

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 19-02-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Fishermen call for navy's help in search



Lifeboats took part in the two-day search

Families and fishermen in County Down have called on the Royal Navy to join the search operation for a fishing boat which has been missing for three days.

The coastguard ended its search for the eight-year-old boy, his 32-year-old father and 54-year-old grandfather on Saturday, but local boats have continued searching on

Sunday.

The Tullaghmurray Lass was expected back in Kilkeel on Friday, but failed to arrive.

A major air and sea rescue operation was mounted for the three crew, who all bear the name Michael Greene.

"What we desperately need is the capability that the Royal Navy have in order to come in with search facilities like underwater, remotely operated vehicles,"

"That is what is needed at this moment in time before the weather possibly breaks at the start of the week.

"Urgency is of the utmost priority here."

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The 12 foot vessel, was due to be taken out of service next month under a government decommissioning scheme.

Mystery

The agriculture minister, Brid Rodgers, who has responsibility for the province's fisheries department said her officials would do all they could to find out the cause of the tragedy.

Friends said it was a mystery how the boat disappeared beneath the waters which were calm at the time.

The elder man's brother, Gabriel, said the family was devastated.

An air and sea rescue operation, involving two helicopters and up to 25 boats from the Kilkeel fleet continued throughout Friday in a bid to find the missing vessel.

Alex Slater, from the Fishermen's Mission in Kilkeel, who visited the two homes, one in the tiny village of Ballymartin and the other just outside Kilkeel, said family members feared the worst.

Stricken cargo ship towed to port



A cargo ship which spilled hundreds of pieces of timber on to the shore when it grounded two weeks ago, is being towed in to port.

The 6,300 tonne Maltese-registered **Kodima** beached on February 2 in gale force conditions at Whitsand Bay, Cornwall.

She was on her way from Sweden to Libya.

The ship was refloated on Saturday and is being towed by tug towards Falmouth in Cornwall where

she is due to arrive at 7.30am.

The bid to refloat the Kodima took 14 days because of bad weather hampered the operation.

Robin Middleton, the secretary of state's representative for salvage and intervention, said the Kodima will be inspected at Falmouth and, if considered safe, will be allowed to berth there.

The 4,000 cubic metres of timber planks which were hurled ashore sparked a "wrecking frenzy" with people flocking to claim pieces for their own use.

They were warned they faced prosecution unless they reported their finds to the Receiver of Wrecks.

Contractors were eventually brought in to clear the mass of timber from the shore.

Zeeliedenvakbond wijst op risico's van goedkoop vlagland

DEN HAAG - Nederland dreigt een goedkoop vlagland te worden voor zeeschepen. De zeeliedenvakbond FWZ vreest dat dit het gevolg zal zijn van de nieuwe Wet publiekrechtelijke registratie zeeschepen, die het kabinet onlangs aan de Tweede Kamer heeft aangeboden.

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Volgens die wet is het mogelijk dat schepen in Nederland worden geregistreerd, terwijl de schepseigenaar in Nederland alleen een kantoor heeft met twee werknemers. Dat kantoor moet `de volle verantwoordelijkheid` dragen voor veilige vaart ter zee en het nautisch, technisch en bemanningsbeheer. De wet schrijft echter niet voor, stelt de FWZ, dat dit beheer ook feitelijk in Nederland gebeurt. Hierdoor dreigen brievenbusmaatschappijen te ontstaan.

De FWZ vraagt zich in een brief aan de Tweede Kamer af welk Nederlands belang daarmee is gediend, behalve dat de Nederlandse vloot op papier groter wordt. Als de wet ongewijzigd door de Kamer wordt goedgekeurd, is een logisch gevolg dat de Internationale Transportarbeiders Federatie (ITF) de Nederlandse vlag gaat aanmerken als een goedkope vlag, waarschuwt de vakbond. Nederland zou zich dan scharen onder goedkope vlaglanden als Panama, Liberia, Malta, Bermuda en Cambodja, die in scheepvaartwereld slecht bekend staan.

De nieuwe wet voor de registratie van zeeschepen lijkt een logisch vervolg op het besluit van het kabinet om ook niet-Europeanen op Nederlandse schepen toe te laten als kapitein. Omdat er een tekort aan gezagvoerders dreigt. Veel officieren op Nederlandse schepen komen al van buiten de Europese Unie. Het ligt daarom voor de hand, vindt het kabinet, het feitelijk personeelsbeheer in de landen van herkomst van die zeevarenden onder te brengen. De FWZ, als belangenbehartiger van Nederlandse zeevarenden, ziet de bui al hangen. De deur gaat ver open voor buitenlandse officieren en de arbeidsmarkt voor Nederlandse zeelui verslechtert

Antilliaanse kustwacht onderschept 100 kilo coke

WILLEMSTAD (ANP) - De Antilliaanse kustwacht heeft in de nacht van vrijdag op zaterdag voor de kust van Curaçao een transport van 100 kilo cocaïne onderschept. Drie Venezolanen zijn aangehouden.

Rond middernacht signaleerde een Orion van de Kustwacht een speedboot. Ter hoogte van de zuidelijke baai van Caracas werd een snelle rubberboot ingezet die de verdachte boot achtervolgde. Beide boten kwamen met elkaar in aanvaring, waarbij een van de Venezolanen ernstig gewond aan zijn arm raakte.

Na de aanvaring zijn de drie Venezolaanse mannen uit het water gehaald. De kustwacht trof vier balen van ieder 25 kilo cocaïne aan en acht vaten met brandstof.

De gewonde Venezolaan is naar het ziekenhuis gebracht. De andere twee verdachten zijn aan justitie overgedragen. De speedboot van de smokkelaars is na de aanvaring vrijwel direct gezonken

Javazee nog één keer in Breskens



Afgelopen weekend kondende Bressiaanders in de haven van Breskens nog even genieten van hun oude reddingsboot, de Javazee. Het schip had tijdelijk de Zeemanshoop vervangen, die een onderhoudsbeurt kreeg. Maandag heeft de Zeemanshoop de taken weer overgenomen.

De Javazee werd in 1967 door, toen nog Koningin Juliana, gedoopt en deed dienst in Breskens tot 1990. Bij veel spectaculaire reddingsacties, waaronder bij de ramp met de Harold of Free Enterprise in 1987, was de boot ter plaatse.

Het schip werd in 1990 vervangen door de Prinses Margriet. In oktober 2000 kwam een van de meest moderne schepen van de Koninklijke Nederlandse Reddingmaatschappij, de KNRM, naar Breskens,

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de Zeemanshoop. Deze moest kortgeleden goed nagekeken worden.

"Het schip was toe aan een garantiebeurt", vertelt schipper Harry de Lobel. "Hiervoor moest het even terug naar de werf in Hindelopen en moest de Javazee even de honneurs waarnemen op haar oude stek."

De Zeemanshoop is gekeurd door de scheepvaartinspectie en heeft alle tests goed doorstaan. "Deze beurt was tevens gelegenheid voor ons om een aantal kleine veranderingen aan te laten brengen. Hier een lampje extra, daar een deur die net anders moest scharnieren, allemaal kleine dingen die het werk aan boord vereenvoudigen", weet Lobel.

De Zeemanshoop werd gisteravond terugverwacht in de haven van Breskens. Maandagmorgen zal de Javazee misschien wel voor de laatste keer vertrekken uit Breskens. In de haven van IJmuiden heeft het schip voor het hoofdkantoor van de KNRM een vaste plek als reserveboot van de vloot van reddingsschepen.

Thai customs detain Singapore ship

THAI customs officials say they have uncovered a fraud in gasoline transport by the country's biggest oil company, Petroleum Authority of Thailand, by using two ships to carry the same cargo. The Singapore-flagged **Asean Promoter** allegedly re-loaded 41,000 m³ of gasoline being carried by the Hong-Kong registered **Mandalay** while at sea, and the gasoline was taken to Kao Borya jetty in Sriracha on January 29 for "re-import." Custom officials have detained the Asean Promoter along with the cargo. The exercise was apparently aimed at avoiding Tbt500M (\$11M) in customs duties. Petroleum Authority of Thailand, Thailoil and Trafigura Beheer, which are responsible for the cargo, have denied the allegations, saying that they were following normal practice by blending the oil in Singapore for use in Thailand. A spokesman for Samta Shipmanagement in Singapore, which manages the Asean Promoter, confirmed to Fairplay that investigations were on, but said they were not involved as the ship was on charter.

CASUALTY REPORTING

Refloating attempt for Panamanian bulker

An attempt to refloat bulk **JODY F. MILLENIUM**, grounded off Gisborne, will be made on Wednesday (Feb 20), the Maritime Safety Authority said today. The vessel ran aground almost two weeks ago in five-metre swells off Waikanae Beach in Gisborne and subsequently began leaking fuel oil into the sea from a ruptured tank. Attempts to shift the vessel have failed but tugs and barges from as far away as Nelson and Melbourne have now arrived in Gisborne to help with the salvage.

ANNIKA L. (Antigua & Barbuda)

London, Feb 14 — Following received from Curacao RCC, timed 2100, UTC: On sailing from Cartagena, Colombia, on Jan 20, general cargo *Annika L.* (6358 gt, built 1997) sustained turbo-charger damage. Tug *Zeus* was contracted and towed *Annika L.* into Willemstad Roads this morning. CPA tugs towed *Annika L.* into Willemstad, where she was made fast at 1245, this afternoon. Repairs are expected to take five days.

ARDEAL (Romania)

Mongla, Feb 3 — The berthing schedule issued by the Mongla Port Authority, dated Jan 31, states: General cargo *Vishva Kaumudi* and general cargo *Ardeal* are still at Mongla. *Vishva Kaumudi*, at Berth M-3 is reported to be under arrest by consignees, while *Ardeal* is reported to have been abandoned by her crew since Dec 14, 2000. — Lloyd's Sub-agents.

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BLUE RIDGE (U.S.A.)

Vancouver, Feb 14 — Tank *Blue Ridge* (24348 gt, built 1981) arrived Anchorage Bravo, Vancouver, 0139, today, for repairs. — Vancouver Port Authority. (Note — Understood *Blue Ridge* sustained propeller damage Feb 11. Vessel sailed Martinez Feb 7, arrived Port Angeles Feb 10 and sailed Feb 13 for Vancouver.)

CELESTIAL DAWN (Republic of Ireland)

London, Feb 15 — Following received from Coastguard Valentia MRSC, timed 0930, UTC: Fishing *Celestial Dawn* is still aground in the same position. Assessors visited the vessel yesterday. Understand salvors from Belgium have been contracted to refloat the vessel and are expected on scene about Feb 19. The fuel oil remaining on board will be pumped out prior to any refloating attempts.

COSMEA (Germany)

Szczecin, Feb 14 — General cargo *Cosmea* sailed Szczecin Feb 13 for Estonia. — Lloyd's Agents.

DUYEN PHAT 01 (Vietnam)

London, Feb 17 — Following received from Singapore Port Operations, timed 0230, UTC: Vessel *Duyen Phat 01*: Salvage operations are still in progress.

GERMAN TRADER (Liberia)

London, Feb 15 — Following received from the operators of chem.tank *German Trader*, dated Flensburg today: *German Trader* refloated on the next high tide following her grounding. She was inspected by divers as per instruction from classification society and was found to be undamaged. She has already continued her voyage.

GOLDEN BOY II (U.K.)

London, Feb 15 — Following received from Coastguard Humber MRSC, timed 0900, UTC: Fishing *Golden Boy II* (48 gt, built 1966, call sign MRMU), five people on board, took on water and sank in lat 55 27N, long 00 57W at 1313, UTC, Feb 14. All crew rescued.

London, Feb 15 — A press report, dated today, states: Five fishermen were saved from their boat after she started sinking rapidly yesterday. The Stornoway-registered fishing *Golden Boy II* began taking on water 22 miles off the Northumberland coast. A nearby fishing vessel picked up a distress signal and raced to the scene to rescue the fishermen from their 65-foot vessel. A Coastguard spokesman said the crew, all from Seahouses, Northumberland, were safe and well and were due to be landed ashore later in the day.

London, Feb 16 — A press report, dated yesterday, states: Five crewmen have been rescued from their fishing *Golden Boy II* after she started sinking rapidly off the Northumberland coast. The crew, from Seahouses, in Northumberland, were saved by a passing vessel after the incident 22 miles out to sea. The Maritime and Coastguard Agency says it is unclear what caused the vessel to sink. The crew of the vessel, sent out a distress signal which was picked up by nearby fishing *Radiant Morn*. A Royal Air Force rescue helicopter from RAF Leconfield was scrambled but turned back by Humber Coastguard who said the vessel was taking in water at such a rate that the helicopter's pumps would not have been enough to save it. The RNLI lifeboat *Amble* is still at the

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scene collecting wreckage from the area where the *Golden Boy II* sank to a depth of 78 metres. Humber Coastguard Watch Assistant Wayne Armstrong said: "Many thanks are due to the fishing vessel *Radiant Morn* for her swift arrival on scene and thankfully all the crew from *Golden Boy II* are safe and well and will be landed ashore later."

HENG SHAN (Panama)

Bucharest, Feb 15 — Bulk *Heng Shan* is still under repair at Mangalia. — Lloyd's Agents.

JODY F. MILLENNIUM (Panama)



London, Feb 17 — A press report, dated today, states: A second ocean going tug is due to arrive in Gisborne today to help salvage bulk *Jody F. Millennium*. The 65-tonne tug *Kerra* will arrive from Melbourne to join the *Pacific Chieftain* in attempting to pull the *Jody F. Millennium* away from her position, wedged into a sandbar alongside Gisborne's main beach. Salvors will today connect both tugs to the vessel and start turning her to face out to sea in preparation for a refloating attempt. All but

a few tonnes of oil are now secure in the log carrier's upper tank and weather conditions today are forecast to improve. Meanwhile the Maritime Safety Authority says its investigation into the grounding of the stricken vessel cannot be rushed. MSA director Russell Kilvington says despite rumour and speculation about who is to blame, the investigation will be carried out in a totally professional manner. Mr Kilvington says a senior accident investigator is independently working on the case and is under no pressure to come to any conclusions. He says if it turns out someone needs to be held accountable, then that will happen.

KODIMA (Malta)

London, Feb 14 — Following received from Coastguard Brixham MRSC, timed 1530, UTC: General cargo *Kodima* remains aground in the same position. Wijsmuller Salvage have been on board the vessel today, preparing her for refloating. A light sheen was reported from the vessel's engine-room at the last high tide. (See issue of Feb 12.)

London, Feb 15 — General cargo *Kodima* is due to be refloated by Wijsmuller personnel tomorrow afternoon. Earlier attempts to salvage the vessel were hampered by appalling weather conditions, and more recently, sightseers have also posed problems. An exclusion zone has been declared, banning other craft from going within 1,000 m of the vessel which was driven ashore in gales on Feb 2. Aircraft flying below 3,000 feet within three miles of *Kodima* have also been banned. Thousands of tonnes of pine planking from her deck and holds continue to wash ashore.

London, Feb 16 — A press report from The Maritime & Coastguard Agency, dated yesterday, states: Salvage plans to refloat general cargo *Kodima* are set to take place around midday tomorrow and is expected to refloat during the afternoon. The salvor's Naval Architect's calculations have formed the basis of the detailed plan for preparation, refloat, stabilisation and passage plans, now accepted by the Secretary of State's Representative for Salvage and Intervention (SOSREP). Preparations are currently being concluded and the final operation will involve pumping the onboard sea water from hold

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No.3 and the engine-room, using ballast area to starboard and the double bottom tanks for stability. At which point the vessel will float. Further pumping will then reduce the water levels in the other holds. The MCA's Principal Counter Pollution and Salvage Officer, Alison Dehrmann says: "This has been a drawn out operation mainly due to weather conditions, however we will have favourable weather conditions for this operation on Saturday and foresee a successful conclusion for this incident. "As always contingency plans are in place, which have involved transporting the MCA counter pollution stockpiles from Milford Haven to the scene, and the salvors have dispersant spraying equipment onboard the standby tug *Battelaxe*, all of which are ready to deploy should the need arise." Once the vessel is refloated the tug *Sigyn* will reconnect a line to the *Kodima* and tow the vessel direct to Falmouth. Mark Sansom, Harbour Master at Falmouth comments: "We will undertake an inspection of the vessel whilst she is in Falmouth Bay and, if found to be in a satisfactory condition, the *Kodima* will then berth alongside Queens Jetty." An air exclusion zone remains in place and a temporary sea exclusion zone of 1000m radius has been established. The Maritime and Coastguard Agency's counter pollution aircraft will overfly the area on Sunday (Feb 17) for a final check.

London, Feb 16 — Following received from Coastguard Brixham MRSC, timed 1815, UTC: General cargo *Kodima* was refloated at 1720, UTC, and has been taken in tow for Falmouth.

London, Feb 16 — Following received from Coastguard Brixham MRSC, timed 2059, UTC: General cargo *Kodima*, in tow of tug *Sigyn* and with tug *Battleaxe* in attendance, was in position lat 50 17.7N, long 04 23.4W, at 2000, UTC, course 240 deg, speed 2.5 knots, destination Falmouth.

London, Feb 17 — A press report, dated Feb 16, states: General cargo *Kodima* has been successfully refloated. The vessel is to be towed to Falmouth. She will be inspected in Falmouth Bay and, providing there is no risk of pollution, berthed alongside Queens Jetty. Meanwhile, a warning has been issued because part of the timber cargo that washed ashore from *Kodima* has been washed back out again. The wood may be a navigation danger for vessels in the area off the south coast on the western approaches to Plymouth. Brixham coastguards are using regular navigation warning broadcasts to highlight the danger.

London, Feb 17 — Following received from Coastguard Falmouth MRCC, timed 1130, UTC: General cargo *Kodima* is now alongside at Falmouth.

LEVERKUSEN EXPRESS (Germany)

Paris, Jan 25 — Thirty-seven containers were lost overboard and important damage sustained to several others while c.c. *Leverkusen Express* (53783 gt, built 1991) was on voyage from Antwerp and Le Havre to the United States. — CESAM. (Note — *Leverkusen Express* sailed Le Havre Jan 17, called Halifax Jan 23 and arrived New York Jan 26.)

LINK TRADER (St. Vincent & Grenadines)

Santander, Feb 14 — General cargo *Link Trader*, while entering Santander port from Leixoes, in ballast, grounded today on a sandbank at the port entrance, cause unknown. Refloating of the vessel will be attempted on this evening's high tide. — Lloyd's Agents.

London, Feb 15 — Following received from Madrid MRCC, timed 1205, UTC: General cargo *Link Trader* was refloated early this morning and is now at Santander.

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Santander, Feb 15 — General cargo *Link Trader* refloated today with the assistance of local tugs *Escorta*, *Trhes* and *Nuheve*. It is reported that *Link Trader* has lost her rudder plate. — Lloyd's Sub-agents.

MING ZENITH (Singapore)



Port Said, Feb 17 — C.c. *Ming Zenith* discharged 70 containers onto c.c.c. *Hamburgo*. Tugs succeeded in refloating the vessel at 1520, Feb 13. Suez Canal Authority divers' inspections revealed no damages sustained. Seaworthiness certificate issued by class surveyor and vessel resumed her passage at 1700 hrs bound for Singapore. — Lloyd's Agents.

OOCL EUROPE (Liberia)

Paris, Jan 29 — C.c. *OOCL Europe* (36606 gt, built 1997), during voyage Hamburg, Rotterdam, Antwerp, and Southampton for New York sustained damage to several containers and some others were lost overboard. — CESAM. (Note — *OOCL Europe* sailed Southampton Jan 20 arrived New York Jan 30 and sailed Feb 4.)



PAK ONE

London, Feb 17 — A press report, dated today, states: Environmentalists and tour operators yesterday launched a "save the lpg *Pak One*" movement in opposition to the Navy's plan to blow up the drifting vessel saying the floating wreck should be towed to a spot off Rayong first and then gently submerged as a deep-diving tourist attraction. The groups offered Bt1.4 million for the salvage operation. The mass of metal partially sticking up above the surface like an iceberg poses a danger to shipping, as her load of liquified natural gas could explode in a collision. Concerned parties at a meeting last Friday (Feb 15) considered how to sink the vessel at her present location, finally deciding on the Navy detonating her. The vessel's owner and its insurance company would compensate the Navy for the sinking operation, the meeting concluded. Several travel agents and environmentalists yesterday expressed disappointment with the idea, claiming it "lacked vision". Diving instructor Steve Burton of Mermaid Dive Centre in Pattaya said it would be a waste as the vessel was unique and had been popular with foreign divers for years. A Rayong tourism official said the vessel had been a tourist attraction for seven years now, earning lots of foreign exchange for the country. It should be developed for tourism purposes instead of letting it become underwater garbage, he said. A senior Navy officer said all choices were possible depending on the policy of the government. However, safety should be the first priority, he said. Naphan Sewikul of a shark and whale conservation group said that technically there should be a way to convert the vessel for tourism while

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maintaining strict safety measures. The group agreed to chip in Bt200,000 for the operation with the Tourism Authority of Thailand approving Bt1.2 million.

PARMA (Antigua & Barbuda)

Flushing, Feb 15 — General cargo *Parma* heaved up anchor at 2117, local time, yesterday and passed Flushing roads at 0024, local time, today, bound for Wandelaar. — Shipping & Signalling Services NV.

PRINCESA TEGUISE (Canary Islands)



Las Palmas, Feb 14 — Twelve minutes after departing Las Palmas Feb 10, hydrofoil *Princesa Teguisse* (210 gt, built 1991) was struck by heavy waves and came to a sudden stop. Because of both the impact and the sudden stopping from a speed of 40 knots, some passengers were injured and the vessel was damaged. Urgent medical assistance and tug assistance were requested. Tug *Benicadell* came alongside the *Princesa Teguisse* and made her fast for towing. During the early evening, disembarkment of the passengers took place. This task was assisted by the medical and emergency teams of the Canary Service of Urgencies of Las Palmas. The injured were distributed between the several public and private medical centres of Las Palmas. — Lloyd's Agents.

RIMA S. (Syria)

Ymuiden, Feb 15 — On Jan 24, c.c. *Rima S.* was put aground by her master on the Tunisian coast near Cape Bon to prevent her from sinking. The vessel sustained severe damage due to a collision with another vessel. Wijsmuller Salvage was appointed to salvage the vessel together with Tunisian authorities. Wijsmuller salvage experts found all double bottom tanks on port side breached and three of the four holds flooded. A thick layer of oil was observed in Nos 2 and 4 holds due to leakage from one of the fuel oil bunker tanks. To prevent environmental damage, salvage experts pumped the heavy oil from the damaged tank into a sound bunker tank. A skimmer was used to remove the oil found in the holds. Based on inspection executed by Wijsmuller Salvage divers, it was decided to repair the tank top and the outer shell plating of the holds in order to refloat the vessel. Due to a change in the weather conditions, the salvage experts were forced into a race against the clock. As a result the initial plan to remove all bunkers prior to the refloating attempt had to be adjusted in order to refloat the vessel before arrival of the expected storm. With the assistance of local authorities the operation was completed just in time.

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Vessel was refloated Feb 6. Tug *Typhoon* towed the vessel to Malta assisted by two local tugs. On Feb 8, vessel redelivered to her owners in Malta. — Wijsmuller Salvage BV.

SHETLAND TRADER (U.K.)

London, Feb 16 — Following received from Coastguard Shetland MRSC, timed 1232, UTC: General cargo *Shetland Trader* (909 gt, built 1980), Lerwick for Thames cargo stone, reported engine problems in lat 59 40N, long 01 10W, at 0811 today. Wind south-west 6 (strong breeze) to force 8, gale. Master of vessel reported to Shetland Coastguard that they were stopped in the water because of overheating in the gear housing which attributed to clutch slippage due to heavy weather. Vessel was 15 nautical miles north-east of Fair Isle and drifting 060 degs at two knots. At 0835 hrs the vessel was underway returning to Lerwick making seven knots at reduced revs to minimise friction on the clutch plates. Vessel arrived safely alongside Lerwick harbour at 1212 hrs.

STAFF SGT EDWARD A.CARTER JR. (U.S.A.)

London, Feb 15 — A press report, dated Feb 13, states: Video shown at a new hearing into the cause of a fatal fire on ammunition cargo vessel *Staff Sgt. Edward A. Carter Jr.* showed a clogged fuel oil pipe, but it hasn't been determined if overflow from the pipe caused the fire. The Coast Guard reopened its hearing Tuesday (Feb 12) into the fire last summer on board the vessel. The fire broke out while the vessel was docked at Sunny Point Military Ocean Terminal. The terminal is on the Cape Fear River near Southport. Two crewmen on board the vessel were killed. Coast Guard investigator Lt. Cmdr. Rick Raksnis said he reopened the hearing, which had concluded in August, after getting new evidence from more testing on the vessel. Nine witnesses were called for the new hearing. A report is expected by the end of March. Coast Guard Chief Warrant Officer John Gonzales, an investigator with the Marine Safety Office of Hampton Roads, Va., showed video of pipes in the vessel. A scope camera showed a few pipes lined with a chalky debris and, in some portions, dark-colored residue believed to be heavy fuel oil. The tiny camera revealed one of the vent lines was completely blocked by debris about 14 feet into the pipe. "It certainly offered a restriction in that piping system because it was solid and it was not maneuverable," Gonzales said. The clogged pipe may have forced fuel into overflow vent lines, he said. But investigators have not determined whether that may have contributed to the cause of the fire. During the hearing in late July and early August, several experts testified that the fire may have ignited from fuel leaking onto an insulated auxiliary boiler. A witness with the Marine Safety Lab in Groton, Conn., said a substance on the insulation was heavy fuel oil. The source of the fuel oil hasn't been determined. (See issue of Feb 8.)

SUN (Malta)

London, Feb 16 — A press report, dated yesterday, states: Bulk *Sun* carrying 56,000 tons of steel that ran aground twice in the Delaware River is holding up major vessel traffic. It may take a week to lighten the vessel and then move her to its destination, Coast Guard officials said. The vessel remained aground last night on the Pennsylvania side of the river. The vessel was resting parallel to the channel after sustaining an apparent gash in the front section, but her watertight doors were holding. Large seagoing vessels were not being allowed through the area because of fears that their wakes could cause additional damage to the vessel, officials said. The accident held up at least three other large vessels - one at the Novolog docks and two others also bound for the Novolog docks but which were at the Mantua Creek anchorage near Paulsboro. "Right now, the plan is to off-load at least 3,000 tons of the 56,000 tons of steel cargo onto barges that have a draught of about 20 to 25 feet," said Coast Guard spokesman Lt. Cmdr. David Ford. That would allow the vessel to rise enough to clear the underwater banks of the river's channel.

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"They're going to need a crane on a barge for that," Ford said. It may take two to three days for this equipment to arrive, and another two to three days to unload the vessel, he said. The Army Corps of Engineers sent a survey vessel equipped with sonar to determine whether part of the channel had become blocked by shoals or debris. Results are expected today. The vessel first ran aground off Hawk Island about 1430, Tuesday (Feb 12) en route to the upriver Novolog distribution facility. The apparently developed a rip in her plating but it is not clear when this occurred. "It appears that it ran aground on its starboard side," Ford said. The vessel suddenly took on river water in her bow and in two of her ballast tanks, making the bow lower than its stern. That made it almost impossible to manoeuvre the vessel. Two tugboats pulled her free, but she then hit the the Pennsylvania side of the channel. Steel plating fractured and the vessel began taking on water. The vessel's first three watertight compartments - an area known as the forepeak and two bilge compartments - flooded, causing the bow to push down into the channel bank, Ford said. The fact that three compartments flooded suggests the vessel "could have a long gash in it," Ford said. The Coast Guard's Marine Safety Office in Philadelphia is investigating the accident. No injuries were reported. Ford said the owner of the vessel is soliciting bids to move and repair the vessel once she is refloated. The Coast Guard will have to approve the plan by the salvage company before she can be moved, Ford said. "Repairing the ship probably will have to wait until the ship is moved to the Novolog docks," Ford said. "They could send divers into the ballast tanks to make repairs from inside, but that would be very dangerous. The best bet is to wait until the vessel is docked and unloaded, so that divers can attack the hole from the outside." (See issue of Feb 15.)

THOR SIMBA (Isle of Man)

London, Feb 16 — Following received from Australia MRCC, timed 0155, UTC: General cargo *Thor Simba* (4366 gt, built 1984) broken down due to steering failure in lat 14 52S, long 116 15E at 2356, UTC, Feb 15. (Note — *Thor Simba* sailed Singapore Feb 11 bound Dampier.)

London, Feb 17 — Following received from Australia MRCC, timed 0600, UTC: General cargo *Thor Simba* was in lat 15 44S, long 116 25E at 0400, UTC, this morning, course 177 deg, proceeding at 3.3 knots. ETA Dampier 0400, local time, Feb 20.



ULSAN SPIRIT (Bahamas)

Abu Dhabi, Feb 14 — Tank *Ulsan Spirit* refloated 1030, local time, Feb 13 and shifted to outer anchorage. It is indicated that vessel will proceed to Dubai for underwater survey. — Lloyd's Agents.

VIENTO (Malta)

London, Feb 15 — Lloyd's Casualty representatives in Greece report: At 2245 hrs, Feb 14, a fire broke out in the engine-room of bulk *Viento* (14642 gt, built 1980) Argentina for

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Preveza, with a cargo of soya beans, while she was sailing 35 nautical miles west north-west of Kefallonia Island. The firefighting efforts were carried out by the vessel's crew with the use of carbon dioxide. The Ministry of Mercantile Marine immediately notified nearby vessels. Two patrol boats of the Coast Guard and the tug *Ermis* proceeded to the area to assist. At 0100, Feb 15, the master of the vessel advised the Ministry of Mercantile Marine that the fire had been extinguished. At 0305 hrs the 3rd Engineer who had suffered burns to his hands was transported by a Patrol Boat of the Coast Guard to the hospital of Lefkas island for medical attention. The remainder of the crew of 26 Ukrainians are in good health. *Viento* remained in the area awaiting tugs in order to be towed to Preveza. The weather in the area were prevailing winds of force 2 - 3 (light to gentle breeze). (Note — *Viento*, which sailed San Lorenzo, Arg, Jan 18 for Piraeus, subsequently passed Tarifa Feb 10.)

London, Feb 15 — Following received from Piraeus RCC, timed 1035, UTC: Bulk *Viento* had fire in engine-room in approximately lat 38 37N, long 19 48E late last night. Fire has been extinguished and tugs are in position to tow vessel to Preveza. Tow has not yet started.

London, Feb 16 — Following received from Piraeus RCC, timed 1030, UTC: Bulk *Viento* is now at Preveza having been towed there by two tugs.

VISHVA KAUMUDI (India)

Mongla, Feb 3 — The berthing schedule issued by the Mongla Port Authority, dated Jan 31, states: General cargo *Vishva Kaumudi* and general cargo *Ardeal* are still at Mongla. *Vishva Kaumudi*, at Berth M-3 is reported to be under arrest by consignees, while *Ardeal* is reported to have been abandoned by her crew since Dec 14, 2000. — Lloyd's Sub-agents.

WAEL 4 (Syria)

London, Feb 15 — A report in today's issue of Newsfront states: As seas whip up, a number of tourist beaches on Crete are being threatened by oil pollution after general cargo *Wael 4* sank Feb 7 four miles off the south-west coast of the island. The vessel ran aground and was damaged when trying to smuggle 203 illegal immigrants into Greece. The master and his 10 crew, all Syrians, were arrested and subsequently sentenced to 10 years imprisonment each, and the vessel was confiscated. The vessel sustained multiple cracks when she grounded. Although local authorities and residents had called for the removal of bunkers and lubricants prior to any other intervention, the vessel sank after developing a list while being towed to a safe anchorage for repair.

SHIPYARD NEWS

Navy warships order secures thousands of jobs

Thousands of jobs at shipyards in Glasgow and Southampton have been secured by an order for three new Royal Navy warships.

BAE Systems says a further three **Type 45 destroyers** will be built, adding to three previously ordered, taking the total value of the programme to £2 billion.

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Work will now be guaranteed to the end of the decade at BAE's yard at Scotstoun in Glasgow and at Vosper Thornycroft in Southampton.

Brian Phillipson, Group Managing Director of BAE's Sea Systems said: "The agreements set out a long-term future for warship building in BAE Systems and Vosper Thornycroft and secure a major part of the future surface

fleet for the Royal Navy.

The Type 45 Destroyer will provide the backbone of the Royal Navy's air defences for much of the first half of the 21st century.

Defence Procurement Minister Lord Bach witnessed agreement to build the new ships during a visit to the Scotstoun yard on the Clyde.

"The Type 45 contract, from the build of the first ship and throughout the entire programme, will provide a level of stability for the workforce on the Clyde we have not seen for many years," said Simon Kirby, Managing Director of BAE's marine division.

Jim Moohan, chairman of the Confederation of Shipbuilding and Engineering Unions in Scotland, welcomed the news and the job security it would offer workers on the Clyde.

He said: "The confirmation of six Type 45 destroyers worth over £2 billion was the best news to be received on Clydeside for a very long time.

"BAE Systems are now in the perfect position to secure the total order of 12 Type 45 destroyers worth approximately £5 billion. This news will secure the jobs for 1,500 on Clydeside and will in time create a need for further recruitment for the skills and experience required to meet this programme of work."

ROUTE, PORTS & SERVICES

Nieuwste attractie haven sneuvelt

Rotterdam - Ook de nieuwste Rotterdamse havenattractie, de zogeheten 'haven movie-ride', gaat er niet komen. De exploitant voor deze toeristische attractie heeft zich op het laatste moment teruggetrokken. De 'haven movie-ride' zou komen in de ruimte onder de noordelijke oprit van de Erasmusbrug, waar ook het nieuwe kantoor van de havenrondvaartrederij Spido komt.

Het terugtrekken van de exploitant betekent dat de derde toeristische havenattractie die voor Rotterdam is bedacht al vóór de opening is gesneuveld. Eerder zijn de World Port Experience en de Spido Plaze op dezelfde plaats al in de ontwikkelingsfase gesneuveld.

De 'haven movie-ride' had een drieluik moeten worden. Hoogtepunt zou de maritieme belevenis van de stad vanuit futuristische beweegbare stoel worden. De bewegingen zouden worden gekoppeld aan een

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videofilm die de toerist de haven laat beleven vanuit verschillende soorten schepen en waarbij de kijker door de combinatie van beeld, geluid en bewegingen zelf de lading of passagier zou zijn.

De gemeente Rotterdam had ruim twee miljoen euro in de nieuwe attractie willen investeren. Wat er nu met het project gaat gebeuren is nog niet bekend.

Gemeente Rotterdam wil oude RDM-terrein kopen

De Gemeente Rotterdam wil het voormalige terrein van de Rotterdamse Droogdok Maatschappij (RDM) in het Waalhavengebied overnemen van de huidige eigenaar Baris Beheer. De gemeente en Baris hebben de afgelopen tijd onderhandeld over de voorwaarden. Met de aankoop zou een bedrag van enkele tientallen miljoenen euro's zijn gemoeid. Het gemeentebestuur heeft aan de betrokken raadscommissies advies gevraagd over de aankoop. Als deze adviezen positief zijn, dan gaat er waarschijnlijk nog deze maand een voorstel naar de gemeenteraad, zo heeft de woordvoerder van havenwethouder Van Dijk bevestigd.

Over de bestemming van de terreinen is nog geen duidelijkheid. Het Gemeentelijk Havenbedrijf heeft nog geen concrete plannen met het gebied. Dat is een zaak van langere termijn, aldus de gemeentewoordvoerder.

Het terrein ligt pal ten noordwesten van de Hanno- terminal en de woonwijk Heijplaat. Ook de deelgemeente Charlois heeft zijn oog laten vallen op het ongeveer veertig hectare grote terrein. Charlois zou er een soort 'maritiem schiereiland' van willen maken, met plaats voor zowel watergebonden bedrijfsactiviteiten als woningbouw. Ook zou er een nationaal Transport Museum kunnen worden ondergebracht.

Het voormalige RDM-terrein is ernstig vervuild. Baris was van plan om het te ontdoen van vervuilde grond, maar was het niet eens met de milieu-eisen waaraan het van de provincie moest voldoen. Daarvoor spande het een spoedprocedure aan bij de Raad van State. Die doet over enkele weken uitspraak.

PSA Marine commissions harbour tugs for Singapore

MARINE service provider PSA Marine, a wholly-owned subsidiary of PSA Corporation, has commissioned four new tugs that will, with a bollard pull of 55-60 tonnes and a running free speed of up to 12 knots, be Singapore's most powerful harbour tugs to date. The new additions to PSA Marine's harbour tug fleet will be deployed for berthing and unberthing of Very Large Crude Carriers (VLCC) at Jurong Island's Fixed Berth Jetty.

Locally built at ASL Shipyard, the harbour tugs are specially designed for the handling of large vessels and comprise a mix of tractor and pusher tugs with 360-degree steerable rudder propellers. The manoeuvrable and powerful tugs will provide safe and efficient berthing operations at the new VLCC berths, according to the PSA. In addition, the tugs are well-equipped with fire-fighting apparatus, water curtains and oil dispersing gear for immediate mobilisation to combat marine emergencies.

Mr Sivarajan, managing director for PSA Marine, said: "With these new tugs, we will, amongst other things, be able to service the berthing operations of two VLCCs simultaneously. They will also be able to provide effective escort services for VLCCs and other very large vessels. The commissioning of these tugs ties in with PSA Marine's commitment to provide the latest in technology and equipment to ensure the highest service levels for our customers."

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The commissioning of the four new harbour tugs brings the fleet operated by PSA Marine throughout the region to a total of 79, of which 56 are harbour tugs. PSA Marine's existing fleet includes a variety of vessels such as salvage tugs, semi-submersible barges, heavy lift crane barges and support vessels for the offshore oil and gas industry.

NAVY NEWS



U.S. soldiers photograph the docking of the aircraft carrier **USS Kitty Hawk** as it moves towards the pier of the Changi Naval Base in Singapore in this March 22, 2001 file photo. The United States is rapidly increasing its military ties with countries across southeast Asia in an attempt to fight terrorism and promote regional stability.

Portugal's navy sees off cost-cutting plan

The leaders of Portugal's military forces are furious at a clumsy government attempt to confine naval patrol ships to port to save money.

Naval officers say the cost-cutting measure would leave the long Portuguese seaboard – a main European entry point for cocaine and hashish from Latin America – open for drug smugglers.

The uproar forced Rui Pena, the Defence Minister, to reverse the order on Thursday shortly after he issued it, but he said money would be taken elsewhere from military budgets.

"It's a total nightmare," said the former armed forces chief of staff Admiral Fuzeta da Ponte. "It means an absolute lack of security the length of our maritime frontier, and leaves it completely free for drug smugglers."

The Admiral-in-Chief, Vieira Matias, visiting the United States last week, said he was considering his position.

The dispute comes at a critical time for Portugal's enfeebled Socialist government, which has been forced to call an early general election next month. It also follows an embarrassing warning from EU partners that Portugal was losing control of public finances.

Eduardo Ferro, the Socialists' leader who took over after Antonio Guterres resigned in December, said the armed forces were exploiting their problems as an election gambit, and insisted the military must remain subordinate to political decisions. Admiral da Ponte condemned a loss of "military capability, sovereignty and national independence" and blamed Jorge Sampaio, the Socialist President.

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The Kursk nuclear submarine moves through the Barents Sea near Severomorsk in this 1999 file photo. The Russian Navy chief said Monday, Feb. 18, 2002, that the sinking of the Kursk nuclear submarine might have been caused by a practice torpedo with unstable fuel, and added that he had ordered the weapon taken off duty.

British troops 'invade' Spain



The marines, similar to these pictured, retreated when they realised their mistake

GIBRALTAR -- British troops temporarily invaded Spain when a landing exercise on Gibraltar went wrong.

About 20 Royal Marines landed in bad weather on a Spanish beach, thinking they were on British territory.

They hastily retreated after locals told them of their error. Gibraltar has been a contested area between London and Madrid for 300 years.

The two European Union and NATO allies -- once the greatest of foes -- are negotiating a deal to resolve their tussle over Gibraltar, which British marines seized from Spain in 1704.

Spain's foreign ministry played down the incident as a harmless error that would not undermine negotiations aimed at resolving

the Gibraltar issue.

"We are not going to protest. From our point of view the matter is closed," a Foreign Ministry spokesman said.

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A British Ministry of Defence spokesman told Reuters that two landing craft from **HMS Ocean** accidentally entered Spanish territorial waters and in bad weather one landing craft landed on the beach a few yards over the Spanish side of the border.

He added that it was the first time he had heard of such an error taking place during one of the frequent landing exercises.

"Clearly that is the end of the matter but obviously it is a situation we would rather not have taken place."

The two countries hope to reach a deal on the colony's future in the next few months but many of the 30,000 inhabitants of "The Rock," as the peninsula is known, say they will not accept any move towards Spanish sovereignty.

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

Colour code : Submarines NATO Squadrons Fleet Reviews			
19 Feb 02	HNLMS Urk	M 861	Ostende
19 Feb 02	HNLMS Scheveningen	M 855	Haringvliet
19 Feb 02	HNLMS Willem Van Der Zaan	F 829	St Maarten
20 Feb 02	BNS Wandelaar	F 912	Den Helder
20 Feb 02	HNLMS Bloys van Treslong	F 824	St Maarten
20 Feb 02	HNLMS Scheveningen	M 855	Den Helder
21 Feb 02	HNLMS De Zeven Provinciën	F 802	Amsterdam
22 Feb 02	HNLMS Witte De With	F 813	Souda Bay
22 Feb 02	HNLMS Bloys Van Treslong	F 824	Curacao
22 Feb 02	HNLMS Zierikzee	M 862	Bergen
22 Feb 02	HNLMS Walrus	S 802	Stavanger
22 Feb 02	HNLMS Buyskes	A 904	Den Helder
22 Feb 02	HNLMS Hellevoetsluis	M 859	Den Helder
23 Feb 02	HNLMS Tydeman	A 906	Den Helder
24 Feb 02	USS Donald Cook	DDG 75	Rotterdam
24 Feb 02	USS Hawes	FFG 53	Rotterdam
26 Feb 02	HNLMS Zierikzee	M 862	Kristiansand
01 Mar 02	BNS Belgica	A 962	Scheveningen
03 Mar 02	HNLMS Willem Van Der Zaan	F 829	Den Helder

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30 Apr 02	HNLMS Vlaardingen	M 863	Vlaardingen
24 May 02	HNLMS Harlingen	M 854	Dordrecht
07 Jun 02	HNLMS Maassluis	M 856	Sliedrecht
09 Jun 02	HNLMS Harlingen	M 854	Middelburg
28 Jun 02	HNLMS Tydeman	A 906	Terneuzen

12-14 Jul	Dutch National Fleet Days	Den Helder	
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AIRCRAFT / AIRPORT NEWS



Investigation into Qantas near-miss over Pacific

Australian airline Qantas is investigating an incident in which two jumbo jets were set on a collision course over a remote part of the Pacific Ocean earlier this month.

A Qantas spokeswoman has confirmed two aircraft under the direction of Tahiti air-traffic control were travelling at the same altitude on February the first.

She says the planes anti-collision software alerted the pilots and the two Captains were forced to take action to avoid a crash.

The spokeswoman says neither plane came closer than within 17 kilometres of each other on the same altitude, before separating to the minimum altitude distance of one thousand feet.

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RIJNMOND WEATHER

dinsdag 19 februari

9 uur 's ochtends :
temperatuur: 7 graden
kans op neerslag: 45%
wind: krachtig (45 km/u) uit W

5 uur 's middags:
temperatuur: 8 graden
kans op neerslag: 20%
wind: matig (28 km/u) uit W

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>