

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Sunday 19-05-2002



Marinefregat Hr.Ms. Van Galen naar Arabische Zee



Hr.Ms. Van Galen vertrekt op maandag (20 mei) om 12.00 uur voor een periode van zes maanden naar de Arabische zee. Het multipurpose-fregat vervangt **Hr.Ms. Philips van Almonde** in de operatie "Enduring Freedom" in het kader van de strijd tegen het internationale terrorisme.

Hr.Ms. Philips van Almonde verliet op 10 december vorig jaar de haven van Den Helder. Zij was de eerste Nederlandse militaire eenheid die in de strijd tegen het terrorisme werd ingezet. Na een missie van zes maanden in de Arabische Zee keert het schip nu huiswaarts, het schip heeft reeds het patrouille gebied verlaten en is momenteel op weg via Kaapstad naar Den Helder.

Hr.Ms. Van Galen vertrekt op Tweede Pinksterdag met 168 opvarenden. Het fregat wordt in het operatiegebied belast met het identificeren, monitoren en controleren van de scheepvaart.

EVENTS, INCIDENTS & OPERATIONS

More bad news for ECT

IN a further blow for Dutch container stevedore ECT, the New World Alliance has decided to transfer its Atlantic Pacific Express service from ECT to the Maersk Delta terminal in Rotterdam towards the end of this year. The move means a loss of about 80,000 TEU for ECT, which only recently lost the Alliance's China Express service to Antwerp. In a letter to the terminal's employees, ECT Delta terminal MD Jan Gelderland described the situation as "tragic and alarming". However, he told Fairplay that reports that a further 75-125 jobs could be lost, on top of the 350 already announced, were "mere speculation". No union spokesman was available for comment. ECT management is still reviewing the consequences of the latest news.

Philippine Coast Guard on the rack



Top : The Philippine Coast Guard vessel **DIOCORO PAPA** in the Port of Puerto Princessa – Palawan
Photo : Piet Sinke

ANGERED by two maritime disasters in a single month, Philippines president Gloria Macapagal Arroyo has ordered an inquiry into the role of the Philippine Coast Guard and warned that officials responsible for maritime safety must shape up or be shipped out. She issued an ultimatum for the filing of charges against PCG personnel found guilty of negligence of duty that resulted in the sinking of a small boat last weekend, killing 19 passengers and scores missing. The sinking, which occurred after the ferry Maria Carmela caught fire and sank on April 14, was attributed to overloading. The president was particularly irked by allegations of PCG officials that they could not perform their jobs well due to lack of funding and the clipping of their regulatory powers. Policy making on safety was transferred to Marina several years ago, but PCG retained the enforcement functions. Although unaware of the regulatory powers that were stripped from the PCG, Arroyo said she "could not see why [the PCG] allowed 130 people to ride in a boat with capacity for just 30."

Stowaways in transshipment box

SOUTH Korean immigration officials have detained 15 Chinese stowaways hidden in a transshipment container. They were found at Busan Jin container yard yesterday in a box shipped from the northern

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Chinese port of Dalian. The discovery is said to be the first related to a transshipment container, Busan Immigration Bureau officials said. The stowaways were apparently planning to enter the US. Fairplay understands that the container was carried on the Malaysian-flagged Bunga Mas 11, which is on a six-month charter to Korean interests.

Rescue ship reaches rowers

A RESCUE ship has reached two Britons who have spent 14 hours clinging to their capsized boat after bad weather ended their bid to row non-stop across the Indian Ocean.

The merchant ship **Bulk Africa** has reached the duo and is currently trying to pluck them from the water, about 300km northwest of Geraldton and 60 nautical miles off the WA coast.

An air search was launched last night and resumed at first light this morning after an emergency distress beacon was activated by adventurers Simon Chalk and Bill Greaves at 9.30pm (WST).

A plane spotted them clinging to their seven-metre boat this morning and the Australian Search and Rescue service (ASR) sent the ship to their aid.

"The ship is at their position now and is attempting to fire a cross line so they can secure themselves to that and be hauled in," ASR spokesman Ben Mitchell said.

"But it's not going particularly well due to the heavy seas and we may have to call in a RAAF rescue helicopter which is on standby 40 minutes away."

Even if the duo did make it aboard the Bulk Africa, the helicopter was likely to be sent to pick them up, Mr Mitchell said.

So far little is known about their condition.

"All we know at this stage is that they are alive," he said.

"The water temperature there is about 20 degrees. I'm not sure about the air temperature but it would be quite warm at that latitude.

"As far as we can tell they were only partially submerged in the water. They will be suffering some effects of being out there but as far as we can tell it's not at the limits of survival."

Mr Chalk, 29, and Mr Greaves, 41 - both from Devon in the south of England - raised the alarm last night just two days into what should have been a 50 to 70 day adventure covering 4,400 nautical miles.

The pair were trying to become the first duo to row non-stop across the ocean and were aiming to reach Reunion Island off the coast of Madagascar.

They were also trying to beat the 64-day record set in 1971 by Sweden's Anders Svedlund, the only other person to row the route.

They set off on Thursday from Kalbarri, 592km north of Perth, after a week of delays due to bad weather.

Mr Chalk has previously rowed across the Atlantic but it was Mr Greaves' first long-haul row.

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Former tanker captain convicted in oil spill completes sentence with \$50,000 check to Alaska

ANCHORAGE, Alaska - The former captain of the Exxon Valdez finished paying his official debt to Alaska for the nation's worst oil spill, giving the state a \$50,000 check.

The state received the check from Joseph Hazelwood's lawyers Wednesday, said Diane Wendlandt, chief of the attorney general's collections office.

The restitution was part of a sentence handed down in 1990 after a jury convicted Hazelwood of negligent discharge of oil.

In 1989, the tanker polluted Alaska's Prince William Sound with 11 million gallons of crude oil and smeared black goo across roughly 1,500 miles of coastline.

Hazelwood was given probation instead of prison, and the restitution was a condition of that probation, said Dean Guaneli, chief assistant attorney general.

The sentence also included 1,000 hours of community work service, which he completed last summer, said Fred Fulgencio, the city's work service program supervisor.

Judge Karl Johnstone had said in 1990 that he wanted Hazelwood to spend some community service hours scrubbing oiled rocks, but appeals took so long that the cleanup was over by the time the court approved the sentence in 1999.

Instead, Hazelwood came to Anchorage for a month during several summers and worked at a cafe, Fulgencio said.

The jury found recklessness by Exxon and Hazelwood, who caused the tanker to run aground on a charted reef. Exxon, has since merged with Mobil to form Exxon Mobil Corp.

The plaintiffs had alleged that Hazelwood ran the ship aground while drunk and that Exxon knew he had a drinking problem. Hazelwood, however, was acquitted in 1990 of operating the tanker while drunk.

CASUALTY REPORTING

Brand op Deense veerboot bij Schotland



LONDEN - Op de Deense veerboot **Princess of Scandinavia** heeft in de nacht van vrijdag op zaterdag brand gewoed. Omstreeks 02.00 uur was de brand geblust. Het schip met 884 mensen aan boord kon enkele uren later de reis van Engeland naar Noorwegen hervatten.

De brand brak op twee plaatsen uit toen het schip op ongeveer

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240 kilometer ten zuidoosten van de Schotse stad Aberdeen voer. Een woordvoerder van de Britse kustwacht zei dat een brand in de machinekamer snel was geblust. Het blussen van een brand in het rookkanaal van het schip nam echter meer tijd in beslag. Zeker acht reddingshelikopters en twintig schepen waren op dat moment in de buurt om een evacuatie te kunnen verzorgen.

Een woordvoerder van de Britse Royal Air Force zei dat er door de branden geen mensen gewond zijn geraakt. Wel verkeerden drie passagiers van het schip in een shocktoestand.

Enkele uren na het blussen van de tweede brand kreeg de bemanning twee van de vier motoren van het schip aan de praat en kon de Princess of Scandinavia de reis richting Noorwegen voortzetten. De woordvoerder van de Britse kustwacht zei dat dat er een grote sleepboot in aantocht was. Die kan de veerboot op sleeptouw nemen als dat nodig is.

De Princess of Scandinavia is in 1976 gebouwd en eigendom van de Deense maatschappij DFDS Seaways. In 1991 is de veerboot opgeknapt. Het schip vaart tussen Newcastle in het noorden van Engeland, het Noorse Kristiansand en Gottenburg in Zweden. Het vaartuig biedt plaats aan ongeveer 1500 mensen en bijna vierhonderd auto's

MAIB PUBLISHES REPORT INTO GROUNDING OF P&O NEDLLOYD MAGELLAN ON 20 FEBRUARY 2001

The Marine Accident Investigation Branch (MAIB) today published its report into its investigation of the grounding of the Liberian-registered container ship **P&O Nedlloyd Magellan** in the Western Approach Channel to Southampton Water on 20 February 2001.

SYNOPSIS

At about 07:00 on 20 February 2001, the Liberian-registered container ship P&O Nedlloyd Magellan ran aground in the Western Approach Channel to Southampton Water. There was no damage to the ship, no pollution and no injuries to persons. Associated British Ports

Southampton reported the accident to the MAIB that day. **P&O Nedlloyd Magellan** was inbound from Rotterdam to berth 207 at Southampton Container Terminal. At 05:30 the pilot boarded the ship at the Nab Tower pilot station. The pilot's and the master's passage plans were exchanged and the ship's pilot card was given to the pilot. The passage continued along the East Solent, during which time there were various VHF radio conversations between vessels and Southampton Vessel Traffic Services (VTS), about restricted visibility.

The VTS officer gave the pilot a countdown from 5 to 2 cables to the Gurnard buoy. This was given so that the pilot could judge the timing of the wheel-over manoeuvre for the 141 Degree turn into the narrow Thorn Channel. The wheel-over occurred at about 06:52 and the ship began to turn. At this time, the W Bramble and NE Gurnard buoys, which are at the entrance to Thorn Channel, could not be seen because of restricted visibility. Various helm and engine movements were made during the turn. However, when W Bramble and NE Gurnard buoys appeared, the pilot realised that the ship was in the wrong position for the heading she was on. Despite further helm and engine orders, the vessel grounded soon after, at 07:00. It was not until about 07:10 that the escort harbour launch informed VTS of the grounding. With the assistance of two tugs, the ship was refloated near the time of high water, and she safely berthed at 12:32.

The cause of the grounding was an error of judgment by the pilot during the execution of the turn into Thorn Channel. Contributing factors include restricted visibility, lack of full monitoring of the pilot by the bridge team, no warning of reduced visibility in the area of the turn, and the pilot erroneously reading the electronic bearing line on the radar.

Recommendations have been made to:

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- Associated British Ports Southampton, with regard to monitoring areas of restricted visibility, implementing a dedicated VTS service for the turn, and modifying port passage guidance procedures;
- The ship's management company, regarding monitoring the standard of passage plans and navigational procedures on its ships and producing turning data for various conditions; and
- The United Kingdom Hydrographic Office, regarding radar reference lines.

RECOMMENDATIONS

ABP Southampton is recommended to:

1. Where practicable, implement an improved system of monitoring areas of restricted visibility in its pilotage area.
2. Implement a dedicated VTS service for the turn into Thorn Channel and consider using a plan imposed on the VTS radar screen.
3. Send generic port passage guidance to ships visiting Southampton before they arrive (as suggested by the Port Marine Safety Code) and ensure a comprehensive pilot/master exchange of their respective specific passage plans on arrival.

E R Schiffahrt is recommended to:

4. Monitor more closely the standard of passage plans and navigational procedures on board its managed ships.
5. Produce, for its large container ships, turning data for various loaded conditions, speeds and degrees of helm.

The UK Hydrographic Office is recommended to:

6. Amend the note on Chart No.2036 concerning radar reference lines to the effect that they are not to be taken as the required track and that Rule 9(a) of the Regulations for the Prevention of Collisions at Sea still applies.

ROUTE, PORTS & SERVICES

Brazilian to lift cruise curbs

BRAZIL is expected to reverse controversial immigration and taxation regulations threatening international cruise shipping, according to local port authorities and cruise line representatives. Royal Caribbean has already withdrawn its [Splendour of the Seas](#) from the 2002-2003 season in response to the restrictive regulations that took effect earlier this year. The measures imposed strict visa controls on foreign staff and mandated that a minimum one-third of non-seafaring crew on foreign-flagged, cabotage shipping should be Brazilian. The exit of Splendour alone will cost local port cities an estimated \$36.6M in lost fees, agents' commissions, advertising revenue and purchases. RCCL's Brazilian representative, Eduardo Nascimento, said he expected a presidential decree overturning the measures as early as this month. Carlos Eduardo Bueno Neto, president of tourist port entity Brasil Cruise, blames the country's inexperience: "Brazil first opened its seas to cabotage lines in 1995. We are still in a learning stage and the government knows it has made some mistakes."

Nenaco back in the black

PHILIPPINES domestic operator **Negros Navigation (Nenaco)** has reported a net profit for the first quarter after years of losses. The significance of the PhP5M (\$102,040) January-March net profit is that it represents a turn-around from the PhP176M loss in the same period last year. Revenues from freight showed an 18 per cent increase, contributing PhP255M. However, passenger revenues dipped seven per cent as a result of an overall slump in domestic travel. A Nenaco spokesman said the result could open up a new avenue for talks of a possible sale by the company owner, Metro Pacific, which is struggling to free itself from the debt burden. While consolidated revenues increased by one per cent the company was able to trim down operating costs and expenses by nine per cent, due mainly to a 17 per cent improvement in fuel and lube cost management.

Maersk, Evergreen link up

TWO major liner operators have entered a groundbreaking cross slot charter agreement on east-west services that embraces the North Asia-US West Coast/Canada and the US East Coast/Colombo/India trades. Maersk Sealand and Evergreen Marine Corp have filed a 12-month slot exchange agreement with the Federal Maritime Commission that will provide the Danish operator with space on Evergreen's weekly WAE service linking Taiwan, Hong Kong and Japanese ports with US and Canadian West Coast ports. In return, Evergreen will be provided with space on Maersk Sealand's weekly MECL service via the Suez Canal linking Colombo, Sri Lanka and Nhava Sheva, India with US East Coast ports. The cross slot charter arrangements will begin in mid-June 2002 subject to FMC approval. "The efficient use of ocean-borne tonnage and co-operation between carriers will provide built-in economies," said Evergreen vice president, Arnold Wang.

Tanker spills light Nigerian crude off Brazil

RIO DE JANEIRO, May 15 -- Petroleo Brasileiro SA (Petrobras) reported Wednesday that a 16,000 l. oil spill of Nigerian crude off the city of Angra dos Reis, Rio de Janeiro state, was contained by booms and 63 support vessels.

The spill of light Nigerian crude happened Tuesday evening during the unloading and loading of the Brotas tanker. Petrobras executives said cause of the spill was under investigation.

Petrobras also said 500 of its employees were involved in the spill containment efforts, and they said this type of crude oil evaporates quickly.

Fernando Jordao, the mayor of Angra dos Reis, asked Petrobras for more details and complained that Petrobras was slow in reporting the spill. Municipality officials also said they will request that federal environmental authorities fine Petrobras \$4 million.

This is in the latest in a series of Brazilian oil spills. Ibama, Brazil's federal environmental agency, fined Petrobras \$10 million for oil spills from two platforms in the Campos basin. The P-36 production semisubmersible sank Mar. 20, 2001, as a result of damage sustained in explosions and a fire on Mar. 15.

The P-36 was insured for \$500 million and spilled 1.2 million l. of diesel and 300,000 l. of crude after it sank. The explosions killed 10 workers immediately, and another died later in a hospital.

About a month later, 26,000 l. of oil spilled from the P-7 platform (OGJ, Apr. 23, 2001, p. 8). That spill

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was blamed on defective valves.

In July 2000, the 189,000 b/d Presidente Getulio Vargas refinery in Araucaria, Parana state, spilled 4 million l. of oil. In January 2000, 1.2 million l. crude spilled in Guanabara Bay, and the spill was blamed on ruptured piping in the Reduc refinery.

Liner flooded by sewage



High and dry ... angry passengers in Majorca

FIFTEEN hundred sunseekers were fuming last night after their luxury cruise was axed because the ship was flooded with sewage. Escape never even got under way after a toilet waste pipe burst.

Passengers were put ashore at Majorca, with the choice of spending a cheaper holiday there or flying home with a full refund.

Newlywed Cyndy Penney, 47, from Cornwall, said: "My honeymoon is in tatters." Cyndy and husband Martin had paid £1,700 to sail on the 635ft liner. Martin, 31, said: "I'm disgusted. The last thing you expect on a luxury ship is a pile of stinking sewage."

Sales manager Peter Kwapisz, 39, of Barnsley, South Yorks, said: "My family had been looking forward to this for a long time. Now it's ruined."

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No escape ... passengers Patricia Kirke and Peter Kwapisz with the ship

Driver Graham Sellick, of Bridgwater, Somerset, said: "The stench was unbelievable, overpowering."

The former car ferry was hit by a passenger mutiny over conditions during its maiden voyage at Easter. And 100 of them were taking this week's abandoned cruise as compensation. Ship owners Island Cruises apologised last night.

SHIPYARD NEWS



The newbuilding **ZEEAREND** during trails near the **Damen** shipyard

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

GRAAF VAN BYLANDT

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The lifeboat **GRAAF van BYLANDT** completed her maintenance period and left **DE HAAS** shipyard in Maassluis for trials - **Photo Jaap vd Meeberg**

NAVY NEWS

WHICH FOREIGN NAVY SHIPS WILL VISIT DUTCH PORTS & WHICH PORTS ARE VISITED BY DUTCH NAVY SHIPS

| | | | |
|-----------|-----------------|--------|--------------|
| 20 May 02 | HNLMS Hydra | A 854 | Scharendijke |
| 20 May 02 | HNLMS Zierikzee | M 862 | Portsmouth |
| 21 May 02 | FGS Loreley | M 2665 | Rotterdam |
| 23 May 02 | HNLMS Nautilus | A 853 | Hoorn |
| 24 May 02 | HNLMS Harlingen | M 854 | Dordrecht |
| 27 May 02 | HNLMS Van Galen | F 834 | Valletta |
| 30 May 02 | HNLMS Cerberus | A 851 | Enkhuizen |
| 31 May 02 | K/V Norkapp | W 320 | Scheveningen |

Indonesia to move ship

INDONESIA had agreed to move a military landing craft with two cannons on deck away from the Dili wharf area, a United Nations spokeswoman said today.

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Indonesian diplomats had agreed to move the vessel, which has angered crowds along the Dili waterfront, after an extended meeting with senior East Timorese minister Jose Ramos-Horta and UN officials last night, the spokeswoman said.

The vessel is one of four military craft which the UN Transitional Administration in East Timor (UNTAET) agreed to allow into East Timorese waters in preparation for Indonesian President Megawati Sukarnoputri's attendance at independence celebrations in Dili tomorrow.

The landing vessel, which is carrying the Indonesian president's armoured car, an ambulance and at least one other vehicle, docked at Dili yesterday afternoon with its two cannons pointed towards the town.

"We all realised that it was much bigger than expected," the UN spokeswoman said.

"The Indonesians agreed to move the vessel back."

Despite the agreement, the landing vessel remained at the wharf this morning, with crowds of locals silently watching it.

The landing craft will be accompanied by an Indonesian navy frigate, a military hospital ship and a military vessel carrying the president's protocol and advance staff, the spokeswoman said.

UNTAET had a long-standing agreement that only four Indonesian military vessels would attend the independence ceremony, the spokeswoman said.

The frigate is not permitted within 2.5 nautical miles of Taci Tolo, on Dili's outskirts, where UN Secretary-General Kofi Annan will declare East Timor fully independent at midnight tomorrow.

Megawati is expected to spend only four hours in Dili, to attend the ceremonies along with representatives of more than 90 nations.

The vessels are the first Indonesian military ships to enter East Timor's waters since the Indonesian withdrawal after the violence that surrounded the autonomy ballot on August 30, 1999.

Ramos-Horta was not immediately available for comment.

Retired Navy ship sinks unexpectedly



KEY LARGO, Fla. -- A retired Navy ship set to be scuttled with explosives to create an artificial reef sank unexpectedly ahead of schedule Friday, forcing workers to scramble off the ship and landing at an odd angle still sticking out of the water.

The 46-year-old **Spiegel Grove** started going down Friday morning as workers were making last-minute preparations for sending it to its underwater grave later in the day, officials said. A tugboat carried them to safety.

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"For a while, there was some tears and concern about where our divers were," said Pam Baker, an employee of Ocean Divers in Key Largo, which sent volunteers out to work on the project. A head count confirmed everyone was safe.



Grace Sjoblom, a welder who was on the ship, said several welders had to leave expensive equipment behind when the warning went out that the ship was sinking.

"It was scary. You don't know how fast it's going to go down," she said.

The crews had pumped the ship with water for a few days to make it sit low in the water to make the sinking easier. The site is six miles off the Florida Keys in the Florida Keys National Marine Sanctuary.

By 10:30 a.m., the ship had sunk and "turned turtle," ending up upside down on the sea bottom, said George Garrett, director of marine resources for Monroe County.

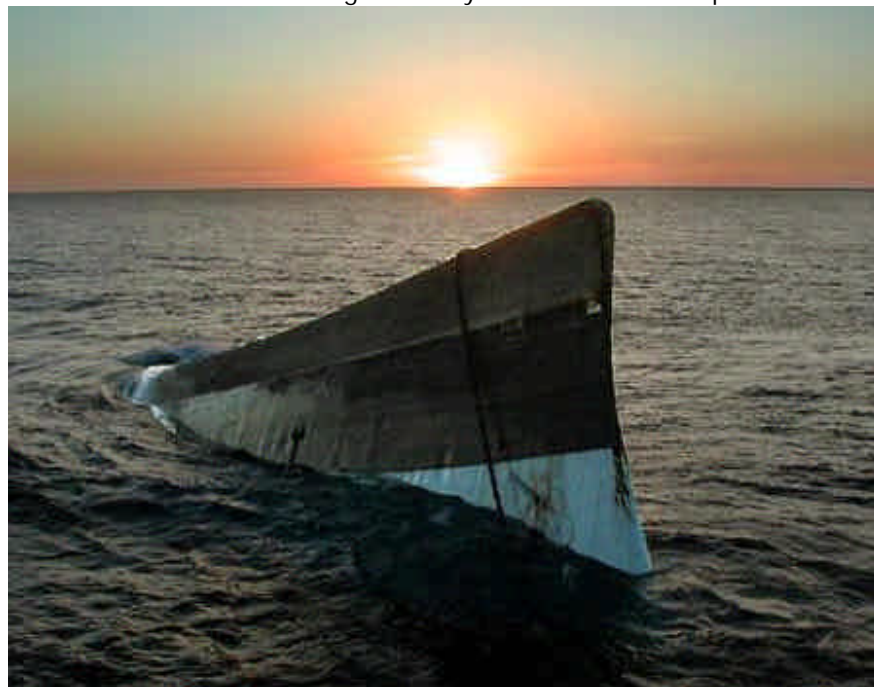


But the 510-foot ship's superstructure was also on the bottom, causing the bow to angle up out of the water, which is about 160 feet deep. It was not immediately known what went wrong, said Andy Newman, spokesman for the \$1 million project.



"Right now, they (project engineers) are regrouping to decide what to do," he said. One idea was for tugboats to attach cables and try to roll the ship so it would sink on its side. "Getting it on its side will at least help save the project as a dive," he said.

The Coast Guard is maintaining a security zone around the ship but is not responsible for correcting its position, Petty Officer Anastasia Burns said.



Marine biologists have said the ship is the largest ever intentionally sunk to create an artificial reef. Such reefs attract underwater wildlife and are popular with scuba divers, who already are a \$33 million per year industry here.

"We have groups booked from Europe coming next weekend, and well into the Christmas season," said Spencer Slate, owner of the Atlantis Dive Center. Getting the

aging vessel moved to the Florida Keys had been a "red-tape nightmare," Slate said Thursday, while standing in what was once the ship's mess room. The Spiegel Grove -- named for the Ohio home of

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President Rutherford B. Hayes -- was decommissioned in 1989 and sat in a Navy shipyard in Virginia for almost eight years.

Slate and the local chamber of commerce first tried to buy the ship in 1994. Marine biologists said turning the ship into an artificial reef would aid the region's endangered, natural coral reefs. But the Environmental Protection Agency said the paint, wiring and other mechanics on the ship contained fire-retardant chemicals hazardous to the ocean. In all, the project of cleaning, moving and sinking the ship cost \$1 million, with money coming from Monroe County, a tourism development group and the sale of commemorative dive medallions and pins.

MOVEMENTS MARCO POLO



The Passengerliner **MARCO POLO** arrived in the Port of Amsterdam
Photo's : Han de Weerd / Pim de Goederen – **SMIT PIONEER**



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FRIGGA



The **FRIGGA** departed with the **VIKING BARGE 4** loaded with a module build at Swan Hunter Wallsend (Tyne) bound for the Dann Field — **Photo : Kevin Blair**



The **VIKING VENTURE** arrived on the Tyne with engine problems — **Photo KEVIN BLAIR**

RIJNMOND WEATHER

zondag 19 mei

9 uur 's ochtends :

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temperatuur: 13 graden
kans op neerslag: 5%
wind: matig (19 km/u) uit WZW

5 uur 's middags :
temperatuur: 18 graden
kans op neerslag: 10%
wind: matig (22 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>