

## DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 09 -04-2002



### Operation Enduring Freedom



A **CH-46** helicopter from the "Chargers" of Helicopter Combat Support Squadron Six (HC-6) prepares to pick up a pallet of supplies aboard the guided-missile cruiser **USS Hue City**. HC-6 is deployed aboard the fast combat support ship USS Seattle (AOE 3) conducting combat missions in support of Operation Enduring Freedom

## EVENTS, INCIDENTS & OPERATIONS

### Mammoet and Van Oord building a wind farm at sea

Schiedam – The companies Mammoet and Van Oord ACZ are to cooperate in installing an entire wind

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farm at sea. The joint undertaking Mammoet Van Oord has already gained a large order in Denmark, the two have announced.

Mammoet and Van Oord will have a majority interest in the undertaking. The crane company Hovago Cranes and the maritime hoisting company Marine Construct are also shareholders. The first order involves the transportation and erection of eighty 165-ton, 33-metre high windmill foundations for the largest offshore wind farm in the world. The Danish wind farm, opening at the end of July, will have a 150 megawatt capacity.

Mammoet is an international specialist in the field of complex hoisting and transportation projects. Last year the company gained considerable attention through the raising of the Russian nuclear submarine the Kursk. Van Oord ACZ is a major contractor in the field of dredging, coastal and shore works and in installation activities at sea.

## HBG and Dragados to appeal Dutch market authority fines

DUTCH Financial Markets Authority (Authority FM) is to fine Spain's Grupo Dragados and Dutch dredging and construction group Hollandsche Beton Groep E 108,905 (\$95,530) over claims, denied by the pair, that they breached the Securities Trade Act.

HBG and Dragados say: "If the Authority FM nevertheless goes ahead with the imposition of penalties, Dragados and HBG will initiate the applicable appeal procedures provided by law."

Authority FM said they acted contrary to the Decree on the Supervision of the Securities Trade 1995, by making a public announcement on February 5, 2002, concerning their expectation that agreement could be reached on an offer to be made by Dragados for HBG. According to Authority FM, that expectation was already justified.

In the opinion of the Authority FM, the alleged violation did not prevent implementation and settlement of the offer which has since been made.

The acceptance period ends at 1500 hours Dutch time on Wednesday. But Authority FM intends to go ahead.

## Grecia Express sails back to court

PARTIES in the notorious Grecia Express case will return to London's Commercial Court tomorrow to agree costs and interest. The Hellenic Mutual P&I Club was ordered to pay an insurance claim by the Ventouris group-owned Strive Shipping for the vessel's loss by sabotage. The club is expected to seek leave to appeal against the judgment, which rejected allegations of connivance by the owner, George Ventouris, and failure to disclose previous attacks on Ventouris vessels. A representative of the Greek shipping community told Fairplay the decision has reaffirmed its trust in the court. At the same time, Ventouris was grateful to have been personally vindicated.

## Ro-ro deaths puzzle investigators

US government investigators remain puzzled by the deaths of two senior crewmen following an engine-room fire on the US-flagged ro-ro Cape Horn in the Northern Pacific. The fire, which broke out on March 31, took two hours to extinguish, but the investigators said the chief mate and first assistant engineer appeared to have died from asphyxiation, not burns. They will now try to determine whether gas or chemicals in the ship's fire suppression system might have killed the men, who entered the

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engine room after the fire started. The 1979-built ship, operated by the US Maritime Administration, was 700 n-miles East of Hawaii on passage from the US to Thailand when the fire broke out. Although under military control, the California-based Cape Horn's crew comprised 28 merchant seafarers and six army supervisors. The 31,801-DWT vessel is now being towed to Pearl Harbor.

## CASUALTY REPORTING

### AI GE (Belize)

London, Apr 5 — Following navigation warning broadcast today: Drifting oil removal works (? from sunk general cargo *Ai Ge*) by numerous vessels in vicinity of lat 36 00.6N, long 133 31.7E. Vessels requested to keep clear of area.

### ANTO (Bolivia)

London, Apr 5 — A press report, dated today, states: General cargo *Anto*, which carried the largest-ever haul of smuggled cigarettes in the State's history, fetched just E37,000 at auction in Dublin. *Anto* was seized last December by Customs and Excise officers and Gardai in Dundalk. A Londoner who was caught trying to offload 70 million smuggled cigarettes from the vessel was jailed last month for three and a half years. The vessel was sold yesterday to a Dutch agent who is expected to have it towed to Holland for a refit.

### ASIA PHILIPPINES (Philippines)

Manila, Apr 5 — Ro/ro *Asia Philippines* (1053 gt, built 1975), Cagayan de Oro for Cebu City, ran aground at vicinity of Panglao Island, Bohol at about 0200, local time, today. No injuries reported among the 129 crew and passengers, who will be transferred to passenger ro/ro *Asia Hongkong*, reportedly now on its way to the grounding site. — Lloyd's Agents.

London, Apr 5 — A press report, dated today, states: Inter-island ro/ro *Asia Philippines* ran aground off Palangaw Island, Bohol, early today. The vessel was carrying 133 passengers and 49 crew members en route to Cebu from Cagayan de Oro in Mindanao when the vessel ran aground. Philippine Coast Guard officials said that all passengers and crew were safe. Responding Coast Guard vessels assisted in the transfer of passengers to a sistership, passenger ro/ro *Asia-Hongkong*. Both vessels are operated by Cebu-based Trans-Asia Corporation. According to the Coast Guard, the vessel's master will try to extricate the vessel once the high tide comes in. Coast Guard divers are now undertaking underwater inspection of the vessel to determine it's seaworthiness. The vessel will be brought to Tagbilaran pier where it will undergo more intensive inspection. Coast Guard officials said that since the accident happened during fair weather, they are trying to determine if the grounding was caused by human error or miscalculation. Sanctions would be imposed if necessary, the Coast Guard said.

London, Apr 6 — A press report, dated today, states: All 129 passengers of ro/ro *Asia Philippines* arrived safely at Cebu port at 1540, local time, on Friday (Apr 5) after the vessel ran aground at the waters of Panglao, Bohol early dawn of same day. The management of Trans-Asia Shipping Lines are still conducting an investigation on the incident while prioritizing first the safety of the passengers, William Acosta, TA vice president for sales and capital told reporters last night. The vessel's captain Capt. Silverio Gacang including 31 of his crew are still at the site checking on the extent of the damage, Acosta said. The official said it was not known why the vessel ran aground saying the area

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is considered a "normal" route for vessel going to Cebu from Cagayan de Oro. The vessel, which left Cagayan de Oro at about 1900 last Thursday night was scheduled to arrive Cebu at 0600 Friday. It has a loading capacity of 500 persons. Acosta said as far as he knows, the route that was used by the vessel is passable. A team of divers were already sent to Panglao, Bohol yesterday "to have a look and determine the extent of the damage," Acosta said. Trans-Asia assistant manager for CDO operations Franklin Dagcuta said there was nothing wrong with the vessel when it left Macabalan port Thursday night. According to Acosta once the vessel is retrieved from the site, they will have it drydocked either at Sandoval Shipyard in Liloan or Trigon, San Fernando all at Cebu province. They would have to wait for two weeks before it will be known if the vessel can sail again.

### BRITISH VIGILANCE (Isle of Man)

London, Apr 5 — A report in the Apr 5 edition of "Newsfront" states: As the shiprepair industry was coming to terms with the wider safety implications of the Dubai Drydocks disaster, operations there were resumed Mar 30 though there was a government clampdown on information about the fatal event of three days earlier. Meanwhile ship agents have since been allowed free access to docks other than No 2, and among the first arrivals after the accident was tank *British Vigilance*, which had been damaged in a collision off Fujairah Mar 24.

### CAPE HORN (U.S.A.)

London, Apr 5 — Following received from Coast Guard Honolulu, timed 0050, UTC: Ro/ro *Cape Horn* remains in tow of *USNS Shasta*. An ocean bound tug is expected to take over the tow later today. Destination remains Pearl Harbour, ETA about four days. (See issue of Apr 5.)

Honolulu, Apr 5 — Ro/ro *Cape Horn*: It has been reported that the Hawaiian tug & barge tug *Hoku-Ke'a* has the *Cape Horn* under tow and will arrive in Honolulu on Apr 12. — Lloyd's Agents.

### CAPE ST.JAMES (U.S.A.)

London, Apr 6 — A press report, dated Apr 5, states: Fishing *Cape St.James* (56 gt, built 1979) ran aground west of Astoria on Thursday (Apr 4) morning. The 58-foot fishing vessel radioed for help at 0444, local time, as it beached at Fort Stevens State Park south of the Columbia River jetty. A Coast Guard 47-foot motor lifeboat spent two hours trying unsuccessfully to pull the fishing vessel from the shore. The *Cape St.James'* four-person crew was uninjured. Chief Paul Painter of the Coast Guard said that none of the vessel's 500 gallons of diesel fuel spilled and that most of it would be removed before an attempt was made to free the vessel this morning at high tide. A tugboat was dispatched from Newport to help with the salvage. Coast Guard officials are investigating the cause of the grounding.

London, Apr 7 — A press report, dated Apr 6, states: Fishing *Cape St.James* was pulled off a beach west of Astoria about 2000, local time, Friday (Apr 5.). Crews removed most of the 500 gallons of diesel fuel aboard at noon Friday and freed the vessel during the evening high tide.

### CLIPPER CHEYENNE (Bahamas)

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London, Apr 4 — Following received from Coastguard Portland MRSC, timed 1217, UTC: Ro/ro *Clipper Cheyenne*, (5952 gt, built 1986), Rotterdam for Leixoes, with 17 people on board, was proceeding to anchor about 2.2 miles off the entrance to Weymouth harbour, in lat 50 36.3N, long 02 23.1W, to effect repairs to a cracked cylinder liner on the starboard engine at 1215, UTC. Estimated duration of repair until midnight tonight. No assistance required. (Note — *Clipper Cheyenne* sailed

Rotterdam Apr 3.)

London, Apr 5 — Following received from Coastguard Portland MRSC, timed 0458, UTC: Ro/ro *Clipper Cheyenne* is still anchored in the same position. Vessel's cylinder problem is more serious than expected. Understand repairs have been requested and vessel will remain in its present position until at least tonight.

London, Apr 6 — Following received from Coastguard Portland MRSC, timed 1715, UTC: Ro/ro *Clipper Cheyenne* is now alongside at Portland deepwater berth undergoing repairs. Vessel is not expected to sail before next Wednesday or Thursday (Apr 10/11).

### CRYSTAL HARMONY (Bahamas)



London, Apr 4 — A press report, dated today, states: Hawaii's largest harbour was shut down for more than three hours yesterday after two bomb-sniffing dogs alerted handlers to suspicious boxes waiting to be loaded on passenger *Crystal Harmony*. No explosives were found. A security company was checking the cargo when both dogs zeroed in on a pallet of FedEx boxes, the Coast Guard said. Container ships and barges were forced to wait outside Honolulu Harbour pending the all-clear notice, but traffic was light and the disruptions minor, said Alan Murakami, state harbour

operations supervisor. The harbour reopened around 1130 hrs. Authorities do not know what caused the dogs to single out the packages.

### DARFUR (Cyprus)



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Mumbai, Apr 4 — Old bulk carriers, that carry millions of tonnes of agri products, fertilizer raw materials and steel products to Mumbai Port are faced with a new problem, the Mercantile Marine Department (MMD), under directorate general of shipping, complete random checks and frequently detain vessels, this has made foreign vessel owners, charterers and their Indian agents worried. MMD officials claim that they arrest only those vessels that are either non-seaworthy or that do not possess all required documents on board. Vessel agents say vessels are detained on flimsy grounds and they are forced to divert them to nearby ports like Kandla and Mundra, where checking is minimal. "Most agri products and raw materials are low-priced cargo and traders cannot afford to charter new vessels. Old carriers may have some deficiencies but the MMD is on an arrest spree," said a senior industry official. Today, MMD detained container *Al Muztuba* (4674 gt, built 1978), currently unloading tur dal, loaded from Yangoon. Port officials said the vessel was arrested for 18 deficiencies. At least six vessels, ro/ro *Amanat Shah* (806 gt, built 1980), general cargo *Al Faiha A.* (11186 gt, built 1972), ro/ro/c.c. *Global Prosperity* (13928 gt, built 1977), bulk *Amber Wave* (16582 gt, built 1986), bulk *Erikousa Wave* (15933 gt, built 1986) and general cargo *Darfur* (9985 gt, built 1979), were detained by MMD, leading to huge loss on account of port/anchorage charge and standing charges for vessels and vessel's agents. Foreign owners, especially from Korea and China, are believed to have blacklisted Mumbai and have refused to charter their vessels to Mumbai Port. "We are finding it difficult to get vessels chartered to Mumbai," said a ship agent. Agents like Sai Freight, Sahi Oretrans, Mitsutor, Marco Shipping and Swan Shipping have suffered due to the detention. Apart from the mounting standing charges and port/anchorage charges, the arrested vessel also has to pay out detention charges. MMD charges Rs15,000 for first 1,000 gt and Rs.5,000 for every next 1,000gt. On an average, a detained vessel has to pay around Rs.65,000. Mumbai Port, a major destinations for agri products and fertilizer raw materials, has been hit by these inspections. — Lloyd's Agents.

### EBN HAWKEL (Libya)

London, Apr 5 — Lloyd's Casualty representatives in Piraeus report: In the early hours of Apr 5, the master of tank *Alphatank* Capt. Nikolaos Krousiki informed the Ministry of Mercantile Marine that while sailing north of the port of Skikda they had located and collected a liferaft which had nine Libyan survivors from general cargo *Ebn Hawkel* (7533 gt, built 1981) which had capsized and sunk within a short period of time, north of Algeria. The master also informed the Ministry that in the same liferaft had been six other Libyan survivors, one of whom had died and the other five had fallen into the sea in their efforts to board *Alphatank* and are missing. Search efforts are being carried out by nearby vessels and according to an unconfirmed report, two persons have been located and rescued so far. The nine survivors on board *Alphatank* were transported to the port of Skikda. (Note — *Ebn Hawkel*, Casablanca for Tripoli (? Libya), passed Tarifa Apr 2.)

London, Apr 6 — A press report, dated today, states: Four seamen were killed and 21 are still missing after Libyan general cargo *Ebn Hawkel* sank off the coast of Algeria in bad weather on Thursday (Apr 4). The 34-man crew of the freighter went missing after the vessel sank on Thursday night off Algeria, Libya's maritime transport authority said yesterday. The *Ebn Hawkel*, loaded with flour, went down in bad weather in Algerian territorial waters on its way from Tripoli (Libya) to the Moroccan port of Casablanca. A Maltese vessel, which was among several that responded to the *Ebn Hawkel*'s distress call, spotted a lifeboat with 14 seamen on board, but extreme weather conditions meant the crew of the Maltese vessel was able to save only nine of them, newspapers reported. The bodies of four crew members were pulled from the sea by the Maltese crew. The rescued seamen said that lifesaving equipment on board the *Ebn Hawkel* had not

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functioned properly, and the crew was able to launch only two lifeboats. They added that the cargo vessel sank 20 minutes after launching its mayday call.

Algiers, Apr 6 — Rescue teams have recovered the bodies of nine sailors from Libyan general cargo *Ebn Hawkel* that sank in the Mediterranean and were searching for 16 crew still missing, an Algerian official said today. "We found five bodies this morning following the discovery of four bodies yesterday," a senior official at the Algerian coast guard said. The *Ebn Hawkel*, carrying 7,700 tonnes of flour, was on its way to Tripoli in Libya from Casablanca when it sank in bad weather Thursday (Apr 4) off the Algerian coast. The vessel was 210 miles east of Algiers when it sank with 34 crew on board. Nine sailors were found alive and have returned home to Libya, according to an official at the Libyan state-run Maritime Transport Company. The Algerian official said three vessels and a helicopter were still searching the area. "The weather is nice today, making our search work easier. Friday was very difficult because of a storm on the sea," he said.

### FATIMA (Cyprus)

Setubal, Mar 31 — Bulk *Fatima* is still under repair at Setubal. — Lloyd's Sub-agents.

### FLOODING AT DUBAI DRYDOCK, UNITED ARAB EMIRATES

London, Apr 5 — The death toll following last week's disaster at Dubai Drydocks has climbed to 27, with two workers still unaccounted for, local police have said. An internal investigation into the cause of the tragedy is under way as plans to repair the dock gate in situ are finalised. Insurers are also looking into the causes of the accident at a yard which until now had boasted a solid safety record. The damaged gate ruptured while under repair last Wednesday (Mar 27) following a collision with a barge a week before. Four vessels and a rig were under repair inside when the gate failed and flooded the dock within minutes, trapping many of the workers. Dubai police have completed their own investigation amid unconfirmed reports that criminal charges may be brought against individuals at the drydock company. A well-placed source said police had interviewed four Dubai Drydocks staff members but they had been released. He could not clarify if they had been charged. There is very little official information from Dubai on the disaster or the initial conclusions of the police investigation. The dock is now back under the control of Dubai Drydocks, which is working with the manufacturer of the gate to finalise repairs. The work will be carried out in situ and should be complete towards the end of the month, one source said. It is likely that a "habitat caisson" will be constructed around the damaged area of the gate to enable the work to be carried out. Repairing the gate will enable the company to salvage the vessels still trapped inside.

### GULF FLEET NO.102 (U.S.A.)

London, Apr 4 — A press report, dated today, states: Villagers stormed anchor handling tug/supply *Gulf Fleet No.102* (299 gt, built 1982), servicing the drilling rig *Trident VI* off Nigeria's southern coast, and took the 10 international and Nigerian oil workers on board hostage, Shell Oil said today. The 10 workers, one American, four Ghanaians, one Filipino and four Nigerians, were captured Tuesday (Apr 2) by 40 young men from the village of Amatu, Bayelsa state, Shell International spokesman James Herbert said in London. The hostage-takers demanded employment, oil contracts and other help from Shell in return for the workers' safe release, Herbert said. The captives, whose identities were not disclosed, are employed by a company contracted to Shell, Tidex Marine, Herbert said. The youths, ethnic Ijaws, were apparently angered by the destruction of several boats during an armed standoff in January between Nigerian security forces and Ijaw villagers

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who had briefly captured another Shell boat, local newspapers reported today, citing an official with Shell's Nigeria subsidiary. Herbert could not immediately confirm the account and Nigerian officials were not available for comment. On Wednesday evening, when Shell officials last heard about the captives, the hostages were all in good health and had not been harmed, he said. State government officials visited Amatu on Wednesday and held talks with the village chief and youths aimed at ending the impasse. A follow-up meeting between the hostage-takers and officials was planned for next week in the state capital of Yenagoa. Drilling was suspended at the rig, which was operating in what is known as the EA oil field. Other wells in the area continued to operate normally, Herbert said. "We're very concerned that this is properly resolved," he said, adding that Shell "will not be held subject to blackmail." Activists and common criminals alike frequently attack oil installations and kidnap employees, saying they act in protest of the region's desperate poverty and of environmental damage caused by drilling. Nigeria is the world's sixth-largest oil producer. Residents of southern Nigeria's oil-rich coast often complain that national leaders have exploited the resource for their own benefit and returned too little of the wealth to the communities where the oil is produced. Officials working for international oil companies, including Shell, whose wells account for more than half of Nigeria's oil production, have in the past acknowledged paying villagers in return for protecting oil facilities. Human rights activists say that fuels more attacks.

London, Apr 6 — A press report, dated Apr 5, states: Villagers freed 10 international and Nigerian oil workers who were held hostage two days after being captured while servicing an offshore drilling rig, Shell Oil said today. The workers were freed late Thursday (Apr 4) after talks between government representatives and captors in the village of Amatu, in the swampy coastal Bayelsa state where the men were held, Shell International spokeswoman Kate Hill said in London. The kidnappers on Tuesday demanded employment, oil contracts and other help from Shell in return for the workers' safe release. The hostages are employees of a Shell subcontractor, Tidex Marine. None of them were harmed, Hill said, adding she did not know where they were taken after their release or whether Tidex had met any of the demands. Drilling had been temporarily suspended at the rig, which was operating in what is known as the EA oil field off Nigeria's turbulent Niger Delta. Other wells in the area continued to operate normally, Shell said.

### **INSIKO 1907 (Indonesia)**

London, Apr 5 — Following received from Coast Guard Honolulu, timed 0050, UTC: Tank *Insiko 1907*: Vessel's owners are due to arrive at Honolulu today to arrange salvage details. Vessel is still drifting at about half a knot.

Honolulu, Apr 5 — Tank *Insiko 1907* is still drifting. The vessel has not been officially abandoned by its Indonesian owner and the body of the one crewman who did not survive the fire is still on board. US Coast Guard lists the *Insiko 1907* as a hazard to mariners in the area and also indicating that the vessel is a floating bomb. At the moment there is no salvage or recovery effort underway. — Lloyd's Agents.

### **LA PAMPA (Panama)**

London, Apr 5 — Following received from Gladstone Port Authority, timed 0215, UTC: Bulk *La Pampa* remains at anchor off Gladstone. Understand repairs have not yet commenced. An investigation team conducted a detailed report on the vessel over the Easter period, the results of which are not currently known.



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### LIBRA PERU (Liberia)

Santiago, Apr 5 — At 1800, local time, yesterday, during the containers destuffing operation of general cargo *Libra Peru* (13066 gt, built 1998) when the crane was taking a tanktainer from No 2 hold, this touched the edge of the hold causing a fissure of about 30 centimetres in its structure, which produced the leakage of the product, Phosphorus Chloride that is classified as IMO-6.1 and highly corrosive. All security measures were taken and at this moment the tanktainer is isolated, so as not to be a danger for the people. The operation lasted about three hours. The vessel was moored to pier No 2 of San Vicente port and there was no personal damages. — Lloyd's Agents.

### MATHIAS THESEN (Russia)

Esbjerg, Apr 5 — Ref *Mathias Thesen* (12429 gt, built 1973), from South Atlantic, arrived Esbjerg in tow of tug *Fighter* Apr 3 with engine problems. — Lloyd's Agents.

### NORMA M (U.S.A.)

London, Apr 6 — A press report, dated Apr 5, states: Fishing *Norma M.* was pulled off the beach by a tug at 0400, local time, Apr 4, a little more than three days after it ran aground. The *Norma M.* was towed up the Yaquina River to a dry dock in Toledo for inspection and repairs, said a US Coast Guard spokesman. On Wednesday (Apr 3), a helicopter owned by Columbia Helicopters flew a tow line to a waiting tugboat, which managed to free the *Norma M.* during high tide. The vessel foundered in the surf five miles south of Newport on Monday night during its return from a three-day salmon fishing trip. Owner Mark Chase, 51, his son Joey Chase, 15, and Gabriel Burrows, 17, all of Newport, safely made it ashore after donning survival suits and jumping into the surf. They were treated for hypothermia and exhaustion at a Newport hospital. Mark and Joey Chase were sleeping when Burrows, who was piloting the vessel, realized the vessel was dangerously close to shore. It became beached before it could be manoeuvred out to sea.

### ORIENTAL QUEEN

Bangkok, Apr 4 — *Oriental Queen I*, 273 gt, 32 metres, owned by Siam Sight Seeing Co. Ltd., Bangkok, not *Oriental Queen*, as previously reported, sunk on the Chao Phraya River, Mar 29. *Oriental Queen I* is insured with CGU Insurance (Thai) Co., Ltd. — Lloyd's Agents.

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### RAJHANS (Pakistan)



Karachi, Apr 6 — The Karachi Shipyard and Engineering Works (KSEW) confirmed that its engineers and *Smit Salvage, Singapore*, on Apr 3, have successfully salvaged and refloated the Karachi Port Trust (KPT) tug *Sindbad* and hopper barge *Rajhans*, which sank on Feb 27 while under repair on a floating dock in the shipyard, according to a shipyard official. According to KSEW as per agreement with KPT *Sindbad* was to be completed and

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delivered by Apr 30, 2002 and *Rajhans* by Mar 21, 2002. Work on both these vessels before occurrence of the incident had been completed KSEW much ahead of scheduled and both these vessels were planned to be undocked and delivered to KPT on Mar 4. It is said that after completion of salvage operation extent of damages will be work out in association with classification societies and hectic efforts will be made to bring the vessels into operation within the extended time frame. — Lloyd's List Correspondent.

### RUBIN KOBE (Philippines)

London, Apr 5 — A press report, dated today, states: About 2,000 pieces of timber on bulk *Rubin Kobe* (15932 gt, built 1995) spilled into the sea off Miyagi Prefecture, northeastern Japan, at 0630 today, Japan Coast Guard officials said. There were no injuries among the 20 crew members of *Rubin Kobe* in the incident which took place about 370 kms southeast of the town of Oshika, Miyagi Prefecture, the officials said.

London, Apr 5 — Following navigation warning broadcast today: Numerous logs 20 metres long, about 0.4 metres in diameter: Twenty logs adrift vicinity of lat 35 34.7N., long 144 42.5E, at 0202, UTC, today and 350 logs adrift in vicinity of line between lat 35 16.4N, long 144 52.0E, and lat 35 14.0N, long 144 52.0E, at 0725, UTC, today.

### SUPERFAST V (Greece)



London, Apr 5 — A report in the Apr 5 edition of "Newsfront" states: Attica Enterprises' passenger ro/ro *SuperFast V* is set to return to the Adriatic for a month before transferring to the UK mid-May to inaugurate a new ferry service between Rosyth and Zeebrugge. The vessel resumes on the Patras-Ancona route after successfully completing sea trials following replacement of its double reduction gearing. The first of a series of six newbuildings contracted at Germany's HDW, *Superfast V* initially encountered problems just prior to its slated commissioning summer 2000 and had to return to the shipbuilder. She was finally re-delivered end-February 2001 after commissioning by the group of the next in series sister ferry *Superfast VI*. However, difficulties were not at an end. Following re-delivery, *Superfast V* had continual problems with equipment supplied by Schelde Gears, and in January she arrived at Lloyd Werft shipyard in Germany to have the gearing replaced by a Renk-manufactured system. HDW is seeking compensation from Schelde Gears.

### TRUNG KIEN-27 (Vietnam)

London, Apr 5 — General cargo *Trung Kien-27* arrived Haikou on Feb 8 and sailed, same day, for Haiphong.

### TULLAGHMURRAY LASS (Republic of Ireland)

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London, Apr 5 — A press report, dated yesterday, states: Further searches of the County Down trawler *Tullaghmurray Lass*, which sunk with three people on board, are to be carried out over the weekend. Last week police divers said they had completed 75% of their search of the boat which went missing with three generations of the Greene family from the fishing port of Kilkeel on board on 14 February. Michael Greene, aged 54, his son, 32, and eight-year-old grandson, both also called Michael Greene had been on a prawn fishing trip. Bad weather meant the team could not go down to the wreckage, in 42 metres of water, seven miles off Kilkeel harbour, for several days. The search resumed today, but bad weather forecast for tomorrow means further investigations will be delayed until the weekend. On Monday (Apr 8), the police diving team and Marine Accident Investigation Board team will meet to collate the information they have collected while studying the vessel's wreckage. But neither the police divers or the Marine Accident Investigation branch have been willing to speculate on suggestions that the vessel's severely damaged stern and wheelhouse indicate the vessel sank after being hit by a much larger vessel. So far, the leader of the police diving team Sergeant Elvin Leech has said only that "startling evidence" has been uncovered. He said it was too early to say what caused severe damage to the boat. The main section of the vessel was found 42 metres below the surface by the *Ken Vickers* after an extensive official search by British and Irish navy vessels had been called off. It is being searched and photographed thoroughly before the divers begin a search to see if any of the bodies of the family are on board. The team is using sophisticated underwater video surveillance equipment to film the wreckage. The task has been especially difficult as the divers can only stay down for nine minutes at a time.

## SHIPYARD NEWS

### Ferrostaal buys into HDW

GERMAN trading house Ferrostaal, part of MAN, will acquire 15 per cent of the shares in HDW shipyard from the US investor One Equity Partners from October 1, according to a contract still to be signed. One Equity's acquisition of a 75 per cent stake in HDW, announced last month, included an offer of 15 per cent each to ThyssenKrupp and Ferrostaal, which are co-operating on naval shipbuilding projects. ThyssenKrupp has said it would buy the shares only if Babcock-Borsig sold its remaining 25 per cent stake in HDW. One Equity bought 50 per cent of the HDW shares from Preussag and 25 per cent from Babcock-Borsig, which said early last year it would buy HDW in its entirety, but had to give up the plan after running short of finance.

## ROUTE, PORTS & SERVICES

### Cruise ship calls on Dubai terminal

The seventh cruise ship to dock at the Dubai Cruise Terminal since the September 11 events, MV *Astor*, called on Dubai yesterday with 300 passengers on board.



Passengers were accorded a warm reception at the Dubai Cruise Terminal where a traditional UAE band played music and danced to welcome the visitors. Officials of the Department of Tourism and Commerce Marketing (DTCM) were present to receive the tourists, who were later taken on a city tour.

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This has taken the number of cruise passengers to visit Dubai to 3,000 after the events of September 11, that prompted an almost total halt in global cruise ship movement.

Dubai, however, was quick to respond to the crisis and continued its aggressive marketing to bring tourists to the emirate in its source markets. As a result, a good number of visitors began to pour in the emirate since the beginning of the year, especially during last month's Dubai Shopping Festival. Director general of DTCM, Khalid A. bin Sulayem, said, "Dubai is fast becoming a strategic port of call as is apparent from the large number of cruise liners that have called on Dubai in the last couple of months."

"We have come a long way from the time when we actively started promoting Dubai as a cruise destination," bin Sulayem pointed out.

The 300 passengers on the cruiseliner are predominantly European with up to 75 per cent from Denmark. Captain Khromykh Yuriy leads the crew of 250. "We are highly enthusiastic about developing increased cruise line business," said DTCM manager heritage sites and events, Awadh Al Seghayer, who holds additional responsibility for cruise tourism.

"Our efforts are on target as is evident from our recent success in winning the 'Most Improved Port Facilities' award and 'Best New Terminal Building' award for the Dubai Cruise Terminal."

Cyprus-based Passat Ship Management Ltd owns the vessel, and their shipping agents in Dubai are Gulf Agency Co while the tour operator is Orient Tours. Built in 1987 for the South African Marine Corp (Safmarine) by Howaldtswerke Deutsche Werft AG in Kiel/Germany MV Astor operates worldwide. MV Astor arrived from Muscat and departed for Doha last evening.

## AP Moller reports liner losses

AP Moller's tankers and liners unit, which includes container shipping giant Maersk Sealand, has reported a US\$38.9 million loss for the year 2001 as compared with a profit of \$111.9 million the year before. Net revenue for the group was \$9.2 billion, a slight increase compared with \$8.8 billion in 2000, whereas the result before gains on sale and special items in 2001 was \$105 million compared with \$304 million the year before

## BLG takes half of Harms

GERMANY'S cartel authority has approved BLG's 50 per cent take-over of the Harms group. The move will allow the two companies to merge their logistics services, although Harms will retain control of the car feeder shipping business. In addition to handling vehicles at Bremerhaven, Hamburg, Cuxhaven and Gioia Tauro, the partners will transport them inland using terminals in Germany, Austria and Poland. It is expected that Harms' major client, Toyota, will concentrate its European import business at Zeebrugge, which would result in a loss of 110,000 units annually at Bremerhaven. News of the deal was welcomed by Bremen's senator for economics and ports, Josef Hattig, after a previous move by Wallenius-Wilhelmsen had failed. Although the deal was first announced in February, the price has not been revealed

## India to build port in Indonesia

INDIAN Railways' subsidiary Ircon is to develop a \$260M project for a rail link and port terminal in South Sumatra, Indonesia. The project MoU was signed during a recent visit by Indonesian president Megawati Soekarnaputri to India. Infrastructure development for the new rail link will cost \$80M and the port terminal \$180M, according to Ircon MD BS Kapur. Both projects are expected to be completed in six to eight months, he added. The project will be financed by trade exchanges, by multilateral bodies or via the debt market. Mineral and Metals Trading Corp of India and Indonesian coal mine representative company Baku Asam are the other two signatories to the MoU. Ircon is the construction arm of Indian Railways and specialises in railway and other civil engineering projects.

## **Cotunav geeft containerdienst nieuwe dimensie**

Op 17 april zal rederij **Compagnie Tunisienne de Navigation (COTUNAV)** een nieuwe versie van haar containerdienst tussen Noord-Europa en Tunesië inhuldigen. Momenteel wordt deze lading nog in het raam van een gemengde dienst (conventioneel stukgoed/breakbulk/containers) verscheept. Om economische en praktische redenen heeft de rederij beslist om de dienst op te splitsen, waarbij het containerluik een nieuwe dimensie zal krijgen.

## **Seabrex Rotterdam BV ontvangt voor de eerste keer fruit uit Nieuw Zeeland**

Woensdag 3 april is de eerste vracht met containers met appels uit Nieuw Zeeland aangekomen bij Seabrex Rotterdam B.V. aan de Merwehaven. Deze containers bevatten fruit van een onafhankelijke exporteur, die voor het eerst zijn product buiten de Fruit Board om exporteert. Bovendien is het voor Seabrex Rotterdam de eerste keer dat ze via haar terminal fruit afkomstig uit Nieuw Zeeland ontvangt.

De containers zijn aangekomen met de Nora Maersk en zijn vervolgens naar de Seabrex terminal getransporteerd worden om te worden gelost bij het eigen distributieplatform van de ontvanger van de appels, het Duitse bedrijf Direct Fruit Marketing, DFM GmbH. In de komende weken wordt nog verdere aanvoer verwacht tot een totaal van enkelehonderdduizenden kartons.

## **NAVY NEWS**



The U.S Navy guided-missile cruiser **USS Hue City (CG 66)** steams alongside the fast combat support ship **USS Seattle** during an underway replenishment at sea. Both ships are conducting missions in support of Operation Enduring Freedom

## **MOVEMENTS**



## ANGLIAN EARL



**ANGLIAN EARL** has been renamed to **SPSL EARL**



## ANGLIAN DUKE

The **Anglian Duke** in drydock  
at Alexandra dock in Hull 06/04/02

Foto : Patrick Hill

## RIJNMOND WEATHER

### dinsdag 9 april

9 uur 's ochtends :  
temperatuur: 5 graden  
kans op neerslag: 5%  
wind: matig (13 km/u) uit NO

5 uur 's middags :  
temperatuur: 11 graden  
kans op neerslag: 5%  
wind: matig (23 km/u) uit NNO

# DE KURSK - DE BERGING

13 APRIL 2002

13 OKTOBER 2002



## Nationaal Sleepvaart Museum

Hoogstraat 1-3  
Maassluis

