

## DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Thursday 14-02-2002



## EVENTS, INCIDENTS & OPERATIONS

### Finnlines cautious after strong year



FINNLINES, the Finnish liner shipping group, warns that considerable uncertainty clouds the outlook for European economies this year, but that the company's market share and balance sheet are strong enough to counter this situation. The company's pre-tax profit rose 11 per cent to €46.3M (\$39.6M) last year, buoyed by strong transit cargo business to Russia. General cargo volume to Russia through Finnish ports rose by 32.6 per cent last year, thanks to an economic recovery in Finland's eastern neighbour. Finnlines

acquired full control of the feeder container shipping group Team Lines in 2001 while prior to this it had held 32 per cent of its shares. Three old ships, the train ferry Railship I and roro ships Finnwood and Finnmaid, all built between 1972 and 1975, were sold last year.

### Alert issued over drifting gas tanker

AN alert has been issued over the drifting wreck of the gas tanker, **Pak One**, by the Thai government. Buoys have been placed around the small LPG ship, which recently refloated itself after being lost off Thailand's East Coast in 1996. Naval and local maritime sources said experts would be called in to remove any remaining oil and the vessel's LPG cargo. The vessel would then be allowed to sink in a permanent position. Meanwhile, Associated Press quoted naval sources as saying that the gas, which is leaking at the rate of 10 litres per minute, could explode if the wreck were hit by another vessel. Reuters reported that the wreck was floating vertically with around 3 m of its bow visible above the water around 15 n-miles outside Cambodian waters. The agency added that it originally sank 60 n-miles South-West of Koh Chang island

# Six drown as ship sinks off Japan

A Panamanian-registered cargo ship has sunk in the East China Sea, leaving six people dead and one man missing.

The vessel, the **Triumph Kaohsiung**, sank on Monday night about 60 miles west of Japan's Goto Islands.

The ship was on its way from South Korea to Taiwan and carried a crew of 20.

The rest of those on board were rescued by Japanese boats.

The Japanese coastguard says the cause of the sinking is not yet known.

## Salvage operators hope to refloat ship

WELLINGTON (Reuters) - Salvage workers trying to rescue a grounded a logging ship off New Zealand's east coast say they could make an early attempt to refloat the vessel, which is loaded with hundreds of tonnes of oil.

But it is a race against time.

About 40 tonnes of heavy oil has already leaked from the Panama-registered **Jody F. Millennium**, polluting a beach near the holiday town of Gisborne.

While salvage workers have already started pumping out the remaining oil, weather forecasters are predicting gale force winds and high waves on Wednesday and there are fears the operation will run out of time before the bad weather rolls in.

"There's almost 550 tonnes...still to come off. They (the salvors) are managing to pump out 10 tonnes an hour," Helen Mojel, a Maritime Safety Authority spokeswoman, told Reuters from Gisborne, around 350 km (210 miles) north of Wellington.

The Korean vessel, wedged firmly in a sand bar, is also loaded with 20,000 tonnes of logs.

Salvage workers hope a planned operation to remove some of the logs, combined with pumping out the oil, will be enough to lift the two-year-old ship from the sand bar. They also hope high waves from Wednesday's storm might also give the vessel that much needed extra lift.

"Certainly it'll start making (the vessel) move around and if we put weight on it who knows what's going to happen?, said Ian Hoskison, a director of United Salvage.

"The bow has already got a tendency to move seawards...it could follow the tugs around and off she goes," he said.

There was no danger of the near-new vessel breaking up, Hoskison said.

"There's absolutely no sign of structural failure in the ship," he said.

### ALL EYES ON WEATHER

Plans to remove some of the logs by helicopter and barges depended on weather but work might begin on Wednesday.

Salvage workers began pumping oil on Monday and continued through the night but after more than 24 hours only around 70 tonnes had been moved to inflatable barges for transfer to a New Zealand

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Navy tanker, Mojel said.

The MSA had been hoping to have most of the oil off the ship before more bad weather forecast for Wednesday arrived, but pumping would take at least two more days, she said.

Tugs, anchors and heavy chains were in place to stabilise the Jody F. Millennium while oil is transferred.

The 160-metre (525 foot) Jody F. Millennium was operated by Hyundai Merchant Marine Co and had a crew of 19 Korean sailors who had safely ridden out the grounding.

Oil was no longer leaking and the clean-up, which had removed around 30 cubic metres of oil-contaminated sand from the popular swimming and surfing beach, was virtually complete.

Two oil-coated seabirds taken to a temporary wildlife centre to be cleaned had since died, Mojel said.

## Launch of two millennium ferries brings port's fleet to eight

TWO 56-METER millennium double-decker ferries were launched by Penang Port Sdn Bhd last week.

With the commissioning of the crafts, the port now has eight ferries operating at Pangkalan Sultan Abdul Halim in Butterworth and Pangkalan Raja Tun Uda in Penang.

The ferries, built by Penang Shipbuilding & Construction Sdn Bhd (PSC) – Naval Dockyard in Lumut, can carry about 70 vehicles. It has been enhanced with additional facilities and areas like the wheelhouse, additional machinery control room and pollution control equipment, such as the sewage holding tanks, are given updated designs.

The ferries were launched by Datin Che Balkis Che Sham, wife of Penang Port Sdn Bhd managing director Datuk Ahmad Ibnihajar, at the Dockyard.

## Fire on passenger ro-ro



Passenger ro-ro **EUROPEAN PATHFINDER**, (8023 gt, built 1976) Cairnryan to Larne, with 29 passengers and 35 crew, had fire in her engine-room in lat 55 01N, long 05 04W (Feb 13). The fire was extinguished by the crew and the vessel made way under her own power to berth at Cairnryan, where Coastguard and local fire team confirmed that the fire was out.

## CASUALTY REPORTING

**ALBAKOR (Russia)**

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Gothenburg, Feb 11 — Just before 0300 hrs, this morning, trawler *Albakor* ran hard aground at Kullagrunds Light, 1.5 nautical miles from shoreline and some three to four nautical miles from Trelleborg. The collision was violent and the engine-room filled with water. Rocks penetrated from bottom, through double-bottom tanks. Various ballast tanks filled up to stabilise the vessel. Outlet of diesel-oil confirmed. *Albakor* was coming from Kaliningrad and was heading towards fishing places in the Atlantic, to support the fishermen there. The vessel will stay on the ground for some days before decision to proceed. — Westax Marine Services AB.

London, Feb 12 — Following received from Gothenburg MRCC, timed 1220, UTC: Trawler *Albakor* is still aground.

### **ALOHA (Panama)**

London, Feb 12 — A press report, dated today, states: Transocean Sedco Forex Inc announced that its drill ship *Peregrine III*, has safely rescued the nine-member crew of supply *Aloha*, which was lost at sea about 100 nautical miles northeast of Cozumel while under way to a historical and bullion wreck. *Aloha* reported that she had lost power and was taking on water on Feb 7. The *Aloha* crewmembers, including four US citizens and five Philipinos, were taken on board *Peregrine III* from an *Aloha* liferaft. No medical problems were reported among the rescued crewmembers.

### **BALTIC CHAMP (Panama)**

London, Feb 12 — Information received dated Jan 17 states: General cargo *Baltic Champ* (1660 gt, built 1977) has been detained at Goole, and declared unseaworthy by Germanischer Lloyd. This is due to damage sustained by the vessel when arriving at Goole. The vessel will have to be repaired in situ or moved in still water conditions to a suitable repair site. (Note — *Baltic Champ* arrived Goole Jan 15, sailed Jan 19, arrived Hull same day, sailed Jan 25 and arrived Amsterdam Jan 30, sailing same day.)

### **CITY OF ROME (Isle of Man)**

London, Feb 12 — Information received, dated Feb 10, states: On 'Feb 4' vehicle *City of Rome* (9950 gt, built 1999) arrived Grimsby docks with a new ABP pilot on board. With two tugs in attendance the vessel struck the lock followed by the coal jetty before striking general cargo *Maya* (2318 gt, built 1982) alongside Freshney Terminal. ABP engineers boarded *Maya* to repair the damage before she sailed. (Note — *City of Rome* arrived Grimsby Feb 3, sailed Feb 4 and subsequently sailed Tyne Feb 5. *Maya* arrived Grimsby Feb 2, sailed Feb 4, arrived Immingham Feb 5 and sailed Feb 6 for Ghent.)

### **G.L.B. NO.2 (Canada)**

London, Feb 12 — A press report, dated Feb 11, states: Crews are busy in Sault Ste Marie working to raise 300-foot barge *G.L.B. No. 2*. A heavy lift crane was brought to the scene and was able to removed the dredge crane from the sunken barge on Saturday (Feb 9). Divers then planned to attach fittings for air hose connections and raise the barge.

### **JOCHING (Cyprus)**

London, Feb 11 — Information received dated Feb 10 states: General cargo *Joching* (3037 gt, built 2001) was inbound for Immingham Dock Feb 7 with a new ABP pilot on board. When attempting to enter the lock the vessel struck the approach jetty holing the starboard side and damaging plating on the port side. There was no reported damage

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below the waterline and the vessel was able to enter the dock. (Note — *Joching* arrived Immingham Feb 7 from Sluiskil and sailed Feb 10 for Mongstad.)

### JODY F.MILLENNIUM (Panama)

Wellington, Feb 11 — The heavy fuel oil from bulk *Jody F.Millennium* appeared to have stopped leaking from the single ruptured tank, a spokeswoman for the Maritime Safety Authority (MSA) said. The oil from the two tanks that were not ruptured started being pumping off this morning. Inflatable barges, flown in from Australia this weekend, were working to move an estimated 400 tons of fuel oil, left in the vessel, to the New Zealand Navy tanker HMNZS *Endeavour*. With clean-up and oil pumping underway, salvage experts have started making plans to refloat the vessel. A large salvage tug had arrived in the area, another was en route from Melbourne, and extra chains and anchors were being brought to help secure the vessel ahead of expected bad weather. Salvors said an attempt to refloat the vessel would probably be made Friday (Feb 15), although a build-up of sand between the vessel and the sea was complicating matters. The vessel has to be lifted over a two to three-metre (6.5 foot to 9.8 foot) sandbar to get her off, Ian Hoskison of United Salvage said. That in turn means a significant amount of the cargo has to be removed. A storm is expected in the area soon. NZ Meteorological Service marine forecaster Ramon Oosterkamp said the calm conditions were expected to deteriorate with winds seen rising to near gale force. One of the tugs would secure herself to the vessel and extra anchors fitted to lessen any chance of movement in bad weather. Plans were also being made for helicopters to lift off some of the 20,000 tons of logs in the cargo. Oil removal took first priority, however, because of fears the vessel's balance could be altered if logs were taken off too soon. — Reuters. (See issue of Feb 12.)

London, Feb 12 — New Zealand maritime officials are confident they can empty the remaining 450 tonnes of bunkers from beached bulk *Jody F.Millennium* before heavy weather rolls in again tomorrow. 'We are fairly happy with the response. The clean-up from the leaking tanks is just about done and we will finish pumping the oil from the other bunker tanks by Wednesday,' said Helen Mojel, a public relations adviser at the maritime safety authority. The vessel is stuck about 350 metres offshore of Gisborne still carrying her 20,000 tonne cargo of logs. She dragged anchor last week in 5 metre swells and started to leak oil on Thursday evening (Feb 7). Ms Mojel said that most of the 40 tonnes of fuel in the broken wing tank was recovered and the residual pollution includes pockets of oil and surface soilage. Hyundai Merchant Marine's local agent and insurance company were on the scene aiding in the clean-up, but officials at the company's Seoul headquarters were not available for comment. The two-year old vessel is owned by Japan's Soki Kissen Co and had been destined for South Korea. New Zealand has never suffered a large-scale oil pollution incident, but officials were working from a detailed oil spill response programme that was first established in 1992. Oil booms, an inflatable barge for offloading the bunkers, plus other equipment were airlifted in from a central depot in Auckland. Dispersants and booms were used at sea. The inflated barges carrying the offloaded bunkers will then be towed to the naval tanker HMNZS *Endeavour*, where the oil will be discharged. 'We were fortunate that we had some time to get the equipment in place before she started to leak oil in the surf,' said Ms Mojel. The area around Gisborne is not of any particularly environmental importance, but culturally the town's life is built around the surfing and swimming on the beaches. Ms Mojel said that the ship's owners had hired United Salvage from Sydney, Australia, to handle the vessel's rescue from the sandbar.'

London, Feb 12 — A press report, dated today, states: An attempt will be made on Friday (Feb 15) to refloat the grounded bulk *Jody F.Millennium* at Gisborne, although salvage experts are not certain their plan will work. United Salvage director Ian Hoskison rated



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the job as an eight out of 10 for difficulty, but said the Australian-based company's salvage master intended to try to move the stranded log carrier. But that might not be achieved on Friday. 'Nothing's certain in salvage. We have a damaged ship. We're making some assumptions. 'We don't quite know how much the cargo weighs, we don't quite know how much damage has been done to the tanks and how much buoyancy we're going to recover.' Salvors intend to pull the vessel free by her bow, but she has dug herself into a sandy trench, making the operation quite tricky. 'The vessel has to be lifted over a 2/3 metre sandbar to get her off,' Mr Hoskison said. A southerly front due to sweep through Gisborne tomorrow may also cause problems. Mr Hoskison said swells of 2/4 metres were predicted and efforts were being made to secure the ship to the seabed to prevent her being swept further towards the beach in bad weather. New Plymouth's tug *Pacific Chieftain*, the largest tug east of Singapore with a pulling power of 85 tonnes, secured a line to the vessel yesterday to hold her steady. 'The main aim is to stabilise her so she wouldn't get rolled or bashed around to do more damage,' Mr Hoskison said. Costs continued to mount yesterday for the ship's Japanese owner. The cleanup bill is now between \$300,000 and \$400,000. The slow task of pumping the ship's 690 tonnes of fuel ashore began yesterday morning. Maritime Safety Authority deputy director Bruce Maroc said the heavy fuel oil and diesel would be pumped around the clock into inflatable barges and ferried to the Navy's supply ship *Endeavour* anchored in Gisborne's port. Only 10 tonnes an hour could be pumped out because of the oil's heavy, viscous nature. It could take up to four days before the ship was emptied, he said. Heating coils in the bottom of the vessel's fuel tanks were warming the oil so it could be brought up using the ship's internal pumping system. From there, flexible pipes would suck it into the 100 tonne-capacity barges where it would be delivered to the *Endeavour*. It was not yet known where the *Endeavour* would take the oil. Mr Hoskison said it might be transferred back into *Jody F. Millenium* once she was refloated. Maritime Safety Authority investigations have begun into the circumstances of the stranding. Authority deputy director Bruce Maroc said everyone involved in making decisions that evening, including the port's pilot boat master, who led the vessel out into the channel where she was swept off course, would be interviewed. The Transport Accident Investigation Commission will also report. Gisborne's beaches were much improved yesterday as frontend loaders and workers with shovel and spade continued to mop up the oil. The transformation prompted several surfers to tackle Midway Beach's waves just a few hundred metres from the vessel. But Gisborne's medical officer of health, Dr Bruce Duncan, advised people to stay away in case they came into contact with any remaining oil.

London, Feb 12 — A press report, from New Zealand, dated Feb 13, states: Helicopters may today start lifting some of the 20,000 tonnes of logs off stranded bulk *Jody F. Millennium* as moves to refloat her step up a gear. Salvage equipment arrived in Gisborne yesterday from Australia on an air force Hercules, along with barges and booms from the National Oil Spill Service Centre. A towing vessel, the *Pacific Chieftain*, has arrived from New Plymouth and will be used to haul the vessel into port once she is light enough to move. As dusk fell yesterday, crowds gathered along the beach to look at the vessel. A strong smell of diesel wafted in from the bay on the humid air. There are signs everywhere of clean-up work by Conservation Department staff, regional and district councils workers and volunteers. The normally pristine sand along the city's shoreline has been churned by a digger, which has helped remove more than 30 tonnes of oil-clogged sand. The fuel oil spill clean-up costs are already edging towards \$400,000. Divers who checked yesterday afternoon estimate the log carrier has ground herself four metres into the soft seabed along one side of the hull. A crane driver, who helped load the vessel, said he was amazed the chief mate had decided to sail. The storm could already be seen off the coast as loading finished. But the Korean crew wanted to leave. About five huge mooring lines snapped just loading up and they are about two or three inches thick.

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### KONGSTEIN (Norway)

Trondheim, Feb 11 — Fishing *Kongstein*: Kvernhusvik Shipyard, Hitra, report repairs were completed and vessel left the yard at 1930, Feb 8 for Vaeroy, Lofoten. — Lloyd's Agents.

### KRONVIKEN (Norway Int. Register)

London, Feb 12 — Lisnave has won a contract worth a reputed US\$1.5 million to carry out steel repairs to tank *Kronviken* (79544 gt, built 1988). The vessel, which sustained steel damage due to over pressurisation of the cargo tank system, will require some 360 tonnes of steel renewals. She will be at Lisnave for 39 days. (Note — *Kronviken* arrived Setubal Feb 5 for repairs.)

### KUBAN (Liberia)

London, Feb 11 — Following received from Marine Safety Office, New Orleans, timed 1530, UTC: Tank *Kuban* (56076 gt, built 2000) had an auxilliary boiler fire in New Orleans area Feb 3 and as a result was assisted to a repair facility at New Orleans. The vessel is now under repair which is likely to take several days. The fire is still under investigation. (Note — *Kuban* sailed New Orleans Jan 29 and was reported to have returned Feb 3.)

London, Feb 11 — Following received from Coast Guard New Orleans, timed 1855, UTC: On Feb 3, fire occurred in the starboard auxiliary boiler room of tank *Kuban*, moored at the Chevron Terminal, Empire, Louisiana. The cause of the fire was a fuel leak onto the boiler. Damage confined to the boiler and bulkhead. Vessel still at Empire.

### LENA

London, Feb 12 — A press report, dated today, states: An Australian navy frigate has intercepted and boarded a second fishing boat suspected of taking Patagonian toothfish near Heard Island. Defence Minister Robert Hill said fish *Volga*, was apprehended on Feb 7 in Australia's exclusive economic zone around the island, which lies about 4,000km south-west of Perth. It follows the apprehension of fish *Lena* in the same area on Feb 6. Both vessels are suspected of targeting stocks of the toothfish, which is prized in international fish markets. But there are concerns that toothfish stocks are too low for sustainable harvesting without further research. Senator Hill said fisheries officers had found a large catch of toothfish on board the *Volga*. "After a navy boarding party apprehended the *Volga*, a second party including Australian Fisheries Management Authority officers boarded the vessel and identified 127 tonnes of frozen and fresh Patagonian toothfish," he said in a statement. "The *Volga* now has an Australian steaming party on board and is under escort to Fremantle with the *Lena*." Both vessels should arrive in Fremantle next week. Fisheries Minister Ian Macdonald said about 200 tonnes of fish, worth \$2.5 million, had been taken from both vessels. "The successful apprehension of these two vessels in a joint fisheries-defence operation sends a strong signal to potential illegal fishers that we can strike any time, anywhere, in all sorts of conditions, to protect our sovereign waters and fisheries interests," he said in a statement.

### MANGAL MEENA (India)

Mumbai, Jan 29 — The Mumbai Port Trust's daily shipping list of today states that general cargo *Mangal Meena* is still off Hay Bunder and restrained from sailing due to an outstanding account with the Docks Department. — Lloyd's Agents.

### MARY CATHERINE (U.S.A.)

### MAUNA LOA (U.S.A.)

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Honolulu, Feb 11 — Tug *Mary Catherine* (199 gt, built 1972), towing barge *Mauna Loa* (3562 gt, built 1984), reportedly broke her towline shortly before 1600, Feb 8. The barge collided with seven pleasure craft, while entering Kawaihale, on the Big Island, where she ran aground. Winds were gusting up to 70 mph at the time of the incident. There was no one on the pleasure boats and no injuries reported. — Lloyd's Agents.

### MAYA (Estonia)

London, Feb 12 — Information received, dated Feb 10, states: On 'Feb 4' vehicle *City of Rome* (9950 gt, built 1999) arrived Grimsby docks with a new ABP pilot on board. With two tugs in attendance the vessel struck the lock followed by the coal jetty before striking general cargo *Maya* (2318 gt, built 1982) alongside Freshney Terminal. ABP engineers boarded *Maya* to repair the damage before she sailed. (Note — *City of Rome* arrived Grimsby Feb 3, sailed Feb 4 and subsequently sailed Tyne Feb 5. *Maya* arrived Grimsby Feb 2, sailed Feb 4, arrived Immingham Feb 5 and sailed Feb 6 for Ghent.)

### SMT TWO (U.S.A.)

London, Feb 11 — Following received from Marine Safety Office New Orleans, timed 1530, UTC: Catamaran tug *SMT Two* (1594 gt, built 1981) had an engine-room fire at Violet, Louisiana, Feb 7. Oil from an oil pipe sprayed onto a generator and the oil ignited. Repairs are in hand. Incident considered minor.

### SOUTH TRADER (Liberia)

London, Feb 11 — Following received from Coastguard Falmouth MRCC, timed 1505, UTC: Chem.tank *South Trader* is now in tow of tug/supply *Far Sky* bound Falmouth where ETA around 0300 tomorrow.

London, Feb 11 — Following received from Falmouth MRCC, timed 1758, UTC: Chem.tank *South Trader* is in tow of tug *Far Sky*, new ETA Falmouth 0800, UTC, Feb 12.

Falmouth, Feb 12 — Chem.tank *South Trader*, Setubal for Avonmouth, in ballast, arrived Falmouth 0845 today in tow of tug *Far Sky* due engine problems. Vessel berthed north side of Queens Wharf, Falmouth Docks, A&P Falmouth repair facility, to effect repairs. — Lloyd's Agents.

### SUSAN K. (Denmark Int. Register)

London, Feb 12 — Information received dated Feb 10 states: General cargo *Susan K.* (1510 gt, built 1982) leaving a River Trent berth Feb 6 grounded forward when she became fast between two jetties causing damage on the starboard side when the tide swept her onto the concrete structure. A JCB heavy plant vehicle was used to move the bow back into the river so that passage could be resumed. (Note — *Susan K.* arrived Flixborough Feb 3, sailed Feb 6 and arrived Amsterdam Feb 8 and is still in port today.)

### TANTO (Bahamas)

Trondheim, Feb 12 — General cargo *Tanto*: A local press report states: Pollution control was gradually reduced yesterday as the risk of pollution now considered being small. No decision yet by Norwegian Authorities regarding possible removal of vessel, which is considered to be of no danger to other vessels in present position. — Lloyd's Agents.

### TOP RELIANCE (Liberia)



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London, Feb 12 — Bulk *Top Reliance* arrived Texas City at 1830, local time, Feb 7 and sailed 0130, local time, Feb 9.

### TRIUMPH KAOHSIUNG (Panama)

Yokohama, Feb 12 — At about 1900, local time, Feb 11, the Maritime Safety Agency (MSA) received a message from general cargo *Triumph Kaohsiung*, (3986 gt, built 1977) Pohang for Kaohsiung, with 1,300 tonnes of steel coils, that the engine-room was leaking and that she was requesting help. At about 2330, local time, same day, she sank about 110km west of Uku Island, in the Goto Islands, East China Sea. Thirteen out of the 20 crew (11 Chinese, six Myanmar, two Indonesian and one Taiwanese crew) were rescued by fishing controlling ships, MSA's patrol boats, etc, six died, and one is missing. Search underway. The cause of water ingress is unknown. Wind was about 20 metres per second and waves about four to five metres at the time. — Lloyd's Agents.

### VOLGA

London, Feb 12 — A press report, dated today, states: An Australian navy frigate has intercepted and boarded a second fishing boat suspected of taking Patagonian toothfish near Heard Island. Defence Minister Robert Hill said fish *Volga*, was apprehended on Feb 7 in Australia's exclusive economic zone around the island, which lies about 4,000km south-west of Perth. It follows the apprehension of fish *Lena* in the same area on Feb 6. Both vessels are suspected of targeting stocks of the toothfish, which is prized in international fish markets. But there are concerns that toothfish stocks are too low for sustainable harvesting without further research. Senator Hill said fisheries officers had found a large catch of toothfish on board the *Volga*. "After a navy boarding party apprehended the *Volga*, a second party including Australian Fisheries Management Authority officers boarded the vessel and identified 127 tonnes of frozen and fresh Patagonian toothfish," he said in a statement. "The *Volga* now has an Australian steaming party on board and is under escort to Fremantle with the *Lena*." Both vessels should arrive in Fremantle next week. Fisheries Minister Ian Macdonald said about 200 tonnes of fish, worth \$2.5 million, had been taken from both vessels. "The successful apprehension of these two vessels in a joint fisheries-defence operation sends a strong signal to potential illegal fishers that we can strike any time, anywhere, in all sorts of conditions, to protect our sovereign waters and fisheries interests," he said in a statement.



### WEST NAVION (Norway)

Halifax, Feb 11 — Drill ship *West Navion* arrived Halifax Feb 7 from Sable Island. — Lloyd's Agents.

## SEIZURES & ARRESTS

### CHINESE FISHING VESSELS SEIZED BY PHILIPPINES

London, Feb 12 — A press report, dated today, states: China is "very concerned" about the arrest of 95 Chinese fishermen accused of illegally fishing and entering a nature reserve in the Philippines, the official Xinhua news agency said yesterday. The Philippine

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Navy detained four Chinese fishing boats with 95 fishermen on board on Jan 31 and Feb 1, the agency quoted Foreign Ministry spokesman Kong Quan as saying. The consul-general of the Chinese embassy in the Philippines had visited the fishermen imprisoned in Palawan province and had contacted the authorities concerned, Kong said. The Chinese embassy had also presented a letter to the Philippine Foreign Ministry asking for formal notification of the case. Kong said he hoped the detainees would be treated humanely according to international practice, and that the case would be dealt with in a just and proper way.

### FISHING VESSELS SEIZED BY AUSTRALIA

London, Feb 12 — A press report, dated today, states: An Australian navy frigate has intercepted and boarded a second fishing boat suspected of taking Patagonian toothfish near Heard Island. Defence Minister Robert Hill said fish *Volga*, was apprehended on Feb 7 in Australia's exclusive economic zone around the island, which lies about 4,000km south-west of Perth. It follows the apprehension of fish *Lena* in the same area on Feb 6. Both vessels are suspected of targeting stocks of the toothfish, which is prized in international fish markets. But there are concerns that toothfish stocks are too low for sustainable harvesting without further research. Senator Hill said fisheries officers had found a large catch of toothfish on board the *Volga*. "After a navy boarding party apprehended the *Volga*, a second party including Australian Fisheries Management Authority officers boarded the vessel and identified 127 tonnes of frozen and fresh Patagonian toothfish," he said in a statement. "The *Volga* now has an Australian steaming party on board and is under escort to Fremantle with the *Lena*." Both vessels should arrive in Fremantle next week. Fisheries Minister Ian Macdonald said about 200 tonnes of fish, worth \$2.5 million, had been taken from both vessels. "The successful apprehension of these two vessels in a joint fisheries-defence operation sends a strong signal to potential illegal fishers that we can strike any time, anywhere, in all sorts of conditions, to protect our sovereign waters and fisheries interests," he said in a statement.

### MANGAL JYOTI (India)

Mumbai, Jan 29 — The Mumbai Port Trust's daily shipping list of today states that general cargo *Mangal Jyoti* is still off Hay Bunder and restrained from sailing due to an outstanding account with the Docks Department. — Lloyd's Agents.

### MARE NOSTRUM

Bari, Feb 10 — Mv Mare Nostrum is still under arrest at Bari. — Lloyd's Agents.

### MARTELLO (U.K.)

London, Feb 12 — Following received from Port of Blyth, dated today: Tug *Martello* (built 1958), which arrived Blyth at 1432, UTC, Jan 14, from Buckie, has been placed under detention. The MCA stated that a detention notice was served on the vessel under her previous name, *Pelican*, in Glasgow, in 1998. The tug somehow left Glasgow and was purchased and renamed in Buckie.

### NAND PRAKRITI (India)

Mumbai, Jan 29 — The Mumbai Port Trust's daily shipping list of today states that tank *Nand Prakriti* (17237 gt, built 1975) is currently lying anchored in "Stream in Harbour", Mumbai, under Mercantile Marine Department detention. — Lloyd's Agents. (Note — *Nand Prakriti* arrived Mumbai on Nov 20.)

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### ORESTES (Panama)

Bari, Feb 10 — Ro-ro m ferry Orestes is still under arrest at Bari. — Lloyd's Agents.

### PROTOPOROS (Greece)

Bari, Feb 11 — Tank *Protoporos*, now renamed *Georgios I*, arrived Bari Feb 7 from Kalamata. — Lloyd's Agents. (Note — *Protoporos* was last reported in Jun, 2000, as being arrested by a private creditor in pursuit of a claim against the registered owners.)

### SAMUDRIKA 12 (India)

Mumbai, Jan 29 — The Mumbai Port Trust's Daily Shipping List of today states that anchor handling tug/supply *Samudrika 12* is currently still at Prince's Dock, Mumbai, under MMD detention. — Lloyd's Agents.

### SMART (Malta)

Mumbai, Feb 11 — General cargo *Smart* sailed Mumbai Feb 8 for Alang. — Lloyd's Agents.

## SHIPYARD NEWS

### Lisnave beats rivals to Kronviken steel work

PORTUGAL'S Lisnave has won a contract worth a reputed US\$1.5m to carry out steel repairs to the 152,385 dwt NIS-registered tanker **Kronviken**, managed by Vista Shipmanagement, Bergen, writes Alan Thorpe.

The vessel, which suffered steel damage due to over pressurisation of the cargo tank system, will require some 360 tonnes of steel renewal. She will be in Lisnave for 39 days. The contest for the deal saw the Portuguese yard beat off competition from Germany's Blohm + Voss and Malta Drydocks.

The company's results for 2001, which have just been released, show that Lisnave repaired 135 vessels last year, crowned by two major projects to upgrade the SBM Saipem-owned FPSO Jamestown and the refurbishment of Halliburton's Semi 2.

Following a period of unsatisfactory performance, Lisnave returned positive results in 2001, recording net profits of E 487,000 (\$421,000). At present the yard is investing in the development of new technology, in order to sustain the trend.

Lisnave has been working with Ultrastrip for several years and has now been selected as the testbed for the supplier's new environmentally friendly M2000 paint removal system.

Lisnave is attempting to find practical solutions to the ban on TBTs. As well as trialling Ultrastrip equipment for topcoats, the yard is investigating other solutions for sealer coats.

Of the 11 ships under repair in Lisnave this week newcomers to the yard include Arcalia Shipping's 9,563 gt passenger vessel **Funchal**, Novoship (UK)'s 40,584 dwt tanker **Tula**, Astron Maritime's 64,911 dwt bulk carrier Aquila, Seearland Shipping's 35,930 dwt tanker Magpie, and Kronviken.

# Repair RoundUp

### Dredgers

AFTER the decision to lengthen Boskalis' trailing suction hopper dredger, the **WD Fairway** at Singapore's Sembawang Shipyard, bringing capacity to 33,000 cu m, and matching the world's largest such dredger, Jan de Nul's **Vasco da Gama**, Jan de Nul has indicated it plans to go one better.

The Belgian company now plans to lengthen the Vasco da Gama by 30 m, increasing her capacity to 40,000 cu m. It is also expected that a Singapore yard will win this contract.

### Shetlands

Shetland-based repair yard Malakoff & Moore, Lerwick, has purchased a floating dock from Norway to replace a smaller dock.

The dock has come from Drammen Skipsreparasjon (on Oslofjord) and measures 137 m x 20 m with a lifting capacity of 8,082 tonnes. The dock is a former Admiralty Dock (AFD58).

Malakoff & Moore already operates two slipways at the Lerwick Shipyard.

The new floating dock, which is due to be operational by April, will allow the yard to move into the larger offshore repair market from UK and Norway.

Heading the yard is Jim Eccles, formerly with Belfast's Harland & Wolff, and the sales executive is Tony Ely, formerly of Swansea Drydocks.

### Bahamas

Mick Holding, formerly A&P Group deputy chief executive, has joined Grand Bahama Shipyard (Freeport) as chief financial officer.

### Thailand

Thailand's Unithai Shipyard & Engineering is to inaugurate its new floating dock (Chomphoophukha) on Saturday. The dock was built in China.

The two floating docks available at Unithai are: Karnjanika — 282.20 m x 47 m (140,000 dwt) and Chomphoophukha — 190.9 m x 36.4 m (75,000 dwt). Long-term, Unithai plans to build a 265 m x 40 m graving dock for operation by 2005.

## Romanian yard sale date extended

THE deadline for the sale of Santierul Naval Constantza (Constantza Shipyard — SNC) to Marshall Islands ownership, being negotiated by the Romanian privatisation authority, has been extended to mid-March. At the same time, the Romanian government budget committee has approved an emergency decision allowing the Romanian agency for the capitalisation of bank assets (AVAB) — which last year became SNC's main shareholder — to spend \$312,000 of the 2002 budget to maintain the yard's equipment. Constantza shipyard, once Romania's largest, has two large drydocks served by two 480-ton and two 120-ton gantry cranes for the building of 150,000 and 200,000 DWT vessels, as well as floating docks for ship repair.

## DAMEN SHIPYARDS OKEAN PLANS TO SECURE \$17 MILLION IN WORLD BANK LOAN

The Mykolaiv-based Damen Shipyards Okean, an open-end JSC, plans to secure a \$17-million loan from the World Bank. With that end in view, the company managers turned to Premier Anatoliy Kinakh during his visit to Mykolaiv on January 18, requesting to help towards the settlement a conflict with the

## DAILY SHIPPING NEWSLETTER

New Building Liberia company that inherited rights to the bulk carrier that was previously built for the Black Sea Shipping Company, Damen Shipyards Okean Board Chairman Mykola Romanchuk told reporters. Damen Shipyards Okean annulled an agreement on the construction of the Panamax-type bulk carrier because the customer had stopped financing the vessel. However, New Building Liberia demands that the funds invested in the first-phase construction be returned. According to information available, the claim filed against the shipbuilding company is estimated at around \$15 million. The economic dispute launched by New Building Liberia blocks Damen Shipyards Okean's talks with the World Bank. The shipbuilding company is unable to sell the vessel because of the dispute. Besides, the enterprise's daily losses because of the demurrage of the vessel at a wharf ran into UAH 15,000. By today, the bulk carrier is 84% ready. Kinakh promised that the issue would be examined at a special Cabinet meeting on January 25.

## ROUTE, PORTS & SERVICES

### Nordenham banks on bulk

GERMAN port operator Rhenus Midgard is preparing an expansion programme for Germany's largest private port, Nordenham. Traffic at the port increased by 91 per cent in 2001 to 3.6M tonnes, mostly based on bulk cargoes such as coal and ore. During the next 12 months the main pier will be extended by 240 m, a spokesman confirmed today, while there are also plans to extend the pier at nearby Blexen, where the former asbestos pier is now used by Midgard for the handling of non-ferrous metals. It is proposed that the pier be increased to 200 m so that it can offer ro-ro shipments for parts of the A380 aircraft produced at the Nordenham Airbus factory. The spokesman did not want to comment on the state of negotiations for this contract. Rhenus Midgard is also engaged in port handling in Wilhelmshaven, Bremerhaven, Cuxhaven and Hamburg.

## Evergreen to increase its capacity to the Far East, starting in March



The first sailing of Evergreen's NUE pendulum service across the Pacific and North Atlantic took place last Friday, when the **'Ever Royal'** left Kaohsiung. During the latter half of this month, the Taiwanese shipping company will commence a second pendulum service between northern Europe, the Far East and the west coast of North America.

With regard to the Europe-Asia segment, this goes hand-in-hand with a boost in capacity that is approximately equivalent to 1,400 teu per week. The first 'larger' ship will be the **'LT Unica'** (5,652 teu) which is scheduled to arrive at Rotterdam on 27 March.

The two new pendulum services replace the two round-the-world services provided by Evergreen R-class (4,229 teu) and D-class (4,211 teu) ships.



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For the purpose of European traffic to and from the Far East, the round-the-world service will be succeeded by the WAE-service (US West Coast - Asia -Europe). During the initial phase, this will involve seven U-class vessels (5,364 to 5,652 teu) and five of the smaller D-class vessels. The number of U-class vessels will soon be increased to ten.

The first sailing of the WAE-service will be carried out by the **'Ever Diadem'**, on 19 February, in Tokyo. The ship, which will sail via Osaka, Hakata, Kaohsiung, Hong Kong, Singapore and Colombo, is expected to arrive in Rotterdam on 20 March. Rotterdam is the first European port at which cargo will be unloaded. Vessels providing this service will call here once a week, on Wednesdays. In sequence, the other European ports of call are Hamburg, Thamesport, Zeebrugge (on Mondays) and Le Havre. The ships' return voyage to Asia is via Port Said.

Two larger (U-class) ships will call in immediately after the visit by the **'Ever Diadem'**. The vessels in question are the **'LT Unica'** and the **'LT Universo'** (each with a capacity of 5,652 teu), which are owned by the company's Italian subsidiary, Lloyd Triestino. The **'LT Unica'** is expected in Rotterdam on 27 March and in Zeebrugge on 1 April. The **'Ever Unison'**, **'Ever Ultra'**, **'Ever Union'**, **'Ever Uranus'** and **'Ever Unique'** (each with a capacity of 5,364 teu) will be transferred to the Pacific, to take part in the WAE-service.

Evergreen plans to retain its existing capacity on the North Atlantic. The new NUE-service (North Asia - US East Coast - Europe) will be provided by eight R-class ships and four D-class ships. The first vessel to take part in this service, the **'Ever Royal'**, is currently en route from Asia to North America. It will sail to Antwerp, via Los Angeles, Colon (Panama), Charleston, Norfolk and New York. The ship is expected to arrive at Antwerp on 20 March. The other European ports at which it will call in are Bremerhaven, Thamesport, Rotterdam (on 24 March) and Le Havre.

## Tirrenia builds 3rd ferry at Fincantieri

Italy's Tirrenia and Fincantieri have signed a contract to build a third sister ship to Bithia and Janas, recently launched at Fincantieri Castellammare di Stabia.

Construction of the new Tirrenia vessel will start in June. Launching of the ro-ros is planned for the end of this year and mid 2003 at a cost €100 million each.

The Tirrenia vessel are 36,000 tons, 214 metres long, 26,40 metres beam and will accommodate 2,800 passengers and crew plus 900 vehicles. The vessel is expected to enter service on the Genoa/Olbia line.

## NAVY NEWS

### 2 MSDF ships set sail to replace fleet in Indian Ocean

## DAILY SHIPPING NEWSLETTER



Two Japanese warships set sail to replace a Maritime Self-Defense Force (MSDF) fleet deployed in the Indian Ocean since last November as part of Japan's support for U.S.-led military action against terrorism. The 4,950-ton destroyer **141 - Haruna** ( picture above – col Piet Sinke ) from MSDF Maizuru base in Kyoto Prefecture and the 8,150-ton supply ship **423-Tokiwa** ( picture below- col Piet Sinke ) from Yokosuka base in Kanagawa Prefecture left their home ports Tuesday morning. The two ships will be joined by the 3,950-ton destroyer Sawakaze, which will leave its home port in Sasebo, Nagasaki Prefecture on Wednesday. According to the Defense Agency, about 700 personnel will be dispatched on the three ships under the command of Rear Adm. Masahiko Sugimoto, commander of the 3rd MSDF Escort Flotilla, based in Maizuru. The three ships will meet in Japan's coastal waters and sail together to the Indian Ocean, where they will replace the MSDF flotilla there.



The Japanese naval task force is involved in refueling U.S. and British warships deployed in the Arabian Sea. Government officials say the refueling mission, originally scheduled to end in late March, is expected to be extended to mid-May. In addition to the Haruna and the Sawakaze, the government plans to send a third destroyer, from MSDF Ominato base in Aomori Prefecture, to join the supply mission sometime in March. The Japanese naval task force is primarily involved in delivering diesel fuel from the Persian Gulf coastal states to the allied warships.

Five MSDF vessels are currently deployed for refueling operations in the Indian Ocean. Three of them - the destroyers Kurama and Kirisame and the supply ship Hamana -- are scheduled to return to their home port of Sasebo in mid-March. The remaining ships -- the destroyer Sawagiri and the supply ship Towada -- will briefly join the operations of the second flotilla before sailing back to Japan.

## Hr.Ms. Bloys van Treslong naar Caraïbisch Gebied vertrokken

Uit de marinehaven van Den Helder is het fregat Hr.Ms. Bloys van Treslong vertrokken. Het fregat neemt in de Nederlandse Antillen de functie van stationsschip over van Hr.Ms. Willem van der Zaan. Bij het stationsschip gaat het om een fregat van de Koninklijke Marine dat voor een bepaalde periode in het Caraïbisch Gebied wordt gestationeerd voor kustwacht- en drugsbestrijdingstaken. Tot nu toe was het gebruikelijk dat een fregat zes maanden in de Antillen verbleef, Hr.Ms. Bloys van Treslong zal er echter drie jaar blijven. Na de aflossing keert Hr.Ms. Willem van der Zaan terug naar zijn thuishaven Den Helder.



Het gros van de bemanningsleden van Hr.Ms. Bloys van Treslong wordt over een half jaar afgelost. Een klein deel, waaronder de commandant, blijft voor langere

tijd. ( Boven : Hr Ms Bloys van Treslong – Photo : Piet Sinke )

Afgezien van de eigen Lynx-boordhelikopter heeft Hr.Ms. Bloys van Treslong ook een **Alouette III** helikopter van de Belgische Zeemacht aan boord. Na aankomst in de Antillen zal dit toestel in het kader van de Nederlands-Belgische samenwerking op marinegebied worden gestationeerd op Hr.Ms. Abraham van der Hulst. Dit fregat is sinds enkele weken in de Antillen gestationeerd en levert een bijdrage in de internationale strijd tegen het terrorisme. Hr.Ms. Abraham van der Hulst wordt als onderdeel van de Amerikaanse 'Joint Inter Agency Task Force East' ingezet voor de anti-drugsoperaties.

## Navy Patrol Craft Reassigned to USCG for Homeland Security



The U.S. Coast Guard said that all 13 **Cyclone-Class** Navy Patrol Coastal (PC) ships have been reassigned to the Coast Guard in support of the Homeland Security mission. Six of these vessels were first assigned to support the Coast Guard in October 2001. Now the remaining seven have joined them in defending the U.S. coastline from security threats. The patrol craft are operated by Navy crews, but carry

a team of USCG personnel who carry out any necessary law enforcement action.

**AIRCRAFT / AIRPORT NEWS**

**Marine KC-130 makes emergency landing in California desert**



TWENTYNINE PALMS, Calif. (AP) -- A Marine Corps KC-130 aircraft was forced to make a nighttime emergency landing in the desert three miles from a base airfield.

The six North Carolina-based crew members were unharmed in the 7 p.m. Monday landing in the desert sand, several hours into a training flight. The cause was under investigation.

"The crew is up and walking around and good to go. They're a little shaken up, but that's all," said Capt. Teresa Ovalle, a spokeswoman for the Marine Corps Air Ground Combat Center.

The crew members were identified only as being part of Marine Aerial Refueler Transport Squadron 252 from Marine Corps Air Station in Cherry Point, N.C. They were evaluated at a local hospital after the landing and then released.

The C-130 Hercules is a four-engine propeller plane used for various purposes including cargo and troop transport as well as airborne refueling. When outfitted as a flying tanker, the plane can carry 45,000 pounds of fuel. The plane involved in Monday's landing was not carrying a refueling fuel load.

It was not immediately clear how the plane, which sustained scrapes to its underbelly, would be transported back to the airfield.

## DAILY SHIPPING NEWSLETTER

# RIJNMOND WEATHER

donderdag 14 februari voor

9 uur 's ochtends :  
temperatuur: 2 graden  
kans op neerslag: 5%  
wind: matig (16 km/u) uit NO

5 uur 's middags :  
temperatuur: 5 graden  
kans op neerslag: 5%  
wind: matig (12 km/u) uit ONO

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

<http://www.scheepvaarthoek.nl>