

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Saturday 08-06-2002



EVENTS, INCIDENTS & OPERATIONS



The **Lady Cecilia** with the bulker "Darya Devi" from Immingham dock June 4th 2002.

Photo :
Patrick Hill

War risk surcharge for Indian ports

SHIPS calling at the Indian ports of Mumbai, JNPT, Kandla and other ports in the region (north of 18° N, west of 73° E) will be subject to extra war-risk premiums, following cancellation of all insurance/re-insurance contracts by London underwriters with effect from June 10. The move comes in view of mounting tensions between India and Pakistan. "This will definitely increase our operational costs. We

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will soon make a representation to the government, requesting it to put pressure on hull underwriters from London," said PK Srivastava, president of Indian National Shipowners' Association (INSA) and chairman and MD of Shipping Corp of India. A senior Container Shipping Lines Association official said the move was unjustified at this moment when war clouds were receding. Indian-flagged vessels, which are compulsorily underwritten by government-owned insurance companies, already pay a high premium of 0.05 per cent of hull and machinery value.

Ore carrier inspected after contact



ONE of the world's largest ore carriers, the 322,398-DWT German-operated bulker **Peene Ore**, will be dry-docked for hull inspection at Blohm+Voss in Hamburg tomorrow after it was in collision with a Dutch coaster on the Elbe on June 3. It was to have been dry-docked at Elbe 17 dock today but forecast high winds led to a postponement. Hamburg authorities told Fairplay it was unclear whether the damage to the bulker – which some sources report as a gash up to 70 m long – resulted from the collision, subsequent grounding, or from an earlier incident. Insufficient visibility underwater has prevented divers from clearly assessing the damage. The collision happened when the Dutch vessel, Sea Charente, tried to overtake the bulker but then stopped its manoeuvre and was drawn in by the shallow water effect to collide with the larger body. The Sea Charente sustained only minor damage.

CASUALTY REPORTING CALAND TUNNEL

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At the BRITTANIE harbour in the Europort one of the 2 stored tunnel elements for the new to build Caland tunnel disappeared partly under the surface, the water is pumped out again and the Element is restored in the original position – [Photo : Smit Salvage](#)

SHIPYARD NEWS

Hellenic sale and subsidy sealed

BRUSSELS yesterday approved partial state aid for Hellenic Shipyards, while the final contract of sale of the Greek yard to German shipbuilding consortium HDW-Ferrostaal was signed on May 31, ending a nine-month privatisation saga. The European Commission approved aid in the form of financial incentives for workers' voluntary retirement, on condition that Hellenic reduces its ship repair capacity by 42 per cent of the average level of repair activity over the last five years. Tax benefits granted to the company remain under EC scrutiny. The German consortium paid euro47.1M (\$43.6M) for the yard, of which euro6.1M covered yard equity and the remaining euro41M a capital increase at Hellenic. The sale could still run into problems as the unsuccessful bidder for Hellenic, Elefsis Shipyards, recently lodged a complaint with the EU competition authorities. Elefsis claims that the sale violates competition rules and that the Greek government unjustifiably favoured the German bid

ROUTE, PORTS & SERVICES

Boluda buys Trasmed debtor

FINAL manoeuvres ahead of the bid deadline for Spanish ferry operator Trasmed have seen a major road transport customer acquired, while one of the competing consortiums has been strengthened. Cadiz-based Transportes Carillo, which is reported to owe Trasmed euro6M (\$5.4M), has been snapped up by shipping major Boluda Group together with investor Inversiones Ibersuizas for just euro 2.4M less than a week before the June 10 deadline. Meanwhile, Spanish daily Cinco Dias says construction group Sacyr and shipping company Berge have joined a consortium of Spanish banks and the Suardiaz shipping company to bid for Trasmed.

Faster bunker sampling in Algeciras

SINGAPORE-based DNV Petroleum Services, which specialises in marine fuel testing, has opened its sixth testing laboratory in Algeciras, Spain. The new facility, which was opened on June 4, is part of

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company strategy to reduce sample transit time and speed up the release of fuel testing results for ships taking bunkers in southern Europe and the Mediterranean, DNVPS said. "Its convenient location helps reduce transit time, typically ranging from one to three days to a matter of hours," the statement asserted. "Our top priority is to get fuel samples in at the shortest possible time," MD Rex Lim said. Apart from the latest \$800,000 facility, DNVPS owns and operates laboratories in Oslo, New Jersey, Rotterdam, Singapore and Fujairah. Six additional facilities will be opened in the next two years, Lim revealed.

Box volumes at PSA terminals reach two-year high

PSA Corp.'s Singapore container terminals handled 1.44 million TEU in May, the highest monthly throughput recorded in 21 months.

The figure was 10.3 per cent higher than in May last year. Year to date, throughput at the Singapore terminals has risen 9.0 per cent.

PSA cited an increase in transshipment volumes across all major markets, in particular China and South Asia. At the same time, local throughput continued to register a strong export-driven growth of 7.7 per cent, reflecting a gradual recovery of the local export market.

In May 2002, PSA's overseas container terminals registered a 181 per cent growth in throughput compared with the same period last year. This includes the volumes handled at Hesse-Noord Natie, Belgium, the latest acquisition by PSA which was completed in April 2002.

Growth was also helped by a rebound in regional trade and the addition of new calls at ports such as Aden Container Terminal in Yemen and Fuzhou Container Terminal in China.

Overall, the PSA Group recorded throughput growth of 39.1 per cent for May 2002 with a year-to-date increase of 24.1 per cent.

NAVY NEWS

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

09 Jun 02	HNLMS Harlingen	M 854	Middelburg
28 Jun 02	HNLMS Tjerk Hiddes	F 803	Amsterdam
28 Jun 02	HNLMS Tydeman	A 906	Terneuzen
09 Jul 02	HNLMS Tydeman	A 906	Amsterdam
12 Jul 02	HNLMS Van Amstel	F 831	Den Helder
12 Jul 02	HNLMS Abraham Van Der Hulst	F 832	Den Helder
12 Jul 02	FS Vulcain	M 611	Amsterdam
16 Aug 02	HNLMS Hellevoetsluis	M 859	Vlissingen
21 Aug 02	HNLMS Jacob Van Heemskerck	F 812	Devonport
30 Aug 02	HNLMS Nautilus	A 853	Arnhem

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06 Sep 02	HNLMS Tydeman	A 906	Rotterdam
06 Sep 02	HNLMS Harlingen	M 854	Rotterdam
06 Sep 02	HNLMS Maassluis	M 856	Rotterdam
06 Sep 02	HNLMS Rotterdam Cancelled	L 800	Rotterdam
06 Sep 02	HNLMS Jacob Van Heemskerck	F 812	Rotterdam
12 Sep 02	HNLMS Middelburg	M 858	Middelburg
20 Sep 02	HNLMS Maassluis	M 856	Alblasserdam
03 Oct 02	HNLMS Willemstad	M 864	Willemstad NL
03 Oct 02	HNLMS Maassluis	M 856	Maassluis

Nieuwe helikopter Koninklijke Marine maakt eerste deklanding



Top : The First prototype of the NH-90 (F-ZWTI) at Naval Air Station De Kooy – **Photo : Piet Sinke**

Een prototype van de nieuwe marinehelikopter NH-90 is donderdag 6 juni om 14.00 uur voor de eerste maal op het helikopterdek van Hr.Ms. De Zeven Provinciën in de marinehaven te Den Helder geland.

Sinds 1975 vliegt de Koninklijke Marine met helikopters van het type Westland Lynx. Vanaf 2007 maken deze geleidelijk plaats voor de grotere NH-90 NATO "frigate" helikopter. Deze tien ton zware helikopter met twee motoren is speciaal ontworpen voor maritieme doeleinden. De vaste bemanning bestaat uit drie man. Daarnaast kan de NH-90 tot 14 passagiers vervoeren.

Op vrijdag 7 juni organiseert de Marine Luchtvaart Dienst (MLD), die 85 jaar bestaat, een open dag op vliegveld De Kooy in Den Helder. Ook daar zal de NH-90 te bezichtigen zijn.

COBRA GOLD 2002

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A U.S. Marine CH-46 "Sea Knight" helicopter assigned to the 31st Marine Expeditionary Unit flies over seven Royal Thai Marine Corps Amphibious Assault Vehicles (AAVs) as they head toward Hat Yao Beach during a combined amphibious landing force exercise (CALFEX). The exercise is part of Cobra Gold 2002. Cobra Gold 2002 is the 21st U.S. Pacific Command exercise conducted in Thailand demonstrating the ability of U.S. Forces to rapidly deploy and conduct Joint-combined operations with the Thai and Singaporean armed forces



HMAS BALLARAT

Tenix Defence launched the eighth ANZAC-class frigate, [HMAS Ballarat](#), on 25 May at its Williamstown yard in Victoria, Australia

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MOVEMENTS



The Singapore flagged tanker **NEON** arrived at the Europort , the former name **ELEKTRA** was still visible at the hull - **Photo : Bram Plokker / Ineke de Kok**

HAVILA CAPTAIN



The **Havila Captain** departed from Flushing with the loaded barge H 404

Photo : Jacco van Nieuwenhuyzen

MULTRATUG 7

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The **MULTRATUG 7** arrived in the Sont – **Photo : Leen Meij**

ANGLIAN DUKE



The **Anglian Duke** at Workington last week after towing a pipe laying barge into the solway firth to lay a gas pipe to Ireland, so can be seen the Duke is not sold yet to West Africa as reported earlier.

AIRCRAFT / AIRPORT NEWS



An **Airbus A 330** of the new Belgian airline **VG AIRLINES** at JFK-New York - **Photo Joe Pries**

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US NAVY SUSPENDS CARRIERS OPS FOR THE F-14 TOMCAT



The Navy suspended carrier operations for its 156 F-14 Tomcats Tuesday, pending a corrosion inspection of the jets' nose landing gear (NLG) components.

All Tomcats will remain grounded until investigators check a key strut in each plane's nose wheel assembly -- specifically, the outer NLG cylinder, which was the apparent cause of a March 2, 2002, F-14 training accident in the Mediterranean which killed the pilot, Lt. Cmdr.

Christopher Blaschum.

An engineering investigation of the mishap discovered corrosion on the outer cylinder at the site where the failure occurred.

Any F-14 aircraft NLG cylinder strut found to have corrosion pits greater than .005 inches deep will be prohibited from carrier launch until the nose landing gear strut is replaced.

Aircraft with corrosion pits less than .005 inches deep will be placed on a recurring 50 catapult inspection requirement to make certain the corrosion does not exceed acceptable levels. Inspection procedures are estimated to require 15 man-hours per aircraft.

Naval Air Systems Command (NAVAIR) is working with the type commanders (TYCOMs) to minimize the impact on deployed squadrons, and with the parts supplier, BF Goodrich, to assure a supply of replacement parts to meet the fleet needs as quickly and efficiently as possible.

The Navy expects to have all F-14s inspected within two weeks.

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.... SILVER RAY

Photo's of the **SILVER RAY** on fire in the port of Antwerp

Photo's : **Gäetan Spoormans**



The carcarrier had loaded some (not very new) cars for the African market. She had second hand-cars on board which were loaded in Hamburg. Here in Antwerp the rest of the cars would be loaded.

The Crew has discovered the fire (probably caused by a car) and they tried to get the fire under control.

They have made some gaps in to the vessel, but nothing really helps. The crew is OK.

After a week it was still not possible for the fireman to go into the vessel. There was lot's of smoke on decks 6 to 9, but only fire on decks 11 and 12

Because of the heavy smoke the firecrew could not go into the vessel. They could not open the cargo-holds because there was a risk that the fire will be started again due the oxygen.

There were 3000 cars in the cargo hold.



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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>

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DE KURSK - DE BERGING

13 APRIL 2002

13 OKTOBER 2002



Nationaal Sleepvaart Museum

Hoogstraat 1-3
Maassluis

