

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : **Saturday 16-03-2002**



EVENTS, INCIDENTS & OPERATIONS

Maritiem Buitenmuseum: meer geld, anders beperkt open



Rotterdam - Het Maritiem Buitenmuseum wil meer subsidie van de gemeente Rotterdam voor aanpassingen en investeringen op het gebied van de veiligheid. Zonder deze maatregelen vreest de museumleiding dat de openingstijden in de loop van het jaar beperkt moeten worden. Delen van het museum en de collectie zullen dan worden afgesloten voor de bezoeker.

Om de veiligheid voor alle bezoekers te waarborgen voert het Maritiem Buitenmuseum geregeld overleg met allerlei handhavende instanties. DCMR, de Arbeidsinspectie, het Stoomwezen en de Scheepvaartinspectie zijn enkele van die instanties die het Buitenmuseum regelmatig bezoeken. Tot op heden is het Buitenmuseum steeds in staat geweest aan alle eisen en voorschriften van deze instanties te voldoen.

Het maritiem wordt echter geconfronteerd met nieuwe regels die het museum te boven gaan. De huidige gebruikersvergunning van de panden en het terrein dient te worden aangepast aan de moderne veiligheidseisen. Dat lijkt een onmogelijke taak te worden, omdat de daarvoor benodigde mensen en financiën ontbreken.

Het Maritiem Buitenmuseum heeft de gemeente Rotterdam per brief ingelicht over de situatie. Daarin is ook aangegeven dat de opening van het museum beperkt moet worden als de gemeente niet met extra geld over de brug komt. Ook zal het organiseren van evenementen dan worden beperkt.

ExxonMobil tankers oldest amongst the majors

ExxonMobil has nearly the oldest tanker age profile of the top ten private or state-owned oil companies, exceeded only by China, according to the latest statistics on the world tanker fleet from the independent tanker owners' body Intertanko.

The average age of the US oil majors' fleet of 38 ships of 5.2m dwt at the start of 2002 is 17.4 years, according to Intertanko. Only China has a higher age profile of 18.3 years for its 83 strong fleet of 2.9m dwt.

The age profile of Indonesian state-owned oil company Pertamina's tanker fleet is also 17.4 years but it is only one quarter the size of ExxonMobil in deadweight terms.

The US oil major has also seen the age profile of its fleet increase from twelve months ago when it was 16.5 years. It is one of three oil company fleets, out of the top ten, that has seen the average age of its fleet increase from this time last year.

National Iranian Tanker Company (NITC), buoyed by a massive newbuilding programme in Korea, has the youngest fleet among the top ten oil companies with an average age of 11.7 years. This is down from an average of 12.4 at the beginning of 2001.

Amongst the independents **AP Moller** has the youngest fleet with an average age of 3.5 years. The oldest is **Bergesen** with an average age of 19.1 years.

In the twelve months since the last set of figures were published the top ten pecking order among the independents has undergone a sizeable shift in particular between fifth and tenth place.

John Fredriksen's Frontline still reigns supreme as the largest independent tanker operator with 63 ships of 14.9m dwt.

Mitsui OSK Lines is still second, but has seen its fleet reduce to 62 ships of 9.3m dwt from 64 ships of 10.1m dwt at the start of 2001. **Teekay** is third with 82 ships of 8.1m dwt.

The biggest loser amongst the independents has been **Japan's NYK**. It has slipped from fourth to ninth in a matter of twelve months.

It now has a tanker fleet of 30 ships of 4.9m dwt. This is down from its previous 37 strong fleet of 7.3m dwt.

World-Wide has overtaken **Bergesen** to claim fourth spot with a fleet of 30 ships of 7.1m dwt. Bergesen in fifth has 20 ships of 6.2m dwt. AP Moller and **Tanker Pacific** are sixth and seventh with 45 ships of 5.4m dwt and 43 ships of 5.2m dwt respectively.

Completing the top ten are **OSG** in eighth with 37 ships of 5.1m dwt and **Euronav** at number ten with 12 ships of 3.6m dwt. Owners slipping out of the top ten include Concordia/Stena and Livanos.

Bad news for Intertanko is that ex-members now make up five of the top eight independent owners. Twelve months ago Intertanko members held four of the top five positions.

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From a classification perspective Det Norske Veritas appears to be the favourite among Intertanko's membership.

The Norwegian society classes 45m dwt or 29% of member fleets, ABS is second with 34m dwt or 22% and Lloyd's Register and Japan's NKK are tied for third place with 31mdwt or 20% each.

By flag Greece, Liberia and Panama, unsurprisingly, battle it out for the top three places. Greece snatches first spot by just 1m dwt with a total fleet of 24m dwt. Liberia is second with 23m dwt and Panama third with 22m dwt.

The figures, updated by Intertanko each year, provide a handy guide to the current state of the tanker fleet in terms of supply and demand, age profiles and the size of the fleets of the top ten independent and oil companies.

KURSK UPDATE



The taperecorder recovered from the Kursk submarine (in pic). The specialists of the centre specializing in voice technologies will have to restore the tapes from the recovered taperecorder, put them into digital form for further computer analysis for the Chief military prosecutor's office. The tape should contain internal crew communication and its contacts with the outer world



The inside of the wrecked Kursk nuclear powered submarine pictured on Monday at a dry dock of the ship repair plant in Roslyakovo. Now the sub is being prepared for scrapping at the Nerpa plant. The team of investigators from the Russian Prosecutor General's Office has finished its work aboard. Tremendous work on clearing the debris in different sections of the submarine was carried out.



MARCH 9. Foreign divers and their Russian colleagues (in pic) pay tribute to the perished Kursk submarine sailors at the Serafimovsky cemetery. A group of foreign divers that took part in the Kursk salvage operation came here for a short visit.

Canadian Navy Ship Rescues 45 Men in Arabian Sea

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VICTORIA, British Columbia (Reuters) - A Canadian Navy frigate on patrol in the Arabian Sea rescued 45 Pakistani men found drifting in a boat without food and water, navy officials said on Thursday.



The motor on the men's boat had failed and they had been drifting for five days before they were discovered on Tuesday by **HMCS Vancouver**, according to officials in Victoria, British Columbia where the frigate is based.

The frigate was stationed in the Arabian Sea as part of Canada's contribution to the military effort in Afghanistan.

The Navy said several of the men in the boat needed medical treatment because they had consumed sea water, and were given food, water and blankets. The 40-foot boat was towed to the United Arab Emirates.

Top : HMCS 331-Vancouver (Photo : Collection Piet Sinke)

'No cargo' ship had cigarettes worth €16m on board, jury told

A SHIP carrying the largest amount of cigarettes ever seized by customs officers here had sailed from Suez, docked at Gibraltar where customs were told there was no cargo aboard and put under surveillance by the Irish Navy before docking at Dundalk.

A court heard yesterday that the **MV Anto** which was observed by customs and excise officers once it entered Dundalk port, was found to have 70 million cigarettes.

A 45-year-old English man went on trial at Dundalk Circuit Court yesterday charged in relation to the seizure of cigarettes by customs officers. Frederick James Kerley of Lords Wood Chatham, London has denied a charge of attempting to evade customs duties of €15.96m due on the cigarettes.

He also denied a charge of intending to defraud the State directly or indirectly of the customs duties. Both offences are alleged to have taken place at Dundalk Port on December 11, 2001.

The court heard that Kerley was one of three men detained at Dundalk Port by members of the garda emergency response unit and Dundalk detectives about 4.30am that day.

A member of the ERU said gardai were assisting customs officers in the operation and he had restrained one of the men by placing him on the ground and hand-cuffing him.

In cross-examination he told the court he had not identified himself to the men but he was wearing the clothing of the ERU which had the word garda on the vest. The men were escorted back to the ship where they were detained by customs officers.

State Prosecutor told the jury that the cigarettes were on board the MV Anto, which had sailed from Suez and docked at Gibraltar before arriving in Ireland.

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A customs clearance officer from Gibraltar said he had inspected the vessel before it left and was told there was no cargo on December 1. The MV Anto was kept under surveillance by the Irish Naval Vessels the **LE Orla** and **LE Aisling** – (Photo Below – Collection Piet Sinke) from December 5 until it entered Dundalk Port.



When it berthed in Dundalk around 8pm on December 10 it was placed under observation by members of the Revenue Commissioners Customs and Excise unit. Between 3am and 4.30am the following morning a forklift truck and an articulated truck pulling an empty 40 foot container arrived on the quay alongside the ship.

Two containers were lifted out of the ship's hold and placed into the empty container.

The court heard they contained boxes of the "Prestige" brand of cigarettes. The trial was adjourned until this morning.

Soepeler loodsplicht binnenkort ingevoerd

DEN HAAG - De versoepeling van de loodsplicht wordt het tweede kwartaal van dit jaar ingevoerd. Minister Netelenbos van Verkeer en Waterstaat heeft dit aan de Tweede Kamer meegedeeld.

Het wachten is alleen nog op een advies van de Raad van State over het besluit flexibilisering loodsplicht. Netelenbos verwacht dat binnenkort. In haar brief deelt Netelenbos nog mee dat zij niets voelt voor het idee uit de Tweede Kamer om loodsen te betrekken bij het controleren van schepen die ontheffing van loodsplicht krijgen.

Het ontheffingssysteem biedt volgens minister Netelenbos, op basis van adviezen van de Rijkshavenmeesters, voldoende waarborgen voor de veiligheid.

De loodsplicht verschuift op de Westerschelde van 65 naar 80 meter. Schepen tussen de 80 en 90 meter kunnen in principe een ontheffing krijgen, als schip en bemanning aan kwaliteitseisen voldoen. Zeeuwse Westerschelde-gemeenten en de provincie Zeeland hebben steeds tevergeefs tegen versoepeling van de loodsplicht geageerd. Transportrisico's op de Westerschelde moeten volgens hen eerst worden teruggebracht.

Monument Mercator vaker zee op

De windjammer Mercator, het vroegere opleidingsschip voor de Belgische koopvaardij, gaat vaker varen. Dankzij subsidies van het Vlaams Gewest, de provincie West Vlaanderen en de Stad Oostende zijn het afgelopen jaar restauraties uitgevoerd, waardoor het museumschip weer zeewaardig is. Er is ook een stel nieuwe zeilen besteld en om het af te maken wordt in het voorjaar van 2003 een belangrijk deel van de rondhouten vervangen.

Het uit 1932 daterende opleidingsschip werd in 1961 buiten bedrijf gesteld, lag onder beheer van de vzw (stichting) Mercator aanvankelijk drie jaar als museumschip in Antwerpen en vervult sinds 1964 dezelfde functie in het Mercatordok in Oostende.

Orions niet naar Den Helder

DEN HAAG - De Tweede Kamer wil geen Orion-patrouillevliegtuigen in Den Helder stationeren. Ook het plan van de provincies Noord-Holland en Friesland voor een windmolenpark bij de Afsluitdijk is vrijwel zeker van de baan.

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Bijna de hele Tweede Kamer schaarde zich gisteren achter een motie van D66, waarin staat dat er geen enkele windturbine in het Waddenzeegebied mag komen.

De hele Tweede Kamer wil niet dat de Orion-vliegtuigen van de marineluchtvaartdienst een nieuwe thuisbasis krijgen op vliegveld De Kooy in Den Helder. Hierdoor zouden er meer militaire activiteiten in het Waddenzeegebied plaatsvinden. Een meerderheid van de Tweede Kamer wil juist de oefeningen van de krijgsmacht in het Waddengebied verder terugdringen.

In de plannen voor het gebied zijn maatregelen opgenomen om de verstoring door militaire activiteiten terug te dringen, hield minister Pronk van ruimtelijke ordening Pronk de Kamer alvast voor. De minimumvlieghoogte wordt verhoogd en vliegtuigen die op weg zijn naar het schietkamp De Vliehors moeten zo veel mogelijk vanaf de Noordzee aanvliegen.

Pronk wil de discussie over de Orions pas over twee weken voeren, wanneer zijn Vijfde Nota Ruimtelijke Ordening in de Tweede Kamer behandeld wordt. Dan zal de Kamer niet alleen kunnen besluiten dat de Orions niet naar Den Helder mogen verhuizen, maar ook moeten aangeven waar de patrouillevliegtuigen dan wel welkom zijn. Als alternatieve plekken zijn de vliegbases bij Leeuwarden en Woensdrecht in beeld. De regering wil dat de Orions verdwijnen van de huidige basis Valkenburg bij Leiden om daar grootschalige woningbouw mogelijk te maken.

Windmolenplan

Ook het windmolenplan voor de Afsluitdijk kreeg een zeer kritische ontvangst in de Kamer. Behalve D66 willen ook PvdA, GroenLinks, CDA, Socialistische Partij en ChristenUnie niets van windmolens op het Wad weten. Met name de opstelling van PvdA wekte gisteren in het debat over de Planologische Kernbeslissing (PKB) Waddenzee veel verbazing. Eerder was deze fractie een voorstander van het windmolenpark nabij de Afsluitdijk, mits er aan allerlei natuurbeschermende voorwaarden voldaan zou worden. Gisteren liet PvdA-woordvoerder Witteveen echter nee horen. Vorige week al had het CDA zo'n koerswijziging gemaakt.

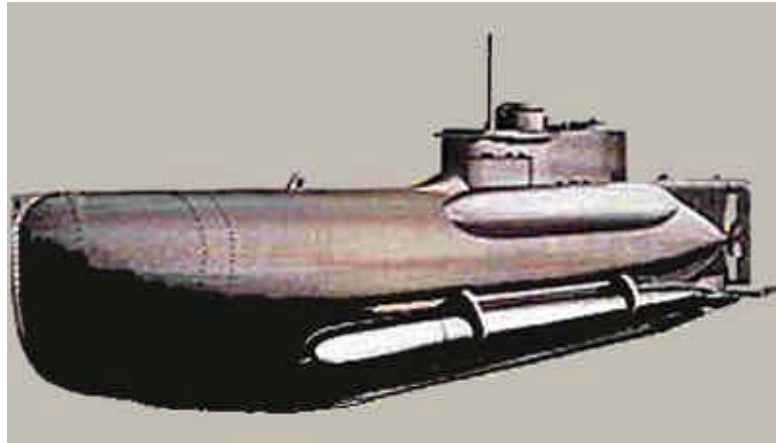
Pronk deed nog een uiterste poging om de Kamer voor de windmolens te winnen door het concrete plan van de provincies uit de tekst van de nota te schrappen. Wel wilde hij ruimte laten voor een windmolenpark ten zuiden van de Afsluitdijk. Pas als zo'n plan alle Europese toetsen op het gebied van natuurbescherming zou hebben doorstaan, zou de Kamer daar een nieuwe beslissing over moeten nemen. Pronk kreeg echter alleen de VVD aan zijn zijde.

De provincie Noord-Holland reageerde zeer teleurgesteld. „Alle andere mogelijkheden voor windparken zijn al uitgebreid onderzocht. Nu houdt het op“, aldus woordvoerder Van Rijn. Burgemeester Baas van Wieringen: „Minister Pronk kan het verdrag van Kyoto nu wel opzeggen, waarin Nederland zich verplicht tot maatregelen om de klimaatverandering tegen te gaan.“

CASUALTY REPORTING

Marine maakt torpedo's onderzeeboot onschadelijk

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In Egmond is 14 maart een stuk van het strand afgezet omdat de twee torpedo's van een in de Tweede Wereldoorlog gestrande Duitse mini-onderzeeboot onschadelijk gemaakt moeten worden. Dit onschadelijk maken wordt over enkele weken uitgevoerd door de Duik- en Demontegroep van de Koninklijke Marine. Voordat dit kan gebeuren wordt om het wrak van de duikboot een damwand geslagen.

Op verzoek van de gemeente Egmond heeft de marine onderzoek verricht naar de staat van de twee torpedo's van de onderzeeboot die ongeveer zestig meter in zee ligt. Daarbij bleek dat de torpedo's van 350 kilogram ieder zodanig instabiel waren dat ruiming gewenst is om ieder risico op een ontplofing uit te sluiten. Naar verwachting duurt het slaan van de damwand en het aansluitende wegpompen van water en wegzuigen van zand twee tot drie weken. Een en ander is ondermeer afhankelijk van de weersomstandigheden.

Bij de mini-onderzeeboot gaat het om een boot van het type "**Zeehond**". Van dit type werden in de Tweede Wereldoorlog zo'n 285 exemplaren gebouwd. Hiervan werden er naar schatting ongeveer 70 daadwerkelijk ingezet vanuit de haven van IJmuiden. De lengte van de mini-onderzeeboot was 11,87 meter, breedte 1,68 meter, diepgang 1,74 meter. De boten hadden een waterverplaatsing van 14,9 ton (bewapend met twee torpedo's). De bemanning bestond uit twee personen.

BIZON (Cambodia)

London, Mar 14 — Following received from Gothenburg MRCC, timed 1350, UTC: Fishing *Guldborg*, 5PAF, was in contact with a barge being towed by tug *Bizon* (733 gt, built 1993) in lat 55 16N, long 12 47E, around 0244, local time, today. The *Guldborg* sank but her crew of two persons was rescued by the *Bizon*, then transferred by helicopter ashore. The *Bizon* and her barge continued voyage.

CHESHIRE (Isle of Man)

London, Mar 14 — Understand lpg *Cheshire* (19719 gt, built 1989) is being towed to Callao by Wijsmuller Salvage BV under Lloyd's Open Form following loss of power off Peru. (Note — *Cheshire* was last reported to have sailed Mejillones Mar 6 for Balboa.)

CSL TADOUSSAC (Canada) & WINDOC

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London, Mar 13 — A press report, dated today, states: Yesterday bulk *Windoc* was pulled free from the spot where she grounded in Hamilton Harbour on Sunday. Four tugs from McKeil Marine pulled the vessel from the mud and returned it to Pier 8. The McKeil Marine tugs *Salvager*, *Bonnie B III*, *Carrol C 1* and *Lac Manitoba* all assisted in the effort. The bottom of the harbour where the *Windoc* grounded was mud and the vessel appeared to have escaped any further damage. Tugs moved the

Windoc to Pier 8 about 1000, yesterday. Crews in Port Colborne continued clean up and repair work yesterday to damage caused by the weekend storm. On board the bulk *John B. Aird* workmen were cutting broken lines hanging over the side. The lines snapped in the storm setting the vessel adrift. With the cables cut, only the forward anchor chain stretches across the Welland Canal. The vessel may not be moved back to the west side of the channel as there does not seem to be enough places to secure her lines and many of the wooden bumpers have been washed up on the wall. Bulk *CSL Tadoussac* anchor was moved about 100-feet from the dock and buried in a deep hole to make sure the vessel does not move. An inspector was checking damage and filling in large holes.

CURUG MAS (Indonesia)

London, Mar 14 — A press report, dated today, states: General cargo *Curug Mas* (4992 gt, built 1982), carrying containers from Singapore, lost her way in Medan and ran aground on the Belawan coast after hitting trailing suction hopper dredge *Flores* (3801 gt, built 1983) amid the thick haze covering the city from forest fires, which are blanketing several parts of North Sumatra. No casualties were reported after the accident took place on Tuesday evening (Mar 12). However, the propeller of *Curug Mas* sustained serious damage. The collision disrupted sea traffic along the Belawan coast before *Curug Mas* was towed away some two hours later. S. Manik, a human relations officer at state-owned port management firm PT Pelindo, based in Belawan, said today that traffic was back to normal there. He confirmed the accident occurred when sea visibility in the Malacca Strait was reduced to about 2,000 metres due to the haze plaguing Medan and its surrounding districts. A 2,000-metre range of visibility should not affect sea traffic if the speed of a vessel is about 20 kilometres per hour or six knots, Manik added. Firman, the head of the Meteorology and Geophysics Agency based at Medan's Polonia Airport, said visibility in the Malacca Strait would likely worsen over the next several days as winds from eastern areas continued to move in slowly, bringing haze from Malaysia to the waters of the strait and Medan.

DAISHO MARU (Japan)

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Yokohama, Mar 14 — Tank *Daisho Maru* (429 gt, built 1993) was in collision with ref *Ocean Express* (2701 gt, built 1979) 4.1 nautical miles off Hinomisaki, Wakayama Prefecture, at 2322, local time, Mar 6. No personal injury or oil spill was caused. — Lloyd's Agents.

EDISONGRACHT (Netherlands)

Yokohama, Mar 14 — General cargo *Edisongracht* (8448 gt, built 1994) came into contact with fishing *Heishingo* (10 gt) lying at anchor off Meshima, Fukue City, Nagasaki Prefecture, at 0730, local time, Mar 6. *Heishingo* capsized and sank with three crew missing. *Edisongracht* is to be investigated upon arrival at Ulsan. — Lloyd's Agents. (Note — *Edisongracht* sailed Geraldton Feb 21, she subsequently arrived Osaka Mar 10 and sailed Mar 12 for Kawasaki.)

FLORES (Indonesia)

London, Mar 14 — A press report, dated today, states: General cargo *Curug Mas* (4992 gt, built 1982), carrying containers from Singapore, lost her way in Medan and ran aground on the Belawan coast after hitting trailing suction hopper dredge *Flores* (3801 gt, built 1983) amid the thick haze covering the city from forest fires, which are blanketing several parts of North Sumatra. No casualties were reported after the accident took place on Tuesday evening (Mar 12). However, the propeller of *Curug Mas* sustained serious damage. The collision disrupted sea traffic along the Belawan coast before *Curug Mas* was towed away some two hours later. S. Manik, a human relations officer at state-owned port management firm PT Pelindo, based in Belawan, said today that traffic was back to normal there. He confirmed the accident occurred when sea visibility in the Malacca Strait was reduced to about 2,000 metres due to the haze plaguing Medan and its surrounding districts. A 2,000-metre range of visibility should not affect sea traffic if the speed of a vessel is about 20 kilometres per hour or six knots, Manik added. Firman, the head of the Meteorology and Geophysics Agency based at Medan's Polonia Airport, said visibility in the Malacca Strait would likely worsen over the next several days as winds from eastern areas continued to move in slowly, bringing haze from Malaysia to the waters of the strait and Medan.

GASOIL RIG SUNK OFF LOUISIANA, UNITED STATES

London, Mar 13 — Following received from Marine Safety Office New Orleans, timed 1515, UTC: An ExxonMobil gasoil drilling rig collapsed and sank into the water in the Breton Sound, La, in lat 29 12 20.76N, long 88 56 21.20W, at 1720, local time, Mar 11. Divers are being sent down to try to establish the reason for the incident, which presently unknown.

GISIANG (Malaysia)

London, Mar 14 — Following received from Malaysia MRCC, timed 0300, UTC: C.c. *Megah Jaya Dua* (3984 gt, built 1978) and c.c. *Gisiang* (4007 gt, built 1997) were in collision four nautical miles from lat 02 50N, long 101 14E, in Port Klang, at 1600, local time, Mar 12. Both vessels are now anchored there awaiting investigation. *Megah Jaya Dua* had steering problems after the collision. Both vessels sustained only minor damage.

GOLDEN ASIA (Panama)

Yokohama, Mar 14 — Chem.tank *Golden Asia* (3868 gt, built 1994) and c.c. *Pegasus Plenty* (4393 gt, built 1997) were in collision in the section of Kurushima Kaikyo traffic route, Ehime Prefecture, at 0227, local time, Mar 7. *Golden Asia* sustained denting

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damage to port side plate. *Pegasus Plenty* sustained denting damage to starboard plate. No oil spill or personal injury was caused. — Lloyd's Agents. (Note — *Golden Asia* sailed Mizushima Mar 6 for Kaohsiung and *Pegasus Plenty* sailed Wakayama Mar 6 for Gwangyang.)

GUANG YUAN (Belize)

London, Mar 14 — A notice to mariners published by the China Naval Hydrographic & Oceanographic Office, dated Feb 4, reports the wreck of bulk *Guang Yuan* is in lat 23 00 11.6N, long 120 04 12.1E.

GULDBORG (Denmark)

London, Mar 14 — Following received from Gothenburg MRCC, timed 1350, UTC: Fishing *Guldborg*, 5PAF, was in contact with a barge being towed by tug *Bizon* (733 gt, built 1993) in lat 55 16N, long 12 47E, around 0244, local time, today. The *Guldborg* sank but her crew of two persons was rescued by the *Bizon*, then transferred by helicopter ashore. The *Bizon* and her barge continued voyage.

HAI SOON XII (Singapore)

London, Mar 14 — Following received from Trinidad MRCC, timed 1300, UTC: Tank *Hai Soon XII* (1861 gt, built 1979) arrived Port of Spain evening Mar 12 in tow of tug *Elsbeth II* with propeller problems. After discharge vessel left berth 2000, Mar 13 for Caridoc (Caribbean Dry Dock Ltd), Chaguaramas, for repairs, towed by *Elsbeth II*.

HEISHINGO (South Korea)

Yokohama, Mar 14 — General cargo *Edisongracht* (8448 gt, built 1994) came into contact with fishing *Heishingo* (10 gt) lying at anchor off Meshima, Fukue City, Nagasaki Prefecture, at 0730, local time, Mar 6. *Heishingo* capsized and sank with three crew missing. *Edisongracht* is to be investigated upon arrival at Ulsan. — Lloyd's Agents. (Note — *Edisongracht* sailed Geraldton Feb 21, she subsequently arrived Osaka Mar 10 and sailed Mar 12 for Kawasaki.)

HORNESTRAND (Denmark (Int. Register))

London, Mar 12 — According to information received from the master of general cargo *Hornestrand* (808 gt, built 1981), the vessel was chased and fired on by pirates in a large canoe 55 nautical miles west-south-west of Conakry, in lat 09 11N, long 14 33W, on Feb 28. The pirates gave chase for around five nautical miles before giving up. The crew found a shot-hole in an aft stanchion and a hole after a projectile passed straight through the railings; they also noticed that a flag line had been cut into two. There were eight men on board the canoe, most of whom were armed and with a minimum of one sub-machine gun amongst their weapons. Around 150-200 shots were fired.

KOTA HADIAH (Singapore)

London, Mar 14 — Following received from Hong Kong MRCC, timed 0330, UTC: Seven crew are still missing from suction dredger *A.M.Vella* (3936 gt, built 1973, not *A.M.Villa* as before reported) after the collision with c.c.*Kota Hadiah* on Mar 12. The search is continuing.

MAERSK LA GUAIRA (Antigua & Barbuda)

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Guayaquil, Mar 13 — C.c. *Maersk La Guaira*: Salvage efforts started today. At present, containers are being transferred to a smaller vessel. The salvage team will try to refloat the vessel during the afternoon. — Lloyd's Agents.

MEGAH JAYA DUA (Malaysia)

London, Mar 14 — Following received from Malaysia MRCC, timed 0300, UTC: C.c. *Megah Jaya Dua* (3984 gt, built 1978) and c.c. *Gisiang* (4007 gt, built 1997) were in collision four nautical miles from lat 02 50N, long 101 14E, in Port Klang, at 1600, local time, Mar 12. Both vessels are now anchored there awaiting investigation. *Megah Jaya Dua* had steering problems after the collision. Both vessels sustained only minor damage.

MILLENNIUM EXPRESS II (Panama)

London, Mar 14 — Following received from Piraeus RCC, timed 1040, UTC: Passenger ro/ro *Millennium Express II* was towed to Eleusis yesterday afternoon.

MING ZHOU 12 (St. Vincent & Grenadines)

Yokohama, Mar 14 — General cargo *Tensho Maru* (432 gt, built 1987) and ro/ro/c.c. *Ming Zhou 12* (5012 gt, built 1977) were in collision at the wharf off Ohi in the port of Tokyo at 1900, local time, Mar 7. No oil spill or personal injury. — Lloyd's Agents. (Note — *Ming Zhou 12* arrived Tokyo Mar 7 and sailed Mar 9 for Ningbo.)

MSC CANADA (Liberia)

London, Mar 13 — C.c. *MSC Canada* (32214 gt, built 2001) lost the port anchor in lat 46 00N, long 48 00W, in heavy weather during the Atlantic crossing Jan 21. (Note — *MSC Canada* subsequently arrived Halifax Jan 28 and sailed Jan 30.)

NICOLE STEVENSON (Australia)



London, Mar 13 — A press report, dated today, states: Rivercat ferry *Nicole Stevenson*, 50 metres long, has crashed into a cruiser at Darling Harbour after a mechanical failure, a ferry spokesman said. State Transit spokesman Allan Yates said *Nicole Stevenson* was coming into Darling Harbour around noon, local time, when the incident

happened. Mr Yates said the ferry experienced a control failure and hit another vessel. "The ferry drifted into the back of a Magistic Cruisers vessel which was moored at the King Street wharf," he said. "Damage was superficial." He said there were 100 passengers on board *Nicole Stevenson* at the time of the incident. "One female passenger reported an injured arm," he said. "We believe there was a minor injury reported from a passenger on board the Magistic vessel." It was not known how many were on board the Magistic. The ferry was towed to the nearby Balmain dockyards. Sydney Waterways Authority was investigating the incident.

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London, Mar 14 — A press report, dated today, states: A sudden control systems failure caused RiverCat ferry *Nicole Stevenson*, to plough into the back of a harbour cruiser in Darling Harbour yesterday, injuring two people. The RiverCat ferry, carrying 100 passengers, turned sharply into the rear starboard end of the *Magistic Two*, luxury catamaran, which was moored at King Street Wharf. A woman on the ferry and a crew member of the *Magistic Two* suffered minor injuries. Ferry passengers were later off-loaded on to a second RiverCat or let out at the wharf. A passenger, who was sitting at the front of the RiverCat, said, "The noise was immense. There was just a big crunching sound," he said. "I just had to brace for the impact. I thought we were going to go under the other catamaran." The captain of the *Magistic Two*, Jean Pierre Borsini, who secured the RiverCat to the wharf, said he had spoken to the master of the RiverCat, who had told him: "I just lost control." A spokesman for the State Transit Authority said the accident may have been caused by a mechanical, steering or engine failure. The *Magistic Two* sustained at least \$100,000 damage, according to Sudhir Warriar, of Blue Line Cruises.

OCEAN EXPRESS (South Korea)

Yokohama, Mar 14 — Tank *Daisho Maru* (429 gt, built 1993) was in collision with ref *Ocean Express* (2701 gt, built 1979) 4.1 nautical miles off Hinomisaki, Wakayama Prefecture, at 2322, local time, Mar 6. No personal injury or oil spill was caused. — Lloyd's Agents.

PATMOS (Greece)



London, Mar 14 — Lloyd's Casualty representatives in Piraeus report: At 0300 hrs, Mar 13, passenger ro/ro *Patmos* (8992 gt, built 1972) experienced mechanical damage in the turbo-charger of the starboard main engine. The vessel had sailed from Patmos Island at 0200 hrs and arrived at Leros Island at 0400 hrs, at a reduced speed. She had 226 passengers on board, who are all good in health, and who were transferred to passenger ro/ro *Rodanthi* which operates on the same route as *Patmos*, with the exception of the islands

Tilos and Symi. Eight passengers for Symi and six for Tilos were to be transferred to their destinations after arrival at Rhodes. *Patmos* was prohibited from departing pending inspection of the repairs, by the Marine Inspectorate. *Patmos* had commenced her voyage on Mar 12, sailing at 1610 hrs, from Piraeus, with an itinerary of Patmos-Leros-Kalymnos-Kos-Tinos-Symi-Rhodes. The damage to the No.2 turbo-charger was repaired by replacing a damaged ball bearing. Successful sea trials were performed and *Patmos* was permitted by the Leros Port Authorities to sail for Kalymnos-Kos-Rhodes.

PEGASUS PLENTY (Panama)

Yokohama, Mar 14 — Chem.tank *Golden Asia* (3868 gt, built 1994) and c.c. *Pegasus Plenty* (4393 gt, built 1997) were in collision in the section of Kurushima Kaikyo traffic route, Ehime Prefecture, at 0227, local time, Mar 7. *Golden Asia* sustained denting damage to port side plate. *Pegasus Plenty* sustained denting damage to starboard plate. No oil spill or personal injury was caused. — Lloyd's Agents. (Note — *Golden Asia* sailed Mizushima Mar 6 for Kaohsiung and *Pegasus Plenty* sailed Wakayama Mar 6 for Gwangyang.)

DAILY SHIPPING NEWSLETTER

SEVEN OCEAN (Panama)

London, Mar 13 — Following received from Tallinn MRSC, timed 1950, UTC: Bulk *Seven Ocean* is still aground in the same position.

SINDBAD (Pakistan)

Karachi, Mar 14 — Karachi Shipyard & Engineering Works Ltd (KSREW) said, today, that it is still trying to salve Karachi Port Trust (KPT) tug *Sindbad* and hopper barge *Rajhans*, which sank during the repair work at a floating dock of Karachi Shipyard and Engineering Works on the night of Feb 27/28. The action planned by the Karachi Shipyard and Engineering Works to salvage the vessels was delayed, due to lack of availability of alternate huge gate of another floating dock. There has been no injury or loss of life, however, the vessels and the dock have been seriously damaged. Action to salve the vessels and making the dock operational has been initiated on an immediate basis. — Lloyd's List Correspondent.

TENSHO MARU (Japan)

Yokohama, Mar 14 — General cargo *Tensho Maru* (432 gt, built 1987) and ro/ro/c.c. *Ming Zhou 12* (5012 gt, built 1977) were in collision at the wharf off Ohi in the port of Tokyo at 1900, local time, Mar 7. No oil spill or personal injury. — Lloyd's Agents. (Note — *Ming Zhou 12* arrived Tokyo Mar 7 and sailed Mar 9 for Ningbo.)

THE WORLD (Bahamas)

London, Mar 14 — ResidenSea has finally taken delivery of passenger *The World*. Fosen Mekaniske Verksteder handed over the vessel at midnight on Tuesday (Mar 12). A compromise appears to have been struck, after ResidenSea and the shipyard had a falling out over the quality of the finish, with ResidenSea undertaking to carry out the finishing touches itself in lieu of a discount on the purchase price. *The World's* first "revenue voyage" will be from May 2, from Lisbon to Venice.

WHITHAVEN (U.K.)

Nicosia, Mar 13 — A press report, dated Mar 11, states: An inspection was being carried out yesterday of tank *Whithaven* (1204 gt, built 1972) which ran aground in the River Barrow near New Ross, Co Wexford, on Saturday (Mar 9). The vessel had discharged her cargo of oil when she foundered at Ferrypoint, about two miles upriver, at about 0130 hrs. The vessel was refloated on Saturday afternoon. She was towed to the Great Island power station where a team of divers began an inspection yesterday. Separate investigations into the incident are being conducted by the Department of the Marine and Natural Resources and the New Ross Port Company. — Lloyd's List Correspondent.

SHIPYARD NEWS

Chuan Hup unit wins boat deal

DAILY SHIPPING NEWSLETTER



(SINGAPORE) Singapore-listed company **Chuan Hup Holdings** has secured a deal to build another 12 high-speed patrol craft boats for the Singapore Police Force Coast Guard (PCG) in a deal worth \$6.6 million.

The vessels will be constructed by Chuan Hup's associate Asia-Pac Geraldton Pte Ltd (APG), and all are expected to be delivered by February 2003, a statement to the SGX said. The order means the PCG has exercised part of its option for up to 20 additional patrol boats from a 20-vessel contract signed in August 2000. All 20 were delivered by last month.

ROUTE, PORTS & SERVICES

Veerboot kan haven niet in door laagwater



TEXEL / DEN HELDER - De veerboot Schulpengat van Teso heeft gistermiddag anderhalf uur met passagiers op het Marsdiep 'gedobberd'. De kapitein van Schulpengat was verplicht tot wat 'heen en weer' varen, omdat de boot de veerhaven van Den Helder niet in kon.

Extreem laagwater maakte dat de haven tijdelijk te ondiep werd, waardoor de veerboot 'gevangen' zat op het Marsdiep. De plotselinge 'dip' in het laagwaterpeil was het gevolg van een sterke eb tijdens harde oostenwind. „Dat maakt dat de Noordzee als het ware een stukje leegloopt. De oostenwind blaast het water gewoon weg”, laat J. Bloem, hoofd operationele dienst van de Teso weten.

De laatste keer dat een veerboot van Teso de overtocht door laagwater niet binnen de normale vaartijd van 20 minuten kon voltooien dateert alweer van drie jaar terug, zegt Bloem. „Een extreem laagwaterpeil en oostenwind zijn omstandigheden die gelukkig niet vaak samenvallen. Meestal blijven we er ook van gevrijwaard, maar deze vertraging zagen we een paar dagen geleden al een beetje aankomen.”

Teso nam om twee uur op Texel nog reizigers aan boord met de hoop Den Helder nog te bereiken. Maar in het zicht van de haven 'strandde' de poging. Volgens Bloem ging het om centimeters die uitmaakten of de boot wel of niet de overkant kon halen en was de gok het proberen waard. „Als we niet waren weggevaren hadden we meteen al forse vertraging opgelopen. Probeer dat maar eens uitleggen aan de mensen die staan te wachten. Die vinden dat echt niet leuk. Als van tevoren duidelijk was dat we het toch niet zouden redden, omdat het verschil tussen wel of niet de haven van Den Helder in kunnen varen bijvoorbeeld een halve meter is, dan waren we op Texel gebleven.”

Uiteindelijk lukte het de Schulpengat om tegen half vier de haven van Den Helder binnen te komen. De kans is aanwezig dat Teso vanmiddag opnieuw problemen ondervindt van een samenspel van laagwater en oostenwind. Daarnaast moeten de reizigers vanwege de drukte sowieso rekening houden met wachttijden. Om de druk op te vangen vaart Teso vandaag tussen 9.35 en 16.05 uur met twee boten.

Shell hevelt banen over van Londen naar Den Haag

DAILY SHIPPING NEWSLETTER

Den Haag - Shell wil drie- tot vierhonderd banen van het kantoor in Londen verplaatsen naar het kantoor in Den Haag. Dit moet gebeuren in een periode van drie tot vijf jaar, waarbinnen ook de gisteren aangekondigde nieuwbouw in Den Haag zal plaatsvinden.

De reorganisatie brengt de snelgroeiende tak die zich bezighoudt met de verkoop van gas en elektriciteit naar Den Haag. Ditzelfde geldt voor het bedrijfsonderdeel dat actief is met zonne- en windenergie. Daarnaast worden ondersteunende functies overgeheveld.

De operatie is ingegeven door het idee dat het beter is om „werkprocessen die in elkaars verlengde liggen samen te brengen,” laat Shell weten. Zo zitten in Den Haag de mensen die de activiteiten coördineren op het terrein van de opsporing en winning van gas.

Den Haag en Londen vormen samen het internationale hoofdkwartier van de Nederlands/Britse onderneming. Het kantoor in de Britse hoofdstad telt momenteel drieduizend werknemers, Den Haag ruim tweeduizend.

NAVY NEWS

MERLINS AND HMS ARK ROYAL WORKING TOGETHER

Merlin helicopters have been training off Plymouth for the first time with Aircraft Carrier HMS Ark Royal.

814 Squadron, which is stationed at RNAS Culdrose in Cornwall, has been refining its skills and procedures during Operational Sea Training with the Portsmouth-based Carrier as part of an intensive three-week training package assessed by Flag Officer Sea Training (FOST).



FOST is the organisation based at Devonport Naval Base with over 200 seagoing officers and senior rates who instruct and assess all Royal Navy and many foreign navy ships on leadership, command and control, seamanship, warfare and emergency handling capabilities.

HMS Ark Royal arrived in Plymouth for training in February after a major refit at Rosyth.

DAILY SHIPPING NEWSLETTER

Commander of 814 Squadron, Lieutenant Commander Steve Murray said: "The squadron has integrated very well over the past few weeks with the ship's company of HMS Ark Royal. This is the first time we have been on board. We feel it's going very well and everyone here is very highly motivated."

He said Merlin is very much a force protection asset. Merlin can search vast areas of sea and give the data to the ship and that can give the Commanding Officer of Ark Royal or the Force Commander a clear picture of what is happening.

There are currently four Merlins and about 100 personnel supporting 814 Squadron on board Ark Royal.

Commanding Officer of HMS Ark Royal, Captain David Snelson said: "Merlin is a very capable aircraft. In the FOST weekly war exercise we found that two Merlins dominated the war. They are very good at getting data to us so it makes it a lot easier to find out what's happening around the ship and to defend ourselves."

Planned port visits of Dutch warships and Foreign warships in Dutch Ports

Colour code : Submarines NATO Squadrons Fleet Reviews

17 Mar 02 USS Oscar Austin DDG 79 Rotterdam

17 Mar 02 USS Briscoe DD 977 Rotterdam

22 Mar 02 HNLMS Zierikzee M 862 Zeebrugge

HR MS ABRAHAM VAN DER HULST



Hr Ms Abraham van der Hulst (F832) arrived at the port of Curacao on March 5th 2002.

Photo : Crew SMITWIJS
LONDON

DAILY SHIPPING NEWSLETTER

SH60B SEAHAWK CRASH

GAETA, Italy (NNS) -- The search for three crew members from the helicopter that crashed in the central Mediterranean Sea was called off Mar. 13 at 12:15 p.m. (local time). None of the crew was recovered.

The crew members, who were assigned to Helicopter Squadron Light (HSL) 46, homeported in Mayport, Fla., have now been identified as Lt. Terri Sue Fussner, 27, of Manchester, Mo.; Lt. Wayne Francis Roberts, 34, of Brooklyn, N.Y.; and Aviation Warfare Systems Operator 2nd Class Jason Edward Lawson, 21, of Smyrna, Ga.

Embarked aboard **USS Hayler (DD 997)**, the SH-60B Seahawk was conducting a routine flight when it crashed. Hayler initiated search-and-rescue efforts immediately after losing radar contact and communications with the helicopter approximately 80 nautical miles west of Greece.

MOVEMENTS



Damen Marine Services recently added the **Shoalspirit** to their fleet of workboats and tugs for charter. She is the same as Camperduin and Shoalworker, the later has now been sold to MCS and renamed MCS Marlene. The Shoalspirit is based in the Far East. The next Shoalbuster due to be completed next month in the Netherlands is called Herman and will be owned by Herman Sr BV who also operate the Tarka (2409 Shoalbuster). The Tarka is currently operating in Egypt.

Dimensions: 25.80 x 8.50 meters

Draught: 2.40 meters.

Propulsion: twin screw, fixed pitch propellers in "Optima" nozzles

Main engines: 2x Caterpillar 3508 B-TA, 1946 hp

Bollard pull: 24.5 tons

Speed: 12 knots

Tank capacities: diesel fuel oil 70 m3, potable water 30 m3

DAILY SHIPPING NEWSLETTER

Accommodation: Day/night accommodation (5 pers.) with sanitary facilities

Navigation equipment: radar, VHF (2), echosounder, DGPS, Navtex, autopilot, gyrocompass, Inmarsat C, electronical chart system, MF/HF transceiver

Class: Bureau Veritas I 3/3 (E) & #61504; Tug Deep Sea . Mach

Deck equipment: towing winch P=57t / wire dia. 36mm - 600m, anchor handling winch P=57t / wire dia. 36mm - 250 m hydr. deck crane Heila 80

Tm, capstan 2tons, towing hook SWL 50 tons

(text: Chris Jones)

Hierbij even een klein verslag vanaf de Sovereign Explorer

Door Capt Hans Bosch – Towmaster



We hebben de reis van Las Palmas naar hier in alle rust gesleept. De scheepvaart langs dit gedeelte is toch altijd vrij intens. Het haalt het niet bij de drukte van het Kanaal maar toch zie je zo'n 6 a 10 schepen per wacht van 12 uur langs kaggelen (of je oplopen). De vaart is gemiddeld zo'n 4.8 tot 5.5 knoop tot aan Dakar geweest en daarna zo'n 5.6 tot 5.8 knoop. Ter hoogte van Guinee Bissau zakten het wat in en heb de Asso 22 gevraagd wat meer brandstof door de rookkanalen te jagen. Ze hebben nu zo'n 82% op de karren staan en verbruiken zo'n 34 @ 35 mt per dag. Vaart ligt nu op 6.1 - 6.3 knoop en dat is prima om op redelijke tijd EqGuinea te halen (zodat de 1e crewchange op tijd is!!!). Al met al dus zo'n 10 dagen te gaan en dan wordt het

West Afrikaans chaotisch. We zullen waarschijnlijk wel enkele spudboten langsrij krijgen alvorens het 1e anker op de 273 m diepe bodem ligt. 'E la vita' zoals Umberto de stuur van de Asso Ventidue altijd zegt. De Maersk Supporter komt er dus zeker bij alsmede een Maersk P of L klasse voor het inmoven. Geen pijpleidingen etc dus buiten de wellhead (het wordt een re-entry) geen problemen. Alleen met uitbrengen vd de ankers zal dat een paar keer verschuiven worden en de uiteindelijke positionering is altijd millimeter werk. Als de BOP over de wellhead moet komen.

AIRCRAFT / AIRPORT NEWS



The New Airbus A340-642 F-WWCA makes a touchdown at Toulouse Airport

Photo : French Frogs Airlides

THE MERLIN



The **Merlin HM Mk 1** is replacement for the anti-submarine Sea King HAS Mk6. It is the first Royal Naval derivative of the EH101 helicopter, designed and produced under a collaborative programme by UK's GKN Westland Helicopters Ltd and Italy's helicopter manufacturer, Agusta. A highly complex and advanced aircraft, the ultimate manufacture of the Merlin HM MC weapon system is taking place under the Prime Contractorship of Lockheed Martin ASIC.

Flown normally by a crew of three (1 x pilot, 1 x Observer, 1 x Aircrewman), Merlin is designed to operate from both large and small ships' flight decks, in severe weather and high sea states, by day and night. A high level of reliability, serviceability and ease of maintenance are a pre-requisite. The aircraft is therefore configured both structurally and in terms of mission system and cockpit design, to meet the demands of the harsh maritime environment.

Powered by three Rolls Royce Turbomeca gas turbines, the rugged, crashworthy airframe is of modular construction, mainly of aluminium, lithium, aluminium and composites. The rotor system, which is fully folding, benefits from some of the most advanced helicopter aerodynamics in the world. With a maximum all-up-mass of 14,600 kg, and a top speed of 167 kts, the Merlin can carry four homing torpedoes or depth charges, and has sufficient fuel for a radius of operation of over 200 nautical miles.

The aircraft and its mission system are managed by two computers, linked by dual data buses. The glass cockpit is configured for single pilot operation, as is the dual redundant flight control system and auto pilot. All crew stations can access the management computers and can operate the tactical displays, fed by the Blue Kestrel radar. Navigation is state of the art with ring laser gyros, inertial reference systems GPS, doppler and radar altimeters. The sonics suites are both Passive, (AQS903), and Active Diving Sonar (FLASH), both system benefiting from some of the most advanced form of information processing. Electronic Support measures (ESM), are supplied by the new Orange Reaper and the mission system is completed by a comprehensive communications fit. The capability of the Merlin weapon system is such that it has been double-earmarked for the two Primary Roles of both anti surface and anti submarine operations and an anti surface missile capability is planned for the Merlin Mk2.

Engines: 3 x Rolls Royce Turbomeca freepower turbines.

Rotor diameter: 18.6m

Length: 22.9m

Max speed: 167 knots

Max weight: 14.6 tonnes

Crew: 1 pilot + 1 observer + 1 aircrewman

DAILY SHIPPING NEWSLETTER

RIJNMOND WEATHER

zaterdag 16 maart

9 uur 's ochtends :
temperatuur: 7 graden
kans op neerslag: 5%
wind: matig (17 km/u) uit ZZO

5 uur 's middags :
temperatuur: 12 graden
kans op neerslag: 5%
wind: matig (16 km/u) uit ZZO

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>