchase agreement has not yet been entered into. The parties are committed to negotiate exclusively to agree on all unresolved matters.

Prosafe acquires suezmax M/T Sky

Prosafe Production, a wholly owned subsidiary of Prosafe ASA, has acquired the suezmax M/T Sky for USD 8,3 million.

M/T Sky is built in 1977 and is currently trading in the oil spot market. The ship is a sister-vessel of White Sea, now FPSO Espoir Ivoirien, and Grey Warrior, which is under conversion to an FPSO for the Abo field, offshore Nigeria.

Evergreen still undecided on PTP

TAIWANESE container line Evergreen Marine appears to be in two minds as to whether it will shift its transshipment hub from Singapore to Tanjung Pelepas in Malaysia. "PSA is more experienced and feeder services are more established in handling cargo transshipments," Evergreen president Marcel Chang explained. The endorsement of PSA Corp, which operates Singapore's giant terminals, comes in the wake of January reports quoting Evergreen group chairman Chang Yung-fa as saying that the company would shift to Pelepas because of its cheaper rates. He said the move could save about \$5.7M annually in operating costs. Marcel Chang appears to have hinted that Singapore is willing to reduce its terminal fees to retain Evergreen, which brings Singapore over a million TEU a year. "Negotiations are still on and no contract has been signed with Pelepas," an Evergreen spokesman told Fairplay today. Evergreen's current contract with PSA expires in September.

Essex discharges illicit Iraqi oil

ILLICIT oil at the centre of the world's first proven breach of United Nations sanctions against Iraqi crude exports has been unloaded in the Netherlands Antilles after a 138-day impasse. The oil from the European Navigation-owned **ULCC Essex** was discharged yesterday after Dutch-registered charterer Trafigura Beheer reached agreement to sell the cargo in the US. The Essex, which has left the Antilles after discharging at Venezuelan state-owned Petromar's Bullen Bay terminal in Curaçao, had circled the island since October 24 when local authorities corroborated UN charges that part of the cargo breached UN embargo regulations. Trafigura has launched multiple court actions to recover "more than \$5M" in extra costs incurred by the protracted UN investigation. French-domiciled Ibex Energy which sold the oil to Trafigura was removed from France's list of approved national oil purchasers and the UN recommended the same sanction against Trafigura, the world's third largest oil trader, which handles about 50M tonnes per year on revenue of \$9Bn.

The World misses maiden sailing



RESIDENTIAL passenger ship **The World** missed its maiden sailing yesterday because the vessel is not yet completed. ResidenSea's 43,524 GT ship was due to board about 40 residents in Oslo for its long-term occupancy apartments. Many of their belongings, including furniture, antiques and paintings, have been stored in the Norwegian capital awaiting transfer to the ship. ResidenSea said last week that the March 4 maiden voyage deadline had to be postponed as the ship might be

delayed. It is being built by the Fosen Yard Group in Norway.

TT-Line poised for Superfast deal



TT-Line, the Tasmanian government owned Bass Strait ferry operator, is about to confirm the acquisition of two A\$70M (\$36M) 194 m ferries from Attica Enterprises, according to the Burnie newspaper The Advocate. The vessels under consideration are understood to be the 1998-built **Superfast III** (left) and **Superfast IV**, each able to accommodate 1,400 passengers, 140 cars and 120 lorries. The 29,067 GT vessels could start on the Melbourne to northern Tasmania run as

early as June. Several reports submitted to the Tasmanian government in the last year advocated the two ship monohull option, rather than purchasing a 112-m wave-piercing catamaran from Hobart ship builder Incat. Spokesmen for TT-Line and the Tasmanian premier's office were unavailable for comment. However, there is speculation that Tasmania's deputy premier, Paul Lennon, arrived in Greece at the weekend to finalise purchase of the two ferries. TT-Line's existing ro-ro, Spirit of Tasmania, is likely to be offered for sale once the deal goes ahead.



Ferry frustrating at Cuxhaven

THE first berthing of DFDS Seaways' ro-ro passenger ferry **Admiral of Scandinavia** at

DAILY SHIPPING NEWSLETTER

Cuxhaven on after its switch from Hamburg was hindered by technical problems, requiring tug assistance for four hours. While discharge of the vehicles loaded at Harwich took place during the morning ebb tide without difficulty, the strong flood tide later pushed the vessel several metres off Steubenhöft pier, so that the vessel's ramp and the provisional ro-ro shore link no longer met. Only the tug pushing the ferry to the quay throughout the afternoon allowed loading to proceed. The state government of Lower Saxony has heavily subsidised building of the euro8M (\$7.2M) provisional Elbe ro-ro berth, installed pending the move until DFDS' Hamburg ramp to Cuxhaven. The final plan foresees moving the current berth to the westernmost part of the Steubenhöft, so that a cruise ship can also berth there. The current location of the provisional ramp makes simultaneous berthing of two vessels impossible.

Anek, Strintzis in merger talks

ATHENS-listed ferry operators Anek Lines and Strintzis Lines are to start merger talks ahead of liberalisation of Greece's ferry market and with increasing pressure on ferry companies to service heavy borrowing for newbuildings. If a merger materialises, it will result in a powerful ferry group under the umbrella of Attica Enterprises, the parent company of Strintzis Lines and Superfast Ferries, which will control about 70 per cent of the Adriatic market and most of Greece's island routes. The news confirms persistent rumours that Anek is seeking a strategic investor to assist with its difficult financial situation, affecting its ability to repay a \$280M syndicated loan. The company has been trying for several months



to sell its largest ship, **Eleftherios Venizelos**, (left) while the 1983-built Arkadi is also said to be for sale. Anek operates 12 ferries on the Adriatic and Greek markets, controls Cretan operator Lane Lines and holds 43 and 16 per cent stakes in the Athens-listed Dane Lines and NEL Lines.

Fire destroys Med ferry

FIRE has destroyed the Panama-flag passenger ro-ro vessel **Millennium Express II** in the Ionian Sea. The 35-year old ship reported an engine room fire early on March 2 while off the west coast of the Peloponnese peninsula. One hour later the master and 21 crew abandoned ship and were rescued by the Greek coast guard, which had responded to the distress signal. The Maltese-flag bulker Zografia stood by the stricken ship during the early stages of the incident. The tug **Karapiperis 14** and a fire-fighting vessel fought the blaze until the early hours of yesterday morning, by which time the fire had spread to most compartments of the vessel. Efforts were being made to prevent pollution from the ship's bunkers in case it sank. The ship was operating between Cesme, Turkey and Brindisi, Italy.

NAVY NEWS

Norway subs contracted to Poland



Norway has signed a contract with the Polish Navy to transfer four **Kobben class** Norwegian submarines. The subs, previously decommissioned by

DAILY SHIPPING NEWSLETTER

the Norwegian Navy, will be handed over to Poland free of charge.

The Polish authorities will be liable to prepare the vessels for service and to train Polish crews, Defence Minister Kristin Krohn Devold said. Work on the first submarine is currently underway. Delivery is scheduled for the coming summer, reports said.

HMS KENT RETURNS FROM GULF MISSION



The Portsmouth-based warship **HMS Kent** returns home this week from a record-breaking anti-smuggling mission in The Gulf.

HMS Kent has spent five months stifling Iraqi smuggling operations and has seized more than £4m of oil and illegal cargo - more than any other warship since UN sanctions started in the region five years ago.

The Type 23 frigate's crew boarded ten

vessels during its incident-packed tour of duty.

Spokesman Lieutenant Commander Gary Harvey said: "This has been a hugely successful operation. In all we seized 40,000 tons of illegal cargo, mostly oil. This was certainly a challenging tour for the whole of the ship's company, and also a memorable one. Now with the mission completed, we are all looking forward to coming home."



The most daring operation was boarding a heavily defended tanker - the MV Ismael - off the Iranian coast, seizing £750,000 of oil. Royal Marines swooped onto the vessel from a Lynx helicopter and had to use special cutting gear to force open doors and windows which had been welded up by the ship's crew.

"It took three days to complete the mission - the vessel kept straying into Iranian waters which we are forbidden to enter. It was like a game of cat and mouse and we shadowed the ship along 300 miles of Iranian coastline."

HMS Kent is one of the Navy's newest warships, joining the fleet in 2000. The ship's commanding officer, Commander John Clink, 38, said his crew were happy to be home after such a busy operation. "We return to Portsmouth with our heads held high as we mark the closing of the first chapter in the life of HMS Kent. Our successes in The Gulf are testament to the professionalism, enthusiasm and tremendous team spirit of my ship's company. I expect them to receive a terrific welcome home from their friends and family - they certainly deserve nothing less."

KURSK

The remains of the **Kursk** nuclear submarine are reportedly to be taken to a dismantling plant next month and will be scrapped by the end of the year. Though investigations on the ill-fated vessel are yet complete, officials have indicated that Kursk would be sent to the Nerpa plant in the northern Murmansk region for dismantling. Top officials said last month the probe was over, but that it had not determined for certain what prompted the explosions that sent the Kursk to the Barents Sea floor in August 2000, killing all 118 aboard. Capt. Vadim Churikov, director of the Defense Ministry's 82nd ship repair plant, was quoted by the Interfax-Military News

DAILY SHIPPING NEWSLETTER

Agency as saying that the Kursk would be removed from the floating dock in the northern city of Roslyakovo in April and moved to the Nerpa plant. Officials have said a practice torpedo set off two explosions on the Kursk, but what prompted the incident remains unclear. Russia's navy chief has said it was likely an internal torpedo malfunction, and the country's top prosecutor ruled out speculation that it was caused by a collision with a foreign submarine, but both have refused to issue a final conclusion.

US bolsters Yemeni coast guard

THE US will supply Yemen with coast guard cutters and training expertise to beef up security along the Gulf state's 2,400 km Indian Ocean and Red Sea coastline, according to a Yemeni security source. The official added that the US would soon deliver fifteen fast patrol boats and begin preparations to train 2,000 coast guard personnel at a training centre to be built at Aden. It is understood Canada, France and Germany will help fund the training centre. The deal marks a turning point in US - Yemeni relations, which hit a low following Yemen's reluctance to co-operate fully with Americans investigating the attack on the USS Cole in October 2000.

ship's bunkers in case it sank. The ship was operating between Cesme, Turkey and Brindisi, Italy.

UPDATED

Planned port visits of Dutch warships and Foreign warships in Dutch Ports

Colour code : Submarines NATO Squadrons Fleet Reviews

08 Mar 02	HNLMS Rotterdam	L 800	Den Helder
08 Mar 02	HNLMS Vlaardingen	M 863	Den Helder
08 Mar 02	HNLMS Hellevoetsluis	M 859	Den Helder
08 Mar 02	HNLMS Witte de With	F 813	Souda Bay
08 Mar 02	HNLMS Urk	M 861	Den Helder
15 Mar 02	HNLMS Zierikzee	M 862	Kristiansand
15 Mar 02	HNLMS Maassluis	M 856	Leith
17 Mar 02	USS Oscar Austin	DDG 79	Rotterdam
17 Mar 02	USS Briscoe	DD 977	Rotterdam
22 Mar 02	HNLMS Zierikzee	M 862	Zeebrugge
24 Mar 02	USS Mount Whitney	LCC 20	Rotterdam
28 Mar 02	HNLMS Vlaardingen	M 863	Scheveningen
29 Mar 02	HNLMS Bruinvis	S 810	Valletta
17 Apr 02	BNS Zenobe Gramme	A 958	Terschelling NL
29 Apr 02	HNLMS Vlaardingen	M 863	Vlaardingen
24 May 02	HNLMS Harlingen	M 854	Dordrecht
07 Jun 02	HNLMS Maassluis	M 856	Sliedrecht
09 Jun 02	HNLMS Harlingen	M 854	Middelburg

DAILY SHIPPING NEWSLETTER

28 Jun 02	HNLMS Tydeman	A 906	Terneuzen
12-14 Jul	Dutch National	Fleet Days	Den Helder
12 Jul 02	BNS Wandelaar	F 912	Den Helder
12-14 Jul	Navy Days	Zeebrugge	
16 Aug 02	HNLMS Hellevoetsluis	M 859	Vlissingen
28 Aug 02	HNLMS Nautilus	A 853	Arnhem
6-8 Sep 02	World Port Festival	Rotterdam	
06 Sep 02	HNLMS Maassluis	M 856	Rotterdam
06 Sep 02	HNLMS Rotterdam	L 800	Rotterdam

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

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>