

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Thursday 28 -03-2002



The U.S. flew ground support **A-10 Warthog** warplanes into Afghanistan over the weekend in apparent preparation for further attacks on defiant al Qaeda and Taliban forces. A U.S. military spokesman said March 24, 2002 that fewer than 10 of the planes, nicknamed for their squat appearance, would operate out of an air base just north of Kabul.

EVENTS, INCIDENTS & OPERATIONS

Sleper verliest trap van ponton

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VLISSINGEN - De circa dertig meter lange ponton die sinds jaar en dag aan de Koopmanshaven in Vlissingen ligt, is begin deze week op sleeptouw genomen naar Middelburg voor een onderhoudsbeurt. Bij het transport ging het ter hoogte van het Roeiershoofd al mis. Een ijzeren trap was niet stevig bevestigd op de ponton en kliepte in het water. Bergingsschip De Onrust onderzocht gisteren de bodem, op zoek naar de verloren trap.

Bij de Vlissingers die regulier samenkomen bij de bankjes naast het standbeeld van Michiel de Ruyter, doet het verhaal de ronde dat de transporteur niet alleen de trap, maar de hele ponton had verloren. „Alles ging dinsdag in een keer onder water. Toch geen al te slimme maritieme zet van de sleper`, klonk het.

J. Waasdorp van het Nederlands Loodswezen verzekert dat alleen de brede ijzeren trap van de ponton is gevallen. „Het is een te mooi verhaal dat de hele sleep onder water is geraakt. De transporteur heeft waarschijnlijk gedacht dat de trap goed genoeg vastzat en hij heeft buiten de stevige golfslag gerekend. Het kan daar buiten te keer gaan.`

De loodsen zullen nog ongeveer een maand met de ladder naar beneden moeten. De verwachting is dat de loopbrug dan weer terug is van de onderhoudsbeurt

Unctad: Schepen worden steeds efficiënter

Vrachtschepen worden steeds efficiënter benut, meldt de Unctad in haar rapportage over 2001. DE VN-organisatie heeft voor dit rapport berekeningen gemaakt tot en met het jaar 2000 en kwam tot de slotsom dat de productiviteit van schepen in het jaar 2000 is gestegen van 7,12 naar 7,19 ton vracht per dwt. Dat betekent een record. Grotere vaartuigen en betere voorwaarden in havens hebben volgens de Unctad een hogere beladingsgraad met zich meegebracht. De overcapaciteit in de complete scheepvaartbranche daalde in 2000 van 3 naar 2,3 procent. De totale wereldwijde vloot groeide met 1,2 procent en kwam eind 2000 uit op een totaal van 808,4 miljoen dwt. Olie-tankers en droge bulk schepen hebben daarin een aandeel van 70,1 procent. Het aantal nieuwbouwschepen steeg met 9,6 procent. Het Maritieme Transport vervoerde in 2000 in totaal 5,88 miljard ton vracht, eveneens een record. Dat was volgens Unctad vooral te danken aan bulkstromen, die met 7,4 procent toenamen. Tankers vervoerden 3,1 procent meer, terwijl het transport van gecontaineriseerde goederen met slechts 1 procent toenam.

Nieuwe reddingsboot voor station Cadzand

Het reddingstation Cadzand van de Koninklijke Nederlandse Redding Maatschappij (KNRM) krijgt volgende maand de beschikking over een nieuwe reddingsboot. Het vaartuig van het type Valentijn wordt op 20 april gedoopt en krijgt de naam **Winifred Lucy Verkade-Clark** mee.



De bouw van de nieuwe reddingsboot werd grotendeels bekostigd uit een schenking die mevrouw Verkade-Clark deed. De schenkster had de wens geuit dat de nieuw te bouwen boot naar haar zou worden vernoemd. Met een eerdere schenking van de vrouw aan de KNRM kon al eerder een reddingsboot worden gebouwd, die is vernoemd naar haar wijlen echtgenoot Frans Verkade. Deze boot is gestationeerd

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in Marken.

De Winifred Lucy Verkade-Clark is voor de KNRM de dertiende boot van het type Valentijn. Dit type werd speciaal ontwikkeld voor reddingsstations langs de Noordzeekust die niet beschikken over een zeehaven. Ook de stations op de Waddeneilanden en langs het IJsselmeer zijn inmiddels met Valentijns uitgerust.

De nieuwe boot heeft een lengte van 11 meter, is ruim vier meter breed en heeft een diepgang van 75 centimeter. Twee motoren van elk 450 pk geven de boot een maximumsnelheid van 35 knopen.

Onder normale omstandigheden wordt de boot

bemand door vier bemanningsleden. Aan boord is ruimte voor maximaal 50 geredde personen.

De Winifred Lucy Verkade-Clark is een stuk groter dan de Jacoba Elisabeth, de boot waarover het station tot nu toe beschikte. De KNRM besloot in Cadzand een grotere reddingsboot te stationeren om de reddingscapaciteit in de Scheldemonding te vergroten. De Jacoba Elisabeth kon namelijk slechts 20 geredde mensen in één tocht vervoeren.

De Winifred Lucy Verkade-Clark wordt officieel ten doop gehouden in het boothuis Han van Nievelt in Cadzand. De bijeenkomst op zaterdag 20 april begint om 11.40 uur.



Gewicht: 9 ton

Lengte, breedte, diepgang:

10,6 x 4,1 x 0,75 m

Motorvermogen: 2 x 430 pk

Max. snelheid: 34 knopen

Capaciteit: 50 geredden

Bemanning: 4 personen

Kosten: €600.000,-



Grootscheepse zoektocht naar drenkeling stopgezet

Een grootscheepse zoekoperatie naar een mogelijke drenkeling in Blankenberge is na twee uur vruchteloos stopgezet. De actie was zaterdagochtend gestart nadat op het havenstaketsel kledingstukken waren teruggevonden. De zoektocht werd gecoördineerd door de politie van Blankenberge, die werd bijgestaan door de plaatselijke brandweer, de helikopters van het 40ste smaldeel uit Koksijde en de MUG uit Brugge deel aan de zoekoperatie. Ook het loodswezen en de Vrijwillige Blankenbergse Zeerreddingsdienst waren met boten ter plaatse.

De kleren zijn van een 21-jarige Bruggeling. Die was met enkele schoolkameraden op weekend in de kustgemeente. Vrijdagavond rond verliet hij zijn vrienden om nog een wandeling te maken. Sindsdien werd niets meer van hem gehoord. Vermoed wordt dat hij in zee is gaan zwemmen.

De verdwijning van de jongeman in Blankenberge vertoont geen tekenen van een wanhoopsdaad, meent de politie.

Drugsvangst van duizend kilo cocaine bij Curaçao

WILLEMSTAD - De kustwacht van de Nederlandse Antillen heeft zaterdag circa duizend kilo cocaïne aangetroffen aan boord van een Panamese kustvaarder, op 30 mijl ten zuidwesten van Curaçao. De 50-jarige kapitein van het schip is overboord gesprongen en verdronken.



Volgens de woordvoerder van de kustwacht haalde de bemanning van het Nederlandse marineschip **Bloys van Treslong** de kapitein van Panamese afkomst binnen vijf minuten uit het water, maar bleek de man al overleden. Naar de doodsoorzaak wordt een nader onderzoek ingesteld.

In een dubbele wand van de kustvaarder trof de kustwacht 35 balen cocaïne aan. De partij heeft in Europa een straatwaarde van ongeveer 33 miljoen euro. De kustwacht vermoedt dat zich in het schip nog meer drugs bevinden. De

woordvoerder verwacht dat het schip geheel gesloopt wordt in de zoektocht naar meer cocaïne.

De 73 meter lange kustvaarder was onderweg van Panama naar Brits Guyana en had tot afgelopen vrijdag in de haven van Aruba gelegen. Omdat het schip is aangehouden in internationale wateren, onder jurisdictie van de Amerikaanse Coastguard, worden schip, bemanning en lading aan de Amerikaanse kustwacht overgedragen. Amerikaanse inlichtingendiensten hadden de Antilliaanse kustwacht getipt.



Boven : **Hr Ms Bloys van Treslong** vertrekt op 15 maart uit Curacao op patrouille

Foto : Henk van Raaij – Master Smitwijs London

Visserijschool zoekt nieuwe leerlingen

IJMUIDEN - De auto's stoppen, de deuren zwaaien open en dertig jongens rennen over de Havenkade naar de KW 42, alsof ze de Cornelis Senior willen enteren. Dirk Hoek en de andere begeleiders temperen zoveel enthousiasme onmiddellijk.

Ze manen de jongens tot kalmte en helpen ze aan boord van de KW42 van rederij Haasnoot IJmuiden BV. Het vissersschip spreekt zeer tot de verbeelding van de jongeren.

De jongens komen uit Katwijk en de excursie wordt ze aangeboden door het Nova College aldaar. Hoek die leraar visserijkunde aan de Katwijkse visserijschool is, wil de jongens kennis laten maken met het vissersleven in de hoop een aantal van hen later als leerling op zijn school te mogen begroeten. Ze zitten nu nog in groep 8 van de basisschool maar Hoek hoopt er een paar zo enthousiast te krijgen dat ze zich na het voortgezet onderwijs bij zijn vakopleiding melden. Dit jaar slaagden er 28 leerlingen op de visserijschool en er zijn er nog eens 26 in opleiding.

Hoek is al op de school geweest om te vertellen over het vissersvak en nu neemt hij vijf auto's vol jongens mee naar IJmuiden. Walschipper Dirk van der Plas heet ze welkom op de KW 42 en legt ze de geheimen van de moderne visserij uit. In de brug vol nautische en opsporingsapparatuur geeft hij uitleg aan de jongens, die ondertussen allerlei vragen op hem afvuren.

Het visruim en de machinekamer worden daarna bezocht. Twee kiezen van prehistorische dieren, die door de KW 42 zijn opgevist, worden bekeken. Een bezoek aan de bemanningsverblijven laat zien dat de accommodatie op een modern vissersschip vergelijkbaar is met die van een luxe woning. De badkamer heeft zelfs een zwevend toilet.

Nadat het inwendige van het schip is bekeken, beklimt een aantal jongens als ware zeehelden de buitenbrug en de achtermast. Even later stormt de hele groep naar voren naar de bak van het schip voor een groepsfoto. Onder de indruk van wat ze hebben gezien, keren ze weer huiswaarts.

Anger at Duke as gas strike simmers



DUKE Energy yesterday hit out at industrial action that has brought construction of Tasmania's off-shore gas pipeline to a standstill for the past week.

Another attempt to resolve the strike will be made at an Industrial Relations Commission hearing in the Launceston Supreme Court this morning.

Talks between the Australian Workers Union, the Australian Manufacturing Workers Union, the pipeline contractor Allseas, and its employment contractor Mermaid Labour and Management failed yesterday.

Among other things, the 168 offshore workers aboard the pipe-laying ship Lorelay are demanding they be flown free of charge to their homes states, mainly Queensland and Western Australia, during time off.

Breaking his silence on the stoush yesterday, Duke's project manager Carl Fisher said the union's actions were extremely disappointing.

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"Our contractors negotiated these workplace agreements last year with the union, they were agreed to by all parties, and the agreements were duly registered prior to the start of work in December," Mr Fisher said.

"We understand the unions are now making substantial claims for more compensation against our contractors now that the project is over half way complete.

"If they had concerns, why weren't they raised (back) then?

"Why did they ever sign the agreement?"

AWU national secretary Bill Shorten said concerns were raised months ago.

He said the enterprise agreements were signed by Tasmanian union branches, who believed significant job-creation would flow.

But agreements for Bass Strait construction workers were usually negotiated at a national level, and some hoped-for employment gains did not materialise.

"They got six-to-seven local workers out of a workforce of 168 and those workers are getting 6 per cent less than a construction worker on an oil rig," Mr Shorten said.

"Various conditions that we have won for Bass Strait (work) over the last 15-20 years have been lost (in the pipe-laying agreement)."

Mr Fisher was hopeful gas would still flow ashore to Tasmania on time in August.

Mr Shorten said there were signs contempt action against strikers was being prepared but he hoped a resolution could be brokered today.

CASUALTY REPORTING

ABDUL S. (Syria)

Suez, Mar 26 — Vessel Abdul, of Syrian Nationality, under/relating to El Amira Shipping Agency (? general cargo *Abdul S.*, 11103 gt, built 1971,) loaded with timber, caught fire 1125, Mar 25, while discharging shipment of timber at Alexandria inner anchorage. Three fire extinguish launches immediately proceeded to the vessel and controlled the fire at 1400 hrs. Investigation as to the cause of the fire is still on-going and the technical report has not been finalised yet. Another signal was received after the above announcement stating the following: After extinguishing the fire and the departure of the extinguish launches with the firemen, a large cloud of smoke emitted from No. 2 hold. The three launches returned to the location of the vessel and the vessel's cranes were used to discharge the remaining sound cargo of timber from No. 2 hold into barges afloat alongside the vessel in order to reach the source of the fire. Meanwhile, stevedores effected continuous cooling operations by spraying sea water onto the cargo and the surface of the hold cover in order to avoid damage to the remaining sound timber bundles onboard and to limit the fire to No. 2 hold only. At the end of the extinguishing operation, an electrical lamp connected to an un-insulated electric wire was found completely burnt inside the hold. The preliminary cause of the incident was probably due to one of the vessel's crew leaving the light on for a long time. This heated the plastic cover of the light's battery to the extent of burning and igniting the fire. The lamp was separated from the electrical current. The loss was limited to four timber bundles from those stowed

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inside No. 2 hold and 2 bundles from those stowed on deck. — Lloyd's Agents. (Note — *Abdul S.* arrived Alexandria Mar 23 from Sweden.)

APOLLONIA LION (Greece)

London, Mar 26 — Understand that bulk *Apollonia Lion* (39693 gt, built 1977) is currently about 400 miles west of Mumbai and is experiencing mechanical problems.

ATTIKI (Greece)

London, Mar 26 — Lloyds Casualty representatives in Piraeus report : Tank *Attiki*: The Ministry of Mercantile Marine was informed by the Harbour-Master of Patras, that the vessel was not under command at 2330, Mar 22, due to mechanical damage in her main engine. The vessel anchored in an area west of the small island Atoko, 700m from the rocky coastline. There were 10 Greek crew members on board, and she had previously departed from Amfilokia with destination Eleusis, in ballast. Tug *Amazon* from Patras and the Ministry notified vessels in the area to offer assistance. The weather in the area was North-West winds of 8/9 (gale/strong gale). Passenger ro/ro *Blue Sky* arrived in the area and also a helicopter from the Navy. At 0700, Mar 23, *Amazon* arrived and fastened with *Attiki* and proceeded to tow her to Astakos. There were no injuries to the 10 crew members of the vessel. At 1250 hrs, vessel safely arrived at Astakos under tow. The Port Authority of Astakos prohibited her departure pending repairs of the damage and inspection by the Marine Inspectorate of Messolongi. Today it was reported that the Marine Inspectorate permitted the sailing of *Attiki* after successful repairs had been performed.

BLIKUR (Faroe Islands)

Sandnes, Mar 26 — General cargo *Blikur* (2854 gt, built 1979) arrived Kristiansand in tow of tug *Bamse* early today with engine problems. Vessel will proceed to Denmark after repairing — Correspondent.

ELEGANCE (U.K.)

Aberdeen, Mar 26 — The owners of fishing *Elegance* advise the vessel was raised within 48 hours of the sinking and is presently lying afloat at Peterhead Harbour. The owners are currently making arrangements for the vessel to go for repairs. — Lloyd's Agents.

HAN WEI (Belize)

London, Mar 26 — Following received from Singapore Port Operations, timed 0524, UTC: There have to date been no reports of the situation of tank *Han Wei*.

INCENTIVE (U.K.)

London, Mar 26 — A report from the Maritime & Coastguard Agency, dated Mar 25, states: At 1328 today the skipper of the fish *Mainstay* reported to Shetland Coastguard MRSC that the nearby 44-ft fish *Incentive* (22 gt, built 1994) was sinking at a position 15 miles offshore, midway between South Ronaldsay and Pentland Skerries lighthouse. Crew of *Mainstay* rescued the three crew on board the rapidly sinking vessel and remained on scene until the vessel had completely sunk. The crew on board the *Incentive* had no idea they were taking in water until their main engine stopped.

KATSHESHUK (Canada)

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London, Mar 25 — Following received from Halifax RCC, timed 1510, UTC: Trawler *Katsheshuk* was last reported to us in lat 51 12N, long 53 21W, at 1230, UTC, Mar 24. She is still in the pack ice and is awaiting the arrival of tug *Atlantic Maple*, which ETA daylight Mar 26. It is expected that she will be brought back to St. John's, NF, or Argentia.

LAKE CARLING (Marshall Islands)

London, Mar 25 — Following received from Halifax RCC, timed 1515, UTC: Bulk *Lake Carling* is still anchored in Gaspé Bay awaiting an improvement in the weather. When conditions are better, she will proceed to Quebec for her permanent repairs.

LINAKI (Panama)

Nicosia, Mar 26 — A press report, dated Mar 25, states: U.S. Customs agents in Miami seized \$8.8 million worth of cocaine yesterday hidden inside cargo containers on general cargo *Linaki* (1747 gt, built 1976) from Haiti. The illegal cargo was concealed behind false walls in two empty refrigerated containers on the 200-foot freighter, Customs officials said. The 1,051 pounds of drugs were found during a routine examination of the vessel, which arrived Sunday, officials said. Customs agents were interviewing the vessel's crew, but no one had been immediately charged, Customs spokesman Zachary Mann said. — Lloyd's List Correspondent.

PLAYA DA CATIVA (Spain)

London, Mar 26 — Following received from the Killybegs Harbour-master's office, dated today: Fishing *Playa da Cativa* completed repairs and sailed Killybegs Mar 14 to sea.

SCOT PIONEER (U.K.)

London, Mar 25 — Following received from Coastguard Aberdeen MRCC:

Timed 1010, UTC: General cargo *Scot Pioneer*, (1587 gt, built 1984) Inverness for Bremen, with 3,400 cubic metres of medium density fibreboard, is anchored in lat 57 41.5N, long 01 57.6W, the governor on her engine is trying to shut the engine down on going ahead. Engineer is attending the vessel shortly and will advise an estimated repair time.

Timed 1905, UTC: At 1747, UTC, crew of general cargo *Scot Pioneer* reported they were unable to effect repairs and were waiting the arrival of a tug, which is to tow them into Peterhead.

Timed 1926, UTC: General cargo *Scot Pioneer* reports now under tow and proceeding into Peterhead.

SHINHAEIN (South Korea)

London, Mar 26 — Following received from Japan Marine Safety Agency, Tokyo, timed 0031, UTC: General cargo *Shinhaein* is still aground. Vessel's cargo will be removed, after which refloating operations will commence

SHOTOKU MARU NO.52 (Japan)

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Nicosia, Mar 26 — A press report, dated today, states: Fish carrier *Shotoku Maru No.52* collided with trawler *Zhe Ling 20558* early yesterday off Kagoshima Prefecture, Japan Coast Guard officials said. The accident occurred at around 1245 hrs when *Shotoku Maru No. 52* and *Zhe Ling No. 20558* collided in the East China Sea about 550 km south-west of Cape Noma in the town of Kasasa. All eight crew members on the Japanese vessel are reportedly safe *Shotoku Maru No.52* is towing *Zhe Ling 20558* to Kagoshima's Makurazaki port, officials said. They said the bow of *Zhe Ling 20558* hit the port side of *Shotoku Maru No.52*. The cause of the accident is being investigated, they said. — Lloyd's List Correspondent.

STENA KING (Bermuda)



Nicosia, Mar 26 — A press report, dated today, states: Two tugs from the Port of Fujairah helped pull apart tank *British Vigilance* and tank *Stena King* which were in collision early yesterday morning about 17.5 nautical miles off the Fujairah coast. No oil spill, injuries or explosions were reported after the collision which took place in international waters off the UAE's East Coast. The two vessels have since left the collision scene and are

believed to be heading towards the Dubai dry docks. Captain Mousa Murad, General Manager of the Port of Fujairah, said: "The two oil tankers were really very lucky as the collision caused no marine pollution or any other related disasters. Captain Murad and Captain Tamer Masoud, Harbour Master at the Port of Fujairah, held a press conference yesterday over the incident. "Although the collision took place some 17.5 nautical miles off Fujairah, in international waters, the Port of Fujairah had to take action and tried to deal with the collision in accordance with the marine environmental law which allows the East Coast marine authorities to interfere and handle any marine accident which takes place up to 200 nautical miles off the East Coast," Captain Masoud explained. "We were informed by the control tower at the Port of Fujairah about the collision which took place at around 0115, yesterday morning around 34km, off the Fujairah coast, out of the UAE territorial waters," said Captain Masoud. He noted that Captain Murad gave the orders, after informing the authorities concerned, to rush to the collision scene with two giant tugs. The tugs helped separate the two vessels which had locked together. Tug *Wadi Safad* , with 5,277 horsepower, is fully equipped with all means of fighting fires, pollution control and marine rescue services. Tug *Wadi Sahm*, with 3,500 hp, has the same equipment as *Wadi Safad*. "We reached the location of the collision, which took place 67 degrees north-east off the Port anchorage area, before the sun rose and checked the hulls of the two tankers which were damaged. There was no oil spill, no explosions, no fires and no injuries or deaths," Captain Masoud added. He noted that the cause of the collision had not yet been identified. However, he said the front side of the hull of *Stena King* hit the left side of the hull of *British Vigilance*. "Fortunately, *Stena King* hit the empty tank No. 5 of *British Vigilance* at a 90 degree angle. So it was the left side of the empty *British Vigilance* which was more affected, while the front side of the *Stena King* sustained medium damage," said Captain Masoud. "Had the position of the collision of the two

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vessels been reversed, there would have been a huge oil spill and a big marine pollution disaster." The two tugs from Fujairah Port rushed to the scene accompanied by another service vessel called *Diva*, which is equipped with oil pollution fighting tools, as a precautionary procedure. "We have told the Federal Environmental Authority as well as the UAE Coast Guards on the East Coast about the incident. Sheikh Saleh bin Mohammed Al Sharqi, Chairman of the Fujairah Department of Industry and Economy and the Port of Fujairah, was briefed on the situation and he followed the release of the two ships with great interest," he added. — Lloyd's List Correspondent.

VIKING LEADER (Canada)

London, Mar 25 — On Mar 21, fishing *Viking Leader* (64 gt, built 1973) was reported overloaded and taking water which required a Canadian Coast Guard vessel escort while transiting Hecate Strait from the Queen Charlotte Islands to the mainland of British Columbia.

ZHE CHI GONG 2 (China)

Nicosia, Mar 26 — A press report, dated Mar 25, states: Fifteen people who fell into Hangzhou Bay on Friday (Mar 22) on a sunken engineering survey vessel *Zhe Chi Gong 2* (76 gt, built 1997), 24 metres long and eight metres wide, in East China's Zhejiang Province were still missing last night. An official with the provincial maritime safety administration said that six salvage vessels have been assigned to search for the missing people, but rough waves in the bay where the vessel sank have made rescue impossible. The vessel carrying 23 people sank Friday afternoon, due to rough waves that caused the vessel to capsize when it tried to anchor. The vessel was surveying the area to prepare for the construction of a sea-crossing bridge linking Ningbo of Zhejiang Province with Shanghai, officials said. All six sailors and 17 survey staff on board went overboard. Immediately following reports of the accident, the China Marine Salvage Centre and the provincial government organised a rescue that saved eight of them. The remaining 15, all men, are still lost. Some are sailors, and others are members of the survey staff, officials said. Though the water is only 10 to 12 metres deep, the stormy waves severely dampened rescue efforts. Rescue workers vowed to continue the search to the best of their abilities. The exact cause of the accident is still under investigation. — Lloyd's List Correspondent.

ZHE LING 20558

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SHIPYARD NEWS

Thyssen expects to take stake in HDW shipyard

DUESSELDORF, Germany, March 25 (Reuters) - Steel and engineering group ThyssenKrupp AG said on Monday it expected to buy a stake in the HDW shipyard from U.S. private equity house One Equity to strengthen ties with its own yards.

One Equity, a unit of Bank One Corporation, earlier this month agreed to buy 75 percent of Howaldts-Deutsche Werft AG (HDW) from ailing engineering group Babcock Borsig, tourism group Preussag and a financial investor.

It immediately offered Thyssen, which owns the Blohm & Voss and Nordseewerke shipyards, and trucks and engineering group MAN AG HDW stakes of 15 percent each, which would have cut its share to 45 percent.

Thyssen said it had signed an agreement for its yards to cooperate in building marine vessels with HDW, the world's leading conventional submarine maker, on the condition that it buy a stake in HDW. It was only prepared to do that if One Equity bought Babcock's remaining 25 percent in the yard.

"We want our partner in the yard to hold more than 50 percent," a Thyssen spokesman told Reuters, adding Thyssen was confident Babcock would sell out entirely to One Equity.

Babcock sold half its 50 percent stake in the profitable shipyard, the crown jewel in an otherwise loss-making array of assets, after failing in a bid to tighten its control of HDW.

The move massacred Babcock's share price and dealt a hefty blow to U.S. investor Guy Wyser-Pratte, who bought five percent of Babcock in January in support of Chief Executive Klaus Lederer's strategy to turn HDW into the group's core business.

Wyser-Pratte has accused Babcock management of trampling on shareholders' rights and has said he will use his right to call an extraordinary meeting at which he would push to dismiss the board and cancel the HDW deal.

HDW, based in the northern Baltic Sea port of Kiel, is valued by analysts at a relatively modest 800 million euros (\$703.6 million) but has cutting-edge technology, a five billion euro order book and is seen as a potential consolidation leader among Europe's navy-oriented shipyards.

Thyssen's Blohm & Voss and Nordseewerke yards are world leaders in surface vessels, such as frigates.

Lederer is due to resign as Babcock's CEO but remain head of HDW under its new owners.

Babcock shares were 0.2 percent firmer at 5.4 euros by 1646 GMT, still 44 percent below their March 11 high of 9.65 euros.

The HDW deal still requires the approval of cartel authorities.

Flood in dry dock kills 5 in Dubai



At least five workers drowned and 31 were still missing Wednesday after water flooded uncontrollably

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into a giant dry dock in this Gulf emirate, the Dubai Drydocks company announced.

"Five workers are known to have died in the incident and 31 are presently missing," said Drydocks chief executive Keith Burgess in a statement released nearly six hours after two panels of the dock gate ruptured.



"There is a good chance they have drowned," said one official who asked not to be named.

The official Emirates news agency WAM reported eight people had died, but the company denied it and insisted the search was still going on.

The cause of the accident was under investigation by police and the safety department of the Drydocks, one of the largest facilities in the world for ship repairs.

Police brigadier Sharfuddin Hussein told reporters kept outside the gates of the facility: "I confirm that five people are dead and 31 other people are missing."

He said the nationalities of the dead and missing were not immediately known, but most of the workforce is Asian.

A civil defence spokesman earlier said 15 people had been injured and about 50 workers, mostly Asian, rescued.

The spokesman could not say how many men were in the dry dock at the time of the accident.

"At approximately nine o'clock (0500 GMT) on March 27, two panels of the dock gate number two ruptured as work (on a tanker) was being carried out," Burgess said.

"This resulted in uncontrolled flooding of the dock over approximately one hour."

The US Navy, which has a large force deployed in the Gulf and frequently uses Dubai's ports, had offered assistance, brigadier Hussein said.

Five vessels were in the dock, one of three huge dry docks at the facility, and "suffered varying degrees of damage which is currently being assessed."

The vessels were a 57,000 dead weight tonnage oil tanker, a cargo ship, two barges and an oil rig.

Dock number two measures 100 metres (yards) by 525 metres and can take the biggest ship in the world.



"The gates cannot be opened without water on both sides," one Drydocks official said.

"The dock takes an average of three hours to fill but today it was hit by a 12-metre wall of water and the process took five minutes. It was an absolutely horrific scene. The water washed away the eight-tonne concrete blocks the ship was standing on," he said. "Painters and steelworkers were working, as routine, both on the dock floor and inside the ship when the wall of water hit."

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Dubai Drydocks, which opened in 1983, employs some 3,500 workers and lays claim to being the premier ship repair yard between Europe and the Far East, serving owners from more than 40 different countries.

It is set in its own private port and covers 200 hectares (nearly 500 acres) with direct access to the sea through a 350 metre wide entrance protected by four kilometres (2.5 miles) of breakwaters.

Latest available figures show the shipyard, which also has a big floating dock, repaired 227 vessels in 1999 with a dead weight of 23.3 million tonnes.

ROUTE, PORTS & SERVICES

Excalibur ontwerpt grootste vaartuig ter wereld voor platformverwijdering

Excalibur Engineering in Delft heeft een 345 meter lang en 118 meter breed platformverwijderingsschip ontwikkeld. Het project is in de beslissende aanbestedingsfase beland. Met een maximale diepgang van 23 meter is het, naar waterverplaatsing gemeten, het grootste schip ter wereld. Excalibur Engineering, een dochter van de Allseas Groep, baseert het ontwerp op de conversie van twee grote tankers tot één groot hef en transportschip. Excalibur gaat het schip, dat de naam Pieter Schelte krijgt, zelf exploiteren.

De Pieter Schelte is bedoeld voor de verwijdering van zeer grote boorplatforms. In het bijzonder richt het ontwerp zich op topsides zwaarder dan 10.000 ton en jackets van meer dan zeventig meter hoog. Met de huidige kraanschepen kunnen die niet in een keer worden meegenomen. Het hefsysteem is berekend op topsides tot 48.000 en jackets tot 25.000 ton.

Co-operation between the Sultanate of Oman and the Municipal Port Management Rotterdam

On Sunday, March 24th, the Government of the Sultanate of Oman and the Rotterdam Municipal Port Management signed a Memorandum of Understanding (MOU) for the development and future management of the new Port of Sohar in the North of Oman. The MOU was signed by the Oman Minister of Transport, HE Malik Bin Sulaiman Al Ma'ari and by the Commissioner for the Port of the City of Rotterdam, Mr Peter van Dijk signed in the capital Muscat.

To underline the importance of this event for Oman, the Minister of National Economy, Ahmad bin Abdul Nabi Maacki, was present at the ceremony as well as a Netherlands / Rotterdam delegation headed by the Minister of Transport, Public Works and Watermanagement of the Government of the Netherlands, Mrs Tineke Netelenbos.

SIPC

The relationship between the Government of the Sultanate of Oman and the RMPM can be best described as a joint venture and will carry the name: Sohar Industrial Port Corporation (SIPC). Both partners, on an equal basis, will reserve finance for the joint development and management of the project, the contracting of short-term experts and the execution of various studies as required and initiated by the SIPC.

During the coming months, the parties will work out the plan of approach with regard to detailed spatial planning of the industrial site, marketing, training and the establishment of the Sohar Industrial

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Port Authority.

In the period between the signing of the MOU and the implementation of the plan of approach, the Government of the Sultanate of Oman and the RMPM will jointly expediently execute all necessary activities related to supporting potential users of the Sohar Industrial Port.

The Port of Sohar

Sohar is situated in the north of the Sultanate of Oman, approximately 200 km north of the capital Muscat, strategically located on the Arabian Sea coast and outside the Arabian Gulf. The distance to Dubai by highway is approx. 150 km.

The first vessels will be able to call at the port early 2003. The total infrastructure of the port and the industrial area will be completed within two years. At that moment the Government of the Sultanate of Oman have invested approx. US\$ 250 million in the building of the breakwaters, the dredging of the larger part of the port basin to a depth of 16 meters, the reclamation and preparation of an industrial area of some 2,000 hectares, the construction of 1,100 meters of quay wall and two jetties for the loading and discharging of liquid bulk cargoes.

Sohar is the (coastal) end destination of a gas pipeline from one of the gas fields in the Interior of Oman. Gas is an excellent basis for the petro-chemical and chemical industry.

The Government of the Sultanate of Oman is presently in the final stages of negotiations concerning the establishment of a refinery, a methanol- and a fertilizer plant as well as an aluminium smelter. All trends indicate that the petro-chemical and chemical industries (production and storage) will increasingly establish themselves closer to the sources in the Middle East. This creates excellent opportunities for Sohar and the synergy between the industrial complex in Sohar and other ports in the world, inclusive the Port of Rotterdam (one of the largest petro- and petro-chemical complexes in the world).

Hellespont Names First of Four Double-Hull Ulccs



Piraeus-based Hellespont Shipping Corporation will name the first of its series of four unique double-hull ulccs at a ceremony in Dubai on April 3, 2002. The 442,000 dwt vessel will be named **Hellespont Alhambra**. Basil Papachristidis, chairman of the Hellespont Group, says, "We are proud to set new standards with these ships. The Hellespont Alhambra is the largest double hull tanker ever built. She sets new benchmarks for safety, longevity, commercial flexibility and ease of maintenance. And she extends frontiers of efficiency and economy in the ocean transportation of oil." The series will continue with

the **Hellespont Metropolis**, to be delivered in April, and two sister ships, the **Hellespont Fairfax** and the **Hellespont Tara**, both to be delivered in the second half of 2002. Built at Korea's Daewoo yard to LR and ABS class, the vessels elevate standards for large tanker strength and speed and will have a number of unusual features, including full-time inerting of the ballast spaces for safety and corrosion protection and a white paint system to protect internal coatings. As delivered the principal particulars are: 441, 893 dwt, loa 380 m, beam 68 m, draught 24.5 m, cargo capacity 513,684 cu m. The engine is an HSD-Sulzer 9RTA84T-D, delivering 50,220 BHP at 76 rpm, giving a ballast speed of 17.5 knots.

NAVY NEWS

'Paashazen' wachten zeelui op na mijnenjacht

DEN HELDER - Paashazen en hooggehelde paaskippen wachten de opvarenden van de mijnenjager **Zierikzee** op. Het verklede gezelschap zal even later het marineschip via de loopplank betreden.



Mét gevulde mandjes om de bemanning van het marineschip namens het thuisfront in het (paas)zonnetje te zetten.

De **Zierikzee** keerde terug van ruim twee maanden deelname aan het Navo-eskader Mine Counter Force North, dat de opvarenden in diverse Engelse, Schotse en Noorse havensteden bracht.



Nederland verkoopt fregat aan Athene

Staatssecretaris Van Hoof van Defensie brengt een driedaags werkbezoek aan Griekenland. In Athene ondertekent hij onder meer een contract voor de overdracht van het fregat Harer Majesteit's **Jan van Brakel** aan de Griekse marine. Het twintig jaar oude fregat werd vorig jaar door Nederland vanwege bezuinigingen uit de vaart genomen. Eerder namen de Grieken al het fregat Pieter Floris over, voor ongeveer 95 miljoen gulden. Staatssecretaris Van Hoof brengt donderdag op Kreta een bezoek aan de bemanning van het luchtverdedigings-fregat Harer Majesteit's Witte de With dat momenteel in de Middellandse Zee opereert.

MOVEMENTS

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ANGLIAN DUKE



The **ANGLIAN DUKE**
left the Tyne Monday
March 25th at 20:30 hrs
and headed for the
Humber
(PHOTO : Kevin Blair)

USS MOUNT WHITNEY



USS Mount Whitney departed from Rotterdam Wednesday 27-03-2002 — Photo : Piet Sinke

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FIGHTER / GIANT 2



The tug **FIGHTER** with the **GIANT 2** which was loaded with the cruiseliner **ARLENE** of VIKING CRUISE LINE arrived Tuesday morning back in Rotterdam - Photo : Piet Sinke

RIJNMOND WEATHER

donderdag 28 maart

9 uur 's ochtends :
temperatuur: 4 graden
kans op neerslag: 0%
wind: matig (15 km/u) uit OZO

5 uur 's middags :
temperatuur: 12 graden
kans op neerslag: 0%
wind: matig (19 km/u) uit O

.... SHIP OF THE DAY
THAMES FISHER



The 4,500dwt Thames Fisher is the first of three vessels being built at the Vickers Shipyard in Barrow-in-Furness for James Fisher Tankships Limited. Its two sister ships, Humber Fisher and Mersey Fisher are well advanced in their construction. The Mersey Fisher, is slightly different and features a modified crossover connection on the cargo manifold. This enables the vessel to carry a greater range of parcels.

DESIGN

The Thames Fisher has a gross tonnage of 2760t and a Net Tonnage 1464t. The distance between the bow and centre manifold is 48m. The manifold spread is 4.8 m and it has a 15.5m beam. The Thames Fisher is 91.4m length overall and has a 6.02 m design draught.

CARGO SYSTEMS

The Thames Fisher has cargo tank volume capacity of 5,100m³ at 98 pe cent. The vessel is designed to carry refined oil products with a flashpoint below 60°C, and some categories of edible oils. The cargo piping and manifolds have been manufactured from stainless steel. The cargo system volume comprises five pairs of tanks, with capacities ranging from 550m to 3,405m. The vessel can unload a full cargo in about six hours. This is enabled by a series of ten 175m³/h (at 100m head) deep well hydraulic cargo pumps supplied by Frank Mohn.

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The cargo tanks also feature the use of stainless steel heating coils. These are able to maintain cargo temperature at 65°C allowing a high degree of flexibility in the types of cargo that can be transported. The vessel's thermal oil heater is a Wanson Termopac 2,500 3SC unit rated at 2,907kW. By using separate lines and pumps, up to six tanks can be simultaneously loaded/discharged. During loading/unloading a Whessoe gauge is used to provide temperature and volume information, supported by an MMC vapour lock. Immediately in front of the accommodation unit lie two 63m capacity slop tanks. These have been designed to carry cargo if necessary.

The ballast system is composed of 11 tanks, which total 2,200m. Two Transvac eductors and Desmi ballast pumps have been fitted, each rated at 200m³/h.

PROPULSION



Propulsion is provided by a Ruston 8RK 270M main engine. This eight-cylinder in-line turbo-charged, four-stroke diesel unit is capable of delivering 2,300kW (3,083bhp) at 886rpm. It gives the vessel sufficient power to maintain a service speed of 12 knots at 90 per cent MCR. Fuel consumption is estimated to be around 9.6t of diesel per day.

With a bunker capacity of around 180m, this gives the vessel a range of approximately 3,000 nautical miles.

The two Cummins engine-driven alternator has an output of 600kW at 800rpm. A 600 kW Stamford International shaft alternator has also been fitted. For a back-up power supply, there is an emergency generator that is capable of producing 95kW.

The Thames Fisher has an Ulstein 3.5t thrust capacity bow thruster unit and a high lift rudder. It also has a 3,200mm diameter CP propeller, as well as the 600 AGSCKP main engine gearbox.

AUTOMATION AND CONTROL

The cargo control system, accessed via the raised catwalk, houses the key cargo and ballast tank controls and pressure gauges. There are two 0.5t SWL hose handling davits fitted to handle the cargo hoses. All valves are opened and closed manually and there is no remote cargo handling control system on the bridge.

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The bridge is well equipped with an array of navigational and communications aids including two Kelvin Hughes Nucleus anti-collision radar systems, one of which has an ARPA facility. GMDSS- standard communications are provided through a Marconi Salvor 6 unit.

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>