

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 16 -04-2002



**Operation
Enduring Freedom**

MAMMOET



Première documentaire over berging Koersk

Een film over de bergingsoperatie van de Russische kernonderzeeër Koersk wordt dinsdag 16 april voor de eerste maal vertoond. Dat gebeurt tijdens een bijeenkomst van het Nederlands-Russisch Centrum voor Handelsbevordering. Volgens een woordvoerder van Smit Internationale wordt het bergingsbedrijf overstelpt met aanvragen voor presentaties over de berging. Mogelijk wordt de documentaire ook op televisie uitgezonden. De Nederlandse bedrijven Smit en Mammoet haalden de gezonken onderzeeër vorig jaar boven water.

EVENTS, INCIDENTS & OPERATIONS

Cambodian Ship Sinks at Dardanelles Strait

A Cambodian-flagged 4,791-ton ship sank on Saturday following a collision with a Turkish tanker at Turkey's Dardanelles Strait linking the Mediterranean with the Black Sea, reported the Anatolia News Agency.

The 17 crew members of the Cambodian ship **Noor Al Amar** were rescued after the accident.

After the collision with the 18,000-ton Turkish tanker **Salih Kalkavan** on Friday night, the Cambodian ship was about to sink. Crew members started firing fireworks to ask for help.

Meanwhile, a fuel leakage was observed from the sinking Cambodian ship. Officials said that necessary measures were being taken to prevent environment pollution.

An investigation into the incident is underway.

Uitspraak Dongedijk



De Raad voor de Scheepvaart stelt in zijn uitspraak inzake de ramp met de Conofeeder **Dongedijk** de regelgeving op het gebied van stabiliteit en (te laag) vrijboord aan de kaak. Voor containerschepen van minder dan honderd meter lengte moeten dezelfde strenge veiligheidseisen gaan gelden als voor schepen boven de honderd meter. De raad stelt in zijn 'aanbevelingen' ook voor de gross tonnage als maatstaf voor financiële zaken ter discussie te stellen in de IMO.

De **Dongedijk** van rederij Navigia in Groningen kapseisde 15 augustus 2000 bij Port Saïd zonder direct aanwijsbare reden. De raad: 'Los van het feit dat de Dongedijk uit Port Saïd vertrok met een stabiliteit die niet voldeed aan de wettelijk gestelde eisen, de primaire oorzaak van de ramp, is de raad van oordeel dat de huidige, ruime wettelijke bepalingen voor de stabiliteitscriteria zoals vermeld in BAS nr. 279/1992, waarop het ontwerp van de Dongedijk is gebaseerd, de ramp mogelijk gemaakt hebben.' Volgens de raad is de ramp primair te wijten aan het feit dat de Dongedijk uit Port Saïd vertrok met een stabiliteit die ver onder de vereiste, wettelijke criteria lag.

Dit kwam kapitein J.H. Fransbergen te staan op een ontneming van de vaarbevoegdheid als kapitein van drie weken. Eerste stuurman Y.J.P. de Haan werd medeschuldig bevonden en kreeg een berisping.

We moeten zes nieuwe schepen bemannen"

Hofstaads bedrijf Jan De Nul zoekt gekwalificeerd personeel voor zijn baggerschepen

HOFSTADE -- Bij **baggerbedrijf Jan De Nul** aan de Trangel in Hofstade krijgt men moeizaam de over

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de wereldzeeën verspreide vloot met gekwalificeerd personeel bemand. Momenteel heeft het bedrijf 18 schepen in de vaart. Tegen eind 2003 worden er dat 24. Van de 2.365 personeelsleden zullen er 1.098 op de baggerschepen werken. Met personeelschef Philip Piron en Katleen De Geyter hadden we een gesprek over de personeelsproblematiek van het bedrijf. Katleen De Geyter is verantwoordelijk voor het bemannen van de schepen.

Hoeveel personen zijn er nodig voor het bemannen van een baggerschip? Philip Piron : „Voor elke functie op een schip tellen we drie personen. Er zijn steeds twee aan boord en één is in verlof. Gemiddeld hebben we 35 personen per schip nodig. We werken met een systeem van twee maand werken, één maand thuis. Tegen midden 2003 moeten we overschakelen naar het werksysteem 42 dagen op het schip, 42 dagen rust. Het komt in Nederland in voege en we moeten volgen, willen we onze bemanningen behouden. Het nieuwe werkritme betekent wel dat in de toekomst per functie vier personen nodig zijn. We zitten nu al met een tekort en moeten bovendien tegen het eind van volgend jaar nog zes nieuwe schepen bemannen.”

Waarom is het moeilijk om personeel aan te werven? Zijn er niet genoeg personen die avontuurlijk genoeg aangelegd zijn en het ruime sop verkiezen boven saai bandwerk? Katleen de Geyter : „We kunnen niet zomaar elke avonturier aanwerven. De internationale reglementering wordt alsmaar strenger. Er staan zware sancties op elke overtreding. Schepen kunnen voor lange tijd aan de ketting worden gelegd. Het internationaal voorschriftenboek beschrijft aan welke vereisten de kandidaten moeten voldoen. De Hogere Zeevaartschool in Antwerpen telt per jaar gemiddeld 35 afgestudeerden. Er is tevens een stijgende trend om meteen een job aan wal te nemen. Het tekort aan varende personeel tekent zich af in gans Europa. Veel te weinig jongeren kiezen voor een maritieme loopbaan. Wij rekruteren momenteel gediplomeerd personeel in Kroatië. De lagere functies op het schip worden ingevuld door Filippino's.”

Philip Piron : „We verliezen tevens ervaren personeel aan het loodswezen. Ons varende personeel heeft het financieel en sociaal beter dan in de koopvaardij. Het loodswezen biedt echter torenhoge voordelen. Een oneerlijke concurrentie...”

Kan je als kapitein meteen aan de slag op een baggerschip? Philip Piron : „Al ben je twintig jaar kapitein met vaarervaring, baggeren kan je daarom nog niet. Het duurt minstens een jaar om de techniek onder de knie te krijgen. Op bijna elk schip is er personeel in stage. Om de opleidingstijd in te korten nemen we na het bouwverlof een simulator in gebruik.

Is de zeevaartschool in Antwerpen het enigste instituut in België waar maritiem personeel wordt opgeleid? Philip Piron : „Het is inderdaad de enige school. Ze hangt rechtstreeks af van de nationale minister van Onderwijs. Het is ook de enigste met een Frans- én Nederlandstalige taalrol. Onder de Franstaligen zijn er veel studenten van buitenlandse origine die minder bij ons solliciteren. De voertaal op onze schepen is trouwens Engels en Nederlands. In West-Vlaanderen en in Antwerpen zijn er twee maritieme scholen met een opleiding op secundair niveau. Voor het opstellen van het opleidingsprogramma en cursussen is er een grote inbreng vanuit de sector. Ook de firma De Nul werkt hieraan mede. Voor functies niveau A2 kunnen we hier personeel rekruteren.”

Het werksysteem houdt wel een standvastig komen en gaan in. Hoe gaat dat in zijn werk? Katleen de Geyter : „Van ons overzees personeel is er minstens één persoon in de lucht. Er zijn gemiddeld vijftig trajecten per dag. In het bedrijf aan de Trangel hebben we dan ook een inplant van een reisbureau. Vier personen van de VTB doen er de boekingen. Er zijn voorbereide scenario's wanneer er iemand om dwingende redenen moet vervangen worden. De staf mensen op de buitenlandse werven weten hoe ze in zo'n geval moeten handelen.”

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CASUALTY REPORTING

ALBAKOR (Russia)

Gothenburg, Apr 12 — Trawler *Albakor*: Ystad port officials confirm that the salvage team and cranes departed this morning. Svendborg tugs commence their contract on Sunday (Apr 14.). — Westax Marine Services AB.

ALEXANDROUPOLIS (Malta)

London, Apr 12 — The Bosphorus Strait was closed to transit traffic yesterday when bulk *Alexandroupolis* began drifting after it was reported to be losing power due to mechanical failure. The engines of the vessel failed as it was passing through the Bosphorus on a passage from Taranto to Novorossiysk. It drifted for 10 minutes before the crew were able to anchor. Turkish maritime emergency crews towed the vessel to open sea nearby in the Marmara. The straits were reopened to traffic after the vessel was towed clear of shipping lanes.

ALGORAIL (Canada)

London, Apr 12 — At 2232, Apr 3, bulk *Algorail* (16157 gt, built 1968), upbound in St. Clair River, near Blue Water Bridge, Sarnis, Ontario, in lat 42N, long 82 28W, lost steering control and ran aground. No damage found on inspection. (Note — *Algorail* left Sarnia on Apr 3 and called Milwaukee on Apr 6.)

ALGOWOOD (Canada)

London, Apr 12 — At 0440, Apr 9, bulk *Algowood* (22558 gt, built 1981), loaded, struck the pier with starboard bow, while manoeuvring astern, in Milwaukee harbour, in lat 43N, long 87 50W. Only very minor damage sustained to vessel. (Note — *Algowood* arrived Milwaukee on Apr 9 and left same day.)

AMAZE (St. Vincent & Grenadines)

London, Apr 11 — Following received from Madrid MRCC, timed 1420, UTC: General cargo *Amaze* remains aground at present, awaiting tug assistance. There has been a small amount of leakage from one of the vessel's fuel tanks. (See issue of Apr 12.)

London, Apr 12 — Following received from Madrid MRCC, timed 1330, UTC: General cargo *Amaze* is still aground, a refloating attempt is to be made this evening.

London, Apr 14 — General cargo *Amaze* is still aground.

CSL TADOUSSAC (Canada)

London, Apr 12 — Bulk *CSL Tadoussac* was removed from the dry dock at the Toledo Shipyard yesterday with the assistance of the "G" tugs *Illinois* and *Louisiana*. She was towed downriver and the tugs were released from the tow near the T.W.I. Docks. *CSL Tadoussac* then proceeded outbound Maumee Bay for its next port of call.

GILIAN (Cyprus)

Karachi, Apr 12 — Two crane operators died after the ladder of No.2 crane of c.c. *Gilian* (10835 gt, built 1980) crane collapsed on them, during the offloading of a container, at berth no. 6, East Wharf, Karachi Port Trust (KPT), today, according to port and shipping

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industry sources. The two operators died on the spot. One crane operator came on duty to relieve his colleague and was waiting on berth when the ladder of a container No. CXU-94477-0 fell on them. The deceased were employees of Daud Labour Port Company. The KPT has started inquiry into the accident. — Lloyd's List Correspondent.

INSIKO 1907 (Indonesia)

London, Apr 12 — A press report, dated today, states: There's new hope for a dog believed to have gone down with a sinking vessel in the Pacific. What may be abandoned Indonesian tank *Insiko 1907* has been spotted adrift, several hundred miles south of Molokai, Hawaii. The Hawaiian Humane Society says it's possible the two-year-old dog may still be alive. The society had launched an air and sea search after the crew was rescued last week, but the dog was left on board. Searchers failed to spot the vessel and assumed it had sunk. The Coast Guard says a Japanese fishing vessel that spotted what may be the missing tanker didn't get close enough to read the name on the hull. There are no plans for a new search for the dog, but vessels in the area are being asked to be on the lookout.

London, Apr 12 — Following received from Coast Guard Honolulu, timed 1340, UTC: An unlight vessel, believed to be tank *Insiko 1907*, was sighted by a Japanese fishing vessel in lat 15 22N, long 159 54W, at 2040, local time, Apr 9.

JEAN LECLERC (France)

London, Apr 11 — Following received from Coastguard Stornoway MRSC, timed 1410, UTC: Fishing *Jean Leclerc*, under tow, entered Stornoway harbour at 0726, UTC, today.

KATHY & JACKIE (U.S.A.)

London, Apr 12 — Following received from Coast Guard Block Island, RI, dated Apr 10: The Coast Guard cutter *Dependable* is towing disabled New Bedford, Mass-based fishing *Kathy & Jackie* (151 gt, built 1973), laden with 20,000 pounds of catch on board, toward Block Island, RI, after it had an engine failure and became disabled last night. One of the seven crew members on board the fishing vessel, a 71-foot western rig scalloper, contacted Coast Guard Group Moriches, NY, at 2050 yesterday reporting the vessel had an engine casualty and was disabled 20 miles off Montauk Point, NY. *Dependable* was diverted from a routine patrol to assist *Kathy & Jackie*, and arrived on scene at 2315 hrs. Commercial tug *Venus* is en route to Block Island, where it will rendezvous with *Dependable* and take over the tow about 1730 today. *Venus* will then tow *Kathy & Jackie* to New Bedford.

LA PAMPA (Panama)

London, Apr 12 — Following received from Gladstone Port Authority: Bulk *La Pampa* remains at anchor off Gladstone awaiting repairs. (See issue of Apr 5.)

LADOGA 5 (Belize)

London, Apr 13 — Following received from coastguard Yarmouth MRCC, timed 2100, UTC: General cargo *Ladoga 5* (1511 gt, built 1973), Riga for Wisbech, loaded with timber, grounded and stuck in Wisbech swing basin, at about 2030, UTC. High water was at 1928, UTC.

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London, Apr 14 — Following received from Coastguard Yarmouth MRCC, timed 0758, UTC: General cargo *Ladoga 5* was refloated at 0715, UTC and now lies alongside berth at Crab Marsh, Wisbech. No apparent damage.

LEOPARD OF LONDON (U.K.)

London, Apr 12 — A press report, dated yesterday, states: Racing yacht *Leopard of London*, which was abandoned in the Atlantic nearly two weeks ago, could be salvaged later today or tomorrow morning. Mike Slade's *Leopard of London* broke its carbonfibre rudder stock Apr 2 and started taking on water. The crew of seven including Chris Sherlock (skipper), Andrew Henderson, Brad Nann, Kerry Evans (chef), Rhyd Morgan, Ross Monson and Arthur Haliburton, were rescued by a passing vessel, and taken to Corunna. The crew of the salvage tug, standing by in storm-force winds since last Friday (Apr 5), has finally reported a dramatic improvement in the weather conditions and say that they should be able to board the stricken yacht later this afternoon or early tomorrow morning. According to Chris Sherlock the skipper, the yacht is now lying approximately 500 miles from Lisbon in lat 39 25N, long 19 35W and still drifting at three knots. She's floating stern down with the aft compartment completely flooded and the main compartment 40-50 per cent full. But thankfully she appears to be maintaining stability. Sherlock commented: "Things are starting look up a bit now because the weather is improving all the time. Although we understand there's a long way to go yet, we are now fairly confident *Leopard of London* will be saved. If all goes well, it should be sailing again within three to six months."

Ijmuiden, Apr 13 — Svitzer's tug *Sigyn*, on salvage station for Wijsmuller Salvage B.V., with a Wijsmuller salvage master on board, yesterday, was able to connect up to racing yacht *Leopard of London* in mid-Atlantic, after having had to remain on standby for nearly a week, because of extreme bad weather. The rescue effort started Tuesday evening (Apr 2), when *Sigyn* was instructed to leave her station on the south-west coast of England, to come to the rescue of the, then still manned, 90 foot racing yacht. *Leopard of London* sustained flooding after she had developed a hole in her hull. Her position then was in the Atlantic mid-way between Spain and the Azores. The bad weather she experienced caused her crew, after a day, to decide to abandon the vessel for safety reasons and board a tanker that had come to rescue the crew. By chance this tanker was operated by the A.P. Moller Group, the parent company of Wijsmuller Salvage B.V. *Sigyn* took two and a half days to get to the latest position of the yacht and had to try and locate her. The yacht had been drifting, unattended, for the previous 36 hours, in storm force winds. The yacht was located only a few hours after the arrival of *Sigyn*, on Apr 5. At that stage the weather would not allow the crew of *Sigyn* to attempt to connect up to the yacht, as the lightly build racing vessel would not be able to withstand contacts with the tug in these circumstances. The tug could only remain closeby to monitor the yacht. For the following six days the weather remained too bad to attempt to come close, with rough seas, high swell and storm force winds, or to try and attempt to board the vessel by rigid inflatable. Only on Apr 12 did the sea state finally allowed the salvage crew to board *Leopard of London*. The crew was able to dewater the flooded compartments of the vessel, secure the leaks and fasten all that had come loose. A towage connection then had to be established where the normal heavy towing gear of the tug could not be used. After that had been achieved and the yacht had been taken in tow, special towing techniques had to be developed to steady the sheering yacht. The convoy is now heading towards the Spanish peninsula, for re-securing the connection in shelter, whereafter she will be towed to a port of redelivery. — Wijsmuller Salvage B.V.

MARI (St. Vincent & Grenadines)

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Valencia, Apr 12 — According to Carboneras Port representatives general cargo *Mari* is currently under detention in Carboneras with a total of seven "negligences." — Lloyd's Agents.

MARIA CARMELA

London, Apr 12 — A press report, dated today, states: Official investigators in the Philippines are looking into the possibility that a burning cigarette end started yesterday's fire on ferry *Maria Carmela* which killed at least 28 people. Some 244 passengers and crew were rescued but at least 11 others remain unaccounted for. Coast guard officials said many of those killed drowned when they jumped off the vessel. Investigators are concentrating on a cargo of dried coconut that was stored on the vehicle deck. One survivor said he saw a man throw a burning cigarette end into the coconut load. In addition to looking at the cargo and whether it was safely stowed, investigators will be considering the conduct of the crew. Surviving passengers complained that the crew abandoned them as the fire quickly spread. Passengers reportedly fought over life jackets, though the ship's owners said enough were on board. Coast guard officials said their vessels were also scouring the seas in the hope of finding missing passengers. Manila radio station DZMM quoted survivors as saying that the fire began with an explosion in the cargo hold and tore through the ship within 10 minutes.

London, Apr 12 — A press report, dated today, states: The Maritime Industry Authority (Marina) today barred the rest of the fleet of Montenegro Shipping Lines from putting out to sea pending an investigation into the deadly fire of one its ferries, *Maria Carmela*, said Marina official Oscar de Villa. The government regulators will look into reports that *Maria Carmela* did not have enough life jackets and life boats to assure the safety of passengers. They would also look into other possible violations of shipping codes. As of this morning 28 out of at least 280 people on board the vessel perished. The investigators were not immediately able to board the vessel, which is still on fire off Lucena since yesterday, said Lieutenant Commander Elpidio Gunio, the district coast guard chief. "No one has been able to board the ship because of the heat," Lucena Mayor Ramon Talaga told local radio. Philippines coastguard chief Vice Admiral Ruben Lista told dzBB radio that the temporary suspension would give way to "regimen examination" on Montenegro vessels' capabilities during emergency situations. Eugene Aguilar, a spokesperson for the Montenegro, denied that the firm violated any shipping regulations even as he assured that the company would cooperate in the investigation by the interagency body composed of the Coast Guard, Marina and representatives of the private shipping sector. Aguilar also vowed the Montenegro firm would shoulder burial and medical expenses of the victims.

Manila, Apr 12 — The Philippine Coast Guard convened today a formal Board of Marine Inquiry in Lucena city in southern Luzon to determine the cause of a fire on board ferry *Maria Carmela* which killed scores of passengers yesterday. The Coast Guard also ordered Montenegro Shipping Lines, owners and operators of the vessel, to submit a Marine Protest report. This is a full account of the accident which has to be filed by the master of the vessel. The vessel caught fire as it neared port 16.5 km off Lucena in Quezon Province yesterday morning. As of this afternoon, the death count stood at 28. More than 200 people were rescued but dozens are still believed missing at sea. The Coast Guard said that the passenger/cargo ferry was well within its authorised capacity of 334 passengers. The vessel was also carrying 12 trucks filled with dried copra on its cargo deck. — Lloyd's List Correspondent.

Manila, Apr 14 — Philippine Coast Guard tugs towed yesterday the still smoking hulk of ferry *MARIA CARMELA* back to Lucena harbour. The vessel was towed to Lucena harbour

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after its fires died down but it drifted towards Batangas Bay after its anchor broke. The Coast Guard said that the vessel could not be towed back immediately because fires had resumed within the vessel after strong winds fanned the flames. Officials are waiting for the fire to subside before they can board the vessel to search for remains of missing passengers and crew and to look for clues to determine what caused the fire. Apart from 243 passengers and 47 crew, the vessel was carrying 12 trucks filled with dried copra on its cargo deck. Investigators theorise that the copra served as fuel for the fire. It is suspected that the fire was either started by a discarded cigarette butt; a cooking fire or a spark triggered by the running engine of one of the trucks. — Lloyd's List Correspondent.

MARIE CLAIRE (U.K.)

London, Apr 12 — Following received from Coastguard Falmouth MRCC, timed 0129, UTC: Fish *Marie Claire*, (95 foot beam trawler) with four persons on board, operated by Stevenson & Sons, Penzance, has engine-room flooding in lat 50 23N, long 07 10W, at 0005, UTC. Rescue Helo 193 scrambled with pump. St. Marys lifeboat requested to launch. Coastguard tug requested to proceed at best speed. Casualty advised to take EPIRB with them should they have to abandon. Communications with *Marie Claire* now lost. Helicopter on scene assessing situation.

London, Apr 12 — Following received from Coastguard Falmouth MRCC, timed 0332, UTC: Fish *Marie Claire* has reported situation has stabilised. Now underway and heading for Newlyn escorted by St. Marys lifeboat.

London, Apr 12 — Following received from Coastguard Falmouth MRCC, timed 1344, UTC: Fish *Marie Claire*, PZ295, (157 gt, built 1946) arrived Newlyn at 1323, UTC. Coastguard pump recovered by Penzance Coastguard for return to RNAS Culdrose. Fishing vessel surveyor Newlyn visiting vessel for investigation.

NAZMI C. (Turkey)

London, Apr 12 — Following received from Rome MRCC, timed 1235, UTC: General cargo *Nazmi C.*, TC1K, (6039 gt, built 1992) is drifting due to engine problems in lat 37 05N, long 17 15E at 1000, UTC, this morning.

London, Apr 13 — Following received from Rome MRCC, timed 0735, UTC: General cargo *Nazmi C.* is under tow of tug [Solano](#), HPJU, bound Piraeus where ETA am, Apr 15.

NOOR ALAMAL (Cambodia)

London, Apr 14 — A press report, dated Apr 13, states: Cambodian-flagged general cargo *Noor Alamal* (4791 gt, built 1969) sank today following a collision with Turkish tank *Salih Kalkavan* (18829 gt, built 1976) at Turkey's Dardanelles Strait, reported the Anatolia News Agency. The 17 crew members of *Noor Alamal* were rescued after the accident. After the collision with *Salih Kalkavan* on Friday (Apr 12) night, the Cambodian vessel was about to sink. Crew members started firing fireworks to ask for help. Meanwhile, a fuel leakage was observed from the sinking Cambodian vessel. Officials said that necessary measures were being taken to prevent environment pollution. An investigation into the incident is underway. (Note — *Noor Alamal* was last reported to have sailed Limassol Mar 31 for Istanbul. *Salih Kalkavan*, Venice for Illichevsk, was reported to have passed Istanbul Apr 11.)

London, Apr 14 — A press report, dated Apr 13, states: The Turkish Besiktas Maritime Corporation announced today that its tank *Salih Kalkavan* collided with Cambodian-flagged general cargo *Noor Alamal* at the Dardanelles Strait, reported the Anatolia News

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Agency. The accident happened when the Cambodian vessel was allegedly sailing on a wrong route, making dangerous turns and ignoring the warnings. The corporation, in a written statement, said that *Salih Kalkavan* collided with *Noor Alamal* at 2105, (1905, UTC) local time Friday at Zincirbozan area of the Strait. "At that time, we observed that the Cambodian vessel was sailing on a wrong route and was making dangerous turns. It ignored all the warnings and continued its unsafe turns. Due to the narrow passages of the strait, although we changed direction to avoid a collision, the accident happened," the company said. *Salih Kalkavan* was not loaded during the accident but the Cambodian vessel was loaded with iron, it was said that no pollution occurred in the sea during the accident. A total of 17 sailors who were rescued from the Cambodian vessel are in good condition. After the check-ups in the hospital, the sailors were taken to Gelibolu Security Directorate Police Station for an investigation.

London, Apr 14 — A press report, dated Apr 13, states: Cambodian general cargo *Noor Alamal* sank in the Dardanelles after colliding with Turkish tank *Salih Kalkavan*, a local news agency reported today. All crew members were rescued. *Noor Alamal* carrying a cargo of steel from Ukraine to Egypt, collided late yesterday with *Salih Kalkavan*, that was travelling from Greece to Ukraine, the Anatolia news agency reported. The Cambodian vessel sank after Turkish coast guard boats had rescued all 17 crew members, Anatolia said. The Turkish vessel was not seriously damaged. Authorities opened an inquiry to establish the cause of the crash, and interviewed crew from both vessels.

RADIANT (U.K.)

London, Apr 11 — Following received from Coastguard Stornoway MRSC, timed 1642, UTC: Following extensive search of the casualty area of fishing *Radiant*, with nothing found, search units released from the scene. Fishery protection vessel *Norna* remaining on scene until dusk. No further action anticipated at this time. (See issue of Apr 12.)

London, Apr 11 — Following received from Coastguard Stornoway MRSC, timed 1828, UTC: Fishing *Radiant* sank in 600 metres of water. Only debris and light sheen reported in area. Any pollutants expected to be dispersed by prevailing weather conditions.

London, Apr 12 — A press report, dated today, states: A trawlerman was missing, feared dead, yesterday after fishing *Radiant* was dragged to the bottom of the sea in a matter of minutes. Fishing gear from the vessel snagged on the seabed, 70 miles north-west of Lewis, in the Hebrides, just after midnight and the trawler was pulled under. Although the skipper and his five-man crew managed to abandon vessel before waves engulfed the wheelhouse and overturned the vessel, they did not have time to radio for help or pinpoint their position. Within minutes the liferaft the men were sharing was overturned and they were all pitched into the icy water. While five of them managed to right the inflatable dinghy and scramble back on board a sixth man was washed away. Alan Elphinstone, the pilot of the rescue helicopter which plucked the men from the sea, said the lifejacket of the missing man, Bogjuslaw Dziok, 54, had not worked. The crew told rescuers they had also experienced problems inflating the jackets. Simon Riley, of Stornoway coastguard, said: "We understand the vessel was kitted out with special working gear which has some sort of integral lifejacket built into it so that if they do get swept into the sea it will react and would hold them up. But talking to the crew later we understand that they think this did not inflate." The 108-ft twin-rigged trawler was built by the La Parrilla shipyard in Spain specifically for the Scottish deep-sea fisheries, with its round bilge, transom stern and bulbous bow employing the very latest in technology, innovation and design. Mr Riley said the chances of finding the Polish crewman alive were diminishing rapidly. He said: "It's really very difficult to imagine anybody surviving this long in the water at this time of the year. "The other crewmen who were only in the water

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for a very short period were pretty hypothermic so it's very difficult to consider than anyone could last for long." John Hamilton, of the Stornoway Fishermen's Mission, said: "The crew of this boat are very close and it's very evident that they are feeling the grief and the loss of one still missing at sea. "The crew are very traumatised at this moment in time, but they realise they are very lucky to be alive. They are extremely tired and very shaken." Mr Hamilton added: "We are lucky they only lost one crew member. If the weather had been rough we could easily have lost all of them." The *Radiant's* emergency radio beacon sent a distress signal to the owners in Peterhead within minutes of going down. They tried to call the trawler by satellite phone and when they could not get through alerted the coastguard. A coastguard helicopter arrived within two and a half hours to rescue the skipper, William Lawson, and George Maskame, both from Peterhead, teenager Shaun Downie, and William Beedie, both from Rosehearty, and William Ritchie of Fraserburgh. They were treated for mild hypothermia at the Western Isles Hospital in Stornoway. But a search of the area by nine vessels, including the coastguard tug *Statesman* and the Stornoway lifeboat, failed to find Mr Dziok.

London, Apr 12 — A press report, dated today, states: The wreck of one of the most modern vessels in the Scottish fishing fleet was lying in more than 600 metres of water, and a Polish crewman was feared drowned last night after the trawler *Radiant* sank in a few minutes, 66 miles off the Outer Hebrides. The six man crew of the pounds 4 million Peterhead-registered *Radiant* had no chance to put out a May Day alert before their vessel sank in the freezing waters of the Atlantic as they were trawling close to the edge of the Continental Shelf. The trawler, built only eleven months ago, was hauled down on its port side as the crew battled to free their gear after the trawl snagged on a "significant" obstacle on the seabed. The loss of the *Radiant* has left the industry completely stunned and the government's Marine Accident Investigation Branch will be seeking to establish why one of the most advanced trawlers in the fleet foundered so quickly; why state of the art fishing gear failed to prevent the vessel keeling over; and why the new lifejackets being worn by the crew apparently failed to inflate. Captain Alan Elphinstone, the pilot of the rescue helicopter, said that the survivors later claimed that none of their lifejackets had inflated. David Forman, a director with the vessel's owners, Riverview Investments, said there would have to be a thorough investigation into the claims. He said he had only spoken briefly to skipper Lawson about the tragedy. "He told me he had been fishing in deep water when his gear snagged on the port side, heeling the boat over the port," said Mr Forman. "They attempted to retrieve the gear and were heaving back. There was obviously a lot of strain on that side and the boat must have been fast on a significant obstacle and the boat just keeled over. The boat went down within 10 minutes."

SALACIA (U.S.A.)

London, Apr 13 — A press report, dated Apr 11, states: Following a four-day shutdown, the V.I. fast ferry *SALACIA* will resume regularly scheduled service between St. Croix and St. Thomas tomorrow, according to a release from the operation's parent company, Boston Harbor Cruises. *Salacia* will again be making three round trips daily, seven days a week, through May 5, the release stated, with some additional runs planned for the final week of V.I. Carnival. Repairs and maintenance work have been completed on St. Croix, and the vessel has been "returned to 100% effectiveness," the release said.

SALIH KALKAVAN (Turkey)

London, Apr 14 — A press report, dated Apr 13, states: Cambodian-flagged general cargo *Noor Alamal* (4791 gt, built 1969) sank today following a collision with Turkish tank *Salih Kalkavan* (18829 gt, built 1976) at Turkey's Dardanelles Strait, reported the Anatolia

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News Agency. The 17 crew members of *Noor Alamal* were rescued after the accident. After the collision with *Salih Kalkavan* on Friday (Apr 12) night, the Cambodian vessel was about to sink. Crew members started firing fireworks to ask for help. Meanwhile, a fuel leakage was observed from the sinking Cambodian vessel. Officials said that necessary measures were being taken to prevent environment pollution. An investigation into the incident is underway. (Note — *Noor Alamal* was last reported to have sailed Limassol Mar 31 for Istanbul. *Salih Kalkavan*, Venice for Illichevsk, was reported to have passed Istanbul Apr 11.)

London, Apr 14 — A press report, dated Apr 13, states: The Turkish Besiktas Maritime Corporation announced today that its tank *Salih Kalkavan* collided with Cambodian-flagged general cargo *Noor Alamal* at the Dardanelles Strait, reported the Anatolia News Agency. The accident happened when the Cambodian vessel was allegedly sailing on a wrong route, making dangerous turns and ignoring the warnings. The corporation, in a written statement, said that *Salih Kalkavan* collided with *Noor Alamal* at 2105, (1905, UTC) local time Friday at Zincirbozan area of the Strait. "At that time, we observed that the Cambodian vessel was sailing on a wrong route and was making dangerous turns. It ignored all the warnings and continued its unsafe turns. Due to the narrow passages of the strait, although we changed direction to avoid a collision, the accident happened," the company said. *Salih Kalkavan* was not loaded during the accident but the Cambodian vessel was loaded with iron, it was said that no pollution occurred in the sea during the accident. A total of 17 sailors who were rescued from the Cambodian vessel are in good condition. After the check-ups in the hospital, the sailors were taken to Gelibolu Security Directorate Police Station for an investigation.

London, Apr 14 — A press report, dated Apr 13, states: Cambodian general cargo *Noor Alamal* sank in the Dardanelles after colliding with Turkish tank *Salih Kalkavan*, a local news agency reported today. All crew members were rescued. *Noor Alamal* carrying a cargo of steel from Ukraine to Egypt, collided late yesterday with *Salih Kalkavan*, that was travelling from Greece to Ukraine, the Anatolia news agency reported. The Cambodian vessel sank after Turkish coast guard boats had rescued all 17 crew members, Anatolia said. The Turkish vessel was not seriously damaged. Authorities opened an inquiry to establish the cause of the crash, and interviewed crew from both vessels.

SCARAB (Cayman Islands)

London, Apr 13 — A press report, dated Apr 12, states: General cargo *Scarab* (3136 gt, built 1983) has been fined for dumping waste oil off Canada's East Coast. Transport Minister David Collenette says the owners of *Scarab* were fined \$45,000 after pleading guilty in a Newfoundland court today. The vessel, registered in the Cayman Islands, was spotted last April with a 2.1 km slick behind it. Officials say roughly 380 litres of oil seeped into the ocean about 102 kms southeast of Newfoundland. The vessel was headed to Europe at the time. Transport Canada asked investigators in Greece to board the vessel and collect evidence. (Note — *Scarab* had arrived Piraeus May 9, 2001 from Botwood.)

SHELF EXPLORER (Honduras)

London, Apr 11 — Following received from Cape Town MRCC, timed 1915, UTC: EPIRB beacon detected with MMSI 334802000, dredger *Shelf Explorer* (1886 gt, built 1964), in lat 27 31.02S, long 15 24.34E. At 1620, UTC, made contact with mining vessel *Anyra*, callsign HQVN6, which in close vicinity and gave following information: *Shelf Explorer* lying down on sea bottom. Only a liferaft, which could be attached to the vessel, is visible. All crew have been transferred to oceanographic research vessel *The Spirit of Namibia* and tug/supply vessel *Lady S.*, with no fatalities. The cause of sinking was a burst water

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pipe. *Lady S.* is about one to two miles from where *Shelf Explorer* went down. All crew are now safe and accounted for on *Lady S.* Depth of sea is 50 metres. At 1705, UTC *Lady S.* confirmed position of *Shelf Explorer* in lat 27 30S, long 15 24E. There was no time for a Mayday call and there were three vessel's in the area to assist.

London, Apr 12 — A press report, dated today, states: Diamond mining dredger *Shelf Explorer* which operates from Cape Town has sunk off the Namibian coast, it was reported today. The 40 crew members of *Shelf Explorer* were rescued. The master reported to authorities in Cape Town that his vessel was flooded when a pipe burst. It sank in 50 metres of water near Luderitz. Many of the crew members are from Cape Town and will return home shortly. The vessel is owned by Gem Farm Investments, and was working a sea-diamond concession off Namibia.

UNION STAR 22 (Belize)

Penang, Apr 12 — Ro/ro *Union Star 22*: According to information received from Harper Wira Insurance Surveyors & Adjusters Sdn Bhd, Port Klang, dated today, the vessel is still awaiting salvage. It is understood that the marine department want the vessel removed as soon as possible but written instructions with regards to this are still awaited

UNITY HOPE

London, Apr 14 — A press report, dated today, states: Fishing *UNITY HOPE* caught fire yesterday while undergoing minor repairs at the Navotas Fishport Complex (NFPC). Philippine National Police Maritime Command deputy chief Superintendent Leo Felicilda said investigators placed the estimated damage to *Unity Hope* at P1.5 million. The vessel is owned by Jerry Dee of the Unity Fishing Corporation (UFC). Neglect by the working crew was blamed for the fire, the investigation showed. Felicilda said the 17 crew members of the heavily damaged vessel, led by skipper Alfred Dimayuga of Bataan, have all been accounted for. No one was reported hurt. The official said the vessel, berthed at Pier 5, had just unloaded its cargo and the crew were doing routine repairs and maintenance work when the fire broke out at around 1330 Friday (Apr 12). He said flammable materials were ignited by sparks from a welding job on the prow. Dimayuga ordered his men to throw the flammable materials overboard and abandon ship.

YAPI (Cayman Islands)

Piraeus, Apr 12 — Three Suez Canal Authority tugs have been alongside tank *Yapi* since 1100, local time, today. They will take her in tow at 1400, local time, today, with ETA Port Said Roads tomorrow morning. — Tsavliris Salvage (International) Ltd. (See issue of Apr 10.)

Port said, Apr 14 — Tank *Yapi* has been towed by the Suez Canal Authority tugs on Apr 13 from km 122 up to Port Said anchorage where she arrived at 1630 hrs in order to be towed again to Piraeus by salvage tug *Megas Alexandros*, which arrived Port Said Pilot station on Apr 8. — Lloyd's Agents.

SHIPYARD NEWS

Scheepsbouw dreigt werk mis te lopen

In antwoord op vragen van de PvdA'ers Hindriks en Van der Hoek zegt de minister nog steeds te

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werken aan een garantie- en/of participatiefonds. De scheepsbouwers klagen echter dat de minister al twee jaar werkt aan zo'n fonds. Uit de beantwoording van de minister blijkt dat het fonds er hoogstwaarschijnlijk dit jaar niet meer zal komen.

De Vereniging Nederlandse Scheepsbouw Industrie (VSNI) heeft berekend dat de noordelijke werven dit jaar orders kunnen verwachten voor de bouw van 33 schepen voor een bedrag van zo'n 150 miljoen euro. Voorwaarde is wel dat het fonds er dit jaar nog komt.

De minister schrijft dat ze in februari een eerste overleg over het steunfonds heeft gevoerd met de Europese Commissie. "Momenteel wordt de opzet van genoemde fondsen verder uitgewerkt en er zal op korte termijn wederom een gesprek met de Europese Commissie plaatsvinden."

De kamerleden vroegen de minister of ze de berichten uit deze krant en de Leeuwarder Courant over de problemen in de scheepsbouw kent en wat ze van plan is eraan te doen. Jorritsma wijt de malaise aan de algemene economische neergang en aan de 'orderboom' eind 2000 door het aflopen van de subsidies. Verder wijst ze erop dat de roep om staatssteun vooral is ingegeven door de angst voor dergelijke steun in andere Europese landen. "Zoals u weet is echter in de Industrieraad geen overeenstemming bereikt over een steunmechanisme waardoor het gevaar juist is voorkomen."

Expositie over eeuw Rotterdamsche Droogdok Maatschappij



ROTTERDAM (ANP) - Duizenden werknemers, prestigieuze scheepsbouwprojecten, onder meer voor de Holland-Amerika Lijn en de marine, kleuren het imposante verleden van de Rotterdamsche Droogdok Maatschappij (RDM). Het Maritiem Museum Rotterdam heeft een bescheiden tentoonstelling over RDM, die dit jaar honderd jaar bestaat.

„In het traumatische jaar 1983 ging het bedrijf failliet“, vertelt conservator W. Heijveld. „Het bedrijf maakte in hetzelfde jaar nog een doorstart en ging toen verder als RDM. De Rotterdamsche Droogdok

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Maatschappij is dus de naam die het bedrijf had vóór '83", aldus Heijveld.

Voor de werknemers van RDM werd aan het begin van de vorige eeuw een woongebied gemaakt.

Heijplaat, een stukje Rotterdam naast de werf, is na de reorganisatie in '83 een stuk stiller geworden.

Duizenden ontslagen werknemers verlieten het arbeidersplaatsje. Het idee om dorp op te heffen, stuitte echter op verzet van de achtergebleven bewoners, aldus Heijveld. „Nu houdt de RDM zich meer bezig met het ontwerpen van voornamelijk onderzeeërs en met onderhoud van militair materiaal."

De tentoonstelling van het Maritiem Museum, samen met de Archiefwinkel van de gemeente, is vanaf 13 april te zien. Er zijn bouwtekeningen van de RDM te bezichtigen, modellen en voornamelijk foto's over het werk en vooral de mensen die er werkten. De expositie loopt tot en met 25 augustus.

Shipdock lijdt schade door wrakkige schepen

Amsterdam - Het Amsterdamse havenbedrijf Shipdock loopt enkele honderdduizenden euro's mis doordat de kades van de scheepswerf bezet worden gehouden door de Sandrien en de Otapan. Deze twee schepen liggen al maanden aan de ketting wegens de slechte staat waarin ze verkeren. Shipdock wil de gederfde inkomsten verhalen bij de eigenaren of de overheid, zegt directielid K. Groen.

Shipdock heeft vorig jaar een bulkcarrier en een offshore-supportschip moeten wegsturen vanwege plaatsgebrek, en dit jaar opnieuw een vaartuig. De scheepswerf repareert en verbouwt schepen. Er zijn in totaal zes ligplaatsen en vier droogdokken op de Insteekhaven in Amsterdam-Noord.



De Inspectie Milieuhygiëne van het ministerie van VROM trof op de **Otapan** - foto boven – **Piet Sinke** eind juni 26 ton asbest aan. Het Mexicaanse schip ligt sinds 1999 in de scheepswerf en mag sindsdien Shipdock niet meer verlaten.

De Sandrien ligt sinds februari 2001 aan de ketting. Volgens de Inspectie Milieuhygiëne zijn in het schip asbest en andere schadelijke stoffen verwerkt. De eigenaar zou het in deplorabele staat verkerende vaartuig van 28 jaar oud op 'onverantwoorde wijze' willen laten slopen op een strand in India. VROM wil dat de Sandrien eerst wordt ontmanteld door een professionele sloper. De Raad van State oordeelde in december in een kort geding dat de inspectie het schip wel had moeten laten uitvaren. Het ministerie had de tanker niet in de haven aan de ketting moeten leggen. Binnenkort geeft de Raad van State in deze procedure een definitief oordeel. Shipdock wacht de uitspraak af, voordat het bedrijf actie onderneemt, zegt Groen.

ROUTE, PORTS & SERVICES

Cruise Ship Docks With 300 Tourists



A six-star cruise ship arrived at Lamu port. **MV Silver Whisper**, owned by Silver Sea Cruises, was to sail out of Mombasa port last evening, after it brought in 300 tourists.

Left : **SILVER WHISPER** in the IJmuiden locks during August 2001

Photo : Piet Sinke

MV Silver Whispers, registered in the Bahamas, is a new vessel that entered the Indian Ocean waters eight months ago. Another 200 passengers embarked onto the ship for the Lamu voyage. As tour and taxi operators made roaring business, it was a dull day for

several curio dealers who were shunned by the tourists.

"Mombasa is a turnaround point where cruisers disembark and embark. What we lack is a dedicated cruise ship handling terminal," said Annabella Francescon, Maniago Travels Managing Director. Maniago's Director, Mr Duncan Muriuki, said locals were also making bookings to go on cruise voyages.

Silver Whisper was making its second call to Mombasa in a fortnight, after sailing to the Seychelles and Zanzibar.

Also to sail into Mombasa harbour was a French naval vessel, **Floreal**. The French Consul in Mombasa, Mr Michael Smewing, received the more than 100 navy sailors who are on a routine call for five days.

Meanwhile, Kenya's tourism industry is showing signs of recovery from a three-year slump.

The Mombasa and Coast Tourist Association (MCTA) chairman, Mr Kuldip Sondhi, said the industry was expected to make Sh27.3 billion in foreign earnings this year compared to Sh23 billion in 2001.

Charter arrivals at Mombasa's Moi International Airport in the first three months this year were 71,655 compared to 65,693.

Sondhi attributed the improvement to aggressive marketing by the Kenya Tourist Board, the Kenya Tourist Federation and the industry's stakeholders.

He revealed that the two bodies have invited proprietors, managing directors and decision makers from leading source markets in Europe for a tour of Kenya next September, to see facilities and the countryside.



SILVER WHISPER leaving the IJmuiden locks - **Photo : Piet Sinke**

Phillips Christens Third Tanker the **POLAR DISCOVERY**

Polar Tankers, Inc. will unveil its third state-of-the-art Endeavour Class double-hulled tanker, the **POLAR DISCOVERY**, during a christening ceremony on Saturday, April 13, at 10 a.m. at the Northrop Grumman Ship Systems Avondale shipyard in New Orleans. Phillips Petroleum Company, parent of Polar Tankers, is building five Endeavour Class tankers. The contract cost of the POLAR DISCOVERY is valued at \$168 million.

The Endeavour Class tankers, also known as the Millennium Class, are the first crude-oil carriers being built for the Alaska trade in compliance with the federal Oil Pollution Act of 1990. The first tanker, the POLAR ENDEAVOUR, arrived in Valdez, Alaska, on its maiden voyage in July 2001.

The new POLAR DISCOVERY tanker will join the Polar Tankers fleet in 2003. This summer the POLAR RESOLUTION will enter the Alaska trade. The POLAR ADVENTURE will be delivered in late 2004, followed by the fifth ship, the POLAR ENTERPRISE, in 2005.

"Construction of the Endeavour Class tanker fleet demonstrates Phillips' leadership and commitment to having the world's safest transportation system for oil here in Alaska," said Alaska Gov. Tony Knowles. "On the occasion of the christening of the POLAR DISCOVERY, the third ship of its class, I commend Phillips for its continuing dedication to environmental responsibility as we develop Alaska's vast energy resources."

Kevin Meyers, executive vice president of Alaska production and operations for Phillips Petroleum Company and president of Phillips Alaska, said: "These five Endeavour Class tankers demonstrate Phillips' commitment to protect the environment while providing reliable energy for America. Alaska is one of Phillips' legacy assets, and we plan to maintain daily production there at 375,000 to 400,000 barrels-of-oil-equivalent for the foreseeable future."

Dr. Philip A. Dur, Northrop Grumman corporate vice president and president, Northrop Grumman Ship Systems, said: "The christening of this third Polar Tankers double-hulled tanker underscores our commitment to compete in the commercial shipbuilding market. We are proud to be partners with Polar Tankers in building these revolutionary, environmentally friendly tankers." NGSS Avondale Operations currently has four 140,000-deadweight ton (DWT) crude oil carriers under construction for Polar Tankers.

The Endeavour Class tankers are being built to meet and/or exceed existing and proposed environmental regulations and are setting new standards for innovation and environmental protection. They were designed specifically for the transport of crude oil from Valdez, Alaska, to the West Coast of

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the United States, through some of the most severe trade routes in the world. The ships also will deliver cargo to Hawaii.

The tankers are built with double hulls, which exceed regulatory requirements, as well as two independent engine rooms, twin propellers and twin rudders. The Endeavour Class vessels will isolate cargo, fuel and lubricating oils from the ship's side by ballast tanks or void spaces. The vessels also will meet pending regulations for air emissions from engines, and are painted with tin-free anti-fouling paint in deference to proposed regulations.

The POLAR DISCOVERY and her four sister vessels are 272.69 M long by 46.2 M wide by 26.3 M deep (894.7' x 151.6' x 86.29'). The vessels are powered by twin 11,060 KW (15,000 BHP) slow speed diesel engines. The ships have a 2206 KW (3000 HP) bow thruster. The speed is 16.6 knots loaded and 16.9 knots in ballast. The carriers will hold just over 1 million barrels of cargo at maximum capacity. The five ships will be equipped with the latest electronics to ensure safe and efficient operation.

The new ship's sponsor, Mrs. Dore' Meyers, will christen the ship POLAR DISCOVERY with the traditional champagne bottle at the ceremony. Mrs. Meyers is the wife of Kevin Meyers.

Northrop Grumman Ship Systems' Avondale Operations is a subsidiary of Northrop Grumman Corporation (NYSE:NOC) and part of the corporation's Ship Systems sector. In addition to the Avondale Operations in New Orleans, La., Northrop Grumman Ship Systems, headquartered in Pascagoula, Miss., includes the Ingalls Operations and the Ship Systems' Full Service Center. NGSS, which currently employs more than 17,000 shipbuilding professionals, primarily in Louisiana and Mississippi, is one of the nation's leading full service systems companies for the design, engineering, construction, and life cycle support of major surface ships for the U.S. Navy, U.S. Coast Guard and international navies, and for commercial vessels of all types. NGSS has a firm business backlog exceeding \$5.6 billion, in a variety of naval and commercial shipbuilding programs.

Phillips Alaska, Inc., a wholly owned subsidiary of Phillips Petroleum Company, is the largest producer of Alaska North Slope crude. Its shipping unit, Polar Tankers, Inc., operates a fleet consisting of five vessels ranging in size from 50,000 to 190,000 DWT. The entire fleet is employed in the Alaska crude trade.

Phillips Petroleum Company is an integrated petroleum company with interests around the world. Headquartered in Bartlesville, Okla., the company has 38,700 employees and \$35 billion of assets, and had \$26.9 billion of revenues in 2001.

Laid-up Grand Alliance ships back in service

The members of the Grand Alliance have reintroduced a number of laid up post-panamax ships into Pacific service. Now that the Chinese new year period is past, last November's rationalization which combined two weekly services into one joint rotation, has been reversed.

At the time the partners let it be known that the withdrawal of a weekly Pacific service would be for a limited 20-week period.

The services which were temporarily combined were the Far East Express (FEX) with five ships and the South East Asia California Express with six. Now that P&O Nedlloyd, NYK, OOCL and Hapag-Lloyd revert to the earlier situation, four ships of between 5,500 and 6,200 teu can return to action.

For P&O Nedlloyd this involves the **'P&O Nedlloyd Mercator'** (5,468 teu) which was laid up on December 10th and which last week (April 5th) was the first in Xiamen to resume the FEX-service. The **'P&O Magellan'** (5,762 teu) which has been unemployed since December 18th, is also back in service on the Pacific. OOCL has the **'OOCL Hong Kong'** (4,960 teu) departing next week from Xiamen, where it has been laid up since December 3rd. On April 26th NYK reactivates the 6,200 teu **'NYK Leo'** in Xiamen, and as the fifth FEX ship it will assign the newly-built **'NYK Lynx'** (6,200 teu), which is to be delivered at the beginning of next month by Samsung in South Korea.

Asia-US

The alliance will be taking even more ships out of mothballs with the launching of a new direct service

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between the Far East and the east coast of North America. This service will be inaugurated in China at the end of the month by the 2,717 teu **'Cape Charles'** of NYK. OOCL will introduce four of its F-class ships (3,161 teu) which currently sail in the fifth loop between northern Europe and the Far East. In the fifth loop they will be replaced by slightly bigger ships which currently serve the sixth European loop from the Mediterranean area. These ships in turn will be replaced by laid-up ships such as the **'NYK Procyon'** or **'Sandra Azul'** (each 4,743 teu).

Following these changes only a limited number of Grand Alliance ships will still be unemployed. The voluntary capacity limiting programme between Europe and the Far East remains intact despite an improvement in this trade. By introducing larger ships the capacity of these services is actually slightly raised.

Hapag-Lloyd last week received the 7,506 teu **'Shanghai Express'** for example, and slotted the ship into the fourth European loop. A number of panamax ships of between 4,600 and 4,800 teu have been replaced by postpanamax units of 5,762 teu. In another example, last week the laid-up **'OOCL Los Angeles'** resumed work in the second loop in which three of its sister ships already sailed. The reintroduction of the 'OOCL Los Angeles' leaves the Hapag-Lloyd **'London Express'** (4,616 teu) laid up for some weeks in Busan.

Rotterdam wil maar geen cruisehaven worden

Rotterdam slaagt er maar niet in meer cruiseschepen aan te trekken. Vorig jaar meerden er slechts twee schepen af aan de Wilhelminakade en ook dit jaar worden er maar twee schepen verwacht.

De getallen staan in schril contrast met de verwachtingen die bij de opening in 1997 van de gerestaureerde cruiseterminal werden uitgesproken.



HAL's **ROTTERDAM** gefotografeerd bij vertrek uit Rotterdam – foto : **Piet Sinke**

Toen werd gezegd dat het binnen een jaar of vijf mogelijk moest zijn 25 tot 30 stuks per jaar te ontvangen. Amsterdam, dé cruisehaven van Nederland, kreeg vorig jaar maar liefst 102 schepen op bezoek. Zelfs IJmuiden had er met zes meer dan Rotterdam. In de restauratie van de terminal en de kade werd 16 miljoen gulden gestoken.

De Rotterdamse havenwethouder Peter van Dijk erkent dat de verwachtingen niet zijn uitgekomen. Volgens Van Dijk moest die restauratie sowieso gebeuren. „En het is goed voor de uitstraling.” Directeur Mai Elmer van Cruise Rotterdam en verantwoordelijk voor het binnenhalen van de schepen vindt het veel te vroeg om van een mislukking te spreken. „Het is een lange termijnmarkt en dat is

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gebleken. We hebben geleerd dat Rotterdam altijd een transatlantische haven is geweest en geen cruisebestemming. Dat vergt een andere manier van denken."

Demontage duikboot rond bevrijdingsdag

De Koninklijke Marine hield samen met de gemeente Bergen, berger Wijsmuller en de onderaannemers Woud-Wormer en Leemans een persconferentie over de bergingsoperatie.

De geplande damwand, die om de mini-onderzeeër moet worden geplaatst, wordt groter dan voorzien. Ook moet een speciale werkbrug worden geplaatst om het materieel bij de duikboot te krijgen. Burgemeester P. de Winter kon maandagmiddag nog niet zeggen of de operatie binnen het door de gemeenteraad beschikbare krediet van € 700.000 kan worden uitgevoerd.

NAVY NEWS DE RUYTER



Last Saturday (April 13th) the new Dutch Frigate **DE RUYTER** was launched at De Schelde Shipyard in Flushing.

The **DE RUYTER** is the third vessel of a serie of 4 vessels of the **DE ZEVEN PROVINCIE** LCF class Guided Missile Frigates.

Names of the 4 vessels :
De Zeven Provinciën
Tromp
De Ruyter
Evertsen

Photo's : **Bram Plokker / Ineke de Kok**

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MOVEMENTS



The **GIANT 2** departed Last Wednesday from Rostock towed by the tug **SIROCCO**. The **GIANT 2** was loaded in Rostock with 2 rivercruise vessels named **A'Rosa Donna** and "**A'Rosa Bella**" of Seetours. The transport is bound for Roemenia which will be reached in about 22 days .

Photo / text : Hans van der Ster

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RIJNMOND WEATHER

dinsdag 16 april

9 uur 's ochtends :
temperatuur: 7 graden
kans op neerslag: 35%
wind: matig (12 km/u) uit WNW

5 uur 's middags :
temperatuur: 10 graden
kans op neerslag: 15%
wind: matig (16 km/u) uit NW

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>

DE KURSK - DE BERGING

13 APRIL 2002

13 OKTOBER 2002



**Nationaal Sleepvaart
Museum**
Hoogstraat 1-3
Maassluis

