

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Friday 08-02-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Kursk Investigators Give Up Hope

MOSCOW- Investigators have given up hope of finding any more bodies inside the wreck of the Kursk nuclear submarine, after retrieving bodies of 94 of the 118 men aboard, a top military prosecutor said Thursday.

The efforts to find more bodies have been exhausted, but work is continuing on cleaning up the third compartment of the submarine, Col. Vladimir Mulov, military prosecutor for the Russian Navy's Northern Fleet, was quoted by the ITAR-Tass news agency as saying. Ninety of the sailors have been identified and delivered to their relatives for burial.

Most of the bodies have been recovered since the Kursk was raised from the Barents Sea floor to dry dock last October. Twelve were retrieved during an underwater operation shortly after the August 2000 explosions that destroyed the Kursk.

Investigators have also found 200 fragments of bodies, but are unlikely to be able to identify them, the daily Nezavisimaya Gazeta reported Thursday.

Viktor Shein, head of the investigations department of the main military prosecutor's office, told the newspaper that investigators believe some men aboard the Kursk "remained alive no less than eight hours after the explosion." Previously, officials had said no one was alive more than a few hours after the blasts.

Russia's navy was severely criticized for its handling of the disaster. It wasn't announced until two days after the submarine sank, and Russian rescue crews failed for a week to reach the submarine. Foreign divers were then allowed to try, and they opened the hatch and announced the crew long dead.

Investigators said that seven out of the Kursk's 22 Granit cruise missiles are still inside the submarine along with fragments of unexploded torpedoes, Nezavisimaya Gazeta said.

The months of study of the Kursk in the northern port of Severomorsk has also produced two intact log books and a hydroacoustic recording, the newspaper said.

Investigators have been looking for clues to the disaster's cause. Officials have said that an explosion of a practice torpedo, which set off combat weapons in the bow, caused the sinking. However, they have not yet determined whether the initial blast was caused by a flaw in the torpedo or a collision with another vessel, possibly a Western submarine.

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Shein said investigators had not found signs of an outside impact on the submarine, but said "there are nonetheless people who point to indirect circumstances" that suggest a collision is still being considered as a possible cause of the accident.

Container stowaways reach Helsinki

EIGHT Kurdish stowaways have sought asylum in Finland after arriving in Helsinki yesterday on the Estonian ro-ro cargo vessel [Lehola](#). The eight men, aged between 20 and 50 and who said they came from Iraq, had hidden in a container placed on a trailer in Italy. The box was hauled to the German port of Rostock, where it was loaded on the Estonian Shipping Co vessel. The Lehola's master informed the Finnish authorities through the company's agent after the stowaways were detected on board the ship on February 5. Customs and police searched the ship in Helsinki for further stowaways. None were found.

Dragados bids for Dutch HBG

SPANISH building contractor and dredging major Grupo Dragados has made an agreed cash bid of euro756M (\$688M) for Dutch contractor Hollandsche Beton Groep (HBG). The offer represents euro21.25 per share, a premium of 56 per cent over the current rate, and it includes HBG's share in the stop-start dredging joint venture between HBG subsidiary HAM and Ballast Nedam. Last year, Boskalis and Heijmans made a similar bid for HBG whereby Boskalis would acquire HAM and Heymans the construction activities. HBG rejected this offer and instead HAM was merged with Ballast Nedam. Dissatisfied shareholders brought the matter before the Companies Court in Amsterdam, which ruled in December that HBG had indeed mishandled its dealings with shareholders. However, the court agreed the merger was based on sound commercial considerations. Dragados said the merged entity would become third-largest construction and services player in Europe, and would obtain a leading position in the dredging market. It will retain the name Grupo Dragados, the company said, with a head office in Madrid. Heijmans is also considering putting in a bid to HBG shareholders.

Romanians find no Karine-A

THE Romanian Civil Navigation Inspectorate has checked all vessels that called at the ports of Constantza, Midia, and Mangalia last year but failed to find a ship named [Karine-A](#). The Karine-A was seized by Israeli forces on January 3. It was carrying a cargo of weapons and was reported to have sailed from Constantza. The authority also checked all ships that left Constantza destined for Israel in December, with a negative result. Meanwhile, Fairplay's attempts to contact Amira Shipping, the Constantza-based owner of the 1,280 DWT general cargo vessel Mila, were unsuccessful. The Tonga-flagged Mila was intercepted by the USS Hayler on February 2 in the eastern Mediterranean. No contraband was found during the inspection.

Ship Officer Charged in Death

TAMPA, Fla. (AP) — A ship officer was indicted on misconduct and negligence charges Wednesday in the death of a crewman ordered to clean the ship's emptied cargo tanks while they were still filled with toxic fumes.

Master Gilbert C. Thurston, chief officer on the [SS Trinity](#), could face up to 10 years in prison if convicted.

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The Trinity was sailing from New York to Houston on May 18, 2000, when Thurston ordered pumpman Frederic Albert Cambra Jr. to mop the empty cargo tanks, according to the federal indictment. Cambra, of St. Helens, Ore., was overcome by fumes in the tanks, which had been filled with the chemical gasoline additive MTBE, the indictment said. He died after crew members tried to revive him. Thurston, who worked for Iowa-based Sabine Transportation Co., should have checked that the tanks' air quality was safe before ordering crewmen to begin cleaning, the indictment said. Thurston, who lives in Naples, did not return calls seeking comment.

The company declined comment.

Swedish Yacht Loses Mast in Ocean

SOUTHAMPTON, England (AP) — Swedish yacht **SEB** lost its mast Thursday as the Volvo round-the-world race fleet continued to struggle in tough Southern Ocean conditions.

SEB's mast broke just above the boom, and the crew had to cut the rig free and abandon it, race organizers said. The crew managed to keep the broken boom and a spinnaker boom, also broken. The 12-person crew was safe and the boat was not damaged. The crew planned to continue under jury-rig to the closest available port in South America for repairs.

"We will await daylight to be able to check that nothing is caught on the prop and then start the engine," SEB skipper Gurra Krantz said.

The mast broke as SEB was sailing at 17 knots in a 28-knot breeze, approximately 1,250 miles from Cape Horn.

SEB was in seventh place on the 12th day of the fourth leg from Auckland, New Zealand, to Rio de Janeiro, Brazil. The leaders of the eight-yacht fleet are expected to arrive Feb. 18.

Overall race leader Illbruck, winner of the first two legs, was still in the lead, holding a 38-mile advantage over Amer Sports One. Tyco was third, a further 14 miles back.

News Corp smashed into an iceberg Tuesday, damaging her rig and sails.

Illbruck reported catching a shark in its rudder. The crew had to drop the spinnaker and sail backwards to clear the shark in more than 30 knots of wind. Initially, the crew thought they had a rudder failure.

The Volvo race is a nine-leg, 32,700-mile race around the globe. It started in Southampton, England, on Sept. 23 and is due to finish in Kiel, Germany in June.

CASUALTY REPORTING

Stranding sparks fuel alert

A team of oil spill experts is on standby in case hundreds of tonnes of diesel fuel need to be pumped off the log carrier **Jody F Millennium** which is aground off Gisborne.



The ship, which is stranded in 6m of water, has about 650 tonnes of fuel aboard.

The Maritime Safety Authority is worried about the risk of oil pollution from the vessel and drew up plans yesterday to protect beaches.

International salvage experts, who today will try to work out how to refloat the ship, are also considering removing its 20,000 tonne cargo of pine logs.

Maritime safety director Russell Kilvington said the ship was a relatively new vessel and should not be in immediate danger of breaking up.

But he warned that refloating could take some time because the salvage task was complex.

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The authority's main concerns were the safety of the crew and oil pollution if the vessel deteriorated. "At this point the vessel appears to be stable and structurally sound," Mr Kilvington said.

"There have been no reports of oil coming from the vessel, but we are mobilising trained personnel and specialised equipment to the area so we are best prepared to deal with an oil spill should it happen."

The Japanese-owned vessel became Gisborne's star attraction yesterday as hundreds of bystanders watched it battle the heavy swell which got it into trouble on Wednesday night.

The swell was up to 5m when the ship grounded - the biggest surf conditions to hit the Gisborne area in the past decade.

Port Gisborne chief executive Ben Tahata said the 156m ship put to sea about 10 pm on Wednesday when it became too dangerous for it to remain at the wharf.

"The lines were breaking and we were using the tugs to hold her up against the wharf," said Mr Tahata. "That's why the decision was taken to leave the port."

But the ferocious swell forced the ship out of the channel and into shallow water, where it eventually became stuck just 400m from shore.

"I wouldn't have seen [swells] like that in the past 10 years," Mr Tahata said.

An attempt by tug boats four hours later to pull the carrier out was unsuccessful. Another rescue attempt was shelved yesterday afternoon until salvage experts arrived.

About 50 logs were washed ashore on Waikanae beach yesterday. Those still aboard have been secured.

Mr Kilvington said the salvage would probably involve removal of most, if not all, of the logs and possibly the fuel.

"These are complex tasks and not ones which should be attempted hastily. The actual refloating may be some time away."

He said police had contingency plans to remove the crew if necessary and the authority had a team of professionals experienced in responding to oil spills on standby. The authority would investigate the accident but it was too early to say if charges might result.

The 19-member Korean crew had chosen to remain aboard the ship because it was upright and appeared stable.

Jody F Millennium was on its first visit to Gisborne.

Salvage experts from Australia and Auckland were expected to arrive at the port last night.

MetService marine forecaster Heath Gullery said the swell was expected to drop to 2m today.

ROUTE, PORTS & SERVICES

Evergreen Line is overdrawn Marine to register ships in UK



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(TAIPEI) Chang Yung-fa, the shipping magnate and head of the Evergreen Marine Group, said he plans to re-register some of his Panamanian ships in the UK and estimates that about half his fleet will eventually be based in Europe, reports the Economic Daily.

The group's flagship company is Evergreen Marine Corp.

About 40 ships, mostly container ships, will be re-registered under Evergreen Marine's new unit in the UK, said Mr Chang.

He said the UK government agreed to cover war insurance costs for the ships in exchange for the right to use them in the event of war. Neither Taiwan nor Panama could match the offer, in light of the Sept 11 terror attacks, which increased the cost of war insurance.

According to the report, some analysts also say the move would pave the way for Evergreen to invest in China.

Taiwan does not allow direct cross-strait shipping or air links, but firms have circumvented this ban by investing via third party, non-Taiwan based entities.

Chang is an adviser to Taiwan President Chen Shui-bian. - Dow Jones

PSA unit commissions 4 harbour tugs



(SINGAPORE) PSA Marine has recently commissioned four new locally built harbour tugs touted as the most powerful in Singapore to date.

The ASL Shipyard-built tugs have a bollard pull of between 55 and 60 tonnes and a running speed of up to 12 knots and will be deployed mainly for the berthing and unberthing of VLCCs (very large crude carriers) at Jurong Island's Fixed Berth Jetty. They are also equipped as emergency response vessels with fire fighting apparatus, water curtains and oil dispersing gear. The commissioning brings PSA Marine's vessel fleet to 79, including 56 harbour tugs.

The wholly PSA Corporation-owned subsidiary's fleet was boosted by last year's \$205.6 million acquisition of Sembcorp Logistics' marine business.

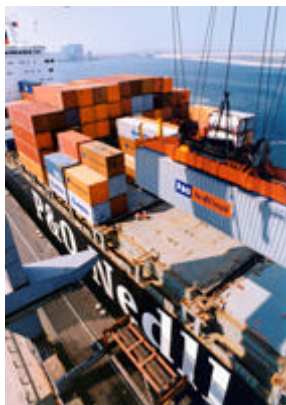
The deal gave it access to SembCorp's former operations in key areas including Hong Kong, Malaysia and Indonesia and added ocean towage services, international salvage and emergency response, heavy lift services and marine transportation to PSA Marine's existing pilotage, harbour towage and marine advisory services.

[PSA Marine owns and operates a large fleet of harbour tugs :](#)

Name of Tug	Year Built	Horsepower	Bollard Pull	Design
VST 1 (Reengined in 1999)	1977	2520	24.0	Tractor - Voith Schneider
VST 2 (Reengined in 1999)	1977	2520	24.0	Tractor - Voith Schneider
VST 3 (FOR SALE)	1978	2320	22.0	Tractor - Voith Schneider
VST 4 (FOR SALE)	1978	2320	22.0	Tractor - Voith Schneider
TG 5	1993	2720	30.0	Pusher - Aquamaster
TG 6	1993	2720	30.0	Pusher - Aquamaster
TG 7	1993	2720	31.0	Pusher - Aquamaster
VANGUARD	1981	3000	31.5	Tractor - Voith Schneider
VALOUR	1981	3000	31.0	Tractor - Voith Schneider
VERTEX	1981	3000	30.5	Tractor - Voith Schneider

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VIKING	1981	3000	30.5	Tractor - Voith Schneider
ALPHA 1 (FOR SALE)	1984	2600	26.0	Pusher - Aquamaster
STEADY (FOR SALE)	1997	3352	38.0	Tractor - Schottel
SWIFT (FOR SALE)	1997	3352	38.0	Tractor - Schottel
SUPERIOR (FOR SALE)	1997	3352	38.0	Tractor - Schottel
SKILLFUL	1999	3400	42.0	Tractor - Schottel
SPLENDOUR	1999	3400	42.0	Tractor - Schottel
CHALLENGER	1996	806	11.7	Pusher - Fixed Pitch
SEEKER	2000	3550	48.0	Pusher - Schottel
SIGMA	2000	3550	46.0	Pusher - Schottel
SEA COUGAR	1998	4000	52.0	Pusher - Kawasaki
SEA CHEETAH	1998	4000	52.0	Pusher - Kawasaki
SEA LEOPARD	1998	4000	52.0	Pusher - Kawasaki
SEA LABRADOR	1998	4000	52.0	Pusher - Kawasaki
SEA TIGER	1997	3600	48.0	Pusher - Niigata
SEA JAGUAR	1996	3200	40.0	Pusher - Niigata
SEA POINTER	1994	3200	40.0	Pusher - Aquamaster
SEA PULI	1994	3200	40.0	Pusher - Aquamaster
SEA MASTIFF	1995	3200	40.0	Pusher - Aquamaster
SEA MUSANG	1995	3200	40.0	Pusher - Aquamaster
SEA BOXER	1995	3000	36.0	Pusher - Niigata
SEA BASSET	1995	3000	36.0	Pusher - Niigata
SEA LINSANG	1990	3000	38.0	Tractor - Aquamaster
SEA LION	1990	3000	38.0	Tractor - Aquamaster
SEA LYNX	1990	3000	38.0	Tractor - Aquamaster
SEA PUMA	1987	1600	18.0	Pusher - Aquamaster
SEA PANTHER	1987	1600	18.0	Pusher - Aquamaster
SEA PALLAS	1987	1600	18.0	Pusher - Aquamaster
STERLING (Delivery in Nov/Dec 2001)	2001	4450	54.0	Pusher - Schottel
SENTINEL (Delivery in Nov/Dec 2001)	2001	4732	58.0	Tractor - Aquamaster
TBN 1 (Delivery in Nov/Dec 2001)	2001	4732	58.0	Tractor - Aquamaster
TBN 2 (Delivery in Nov/Dec2001)				



Containeroverslag Rotterdam herstelt sterk

ROTTERDAM - De containeroverslag in Rotterdam toont een sterk herstel. Dit herstel is ingezet in de zomer en zette na een kleine inzinking in december door. De overslagcijfers over januari zijn zelfs 'verrassend goed'. Dit zegt adviesbureau Interim Evaluations na een analyse van de containerstromen tot en met januari. De cijfers over januari worden officieel nog niet door het Gemeentelijk Havenbedrijf Rotterdam (GHR) naar buiten gebracht. Het

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adviesbureau baseert het goede nieuws voor de haven van Rotterdam op een nieuwe methode om gegevens te corrigeren voor seizoensinvloeden. „Wanneer we de overslag van de laatste zes, zeven maanden nu eens niet vergelijken met die van een jaar terug, maar met die van de direct voorafgaande maanden, zien we een heel ander beeld dan een voortdurende daling. Voor het maken van die vergelijking halen we de seizoensmatige fluctuaties uit de cijfers en zo verkrijgen wij de seizoensvrije data", zegt B. Abeln van Interim Evaluations.

NAVY NEWS

Marine bereidt zich voor op aanslagen



Mijnenjager **M859 Hellevoetsluis** is gisteren bij de sluizen van IJmuiden begonnen met een onderzoek dat moet uitwijzen hoe eventuele explosieven moeten worden weggehaald. De actie duurt een week en is een direct uitvloeisel van de terroristische aanslagen op 11 september in de Verenigde Staten. Het Gemeentelijk Havenbedrijf Amsterdam, eigenaar van de sluizen, schrijft in een informatiebrief voor het sluispersoneel dat de sluizen 'een belangrijk doelwit' kunnen zijn. De mijnenjager ligt in het

Noordzeekanaal. Onderzocht wordt onder meer de bodemgesteldheid om te bepalen hoe het beste naar explosieven kan worden gezocht en hoe snel eventuele explosieven kunnen worden gevonden. Dat laatste gebeurt door een stuk metaal ergens te laten zinken en vervolgens weer op te sporen. Het onderzoek duurt ongeveer een week. Gisteren werd het directe gebied voor de sluizen bestreken en het Noordzeekanaal tot aan Zaandam. Later zijn de havens van Amsterdam aan de beurt. Gekeken wordt of opsporingsapparatuur optimaal functioneert bij de damwanden van de havens. Een paar maanden geleden verrichtte de marine eenzelfde onderzoek in de Hoogovenhaven (buitenhaven) bij Corus. Ook de Nieuwe Waterweg bij Rotterdam is al onder de loop genomen.

MOVEMENTS

SMIT PIONEER



bound for Rotterdam ETA Maas pilot is **16th February** at 08.00 hrs Lt.
(Top and right: The Smit Pioneer moored in Las Palmas 07-02-2002)

The Smit Pioneer has departed from Las Palmas on the 7th February at 18.45 hrs. Lt. She is



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SOLANO / GIANT 2



The ITC tug **SOLANO** arrived Thursday 07-02-2002 with the Semi-Submersible barge GIANT 2 from Rosyth at the river to Rotterdam

Photo left : Solano –by Jan vd Klooster

Photo below : Giant 2 by Ton Duivestein.



RIJNMOND WEATHER

vrijdag 8 februari

9 uur 's ochtends :

temperatuur: 9 graden
kans op neerslag: 10%
wind: matig (26 km/u) uit WZW

5 uur 's middags:

temperatuur: 10 graden
kans op neerslag: 15%
wind: vrij krachtig (32 km/u) uit ZW

.... SHIP OF THE DAY
MRS PIONEER



The MRS Pioneer is designed to transport refined sugar in bulk. It is part of the fleet of Mackay Refined Sugars (MRS), which has a large plant at Mackay in North West Australia where sugar cane is refined to granulated. The vessel was built by Frisian Shipyard Weigelegen (FSW).

DESIGN

The MRS Pioneer is 168m in length with a breadth of 23m and a draught of 9.55m. It has a deadweight of 21,900gt and a speed of 15.3 knots. It was built at various locations in prefabricated module sections up to 300t and moved by pontoon barge and hydraulic lift to FSW's Harlingen yard for assembly.

The fore part of the ship is divided into a front peak tank, a bow thruster space, a deep tank and a tunnel for (de)mounting of the bottom belt. Behind this lie four cargo holds, which are divided transversely by corrugated bulkheads. Above the bulkhead between holds 2 and 3 is the bulk-loading station. Between holds 3 and 4 is the bagging plant, and between the engine room and hold 4 lies the sugar tower with the necessary bulk systems and support installations.

Each hold is shaped at an oblique and has four loading hoppers with remote controlled valves and a cascade (zigzag slide), over which the first sugar is poured. The sugar flows by gravity in the initial phase, through an opened discharging hopper, and afterwards remains at an upper angle of around 40° in the hold. This is an unstable situation, which is brought into motion by activating the vibration motor. The sugar then flows to the middle at a faster rate. This is called the avalanche phase.

To prevent the ship from heeling as a result of one-sided avalanche, an anti-heeling system has been built in, which automatically keeps the ship within a 1° list. After this, the vibration phase begins. The insulated tank top is provided with coupled stainless steel vibration plates. The flexible plates rest on thousands of spring coils and are automatically brought into vibration by the vibration motors. Such a vibration floor has not been used before to this scale on a ship.

The sugar is transported via the bucket elevator on a higher longitudinal conveyor belt to the bagging hopper. Before the sugar is poured into this hopper, it is sieved in a vibrating machine. Any lumps pass into the lump crusher and afterwards return to the large bagging hopper. The six bagging machines are fully automatic.

PROPULSION

The propulsion system consists of a Wärtsilä 9R46A with a maximum continuous rating of 8145kW (11,200bhp) giving a speed of 500rpm. The Lohmann & Stolterfoht GIIC 1061 P gearbox is connected to a single Lips CP propeller, which affords a service speed of 15.3 knots.

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Four Caterpillar 3508 diesel generator sets and a Leroy Somer LSA/MSOM6 shaft generator provide the Auxiliary power. Emergency power is supplied by a Caterpillar 3306 DI-T diesel generator.

AUTOMATION AND CONTROL

The MRS Pioneer's Racal-Decca Mirans 4100 integrated bridge system comprises a CM200 Chartmaster system, a C342/6 X-band and C343/H S-band Bridgemaster ARPA radars.

The vessel also has a Navigat X Mod 10 gyro compass, a Navipilot AD II/GM adaptive autopilot and a Naviguide F/NN-AP main steering system. The bridge also contains a Lokata Navtex 2B receiver, a Skipper ED162 echosounder, a Sperry SRD33 1 doppler log, two Leica MX100 DGPS receivers and a Kodan FX7200 weatherfax receiver.

The communication system comprises: two Thrane & Thrane TT3000C Inmarsat-C satcoms and a Skanti Scansat-M with voice and fax facility; a Skanti VHF TRP3000 182kHz watch receiver and three GLMDSS VHF 9110 portables.



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