

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Friday 22-03-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

ISU reports increased salvage cases

Members of the International Salvage Union (ISU) recovered over half a million tonnes of pollutants during salvage operations last year. Emergency assistance in 2001, provided on a global basis, involved 247 vessels with cargoes and bunkers threatening pollution, as against 310 ships in the previous year.

Oils, chemicals, other pollutants and bunker fuel salvaged last year totalled 539,073 tonnes, as against 591,202 tonnes in 2000. ISU President Jean Labescat says "The absence of large tanker casualties meant that total pollutants involved in these operations amounted to only around 25 per cent of the peak recoveries of the mid-1990s."

In 2001, ISU salvors responsible for the 247 salvage assistances recovered:

- 63%, crude oil 340,413 tonnes (419,111 tonnes in 2000)
- 11%, chemicals 60,476 tonnes (9,992 tonnes)
- 14%, other pollutants (e.g. gasoline, slops, etc 72,911 tonnes (79,166 tonnes)
- 12% bunkers 65,273 tonnes (82,933 tonnes)

Jean Labescat adds: "Last year there was a near 25 per cent fall in the number of casualties, but only an 9 per cent drop in the amount of potential pollutants salvaged. There was a dramatic, six-fold increase in the tonnage of chemicals salvaged. In contrast, the amount of bunkers salvaged declined by just over 25 per cent."

The chemicals dealt with during the year included: nitric acid slops; styrene (two incidents - one involving the recovery of cargo from a wreck); potassium nitrate, potassium sulphate and potassium chloride (all on board one casualty); aluminium phosphate; calcium fluoride; and sodium chlorate. During 2001 there were 19 salvage operations involving tankers, as against 15 in 2000. The largest tanker involved was carrying 85,964 tonnes of crude oil. There was a substantial increase in the number of casualties requiring ship-to-ship transfer services - up from six to 15 cases.

Towage or salvage?

In a decision handed down last week, the Spanish Central Maritime Tribunal handed down an unusual decision in a salvage case.

A vessel suffered engine failure twelve miles off the coast of Galicia in adverse weather conditions. The state salvage control centre ordered a tug to bring the vessel into port. The tug owner put forward a salvage claim of 270,000 euros. The shipowner produced an expert report to the effect that the service provided was one of towage, and that the "fair price" to which the tug might be entitled was 6,000 euros.

The tribunal found that the services provided constituted towage rather than salvage as there was no danger to the towed vessel. On account of its size, the vessel did not have any stability problems and, even if it had continued drifting, it would not have come within four miles of the coast. The tribunal fixed 5,775 euros as a fair price for the tow - 225 euros less than the figure suggested by the shipowner's expert.

"Supertug" Offered For Charter

Marcon Int of Coupeville, WA has been authorized by the Russian Navy to offer for longterm commercial bareboat charter the twin screw, ocean firefighting salvage tugs **Fotiy Krylov** and **SB-408**.



The 24,480BHP, 40,000IHP salvage tug 97.6m "**Fotiy Krylov**" was designed in co-operation with Wijsmuller Engineering and is one of the largest, most powerful and sophisticated tugs in the international salvage fleet. She was originally built in 1989 at a reported cost of around \$45 mn by Hollming Oy of Rauma, Finland for the Russian Navy and has the reported capability of towing a laden tanker of up to 500,000dwt.

Powered by four Wartsila Vaasa 12V32D's driving two 4.6m diameter controllable pitch props in fixed kort nozzles, the tug can deliver about 248 metric tons of bollard pull.

The 7,000BHP / 12,000IHP salvage tug "**SB-408**" (ex-Tsavliris Challenger, ex-Hulk) was built in 1984 by Rauma-Repola Uusika, Finland as one of four **Silva class** non-ice breaking ocean-going salvage tugs. She is powered by two Zavod

Russkiy Pielstick 6PC2-5L-400 for a total of 7,000BHP nominal and 7,800BHP maximum continuous driving CP props in kort nozzles developing a bollard pull of abt. 94 metric tons.

Both tugs were previously on charter to Tsavliris Group through November 2001 and are now charter-free. Tsavliris Russ still has the sister-tug to Fotiy Krylov, the Nikolay Chiker (ex-SB-131) under charter through JSC Sovfracht. Both super-tugs Fotiy Krylov and Nikolay Chiker last year performed a 16-day tow of Ocean Rig's brand-new semi-submersible drilling rig Eirik Raude from Pascagoula, Mississippi to Halifax, Nova Scotia.

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This was the first time that the two tugs had worked side by side. Nikolay Chiker, after her battle in the Mediterranean last November, where she fought Force 12 gales, towed the rudderless hull of the 1,000', 67,000 ton aircraft carrier Varyag 15,200 nautical miles to China via the Cape of Good Hope, following the carrier's widely-publicized sale from Ukraine to Chinese interests. During 2001, SB-408 while under charter to Tsavliris was stationed off Djibouti towed was involved with the tows of the 13,400dwt container ship Safemarine Dubai, 14,600dwt Kitsa and 64,900dwt Master A II after mechanical failures.

Stowaways discovered aboard ship



Three young Romanian men who stowed away inside a container full of booze en route from Livorno, Italy, were discovered yesterday when the ship docked in Halifax.

A crewmember of the container ship **Zim Europa** noticed the three stowaways outside the container at 7:30 a.m. yesterday, Citizenship and Immigration spokeswoman Bev O'Regan said.

The three men, aged 19, 25 and 28, hid inside a container full of liquor when the ship left Italy March 9 — 11 days before they were found.

They are now applying for refugee status in Canada. Meanwhile, they're staying at the Metro Turning Point homeless shelter.

O'Regan said they could have been killed if the booze bottles in the container had shifted, or if there hadn't been enough air in the container to sustain them.

"It's pretty serious. (Stowaways) could lose their lives," O'Regan said.

The latest group of stowaways raises to 12 the number of people trying to enter the Halifax port from containers this year.

Halifax has become a popular destination for mostly young men fleeing Romania. Last year, 38 stowaways were found on vessels in Halifax.

CASUALTY REPORTING

Jody F departs Tauranga



The log ship Jody F Millennium finally left New Zealand's Port of Tauranga on Tuesday after her departure was delayed by strong winds since Sunday.

Jody F moved to Tauranga for repairs to the hull after being grounded at Gisborne. The Korean-crewed vessel spent 19 days berthed in Tauranga while a team of salvage experts made temporary repairs which included the removal of the vessel's rudder. United Salvage tug Keera will tow Jody F from Tauranga to Asia.

The voyage is expected to take approximately 40 days to an Asian shipyard. While in Tauranga, the

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Jody F Millennium's cargo of export logs was offloaded without incident.

Port of Tauranga Manager of Operations, Nigel Drake said the differing requirements and interests of the various parties involved in the salvage and repair exercise, represented by legal advisors and salvors flown in from Europe and Australia, were met without difficulty and with great co-operation all round.

Ship grounded off Pangkor

A cargo ship en route to Lumut Port ran aground near Pangkor, after hitting rock in shallow waters last week.

Local fishermen said the ship was thought to be heading for Lumut port to unload its cargo when it ran aground on rock. Due to a public holiday in the region the incident could not be reported immediately.

Locals said the ship did not appear to be seriously damaged and was waiting for assistance to be refloated.

Ship runs adrift near Kuwait

The Sao Tome registered cargo ship **Karam** ran adrift near the Kuwaiti island of Faylakah, the Environment Public Authority (EPA) reported.

EPA director Dr Muhammad al-Sarawi said that the ship ran adrift due to a hole in its side. It is not clear if the ship, carrying foodstuffs, was sailing contrary to UN sanctions imposed on Iraq.

The ship departed the port of Hamariyah in the UAE bound for the Iraqi port Umm Qasr. The EPA said it had received information about the ship from the Memac centre in Bahrain and then set about to determine that no oil had spilled as a result of the incident. Further information about the ship and its crew is not yet known.

BUDI AMAN (Malaysia)



London, Mar 20 — A press report, dated Mar 19, states: A freak wave in Table Bay was blamed for tipping 28 loaded containers into the sea after it hit anchored c.c. *Budi Aman* (11982 gt, built 1989), causing a major shipping hazard today. The containers, some of which are loaded with cotton, were still floating just below the surface of the water in the bay, but a heavy swell was making life difficult for salvors working to recover them. Tugs and smaller work boats were busy rounding up containers and towing them to the

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harbour this afternoon, said David Murray of salvors Pentow Marine. Murray would not commit himself on whether the job would be complete by last light today. "We have 12 accounted for. One or two are being towed into port as we speak, while some have come ashore at the Milnerton Lagoon," he said. He admitted that nightfall would complicate the salvage effort, but was confident port control could help with guidance. Last night Cape Town port control closed small craft launching facilities and sent out shipping warnings. Small boats, which are especially vulnerable to the hazard, were barred from putting to sea. Fishermen anxious to cash in on the current snoek run may have lost thousands of rands. *Budi Aman* was about to raise anchor and dock in Table Bay Harbour when the wave struck about 2150 hrs. The vessel's master reported his vessel rolled 30 degrees to either side when the huge swell swept under her. A further 15 containers on board the vessel were smashed, said a spokesman for the agents, Foreshore Shipping. Salvage broker Godfrey Needham said two tugs, *Ocean Pride* and *Pacific Brigand*, were at the scene to recover the containers. A third, *Hawk*, might also be sent out. Needham said the containers would be towed to a quay in port to be lifted out of the water. "Portnet has to arrange a quay," he said. "Of the total, 15 are 20-foot containers and 12 are 40-foot containers. The majority are carrying cotton," Needham said. Swell conditions along the Atlantic coast had picked up considerably since earlier yesterday, as a front passed to the south of the peninsula. Indications were that it had picked up further overnight. About 40 snoek boats from Oceana Power Boat Club could launch only after first light today when visibility was sufficient for skippers to see the containers, seriously curtailing fishing time. *Budi Aman* was anchored about five nautical miles from the harbour towards Milnerton beach, the agent said. *Budi Aman* was on her way from West Africa to Singapore, the agent added.

COASTAL FORCE (Netherlands)

London, Mar 20 — Tug *Coastal Force* (70 gt, built 1997) while assisting the hopper dredger *Coastway* at Westduin near Dishoek on the Isle of Walcheren, ran aground at 0900, local time, yesterday. As the tide went out she got stuck on the beach, most probably due to a rope around her propeller. On the oncoming tide the tug refloated at about 1500, same day. The tug is assisting the hopper dredger, which is pumping sand onto the beach through a floating pipe.

DISNEY MAGIC (Bahamas)

London, Mar 19 — A press report, dated today, states: Delays were caused as workers



made repairs to one of two smokestacks of passenger *Disney Magic*, using a large crane. The repairs were to damage caused when a fire started in the smokestack during the morning of Mar 14, off San Juan, PR. The Coast Guard spent Mar 16 inspecting the vessel to ensure she was safe to continue cruising. The crew brought the fire under control with one hour and *Disney Magic* continued cruising to her destination of Port Canaveral. Disney will reimburse passengers

\$100 for the inconvenience. No injuries were reported. The vessel departed on Saturday evening, around four and a half hours later than the scheduled departure time.

ELIJEANNE (Panama)

Port au Prince, Mar 19 — General cargo *Eliejeanne* is still lying at Finger Pier, Port au Prince, awaiting sale. — Lloyd's Agents.

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ERIDAN (Ukraine)

Istanbul, Mar 20 — C.c. *Eridan* completed necessary inspection and sailed for Poti at 1830, local time, yesterday. Vessel subsequently passed Canakkale at 2045, local time, yesterday, ETA Istanbul 0900, local time, today. — Lloyd's Agents.

GASOIL RIG SUNK OFF LOUISIANA, UNITED STATES

Nicosia, Mar 20 — A press report, dated Mar 17, states: Coast Guard and environmental officials were keeping watch yesterday over an offshore oil platform that collapsed in the Gulf of Mexico a week ago about 20 miles off the coast of Venice. An Exxon Mobil oil rig that once stood 113 ft high remains submerged on its side in about 60 ft of water. No environmental threats or injuries have been reported, and the cause of the collapse hasn't been determined. Coast Guard officials said there was a minor oil leak and estimated that less than one gallon per hour was seeping from the rig but said as of yesterday there was no crisis. The remote platform had been unmanned, with only two of its six wells in use, and had been producing 330 barrels of oil and 1 million cubic feet of natural gas daily, Exxon said. Divers have confirmed that a tear extends around almost the entire 8-foot diameter structure on the ocean floor. An 180-ft skimmer from the Marine Spill Response Corp. remains on the scene, where a navigation buoy with a horn and light marks the spot. — Lloyd's List Correspondent.

GENESIS

London, Mar 20 — A press report, dated Mar 19, states: Three crew members of fish *GENESIS* escaped serious harm yesterday morning after their vessel took on water and lost power seven miles from Coos Bay. Coast Guard crews responded to a Mayday call from the *Genesis* about 1000 hrs, according to the Coast Guard in North Bend. The shipmaster said they were taking on water about three miles offshore. Crew members donned survival gear as two lifeboats, an utility boat and a helicopter rushed to the scene from stations on Coos Bay and the Umpqua River. Two Coast Guard rescuers boarded the vessel, secured the leak and pumped the seawater overboard, the Coast Guard said. The vessel's power was restored, and the three Coast Guard vessels escorted her to the port in Charleston.

JODY F.MILLENNIUM (Panama)



Wellington, Mar 19 — Bulk *Jody F. Millennium* remained at the Port of Tauranga today, after being prevented from leaving port yesterday by high winds. The decision to wait until the weather settled was made by United Salvage, whose tug *Keera* would be undertaking the first stage of the 40-day tow to an Asian shipyard. Port of Tauranga operations manager Nigel Drake said today the salvors required light winds for the first three days of the tow. "I guess it's the one time you

can control the tow in the 40-day voyage," he said. Earlier today wind gusts across the harbour were recorded at 30-40 knots. Mr Drake said if the wind dropped tomorrow as expected, the vessel would depart about 1100 hrs the same way she arrived, under tow and surrounded by Port of Tauranga tugs as she was guided through the entrance channel. The ship has been at the Port of Tauranga since Mar 2, undergoing repairs after being blown ashore at Gisborne on Waitangi Day. While at Mount Maunganui, the remainder of the ship's log cargo was unloaded while divers patched holes in the ship's hull. The ship's damaged 16-tonne rudder was also cut free. The *Keera* was expected to

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rendezvous with the Japanese tug *Sieka Maru No 2*, which would take over the tow north of New Zealand. The salvors have not announced a final destination.

KATSHESHUK (Canada)



Nicosia, Mar 19 — A press report, dated today, states: Attempts to reboard a burning fishing vessel about 200 kilometres off Newfoundland have been postponed by bad weather. The crew of trawler *Katsheshuk* were forced to abandon the vessel Sunday (Mar 17) after a blaze broke out in a shortage area. The vessel is still believed to afloat in the North Atlantic. The crew was rescued by two other fishing vessels, which are making their way to port. Canadian Coast Guard officials say the *Arctic Endurance* and the *Newfoundland Otter* are

transporting the 30 displaced crew members to Harbour Grace and St. John's. Both vessels are expected to arrive in port tomorrow morning. No one was injured in the fire. — Lloyd's List Correspondent.

London, Mar 20 — Following received from Halifax RCC, timed 1310, UTC: Trawler *Katsheshuk*: As of yesterday, vessel was still afloat. Intention is let the fire burn out by its self. All crew have been taken off the vessel by several commercial vessels in the area.

KOTA HADIAH (Singapore)

London, Mar 20 — A press report, dated today, states: Survivors of a collision between c.c. *Kota Hadiah* and suction dredger *A.M. VELLA* paid their last respects to their colleagues at a memorial service at the Russian Consulate yesterday. The service coincided with the discovery of a fourth dead Russian seaman found floating under the Tsing Ma Bridge yesterday. A police spokeswoman confirmed he was among the 15 crew members on the *A.M. Vella*. Two Russian and two Hong Kong sailors were still missing last night. Meanwhile, a Marine Department spokeswoman said the shipping company that owns *A.M. Vella*, which lies 30 metres deep off Ma Wan, was required to raise her within seven days.

LADY FRANKLIN (Canada)

Quebec, Mar 15 — Ro/ro *Lady Franklin* remains in Quebec port under repair. — Quebec Port Authority. (See issue of Feb 22.)

LAKE CARLING (Marshall Islands)



London, Mar 19 — A press report, dated today, states: Bulk *Lake Carling* (17464 gt, built 1993) that was taking on water in the Cabot Strait was expected to make it safely into port, rescue officials said today. A navy spokeswoman with the rescue co-ordination centre in Halifax said *Lake Carling*, had reported a four-metre stress crack in her side when she was about 240 km north-west of Sydney, N.S. But Lieut.

Pat Jessup said the vessel was proceeding under her own power by late afternoon and

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"has a very good chance of reaching Sydney without further complications." Jessup said the 19 crew members on board vessel were removing water from her, and a Hercules aircraft had parachuted extra pumps and survival suits onto the deck. "I don't believe she's taking on any more water and it is contained in No.4 hold," she added. "She (*Lake Carling*) seems to be in very good shape." The vessel was proceeding at about 10 kph through the strait and was expected to arrive Sydney tomorrow evening.

London, Mar 19 — Following received from Halifax RCC, timed 2340, UTC: Bulk *Lake Carling* was in lat 48 13N, long 61 11W, at 2120, UTC with a Coast Guard icebreaker alongside which has taken two non-essential persons off *Lake Carling*. The Coast Guard vessel also passed additional pumps over to *Lake Carling*. The vessel is still in the same position as the crack has increased to approximately 25 ft. Tarpaulines have been placed over the crack and it is feared they will be torn away in the current bad weather conditions if the vessel gets underway. Owners have arranged with Secunda Marine Services to send a salvage vessel. The Coast Guard also have aircraft, on land, on stand-by.

Montreal, Mar 19 — Bulk *Lake Carling* loaded iron ore at Seven Islands for discharge in Trinidad. In the Gulf of St. Lawrence she started taking on water at the rate of 100 tons per hour into hold No.4. Understand a Secunda Marine Services vessel is proceeding to the vessel under Lloyd's Open Form. — Lloyd's Agents.

Nicosia, Mar 20 — A press report, dated Mar 19, states: Bulk *Lake Carling*, taking in water off Nova Scotia, is now expected to make it safely to port in Sydney today. The Halifax rescue co-ordination centre said the *Lake Carling* is proceeding under her own power with a four-metre stress crack in her side. Lieutenant Pat Jessup said the 19 crew members pumped water with the assistance of extra pumps dropped from a Hercules aircraft flying over their location. Jessup estimated that under her current speed, she would take about 30 hours to make it to Sydney. — Lloyd's List Correspondent.

London, Mar 20 — Following received from Halifax RCC, timed 1310, UTC: Bulk *Lake Carling* is currently safely drifting in the Gulf of St. Lawrence. Eight pumps remain on board the vessel. Additional equipment is required and tug *Ryan Leet* is proceeding, ETA 0600, UTC, tomorrow. A Coast Guard vessel and rescue aircraft are in the area. Estimated size of stress crack in No.4 hold is 25 foot.

MARETON (Spain)

London, Mar 20 — Following received from Etel MRCC, timed 1245, UTC: Fishing *Mareton*, 35 metres, FBZH, reported taking on water in lat 47 32N, long 03 46W at 2255, UTC, Mar 18. Vessel was escorted into Lorient for repairs.

NEW CENTURY 1 (St. Vincent & Grenadines)

Yokohama, Mar 20 — General cargo *New Century 1* (1491 gt, built 1983) ran aground 4,400 metres, 295 degs from Ogijima Lighthouse, Kagawa Prefecture, at 0700, Mar 18. Vessel refloated, under her own power, at 0920, same day. No oil spillage or personal injury was caused. — Lloyd's Agents.

SIBOEVA (NIS)

London, Mar 20 — The owners of bulk/oil *Siboeva* (45593 gt, built 1993) and bulk *Vitastar* (37700 gt, built 1976), which collided in the Dardanelles in January, 1998, must both take a share of the blame for the collision. The High Court has held that the owners of *Siboeva* must accept 25% of the blame. This was awarded on the basis that the vessel was

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travelling too fast and that she had failed to keep further to starboard in her lane. However, Mr Justice Steel held that the owners of *Vitastar* must take 75% of the blame. This fine is for failing to make anything other than "the most ineffectual attempt" to round the bend at Nara Point. The judge said the failure by *Vitastar* had resulted in *Siboeva* being presented with a serious and unexpected hazard. "A fair apportionment is one quarter: three quarters in favour of *Siboeva*," said the judge. Owners of *Siboeva* v owners of *Vitastar*, before Steel J, Admiralty Court, Mar 12. Nigel Teare QC, instructed by Sinclair, Roche & Temperley, appeared for the claimants, David Goldstone, instructed by Richards Butler, appeared for the defendants.

SPRING BREEZE (Malta)

London, Mar 19 — Bulk *Spring Breeze* arrived Quebec on Mar 8 and, on Mar 15, was under repair.

WHITHAVEN (U.K.)

London, Mar 19 — Following received from the Hull-based owners of tank *Whithaven*: Vessel remains in the River Barrow. Temporary repairs are ongoing and vessel will probably depart in the next few days. Destination for permanent repairs not known.

SHIPYARD NEWS

UK shipbuilder on the move

Renowned British shipbuilder, Vosper Thornycroft, is moving from its Woolston site at Southampton to a Portsmouth dockyard, about 15 miles down the coast. The company has recently won a new contract to build part of six new destroyers for the Royal Navy.

The work will be carried out in Portsmouth and will guarantee jobs for 1,200 people for the next decade at least. Ten years ago the shipbuilder moved into training and fleet support, offering repairs and service to warships and now 80% of its workforce are involved in non-shipbuilding activities. Last year these activities provided over half the firm's turnover and profits.

Both Portsmouth and Southampton are great maritime rivals. The site at Woolston will close down and eventually be sold off, most likely for housing, and light industrial units. The sight of great steel warships on the banks of the Itchen since 1907, will become a distant memory.

ROUTE, PORTS & SERVICES

Evergreen and CMA CGM

Evergreen Marine Corporation, leading Taiwanese shipping line, and CMA CGM, leading French line, have signed an agreement in Taiwan relating to North Europe/Asia trade.

This agreement will consist of an exchange of slots between the French Asia Line (FAL) and the North China Express (NCX) services of CMA CGM and the Asia - Europe - Asia sector of the West Coast US Asia Europe (WAE) service of Evergreen Marine Corporation.

Effective 18 March 2002, the slot charter agreement will involve each carrier taking up to 350 TEU per

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week on each other's services both eastbound and westbound. This first cooperation will allow Evergreen Marine Corporation and CMA CGM to upgrade further their offer of services on this high level trade.

Bergesen buys ore/oil carrier

Bergesen, one of the world's largest shipping companies, has purchased the 310.700 dwt ore/oil carrier **Tijuca** for USD25.5 mn. The oil carrier was built in Brazil in 1987. Delivery will take place in April 200 and the vessel will be employed in the oil market

NAVY NEWS

WARM WELCOME EXPECTED FOR HMS CORNWALL



Hundreds of relatives and friends are expected to welcome **HMS Cornwall** when she returns to Devonport Naval Base on Monday 25 March.

The Type 22 frigate sailed from Plymouth in early September for a major exercise called Saif Sareea in the Gulf of Oman. Her time in that region was extended following the terrorist attacks on the USA and she played a key role in the UK's contribution to the fight against international terrorism

Remains Kursk Captain identified

The remains of captain Gennady Lyachin of Russia's ill-fated nuclear submarine Kursk have been identified, along with those of almost all the sailors who perished in the August 2000 disaster in the Barents sea, the Russian prosecutor's office reported.

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Investigators have successfully identified the remains of **114 crew** out of the 118 who perished when the Kursk sank, said Leonid Troshin, chief spokesman of the prosecutor's office. "This exceeds all our expectations, given the circumstances of the accident," he said.

Some bodies were retrieved from the wreck during an operation in November 2000. The remainder were recovered during the salvage operation after the submarine was raised and transferred to dry dock in Roslyakovo last October. The salvage, costing an estimated 80 million euros, fulfilled President Vladimir Putin's pledge to grieving relatives of a proper burial for the victims.

Following a highly controversial investigation into the cause of the explosion onboard the Kursk, Russia's navy chief Vladimir Kuroyedov said a torpedo explosion onboard is believed to have caused the sinking.

MOVEMENTS ANGLIAN DUKE



The **ANGLIAN DUKE** and the **ZEUS** will tow an FPSO from Southampton towards Rotterdam ETA will be Sunday morning March 24th.

MCS MARLENE



The Tug **MCS MARLENE** (former SHOALWORKER) arrived Thursday afternoon at the Parkkade with two hulls of vessels, one inland cargo vessel named **ICARUS** and the hull of the new **STADSSLEEPBOOT 22** for the City of Antwerp – Photo's : Piet Sinke



NEW MOTOR YACHT



In the Merwehaven in Rotterdam the brand new yacht MY 663 build by De Vries Shipyard was moored Thursday afternoon

Photo : Piet Sinke

POLITIE 41



The new Police patrol vessel **P41** homeported Vlissingen visited the port of Hoek van Holland Thursday afternoon March 21st .- Photo : Piet Sinke

FIGHTER / GIANT 2



The tug **Fighter** departed from Rotterdam with in tow the **Giant 2** loaded with the 110 mtr long passenger vessel BIZET , the transport was bound for Le Havre where the BIZET will be discharged and one other 85 mtr long passenger vessel will be loaded for Rotterdam, the transport will be back again around Wednesday.

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Photo : Jan Simons

RIJNMOND WEATHER

vrijdag 22 maart

9 uur 's ochtends :
temperatuur: 8 graden
kans op neerslag: 15%
wind: matig (16 km/u) uit WNW

5 uur 's middags :
temperatuur: 10 graden
kans op neerslag: 10%
wind: matig (17 km/u) uit NW

HAVE A LOOK AT THE FOLLOWING **SITES** FOR SHIPPING INFO AND PICTURES OF SHIPS
AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>