

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Wednesday 08-05-2002



Operation Enduring Freedom



An H-60 "Seahawk" helicopter assigned to the "Nightdippers" of Helicopter Anti-Submarine Squadron Five (HS-5) lifts cargo from the fast combat support ship **USS Seattle (AOE 3)** during an underway replenishment with Kennedy. Kennedy and her embarked Carrier Air Wing Seven (CVW-7) are conducting combat missions in support of Operation Enduring Freedom.

EVENTS, INCIDENTS & OPERATIONS



The new Valentijn type lifeboat for Cadzand named **WINIFRED LUCY VERKADE** pictured near the KNRM headquarters in IJmuiden

Photo : Ton Grootenboer

Search resumes in Bangladesh ferry sinking

100 rescued but more feared trapped inside

(SATNAL, Bangladesh) Rescuers resumed a search yesterday for scores of people missing after a ferry carrying some 150 passengers sank late on Friday.

Up to 100 passengers had been rescued by late Saturday, according to Qamrun Nahar, spokeswoman for the river transport corporation - which oversees Bangladesh's notoriously dangerous ferry operations.

She declined to say how many people were still missing, preferring to wait for rescuers to lift the vessel from the bottom of the Meghna river, off Satnal and some 50 km south-east of Dhaka, where it sank in a whirlwind just before midnight on Friday.

The authorities fear that scores of people may be trapped inside the vessel, which rescuers said was lying overturned on the river bed. Only four bodies have been recovered from the water so far. A fifth person who was rescued alive on Saturday, died later.

A powerful crane dispatched to the scene of the tragedy from its coastal base worked with another crane yesterday to lift the ferry as anxious bystanders awaited word of their missing relatives and friends.

The 100-tonne ferry **ML Salauddin-2** was on its way from the capital Dhaka to the coastal district of Patuakhali when it was hit by a whirlwind near Satnal. Whirlwinds are common in Bangladesh this time of year. The area is near the powerful confluence of three major rivers which converge before flowing into the Bay of Bengal.

Ferries are a key means of transportation in the delta country's hundreds of rivers. Accidents are frequent, most blamed on overloading or on unskilled skippers.

Between 1977 and the end of last year 2,221 people have died in 249 ferry accidents in Bangladesh since 1977, according to official statistics.

Nearly 3,000 ferries, including some 280 from the state-run river transport companies, ply daily in

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Bangladesh, carrying thousands of passengers.

In May 2000, at least 127 people were killed when two small ferries sank in bad weather in central Bangladesh in separate incidents within 15 km of each other.

EMPRESS Out Of Work

Sad reports from Southeast Asia spell the end of yet another operation for one of the most influential, yet forgotten, passenger ships of the late 20th Century. With the collapse of Empress Cruises, the 1966-built 8,496 gt MV **EMPRESS** has been laid up at Singapore and is for sale. Built as the car ferry **SUNWARD** for Knut Kloster, she was the first official vessel to sail for Norwegian Cruise Lines and led to the larger, improved "white ship" trio **SKYWARD**, **STARWARD**, and **SOUTHWARD** and an entirely new generation of Scandinavian cruise ships that included the Royal Caribbean **SONG OF NORWAY** trio, the Royal Viking trio, and the **ISLAND** and **SEA VENTURE**. Quickly outclassed by her "offspring", the modest **SUNWARD** went on to sail as **ILE DE BEAUTE**, **GRAND FLOTEL**, **SAUDI MOON I**, **SAUDI ARABIAN**, **OCEAN SPIRIT**, **SCANDINAVIAN SONG**, and **SANTIAGO DE CUBA** before becoming **THE EMPRESS** in 1994 for gambling cruises out of Singapore

CASUALTY REPORTING

FENG LI (PANAMA)

Moji, May 7 -- A collision occurred at approximately 0400, May 5, in the Kanmon Strait, between vehicle Feng Li (9239 gt, built 1985), Nagoya for Xingang, with 444 cars and general cargo Manila Harmony (4887 gt, built 1990), Hirohata for Tobata, with about 1,300 tons of steel products. Feng Li sustained minor damage to its starboard side shell plating and necessary temporary repairs had been completed by May 6. Manila Harmony sustained scratches on its port bow which did not require any repairs. No oil leakage or personal injuries reported. -- Lloyd's Agents. (Note -- Feng Li sailed Nagoya May 3 and arrived Moji May 5. Manila Harmony arrived Tobata May 5.)

FLORA (ANTIGUA & BARBUDA)

Hull, May 7 -- General cargo Flora was towed into Immingham May 5 and is still at Immingham dock. Spare parts should arrive tomorrow, and the vessel should, hopefully, sail tomorrow evening for Felixstowe. -- Lloyd's Agents

INSIKO 1907

London, May 7 -- The US Coast Guard has declared the crippled refueling tanker Insiko 1907 a flagless, stateless vessel after Indonesia told the US State Department that it had not been legally registered there, despite flying its flag. Records show the tanker, which was towed into Honolulu Harbour last Thursday (May 2), is owned by Yuen Mann Ocean Enterprises, a one-ship company in Taiwan. Contact with the owner, who could be held responsible for the tow bill, had been less fruitful than the coast guard had hoped, the daily Honolulu Advertiser reported. "They're not forthcoming," Capt Gilbert Kanazawa of the Coast Guard Marine Safety office said. Meanwhile, the search for the body of seafarer Gi Hui Nian of the People's Republic of China began at the weekend, with a US Coast Guard contractor pumping oily water from the hull.

KEY SINGAPORE (PANAMA)

Port Said, May 7 -- On Dec 31, there were strong winds and rough sea prevailing in "our area" which resulted in drill platform Key Singapore, consigned to Messrs Santafi Petroleum Co. and which normally operates between Port Said roads and Arish Port drifting from "her place" to a "far place" near Arish. Immediately, Suez Canal Authority tugs Maridive 13 and Maridive 85 proceeded to assist the vessel

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and towed it back to "its place" again. According to ABS information, the platform is still under hull repairs as result of incident but it is in normal service. -- Lloyd's Agents.

LOUIS S.ST-LAURENT (CANADA)

London, May 7 -- A press report, dated May 6, states: The Canadian Coast Guard is investigating why a main-engine on its biggest icebreaker, Louis S.St-Laurent (11441 gt, built 1969), was severely damaged following routine maintenance. One of five engines on board Louis S.St-Laurent was damaged Mar 4 when engineers assembled fuel injectors incorrectly. Larry Wilson, a coast guard regional director, says a representative of the manufacturer was called in to try to pinpoint the problem. Wilson says he indicated the improper assembly of the pumps may have resulted in the engine operating at an overspeed, causing the damage. Wilson says the Louis S.St-Laurent can reach full power with its remaining four engines and he expects no problems on its trip to the Arctic later this spring. He says the engine will be repaired when the vessel returns to Dartmouth, NS, in the fall. Repair cost estimates run between \$1.4 million and \$2 million.

RMS MULHEIM (ANTIGUA & BARBUDA)

London, May 7 -- Following received from Gothenburg MRCC, timed 1218, UTC: General cargo RMS Mulheim (1846 gt, built 1999) grounded in Umea harbour May 6 while sailing from Umea with a pilot on board. Vessel refloated later same day and is presently alongside at Umea.

SEAWAY (NETHERLANDS)

London, May 7 -- Following received from the Maritime and Port Authority of Singapore, dated today: Hopper dredger Seaway (9816 gt, built 1986) contacted Shell Bukom Berth No. 8, Pulau Bukom, at about 2225, May 6. Shell reported that there was substantial damage to its Berth No. 8. Some oil leaked into the sea from the berth pipeline and was immediately cleaned up by anti-pollution craft deployed by Shell and the Maritime and Port Authority of Singapore. There has been no further report of any oil pollution. According to initial reports from the master of Seaway, the vessel was proceeding to the eastern sector of the port when it experienced engine failure while turning into Jong Fairway from Sinki Fairway. The vessel dropped its starboard anchor but was unable to avoid contacting the berth. The vessel sustained minor bow damage. No injuries were reported. MPA patrol craft will continue to monitor the incident site for signs of oil pollution. Navigational traffic within Singapore port waters remains unaffected. The MPA is investigating the incident.

ROUTE, PORTS & SERVICES

Nile Dutch Africa Line start dienst tussen Zuid-Afrika en Angola

De rederij Nile Dutch Africa Line gaat vanaf eind mei een nieuwe containerdienst tussen Zuid-Afrika en Angola verzorgen. Hiervoor zal ze een gecharterd volcontainerschip van 800 TEU inzetten, de "**NDS Benguela**", dat op het vervoer van zware containers berekend is. De eerste afvaart zal op 30 mei in Durban plaatsvinden. De frequentie is bepaald op een afvaart om de tien dagen, wat betekent dat er snel een tweede schip toegevoegd zal worden. De nieuwe dienst zal in verbinding staan met de Europese dienst van Nile Dutch. De aansluiting zal in Luanda plaatsvinden.

PRIMA To Festive?

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Unconfirmed reports from Europe indicate the currently laid up **MV VALTUR PRIMA** (ex **STOCKHOLM**, **VOLKERFREUNDSCHAFT**, **VOLKER**, **SURRIENTO**, **POSITANO**, **ITALIA PRIMA**) may be going to Festival Cruises for a special new Cuban-based division. The ship, which the same sources say will be renamed **CARIBE**, will operate out of Havana year-round. The **VALTUR PRIMA** was completely rebuilt in 1994 although her sturdy hull dates from 1948. As Swedish American Line's **STOCKHOLM**, she collided with Italian Line's **ANDREA DORIA** off Nantucket in 1956, sinking the latter liner in one of the

most famous shipping disasters of the 20th Century.

NAVY NEWS

WHICH FOREIGN NAVY SHIPS WILL VISIT DUTCH PORTS & WHICH PORTS ARE VISITED BY DUTCH NAVY SHIPS

09 May 02	HNLMS Abraham van der Hulst	F 832	San Juan
09 May 02	HNLMS Walrus	S 802	Devonport
10 May 02	HNLMS De Zeven Provinciën	F 802	Den Helder
10 May 02	HNLMS Van Nes	F 833	Antwerp
10 May 02	HNLMS Hellevoetsluis	M 859	Den Helder
10 May 02	HNLMS Maassluis	M 856	Den Helder
10 May 02	HNLMS Scheveningen	M 855	Aarhus
13 May 02	HNLMS Cerberus	A 851	Kiel
14 May 02	HNLMS Cerberus	A 851	Cuxhaven
17 May 02	HNLMS Buyskes	A 904	Delfzijl
20 May 02	HNLMS Zierikzee	M 862	Portsmouth
21 May 02	FGS Loreley	M 2665	Rotterdam
23 May 02	HNLMS Nautilus	A 853	Hoorn
24 May 02	HNLMS Harlingen	M 854	Dordrecht
27 May 02	HNLMS Van Galen	F 834	Valletta
30 May 02	HNLMS Cerberus	A 851	Enkhuizen
31 May 02	K/V Norkapp	W 320	Scheveningen
01 Jun 02	HNLMS Jacob van Heemskerck	F 812	Hoek van Holland

Marinefregat onderscheept opnieuw verdacht schip

Het marinefregat Hr. Ms. Van Amstel heeft dit weekend opnieuw een 'boarding' uitgevoerd. Het was de tweede keer in vier dagen tijd dat het boarding team van de Van Amstel in actie kwam.



Rond middernacht, in de nacht van 3 op 4 mei, kreeg Hr. Ms. Van Amstel de opdracht van de sector commander van de Golf van Oman, om het schip **MV Saudi Gizan**, varende onder Saoedische vlag, in de gaten te houden. Het schip was eerder door het Canadese fregat **HMCS Algonquin** ondervraagd en door de sea combat commander (SCC) als verdacht gemarkeerd. De reden hiervoor was dat het schip van de Verenigde Arabische Emiraten naar Somalië onderweg was en bovendien naast de vaste 13-koppige bemanning ook 11 passagiers aan boord had. Kort nadat de Van Amstel het schip van de Canadezen had overgenomen, kreeg zij opdracht bij 'first daylight' het schip te 'boarden'. Na overleg werd besloten het boardingteam over te zetten met de Simpson, de

boordhelikopter van de Van Amstel. Dit leek niet te lukken omdat er geen geschikte plaats op het schip was om de teams af te zetten. De boordhelikopter keerde terug naar de Hr.Ms. Van Amstel en er werd besloten de RHIB's in te zetten om het 15-koppige boardingteam over te brengen.



Uit de resultaten van de inspectie bleek dat het schip auto's vervoerde. Eén van de passagiers had geen identiteitspapieren bij zich. Zijn gegevens werden genoteerd en na nog enkele aanvullende vragen kon het schip als 'cleared vessel' worden aangemerkt en haar weg naar Somalië vervolgen.

De marineschepen die deelnemen aan de Strijd tegen het Terrorisme mogen sinds kort verdachte schepen onderscheppen en doorzoeken op mogelijke terroristen. Dit mag alleen met toestemming van de gezagvoerder van het verdachte schip. **Hr.Ms. Van Amstel** vertrok 14 januari 2002 uit de haven van Den Helder en patrouilleert sindsdien in de wateren rond het Arabisch Schiereiland.

MOVEMENTS

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Oud en Nieuw naast elkaar . De reddingboot **Kapiteins Hazewinkel** gaat naar scheepswerf de Haas in Maassluis voor de jaarlijkse dokking (knippen en scheren), de reddingboot **JAVAZEE** is weer even naar Hoek van Holland gehaald, totdat de reddingsboot **Kapiteins Hazewinkel** weer klaar is.

Foto : Ane Ree



CAP CASTILLO (9213117) H. Buss Leer/Antgua 2001 Thyssen Emden GT 25535 dwt 34600 TEU 2442
Loa 199.8m Bm 29.8m – **Photo : Jan vd Klooster**

MOTORMAN / MERCHANTMAN

By Gerrit Toes - Workships

The **Motorman** en **Merchantman** here pictured at the anchorage off Malabo, at Bioko Island Equatorial Guinee.

Both ships are previously owned Smit-Lloyd vessels, as the shape can tell. The **Motorman** started as **Biehl Traveller**, built in the USA, in 1977 and became later the **Smit-Lloyd 119**. The **Merchantman** started as **Smit-Lloyd 115**, built in



the Netherlands, in 1975 and became after a few changes in ownership the Merchantman. Both vessels are currently under manegement of Workships, Rotterdam on behalve of their owners Isramco.



The vessels are operating in the West Africa area and are currently occupied in anchorhandling and supply services on the spot market. The vessels did undergo substential dry docking periods in 1998 and 2001 which extended their operational period for a number of years, despite their age.

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SHIP SALES

Vessels sold for further trading

BULK CARRIERS:

- ? **Atlantic Statesman**: 65,015 tdw blt L81 Hitachi reported sold region US\$3,700,000 to Greek buyers.
- ? **Kouryu**: 64,183 tdw blt 81 Hitachi Crs 4/25 ts reported sold region US\$3,400,000 to Taiwanese buyers (understood buyers will take vessel on 2 months timecharter, followed by 11 months bareboat charter with a purchase obligation).
- ? **Maria**: 40,891 tdw blt 84 Mitsui Crs 4/25 ts reported sold region US\$5,300,000 to German buyers.
- ? **Star Michalis**: 37,574 tdw blt 6/85 Hitachi crs 4/25 ts reported sold region US\$5,500,000 to China buyers.
- ? **Ljubljana**: 32,000 tdw blt 3/81 Kanda crs 4/25 ts reported sold region US\$3,100,000 to undisclosed buyers.
- ? **Sapai**: 28,860 tdw blt 89 Shin Kurushima Crs 4/31 ts reported sold region US\$6,500,000 to undisclosed buyers combined with 2 years timecharter back region US\$6,000 daily.

TANKERS:

- ? **Monte Bello**: 14,204 tdw blt 97 Italy StSt Center tks igs sbt IMO 3 reported sold region US\$14,200,000 to undisclosed buyers at auction in Rotterdam.
- ? **Hosho**: 7,600 tdw blt 94 Asakawa StSt Center tks IMO 2+3 reported sold region US\$7,100,000 to Malaysian buyers.
- ? **Libra 5**: 5,069 tdw blt 94 Braila coated cow sbt reported sold region US\$1,500,000 to Middle Eastern buyers.

DEMOLITION: *all prices per ton lightweight xcc*

- ? Vlcc **Ancona**: 267,401 dwt, blt 1978 UK, 39,252 lwt reported sold region US\$147.75 with delivery Bangladesh.
- ? VLCC **Licorne Pacifique**: 264,759 dwt, blt 1975 Japan, 36,448 lwt reported sold region US\$148 with delivery Bangladesh.
- ? VLCC **Crown Jewel I**: 258,336 dwt, blt 1974 Japan, 37,287 lwt reported sold region US\$152 with delivery Bangladesh.

RIJNMOND WEATHER

woensdag 8 mei

9 uur 's ochtends :
temperatuur: 13 graden
kans op neerslag: 0%
wind: matig (16 km/u) uit NNO

5 uur 's middags :

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temperatuur: 20 graden
kans op neerslag: 0%
wind: matig (22 km/u) uit NNO

.... SPECIAL

Four bulker losses last year but it's a big improvement

RETURNING to the bulk carrier issue again, from a different angle this week, do you remember these names: Christopher, Honghae Sanyo, Kamikawa Maru? They are three of the bulkers that went down with loss of life last year.

The ill-fated ships feature in Intercargo's latest Bulk Carrier Casualty Report - 2001 and the previous 10 years. Four dry bulk carriers of over 10,000 dwt sank last year; the other was the Amorgos, whose crew were fortunately saved.

The bulk carrier owners' group report looks at the overall trend in bulker casualties over the period in quite some detail. But let us first concentrate on the ships that did sink.

The 64,104 dwt **Amrogos**'s main engine failed. The ship went ashore off Taiwan and then broke up. Its crew were taken off safely. The Amorgos was 17 years old.

The 164,889 dwt **Christopher**'s engine also failed but, in bad weather, its No 1 hatch cover was dislodged. Water ingress is presumed to have led to structural failure and the ship was lost with all 27 crew. It was 18 years old.

The 39,722 dwt **Honghae Sanyo**'s cargo is assumed to have shifted, causing the vessel to capsize. All 25 people on board died. The Honghae Sanyo was the oldest vessel lost, at 25 years old.

Nine out of 23 crew members survived the sinking of the Kamikawa Maru some 1,100 miles off Brazil. Structural failure is thought to have been the cause of the loss. Shell plating in way of No 3 hold is believed to have failed. This ship was 15 years old.

So what have we got? With two vessels, the initial problem was main engine failure. A problem with cargo stowage may have been behind the loss of one of the others. The final remaining ship suffered structural failure. By size, two were capesize ships, one panamax and one handymax.

The only common thread is that all the lost vessels were 15 years old or more, which seems to vindicate the emphasis in recent years on beefing up surveys of older vessels.

Intercargo says that while four lost ships (not to mention 64 lost lives) is four too many, the overall trend in losses is downward. Intercargo believes that this demonstrates that all the rule-making aimed at bulkers in the 1990s has had a real effect.

It should be noted that the last 10 years has been a grim period for bulkers. During that time, 116 ships were lost, or an average of 12 a year.

However, a recent reduction in losses is apparent when one considers that in 1999 the 10-year average was roughly 15 ships lost, a figure reduced in 2000 to 13.

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It is interesting to note that, according to Intercargo, the biggest single cause of losses during the past 10 years was grounding, accounting for 29 losses. Structural failure sank 20 ships while machinery fires or explosions caused the loss of 15 bulkers, the same number as lost following collisions. Flooding was responsible for 14 ships while the cause of half of last year's casualties, main engine failure, occurred in just eight cases.

While, in 2001, the **Honghae Sanyo** capsized, it was only the second bulk carrier of over 10,000 dwt to do so in 10 years. A review of the incidence of capsizes among smaller vessels, though, may present a different picture.

So what can we learn from the loss statistics and Intercargo report? Well, as the report itself says, four ships lost is four too many. Complacency is also a danger. Nevertheless, it does seem clear that there has been a big improvement in bulker safety in recent years. It is difficult to justify panicky, rushed or half-thought-out measures on the basis of this report.

That does not mean that further work on the safety of this class of ship is not needed. Much has been done but there are a number of projects that will all come together late this year and early in 2003. The industry, classification societies and regulators will then be in position, based on proper research, to specify newbuilding requirements that are as safe as possible and also to agree measures for existing ships that are prudent and practical.

The focus of concern in relation to bulker losses has been structural and design issues such as amount of freeboard, the need for forecastle and breakwaters and hatch cover, forward bulkhead and shell plating strength.

These areas are being addressed.

But, given the importance of the human factor in many of the causes of the losses, such as groundings, fires and collisions, it is difficult not to agree with Intercargo, which says: 'Arguably the International Safety Management Code has the most potential for raising the standards on bulk carriers, and of the crews that sail on them.'

**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>