

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Thursday 18-04-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Ship held for wrong kind of timber

GREENPEACE has prevented the 25,650-DWT Turkish-flag bulk carrier **Balaban I** from berthing in the Sloehaven at Vlissingen by positioning its own ship between the bulker and the quay. The environmental organisation alleges that the bulker has the wrong kind of timber on board. It carries timber cut in the Amazon area in an unsustainable manner, according to Greenpeace. The Dutch coastguard and the police have so far permitted the blockade of the vessel. In a renewed campaign against the 'illegal' trading of timber, Greenpeace recently delayed the discharge in Dutch ports of timber from West Africa and Russia on similar grounds.

Indonesian ship rescued

THE Indian coast guard has rescued 24 crew members from the 6,155 DWT Indonesian-flagged tanker Tirta Niaga VII (formerly the Singapore-flagged Patricia), which suffered engine failure on April 14. The vessel was loaded with 1,700 tonnes of palm oil and was on an east coast run from Chennai to Kolkata when it became trapped in strong winds and heavy seas. Two coast guard vessels answered the tanker's distress call. The Tirta Niaga VII has been towed to Paradip port.

Bulker damages Kembla terminal

AUSTRALIA'S Port Kembla coal terminal has been damaged in a collision involving the 172,100-DWT bulk carrier SA Fortius. The Bahamas-flag Capesize vessel remained at the New South Wales port today after hitting the quayside and loading equipment while berthing, sustaining damage to its bow in the process. According to Inchcape Shipping Services, the agent for the ship's charterer, the vessel had earlier loaded 50,000 tonnes of coal at Newcastle and was due to load the remainder of its cargo at Kembla before sailing for Europe. Engineers and surveyors are assessing damage to the ship and shore-side infrastructure. There is to be an investigation into the incident.

MCA moves forward on SOLAS

THE UK's Maritime and Coastguard Agency (MCA) has published its draft regulations to implement the revised SOLAS Chapter VI, which deals with safety of navigation. It has also published guidance notes

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on CD Rom and on the MCA website. The regulations will come into force on July 1 to coincide with the revised SOLAS convention. Although other nations are working to the same deadline, there has been no co-ordination to ensure common interpretations of the new chapter. While most areas where flexibility is allowed affects small craft, some – such as carriage requirements for VDR equipment – will impact on larger ships. Mike Leonard-Williams, a nautical surveyor for MCA, who addressed an MCA seminar in London this morning suggested to Fairplay that it might have been helpful for European countries to have co-ordinated their regulations. But he speculated that it could not have been done in the 18 months allowed by the IMO. The UK's regulations should be signed by shipping minister David Jamieson by the end of May, predicted Ann Lancaster, a lawyer at the UK's Dept of Transport, Local Government and the Regions, who drafted the new regulations.

CASUALTY REPORTING

Bulker sinks in Dardanelles

THE Cambodian-registered bulk carrier Noor Alamal sank late on April 12 after colliding with the Turkish tanker Salih Kalkavan in the Dardanelles. A Turkish coast guard cutter rescued all 17 crew from the 6,575-DWT Cambodian vessel, which was laden with steel from Ukraine and bound for Egypt. The 32,679-DWT Salih Kalkavan, which was heading in the opposite direction, towards the Black Sea, was empty and only slightly damaged. Both crews were interviewed by Turkish investigators. The Dardanelles and the Bosphorus are among the world's busiest shipping channels and collisions are frequent. Environmentalists fear a similar collision could lead to a serious oil spill in the Bosphorus when crude oil starts moving from the Caspian Basin via a new loading terminal at Novorossysk on the Black Sea.

ALGOWOOD (Canada)



London, Apr 15 — Following received from Coast Guard Cleveland, timed 1536, UTC: Bulk *Algowood* (22558 gt, built 1981) has run aground near Mission Point, just south of the Soo Locks, in lat 46 20N, long 84 18W, within the last hour and is blocking the channel. No pollution reported.

London, Apr 15 — Following received from Coast Guard Cleveland, timed 1830, UTC: Bulk *Algowood* is still aground. Arrangements are being made to allow

restricted navigation of the channel.

London, Apr 15 — A press report timed 1300 hrs, today, states: Bulk *Algowood* called the U.S. Coast Guard at 0915 hrs, this morning, reporting it was aground and taking on water. The vessel came to a complete stop in the middle of the channel and dropped anchor. The flooding area has been identified as No.1 port tank, with a ballast reading of 29 feet. At 0930 hrs, the vessel reported that the flooding had stopped. Tug *Adanac*, from Purvis Marine, responded to assist *Algowood* with support pumps to control the water. A marine inspector from Soo Control has also been dispatched. *Algowood* is in the lower St. Marys River in the Mission Point area, aground on the port side and listing heavily. There is no danger of the vessel sinking, the channel is only 28-feet deep. The stern of the vessel is currently blocking the shipping channel and the St. Marys River is closed to commercial traffic. It is closed from Six Mile Point to the Soo Locks. All vessels in the area

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are to go to anchor. Ships locking through downbound will be allowed to tie at the approach piers. Bulk *Canadian Olympic* backed up to the MacArthur pier and bulk *Lee A. Tregurtha* remains tied to the Poe Pier.

London, Apr 15 — A press report, time 1500 hrs, today, states: A diver from Purvis Marine was surveying bulk *Algowood* this afternoon. Two tugs from Great Lakes Towing were on scene, as crews plan for the salvage of the vessel. It appears the vessel will have to be moved to a nearby dock for inspection and repairs. *Algowood* was bound for Nanticoke, Ontario, to unload coal.

London, Apr 16 — A press report, dated Apr 15, states: Bulk *Algowood* ran aground today on the St. Marys River, forcing officials to shut down the Soo Locks shipping channel. *Algowood* ran aground about 0915 hrs, shortly after the locks had reopened following a temporary closure because of heavy fog, Flint television station WJRT reported. The impact tore open the hull, and the vessel took on water, but no pollution was released, the Coast Guard said. The damaged vessel blocked the St. Marys River, preventing others from passing. The river is the link between Lake Superior and Lake Huron. By mid afternoon, 10 vessels were lined up on the river. Divers who tried to inspect the vessel were thwarted by strong currents, but they were able to determine that the vessel was no longer aground, the Coast Guard said. Authorities said they hoped to get the vessel under way tomorrow so they could reopen the locks.

London, Apr 16 — A press report, dated today, states: Bulk *Algowood* grounded and began taking on water in the St. Marys River below the Soo Locks yesterday morning while moving downbound through an area of heavy fog near a bend in the river known as Mission Point. Reason for the accident is unknown at this time. The side of the shipping channel off Mission Point is lined by piles of heavy rocks. The vessel's No. 1 port ballast tank flooded and the vessel took on a severe list. The flooding was brought under control but the water level in the flooded ballast tank remained at 29 feet. The vessel stopped in the channel and dropped anchor. The stern of *Algowood* blocked the shipping channel and the busy St. Marys River was closed to commercial traffic from Six Mile Point to the Soo Locks. A number of vessels went to anchor or tied up at the locks. Divers from Purvis Marine surveyed the damage to the vessel yesterday afternoon, and the tugs *Missouri* and *Florida* from Great Lakes Towing were standing by. Crews working with the Coast Guard and Algoma Central Marine, the vessel's owner, made plans to save the vessel. Through the night, water was pumped into the vessel's No. 4 and 5 starboard ballast tanks in an attempt to adjust its draught to 27 feet, three inches. Repairs were to continue and a move was expected this morning. Once clear of the channel *Algowood* will be moved to the Carbide dock on the U.S side of the river. *Algowood* was on a trip from Duluth where it loaded coal on Saturday for the Ontario Power Generating station at Nanticoke, Ontario.

AMAZE (St. Vincent & Grenadines)

London, Apr 16 — Following received from Madrid MRCC, timed 1125, UTC: General cargo *Amaze* is still aground. Preparations for salvage have commenced and water is being pumped from its tanks.

AMPLE GLORY (Cambodia)

Busan, Apr 16 — General cargo *Ample Glory* is still lying aground at the site without further development and we understand that a local salvor will be contracted by the vessel's owners soon to commence salvage operation on the vessel. — Lloyd's Sub-agents.

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CAPE HORN (U.S.A.)

Honolulu, Apr 15 — Ro/ro *Cape Horn* arrived Pearl Harbour on Apr 12. No information regarding repairs, but Government inspectors are reportedly on board conducting surveys. — Lloyd's Agents.

COLE (U.S.A.)

London, Apr 16 — A press report, dated today, states: The USS *Cole*, the destroyer damaged 18 months ago in a terrorist attack that killed 17 seamen, is back in the water and ready to return to Navy service. Several hundred *Cole* crew members, Gulf Coast residents and employees of the Northrop Grumman Ingalls shipyard gathered Sunday (Apr 14) to celebrate completion of repairs to the vessel. "It feels pretty good right now, especially since we didn't know how it was going to all come together," said Gunner's Mate 2nd Class Aaron Morgan, 30. Last Friday (Apr 12), the newly restored Aegis guided-missile destroyer set sail on a two-day sea trial. "It's been a long time coming," said Cmdr. Kevin Sweeney, who took charge of the destroyer last year. The *Cole* will get an official send-off this Friday (Apr 19) before it sails back to its homeport of Norfolk, Va. "During sea trials, she performed better than expected," Sweeney said. "There were a lot of risks and an enormous amount of work involved in the repair. ... We're very pleased with the new vessel."

DARYA TAAL (Hong Kong)

London, Apr 16 — Bulk *Darya Taal* left Fremantle Apr 9 for Adelaide.

EVERLAST (Canada)

London, Apr 15 — Following received from Sarnia port authority, dated today: Tug *Everlast* is still tied up at the Government Dock in Sarnia for repairs.

FERRY CAPSIZED IN KILOMBERO RIVER, TANZANIA

Dar es Salaam, Apr 15 — Tanzanian authorities said today they had pulled 14 bodies out of the Kilombero river since a ferry capsized last week, but efforts to find about 20 more were hampered by weather and inexperienced rescuers. The ferry sank on Thursday (Apr 11) in the crocodile-infested river in central Tanzania, about 180 miles west of Dar es Salaam. About 21 survivors have been rescued. Kilombero District Commissioner David Holela told Reuters news agency the recovery operation was being complicated by strong currents, winds and heavy rain as well as the inexperience of the local fishermen who were doing the work. "We do not have divers, we are expecting divers from the navy to assist in the recovery later today," he said. Holela said he thought about 20 people were still missing and presumed dead, but exact numbers were unclear. "Some people who survived did not report to the authorities or the hospitals so it is difficult to say exactly how many people were on board," he added. Earlier police reports said the ferry was carrying 45 people and three vehicles. — Reuters.

GEORGETE K. (Greece)

Piraeus, Apr 16 — Bulk *Georgete K.* was delivered to its owners at 0630, local time, yesterday at Montevideo. — Tsavlis Salvage (International) Ltd.

INSIKO 1907 (Indonesia)

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London, Apr 15 — Following received from Coast Guard Honolulu, timed 1559, UTC: There have been no further sightings of tank *Insiko 1907* since Apr 9. The vessel is believed to be drifting in a westerly direction at approximately one knot.

JUPITERIS (Lithuania)

Istanbul, Apr 16 — Ref *Jupiteris* (1727 gt, built 1978), Peterhead for Bourgas, cargo frozen fish, while transitting Dardanelles had engine breakdown at 2225, local time, Apr 15 and anchored near Musabey Banki/Naraburnu, lat 40 13N, long 26 29E at 2345 same day. — Lloyd's Agents

MARIA CARMELA (Philippines)

Manila, Apr 16 — Philippine Coast Guard divers found the remains of seven people in the sunken wreckage of ferry *Maria Carmela* which sank Sunday (Apr 14) in Lucena harbour even as the officials fended off accusations from surviving passengers that the vessel was deliberately sunk to mislead investigators and conceal evidence against the vessel owners. The ferry caught fire Thursday (Apr 11) as it approached Lucena Harbour killing at least 28 passengers. The fire on the vessel continued to blaze until Sunday. "The vessel has been subjected to intense heat for 77 hours, causing its steel structure to melt," Coast Guard commandant Vice Adm. Reuben Lista said, explaining the sinking of the ferry. On the first day of the fire on Thursday, the superstructure of the ferry had already collapsed, while its steel hull had warped after four days, Lista said. "Seawater seeped in between the warped riveted seams of the vessel's hull and caused the sinking," he added. On Saturday, the fires subsided temporarily, allowing the Coast Guard to tow the vessel 1.2 nautical miles off the Port of Dalahican in Lucena City. Efforts were made to completely douse the fires still raging inside the ship but at around 1255 Sunday, *Maria Carmela* listed to its starboard side and finally went to the bottom in 60 feet of water. Divers were immediately dispatched to the site of the sunken vessel to look for bodies of missing passengers. The vessel was carrying 243 passengers and 47 crew. More than 200 people were rescued including the captain but dozens are still believed missing at sea. — Lloyd's Agents.



NORD TRANSPORTER (Sweden)

London, Apr 16 — Following received from Aarhus RCC, timed 1235, UTC: General cargo *Nord Transporter* (1155 gt, built 1977), Oxelosund for Fredericia, loaded, grounded in lat 55 35N, long 12 45E, at 0600, local time, today. Vessel is still aground. Divers are assessing damage at the moment. Tugs proceeding.

S.A.FORTIUS (Bahamas)

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Sydney, Aug 16 — The largest berth at Port Kembla Coal Terminal has been damaged after bulk *S.A.Fortius* (87542 gt, built 2001) struck the quay and a shiploader as the vessel was berthing yesterday afternoon. Up to 200 metres of quayside and rail track at the 300-metre-long facility is understood to have been affected in the incident, in which the flare of the bow pushed one of two loaders back off its tracks by two to three metres. The vessel's bulbous bow is believed to have damaged the underwater structure of the quay. The vessel was being manoeuvred with four tugs when the incident took place. Damage to the ship is unknown. A team of structural and mechanical engineers is being assembled to examine the site this morning. The causes of the incident will also be examined. Unofficial estimates have put the scale of the damage at \$4m to \$5m. The berth is closed until further notice. Coal receipt by road and rail are all continuing. The Port Kembla Coal Terminal has a second berth of 240 metres and an 11.6-metre draft, and is equipped with two loaders. The vessel had arrived from Newcastle to top off with coal at Port Kembla. — Lloyd's List Daily Commercial News.

SIDSEL KNUTSEN (NIS)

London, Apr 16 — A press report, dated today, states: Chem.tank *Sidsel Knutsen* (15806 gt, built 1993) was docked in Sarnia yesterday for repairs. The vessel is at the Sarnia Government Wharf on the South side. It is backed in with the bow heavily ballasted down. The heavily skewed propeller is completely out of the water and it appears they are working on the shaft seal. The Government docks have been fenced off on either end and no one is being allowed near the vessel except workers. (Note — *Sidsel Knutsen*, from Skoldvik, passed Dover Strait Mar 27.)



SLOMAN TRAVELLER (Antigua & Barbuda)

London, Apr 16 — Reported that Poland's Szczecin Ship Yard Gryfia has won the contract to repair ro/ro *Sloman Traveller*. A fire on Dec 28, destroyed the stern deckhouse, hatch covers No.3, six maintenance rooms and two port ramps at both ends of the vessel. Estimated time for completing the repair is more than three months. It will require 300 tons of steel renewal and more than 30,000 m of cables.

SOUTHERN CARRIER (Sweden)

London, Apr 16 — Following received from Corsen MRCC, timed 0900, UTC: Ro/ro *Southern Carrier* (16947 gt, built 1979), Southampton for Vigo, cargo of cars, had a fire on board in about lat 49 22N, long 04 02W at 0050, UTC, this morning and is currently drifting. A French tug is in position to render assistance.

London, Apr 16 — Following received from Corsen MRCC, timed 1105, UTC: Ro/ro *Southern Carrier* was taken in tow approximately 10 minutes ago for Brest by supply *Alcyon* following a fire in her engine-room. There were no injuries to crew.



STENA GOTHICA (Sweden)

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London, Apr 16 — Ro/ro *Stena Gothica* sailed Landskrona Apr 11 for Gothenburg and subsequently sailed Gothenburg same day for Harwich where arrived Apr 13.

SUZU MARU NO.36 (Japan)

London, Apr 16 — Following navigation warning broadcast today: Engine troubled fishing vessel, 132 tons, (*Suzu Maru No.36*, 132 gt, built 1983) adrift in vicinity of lat 39 16N, long 137 56E, at 0554, UTC.

London, Apr 16 — Following received from Japan Marine Safety Agency, Tokyo, timed 0840, UTC: Fishing *Suzu Maru No.36* is still adrift. A MSA patrol vessel is proceeding and due on scene at approximately 1200, UTC.

TATIANA AGAPITOU II (Greece)

London, Apr 16 — Lloyd's Casualty representatives in Piraeus report: Ferry *Tatiana Agapitou II* (788 gt, built 1969) had mechanical damage to the gear of the lube oil pump of the main engine, during arrival at Igoumenitsa at 1640, Apr 15. The Port Authority of Igoumenitsa prohibited the departure of the vessel until the damage has been repaired and survey performed by the marine inspectorate of Igoumenitsa.

TULLAGHMURRAY LASS (Republic of Ireland)

London, Apr 16 — A press report, dated Apr 13, states: Police divers have recovered the bodies of 33-year-old Michael Greene and his ten-year-old son from the wreckage of their trawler *Tullaghmurray Lass*. The vessel sank off the County Down coast two months ago. The body of 54-year-old Mr Greene, who was also called Michael, was recovered yesterday. The three family members disappeared while on a fishing expedition on Feb 14. The vessel was discovered beneath 140 feet of water, seven miles offshore

VADIM POPOV (Russia)

Busan, Apr 16 — According to authorities and the agents of research *Vadim Popov* the vessel arrived and anchored at Busan on Apr 5 for repairs. The vessel shifted and berthed at repair wharf at the premises of Sunjin Shipbuilding Co, Ltd., Busan, on Apr 10 and is now under repair. Repairs are expected to be completed by the end of April when it will sail from Busan for Slavyanka. — Lloyd's Sub-agents.

VIKING CRUSADER (U.K.)

London, Apr 16 — Information received from Sandnes, dated today, states: Standby safety vessel *Viking Crusader* (1176 gt, built 1976) arrived Stavanger at the end of February with heavy engine damage. Vessel has now completed repairs at GMC Shipyard and will be tested on the Aamoyfjorden outside Stavanger tomorrow. Intention is the vessel will depart for the North Sea on Apr 18.



VIKINGLAND (U.K.)

CEFALLINIA (Greece)

London, Apr 15 — Lloyd's Casualty representatives in Greece report: The Greek Navy General Staff reported that, this morning, the hovercraft *Cefallinia*, while sailing from Aegina island for Piraeus approaches, collided

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with ro/ro *Vikingland* (20871 gt, built 1979). Only material damages were caused by the collision (no personal injuries). The hovercraft is sailing safely to the Salamis Naval base, where the estimate of repairs will follow, and the further actions for investigation into the casualty will take place.

YAPI (Cayman Islands)

Piraeus, Apr 16 — Tank *Yapi* is currently in tow of salvage tug *Megas Alexandros* bound Piraeus, ETA Apr 19. — Tsavlis Salvage (International) Ltd.

YARMOUTH (Marshall Islands)

London, Apr 16 — A press report, dated today, states: Bulk *Yarmouth* (17755 gt, built 1985) went aground shortly after leaving Montreal, where it took on fuel, yesterday afternoon. After losing power due to a faulty generator, the vessel dropped one anchor and turned around. It then went aground on the northern side of the channel and developed a slight list. It was freed around 1730 hrs by the tugs *Ocean Intrepide* and *Ocean Jupiter* which towed it to the Pointe aux Trembles anchorage nearby. Coast Guard inspectors were expected to board the vessel yesterday.

SHIPYARD NEWS

Yard workers to give final warning

WORKERS at HDW shipyard in Kiel, Germany are to take part in massive demonstrations and rallies planned for tomorrow by metal workers across northern Germany. The interruptions to work are intended as a "last warning" to the tariff negotiations with the employers' organisation that are to be continued on April 18 in Bremen. If no agreement on pay rises is arrived at then, the union will declare the negotiations a failure and arrange to ballot the workers on strike action. Leaders of the IG Metall union estimated the chances of an agreement to be 50:50. The employers have offered a pay rise of two per cent, while the union is demanding 6.5 per cent

Chileans to revive Embrasa yard

BRAZILIAN shipyard Empresa Brasileira de Construção Naval (Embrasa) is to be revived by its new Chilean owner, Detroit Shipyard. ADC, part of the Santiago-based maritime, mining and tourism operator Detroit Group, won the bid to buy the troubled company after depositing R\$3.5M (\$1.52M) to cover outstanding debts owed to 117 Embrasa employees. Brazil's metalworkers' union, members of which will be employed by the new Embrasa, said the sale of the company was conducted in the same way as that of the bankrupt Corena shipyard in the same city, Itajaí, in 1996. ADC said it plans to revive Embrasa just as the former Corena, now Itajaí shipyard owned by the Metalnave group, has done. The Chilean company, which exports its vessels world-wide, said it will modernise the run-down Brazilian facility and employ "at least" 400 local workers.

DUBAI DRYDOCKS

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Herewith some pictures concerning the DUBAI drydock accident

Photo's courtesy of Piet Veenman





ROUTE, PORTS & SERVICES

Dutch trial new reporting system

RIJKSWATERSTAAT, the organisation that manages Dutch waterways, has started a six-month trial of an electronic reporting system, involving about 30 Dutch short-sea vessels, that will enable authorities and inspectors to make an early risk analysis of the cargo and crew on board. The system allows reporting of vessel, crew and cargo particulars and the quantity of excisable goods carried. Vessels can report the data to the Dutch destination port before or immediately after departure from its previous port of call, allowing Customs, police and immigration authorities to better co-ordinate their planned inspections. The system will also allow a better planning of procedures to track vessels carrying dangerous cargoes. If the trial is successful, consideration may be given to including in the vessels' report such items as requests for a pilot or tug assistance and orders for ship chandlers.

Double first for Cap San Nicolas

HAMBURG Sud's 3,739 TEU container ship **Cap San Nicolas** today became the only vessel to succeed in discharging cargo at industrial-strife-torn Brazilian terminal Suape since ICTSI subsidiary Tecon took over the facility in January. It was the only successful vessel then as well. According to local newspaper Jornal do Comércio, an exception was negotiated in the dispute between Philippines terminal operator ICTSI and local workers to allow the discharge of 330 containers from the vessel that was also handled there on January 20. Tecon Suape president Fernando Mota is said to be anxious that a definitive agreement be signed with the workers after a meeting tomorrow in the long-running dispute over working conditions and stevedore gang numbers.

Antwerp Port Authority sells buildings on "het Eilandje"

THE Antwerp Port Authority is to commence with public tender for the sale of three buildings and one parcel of land: the Montevideo warehouses, the Red Star Line warehouses 1,2 and 3, the former recruitment centre for dock workers, the 'Shop', and a parcel of land at the Kattendijkdock Western quay.

The lots are located on the Montevideo area on the Eilandje in the North of Antwerp. In addition, the public sector shall carry out a whole array of major works significantly developing infrastructure. With the sale, the Antwerp Port Authority intends to give the buildings a new purpose, which figures into the larger scheme for the development of the 'Eilandje'.

The Antwerp Port Authority will invest the proceeds from the sale in the respective pension funds concerning the retirement and widow's pensions for (stationary) personnel of the Antwerp Port Authority and their eligible dependants.

The Antwerp Port Authority opened tender for the three lots on March 28, with the four-month bidding period ending on August 1.

Each offer must contain a draft of the project and indicate the financial offer. The award of the real estate goes to the bidder, who is in first place determined according to several weigh-in factors.

Tanker rates in free-fall

Supertanker rates retreated this week to their lowest levels since the mid-1980s after OPEC said it has no plans to pump more oil to make up the shortfall caused by Iraq's suspension of exports.

Daily earnings for Very Large Crude Carriers (VLCCs) operating from the Persian Gulf to South Korea and Taiwan have crashed to around \$5,000 compared to just over \$6,700 last week and some \$2,000 below daily operating costs.

Rates could get a boost from a quick end to the oilworkers' strike in Venezuela that has halved tanker shipments from the world's fourth-largest exporter, following the resignation Thursday of President Hugo Chavez.

Spot rates in the Persian Gulf are set to fall further, however, as some of the dozen tankers chartered and waiting to load at Iraqi terminals are likely to come onto the market in search of alternative cargoes.

The gap between the supply of tankers and demand for transport is at its widest since the mid-to-late 1980s with some 80 VLCCs available for charter in the Middle East in the next 30 days compared with 40 cargoes.

To avoid the congestion in the Persian Gulf, some VLCCs that have completed unloading in the Far East are being offered for voyages from West Africa to Taiwan.

The slump hasn't yet triggered an increase in scrapping because most 25-year-old vessels have already been scrapped and owners are reluctant to remove the remaining older tonnage at a time when economic recovery in the United States and Asia promises an increase in oil demand.

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Older, amortized tankers can return to profit with a modest rise in rates, but modern VLCCs need to make \$35,000 a day to break even after covering financing costs.

HAL puts its faith in Fidelio Cruise

HOLLAND America Line has contracted Fidelio Cruise to supply the Fidelio Cruise Ship Management and POS System, its onboard management system, for the line's newest ships, beginning with the 1,848-passenger **Zuiderdam**.

'As we expand our fleet and enhance our onboard operations, we are confident that the Fidelio Cruise program will help us provide more efficient customer service and account management, and allow us to interface more expediently between the head office, shipboard management and passengers,' said Stein Kruse, senior vice-president of fleet operations.

The line will install several modules to enhance passenger handling and service on board.

These will include modules to handle gangway security, shore excursions, remote check-in, hotel maintenance, marketing and promotions.

Zuiderdam the first in a series of new 84,000-ton Vista class cruiseships is due to sail its maiden voyage on December 14 this year and will be the first HAL ship to install the Fidelio Cruise integrated ship's property management system, V7. HAL plans to install Fidelio Cruise on all Vista class ships and then convert the entire fleet.

NAVY NEWS

Vaandeluitreiking marine uitgesteld



Op verzoek van de Koninklijke Marine is de vaandeluitreiking door Hare Majesteit de Koningin in de Marine Kazerne Willemsoord te Den Helder, die vrijdag 19 april zou plaatsvinden, uitgesteld. Dit naar aanleiding van het plotselinge overlijden van vice-admiraal L.L. Buffart, Commandant der Zeemacht in Nederland, tevens Admiraal Benelux.

De Koningin zou het vaandel uitreiken aan de Groep Eskader Schepen van de Koninklijke Marine. Tevens zou het luchtverdedigings- en commandofregat De Zeven Provinciën in dienst worden gesteld.

Curriculum Vitae

Commandant der Zeemacht in Nederland/Admiraal Benelux

Vice-admiraal L. L. Buffart

Begon zijn marineloopbaan in september 1965 op het Koninklijk Instituut voor de Marine (KIM) als adelborst voor de zeedienst. Na zijn benoeming tot officier in 1968, diende hij aan boord van de jagers

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Hr.Ms. Noord-Brabant en Gelderland en het fregat Van Speijk. In 1971 was hij zes maanden geplaatst aan boord van de USS Bigelow (DD 942) in het kader van een uitwisselingsprogramma met de U.S. Navy. In 1972 volgde hij de opleiding tot navigatie-gevechtinformatie officier en tevens de eerste opleiding tot commando centrale officier. In aansluiting hierop volgde de cursus tot fighter controller in het Verenigd Koninkrijk. Hierna volgden varende plattsingen aan boord van Hr.Ms. De Zeven Provinciën, Drenthe, Van Speijk, Poolster en Tromp.

In 1979 werd hij voor een periode van drie jaar geplaatst in Engeland bij de staf van de School of Maritime Operations, HMS DRYAD, bij de opleiding van Britse commandocentrale-officieren. Na terugkeer in Nederland in 1982 werd hij geplaatst aan boord van Hr.Ms. De Ruyter en vervolgens op de Tromp, eerst als scheepsofficier en van januari 1984 tot oktober 1985 als stafofficier operaties van het Eskader. Na een jaar plaatsing bij het Analyse en Tactisch Centrum in Den Helder werd hij commandant van Hr.Ms. Bloys van Treslong van oktober 1986 tot november 1988.

Daarna volgde tot juli 1992 een plaatsing bij het Ministerie van Defensie bij het Directoraat-Generaal Materieel. Vanaf augustus 1991 volgde hij een studie van een jaar aan het US Naval War College Newport (RI) in de Verenigde Staten. Na terugkeer in Nederland werd hij belast met het commando over het Fregattensquadron.

In mei 1994 werd hij als commandeur Chef Staf van de Commandant der Zeemacht in Nederland, en vrij snel daarna, in 1995, Sous Chef Plannen van de Marinestaf. Op 7 maart 1996 werd hij bevorderd tot Schout-bij-nacht en benoemd tot Plaatsvervangend Bevelhebber der Zeestrijdkrachten. In augustus 1999 werd hij bevorderd tot Vice-admiraal en nam hij de taken van Commandant der Zeemacht in Nederland en Admiraal Benelux op zich

Last lost ship of war remembered

The crew of a German U-boat lurking off Chebucto Head believed it was kill or be killed when they heard the pinging of a sonar signal bouncing off the hull of their submarine.

The sub fired a torpedo that sank HMCS Esquimalt nine kilometres off Halifax — it was the last Canadian warship lost in the Second World War. Of the minesweeper's 70-man crew, 44 sailors died in the frigid water, 57 years ago today.

"We were still at war, and we were more or less fighting for survival," Werner Hirschmann, chief engineer aboard the German sub, said yesterday.

Now 79 and living in Toronto, Hirschmann said, given the chance, he's sure HMCS Esquimalt's crew would have sunk his sub.

But, as it turns out, Hirschmann has learned from speaking with Esquimalt survivors that the minesweeper's crew didn't actually know the submarine was there until it was too late.

"I feel sorry for what I put them through," he said.

"On the other hand, I do not feel sorry for what I did, for the very simple reason that I did exactly the same as they did: we did our duty."

Hirschmann's sub, U-190, had been submerged for more than three weeks off Halifax before the sinking.

"There wasn't really much hope of winning the war, even when we left Germany in February (1945)," he said. "But, on the other hand, as professional soldiers, that was none of our concern."

DAILY SHIPPING NEWSLETTER

Navy veterans will mark the sinking today with a 2 p.m. graveside service at Camp Hill Cemetery. Albert Kynman, HMCS Esquimalt's coxswain, was buried there because the navy couldn't find his relatives.

Kynman, who had emigrated from England just before the war, would have been about 35 when he died, said his nephew, George Kynman, who lives in Selkirk, Manitoba.

"Really, it was just terribly bad timing for him," he said. "Because the war did end almost immediately after his ship was sunk."

Sank in less than four minutes

Sailors couldn't scramble into lifeboats because HMCS Esquimalt sank in less than four minutes without a chance to alert rescuers.

Six hours later, the minesweeper HMCS Sarnia picked up 26 survivors and 16 bodies. The rest went down with the ship.

Hirschmann's sub surrendered to Canadian warships that May. He spent the next year in an Ontario prisoner-of-war camp.

Hirschmann — who immigrated in 1962 to teach computer science at the University of Toronto — now counts several Esquimalt survivors as close friends.

"There's a tremendous bond between sailors and it doesn't really matter very much which nationality we belong to, or whether we were enemies or not," he said.

"For sailors, the Number 1 enemy is, more or less, the sea."

MOVEMENTS SEAWAY FALCON



DAILY SHIPPING NEWSLETTER

The **SEAWAY FALCON** arrived at the Burullus field late Thursday evening. And started laying 10 inches pipe Tuesday April 16th, Close to the Falcon is the "**Seaway Explorer**" working. At the field for supplies is the **STIRLING SPICA** available.

(Photo / text : Oddgeir Refvik 2nd Engineer "Seaway Falcon")

HEEREMA UNITS

BALDER

The BALDER completed her first job and is at present stand by at anchor near Fourchon.

HERMOD

The Hermod finished her job for Pemex / Combisa, at the PEMEX field near CD del Carmen.

The Hermod will go to Fourchon in tow of the **Alphonse Letzer** and the **President Hubert**, after some maintenance the Hermod will commence work near Fourchon

THIALF

The Thialf completed the installation of the G17 Platform of Gaz de France in the Dutch sector of the Northsea and is at present enroute to Stavanger in tow of the **Husky** and the **Retriever** for trials with the new thrusters.

Supporting units

ALPHONSE LETZER

The Alphonse Letzer is the assisting vessel for the Hermod, the **SMIT HUNTER** is doing the anchor works

PRESIDENT HUBERT

The President Huibert is enroute to the Hermod

Info courtesy of Arno Post – Storekeeper o/b Balder

RIJNMOND WEATHER

donderdag 18 april

Het fietsweer om 9 uur 's ochtends is redelijk:

temperatuur: 8 graden

kans op neerslag: 25%

wind: zwak (7 km/u) uit Z

Het fietsweer om 5 uur 's middags is matig:

temperatuur: 10 graden

kans op neerslag: 40%

wind: matig (18 km/u) uit WZW

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**

