

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : **Saturday 22-06-2002**



Operation Enduring Freedom



The **USS John F. Kennedy** and embarked Carrier Air Wing Seven (CVW 7) are conducting combat missions in support of Operation Enduring Freedom.

EVENTS, INCIDENTS & OPERATIONS

Global to Install Platforms and Pipelines for ChevronTexaco

Global Industries, Ltd. announced its subsidiary Global Industries Limited Mauritius has executed a contract to undertake platform and pipeline installation work in the Gulf of Thailand for Chevron Offshore (Thailand) Ltd., a subsidiary of ChevronTexaco Corporation. This work forms part of ChevronTexaco's Minimum Facilities Project (MFP) to expand oil and gas production in Thailand. Global will be responsible for installing five wellhead platforms and four pipelines as well as performing associated tie-in, free span correction, and testing activities. The offshore work will be performed in two phases to accommodate ChevronTexaco's construction schedule and optimize Global's barge utilization. Both the [DLB Seminole](#) and [DLB 332](#) will execute the construction with diving and tie-in support performed by the [MV Shamal](#) and [MV Winsertor](#).

Ruzie tussen bergers en redders van Vlieland en Terschelling

Een incident tussen bergers van rederij Noordgat van Terschelling en de KNRM-bemanning van de reddingboot [Leng](#) van Vlieland is op scherp gezet. De Typhoon van Noordgat arriveerde vrijdag 14 juni even na de Leng bij het jacht Karien, dat meedeed met de Schuttevaerrace.

Het jacht was vastgeraakt op een strekdam bij Vlieland. De bemanningsleden van de Leng verhinderden de mensen van Noordgat volgens hun zeggen keer op keer dat de Typhoon verbinding te maken met het jacht. Toen dat wel lukte, adviseerde de schipper van de Leng de bemanning van de Karien om de diensten van Noordgat niet aan te nemen. Bovendien werd een bemanningslid van de Typhoon bedreigd door een Vlielandster met de tekst: "Je moet oppassen, want anders heb je een mes in je rug." Er is aangifte gedaan bij de waterpolitie te Harlingen. Noordgat zegt in een commentaar dit een zeeroveractie en broodroof te vinden en vindt het jammer dat de Vlielanders zich zo opstellen, omdat de verhouding met de overige stations van de KNRM, zoals op Terschelling, Texel, Ameland en Schiermonnikoog en in Harlingen goed is. Noordgat zegt dat de bergers van Terschelling al jaren problemen hebben met de Vlielanders en dringen aan op actie, voordat het escaleert: "Tenslotte is de reddingmaatschappij opgericht voor het redden van mensenlevens op zee en niet voor het bergen van gestrande schepen", aldus Simon Smit van Noordgat.

Peter Klaassen, secretaris-penningmeester van de KNRM op Vlieland, betreurt het incident. Hij benadrukt dat de Leng als eerste vastmaakte en dat juist de Typhoon het slepen en lostrekken van de Karien bemoeilijkte. "Ze kwamen langszij en vanaf de Leng werd gezien dat iemand aan boord van de Typhoon een mes tussen de tanden had. Daarop is de gewraakte opmerking gemaakt. Een vervelend incident."

De schipper van de Alida, die stand-by lag, heeft het lastig gedrag van de Typhoon bevestigd, aldus Klaasse en ook de schipper van het jacht, dat later door de Leng naar Vlieland is gesleept, sprak van 'onduidelijke schermutselingen'. Klaasse vindt het jammer dat Simon Smit van Noordgat niet, zoals was afgesproken, direct contact met hem heeft opgenomen. Hij heeft Smit een mailtje gestuurd met de oproep bij elkaar te komen en de zaken door te praten.

Greek cruise ships braced for impact of ongoing crew strike

ROYAL Olympic Cruises was last night braced for disruption to some of its sailings as Greece's seamen's strike was poised to enter a fourth consecutive day.

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Unscathed by the action thus far, the Greek-flag cruise operator traditionally has a number of weekly departures from Piraeus on Fridays. The company said it was in "continuous negotiations" with the ministry of merchant marine and unions in a bid to solve the strike, which is to support increased pension demands. Prime minister Costas Simitis was reportedly conferring with ministers about ways to cut short the strike yesterday afternoon. "There is some chance of agreement because the sides are not very far apart," claimed Royal Olympic's co-vice chairman Andreas Potamianos. "But if there is a [continuing] strike, we need the National Tourism Organisation to establish a crisis management bureau to deal with stranded travellers.

Marine ingezet na uitbreken brand op rondvaartboot



De Koninklijke Marine is 20 juni in het Waddengebied tweemaal in actie gekomen. Een vissersschip uit Harlingen meldde eind van de ochtend dat het drie wadlopers zag die van de Friese Kust richting Terschelling liepen. Toen twee uur later niemand meer iets had vernomen van de wadlopers, werd besloten een zoekactie op te zetten. Drie reddingsboten van de Koninklijke Nederlandse Redding Maatschappij (KNRM) en een marine-helikopter werden gealarmeerd. Rond half drie kwam de melding van de Verkeerscentrale Brandaris van Terschelling dat de wadlopers terecht waren. Op het moment dat de zoekactie naar de wadlopers

werd beëindigd kwam van de Verkeerscentrale in Den Helder een melding binnen dat tussen Den Helder en Texel de rondvaartboot "Witte Zeehond" in brand stond.

De rondvaartboot was onderweg van Den Helder naar Oudeschild (Texel) met aan boord ongeveer 30 passagiers. Deze werden na het uitbreken van de brand door een langskomende vissersboot aan boord genomen. Twee landingsvaartuigen, sleepboten van de Koninklijke Marine, een bergingsvaartuig en reddingsboten van de KNRM en de RV-166 van de Koninklijke Marechaussee werden ingezet om de brand te blussen. Nadat het blussen van de brand is het bluswater uit de rondvaartboot gepompt en is het schip naar Oudeschild gesleept



Stowaways arrested in Caribbean

US Immigration officials are deporting 19 people following two separate incidents at sea in the Caribbean that left 35 dead. Seventeen of the detainees were stowaways aboard the Isle of Man-flagged ro-ro ship Scan Germania, said by the US Coast Guard (USCG) to have threatened the crew when discovered after the ship left the Dominican Republic. The USCG boarded the 8,831-GT vessel at the master's request and arrested the stowaways, now in custody in Alabama. The Immigration and Naturalization Service says the ship's German operator, Scanscot Shipping Services, will be required to

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make restitution for the deportation costs if it wants to continue operating in US waters. Two Haitians are to be deported from the Netherlands Antilles island of St Maarten after their over-crowded boat exploded and sank, killing 35 others. Police say “migrant smugglers”, who overloaded the wooden craft after charging \$800 each to ship them to the US Virgin Islands, will face manslaughter charges if arrested.

Five jailed for Portovenere deaths

A GENOA court has sentenced five men to up to 26 months' imprisonment for the manslaughter of six technicians during sea trials on the LNG vessel **Snam Portovenere** on October 2, 1996. The court ruled that the five – the ship's master and chief officer, the director of Fincantieri's Sestri shipyard and two other Fincantieri employees – were guilty of negligence in the tragic incident. Five Fincantieri technicians and an ABS surveyor suffocated when the master of the Snam Portovenere activated the CO2 fire-extinguishing system without taking into account the presence of people in the vessel's engine room.

Costly victory for Dutch minister

DUTCH environment minister Jan Pronk has won his case against the 33,980-DWT tanker **Sandrien**, which he detained at Amsterdam in February 2001 because the vessel, sold for breaking up in Asia, was considered to be contaminated with asbestos. The Council of State has now ruled that the vessel can be considered as waste according to the Basle Convention. The minister's victory may, however, become a costly affair for Dutch taxpayers because the owner is likely to abandon the vessel, built in 1974 and flying the Bolivian flag. The owner has been identified as Upperton Ltd of Mauritius, a brass-plate company without other assets, while the beneficial owner is not known. It is, therefore expected that the Dutch government will have to find a company to scrap the vessel in the Netherlands after the asbestos has been removed. The government may also have to pay for the repatriation of the 20-man crew, which has not been paid for months.

Dutch must repay tug subsidies

THE European commission ruled yesterday that Dutch towage companies must repay subsidies granted for port and inland waterway operations. The decision came against the background of a claim by Hamburg-based towage operator Bugsier that its Dutch competitors in Hamburg and Bremerhaven, such as Kotug and Smit, would benefit from the aid originally intended for Dutch deep-sea operations. An EC press release says that “though the Commission approved in 1996 the Dutch aid in question, it was not at the time notified that the aid would apply to port towage operations ... To avoid distortion of competition, the Commission orders today the recovery of the illegal aid.” Bugsier's Jan-Wilhelm Schuchmann told Fairplay that Smit had already left Germany, and that the subsidies would have caused “substantial damage”. “If a state is illegally paying subsidies, the injured parties can call on the government for compensation,” he said. The compensation payments are expected to amount to millions of euros.

P&O Nedlloyd replaces NZ seafarers

SIXTY NZ seafarers will lose their jobs when Anglo-Dutch liner operator P&O Nedlloyd places a Filipino crew on a new ship that will replace two vessels operating the trans-Tasman trade. The two ships, Wellington Express and Sydney Express, are being replaced by the P&O Nedlloyd Nelson, whose Philippine crew will be paid about a quarter of the wages earned by the New Zealanders. Seafarers Union secretary Mike Williams said he still hoped P&O Nedlloyd would change its mind about the redundancies, adding that he was disappointed the government had done nothing with a shipping review that he had hoped would protect the jobs of NZ seafarers. A P&O Nedlloyd spokesman told

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Fairplay that when the company had bought Tasman Express Line it inherited two bareboat charters with the crew. "These were two very small container vessels and at the time it was clear there would be a need to change these. So we have time-chartered a bigger vessel." The ships have now been returned to the owner, he said, adding that those affected will be provided with an 'appropriate redundancy package'.

Thai Maritime to build fleet

THE board of state-owned Thai Maritime Navigation (TMN) has been revamped to put into action the government policy of building a strong Thai-owned merchant shipping fleet, according to deputy transport minister Pracha Maleenont. The dean of the National Institute of Development Administration, Sombat Thamrongthanyawong, will chair the new board and retired naval officer Prarom Mokekhavek has been appointed director-general. Five new directors include members of the police force and high-ranking officers from the ministry of commerce, while six from the former board include Ms Krishnee Varasupanukul, secretary-general of the Office of Maritime Promotion Commission. Pracha aims to boost TMN, which currently does not own any ships, with a vessel purchase. Subsequent expansion would focus on larger tonnage with 'co-operation' from Thai private-sector shipping operators.

CASUALTY REPORTING

BRETON DRYDOCK NO.1 (CANADA)

London, Jun 19 -- Tug Tony Mackay (373 gt, built 1973) reported that one of four dry dock sections from Breton Drydock No.1 (1558 gt, built 1981) broke away from tow. This forth section sank some 21 hours later east-south-east of Chandler, Quebec, in lat 48 10N, long 64 23.1W, at 0400, May 27. No pollution reported.

CLIPPER CHEYENNE (BAHAMAS)

London, Jun 20 -- Following received from Foynes Harbour-master, dated today: Preparatory work for the salvage of ro/ro Clipper Cheyenne is continuing, and a refloating attempt will hopefully be made Jun 23

CSX EXPEDITION (U.S.A.)

London, Jun 19 -- A press report, dated today, states: C.c. CSX Expedition, which became disabled over the weekend in the Gulf of Alaska off Sitka, is headed for Anchorage under its own power. The crew put out a fire in the vessel's engineering spaces, but damage to the main switchboard cut power from its primary generator, CSX said. Auxiliary generators kept refrigerated cargo cold, the company said. The vessel, bound from Tacoma carrying general cargo for Alaska, was expected to arrive in Anchorage today. It was to sail from Anchorage to Kodiak and Dutch Harbour but will be repaired in Anchorage instead, said Frank Peake, CSX Lines' Alaska vice president and general manager

GUDRUN GISLADOTTIR (ICELAND)



London, Jun 19 -- A press report, dated today, states: Fishing Gudrun Gisladdottir which ran aground in Lofoten yesterday morning sank this morning. The wreck may pose pollution problems. The coast guard was working to bring up wreckage in the

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area this morning. The trawler had 300 tons of diesel fuel and two tons of lubricating oil on board, in addition to a load of 870 tons of frozen herring fillets. The fish and the diesel are a potential pollution headache. The entire crew of 20 was rescued when the vessel hit ground yesterday. The vessel now lies about 12 metres deep, according to Rescue Headquarters in North-Norway

London, Jun 20 -- Following received from Bodo RCC, timed 0035, BST: Fishing Gudrun Gisladdottir: A small diesel spill was reported leaking from the sunken vessel. Norwegian pollution authorities are monitoring the vessel. The vessel's owners are continuing to discuss salvage plans

Trondheim, Jun 20 -- Fishing Gudrun Gisladdottir sank in 40 metres of water, 3.8 km off Ballstad, yesterday morning while under tow of tug Nordbever, bound for an anchorage. The vessel had a cargo of 850 tonnes of frozen herring, and had 340 cubic metres of diesel and 2,000 litres of lubricating oil on board.

MAGDALENA OLDENDORFF (LIBERIA)

London, Jun 20 -- A press report, dated today, states: South African research/supply vessel S.A. Agulhas is reported to be edging closer to the trapped general cargo Magdalena Oldendorff which remains firmly trapped by pack ice in Antarctica. The S.A. Agulhas sailed from Cape Town last weekend in an attempt to rescue 108 scientists and crew on board the German vessel, which became stuck on Jun 11, about 300 kilometres from the South African Antarctic base on Queen Maud Land. The latest report from Magdalena Oldendorff says the vessel remains moored alongside solid ice up to 30 centimetres deep in Muskegbukta Bay. The current temperature in the area is reported to be -22 degrees Celsius.

SHIPYARD NEWS

Chantiers looks two years into the future

FRANCE'S last big surviving shipyard, Chantiers de l'Atlantique, is at present hunting for new orders with the aim of avoiding a shortfall in activity which promises to make itself felt in the second half of 2004.

The yard remains in a relatively comfortable position for the moment. It has no fears about activity levels for the remainder of the present year or next but admits that it cannot look forward to full activity up to the end of 2004.

It has two more deliveries to make in the final quarter of this year — a frigate for the Moroccan Royal Navy and a 987-cabin cruiseship, the Coral Princess, for P&O. Next year it will deliver a 795-cabin vessel to Mediterranean Shipping Company in the first quarter, another 987-cabin vessel, the Island Princess, to P & O and a 550-cabin vessel, the Crystal Serenity, to NYK in the second quarter, and, in the final quarter, Cunard's new transatlantic liner, the Queen Mary 2.

In 2004, however, activity will start to run down seriously in the absence of new orders. A second 795-cabin vessel is scheduled for delivery in the first quarter, followed in the second quarter by the first of two bow sections for landing platform docks it is building for the French ministry of defence.

A 74,130 cu m liquid natural gas tanker it is building for **Gaz de France** is due to be delivered in the final quarter, followed by the second landing platform dock bow section in the first quarter of 2005.

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"Our activity is assured up to the middle of 2004, which is not bad," a yard spokesman said. Beyond that, he added, there were plenty of prospects in the cruise, liquid natural gas and naval sectors but as yet no firm orders.

As regards the likelihood of turning some of these prospects into orders in the near future, the yard, which makes a point of not commenting on contracts which have not been concluded, prefers to keep silent.

Its firmest prospect for the moment is Gaz de France's option on a second liquid natural gas carrier, which runs until the end of this year.

The French utility became the yard's most recent customer in February when it placed an order for a first vessel, saying that a new cost-saving propulsion system offered by Chantiers had been the crucial factor in its choice of yard.

The new vessel, which will use vapour given off naturally by its cargo to produce power, is due for delivery at the end of 2004.

The second vessel, if it is ordered, will be for delivery a year later. Meanwhile, the yard's parent, the Alstom industrial group, appears to have put off any plans it might have had for disposing of its shipbuilding business, which does not offer an obvious fit with its main energy and transport equipment activities.

The group has never officially admitted to having had plans to dispose of its marine division, although a number of reports have indicated that this was the case. They included a suggestion that it had been obliged to postpone the project because of the impact on the cruise industry of the terrorist attacks in the United States.

The collapse of Renaissance Cruises last September and Alstom's subsequent admission that it had guaranteed the credits used by the US company to buy six cruise ships from Chantiers de l'Atlantique provoked a collapse of the group's share price in the autumn.

Alstom responded in March with a recovery plan called Restore Value, which included an increase in capital and asset disposals aimed at raising E 2.1bn (\$1.9bn) by March 31 next year.

It has given assurances, however, that its shipbuilding business is not on its list of planned divestments.

ROUTE, PORTS & SERVICES

Stena Line sets new agenda



IT WAS a happy ending, ferry operator Stena Line claimed, when it announced it would bow out of the P&O Stena Line joint venture earlier this year.

The Swedish company received £150m (\$220m) for its 40% stake in the

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partnership, bringing to an end the co-operation on the Dover-France route, which had started in 1998.

"We were very pleased with the co-operation with P&O. But we want to focus on our own operation across Europe now," a spokesman for Stena Line said then. "It is a good deal."

He added that the start of this year had seen a rather positive development, so that tough business conditions were not the reason for going separate ways. In the first quarter, the overall number of passengers with Stena Line rose by 10% on a year-on-year basis.

While the increase in Scandinavia was about 7%, the growth rate in Britain was 12%.

Without the 10 vessels which operate on the joint service with P&O, Stena Line's fleet consists of 33 ships.

The move out of Dover does not mean a withdrawal from Britain as such. Stena Line still operates a ferry service between Harwich and the Hook of Holland and a pure freight service between the Hook and Killingholme.

Stena Line hopes the Harwich service will be boosted by the introduction of the new Stena Britannica, which is being built in Korea for introduction in 2003.

The 44,200 gt ferry will exceed the capacity of the present Stena Britannica on the route by 20%.

"The new ferry will reinforce the route's position as a vital passenger and freight link to the continent," said Wendy Hartley, head of sales in the United Kingdom.

Early this year Stena Line introduced a new ropax ferry, the 18,300 gt Stena Traveller, on its service between Karlskrona in Sweden and Gdynia in Poland.

The operator said that demand for freight capacity had risen considerably, as the line was an essential trade route between Stockholm and Warsaw.

A little later, the 31,200 gt Stena Baltica – formerly Koningin Beatrix – was redeployed from the Irish Sea to the Baltic.

For last year Stena Line reported a turnover of e870m (\$87m) and a loss of e55m. This year, Scandinavian traffic will become profitable again, the company said. Next year, the whole group is expected to produce profits.

Torm gears up to meet market upswing

TORM, the Danish tanker, bulk and liner company, is preparing for an expected market upswing.



The company has just introduced its shares on the US Nasdaq as a further means of accessing the capital markets. At the same time, it is busy expanding its already ambitious newbuilding programme. On May 23, Dampskibsselskabet Torm ordered one panamax coated product tanker at Hyundai Heavy Industries in South Korea by exercising an option for this ship, which is identical to a vessel ordered one month earlier.

The order is part of a wider nine-ship, \$285m newbuilding programme. The first vessel, the 45,000 dwt handymax coated

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product tanker Torm Mary was delivered on June 3 from the STX yard in South Korea. Pool partners Reederei Nord Klaus E Oldendorff, Rederibolaget Gotland of Sweden and LGR di Navigazione of Italy have ordered similar vessels from Hyundai.

Altogether, eight firm orders have now been placed - four by Oldendorff, two by Torm and one each by Gotland and LGR. It is typical for Torm, which was set up in 1889, to invest in an anti-cyclical manner. "The markets are not very exciting at the moment", said executive vice-president Esben Poulssen. "We believe that it will be a little better in the second half of the year, and that we will see a positive turn in 2003 and 2004."

One of the leading players in the product tanker world, Torm is combining its skills in setting up well-functioning pools with the ability to offer high-quality vessels to large international shippers. "The major oil companies, for example, show a preference for young tonnage", said Mr Poulssen. "Our product tanker fleet is 8.7 years old." This reduced the number of competing vessels considerably, he added.

Torm is operating three pools, LR1, LR2 and MR. The Long Range 1 pool now has 19 ships, which gives it a market share of 35%, according to Mr Poulssen. In addition to the newly-won members Oldendorff, Gotland and LGR, the pool consists of Torm, Waterfront Shipping of Norway, Marininvest of Sweden and Difko, the Danish shipping-related investment company.

The pool is being hit by reduced demand, the unstable situation in the Middle East and - during the first quarter - the refinery maintenance season.

The lower demand for jet fuel is also having an impact. Torm hopes that low inventories, especially in the US, as well as higher consumption will lead to more trade in the second half of this year. In jet fuel, this trend can already be observed, said Mr Poulssen.



The Long Range 2 pool, which trades 100,000 dwt aframax vessels, consists of Torm, Maersk, Primorsk of Russia and Klaus Oldendorff. The 20 ships account for 40% of the market, said Mr Poulssen.

It was affected by a slow-down in demand for naphta in Japan and South Korea, as well as the refinery maintenance. Its Medium Range pool of vessels with around 45,000 dwt consists of 20 ships, which gives it a market share of 6%.

"But in the high-quality field, our share is much bigger", he said. Torm is adding six vessels to its tonnage in this field, four this year and two next year. "Since the Erika, things have changed. Quality is very much on the agenda of major shippers." The secret of successfully running a pool was to find owners with the same philosophy, he added. "We have a total of 15 pool partners, and are in constant dialogue with them."

The bulker division is focussing on panamax bulkers carrying grain, coal and ore, as well as handysize vessels with break bulk, containers, specialised cargo and oil drilling equipment between the US and West Africa. "We have done a lot of hedging in this field. 2002 will not be profitable, but the loss will not be as big as expected," said Mr Poulssen. The company has been quoted on the Copenhagen stock exchange since 1905. Beltest Shipping, which is controlled by Greek interests, owns 29.99% of the company. Sanyo Hellas, another Greek company, is holding 16.5%.

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MOL joins West Asia Express, launches own service

JAPANESE carrier MOL has joined APL's West Asia Express (WAX) service while deploying one ship that will operate with a new service name, the Container Service of Middle East and India or CMI in short.

The WAX service, which has been upgraded in capacity, deploys five post-panamax vessels of 4,700 TEU, replacing the 4,000-TEU ships used previously.

APL operates four of the ships - the Qingdao, Chiwan, Ningbo and the Dubai - while MOL deploys one, the MOL Maas. The CMI service port rotation and schedule is Kaohsiung (Fri-Sat), Pusan (Mon-Tue), Qingdao (Wed-Wed), Shanghai (Thu-Fri), Ningbo (Sat-Sat), Hong Kong (Mon-Mon), Singapore (Thu-Fri), Jebel Ali (Fri-Sat), Fujairah (Sat-Sun), Nhava Sheva (Tue-Wed), Singapore (Mon-Tue) and Kaohsiung (Fri).

Transit time highlights include 16 days westbound from Qingdao to Jebel Ali, 13 days from Ningbo, and 11 days from Hong Kong. Eastbound from Fujairah to Singapore is eight days, from Nhava Sheva to Singapore five days, and to Kaohsiung nine days. The first sailing of the CMI came with the APL Qingdao, on voyage 001W, which departed from Pusan on June 4. CMI also offers good connections from China to Europe on its westbound leg and from Gulf/India to North America on its eastbound leg via Singapore.

NAVY NEWS



The Spruance-class destroyer **USS Kinkaid (DD 965)** maneuvers at slow speed during operations off the California coast. The Kinkaid is conducting a series of workups in preparation for an upcoming deployment

Hr.Ms. AMSTERDAM



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Hr Ms AMSTERDAM which is at present operating in the Mediterranean encountered some problems with her propeller shaft and was towed by the Turkish navy tug **GAZAL** with 2 knots speed into the Turkish Port of **Aksal** where the Amsterdam met the Dutch sheerlegs **TAKLIFT 4**.

The propeller shaft bearing was changed directly and the **Amsterdam** departed again on Sunday June 16th and the vessel continued with her duty, supplying the



NATO units in the Mediterranean again.

Left : a picture of the shaft which caused the problems.



KURSK (RUSSIA)

London, Jun 20 -- A press report, dated Jun 19, states: A senior Russian minister has finally cleared NATO or any foreign vessels of sinking Russia's nuclear submarine Kursk two years ago, admitting a faulty torpedo was to blame. "There remains only one version, a torpedo blast," Ilya Klebanov, who chairs an official investigation into the disaster in which 118 crew members died, said in comments on RTR television. "The commission has discounted a collision and a mine," said the trade, science and technology minister, writing a line under a disaster that shocked Russia and jolted the young presidency of Vladimir Putin. The Klebanov commission report is expected later this year into Russia's worst peacetime naval catastrophe. Confirming the work of Western analysts, navy chief Admiral Vladimir Kuroyedov pointed his finger at a torpedo fault in February, saying the model used by the Kursk was being withdrawn. Suspicions have focused on the weapon's unstable propeller. Klebanov said the commission had told navy chiefs to stop trying to raise more of the Kursk's front section, which was left on the seabed last year when the bulk of the shattered vessel was raised. He said there was no need to raise anything else from the seabed for the investigation. Dismantling the vessel, which was armed with nuclear-capable cruise missiles, will take the final bill of the operation to about \$130 million, a significant sum for Russia's much-reduced naval budget. In total, 115 bodies have been

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identified and buried in two recovery operations. The remaining three are believed to be mutilated beyond recognition.

MOVEMENTS

Eagle Arrives in Port Everglades



The Coast Guard Cutter Barque **Eagle** arrived in Port Everglades Friday noon. The Eagle began its seven-day trip to Dania, Fla., after departing Nassau, Bahamas, June 14. The Eagle will be visiting Port Everglades as part of a summer training mission for training cadets before

returning to its homeport of New London, Conn. As the flagship of the U. S. Coast Guard Academy, the Eagle's primary mission is to serve as a platform for training Academy cadets in the fundamental disciplines of seamanship. Through practical application, cadets learn navigation, engineering and ship maneuvering. In addition, they set more than 22,000 square feet of sail and control more than 20 miles of rigging lines while under way. The Eagle offers future officers the opportunity to put into practice the navigation, engineering and other professional theories they have previously learned in the classroom. Upperclass trainees exercise leadership and service duties normally handled by junior officers, while underclass trainees fill crew positions of a junior enlisted person. Approximately 900 men and women attend the Academy, all of whom sail at one time or another on America's only active duty square-rigger. Recreational boaters are advised to maintain appropriate distance from the vessel due to security zones.

SMIT LLOYD 110



The **SMIT LLOYD 110** is sold by **SEACOR** and renamed **JASCON 10**

AIRCRAFT / AIRPORT NEWS

100th F/A-18 Super Hornet Delivered to U.S. Navy



The Chief of Naval Operations (CNO), Adm. Vern Clark, joined an audience of fleet operators, Navy F/A-18 program leadership, Boeing executives and production line personnel, to celebrate the 100th delivery of an F/A-18 Super Hornet.

The airplane, a two-seat "F" model, was delivered during a ceremony on June 14 at Boeing in St. Louis.

"The 100th Super Hornet is a significant milestone in this very successful program," said Clark. "The Hornet Industry-Navy team is producing an aircraft with greater range, striking power and survivability that will project dominant and decisive offensive power around the world well into the 21st century."

The F/A-18F model delivered to the U.S. Navy is slated to become part of Strike Fighter Squadron (VFA) 102, currently an F-14 squadron (VF-102), which is scheduled to transition to the Super Hornet in the near future.

The CNO energized the fleet operators in attendance by directing them to "go write some history." The Super Hornet is scheduled to deploy with Strike Fighter Squadron 115 (VFA 115) aboard the USS Abraham Lincoln (CVN 72) later this year.

Eleven weapons stations carry a vast array of air-to-air and air-to-surface weapons including precision-

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guided munitions. The Super Hornet can carry more than 17,000 pounds of ordnance and more than 30,000 pounds of fuel. Equipped with an aerial refueling system, the Super Hornet also can serve as a tactical airborne tanker.

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