

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Saturday 09-02-2002



Operation Enduring Freedom



USS THEODORE ROOSEVELT, ITS GARIBALDI, FS CHARLES DE GAULLE, HMS ILLUSTRIOUS and USS JOHN STENNIS converge in the Arabian Gulf for Operation Enduring Freedom

EVENTS, INCIDENTS & OPERATIONS

Fears for jobs at Scandlines

Serious discord between **Scandlines** stakeholders, Germany's Deutsche Bahn AG and the Danish transport ministry could threaten jobs on the 30 ferries, a works committee said on Thursday. Deutsche Bahn spokesman, Uwe Herz, said at present discussions focus on a restructuring plan but he did not rule out a possible split. In Denmark reports speculate openly about an end to the partnership. The crisis first emerged at the end of 2000, a spokesman from Scandlines said. At that time the two companies each held a 50% take in Scandlines and failed to agree on the planned sale of the enterprise.

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Relations became critical, when Deutsche Bahn AG appointed a new finance executive committee at the end of January 2002 over the heads of their Danish partners. Deutsche Bahn did that



independently, the Danish transport ministry stated.

Danish Minister Flemming Hansen, reported that Denmark wanted to end the partnership established in 1998 as quickly as possible. Denmark hopes to achieve this within the next 6 months.

At Rostock the announcements created uncertainty amongst the work committee. If the German-Danish fleet separates once more, then the German part could possibly be split again, they say.

New USCG Commandant



President Bush has nominated Vice Admiral Thomas H Collins, 55, to be the 22nd Commandant of the United States Coast Guard. Secretary of Transportation Norman Y Mineta, the Coast Guard's Service Secretary, praised the President's nomination, saying, "Admiral Collins reflects the best leadership traits of the dedicated men and women of the United States Coast Guard. He is the right person to lead the modern Coast Guard through today's challenges to tomorrow's promise of a safer, more secure American coastline and maritime transportation system. Once confirmed by the Senate, Vice Admiral Collins will relieve the current Commandant, Admiral James M Loy, at a formal change of command ceremony in Washington, DC. The ceremony is being planned for May 30, 2002.

Admiral Loy, who has held the Commandant position since May 1998, will retire at the May ceremony after serving with the Coast Guard for forty-two years. Vice Admiral Collins is currently serving as the Coast Guard's Vice Commandant, the service's second-in-command. Prior to that he served as Commander of the Coast Guard Pacific Area. Vice Admiral Collins began his Coast Guard service at sea aboard the Coast Guard Medium Endurance Cutter Vigilant. He later commanded the Patrol Boat Cape Morgan, a Coast Guard Group at Long Island Sound, NY, and the 14th Coast Guard District at Honolulu, HI. He also served in several Headquarters assignments including Deputy Chief of Staff.

Zeilboot dag vast op Westerschelde

HANSWEERT - Een zeilboot heeft ongeveer een etmaal vastgezet op een zandbank in de Westerschelde. Er waren enkele opvarenden aan boord.

Gisteravond slaagden twee sleepboten erin het schip los te trekken. De tweemaster Reindert was maandagavond vanuit Vlissingen op weg naar haar thuishaven Walsoorden. Ter hoogte van Hansweert belandde het schip in slecht weer op de Platen van Ossensisse en kwam muurvast te zitten. Volgens bergingsbedrijf Polderman uit Hansweert, dat zijn diensten had aangeboden, weigerde de kapitein zowel maandagavond als gisterochtend hulp.

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Op verzoek van de verzekering werd Polderman gisteren in de loop van de dag wel ingeschakeld. Gisteravond rond acht uur slaagden de sleepboten Delta en Watersnip van het bedrijf erin de tweemaster los te krijgen.

Zeewering bij verschillende kustgebieden zwak

DEN HAAG - Staatssecretaris De Vries (Verkeer en Waterstaat) komt op korte termijn met maatregelen om de belangrijkste zwakke schakels in de kustwering te versterken.

Het gaat om de kust van West Zeeuws-Vlaanderen, Delfland (Hoek van Holland-Kijkduin) en de kop van Noord-Holland (Den Helder-Callantsoog). De bewindsvrouw kondigde dat donderdag aan op de conferentie Nieuw Nederlands Peil in Scheveningen.

Uit berekeningen is gebleken dat voor het achterland van de genoemde gebieden de veiligheid op een termijn van 50 jaar niet kan worden gewaarborgd. Oorzaak is onder meer de zeespiegelstijging. Er zijn zowel maatregelen op zee als op het land noodzakelijk.

De Vries wil de huidige afslaggrens van de duinen vasthouden. Hiervoor zijn maatregelen in zee nodig, zoals een kleine zeewaartse verschuiving van de kustlijn. Ook zal zand op de kust worden gespoten (zandsuppletie). Gevolg is dat kustplaatsen meer ruimte krijgen voor bebouwing. De Vries wil in die gevallen soepeler omgaan met het uitgeven van vergunningen.

Provincies, gemeenten en waterschappen worden intensief betrokken bij het uitwerken van de plannen.

Saga of the old ULCC Essex continues

The saga of the old **ULCC Essex** continues. The 1975-built 362,000 dwt vessel is still sitting off Curacao, waiting for her charterer (European commodity trader Trafigura) to agree with the US authorities as to whether the cargo can now finally be sold and the funds held in escrow until US investigations are over.

The authorities are investigating allegations of sanctions busting - the vessel is alleged to have been loaded with extra volumes (230-270,000 bbls) of oil on previous occasions after UN inspectors in Iraq had left the ship. Ship operator European Navigation (brokered by Elka) and charterer Trafigura both protest their innocence.

CASUALTY REPORTING

'Kodima' - latest from vessel's manager

Yesterday morning, a nine strong salvage team boarded the 'Kodima' but once safely on the vessel the weather deteriorated unexpectedly and a rescue helicopter was called to bring them back before conditions worsened further. They were unable to receive helicopter lifts of equipment and conditions have made further operations today impossible. The tug 'Sigyn' remains on-station just offshore. On Wednesday, salvors successfully managed to land equipment but attempts to bring the tug alongside were unsuccessful due to the heavy swell. The vessel remains in a stable position grounded on the sand in Whitsand Bay with no further apparent changes to the condition of the vessel.

It appears that dead sea birds reported along the length of the Cornish and South Devon coast are unfortunate casualties of the bad weather prevalent for the last ten days. Environmental officers from the Maritime & Coastguard Authority have confirmed that there is almost certainly no connection between these wildlife losses and the grounding of the 'Kodima'. Managers, salvors and the pollution control unit under SOSREP continue to monitor events closely and contingency plans are in place to

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manage any signs of pollution. There have been reports that an operation to remove fuel oil or refloat the vessel could begin as early as Thursday. These reports are inaccurate. Preparations continue and the earliest that either operation could commence would probably be Sunday or Monday. The tides at present are not assisting - low tide partly is coincident with the hours of darkness at daybreak and at nightfall. The salvors were unable to work on deck during high tide as the swell washes over the full length of the deck. The owner's insurers have appointed a contractor DRS Demolition National to begin the process of removing the timber cargo from the shoreline. Heavy equipment will be required and the process will take weeks. Access to the beach is difficult and working time will be restricted to low tide and daylight hours. Signs were posted around all access points, car parks and the local area advising the public of the hazards in attempting to remove the timber and of the requirement to inform the Receiver of Wreck of any cargo salvaged.

ROUTE, PORTS & SERVICES

Largest reefer to be named

The largest container ship ever to call in New Zealand, the **P&O Nedlloyd Remuera**, will be named at a ceremony on Auckland's Princess Wharf on Sunday 10 February.

The P&O Nedlloyd Remuera can carry 4100 TEUs, compared to 2700 capacity of the "Eastabout" ships that previously maintained the trade between New Zealand and Northern Europe.

With 1300 power plugs for 20ft and 40ft high cube integral refrigerated containers, the ship also is the largest refrigerated container ship in the world. She is one of 10 being built primarily to service New Zealand and Australian exports to Europe and the East Coast of the United States.

The containers are part of the world's largest ever order of integral reefer containers - 6,000 20ft and 8,500 40ft with "high-cube" capacity. The new series of ships has been named the Albatross Class and P&O Nedlloyd will introduce seven of these ships to the Trade over the next year.

Partner operator CP Ships will add another three vessels of the same size, ensuring importers and exporters receive reliable, fixed-day weekly sailings on the Australian / New Zealand, Europe / USA trade route.

The ship will be named by Carole Gosche, wife of the Hon. Mark Gosche, New Zealand Minister of Transport. Hosting the official party will be Paul Windfield, P&O Nedlloyd Regional Director for Australia-New Zealand, Tom Boardley P&O Nedlloyd Director for European Trades, Doug Bannister P&O Nedlloyd General Manager for the Australia-New Zealand Trade and Gary Quirke General Manager for P&O Nedlloyd New Zealand.

Following the naming ceremony the ship will sail for Napier and Port Chalmers in Otago, loading cargo for a round voyage to Asia, calling at Singapore, Yantian and Qingdao. She will also discharge in New Zealand the 750 new containers she is delivering from China on her maiden voyage.

P&O Nedlloyd Remuera will then return to New Zealand mid-March and phase into the current P&O Nedlloyd "Eastabout" service between Australia, New Zealand and Europe. The new Europe / USA / ANZ round the world service will commence later this year

TT-Line reports a difficult year

Germany's Hamburg based shipping company, TT-Line reported a difficult year for 2001. Turnover for ferryboat and shipping operations in the southern Baltic Sea decreased by 9% to approximately 135 million Euros compared to the same period the year before.

TT-Line Managing Director Hanns Heinrich Conzen blamed the delayed delivery of four newbuildings



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coupled with weak economic conditions and the high costs for fuel for the drop in revenue. The company invested 300 million Euros for four new ships and upgrading of harbour facilities. "That is the largest investment program in the 40-year history of the shipping company", said Conzen.

Freight transport increased 2% compared to the same period in 2000. Passenger transport business fell by 16% to around 469,000 passengers. On the Travemuende-Trelleborg line passenger numbers fell by 18%. Freight transport on the southern Baltic Sea route was disappointing, recording a drop of 4%. The turnover comprises 61% in freight transport (57% in 2000), 23% passenger transport (25% in 2000) and 16% turnover onboard sales (18 per cent in 2000).

The Rostock-Trelleborg route, established 10 years ago, proved to be the company's success. Freight transport rose 19% on this route and passenger transport rose 6% on this route over last year. "A shift of transportation towards the east is evident", said Conzen. "This is a very pleasing development", he added.

The private ferry line TT LINE will celebrate its 40th anniversary this year. The business was created in March 1962 starting with one ship which carried passengers from Travemuende to the Swedish services. A decade ago TT-Line opened its new route between Rostock and Trelleborg, which became an immediate success.

NAVY NEWS



Soft-kill decoys are an important part of the ship self-defence armoury. Chaff and infra-red decoys are shown here being fired for a Dagaie Mk 2 system aboard a Taiwanese frigate.

HMS SHEFFIELD TO TAKE OVER ROLE AS NATO FLAGSHIP

Type 22 frigate **HMS Sheffield** left Plymouth on to relieve HMS Chatham as the UK's contribution to the Standing Naval Force Mediterranean (STANAVFORMED).



During the six month deployment HMS Sheffield will carry out a number of operational duties as part of the Force, including the monitoring of merchant shipping as part of anti-terrorist operations. Visits are planned to Turkey, Sicily, Crete, Spain and Algiers.

STANAFORMED is one of a group of NATO Standing Forces, usually comprising of eight frigates and destroyers each representing a NATO country, and is based in the Mediterranean. A Commodore, or National equivalent, who is provided by one of the participating nations, commands the Force. Commodore Angus Somerville currently commands the Force and will fly his flag in HMS

Sheffield. He took Command last September at a ceremony held at Devonport Naval Base. The Commodore and his staff will transfer from HMS Chatham.

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HMS Sheffield's Commanding Officer, Commander Simon Williams said: "The honour of being chosen for the flagship role will bring new challenges to HMS Sheffield's ship's company. I have every confidence they will rise to and thoroughly enjoy these challenges."

The ship returned from a highly successful deployment to the West Indies in August 2001. HMS Sheffield carried out counter drug operations in close liaison with the US Coastguard and the Dutch Navy. The ship played a key role in catching smugglers who were carrying 749kg of cocaine.

Since then the ship has paid a visit to her affiliated city of Sheffield and has been undergoing maintenance and training to prepare for her current deployment.

NAVSEA Takes Lead in Repairing Oil Leak from Sunken Ship

Divers from Mobile Underwater Diving Salvage Unit (MUDSU) 1 based at Pearl Harbor, Hawaii, will soon descend into a Pacific lagoon to stop a recent oil leak and assess the material condition of a World War II Navy oil tanker that sank in 1944. **USS**

Mississinewa (AO 59), a 553-foot auxiliary oiler, was commissioned May 18, 1944, and supported the ships of the 3rd Fleet in the Central and South Pacific. The huge lagoon at Ulithi Atoll was an anchorage for hundreds of Pacific Fleet ships and major staging area for campaigns at Leyte Gulf, Iwo Jima and Okinawa.

Mississinewa was anchored in Ulithi's lagoon when it was struck by a Japanese-manned suicide torpedo, or "kaiten," on the morning of Nov. 20, 1944. The ship burst into flames and sank, killing 63 American Sailors. Fire-fighting fleet tugs pulled more than 200 Sailors from the burning waters of the lagoon. In April 2001, after several years of searching by sport divers, Mississinewa was located at a depth of 135 feet. An oil leak coming from Mississinewa was discovered in August 2001. In a mission funded by the Chief of Naval Operations Environmental Protection, Safety and Occupational Health Division (CNO N45), divers contracted through the NAVSEA's Navy Supervisor of Salvage and Diving (SUPSALV) stopped the leak with a temporary concrete patch and pumped an oil-and-water mixture from one ship compartment. SUPSALV salvage and environmental operations specialist Bill Walker said a survey team from the National Oceanographic and Atmospheric Administration (NOAA) and the Coast Guard reported that the environmental impact from the leak was minimal.

On Dec. 23, 2001, another leak was reported. According to an article published in the Pacific Daily News, Yap State disaster coordinator Jesse Raglmar-Subolmar said the oil is drifting away from areas fished by the majority of Ulithi's approximately 700 residents. On Feb. 3, 2002, the MUDSU 1 team arrived on station to support the NAVSEA effort in order to survey the hull and attempt to seal the oil leak. The operation is expected to take one

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week. "Instead of doing a 'Band-Aid' fix, we're planning a more permanent solution," Walker said.

The government of the Federated States of Micronesia, the state in which Ulithi Atoll lies, has been officially informed by the State Department that the U.S. government will remove the remaining oil from Mississinewa. The oiler was nearly full at the time of the attack in 1944. SUPSALV, Director of Salvage Operations, Tom Salmon said that, depending on what is found, the divers may use epoxies to plug the leak. He added that the ship will not be lifted or moved, and divers will not go inside. This action will not be considered a disturbance of a war grave. Not disturbing the gravesite is important to the 47 living survivors of the sinking of Mississinewa, who are very concerned about the resting place of their shipmates.

MOVEMENTS



The Jack-up rig ENSCO 72 was shifted by 4 harbour tugs of Smit on Friday 08-02-2002 from the Caland Canal to the Verolme shipyard in the Botlek Area – Photo : Piet Sinke

AIRCRAFT / AIRPORT NEWS

M-346 advanced and lead-in fighter trainer



One of Aermacchi's major developments is the new-generation M-346 advanced and lead-in fighter trainer.

Air Afrique vrijwel zeker failliet



De pan-Afrikaanse luchtvaartmaatschappij Air Afrique gaat faillissement aanvragen. De directie van het veertig jaar oude bedrijf ziet geen mogelijkheden meer om het bedrijf te redden. Air Afrique verkeert al jaren in een crisis en heeft een schuld van ruim 460 miljoen dollar. Alle 4200 werknemers zitten thuis en ook heeft de luchtvaartmaatschappij geen vliegtuigen meer in bezit. Een speciale commissie moet een goede afvloeiing van de werknemers garanderen. Air Afrique werd in 1961 opgericht door tien Afrikaanse landen waaronder Senegal en Congo. Een elfde land kwam begin jaren negentig bij het bedrijf.



A Korean Air MD 11 Cargo plan came into a "not so" natural position due to an incorrect loading procedure at Sydney International Airport (Photo : Shane Sommerville)

RIJNMOND WEATHER **zaterdag 9 februari**

9 uur 's ochtends:
temperatuur: 11 graden
kans op neerslag: 25%
wind: vrij krachtig (37 km/u) uit ZW
5 uur 's middags:
temperatuur: 10 graden
kans op neerslag: 25%
wind: vrij krachtig (36 km/u) uit ZW

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.... SHIP OF THE DAY



The newly build transport barge **SMIT ANAMBAS** moored alongside the Giant 3 in Batam – Indonesia
The new barge have the following dimensions :

SMIT ANAMBAS

Semi-Submersible Ocean-Going Transportation Barge

Length O.A. : 115 mtrs

Breadth (mld) : 31.6 mtrs

Depth (mld) : 6.8 mtrs

Draft (mld) : 5.165 mtrs

DWT : 13,000 ton

Uniform Deck Strength : 15 tons/m²

Classification : A.B.S.

Registration : Singapore

Ballast System

Combination of compressed air and ballast pump system; with 2 x diesel engine driven air compressors of 1000 m³/hr at 3.5 bar each and 2 x electric driven ballast pumps of 225m³/hr at 25 m.w.c. each.

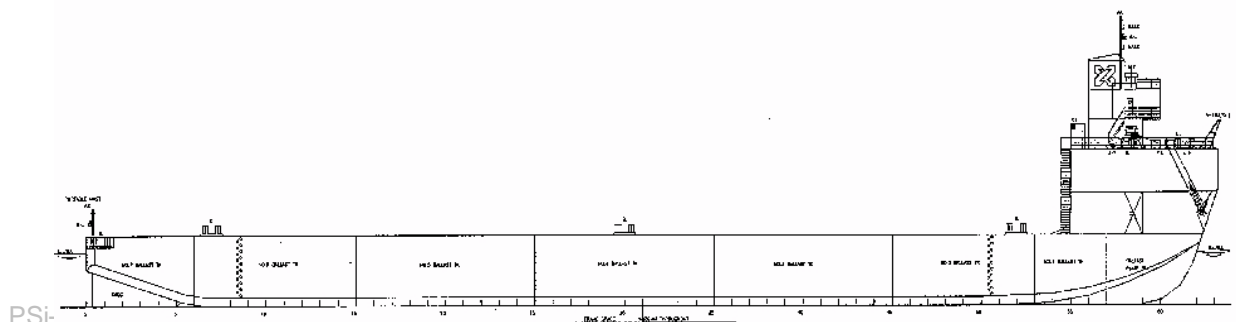
Generators

2 x main generators of 185KVA each, 440V A.C., 3 phase, 60 Hz

1 x standby generator of 10KVA, 230V A.C., 3 phase, 60 Hz

Others

- Tank sounding and draught measurement system for all ballast tanks
- Central control room for ballasting and de-ballasting, including alarms and watch-keeping controls of the machinery
- Air conditioned living quarters consisting of 2 bunks, resting facility, pantry, toilet and shower



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NOTICE FOR READERS

Discovery Channel will broadcast on **Monday February 11th** at **22:00 hrs LT** a movie which is called EXTREME MACHINES: Underwater machines – Submarines – in which the accident with the Kursk will be highlighted.

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

<http://www.scheepvaarthoek.nl>