

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 26-03-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS OWNER/MASTER OF SMALL TUG SUCCESSFULLY PROSECUTED IN LONDON

by: TugTalk-admin

At a hearing today at Horseferry Road Magistrates Court, London the owner of the UK registered tug "**St Mawes**" was convicted of not being qualified to act as Master, failing to place a qualified engineer on board the vessel, failing to have the proper charts and publications on board, failing to have a serviceable compass, failing to have a proper rescue boat on board and entering a compulsory pilotage area at Exmouth without a pilot embarked.

The "St Mawes" was detained in Exmouth following an incident on 17 September 2001. Whilst towing the hulk of a very large fishing vessel the tug and tow went aground on the Pole Sand, off Exmouth. The tug was boarded by a local surveyor, who found a catalogue of defects relating to the tugs safety equipment, navigational equipment and charts, and discovered that the Master was not in possession of a valid Certificate of Competency. The surveyor also discovered that there was no qualified engineer on board. Finally, the tug and tow had entered the port of Exeter without permission and without taking a pilot on board.

District Judge Tain fined Alistair Anderson of Nine Elms a total of #19,500. For the offences relating to qualifications: #1000, for the offence relating to the compass: #1500; for the offence relating to the charts and publications: #2500; for the offence relating to the rescue boat: #2500; and for entering a compulsory pilotage area without a taking a pilot: #2500. Costs of #9500 were awarded the Maritime and Coastguard Agency (MCA) as prosecuting authority.

In summing up, Judge Tain said: "This was a parcel of careless decisions that caused a grounding which fortunately did not have serious consequences. It does not matter if one is one, three or ten miles off shore, the south coast of the UK is a busy shipping area and the potential risks from this package of offences was very high. "I find it, frankly, incomprehensible that no proper charts or nautical publications were carried or that the lifeboat was not

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inflated. I am also surprised that the pilotage offence is only a summary one."

Mr Iain Colquhoun, Principal Surveyor at the MCA's Plymouth Marine Office, after the case commented: "The regulations concerning the certification of both personnel and vessels are there to ensure minimum safety standards and are in place for the protection of personnel engaged in the operation of tugs and their respective tows. The Maritime and Coastguard Agency will not hesitate to prosecute the owners and operators of small commercial tugs and barges who flout these essential safety regulations and by doing so place the lives of others at risk."

BALDER

Courtesy of **ARNO POST** – Storekeeper onboard the BALDER



Referring to the shipping news of yesterday herewith some pictures received from the Balder, on which can be seen the placement of the ROV platform onboard the President Hubert

SOVEREIGN EXPLORER

Door **Capt Hans Bosch** – Towmaster onboard Sovereign Explorer



The **SOVEREIGN EXPLORER** arrived offshore MALABO – Formerly known as Fernando Po (West Africa) where the backloading started, the **Asso 22** departed from the transport bound for Nigeria for a tanker assistance, and the **Maersk Supporter** which was mobilized from Singapore started servicing the rig.



Major drugs seizure in Brisbane

AUSTRALIAN authorities have seized 380 kg of heroin found in a container of packaged rice noodles that arrived in Brisbane from China. Three men were today remanded in custody on drug smuggling charges and will reappear in court next month. The heroin shipment, which has a street value in excess of A\$100M (\$52M), is the second largest ever uncovered in Australia and was detected as a result of a joint customs and

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Australian Federal Police operation. On March 15 the container arrived at Brisbane's Fisherman Islands container port, where it was selected for examination. Customs officers X-rayed 240 cardboard cartons and allegedly found 27 to contain blocks of heroin. The three arrests, made in Brisbane on March 23, followed a later surveillance operation. Under Australian law those who illegally import Heroin face a maximum penalty of life imprisonment. Intelligence suggests the drugs originated in the Golden Triangle and were transhipped across southern China.

Gas workers off ship

DISPUTE INVOLVING CREW OF PANAMANIAN VESSEL, AUSTRALIA



An unusual industrial dispute has stranded about 100 construction workers aboard a vessel in Bass Strait. The workers are aboard pipe layer **Lorelay** (20899 gt, built 1974), which is laying a \$400 million gas pipeline between Victoria and Tasmania. *Lorelay* is anchored about six km off northern Tasmania and no work has been performed on the pipeline since Tuesday (Mar 19) when 100 Australian

Workers Union, Electrical Trades Union and Australian Manufacturing Workers Union members went on strike over pay and conditions. A federal court on Friday (Mar 22) directed them to return to work, but angry workers rejected the order, claiming the company had refused to fly them off the *Lorelay* or give workers access to a satellite telephone. Early yesterday, AWU officials travelled to Deal Island and demanded that the master of the *Lorelay* return to the nearest port. "The Dutch skipper turned the ship around and headed for Bell Bay (near Georgetown on the River Tamar), which is the closest port which can take a ship that size," AWU organiser Terry Leigh said. "It stopped about six km out and we don't know what's going on. The ship's anchored there and we can't get through on the phone," Mr Leigh said. Late last night, the *Lorelay* remained anchored with all workers still aboard. Union lawyers are believed to have brokered a deal allowing AWU federal secretary Bill Shorten to board the vessel to meet with members. He is expected to fly to Tasmania this morning. Earlier yesterday, Mr Shorten said unions were seeking an urgent meeting in the Industrial Relations Commission to resolve the dispute. "At the moment we have about 100 union members who are stranded and don't know what's going on," Mr Shorten said. "They don't want to go back to work, they want to meet with their union representative. But the company has banned us (AWU) from the ship. So, the workers are facing double jeopardy. They can either go back to work, which

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they clearly don't want to, or they can leave the ship . . . if they can get off . . . to meet with the union and find themselves in contempt of court.

CASUALTY REPORTING

No casualties as tankers collide



A ULCC and a VLCC were in collision last night 15 miles off the coast of Fujairah, in the Gulf of Oman. There were no casualties and no oil spillage. Lars Carlsson, president of Concordia Maritime, which owns the 457,927 DWT **Stena King**, (Photo left) told Fairplay this morning that the 1978-built ULCC was in collision at 21.20 GMT yesterday with the 299,700 DWT **British Vigilance**, which was on its way to dry dock and in a gas free condition. Stena King had recently loaded a full

cargo of crude oil at Ras Tanura for the Caribbean terminal of St Eustatius and had taken bunkers at Khor Fakkan. Both ships have been assisted by tugs and separated. "We are evaluating the damage, but there is probably quite extensive steel damage [to Stena King]", said Carlsson, adding that its cargo is likely to be transhipped to lighters and then sent for repairs. There is also understood to be damage to the port side of the British Vigilance forward of the accommodation. The Stena King has a crew of 43 on board, including British officers and mainly Filipino ratings. Because there were no injuries and no pollution, it was a "fortunate accident", said Carlsson.

ANITA T. (Panama)

London, Mar 21 — Following received from Gothenburg MRCC, timed 2325, UTC: General cargo *Anita T.* was refloated with the assistance of two tugs at 1715 hrs and was alongside at Norrsundet at 1800 hrs.

ATTIKI (Greece)

London, Mar 23 — Following received from Piraeus RCC, timed 1250, UTC: Tank *Attiki* (994 gt, built 1983), SX8928, had machinery problems about 10 nautical miles off Astakos this morning. She dropped anchor but has since been safely towed into Astakos.

BARGES CAPSIZED, CHEATHAM DAM, TENNESSEE, UNITED STATES

London, Mar 21 — A press report from Ashland City, Tennessee, dated Mar 20, states: A fast current was blamed as 11 barges came loose from the tug pushing them along the swollen Cumberland River today, causing at least three to capsize, officials said. No one was injured. The tug had just pushed the barges through a lock of the Cheatham Dam when they came loose, said Edwin Hogan, director of the Cheatham County Emergency Management Agency. The three capsized barges and two others that partially capsized all were hauling sand, he said. The other barges were hauling coal and concrete. "We're almost at flood stage here," Hogan said. There were fears initially the tug, owned by Nashville-based Ingram Barge Co., might capsize as well. The barges became lodged

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against the dam's gates, causing the river level in Nashville 18 miles away to rise a foot. Ingram sent two larger tugs to the scene to clear the dam. It was not known how damaged the dam was. The accident came in the aftermath of heavy rain that has pounded most of Tennessee since Saturday (Mar 16). Seven people have died in weather-related incidents since Sunday. The state got a break from the soggy weather today, and dry weather was forecast until next week. The Duck River in Maury County and the Buffalo River in Perry County remained above flood stage, but they were expected to recede. In Hawkins County, near the Virginia border, schools were back in session today after classes were cancelled yesterday because of a water line break that drained most of Rogersville's stored water. Several utilities use the town's water. One tank drained completely and another was shut off to prevent drainage. Officials were refilling the empty tank today, Rogersville water department superintendent Jimmy Bible said. Water customers were under a boil order, but no one was completely without water today, Bible said. The 12-inch water line that burst early Monday has been repaired. Floodwaters washed away a creek bank, causing the bank to collapse on the line. The Tennessee Valley Authority spilled dams for a third day today to control the swollen Tennessee River system.

CORNELIS VROLIJK FZN (Netherlands)

London, Mar 21 — Following received from Corsen MRCC, timed 2310, UTC: The fire on fishing *Cornelis Vrolijk Fzn* was minor. The fire was extinguished and the vessel has continued with fishing activities.

DIANA Z. (Panama)

Balboa, Mar 21 — Bulk *Diana Z.* completed temporary repairs 1000, Mar 18, resumed transit 1300, Mar 19, and sailed Balboa 2226, same day, bound Lirquen, where she is due to arrive on Mar 24. — Lloyd's Agents.

EXPRESS SAMINA (Greece)

London, Mar 22 — A press report, dated today, states: An official investigation into the sinking of passenger ro/ro *Express Samina*, which claimed 80 lives, has blamed senior crew members. The vessel's first mate is singled out for allegedly leaving the bridge and radar monitor unattended for 25 minutes. The master and first engineer are criticised for allegedly abandoning the vessel while passengers were still on board. The report by Special Investigating Magistrate Nikos Karadimitriou will now go to the Aegean Appeals Council to determine if the First Mate Anastassios Psychogios, Captain Vassilis Yiannakis and First Engineer Gerasimos Skiadaresis will face trial, reports the Kathimerini newspaper. Two senior shipping company officials are also facing criminal charges over the disaster. Constantine Klironomos and Nikolaos Vikatos are charged with exposing people to danger through failure to provide the vessel with adequate life-saving equipment. Klironomos is the former chairman and Vikatos the legal adviser of the company that operated the Express Samina ferry.

FULL MEANS NO.2 (Seychelles)

Honolulu, Mar 21 — Reported that the master of fishing *Full Means No.2* was killed and thrown overboard and the first officer is dead in a reported mutiny on board the vessel approximately three days ago. The vessel operated under the flag of the Republic of Seychelles. The captain is said to be Chen Chung She of Taiwan and the crew is from mainland China. Vessel is presently anchored in Honolulu roadstead. A multi-agency team

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lead by the US justice department is investigating. This includes US Coast Guard, FBI and local authorities. — Lloyd's Agents.

Honolulu, Mar 22 — It has been reported that Shi Lei, a 21-year-old cook, was accused of the killing of the captain and first mate of fishing *Full Means No.2*. Shi Lei kept the vessel and crew of about 30 under control, for two days, at knife-point. The first mate's body was found in a freezer, by FBI agents. The reason was reported to be that Shi Lei wanted to return home to China and had words with the captain on two different occasions. Shi Lei is scheduled to appear before a U.S. magistrate today. *Full Means No.2* is a longline fishing vessel, owned by Taiwan-based C.F.Fishery Co.— Lloyd's Agents.

HAN WEI (Belize)

London, Mar 22 — Following notice to mariners broadcast today: Tank *Han Wei* (1709 gt, built 1976), blue hull, overdue at Yangon, last known position lat 07 45.9N, long 97 42.5E, on Mar 17. Vessels in vicinity requested to keep sharp lookout, assist if possible. Reports to Singapore Port Operations. (Note — *Han Wei* sailed Singapore Mar 15 for Yangon.)

London, Mar 22 — Following received from Singapore Port Operations, timed 0140, UTC: Tank *Han Wei* is still unreported. Broadcasts to shipping are being made every 15 minutes. Vessel was due to arrived Yangon Mar 19.



J.W.WESTCOTT II (U.S.A.)

London, Mar 22 — A press report, dated today, states: Vessel *J.W. Westcott II* had her new engine installed on Mar 20. Crews from the Westcott Company and a crew from Williams Detroit Diesel installed the engine. The mailboat is scheduled to be refloated on Mar 28 with sea trials the following week.



LAKE CARLING (Marshall Islands)

London, Mar 21 — Following received from Halifax RCC, timed 1510, UTC: Bulk *Lake Carling* is currently at anchor in a safe position west of the Magdalen Islands. Tug *Ryan Leet* is alongside the vessel and has transferred additional pumping equipment onto *Lake Carling*. A safety inspector boarded the vessel last night. Temporary repairs are being carried out before she can be towed to Sydney.

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London, Mar 22 — A press report, dated Mar 21, states: The crew of a salvage tug began pumping out leaking bulk *Lake Carling* north of the Magdalen Islands today. The tug from Halifax-based Secunda Marine is carrying high-volume pumps, and salvage workers to help the damaged vessel. The vessel is taking on water through a four-metre stress crack in her hull. The iron-ore carrier first reported the problem on Tuesday but managed to use her own pumps to keep the problem from spreading beyond a cargo hold on the port side. The ship was anchored on the sheltered side of the islands while today's winter storm blew through the area. A spokesperson at the rescue co-ordination centre in Halifax said the seas are calm, but the situation could be altered if winds associated with the storm change direction. Don MacLeod, the vice-president of Secunda Marine, said "we're going to pump out the hold and then we'll start to repair the crack."

London, Mar 22 — A press report, dated today, states: Tug *Ryan Leet* arrived on the scene of bulk *Lake Carling* and began using high volume pumps to assist the leaking vessel. *Lake Carling* took shelter north of the Magdalen Islands as she waited for the tug. Crews on scene expect to pump as much water as possible from the vessel and then begin to make temporary repairs so that she can make it into Sydney, N.S.

London, Mar 23 — Following received from Halifax RCC, timed 1315, UTC: Bulk *Lake Carling* was in lat 48 01.7N, long 62 22.7W, at 1200, UTC. She has carried out temporary repairs and is proceeding under her own power to Gaspe Bay, escorted by a tug. After reaching Gaspe Bay she will continue for Quebec for permanent repairs.

London, Mar 24 — Following received from Halifax RCC, dated 1227, UTC: Bulk *Lake Carling* is currently anchored off Gaspe Bay. Ship Safety Inspectors are onboard.

MILLENNIUM (Liberia)



London, Mar 22 — A press report, dated Mar 21, states: Celebrity Cruises said yesterday two of its vessels would be removed from service in April, forcing it to cancel three cruises and shorten another. The Celebrity passenger *Summit* (90280 gt, built 2001) will cancel a Mar 29 sailing from Fort Lauderdale, and an 11-night cruise Apr 8 will be converted to a seven-night sailing Apr 12. Guests on the shorter voyage will receive a 50% refund. A second vessel, passenger *Infinity* (90228 gt, built 2001), will miss Apr 13 and 20 sailings from San Juan, PR. In addition, *Infinity* will modify two itineraries. An Apr 6 roundtrip from San Juan now will originate in San Juan and terminate in Fort Lauderdale. An Apr 27 trip from San Juan through the Panama Canal to San Diego, now will operate from Fort Lauderdale to San Diego. The cruise line, a subsidiary of Royal Caribbean Cruises Ltd., said it is making unanticipated repairs to the propulsion systems of the two vessels. Each is powered with a relatively new type of propeller that uses diesel engines to produce electricity, which drives the propellers in a streamlined pod. Unlike traditional propellers driven by a shaft, the pod propellers can swivel 360 degrees, providing greater manoeuvrability. But the pods on *Summit* and *Infinity*, like those on some other new vessels, have bearings that have worn down prematurely. The worn bearings force the vessels to sail at slower speeds. By making repairs as soon as possible, Celebrity said it will avoid further changes in itineraries. Celebrity President Jack Williams said in a prepared statement that "the ships are operating safely, but unless these repairs are made, we cannot guarantee the integrity of our advertised itineraries." Passengers booked on the cancelled sailings will get a full refund and a voucher for a 50% discount on any seven- to 15-night trip in the Caribbean, in Hawaii, or through the Panama Canal that starts before May 31, 2003.

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Christmas and New Year's 2002 are excluded. Celebrity has set up a help desk to assist guests and travel agents with rebooking, air transportation and other issues.

London, Mar 22 — Problems with podded propulsion have resurfaced following an announcement from Celebrity Cruises that two vessels delivered within the past year have been booked into Grand Bahama Shipyard, Freeport, for unscheduled repairs. Celebrity said that immediate repairs were needed to Mermaid podded propulsors supplied by Alstom and Rolls-Royce Kamewa on board passengers *Summit* and *Infinity*. Bearing wear had caused an unacceptable reduction in cruising speed. *Summit* would now miss a Mar 29 sailing from Fort Lauderdale, while an 11-night cruise due to start on Apr 8 would be shortened to eight days. *Infinity* would miss its Apr 13 and 20 sailings from San Juan and two cruises would have to be modified. Celebrity said that *Infinity's* starboard rear ring thrust bearing had suffered wear while *Summit's* problems had been identified in the port pod's roller bearing. The repairs required on *Summit* mean that all three of the ships delivered so far by Chantiers de l'Atlantique with Mermaid pods are now distinguished by unscheduled repairs. In January last year motors installed in the pods on board passenger *Millennium*, the flagship in the series, were said to be underperforming. No cause was given at the time but it was said that costs would be met under manufacturer warranties. A Celebrity spokesman said that the agreement reached with the suppliers of Mermaid over *Millennium* would apply to *Infinity* and *Summit*, although he declined to go into details.

MSC ANNAMARIA (Panama)



Flushing, Mar 24 — At 1015 hrs today, c.c. *MSC Annamaria* (21633 gt, built 1987), outbound from Antwerp, anchored in River Scheldt, with engine trouble. — Correspondents. (Note — Vessel's agents in Antwerp are currently unaware of the nature of the breakdown, nor the anticipated duration of repairs.)

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Flushing, Mar 24 — At 1200 hrs, c.c. *MSC Annamaria* heaved up anchor and returned to Antwerp. — Correspondents.

NILS HOLGERSSON VI (Germany)



Gothenburg, Mar 21 — Ro/ro *Nils Holgersson VI* (34500 gt) grounded outside Travemünde at 1740, Mar 16, due to an engine black-out. After the electrical problem was repaired, the vessel proceeded to berth without assistance. As the vessel grounded on sand, she sustained no bottom/hull damage and departed as per schedule. Two Baltic Cables power lines between Sweden and Germany sustained damage at the grounding site. The damage is considered serious and at present all power transfer between the two countries is suspended pending repairs. Baltic Cables' managing director said that the damage was serious and will take some time to repair. Baltic Cables are presently looking for a suitable vessel to carry out repairs. — Westax Marine Services AB.

P&O NEDLLOYD ADELAIDE (Bahamas)

London, Mar 22 — Following received from Australia MRCC, timed 0210, UTC: During departure manoeuvres c.c. *P&O Nedlloyd Adelaide* (52007 gt, built 1977) contacted the Swanson Dock Berth 2 West, Melbourne, with her aft starboard quarter at 0047, local time, Mar 21. The dock sustained damage to water pipes and a bollard. The vessel proceeded on voyage.

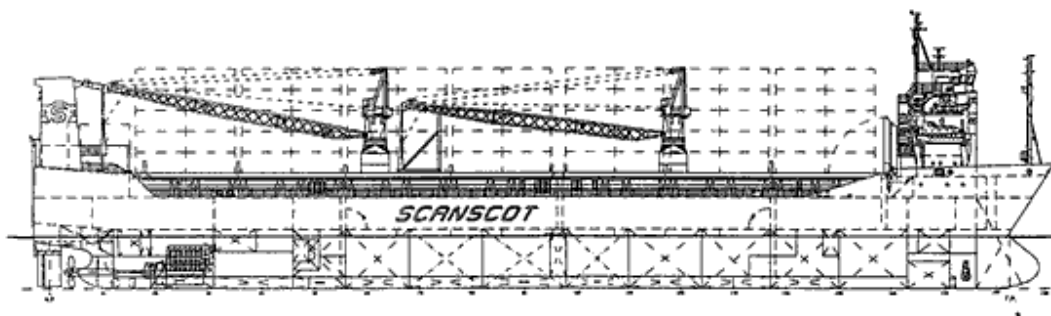
PALAWAN STAR (Philippines)

London, Mar 23 — A press report, dated today, states: A woman was killed while at least 26 others were reported missing in the Philippines after their fishing vessels capsized yesterday morning off Cordova, Talisay, Minglanilla and Naga, while Cebu woke up to stronger winds than expected as a result of tropical storm "Caloy". About 25 people were rescued, most of them fishermen, after boats that got caught in the big waves and fierce winds capsized or sank. The storm cut off power and water supply in most of southern Cebu yesterday morning. Initial reports showed damage to properties and crops was minimal but local officials complained the weather bureau's forecast left people

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unprepared as it underestimated the storm's strength. "Caloy" was expected to hit Panay island last night but Storm Signal No 1 remained in effect over Central Visayas. General cargo *Palawan Star* ran aground five meters from the beach near the National Power Corp. coal storage area in Naga, Cebu. As of 1500 yesterday her sistership, *Lucena Star*, was trying to tow the *Palawan Star* out to where the sea was deep.

SCAN BOTHNIA (Isle of Man)



London, Mar 24 — Following received from Netherlands Coast Guard, timed 1030, UTC: At 1025 hrs, there was a minor collision between general cargo *Volgo-Balt 246* (2600 gt, built 1983), Ghent for Gdansk, and ro/ro *Scan Bothnia* (8811 gt, built 1998), Fowey for Rauma laden with china clay, in lat 53 29N, long 05 04E. *Volgo-Balt 264* experienced minor damage to the aft area of her starboard side. *Scan Bothnia* experienced slight damage to her port side, well above the waterline. Both vessels are considered seaworthy and both have continued on passage. (Note — *Volgo-Balt 246* sailed Ghent on Mar 23.)

SOHILA

Port Said, Mar 24 — Particulars of barge *Sohila*, which sank on Mar 19, are: 117 gt, 83 nt, built 1984, ex-name: *Mad El Bahr* (Official number: 2514). — Lloyd's Agents.

TULLAGHMURRAY LASS (Republic of Ireland)

London, Mar 23 — A press report, dated today, states: Divers have found missing trawler *Tullaghmurray Lass*, which sank off the Co Down coast with the loss of three generations of the one family Feb 14. However, police diving teams searching in hazardous conditions found no trace of the bodies of Kilkeel fishermen Michael Greene, 54, his 32-year-old son and eight-year-old grandson, both also called Michael. Initial speculation suggested the trawler had been involved in a collision with a much larger vessel but despite a massive search involving Irish and British naval vessels and a flotilla of fishing boats no positive trace of the wreckage was found until yesterday. The first breakthrough came on Thursday night (Mar 21) when signs of debris on the seabed was detected by sonar equipment on board the *Ken Vickers*, one of the search vessels still involved in the operation.

UNION STAR 22 (Belize)

Kuala Lumpur, Mar 23 — Ro/ro *Union Star 22* (1491 gt, built 1979), which came to grief after hitting a rock outcrop at Pulau Pangkor, about 90 nautical miles south of Penang, is still floundering but poses no immediate threat to vessel traffic in the Malaysian waters of the Straits of Malacca. The vessel, which called at Lumut in Malaysia, was returning to Cigading Port near Jakarta when it hit an outcrop at 0240, Mar 18. The northern Peninsular Malaysia marine department director, Md Badrom Ismail, said the vessel,

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which had discharged 11,000 litres of diesel fuel on to a recovery barge, posed no danger to vessel traffic or the environment. A maritime investigation team has visited the scene of the accident and is waiting for reports from the vessel's surveyors before deciding on the next course of action. — Lloyd's List Correspondent.

SHIPYARD NEWS

Incat sails into receivership

INCAT Tasmania, Incat Australia and Incat Chartering have been placed in receivership by the company's banker, National Australia Bank (NAB). The divisions, responsible for shipbuilding, sales and vessel leasing, respectively, will now be under the control of a team led by David McEvoy of PricewaterhouseCoopers, who was appointed as receiver and manager late on Thursday. The move is said to have taken Incat by surprise. Since it took over, McEvoy's team has been assessing the financial position of the business; there is speculation about the amount Incat owes to creditors, with one unconfirmed estimate that it owes NAB A\$80M (\$41M). The Tasmanian government recently confirmed a A\$30M loan to the shipbuilder. Incat chairman Robert Clifford told local newspaper The Mercury that the sale of one catamaran, valued at between A\$70M-A\$90M, would allow the shipbuilder to resume normal operations.

SembCorp acquires Atlantis yard

SINGAPORE listed shipbuilder SembCorp Marine, which is part of the SembCorp Industries conglomerate, has completed its acquisition of local Atlantis Shipyard after buying the remaining 15 per cent equity stake at S\$1 (\$0.54) per share. SembCorp Marine announced today that it bought six million ordinary shares from Singapore Technologies Marine to complete the purchase of Atlantis for a total consideration of S\$3.3M. Current repair operations of medium size ships including afloat and anchorage repairs will be merged with those of Atlantis, whose name will be changed to Jurong SML (SembCorp Marine Ltd). Jurong SML will also build medium size ships at its two local yards.

HHI targets massive revenue rise

ON the eve of its 30th anniversary tomorrow, South Korean shipbuilding giant Hyundai Heavy Industries has charted its long-term 'vision', targeting annual revenue of \$17.5Bn in the year 2010 with shipbuilding and offshore divisions contributing over \$10Bn. HHI will invest W5Trn (\$3.7Bn) to upgrade facilities with W1.6Trn earmarked for development of technology. The plan envisages attaining a target of \$8.5Bn in 2004. Earnings in 2001 topped \$5Bn. The shipbuilding division will aim to bring in \$4.6Bn in 2010 by focusing on gas carriers and special types of ships. The offshore division is expected to increase its earnings five times to \$4Bn in 2010 by aiming for FPSOs and deep-sea pipeline installations. The engine division is expected to chip in with \$2Bn by expanding its medium engine and non-engine business.

Decision day for Harland & Wolff

A RESCUE plan is to be presented to Northern Ireland's executive today recommending the end of shipbuilding at Harland & Wolff, Belfast, and the restructuring of the company into a specialist engineering business. H&W is currently building two ro-ro vessels for the MOD with the second due for delivery in January. The rescue plan suggests the steel and welding shops should be closed and the company's activities concentrated on ship repair, outfitting, technical services and a new operation making offshore wind farm equipment. The latter venture would cost about £20M (\$28.5M). With its shortage of orders, H&W has confirmed that 140 jobs are to go from the current workforce of over 500. To help finance the new plan, H&W is hoping that it can alter the terms of the lease on its 65-ha

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site which stipulates that it must only be used for shipbuilding. If approval is forthcoming the proposals is that the company operate from 36 ha while the remainder is sold.

Warsaw offers hope to Szczecin yard

POLAND'S beleaguered Szczecin Shipyard could receive a financial boost after a government move apparently clearing the way for the granting of a \$40M loan guarantee. Banks are rumoured to be ready to provide bridge financing for the yard, but reportedly do not want to talk to its current management. They are said to be willing to discuss management of the Szczecin builder with Gdynia Shipyard, leading to speculation of a possible merger or take-over of Szczecin. Szczecin yard is effectively at a standstill and has extended its temporary suspension of workers until the end of the month. Only a little "absolutely necessary work" is being continued with a skeleton workforce. It is feared that the Italian owner of two ro-pax vessels, one completed and the other outfitting, will refuse to take delivery as both vessels are badly behind schedule. However, the yard confirmed that talks were in progress with other owners interested in the possible short delivery schedules of the vessels

Germans increase Greek yard role

GERMAN shipbuilding alliance HDW-Ferrostaal is to increase its involvement in Greek yards after signing a memorandum of co-operation with Neorion and Elefsis yards on Friday (March 22). The agreement was signed by Nick Tavoularis, chairman of the two Greek yards, HDW chairman Klaus Lederer and Ferrostaal executive board member Fritz Schulenburg. The two Germans were visiting Athens to reaffirm their commitment to operate their recent acquisition, Hellenic, after the sale of HDW to One Equity Partners. The new agreement is thought to cover merchant ship building and industrial construction, as well as ship repairs. This will allow HDW to concentrate on naval contracts at Hellenic. In addition to three submarines for the Greek navy, Hellenic also has contracts to build two ferries for Strintzis Lines and rolling stock for the Greece's national rail company.

Star Cruises in newbuilding talks with European yards



STAR Cruises, the Malaysian-based cruise line, is in talks with several European shipyards over plans for a raft of newbuildings that are needed for the line's expansion in Asia.

Chong Chee Tut, Star Cruises' chief operating officer, told Lloyd's List that the line is in discussions with yards in up to four countries. The focus of the talks is not only centred on using designs similar to the SuperStar Leo and the 40,000 gt Star Pisces, but on larger post-panamax ships that would have a width of up to 34 m.

Mr Chong said the orders "are most likely to be placed in Europe".

Lim Kok Thay, Star Cruises chairman, president and chief executive, added: "I personally see the size of vessels as post-panamax rather than max-max.

"Economies of scale are very important in our business. The larger the size of a ship, the lower the unit ship operating cost. On the other hand, we will actively pursue yield enhancement potential through cross-selling within our global marketing network."

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He added: "All our ships are sailing at full capacity. We do need more ships and the way forward must be ordering new ships."

Mr Lim said the new ships could be ordered within 18 months and are among plans to strengthen Hong Kong's position as Star's East Asia hub.

These other proposals include a likely public share offering on the Hong Kong bourse, a possible investment in a new cruise terminal at the former Kai Tak airport and using Hong Kong as the base for a raft of new services to mainland China.

Mr Lim said proceeds from the share offering could be used to finance the newbuildings.

"One cheaper way of raising funds is through a public offering rather than relying on bank finance," he said.

Star Cruises is also mulling plans to resume services to Taiwan and Japan which were mothballed following the global economic downturn.

Mr Lim said there had been a strong rebound in forward bookings, especially in North America.

"Norwegian Cruise Lines has experienced a week of booking volumes that are unprecedented in the history of NCL," Mr Lim said. He added that Asia economies are beginning to rebound, "which is good news for the cruise industry". This had allowed Star Cruises to introduce modest price increases on most fares.

Speaking about the Australian market, Mr Chong said: "We weren't able to raise prices last year, but we were able to increase them this year."

ROUTE, PORTS & SERVICES

Evergreen, CMA CGM co-operation agreement

TAIWANESE shipping line Evergreen and French carrier CMA CGM have revealed that they are co-operating with a slot exchange agreement on the Asia/Northern Europe trade.

The agreement, signed last week in Taiwan, marks the first co-operation agreement between the two carriers, neither of which are members of the major global alliances.

The agreement came into effect on March 18 but was not announced until March 21, taking industry observers by surprise. It consists 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 Evergreen's West Coast US Asia Europe (WAE), with each carrier taking up to 350 TEU per week on the other's services both eastbound and westbound.

Qatar Nav finds newbuilding funds



QATAR National Navigation and Transport (QNNTC) has secured \$17.6M in financing from Gulf International Bank for two container ship newbuildings. The loan covers 80 per cent of the \$22M cost of the two 500 TEU vessels under construction by Korea's Dae Sun Shipbuilding. Upon delivery in 2003 and 2005,

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the vessels will ply feeder routes between Qatar and ports in the UAE. The expansion of the QNTTC feeder fleet from one to three ships comes amid plans to develop Qatar's first dedicated container terminal, either at Doha or Mesaieed. QNTTC officials expect government clearance this year for the proposed \$100M joint venture with Qatar Shipping Co. The move into containers follows the loss last year of its 40-year monopoly over local ship's agency business.

Bremerhaven suffers from downturn

BREMERHAVEN, the German port, is being increasingly hit by the container shipping crisis, but box terminal building is pushing ahead. A Eurogate terminal employee told Fairplay that 200 jobs would have to go to match the workforce to current demand, but redundancy measures would be hindered by social conditions and related legislation. There has been extremely low occupancy at the Eurogate terminal, especially from early this week, following the transfer of K Lines' Japan Express Service to Hamburg. Under the group's restructuring, Bremerhaven has lost the Lloyd Triestino Asia Pacific-Europe route to Hamburg, but the trans-Atlantic pendulum service that switched from Hamburg to Bremerhaven will not deliver the same volumes. The adjacent and better-occupied North Sea Terminal is not taking over berths from under-used Eurogate. At the same time, however, construction work is continuing for the new terminal IIIa and the Bremen government is pushing ahead plans for terminal IV.

PHILIPPINES

THE Philippines is planning to convert its major naval base at Sangley Point in Cavite in southern Luzon island into a mixed-used commercial facility anchored on a major seaport and airport.

President Gloria Macapagal-Arroyo has approved the creation of an inter-agency committee that will study the feasibility of the project.

The project involves the reclamation of some 4,000 hectares around Sangley Point for mixed-use development.

This includes a modern naval and air base, a regional hub seaport that will service international container ships, an international airport, schools, hospitals, parks and other amenities.

Sangley Point was one of several military bases maintained by the US in the Philippines.

In the 1950s, it was converted into a naval station under a treaty with the Philippine government which allowed for only one official naval air station in the country.

The Naval Station Sangley Point encompassed an area of 137 hectares, half of which was occupied by its most valuable asset: an 8,000 foot runway and its associated air-operations facilities and air-navigational aids. On Sept 1, 1971, the base was officially turned over to the government of the Philippines. It is currently used as the headquarters of the Philippine Navy.

NAVY NEWS

Kursk Probe Ending as 7 More Sailors Laid to Rest

The remains of seven more Russian sailors from the doomed nuclear submarine *Kursk* were laid to rest

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Saturday in St. Petersburg. Officials say these may be the last burials, amid indications that investigators are getting close to a final determination of just what caused the sub to sink almost two years ago.

Coffins containing the remains of the seven crewmembers were buried in a cemetery in St. Petersburg after an emotional service attended by relatives and naval officers.

Among those buried was the captain of the *Kursk*, Commander Gennady Lyachin. His remains were identified just a few days ago by forensic experts, the last of 115 identified of the 118 men who died in the disaster.

Officials say the remains of the other three men will probably never be found, since a thorough search of the wreckage has been completed.

Most of the *Kursk* was raised last October in a difficult and costly salvage operation. Some fragments from the bow section are to be brought up this summer.



Once the pride of Russia's submarine fleet, the *Kursk* sank in the Barents Sea in August 2000 after a pair of onboard explosions.

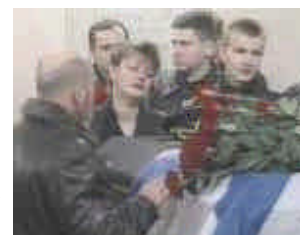
Most crewmembers were killed instantly, although at least 23 survived for several hours in a rear compartment, according to two notes, which were found afterward.

Officials have not made a final determination of what caused the explosions, although most independent experts believe a faulty torpedo was to blame. Before the *Kursk* sinking, Russian torpedoes used a highly flammable gas which had been discontinued decades ago in Western navies because it was considered too dangerous.

Nonetheless, some senior Russian naval officers long denied this could have been the cause, insisting the giant sub must have collided with some other object, perhaps a foreign submarine.

Russian news agencies report investigators have concluded the torpedo explosion was the cause, although the official investigation is still under way. A final report is due out later this year.

Last year President Vladimir Putin demoted several naval officers of the Northern Fleet, without linking the move directly to the *Kursk* disaster.



**Family members
mourn over coffin of
Kursk crewman**

MOVEMENTS FIGHTER / GIANT 2



The tug **FIGHTER** which is towing the barge **Giant 2** will be at the Maascenter buoy Tuesday morning March 26th, 2002 06:00 hrs LT inward bound.

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VISAREND



The New Custom / Coast Guard Cutter **VISAREND** in Hoek van Holland

Photo : Ton Duivestein

AIRCRAFT / AIRPORT NEWS



TC-OYC Ex. Premiair A300B4-120 flying for the turkish start-up Bosphorus European Airways now!
Seen here climbing away from RWY05R. TC-OYC and Bosphorus European Airways are new
appearances – [Photo Florian Kondziela](#)



5X-ONE C/n 46952-185 First picture of the new frican airline
[Photo : Paul Dobson](#)

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RIJNMOND WEATHER

dinsdag 26 maart

9 uur 's ochtends :
temperatuur: 6 graden
kans op neerslag: 25%
wind: zwak (11 km/u) uit NNW

5 uur 's middags :
temperatuur: 8 graden
kans op neerslag: 15%
wind: matig (21 km/u) uit NNO

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>