

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 30 -04-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Ship Leaves Britain to Pick Up Plutonium in Japan



A ship loaded with an empty cask to collect mixed oxide plutonium from a nuclear reactor of Japan's Kansai Electric Power Co. left Britain, Greenpeace International said.

The 5,271-ton **Pacific Pintail** left the port of Barrow-in-Furness to pick up 255 kilograms of MOX plutonium that was shipped from Britain to Japan in 1999, but was rejected after British Nuclear Fuels Ltd. admitted it had falsified safety data during its production.

The plutonium was intended for use at Kansai Electric's Takahama nuclear plant in Fukui Prefecture, central Japan, but is being left there unused.

While the transportation route has not been disclosed, Greenpeace expects the ship to arrive at the Takahama plant in July and return to Britain with the MOX plutonium in autumn.

Rondvaartschip in moeilijkheden voor Binnenhaven Vlissingen

door Edith Ramakers

VLISSINGEN - Ongeveer 120 passagiers en een aantal bemanningsleden van het rondvaartschip de Rembrandt van Rijn beleefden gistermiddag een hachelijk avontuur. Het schip wilde de Vlissingse Binnenhaven indraaien, maar kon door de sterke stroming en

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hoge golfslag de bocht naar rustiger vaarwater niet maken. Het dreef verder de zee op. Met hulp van sleper De Walcheren, van de Unie van Redding- en Sleepdienst Nederland (URS), werd het de veilige haven binnengeloodst.



De rondvaartboot was vertrokken vanuit Terneuzen. Bij Vlissingen wilde het schip door de sluisen naar binnen gaan. Daar ging het mis door de slechte weersomstandigheden. Het passeerde de haven. Voor de Vlissingse boulevard werd de nood zo hoog dat de kapitein van de Rembrandt van Rijn om een sleepboot vroeg. De hele operatie duurde zo'n anderhalf uur. Naast de sleepboot assisteerden nog enkele loodsboten en een politieboot. De veiligheidsmaatregelen zijn genomen, omdat er zoveel mensen aan boord waren. Hoe verder de rondvaartboot de zee op raakte, hoe meer het schip ging slingeren. Het type is niet gebouwd op storm. Volgens de verkeersleiding hadden door de harde klappen van de golven de ramen van het schip kunnen springen.

[foto : Lex de Meester](#)

Heeft World Wide Shipping een oogje op Bergesen?

De groep World Wide Shipping uit Hongkong, die al jarenlang vakkundig door Helmut Sohmen wordt geleid, heeft in de bulksector voor een verrassing van formaat gezorgd door een participatie van 10% te nemen in de Noorse Bergesen-groep. Het zou om een investering van zo'n 120 miljoen USD gaan. Is dat een eerste zet van WWS die op termijn de controle over de Noorse groep zou kunnen opleveren? Het is voorlopig te vroeg voor dergelijke theorieën. Bij WWS beperkt men zich tot de verklaring aan de Britse pers dat eventuele volgende stappen door de marktomstandigheden bepaald zullen worden.

CASUALTY REPORTING



Three die as ships collide off Sweden

THREE seafarers lost their lives in a head-on

4/29/2002

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collision of two small general cargo ships off the Swedish island of Gotland on Saturday.

The bows of the 1983-built 3,219 dwt Cyprus-flagged **Smaland** and the 2000-built 3,171 dwt Antiguan-registered **Nikar G** clashed in what were described as relatively good weather conditions by the coastguard.

A spokesman for the coastguard confirmed to Reuters that three of the Smaland's nine-strong crew were in the forward section of the ship at the time of the collision. Two were believed to have died instantly while the other died of his injuries.

The Smaland was en route to Kotka in Finland in ballast when the incident occurred and was able to sail under its own power to the port of Slite in Gotland accompanied by a coastguard ship, according to local sources.

Initial reports said there had been extensive hull damage.

The Poland-bound Nikar G — which reportedly had no casualties among its seven crewmen — was carrying a cargo of paper pulp and continued to its destination despite a hole in the bow.

Smaland is owned by J H Barr Befrachtungs & Reedereikontor, while Nikar G is owned by Gerdes Schiffahrtsges, both of Germany.

Neither company was available for comment yesterday.

ALBATROS (NETHERLANDS)

London, Apr 26 -- Following received from Coastguard Yarmouth MRCC, timed 2047, UTC: Auxiliary general cargo Albatros (121 gt, built 1899), used for passenger charter trips by owner Ton Brouwer, with 11 persons on board, was reported at 1729, UTC, in lat 52 59.95N, long 00 49.6E, dragging anchor in heavy weather and then fouled old fairway buoy. Fishing Pathfinder attempted to tow but insufficient power. Wells lifeboat self launched and towed vessel to safe anchorage and then brought passengers ashore. Seven passengers safely ashore, four crew remain on board. The anchor which was cut free to be recovered later. Search and rescue operations terminated at 1959, UTC.

AMAZE (ST. VINCENT & GRENADINES)

London, Apr 26 -- Following received from Madrid MRCC, timed 0435, UTC: General cargo Amaze remains aground in the same position. (See issue of Apr 26.)

BANIYAS (NORWAY INT REGISTER)

London, Apr 26 -- Following received from Marine Safety Office New Orleans, timed 1415, UTC: Ore/oil Baniyas, collision with fishing Lucky Jim Apr 17: A restriction from sailing was placed on Baniyas after the event but it has now been lifted. We do not know if the vessel has continued her voyage yet.

GOLDEN DRAGON (PHILIPPINES)

Manila, Apr 27 -- Landing craft tank Golden Dragon, 164 gt, converted to commercial use, sank in rough waters in central Philippines Apr 27 at 0030 hrs, the Philippine Coast Guard reported today. There were thirteen survivors except for the master of the vessel who could not be found. The vessel was carrying a cargo of 8,500 bags of government-owned rice from the Port of Cebu to Camotes island when the accident happened. The Coast Guard reported that the vessel was battered by large waves and strong winds between Danao and Camotes island. This caused it's portside door ramp to open. Sea water immediately poured into the opening, flooding the insides of the ship and causing it to capsize. On board were 12 officers and crew and two security escorts of the state agency National Food Authority which owned the rice. Passing motor vessels were able to rescue thirteen survivors who were brought to the Liloan and Compostela Municipal Halls in Cebu island. The vessel is owned by the

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Madaue City, Cebu island -based Siberia Dragon, Inc. The Coast Guard said that they had despatched a vessel to conduct search and rescue operations around the area of the sinking. -- Lloyd's List Correspondent. London, Apr 27 -- Following received from Central Coast Guard District, Cebu, timed 0830, BST: Landing Craft Golden Dragon, 164 gt, 111.2 nt, 8,500 bags of rice on board, sank in big waves and strong winds between Cebu and the Camotes Islands at 0100, local time, today. The crew attempted to pump water from the vessel, but were unsuccessful and abandoned vessel. The master is missing, 13 rescued.

KURSK (RUSSIA)

London, Apr 26 -- A press report, dated Apr 25, states: Russian naval officials plunged the nuclear submarine Kursk back into the water today, to move it from a dry dock where investigators studied its mangled insides to a plant for dismantling. In the first stage of the moving process, the 18,000-ton Kursk was lowered back into the water at the Arctic port at Roslyakovo, where it has been drydocked since it was raised from the Barents Sea floor last autumn, navy spokesman Igor Dygalo said. The Kursk will be manoeuvred to a floating dock waiting in the waters nearby, and then the whole construction will be towed by barge to the Nerpa ship repair plant, Dygalo said. He said the process would take about one full day. Once at Nerpa, the Kursk's two nuclear reactors and cruise missiles will be removed, and the rest of the metal scrapped. One of Russia's most advanced submarines, the Kursk suffered explosions and sank in August 2000, killing all 118 men aboard. The bulk of the Kursk was raised in a costly international operation last fall so that investigators could retrieve bodies and look for clues to what caused the disaster. All but four of the bodies were pulled out. Investigators said earlier this year that they had completed the probe but failed to reach a final conclusion, and naval officials approved the Kursk's removal to the dismantling plant. The submarine's badly damaged bow remains on the sea floor, and the Russian Navy has said it plans to send divers to retrieve fragments of the bow this summer, hoping they will provide more clues about the accident.

LADY LISA (CYPRUS)

Bremen, Apr 25 -- General cargo Lady Lisa (2351 gt, built 1990) on its way down the River Weser for Boston, Lincs, grounded at 1330 yesterday in the area of Moorlose Kirche. The grounding appears to be due to a rudder failure. The vessel returned to Bremen Europahafen. Later in the day the classification society permitted travel and a new pilot was ordered. The vessel left Bremen again at midnight. --

METEOOR (NETHERLANDS)

London, Apr 25 -- General cargo Meteeor (1369 gt, built 1970, 84 metres length), owned by BV Gebr. Verkaik in IJsselstein, Holland, bound for the new tunnel under the Westerschelde, loaded with a cargo of granite to be discharged at Terneuzen, and general cargo Wern, 80 metres length, destination Duisburg, loaded with a cargo of granite, were in collision near the entrance of the Kanaal door Zuid-Beveland, near Wemeldinge at 1530, local time, Apr 24. Meteeor was bound for the entrance of the canal, along with a French combination of two vessels, in foggy conditions, with poor visibility. Meteeor and Wern both had damage to their foreparts, but were not holed. Wern sailed to the Krammer Sluizen, where the river police made an investigation. Meteeor sailed to Hansweert and had an investigation by the river police, after which both vessels resumed their voyage. No pollution caused by the collision

NIKAR G. (ANTIGUA & BARBUDA)

Gothenburg, Apr 27 --General cargo Smaland, escorted by a pilot, arrived Slite at about 1815, local time. It was difficult berthing the vessel due to the damage to its front part, where only one bollard is fairly intact in the forward end of the vessel. The three crew members were working under forecastle in the store rooms when collision happened. The three crew members will be left there, awaiting proper machinery while berthed Slite before attempting to remove them. There is serious damage to

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its entire bow, which was used for storage. Damage consists of approximately five to six metres pressed and distorted steel platings, making it very difficult to open a way towards the storage rooms where the men were blocked in. Tonight and weekend police will take over the investigation until an official sea-protest hearing

STENFJELL (NORWAY (INT. REGISTER))

London, Apr 27 -- Information received from Sandnes, dated today, states: General cargo Stenfjell (2818 gt, built 1976), Bergen to Rotterdam, grounded in Langenuen, outside Stord, at 0500, local time, today, after the mate fell asleep. Refloated by own means at 1100, local time, and proceeded to Stord for inspection. Minor damage in bow-section.

ROUTE, PORTS & SERVICES

Teekay first quarter profit down



TANKER operator Teekay Shipping has been hit hard by a "continuation of the decline in tanker charter rates during the past year." Net profit for the first three months of the year 2002 fell 89 per cent to \$15.7M compared to \$144.7M for the first quarter of 2001. Net voyage revenue amounted to \$136.2M compared to \$245.2M while income from vessel operations decreased to \$32.8M from \$155.7M. The Bahamas based company, which is engaged in crude oil and petroleum products carriage, operates a fleet of 95 tankers, most of them medium sized and with an aggregate tonnage of 9M DWT. Teekay noted that tanker charter rates have continued to "weaken" into the second quarter as a result of declining world oil production. During the first three months of 2002 OPEC crude oil output fell to 25.3 million barrels per day, "the lowest level since 1995."

Attica suspends Baltic crossing



GREEK ferry operator Attica Enterprises is to suspend its ferry service between Rostock, Germany and Sodertalje, Sweden because of insufficient demand. The service opened at the beginning of the year, and employed the newbuildings **Superfast IX** and **Superfast X**. The decision follows changes to

Attica's fleet composition and was taken in response to market demand. Both vessels will be deployed on more profitable routes. Last month Attica sold **Superfast III** and **Superfast IV** to the Australian operator TT Line, while there is a delay in the delivery of the last two vessels of its newbuilding programme, **Superfast XI** and **Superfast XII**, from Flender Werft. New delivery dates have been set for the end of May and July respectively. The two vessels on the Germany-Sweden route will be transferred to Attica's new service between Rosyth and Zeebrugge, to be inaugurated on May 17. The service from Rostock to Helsinki is to be maintained.

Stevedores fed up with the number of Rotterdam port inspections

Alexander Bakker

The container stevedores in Rotterdam's port are utterly fed up with the number of inspections and checks. Transshipment company Uniport/Hanno owner H. Vervat wants the stevedores' area to be granted 'separate status', and that all inspections and checks be combined. Treating container terminals as a type of freeport, believes Vervat, would enable Rotterdam to be more competitive with the ports of Antwerp, Hamburg and Bremerhaven.

At the moment Rotterdam's stevedores have to cope with between 13 and 19 different types of checking and inspection. According to Vervat the Dutch government is exceeding European regulations in this. "It's not right that there are more checks in the Netherlands than in other European countries," he believes. "Here we have to live with a hyper-concentration of such inspections."

Rotterdam Municipal Port Authority's general manager W.K. Scholten also wonders whether the number of inspections might be in contravention of European rules. It's also a thorn in the side for Scholten that 96 separate operations have to be carried out per transshipped container in Rotterdam. According to Scholten the Dutch government is misusing the disasters in Enschede and Volendam to tighten the rules or to apply them more strictly. The port manager wants to see European regulations introduced and applied equally in all countries. "If we can introduce the euro in two months, why can't we manage that with other regulations?" he asks.

Investigation

Stevedore Vervat wants a rapid investigation launched into the possibilities for combining the inspections and checks. Among the possibilities he envisages is a study into decentralising safety inspections. "These can best be carried out by the DCMR Environmental Service Rijnmond," Vervat believes. There should also be a special department within the Port Authority in which all services and inspections coordinate together.

There has long been dissatisfaction within the Rotterdam port on inspections and checks carried out by governmental agencies. The discontent flared up two years ago with the less than smooth introduction of the container scan by the Maasvlakte customs authorities. Last year the appearance of staff from the state agency for the inspection of meat and fish (RVV) and from the ministry responsible for regulating fireworks (VROM) led to considerable unrest. According to the stevedores this has caused Rotterdam's port to lose out on a significant quantity of cargo.

Overslagbedrijf ECT schrapt dit jaar 350 banen

Bij het Rotterdamse containeroverslagbedrijf ECT verdwijnen dit jaar 350 banen. Dat is circa 18% van het totale werknemersbestand van het bedrijf. De directie van de onderneming wil dat de banenreductie in juli wordt doorgevoerd. Dat heeft FNV Bondgenoten zaterdag bevestigd.

NAVY NEWS

Canadian ships return home from Arabian Sea

Halifax — Pink-cheeked children waved and held on to homemade banners and Canadian flags Saturday as they welcomed home their moms and dads from a six-month mission on the Arabian Sea.

Hundreds of family, friends and military officials lined a Halifax jetty in the blustery cold, waiting to catch a glimpse of the more than 550 sailors and aircrew on board **HMCS Preserver** and **HMCS Iroquois** they last saw on Oct. 17.

"It's just like Christmas," said Shirley Mconie-Waye, a steward on board the Preserver, as her young daughter, Hannah, wrapped her arms around her neck.

"The last week was so long. I'm just glad to be home, it's wonderful."

For one sailor, the anticipation of waiting just a few more minutes to hear the voices of his loved ones and see their faces proved to be too great.

Using his cellphone, Sub-Lieut. Josh Yanchus, 26, called his father and his girlfriend to pinpoint exactly where they were standing in the crowd as the Preserver slowly came in.

"He's trying to see us," said his excited father, Paul Yanchus. "I told him about the banner (in front of us) and we're right by the casino, so he's trying to pick us out."

The supply ship and frigate were sent last fall to take part in Operation Apollo, Canada's contribution to the U.S.-led war against terrorism.

The Iroquois helped defend an American aircraft and troop carrier off the coast of Pakistan and watched for vessels in the area that might be carrying contraband or al-Qaida terrorists trying to flee.

The frigate's crew identified 1,200 vessels but boarded only 11. They found no trace of terrorists, said Capt. Cal Mofford.

Cmdr. Brian McCarthy of HMCS Preserver said the supply ship acted as a floating lifeline to Canadian ships and dozens of others from several countries during their deployment.

They provided food, fuel, ammunition and even dental services to ships from the Arabian Sea to the Persian Gulf near Iraq — an area almost half the width of the Atlantic Ocean.

Crew members also rescued two severely malnourished men from their small disabled boat adrift in the Gulf of Oman.

"We return home with a very strong sense of pride and accomplishment of what we've achieved and of Canada's overall contribution to what we all consider this most noteworthy cause," Cmdr. McCarthy said.



Family members holding Canadian and Acadian flags await the arrival of HMCS Preserver in Halifax, N.S. Saturday. Photo: Tim Krochak/CP

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However, he said their joy is tempered by the sadness associated with the deaths of four young Canadian soldiers in a "friendly fire" accident in Afghanistan more than a week ago.

Sgt. Marc Leger, 29, of Lancaster, Ont., Cpl. Ainsworth Dyer, 25, of Montreal, Pte. Nathan Smith, 27, of Ostrea Lake, N.S., and Pte. Richard Green, 21, of Mill Cove, N.S., were killed when an American fighter jet mistakenly bombed them during a training exercise near Kandahar.

A memorial service for the four soldiers will be held Sunday in Edmonton.

As families and friends crowded onto the two vessels, the smiles, hugs and kisses took on a more urgent tone in the wake of the tragedy.

"It ups the seriousness of what we're doing as Canadian forces over there," said Paul Yanchus.

"I'm so saddened that we've lost men. It makes it even more caring and loving that my son does return."

News of the casualties hit the sailors and aircrew on board the ships hard, said Ms. Mconie-Waye.

"It was pretty quiet," she said. "There were a lot of subdued people and a lot of anger."

Ms. Mconie-Waye added that one Preserver crew member was a cousin of one of the slain paratroopers.

The crew later watched the funerals for the soldiers on a TV set in the ship's cafeteria.

The warships arriving Saturday join HMCS Halifax and HMCS Charlottetown, who returned from the campaign earlier this year.

HMCS Toronto, HMCS Vancouver and HMCS Ottawa remain in the Arabian Sea as part of the multinational coalition and will be joined by HMCS St. John's, which leaves Halifax on Wednesday with a crew of 240.

MOVEMENTS



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EEMSBOURG (8817368) Esmeralda S.V Ned Ant 1990 Ferus Smit Hoogezand GT 1999 dwt 3015 TEU
128 Loa 82.0m Bm 12.6m

Foto / tekst : Jan van der Klooster

SEAWAY FALCON/LEGEND



The **SMITWIJS TEMPEST** with in the background the **SEAWAY LEGEND** pictured on 28-04-2002.

The **TEMPEST** is doing at present the anchor works for the **LB 200**

Pictures : Oddgeir Refvik – Seaway Falcon

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RIJNMOND WEATHER

dinsdag 30 april

9 uur 's ochtends :
temperatuur: 9 graden
kans op neerslag: 25%
wind: vrij krachtig (29 km/u) uit ZW

5 uur 's middags:
temperatuur: 12 graden
kans op neerslag: 35%
wind: krachtig (43 km/u) uit ZZW



Due to the strong South westerly winds the **STENA DISCOVERY** was assisted during her departure by the tug **SMIT JAPAN** – Photo : Piet Sinke

.... SPECIAL
LOODSWEZEN NEDERLAND
A day onboard the Markab



At the MAAS pilot station offshore Hoek van Holland the Pilot vessel **MARKAB** is on stand-by to give arriving vessels for the Port of Rotterdam a pilot and to take off pilots



of the departing vessels. Several times a day one of the tenders comes alongside to supply the **MARKAB** with pilots which are waiting onboard until their designated vessel is arriving.



After a vessel arrived at the Maas Pilot station the "jol" is prepared to transfer the pilot from the **Markab** to the vessel, at this picture the **CRYSTAL EMERALD** is receiving a pilot before entering the river to Rotterdam using the "jol"

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Upon completion of the transfer of the pilot to the **CRYSTAL EMERALD** the jol returns to the Markab and is lifted back in the davit system of the **Markab**.



Left : One of the crew for the jol , **Willem van Seeters**



The tender **ENTERPRISE** returns to the Berghaven in Hoek van Holland

Text : Piet Sinke — Photo's Ane Ree

Klez snelst verspreidende virus ooit

RIJSWIJK (IPB) - Het Amerikaanse Symantec, maker van antivirussoftware, geeft een verhoogde waarschuwing voor het Klez-virus. De worm verspreidt zich sneller dan alle andere virussen die ooit door Symantec zijn getraceerd, zo meldt het bedrijf op haar website.

Symantec krijgt dagelijks ongeveer 3000 meldingen van het virus, dat eind vorig jaar voor het eerst verscheen. Het bedrijf adviseert gebruikers dringend hun antivirussoftware te updaten.

De Klez-worm komt in een groot aantal varianten voor. Enkelen daarvan kunnen alle bestanden op de computer wissen. Klez.E was in januari de eerste variant die zich op grote schaal verspreidde. De laatste versie, Klez.H, verscheen in april. Symantec waarschuwt vooral voor deze twee varianten.

De worm verspreidt zich via e-mailadressen in het adresboek van Windows, het 'messenger'-programma ICQ en lokale bestanden op de pc. Het virus komt binnen via e-mailberichten met een willekeurig onderwerp en activeert zich in het mailprogramma Outlook van Microsoft, wanneer de gebruiker een bericht opent of slechts een 'preview' uitvoert.

Het onafhankelijke VirusAlert beschouwt Klez eveneens als zeer gevaarlijk. Het antivirusbedrijf McAfee, concurrent van Symantec, bestempelt de worm als minder gevaarlijk.

**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>