

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Thursday 14-03-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Superfast V gears up for speed



LLOYD Werft, the Bremerhaven shipbuilding and repair yard, has fitted new double reduction gears to Attica Enterprises' ferry **Superfast V**. The ship is scheduled to leave the yard on March 25 following sea trials. The original Schelde Gears-built equipment was replaced by units manufactured by Renck in an operation that required the ship to be dry-docked. Technical difficulties have plagued the 28.5-kt vessel since its completion in 2000. Its builder, HDW, is to claim compensation from the gear manufacturer, Schelde Gears, part of the Dutch Damen group. **Superfast V** is to inaugurate a new ferry service between Rosyth, Scotland, and Zeebrugge, Belgium.

Bulker delayed by timber protest

SPANISH police today arrested four Greenpeace activists in the port of Valencia after the environmental organisation had blocked access to the port for the Maltese-flag, 12,010 DWT bulker **Meltemi** for more than 60 hours over the weekend. According to Greenpeace, the Meltemi was transporting wood felled in illegal deforestation in Liberia. The protesters were arrested after being dislodged from the mast and cranes on the ship after the failure of talks between Greenpeace and Valencia Port Authority. In a similar action last week, police in Amsterdam's Amerikahaven removed 14 Greenpeace members from a Liberian-flagged vessel identified as the Agat, which Greenpeace claimed was carrying tropical wood harvested illegally in Liberia.

Japanese ship crewman rescued at sea, treated at Manila

A 27-year-old Japanese crewmember of a cargo ship sailing from Thailand to Japan was transported Wednesday to a Manila hospital after falling ill at sea, the Philippine coast guard said.

Ko Naumi, second mate of the refrigerated cargo vessel [M/V New Hirotsuki](#), required emergency treatment after falling unconscious Monday night and apparently suffering internal bleeding, according to a coast guard report and an officer of the Japan International Cooperation Agency.

The coast guard said it received a fax message from Lacerta Shipping Agencies Inc. and the Japan Coast Guard Operation Center at 11 a.m. Tuesday requesting its assistance in transporting Naumi to a hospital.

A coast guard ship dispatched to pick up Naumi reached the cargo vessel shortly after midnight Tuesday in waters about 200 kilometers southwest of Manila. He was admitted to a Manila hospital for emergency treatment some eight hours later.

Hospital officials said Naumi remains unconscious and is still undergoing tests. When he was admitted he was experiencing seizures and had difficulty breathing, they added.

M/V Hirotsuki is a Panama-registered vessel owned by the Tokyo-based shipping firm Kyoei Kaiun.

Gas tanker Pak One back at sea-bottom

(SINGAPORE) Re-surfaced gas tanker [Pak One](#) has returned to the sea-bottom one more time, after the Thai navy succeeded in releasing 600 tonnes of liquefied petroleum gas which had caused the tanker to refloat last month.

The vessel, which sank in the Gulf of Thailand nearly six years ago after hitting a reef, partially refloats in a vertical position last month posing a navigational hazard as it began slowly drifting into sea-lanes.

Two navy ships towed the 700 tonne Pak One into 40-metre-deep water, but still nearly 10 km short of the site originally chosen for the sinking after the submerged section of the tanker became stuck on the seafloor.

Small explosives were detonated in small holes in the hull to releasing the remaining gas onboard.

Searches for the bodies of eight crew reported missing when the ship first went down in 1996 were unsuccessful.

The total bill for the re-sinking came to 2.8 million baht which will be shared by the state and insurance companies.

The wreck had previously been a popular recreational dive site, famous as one of three vertical wrecks in the world. Although it will again be used as a dive site, the vessel will now rest horizontally.

COASTGUARD ASSISTS DRIFTING VESSEL

Earlier Wednesday morning Yarmouth Coastguard were informed that a tug, [`Jack Rose'](#), was drifting without power some 1.5 nautical miles off the Norfolk shoreline with 3 people on board. The vessel

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was drifting towards the shoreline whilst being pushed by an on shore wind. The crew were also unable to put down an anchor to slow their drift for fear of snagging on an undersea gas pipeline.

To assist them the Coastguard requested the launch of the **Cromer lifeboat** and scrambled a rescue helicopter - R 125 - from RAF Wattisham to the vessel.

Following the Coastguard call into the area for other assistance the coaster '**Star Bonnaire**' stood by as the Cromer Lifeboat were able to put a tow line aboard the '**Jack Rose**' and pulled the tug away from the shoreline and out of danger. The vessel is now being towed towards Great Yarmouth by the lifeboat where a local harbour tug the '**Lady Laura**' will take over the tow.

Throughout the incident the weather has remained at east nor' easterly winds, force 4 with a 1.5 metre seas. There was good visibility throughout the incident.

TSA TUGS



TSA Tugs announced the decision to cease trading at the end of January 2002, the Company have been under administration for sometime, after suffering crippling bad debts 2 years ago. Both of the company's tugs **TOWING DIAMOND** and **TOWING WIZARD** have been laid up pending their disposal.

Photo : Piet Sinke

CASUALTY REPORTING

USS HAYLER



USS Hayler (DD 997) (Photo left) continues its search and rescue efforts for three crewmembers of an **SH-60B Seahawk** helicopter (Photo below), which crashed Tuesday morning in the Mediterranean Sea.



Search efforts, including Rigid Hull Inflatable Boats (RHIB) from both Hayler and **USS Ross (DDG 71)**, a P-3 Orion from Patrol Squadron 10 and a nearby British C-130, which was vectored

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to the area as well as a C-130 from Greece, have thus far found only an oil slick and debris believed to be from the helicopter.

Hayler lost radar contact and communications with the Mayport, Fla., home-ported SH-60B Seahawk helicopter, approximately 80 nautical miles west of Greece. The helicopter is a part of Helicopter Squadron Light (HSL) 46.

The Navy will conduct an investigation into the cause of the crash.

Eight missing after dredger sinks

SIX Russian and two Chinese crew members are reported missing presumed drowned after the dredger **AM Vella** sank in Hong Kong yesterday following a collision. Seven more Russian seafarers were rescued from an inflatable raft. The incident occurred off the north-east coast of Lantau in the Kap Shui Mun Channel. The dredger went down after colliding with the 1,088 TEU Singapore-flagged container ship Kota Hadiah, operated by Pacific International Lines. Hong Kong's marine department has launched an investigation and the search for the missing seamen continues. "We are still in the process of gathering information. Our technical personnel have flown to Hong Kong," a spokesman for Singapore-based PIL told Fairplay. Officials of Singapore's Maritime and Port Authority, which monitors accidents related to ships under the Singapore flag were unavailable for comment. No injuries to the 23 officers and crew of the Kota Hadiah have been reported.

ANWI JA (Netherlands)

Terneuzen, Mar 11 — Inland waterway tank *Anwi Ja*, loaded with 2,200 tonnes of heavy fuel, grounded off Stavenisse, Eastern Scheldt at about 1800 hrs. Multraship Towage & Salvage contracted. Salvors proceeded with anti-pollution equipment and the tank *Vilvoorde VT* has been sent to standby in case of possible hull damage. Salvors expect the vessel to refloat at about midnight. — Multraship B.V.

London, Mar 11 — Following received from Den Helder MRCC, timed 2105, UTC: Inland waterway tank *Anwi Ja*, PF8224, 2050 tonnes oil, grounded at Stavenisse this evening, due to rudder problems. No pollution or injuries. Tugs are around the vessel and she is expected to refloat at the next high tide.

London, Mar 12 — Netherlands inland waterway tank *Anwi Ja*, 1268 dwt, built 1962, Rotterdam for Zelzate, cargo 2050 tons of fuel oil, ran aground in the Oosterschelde near Stavenisse at about 1800, local time, yesterday near the buoy Keten 12 while the tide was going out. Assistance for the 80 metre vessel came from the tugs *Leendert Muller* from Multraship and *Zephyrus* from J. van de Berge, Stavenisse. At a first try to pull her off they managed to shift her about 20 metres. The critical point was the low tide, when she could fracture if the ground was not even. Assistance therefore was from the vessels *RW 84* and *Sepia* from Rijkswaterstaat, who had oil booms on board. When the tide came up again, the tugs managed to pull her off at about midnight. There was no damage. After inspections from the authorities she resumed her voyage to Zelzate.

CAMADAN (Turkey)

Nicosia, Mar 11 — A press report, dated today, states: An American destroyer and a Dutch tug went to the assistance of general cargo *Camadan* which sent a distress call today from rough seas 15 miles south-west of Malta. The Maltese armed forces said the vessel sent out an SOS call and reported she was taking in water at around 0630, local time. The U.S. destroyer *Vella Gulf* and the anchor handling tug **Smit Wijs Typhoon**, which had been on their way to Malta, assisted the vessel and averted any danger of her

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sinking. A Maltese helicopter was also at the scene. The 12-man crew remained on board.
— Lloyd's List Correspondent.

Valletta, Mar 12 — Following received from RCC Malta: General cargo *Camadan* is presently in distress in lat 35 50N, long 14 43.7E. There are 12 persons on board who are being rescued by helicopter. — Lloyd's Agents.



CANMAR TRIUMPH (Bermuda)

Cadiz, Mar 11 — C.c. *CanMar Triumph* (16680 gt, built 1978) arrived Cadiz yesterday with stern tube problems. All cargo is to be discharged before vessel enters repairyard. — Lloyd's Agents. (Note — *CanMar Triumph* sailed Leghorn Mar 6, and subsequently passed Tarifa Mar 10 for Cadiz.)

EBISU MARU (Japan)

Ebisu Maru, 19.5 tons, was in collision with general cargo *Ilinsk* (2726 gt, built 1967) in Toyama Bay on the Sea of Japan coast in central Japan about 0930 today. No one was hurt, the Japan Coast Guard said.

London, Mar 12 — A press report, dated today, states: Japanese fish

FREJA JUTLANDIC (NIS)

London, Mar 12 — A press report, dated Mar 11, states: US and state law enforcement officials Mar 8 announced that a US district court in Baltimore ordered the Danish shipping Company D/S Progress to pay a \$250,000 criminal fine for conspiring to conceal a hazardous leak in the hull of tank *Freja Jutlandic* (since renamed *Maju Jaya*) that visited Baltimore in March 2000. The US Department of Justice said *Freja Jutlandic* also failed to report emergency discharges undertaken to save the vessel and presented false log books to the US Coast Guard in order to disguise the leak and emergency discharges. Law enforcement officials learned of the deception after crew members secretly slipped a note to Coast Guard inspectors, Justice said. D/S Progress last October admitted it sought to avoid the expense of maintaining a safe and seaworthy vessel, Justice said. The shipping company also admitted that "it used false oil record books to conceal deliberate dumping of waste oil from the bilges and from cargo tanks using equipment and procedures to bypass required pollution prevention equipment and create the overall false impression that the vessel was being operated properly," according to Justice. The company had employees flush clean water on a sensor designed to detect oil and limit overboard discharges of oil.

HELP

Valletta, Mar 11 — Following received from Malta Radio: Following received from chem.tank *Formol* at 1305, local time: Position 13 miles from shore and following orders from Valletta Port Control. Still towing tug *Help* with four persons on board, three Greek

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and one Albanian. Towing ropes in good condition and awaiting instructions. — Lloyd's Agents.

London, Mar 11 — Following received from Malta Radio, timed 2220, UTC: Tug *Help* remains in tow of chem.tank *Formol*. Towage has temporarily stopped for routine checks but tow remains secure.

ILINSK (Cambodia)

London, Mar 12 — A press report, dated today, states: Japanese fish *Ebisu Maru*, 19.5 tons, was in collision with general cargo *Ilinsk* (2726 gt, built 1967) in Toyama Bay on the Sea of Japan coast in central Japan about 0930 today. No one was hurt, the Japan Coast Guard said.



MAERSK LA GUAIRA (Antigua & Barbuda)

Guayaquil, Mar 11 — C.c. *Maersk La Guaira* is still grounded at Buoy 22 in the access channel of the port of Guayaquil. Titan have been appointed to salvage the vessel. They are waiting for the equipment in order to start working in a couple of days. — Lloyd's Agents.

MARLIN (Bolivia)

London, Mar 12 — A press report, dated today, states: For five months, cargo vessel *Marlin* has sat immobile at an Everett dock, grounded by a string of safety, immigration and financial problems. One sailor suffered a stroke and was shipped home to Guatemala in January. Others were sent back to Central America with visa problems. The Coast Guard ordered the vessel not to set sail until a host of safety problems were fixed. Now, the situation has grown more dire and confusing, according to government and sailors union officials. The two remaining sailors, Honduran nationals, are surviving on food donations from the union. They have about eight days of fuel left, and the ship's owners have failed to renew insurance needed before more fuel can come on board. Money for repairs stopped flowing three weeks ago, and now it's not even clear who owns the vessel now, said Lt. Linda Sturgis, the Coast Guard's chief of port state control and foreign vessel inspections in the Puget Sound. "We're having a series of disconnected phone numbers, people not returning our phone calls," she said. The plight of the sailors angers Lila Smith, a union inspector for the International Transport Workers' Federation. "They're there with no fuel coming in, no food. So who's responsible?" she said. The two men, 45-year-old Roberto Mejia and 41-year-old Juan Francisco Hernandez, say they simply want to go home. But they do not have any money for plane tickets, and they have not been paid for work since January, Mejia said. The two were initially told they would be in Everett for a week while the owners assembled other sailors to replace the first crew, he said. That was in early January. Coast Guard officials are trying to trace who owns the vessel. She may have changed hands four times since a Seattle company, Western Pioneer, sold her to Florida investors in 2001, Sturgis said. "The U.S. Coast Guard, the Immigration and Naturalization Service and Lila Smith of ITF have been working closely together to determine the legal owner of the vessel and ensure the safety and fair treatment of the crew members on board," she said. If no owner is found, the federal government could take possession of the vessel. Before she sets sail, *Marlin* would need to get a complete staff, safety upgrades, updated inspection certificates and new pollution insurance, Sturgis said. If no money is found for the sailors to fly home within

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the next three weeks, the two could be deported because their visas will expire, said Bob Okin, deputy district director for the immigration service's Seattle office.

NADINE (Antigua & Barbuda)

Nantes, Mar 11 — General cargo *Nadine*: At this stage the whole cargo, which understand has been destroyed in the fire, has been discharged at La Pallice. Cargo owners have arrested the vessel. Understand also judiciary survey took place. — Lloyd's Agents

PAK ONE

Nicosia, Mar 11 — A press report, dated today, states: Sunken Lpg *Pak One* which floated back to the surface of the Gulf of Thailand last month and had to be scuppered by the Thai navy will be turned into an attraction for divers, officials said today. Aganit Muensri, commander of Thailand's First Naval Area, said the navy sank the *Pak One* last week. "We deployed dozens of people and ships to blow lpg pipelines around the two cylinders on Thursday morning (Mar 7)," Aganit said. "The vessel then sank." — Lloyd's List Correspondent.

SETUBAL EXPRESS (Italy)

Leghorn, Mar 12 — Ro/ro *Setubal Express* was transporting many motortrucks loaded with general cargo. We confirm that no damage whatsoever was sustained by the cargo. The fire was confined to a restricted area of the hold and was extinguished promptly by the Fire Brigade — Lloyd's Agents.

SEVEN OCEAN (Panama)

Tallinn, Mar 11 — Bulk *Seven Ocean* (15884 gt, built 1991) grounded in lat 59 36.2N, long 25 01.1E, at 0130, local time, Mar 10, when passing out of anchorage limits during anchorage. According to underwater inspection, vessel's falt bottom touching the ground in way of frames 62-87, whole width of vessel. Several efforts to refloat the vessel with tugs unsuccessful. Vessel is loaded with 11,000 tonnes of urea and ammonium sulphate. Presently vessel's agents are looking for suitable vessel to reload approximately 3,000 tonnes of cargo. — Lloyd's Agents.

London, Mar 11 — Following received from Tallinn MRSC, timed 2125, UTC: Bulk *Seven Ocean* is still aground in the same position. Vessel's local agents, Inflat, are attempting to arrange salvage.

SUNNY BLOSSOM (Bahamas)

Cadiz, Mar 11 — Chem.tank *Sunny Blossom* arrived Algeciras Feb 27 for repairs to damage caused in engine-room fire off Algeria Feb 7. — Lloyd's Agents.

WINDOC (Canada)



London, Mar 11 — A press report, dated today, states: Saturday afternoon (Mar 9) was spring-like until temperatures plummeted to -8 C

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and winds raced across Hamilton Airport at speeds between 83 km/h and at 138 km/h in Baden near Kitchener. Trees came down and hydro power was lost. Cars were blown off the road or into each other and buildings crumpled. Three lakers came loose from their moorings in the harbour and one was blown clear across the bay. Just before 1900 Saturday, the mooring cables and ropes that secure bulk *Jean Parisien* (22772 gt, built 1977), barge *McKee Sons* (13803 gt, built 1945), and bulk *Windoc* suddenly snapped. The anchor of *Jean Parisien* secured her bow to Pier 12, but the stern swung away from the dock and came to rest against neighbouring Pier 14. *McKee Sons* broke away from Pier 10. The crew on board put down an anchor and waited for help. *Windoc* broke away from Pier 8 completely. She has been moored there since August when a lift bridge on the Welland Canal descended on her pilot house as she passed beneath. "She was already drifting across the harbour when I got the call," Harbour-master Ian Noble said. The harbour-master called McKeil Marine and hired two tugs to get the vessels back to shore. "They calculated where they thought (*Windoc*) would go and they knew she wasn't going to do any damage," Noble said. "There's nothing out in the harbour this time of year. So long as she stays in a straight line, there's no real concern." McKeil Marine let *Windoc* go and got to work on *McKee Sons*. Crew members threw some lines down to the tugs and the laker was towed back to the dock. Meanwhile, *Windoc* drifted north and ran aground in about three metres of water. A crew will be sent today to find out if she has been damaged before attempts are made to drag her off the bottom. Back on dry land, wind, ice and snow made driving extremely hazardous and there were numerous accidents. As trees and branches fell onto power lines and the wind blew poles over, hundreds of thousands of Ontarians were suddenly in the dark. Hydro One reported that 94,000 customers across Ontario were without power beginning Saturday afternoon. Spokesperson Katherine Kiska said 8,500 customers were still without power yesterday afternoon and some would not have it restored until noon today. Crews worked around the clock to restore power as new outages were reported due to continued high winds. Hamilton Hydro's operating superintendent Carmine Calabrese said 15,000 metered customers lost power for up to two hours. A Forestry and road departments crews were also kept busy all night, clearing tree limbs and spreading sand and salt on the roads.



London, Mar 11 — A press report, dated today, states: Bulk *John B. Aird* — [Photo left](#) (22881 gt, built 1983) moored at Wharf 18-1, Port Colborne, the fuel dock on the west side of the Welland Canal, broke free of her moorings in the high winds late Saturday night (Mar 9) or early yesterday morning. Reports indicate the mooring posts were pulled from the ground allowing the vessel to float away from the dock.

She came to a rest against bulk *Canadian Olympic* (22887 gt, built 1976) across the canal. There are no current reports of damage and reports indicate company representatives will attend today to investigate and presumably arrange for the vessel to be moved.

London, Mar 12 — A press report, dated today, states: The extremely high winds in southern Ontario over the weekend have left a path of damage from Hamilton to Port Colborne. Bulk *Windoc* remained aground yesterday as a tug from McKeil Marine took crews out to survey the vessel. Yesterday afternoon crews were planning to free the vessel some time today and return her to the dock where she broke free Saturday night.

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In Port Colborne bulk *John B. Aird* remained rafted to bulk *Canadian Olympic* – [Photo left](#). Some time Saturday night or Sunday morning *John B. Aird* broke free and was blow across the canal to *Canadian Olympic*. Winds in the area blew steadily from Saturday night to late Sunday morning from the southwest and west at gusts over 83 miles an hour. This caused the water to raise about 7 feet close to the top of the tie-up walls above Lock 8 where the vessels were docked.

Several ships tied up on the western walls were greatly affected by the winds. *John B. Aird* broke loose her fore and aft moorings lines. One inch steel wire cables snapped and some that did not slipped off their mooring bitts due to the 6 to 7 foot rise of the water. Four inch nylon lines stretched and broke. There are still several wires and nylon lines attached to both the vessel and dock as she now sits alongside *Canadian Olympic* across the canal. *John B. Aird*'s forward anchor chain paid out from the windlass and the anchor still sits on the west side. The stern anchor was dragged off the dock, carrying with it to the bottom a mooring bit and continued dragging across the canal. Just south of *John B. Aird* bulk *CSL Tadoussac* (20634 gt, built 1969) slipped her forward moorings but the stern remained attached to the dock thanks to her anchor. All wires and nylon lines securing the vessel snapped and the mooring bits were uprooted from the frozen ground. Her stern anchor was solidly buried at lay up and held the stern in. Yesterday the chief engineer and few workers from Fraser's Repair were finishing putting out new wires and were waiting for delivery of about 4-5 new nylon lines. These 1000-ft wires cost upwards of about \$1,300 and the nylons about \$2,000. It appears about 18 of the mooring bits were damaged and have to be repaired or replaced by the time the shipping season starts. Drill ship *Louis J. Goulet* moored at wharf 19 West between the ADM mill and the Goderich Elevator also slipped her forward moorings. The stern lines remained fast with no reports of damage.

SHIPYARD NEWS

RDM wil 'havenlening' voor deel in zak houden

Rotterdam - RDM-directeur J. van den Nieuwenhuyzen wil de lening van 4,5 miljoen euro van het Gemeentelijk Havenbedrijf Rotterdam slechts gedeeltelijk terugbetalen en het andere deel van de lening verlengen voor de uitbouw van de gestarte fabriek voor minihelikopters op de Heijlplaat.

Zijn bedrijvengroep leende de 4,5 miljoen euro begin 1999 voor de aankoop van het Amerikaanse bedrijf MD Helicopters, dat gespecialiseerd is in personentoestellen zonder staartrotor. Voorwaarde was dat binnen drie jaar een beslissing zou worden genomen over een assemblagefabriek van MD Helicopters in Rotterdam. Die termijn is zonder beslissing gepasseerd, waardoor de lening nu opeisbaar is.

„We hebben het voorstel om een deel van de lening door te schuiven vorige week naar het Gemeentelijk Havenbedrijf gestuurd,” zegt Van den Nieuwenhuyzen. „We hebben nog geen antwoord binnen. Ik wacht de reactie af.”

Hij verwacht niet dat de nieuwe samenstelling van de Rotterdamse gemeenteraad gevolgen voor de

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lening heeft. „Het is een puur zakelijk voorstel," zegt hij.

De zakenman ziet ondanks het opschorten van een beslissing over een fabriek van MD Helicopters in Rotterdam de toekomst voor dit Amerikaanse bedrijf zonnig in. Hij verwacht dat de orders de komende jaren wereldwijd fors toenemen, zowel op de civiele markt, als op de defensiemarkt, met name doordat de Verenigde Staten hun grensbewaking gaan uitbreiden. Mocht de fabriek in Amerika daardoor uit zijn jasje groeien, dan zal een assemblagefabriek niet automatisch in Rotterdam, maar ook elders in Europa of in Azië kunnen komen.

Van den Nieuwenhuyzen verwacht dit jaar wel orders onderzeeboten voor de werf op de Heijplaat. Daar zal hij dit jaar mogelijk ook een nieuwe industriële activiteit starten, die ook nieuwe werkgelegenheid met zich meebrengt, kondigt hij aan. Wat dat is, houdt hij nog onder de pet.

Financier stunned by HDW purchase

ACQUISITION of German shipyard HDW by a major US finance group could be a backlash against bad investments in high-tech and telecommunications companies, according to a New York-based shipping financier. The executive said he was "flabbergasted" by One Equity Partners' purchase of the shipyard, given "the horrible history of US acquisitions of German companies" and "lots of oversupply in the shipbuilding industry." The financier said One Equity's parent, Bank One, was one of the investors that "lost hundreds of millions [of dollars] in high-tech and telecom stocks so maybe they're being drawn back to old line industries where they think there's more security." Chicago-based Bank One, America's sixth largest bank, posted a net profit of \$2.6Bn last year. A spokesman told Fairplay One Equity chairman Dick Cashin was "too busy" to comment on either the purchase of almost 75 per cent of shares or reports that the deal was worth \$700M. Analysts said One Equity's offer to sell on 15 per cent to fellow German shipbuilder ThyssenKrupp would increase pressure from the German government for the shipbuilders to form an alliance.

Hellenic doubts after HDW sale

THE acquisition of HDW by a US investor has generated uncertainty in Athens over the future of Hellenic Shipyards, which is one step away from being sold to HDW with only EU approval pending for the deal to be completed. Sources from the ministry of development, which is responsible for the government's privatisation plan, suggested that an emergency meeting was due today between deputy minister Alexandros Kalafatis and state bank ETVA, the owner of Hellenic, to review developments and ask HDW to clarify its position towards the Greek yard. The latest snag in the Hellenic affair affects the privatisation of ETVA itself, which is in the process of being bought by the Piraeus Bank. Meanwhile, speculation yesterday that the sale of Hellenic to HDW might fall through and the yard would end up in the hands of the rival bidder Nikos Tavoularis sent the share price of Tavoularis-owned Neorion soaring on the Athens stock market.

ROUTE, PORTS & SERVICES

Dredging tenders 'a mockery'

FOREIGN dredging companies could pull out of India as the result of a shipping ministry circular granting first refusal to state-owned Dredging Corp of India (DCI) to major open-tender port contracts. The new instruction means that if DCI tenders for a bid in which the lowest bidder is an overseas company, DCI will first be offered the job at that lower price. If DCI fails to match it, the next-highest Indian bidder will be invited to do so. World dredging majors have set up in India recently following the liberalisation of the business because of domestic capacity shortage. The circular has come as a shock to the international companies. "Dredging tenders in India have become a mockery," one official

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remarked. "If the government decides to give the contract to a bidder other than the lowest, why call for tenders at all?"

Towage operator escapes liquidation

THE Bordeaux Tribunal of Commerce has decided against liquidating towage company Les Abeilles-Bordeaux. The company, which went bankrupt in October 2001, lost towage contracts at Bordeaux two weeks ago, after the French west coast port launched a European tender and subsequently selected a new towage operator, Compagnie Thomas from Rouen. Although Thomas won the tender, it was only awarded a temporary concession. "We will closely monitor the installation of Thomas in the port and make sure that what is done is in strict compliance with the requests of the tender," said a spokesman from Les Abeilles, the parent company of the Bordeaux subsidiary. Thomas is expected to be operational at Bordeaux by March 21. The Tribunal of Commerce will be re-examining Les Abeilles-Bordeaux's case on March 27 and liquidation of the company could eventually be decided if the installation of Thomas is successful.

Call for review of navigation

IMO secretary-general Bill O'Neil has suggested that mandatory VTS be extended beyond territorial waters in a call for a re-examination of "current assumptions and practices" on navigation and traffic management. In a keynote address in Sydney at the International Association of Lighthouse Authorities' conference, O'Neil asked whether it was time to look again at permitting the use of mandatory VTS beyond "these artificial boundaries", especially in congested waterways. He said long-range automatic identification systems (AIS) and other technological advances made it feasible "to conceive of a global traffic management system, based on long-range AIS, feeding information into local traffic control systems responsible for ports, coastal sea lanes or straits". Of particular concern were strategic shipping lanes like the English Channel, the Straits of Malacca and environmentally sensitive areas. O'Neil added that it was vital that marine VTS operators had the same standard of training as air traffic controllers, with a recognised certification system.

CSX Lines for sale

SHARES in US-based freight transport company CSX Corp edged higher yesterday as news emerged that the group is trying to unload its liner business, CSX Lines. Several shipping companies are said to have expressed an interest in some or all of the 16 US-flagged container ships that operate between Alaska, Guam, Hawaii and Puerto Rico. CSX Lines operates terminal facilities in Alaska at Anchorage, Kodiak and Dutch Harbor; Apra Harbor in Guam; Honolulu and San Juan, Puerto Rico. After acquiring Sea-Land Service, CSX sold its international liner component to AP Møller-Maersk Line for \$800M in 1999 but retained the domestic service. Analysts say the group has reversed CSX Lines' losses and made it an efficient and profitable unit. Credit Suisse First Boston is negotiating on behalf of CSX, and has reportedly been told that some of CSX's competitors would be unacceptable buyers. The group's shares on the NYSE rose marginally in trading yesterday to close at \$39.05, up from its 52-week low point of \$25.40 last September.

Silversea focuses on Singapore

FORT Lauderdale, US-based cruise operator Silversea Cruises will be using Singapore as its hub port this year to push its business in Asia. The company has appointed the Asia Pacific headquarters in Singapore of its technical manager V.Ships as its Asia regional office. "The Asia Pacific region is becoming an important element in the long term success of the company," senior VP Aris Zapanaley told reporters at a briefing on board the 28,258 GT Silver Shadow in Singapore today. The vessel will embark on a seven-day Asian cruise tomorrow. The all-suite Silver Wind has been removed from service throughout 2002 and will arrive at the Singapore Cruise Centre next year to operate 28

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voyages calling at 46 ports, with ten calls in Singapore. For this year, Silversea will operate three ships in an itinerary revised after September 11.

RCL deploys new vessel

Thai-listed and Singapore-headquartered regional feeder RCL this week deployed its 928 TEU newbuilding, **MV Nithi Bhum**, which was delivered last month as part of the line's young fleet commitment.

Nithi Bhum will join three other vessels already serving RCL's Straits of Malacca Service, calling at Singapore, Belawan, Penang and Port Klang.

The Mitsubishi Heavy Industries-built vessel brings RCL's fleet to 33 container ships, ranging between 1,498 TEUs to 420 TEUs - more than half younger than six years.

Traditionally known as a feeder, the company now owns 24 vessels and charters a further nine to service its recent focus on the more lucrative carry-own-container business, now offering full liner and logistics services to greater Asia.

Hanno terminal of choice for "K" Line and Yangming



Rotterdam container stevedore Hanno has been selected as terminal for the new service to be launched by "K" Line and Yangming at the end of this month. The news was announced by a spokesperson for "K" Line Europe in London. The joint service will sail on both the trans-Pacific route and between Asia and Europe.

"K" Line Europe spent the last few months searching for the ideal terminal. It even gave serious consideration to the Ceres Terminal in Amsterdam, until it realized that the locks at IJmuiden would be too narrow. ECT was also in the running but eventually "K" Line decided to

stick with Hanno, whose terminal it already uses for other services.

The new service will be carried out by twenty ships of 5,500 TEU, ten ships of 3,500 TEU and five ships of 2,800 TEU. It has many direct ports of call in China: Shanghai, Ningbo, Xiamen, Qingdao and Yantian. Port Said and Valencia serve as important hubs. In the Benelux countries, the service calls at both Rotterdam and Antwerp.

NAVY NEWS

Hr. Ms. Mercuur redt drie opvarenden van brandend jacht

Het torpedowerkschip Hr. Ms. Mercuur heeft op 12 maart om 05.30 uur de drie opvarenden van het brandende Engels motorjacht "Lorien of the Lochs" aan boord genomen. Rond 03.00 uur had het jacht de brand al via de radio gemeld maar dit was aan de wal niet te horen geweest. De positie van het jacht was toen ongeveer 90 kilometer ten westen van Zandvoort.



Hr. Ms. Mercuur is met de opgepikte Engelse drenkelingen op weg naar Den Helder gegaan waar het rond 14.00 uur in de Marinehaven zal aankwam .

Pogingen om het jacht op sleeptouw te nemen waren mislukt doordat het schip nog steeds brandde. De reddingboot "Christien" van station IJmuiden van de Koninklijke Nederlandse Redding Maatschappij is inmiddels ter plaatse. De bemanning zal nagaan of er nog iets van het jacht is te redden, maar het moet vermoedelijk als verloren worden beschouwd.

MOVEMENTS



BOW SATURN (7384845) Salhus Shipp Karmsund 1976 Szczecinska Szczecin GT 17561 dwt 28085 Loa 170.5m Bm 25.3m ex Bow Star-98 Van de Botlek naar Dakar.

Foto / Tekst : Jan van der Klooster

AIRCRAFT / AIRPORT NEWS



The space shuttle **Columbia** glides down over 'Runway 33' moments before landing at the Kennedy Space Center in Cape Canaveral, Florida, March 12, 2002. The shuttle returns with seven crewmembers after a refurbishment mission to the Hubble Space Telescope. Columbia and its crew of seven concluded an 11-day space mission to service the Hubble Space Telescope orbiting the earth. The crew changed the telescope's solar arrays, installed a new telescope power control unit and a new

cooling system.

RIJNMOND WEATHER **donderdag 14 maart**

9 uur 's ochtends :
temperatuur: 3 graden
kans op neerslag: 5%
wind: matig (25 km/u) uit ONO

5 uur 's middags :
temperatuur: 7 graden
kans op neerslag: 10%
wind: vrij krachtig (32 km/u) uit ONO

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

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>