

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Friday 22-02-2001



Operation Enduring Freedom



Aircraft assigned to Carrier Air Wing One (CVW 1) are positioned on the flight deck of **USS Theodore Roosevelt (CVN 71)** at the beginning of flight operations. On this date, "TR" broke a 22-year-old record for the most days continually at sea. The Norfolk, Va.-based ship, has been at sea for 153 days. The previous record was held by *USS Dwight D. Eisenhower* (CVN 69) at 152 days in 1980. *Theodore Roosevelt* and her embarked Carrier Air Wing One (CVW 1) are supporting **Operation Enduring Freedom**.

EVENTS, INCIDENTS & OPERATIONS

Adsteam faces towage inquiry

THE Australian government's Productivity Commission is to carry out a six-month inquiry into harbour towage and related services. The move was in response to the Australian Competition and Consumer Commission's rejection of Adsteam Marine's application for significant towage price increases in four major Australian ports. Transport minister John Anderson said Adsteam's proposed price rises had drawn a very negative response from a wide cross section of the industry, including general business interests, shipping companies, ports and shippers. Although Adsteam is not required to accept the ACCC's findings in relation to prices, Anderson strongly urged Adsteam to review its planned price rises in line with the findings, at least until the conclusion of the Productivity Commission inquiry. Shipowner

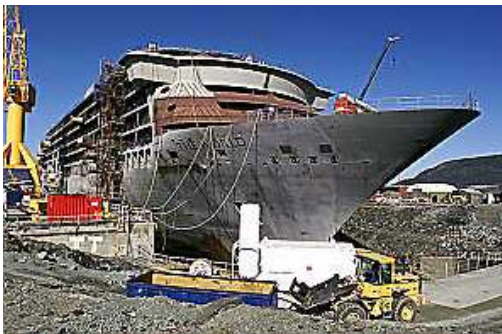
DAILY SHIPPING NEWSLETTER

body Shipping Australia welcomed the inquiry, with chief executive Llew Russell commenting, "Adsteam now has the opportunity to justify before a full and open public inquiry why there is a need to raise prices."

Thailand rejects NYK request

THE Thai harbour master's office has turned down the request of charterer NYK to let the damaged tanker Eastern Fortitude sail to another port. The tanker, which spilled oil on January 15 after hitting a rock south of Ko Chuang, is awaiting repairs to its damaged bow. Sources said that claims for alleged damage to the environment, marine life, beaches and the tourist trade could rise to millions of dollars. There appears to be a legal hitch over acceptance of a Letter of Undertaking from insurers Britannia P&I Club as Thailand is not signatory to all the provisions of Marpol 73/78 and international limitation of liability conventions. A meeting chaired by Sanchai Kulpreecha, deputy DG of the harbour master department, and attended by representatives of interests that reportedly suffered losses from the mishap, was held to assess damages and sound the owners on a guarantee amount before releasing the ship. Sources said claims could amount to \$15M-20M, which would be a record for environmental damage in Thailand.

Luxury condo-ship clear for maiden voyage



Norwegian shipowner Knut Kloster Jr, son of a cruise pioneer, saw his own cruise dream turn into reality Wednesday when *The World* was delivered from the shipyard to start its maiden voyage. The vessel features condominiums along with "guest suites" for well-heeled holidaymakers.

The vessel, valued at some NOK 2.4 billion, was handed over from the Fosen shipyard outside Trondheim to its official owner, ResidenSea Ltd, after years in the planning and construction process.

It features 110 on-board flats ranging in size from 10 to 300 meters. The flats range in price from USD 2 million-.8 million, and 30 remain unsold. Officials hope they'll sell quickly once the ship starts turning up at ports around the world.

Skeptics ridiculed Kloster's idea for the ship when he launched the project in the mid-1990s. Sales haven't gone as well as expected and construction of a sister vessel is delayed, but many concede it's remarkable the first ship was built at all.

The World is supposed to be a floating home of sorts for wealthy travelers who can't be bothered owning their own yachts. The condos on board feature full kitchens, balconies and full bathrooms, all with luxury appointments.

The vessel also can accommodate the occasional cruiser in any of 88 suits available for rent.

The vessel now will sail to Oslo, where its first residents can "move in." *The World* will then head for Hamburg and London before crossing the Atlantic. It will be christened in New York April 19.

Prospects for maritime jobs stay good

Demand high for experienced charterers, brokers: report

(SINGAPORE) Experienced charterers, ship brokers, underwriters and maritime and insurance lawyers

DAILY SHIPPING NEWSLETTER

are in demand despite gloomy forecasts for the maritime industry, according to recruitment consultancy Spinnaker.

The employment outlook is good for shore-based industry professionals, the latest issue of Spinnaker's newsletter, Changing Course, says.

'Contrary to most industry forecasts, 2002 does not look like being such a bad year for the shipping, offshore and transport job markets. Demand is high for charterers/shipbrokers with five to 10 years' experience. Furthermore, appetites are healthy for maritime and insurance lawyers, both litigators and finance specialists, and - for the expansion-minded - not only at the usual one to five year qualified level but also for equity partners.

'The marine insurance market, too, is hiring again - not just war risk underwriters, but hull underwriters and technicians as well.'

Aussie sheep bound for Jeddah

Testament that cruising isn't for humans alone, some 115,000 sheep left the Australian port of Fremantle earlier this month destined for Saudi Arabia for the annual Muslim Haj.

The 51,000 dwt **Rodolfo Mata**, formerly the Ming Universe container ship, made its maiden voyage to Jeddah after undergoing a US\$50 million conversion at Singapore's Pan-United Shipyard which gave it a capacity of 26,000 cattle or 135,000 sheep.

Aboard what is currently the world's largest livestock carrier, the sheep are travelling to the ritual slaughter with an additional 40cm of headroom compared with the their compatriots on other vessels, adhering to the industry mandated minimum 2 metre headroom.

The Rodolfo Mata sailed with a crew of 85 consisting of a British master and officers and Pakistani stockmen.

Nearly five million animals travel from Australia to the Middle East each year on similar livestock carriers.

CASUALTY REPORTING

ALBAKOR (Russia)

London, Feb 21 — Following received from Gothenburg MRCC, timed 1130, UTC: Trawler *Albakor* remains hard aground on rocks, about four miles south-east of Trelleborg, with salvage operations still in progress.

ASIAN OLIVE (Panama)

Wellington, Feb 21 — A week before a vessel under the control of Port Gisborne's pilot hit another vessel, causing damage of \$60,000, the pilot told his boss he had not had a full day off work for more than a year. The Maritime Safety Authority, the Government authority that investigated the accident two years ago, blamed pilot burnout as one of the causes of the accident. The Maritime Safety Authority report on a collision between ref *Asian Olive* (7355 gt, built 1999) and bulk *Ken Ann Maru* (19495 gt, built 1997) said that

DAILY SHIPPING NEWSLETTER

as the pilot was docking the *Asian Olive*, the vessel struck the stern of the *Ken Ann Maru*. Sources said the damage to the vessel cost \$60,000 to repair. The authority said damage was "minor" and the collision was caused by "fatigue, vessel handling and adverse weather". Authority investigator Mike Eno said: "The pilot lost control of the vessel in the prevailing circumstances and conditions." Mr Eno said the pilot said in a letter to his manager dated Feb 7, 2000, "less than a week prior to the incident, that he had not had a full day off since Jan 11, 1999". Mr Eno said "fatigue or burnout" might have helped cause the collision.

ATLANTIC RIVER (Cyprus)

London, Feb 21 — Following received from Flushing, dated Feb 20: General cargo *Atlantic River*, at Ridderkerk, has been sold to Dutch buyers, who are now repairing her. Her new name is now *Antic River*, keeping her Cyprus flag registration.

BLUE RIDGE (U.S.A.)

Vancouver, Feb 20 — At 0830 today tank *Blue Ridge* was at Vancouver Drydock Co for repairs, where she arrived 1100, Feb 14. — Vancouver Port Authority.

CELESTIAL DAWN (Republic of Ireland)

London, Feb 21 — Following received from Coastguard Valentia MRSC, timed 1005, UTC: Fishing *Celestial Dawn* remains aground in the same position. A lifting barge is sheltering at sea awaiting weather improvement before assisting in salvage operations.

CSL YARRA (Australia)

London, Feb 21 — A press report, dated today, states: The Australian Federal Police say they are unable to determine who was responsible for sabotaging the bulk *CSL Yarra*, in January. Approximately 700 tonnes of cement mix was turned into concrete after a fire hydrant on the vessel was activated on a voyage from Brisbane to Adelaide. The police say while it appears the fire hydrant was opened deliberately, there is not enough evidence to identify the offenders. They have ended their investigation. At the time of the incident, the union representing engineers on board the bulk carrier denied any of its members were responsible. The union was locked in an industrial dispute over the vessel's crewing. (See issue of Feb 14.)

FLYING DOLPHIN X (Greece)

London, Feb 21 — Lloyd's Casualty representatives in Greece report: During the afternoon of Feb 20 the master of hydrofoil *Flying Dolphin X* (142 gt, built 1978) reported to the Paros Port Authority that an abnormal noise was heard from the port main engine, most likely due to bending of the propeller. The hydrofoil was on voyage from Paros-Hydra when this occurred and returned to Paros safely under her own power where departure was prohibited by the Port Authority pending an inspection by the marine inspectorate. The hydrofoil had been scheduled to perform the route Piraeus-Poros-Hydra-Ermioni-Spetses-Porto Heli however the 121 passengers were forwarded to their destination on hydrofoil *Flying Dolphin VIIP*.

DAILY SHIPPING NEWSLETTER

JODY F. MILLENNIUM (Panama)



Wellington, Feb 21 — Tugs involved in the salvage operation of bulk *Jody F. Millennium* lost round three yesterday in trying to pull the vessel's bow around to face the open sea when the bow ran up against a sandbar. The salvors said they would weigh up their options before continuing to try to refloat the vessel. Salvors worked through Tuesday (Feb 19) night, removing 2,000 tonnes of logs from the vessel and ferrying them in a barge to the port. Helicopters have removed about 250 tonnes of the 20,000-tonne cargo of logs, and the salvors

said the unloading has given the vessel half a metre more water to float in. The Maritime Safety Authority, meanwhile, remains on "high alert" because 410 tonnes of heavy fuel oil is still on the vessel. Almost all the oil has been transferred from tanks below the waterline to wing tanks higher up in the hull. The authority said evacuation plans for the crew and Gisborne's beachfront residents were in place because the risk of an oil spill "remains high". Gisborne's Waikanae and Kaiti beaches were opened to the public yesterday but a ban on swimming and seafood gathering remains. Evacuation plans are in place for both the crew and beach-front residents if necessary. An MSA staff member remains on board the vessel to brief the Incident Command Centre (ICC) and the Director of Maritime Safety. Booms remain in place or in readiness at the port, river mouth, upstream of the Taruheru, the Waiapoa River and the Wherowhero Lagoon. The cost of the oil spill response to date is estimated at \$1.4 million. The spiller is liable for this cost. — Lloyd's Agents. (See issue of Feb 21.)

London, Feb 21 — A press release by Maritime Safety Authority timed 1230, local time, today, states: Bulk *Jody F. Millennium*: There will be no salvage attempt today. A salvage attempt was put on hold yesterday as the vessel's bow came up against a sand barrier. A hydrographic survey will be carried out today to assess the seabed around the vessel to determine the next steps for the salvage operation. Salvors are this morning unloading the remainder of logs from the SeaTow barge in the port. The SeaTow barge will then be



moored back alongside *Jody F. Millennium* so that more cargo can be removed. Helicopters are also being used to remove logs from the vessel. Nearly 360 tonnes of oil have been transferred to a safer position higher in the vessel. Once sufficient logs have been removed from the deck cargo to allow access to the manhole doors of the topside tanks, oil will be

pumped out to tanks on the SeaTow barge. The log removal and the oil transfer operations will take place at the same time. The next refloat attempt is likely to take place at high tide early tomorrow afternoon. Also today MSA staff will lift the lancer barges out of the water and on to the wharf for cleaning. The barges were used to transfer oil from *Jody F. Millennium* to HMNZS *Endeavour* and ashore in to trucks. Waikanae and Kaiti beaches have been opened for beach access only. There is no swimming in the exclusion zone from Waikanae Cut to the south end of Stanley Road with

DAILY SHIPPING NEWSLETTER

strong advice not to swim in the Bay. The beaches remain closed for seafood gathering. Beaches may be closed again at short notice in the event of any further oil spill from the vessel. The MSA national oil spill response team remains on high alert as the risk of an oil spill remains. Once the vessel is shifted out into Poverty Bay, it could remain there for up to four days while divers inspect the damage and possibly repairs are made. Evacuation plans are in place for both the crew and beach-front residents if necessary. A MSA staff member remains on board *Jody F. Millennium* to brief the Incident Command Centre (ICC) and the Director of Maritime Safety. Booms remain in place or in readiness at the port, river mouth, upstream of the Taruheru, the Waipoa River and the Wherowhero Lagoon.

KEN ANN MARU (Japan)

Wellington, Feb 21 — A week before a vessel under the control of Port Gisborne's pilot hit another vessel, causing damage of \$60,000, the pilot told his boss he had not had a full day off work for more than a year. The Maritime Safety Authority, the Government authority that investigated the accident two years ago, blamed pilot burnout as one of the causes of the accident. The Maritime Safety Authority report on a collision between ref *Asian Olive* (7355 gt, built 1999) and bulk *Ken Ann Maru* (19495 gt, built 1997) said that as the pilot was docking the *Asian Olive*, the vessel struck the stern of the *Ken Ann Maru*. Sources said the damage to the vessel cost \$60,000 to repair. The authority said damage was "minor" and the collision was caused by "fatigue, vessel handling and adverse weather". Authority investigator Mike Eno said: "The pilot lost control of the vessel in the prevailing circumstances and conditions." Mr Eno said the pilot said in a letter to his manager dated Feb 7, 2000, "less than a week prior to the incident, that he had not had a full day off since Jan 11, 1999". Mr Eno said "fatigue or burnout" might have helped cause the collision.

LADY FRANKLIN (Canada)

Quebec, Feb 21 — Ro/ro *Lady Franklin* which arrived at Quebec on Sep 28, 2001 with ice damage, remains in the port under repair. — Lloyds Agent's

LUKE DAVID (U.S.A.)

Mobile, Feb 21 — The crew of support *Luke David* placed an emergency call to the Coast Guard at 0500, Feb 19. During eight foot seas and high winds, the vessel reportedly began to list dangerously. Local Coast Guard dispatched two rescue vessels along with two helicopters and one aircraft. Attempts to remove crew from the severely listing rig were unsuccessful and soon after 0600 hrs, the support capsized and all 19 crew were in the water. The rescue effort was swift and all 19 crew were accounted for. Six were taken by aircraft to local hospitals, while the others were taken by vessel for observation. Numerous broken bones and hypothermia were treated and all crew were released yesterday. — Lloyd's Agents.

MAJESTY (U.S.A.)

London, Feb 21 — A press report, dated Feb 20, states: Passenger *Majesty* (93 gt, built 1997), a 165-foot casino gambling vessel, bound for Florida, berthed at the Morehead City Yacht Basin yesterday for repairs after 12-foot seas damaged the vessel as she cruised off Hatteras.

DAILY SHIPPING NEWSLETTER

NORTH DUCHESS (Greece)



London, Feb 21 — Bulk *North Duchess* sailed Montevideo Feb 15 for Necochea.

PRINCE WILLIAM SOUND (U.S.A.)

London, Feb 21 — A press report, dated Feb 20, states: An oil tanker company has been fined \$25,000 for spilling more than 400 gallons of crude oil in Port Angeles Harbour last year. Alaska Tanker Co was ordered to pay the fine following the Jan 29, 2001, spill from tank *Prince William Sound*, the state Department of Ecology announced yesterday. An estimated 462 gallons of Alaska North Slope crude oil partially stained two miles of beach inside Ediz Hook and prompted the rescue and treatment of 11 oiled birds. An Ecology investigation found the tanker did not have a check valve in place to prevent a deck-drain system from overflowing, Ecology spokeswoman Sandy Howard said.

ROSEBANK (U.K.)



London, Feb 20 — Information received from Flushing states: General cargo *Rosebank* arrived Ridderkerk on Feb 16. She has been bought by Dutch buyers, who are investigating the possibility of repair after fire damage. ([Photo : Piet Sinke](#))

SAILOR (U.S.A.)

DAILY SHIPPING NEWSLETTER

London, Feb 21 — A press report, dated Feb 18, states: A bolt protruding from a piling at the Rockland's fish pier may be to blame for the sinking of 72-foot scallop dragger *Sailor* (75 gt, built 1974). Damage to *Sailor*, owned by Gary Hatch of Owls Head, is estimated at \$150,000. Hatch said he has insurance that will cover \$50,000 of the damage. He said the city's lack of maintenance at the pier led to the sinking. Rockland Harbour-master Jonathan Trumble questioned whether the bolt was the cause. He said *Sailor* had been at the spot for months and that the damage would have occurred earlier if that was the reason. He said the Coast Guard is investigating and he expects the insurance company will also. City Manager Tom Hall noted that the city obtained insurance on the pier two weeks ago. He said he also expects a lengthy investigation into the sinking. He said the assistant harbour-master inspected the pier after the sinking and did not see anything with the pier that caused the sinking. The city has virtually closed the fish pier since December when it was unable to renew insurance for it. The city has allowed boats to dock at the pier, but removed services such as fuel and hoists. The city has since obtained insurance and its fully insured, the manager said. At 1800 Friday (Feb 15), Hatch checked his vessel, docked at the southwest corner of the pier. Early the next morning when the crew went to the vessel, she was under water, still tied to the pier. Clocks on the vessel all stopped at 0300 hrs, Hatch noted. Hatch said a bolt protruding from the pier had apparently poked the hole. An estimated 100 gallons of diesel fuel leaked from the vessel. A representative of the Maine Department of Environmental Protection was on scene. An oil boom was placed around the vessel and absorbent pads were placed on the surface to recover the fuel. At low tide around 0700 Saturday morning, Rockland Firefighter Rodney Gibbs went down and patched the horizontal hole, which was about two inches wide and a foot long. An Art Henry crane was positioned at the pier and secured the vessel so that when low tide arrived Saturday evening at 1930 hrs, water was pumped out of the vessel and she was refloated. Damage to the vessel, however, is extensive, Hatch said. What makes it more frustrating, he said, is that in October he had spent a lot of money to upgrade the vessel. Two new generators had been installed, along with considerable electronic equipment. A circuit board on the boat had also recently been installed; he paid \$1,600 for it the day prior to the sinking. All these items have been destroyed, he noted. He has hired Clean Harbors to clean the vessel, a cost estimated at \$10,000. The vessel will be brought to North End Shipyard for repairs, he said.

ROUTE, PORTS & SERVICES

Opening in impasse rond havenpool

Rotterdamse werkgevers bereid vacatures te gaan zoeken voor SHB'ers

Een delegatie van werkgevers in de Rotterdamse haven gaat 'havenbreed' bekijken of er in de nabije toekomst vacatures vrijkomen, die dan ingevuld kunnen worden door werknemers van de noodlijdende havenpool SHB. Dat is de uitkomst van een gesprek dat werkgevers en vakbonden gisteren in Rotterdam hebben gevoerd. Met de toezegging is een directe dreiging van acties in de haven voorlopig van de baan.

DAILY SHIPPING NEWSLETTER

Rotterdam - Afgesproken is dat de werkgevers, onder wie de containeroverslagbedrijven ECT en Hanno, maar ook de werkgeversorganisatie AWWN, een verklaring gaan opstellen die nog wel door de afvaardiging van FNV Bondgenoten moet worden goedgekeurd. Daarna is het de bedoeling dat de partijen op 13 maart opnieuw bij elkaar om de tafel gaan zitten.

„Het gesprek is na een vaag en moeizaam begin goed verlopen," sprak bestuurder P. Cival van FNV Bondgenoten gisteren na afloop van het overleg. „Ik denk dat dit perspectief kan bieden." Cival geeft aan dat er inhoudelijk nog niets is vastgelegd. „Maar het is een eerste stap de goede kant op."

De vakbond heeft de werkgevers in de Rotterdamse haven al vaker gevraagd 'harde' toezeggingen te doen over het helpen van ongeveer tweehonderd werknemers van de SHB. Betrokkenen in de haven verwachten dat er in Rotterdam op den duur plaats is voor een pool van niet meer dan vijfhonderd mensen. Naast de uitstroom van 'ouderen' met de geboortejaren 1942-1949, moeten de komende twee jaar nog plekken worden gevonden voor circa tweehonderd havenwerkers.

„Daarvoor moeten heldere afspraken worden gemaakt," onderstreept Cival. „Als de positie van deze mensen toch in gevaar dreigt te komen, dan gaan we weer aan acties denken. Laat dat wel duidelijk zijn." Volgens de FNV-bestuurder is het mede daarom een zaak van de lange adem. „Het probleem ligt ook bij het feit dat de werkgevers zo slecht georganiseerd zijn."

Voorzitter J. Maters van de ondernemingsraad van de SHB toonde zich gisteren tevreden met de uitkomst. „Als dit fout was gegaan, zat de boel echt op slot. En dan waren de stakingen niet meer te stoppen geweest." Maters hoopt begin maart het rapport van het Utrechtse organisatiebureau Basis & Beleid te presenteren, dat is uitgevoerd in opdracht van de or. Het bureau heeft in navolging van ex-ECT-directeur J. Dekkers de situatie bij de SHB tegen het licht gehouden.

Oomen

De werkgevers en vakbonden in de Rotterdamse haven spraken gisteren tijdens het overleg ook over de plannen van de Drentse ondernemer E. Oomen, die opnieuw heeft laten weten de SHB te willen overnemen. „Maar ook de werkgevers moeten niks van hem hebben," stelt FNV-kaderlid H. de Haas. „Hij is een ritselaar, een man met een verleden." De Hoogevener, die beweert zeker zevenhonderd van de bijna duizend arbeidsplaatsen bij de havenpool te kunnen redden, zou volgens betrokkenen in het verleden ook hebben geprobeerd bij ECT een voet tussen de deur te krijgen.

Oomen ontkende deze week vanuit Polen alle beschuldigingen die over hem zijn geuit. Hij liet weten juist een 'toegevoegde waarde' voor de Rotterdamse haven te kunnen zijn. De ondernemer heeft voor zijn plan ook de aandeelhouders van de SHB benaderd, Oomen wilde niet zeggen met welke partner hij in zee is gegaan. „We kunnen niets anders doen dan afwachten," zegt or-voorman Maters van de havenpool.

Safmarine absorbs Himalaya service

DAILY SHIPPING NEWSLETTER



CAPE Town-based Safmarine, part of the AP Møller group, has re-branded its liner service on the Middle East, Pakistan and India to Europe trade. Historically operated under the CMBT banner as the Himalaya Express service, the operation is being marketed from this month as Safmarine, which will remain a member of the Europe Pakistan India Consortium (EPIC). Safmarine's service will continue to be operated by seven ships of 2,800 TEU capacity, with direct calls at Thamesport, Hamburg, Antwerp, Gioia Tauro, Port Said, Aqaba, Jebel Ali, Port Qasim and Nhava Sheva. "We have learned that our customers prefer a single brand and the absorption of Himalaya Express fulfils their needs," said Safmarine trade manager, Paul De Coster.



Grimaldi slams Med short-sea plans

CRUISE-ferry and ro-ro owner, Aldo Grimaldi, has rounded on the Mediterranean short-sea industry, alleging that it will hinder the smooth development of 'sea motorways'. Grimaldi is sceptical of any beneficial results arising from the trilateral agreement between Italian, French and Spanish transport ministers in Leghorn on February 15, and has blamed Spain for the huge port dues that ships

have to pay in Spanish ports. "In Barcelona we pay four times what we pay in Genoa for port services," said Grimaldi, adding that he has raised a complaint about Puertos del Estado – the Spanish government's state ports' body – with the EU, which has now opened an inquiry on the issue. The Italian shipowner was also critical of a decision by Italian minister Lunardi last week to commit euro5.5Bn (\$4.8Bn) worth of investment in ports, railways and road infrastructures, but nothing for short-sea shipping services. "I am not asking for direct subsidies to shipowners," he told Fairplay, "but to at least provide some inducement to road hauliers to encourage them to use ro-ro ships instead of the congested roadways."

Jo Tankers places further newbuild order



JO TANKERS has followed up on a recent deal to take over two eight year time charter contracts for newbuild stainless steel chemical tankers from local owners by ordering a ship of its own in Japan.

Currently the operator of the third largest chemical tanker fleet in the world, with 39 parcel tankers, Jo Tankers has ordered a 25,000 dwt, 30,900 cu m capacity newbuild, in a first-time deal

with Japanese yard Kitanihon Shipbuilding.

The deal also includes options to build two more identical vessels. Commenting on the two deals, a Jo Tankers spokeswoman said: "We are seeking the right mix of chartered tonnage versus pool partners versus owned tonnage. Chartered tonnage gives a certain degree of flexibility."

The first of the shipowner's time charter newbuilds, a 19,500 dwt vessel, is due for delivery in the first quarter of 2003, while a second, 25,000 dwt ship, will be delivered in the second quarter of 2003. Both of these deals include options to purchase and both ships will feature 28 stainless steel cargo tanks.

Meanwhile, the 159 m long newbuild, with a beam of 25 m and drawing a draft of 10.4 m, is due for delivery in May 2003. "This specific size of ship fits well with our customer requirements and the customer contract portfolio we hold", said Jo Tankers' spokeswoman.

The newbuild would be most suitable for deployment in the ship operator's Atlantic Basin trading area, the spokeswoman said, including the Middle East.

NAVY NEWS

Ship disaster witness to get \$1m

AN engineer who witnessed the collision of HMAS Voyager with HMAS Melbourne 38 years ago is in line for a pay-out of more than \$1 million.

David Ryan, 56, was standing on the deck of the Melbourne as Australia's worst peacetime maritime disaster unfolded and claimed the lives of 82 sailors.

He had originally offered to settle his compensation battle against the Federal Government for \$200,000.

However, the Commonwealth refused and a NSW Supreme Court jury today awarded him damages of \$780,000 plus interest, which his lawyer James Taylor said would bring the compensation pay-out to more than \$1 million.

DAILY SHIPPING NEWSLETTER

Mr Ryan, of Essendon, in Victoria, claimed he suffered post traumatic stress disorder as a result of the collision on February 10, 1964, which caused him to drink and smoke to excess.

He told the jury he had been wracked with guilt for not doing anything to prevent the collision as he stood on deck and watched the Voyager approach his ship off Jervis Bay on the NSW South Coast.

The disorder led to his marital breakdown, estrangement with his children and continuous ill-health, the court was told.

On learning of the verdict, Mr Ryan stood up and wept before hugging friends and his legal team.

PORTS VISITS WARSHIPS

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

Colour code : Submarines NATO Squadrons Fleet Reviews

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	HNLMS De Zeven Provinciën	F 802	Portsmouth
01 Mar 02	BNS Belgica	A 962	Scheveningen
03 Mar 02	HNLMS Willem Van Der Zaan	F 829	Den Helder
06 Mar 02	FS Georges Leygues	D 640	Dakar
15 Mar 02	HNLMS Zierikzee	M 862	Kristiansand
17 Mar 02	USS Oscar Austin	DDG 79	Rotterdam
17 Mar 02	USS Briscoe	DD 977	Rotterdam
22 Mar 02	HNLMS Zierikzee	M 862	Zeebrugge
24 Mar 02	USS Mount Whitney	LCC 20	Rotterdam
30 Apr 02	HNLMS Vlaardingen	M 863	Vlaardingen
24 May 02	HNLMS Harlingen	M 854	Dordrecht
07 Jun 02	HNLMS Maassluis	M 856	Slidrecht

DAILY SHIPPING NEWSLETTER

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	
-----------	---------------------------	------------	--

MOVEMENTS



AMER ANNAPURNA (8520513) Amer Shipp Cyprus/Lib 1987 Evergreen
Nagasaki GT 10298 dwt 11022 TEU 66 Loa 145.5m Bm 22.6m ex Artic
Universal-98, Arctic Spirit-99 Van Coquimbo naar de Merwehaven.

(Foto / Tekst Jan van der Klooster)

RIJNMOND WEATHER

vrijdag 22 februari

9 uur 's ochtends :

temperatuur: 8 graden

kans op neerslag: 80%

wind: krachtig (48 km/u) uit ZW

5 uur 's middags :

temperatuur: 10 graden

kans op neerslag: 30%

wind: krachtig (42 km/u) uit WZW

DAILY SHIPPING NEWSLETTER

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>