



## DAILY SHIPPING NEWSLETTER 2003 – 037



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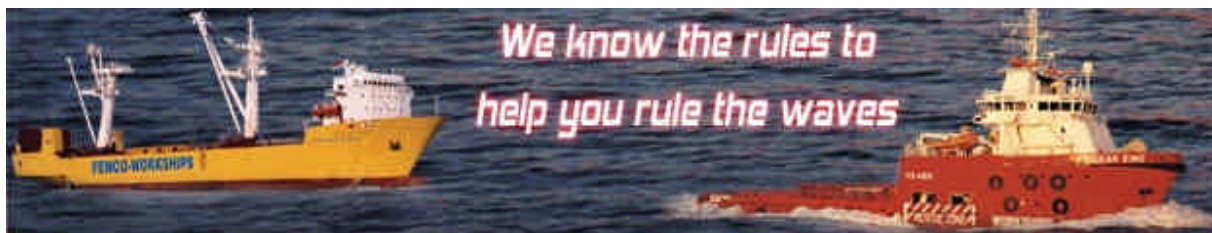
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## Ship goes ashore for repair, rehab

The 2,700-ton warship rose slowly out of Curtis Bay, its black belly pebbled by barnacles and pocked with rust. Water sloughed from the propellers, each taller than the helmeted dockworkers. Twenty-four electric winches hauled inch-thick cables until the World War II-era ship was free of the water for the first time in decades.

The U.S. Coast Guard cutter **Roger B. Taney** - the last survivor of the 1941 bombing of Pearl Harbor still afloat - lumbered forward atop a wooden cradle mounted on a train car with 112 wheels. A tanklike vehicle pulled on a bar hitched to the ship's stern.

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Capt. William Cheever, commander of the Coast Guard's shipyard just south of Baltimore, smiled yesterday as he watched the historic ship roll past him - a clam hitching a ride on the keel - on its way to dry dock.

The 327-foot cutter, normally docked as a museum in the Inner Harbor, will be cleaned, painted and repaired during the next six weeks as part of a \$400,000 federally funded project to keep the 67-year-old ship well maintained.



"We certainly did take it out for dry-docking at an important time - that's a lot of corrosion right there along the waterline," Cheever said, pointing to a reddish-brown belt of rust running the length of the hull. "That's something that we'll need to address. And those rust pockmarks up there? That's serious stuff."

Shipyard workers will use high-powered water guns to blast away the barnacles, rust and old paint. Then they will inspect the hull, welding sections that need repairs. Finally, they will apply coats of epoxy and paint, said John Kellett, director of the nonprofit Baltimore Maritime Museum, which maintains the Taney and other historic ships docked in the Inner Harbor.

"A ship in service normally gets dry-docked for maintenance every couple years," Kellett said. "It's been more than 20 years for the Taney, and it's important that we keep it in good condition because it means so much historically. The Coast Guard used it not only in World War II, but in Vietnam, the war on drugs during the 1980s and everywhere else."

Built in Philadelphia in 1936, the Taney was named for the former attorney general and secretary of the treasury in President Andrew Jackson's administration who later became chief justice of the U.S. Supreme Court. The ship was tied up at Pier 6 in Honolulu during the bombing of Pearl Harbor.

During that war, the warship - which had two 5-inch guns and four anti-aircraft guns -served as a command post during the invasion of Okinawa, shot down four Japanese aircraft and escorted convoys across the Pacific, Atlantic and Mediterranean.

It bombarded enemy positions during the Vietnam War and intercepted drug traffic in the Caribbean during the 1970s and 1980s. The Taney was taken out of commission in 1986.

Several Coast Guard veterans who served aboard the Taney were on hand yesterday to watch the cutter hauled out of the water.

Capt. Ivan Luke, who served on the ship from 1981 to 1984, recalled the Taney crew rescuing a family with children aboard a 50-foot sailboat that foundered during a storm off Cape Hatteras in 1982. As 25-foot waves tossed the craft, its sails shredded, a team of sailors launched a rescue boat and pulled the family to safety.

"They were grateful to see us, that's for sure," said Luke. "It was dark, the sea was so rough, and the [rescue] boat got damaged banging up against the side of the ship. ... But it's really satisfying when you actually save somebody's life."

Tim Firme, 47, who maintains weapons systems at the Coast Guard station, said he has a lot of emotional attachment to the ship, on which he served from 1981 to 1983. "The Taney is near and dear to my heart, because she was the first ship I ever served on," Firme said. "She's got a tremendous amount of history behind her, from Pearl Harbor on through the 1980s. It's good to see that we're taking good care of her."

## Cruise liner forced back to port



Cruise-liner passengers are angry at being abruptly off-loaded after their captain abandoned a tropical cruise to return to Auckland for repairs.

The owners of **Pacific Sky** blame problems with storm-water ducting, but the Maritime Safety Authority is investigating what are described as cracks in the hull.

The **Pacific Sky** left Auckland on Wednesday for what was supposed to be a relaxing 11-day cruise to Tonga, Samoa and Fiji.

But within 24 hours a problem with stormwater ducts was detected and with a tropical cyclone brewing, the liner was forced back.

The first passengers knew of it was when the sun rose in the wrong place. "I got up and thought the sun rises in the east, we've turned around... we apparently had turned around at 8.30 the night before," says passenger Peter Cogswell.

Passengers had noticed the ship listing before it even left Auckland, but the owner says that is not uncommon when refuelling. But some experts are dismissive. They say it is extremely rare for a modern ship like the **Pacific Sky** to list when taking on fuel, because of sophisticated trimming systems on board that make sure that the ship stays on an even keel.

The **Pacific Sky** had just undergone two weeks maintenance. Even so, the owners admit its departure on Wednesday was delayed so repairs could be made to the hull. Those repairs were in the same area where the problems at sea were discovered. The Maritime Safety Authority is investigating.

## CASUALTY NEWS

### Bangladesh Ferry Sinks, 30 Missing

A passenger ferry sank in a river in southern Bangladesh during a tropical storm on Saturday, with about 30 people still missing and at least one confirmed dead, officials said.

The twin-deck ferry had nearly 200 passengers on board when it sank in the Tetulia River in Bhola district, 65 miles south of the capital, Dhaka, amid high winds and waves, the United News of Bangladesh agency reported. The ferry, M.V. Cyprus, was approaching a passenger terminal near

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Bhola town when the storm struck. Up to 150 passengers initially were reported missing and feared dead, but officials later said most of those on board managed to swim ashore or were picked up by passing boats. A local administrator in Bhola, Ashraf Alam, said that about 30 people were still missing. He said most probably survived because the accident happened close to shore but were not yet accounted for. Alam said one body was found. News reports said rescuers found two bodies floating in the river. More bodies could be trapped inside the sunken ferry, which reportedly was lying in 25 feet of water. A salvage ship was on its way to the area to try to raise the ferry.

Ferries do not carry passenger lists in Bangladesh so it is often difficult to establish how many people are on board in boating accidents, which are common in this delta nation of 130 million people. Seasonal storms have hit Bangladesh since Friday, leaving thousands of people homeless and 50 injured. A storm, packing winds of up to 60 mph, leveled more than 500 mud-and-thatch huts, many trees and electricity poles Friday in Magura district.

## P&O NEDLLOYD CAPRI (LIBERIA)

Following received from Piraeus RCC, timed 0610, UTC: General cargo **P&O Nedlloyd Capri**: Vessel is still aground and salvage operations are continuing. It is anticipated a refloating attempt will take place in a few days.

## SHIPYARD NEWS

### THE QUEEN MARY IS "CROWNED"



March 13<sup>th</sup> , the funnel of the **QUEEN MARY** is lifted onboard as can be seen at the picture  
Photo 's : via **Hans Hoffmann**

## Guangdong to build China's largest marine inspection vessel



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A contract to build China's largest marine inspection vessel with 3,000 tons displacement been signed in the country's southern province of Guangdong, the Guangdong Maritime Bureau says. The Guangdong Shipbuilding International Co. Ltd has won the bid to build the vessel, which will be mainly used for inspection, safety supervision and administration, search and rescue work, and pollution checks in the South China Sea. The vessel was expected to further boost inspection work in the South China Sea and help protect the marine environment and reduce accidents at sea, said Wang Xiangtao, director of the Guangdong Maritime Bureau. The large vessel, about 110 meters long and 14 meters wide, can carry a helicopter. Its maximum speed would be 18 knots with a cruising range of 6,000 nautical miles, he added. It would be equipped with a satellite communications system, multi-wave band radar and GPS system, Wang said.

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## WULP



The reserve pilot tender **WULP** was used to ferry some pilots from Hoek van Holland port to the **MARKAB** at the Maas Pilot Station.

**Photo : Ane Ree ©**

## NAVY NEWS

# Pinoys among sailors drawn to US warships



Many of the sailors who would take this US naval ship to war against Iraq are not Americans. Like its big sister the aircraft carrier **Kitty Hawk**, the Japanese-based guided missile cruiser **USS Cowpens** has a high percentage of foreigners among its sailors.

"Being forward deployed to Japan adds a bit more foreign flavor to the crew," said Lieutenant Commander Scott Tait, the ship's air defence officer. Cowpens is part of the Kitty Hawk battle group, the navy's only carrier group permanently stationed overseas. Its home port is Yokosuka, Japan.

Thirty one sailors, or nearly eight percent of the **Cowpens'** crew of about 400, are from the Philippines, Lieutenant Barry Junker told AFP. At least 12 Filipinos along with many other nationalities work in Junker's engineering department.

"We've got French, Chinese, Romanian, did have Polish. He's just left. Of course, Philippines. Thai, Laotian, Haiti, Virgin Islands, Vietnam," said Junker, 27, of North Carolina. He said nationals of virtually any country can join the US Navy but only US citizens can receive the security clearances required for some jobs. Those clearances are not required to work in the engine room or in the mess, Junker said.

Eric Batoon, 27, who was born in the Philippines, said he previously served on a San Diego-based ship which had a large proportion of Spanish speakers. He thinks geography helps explain the large number of his countrymen serving on ships based in Japan. "I think the reason is it's closer to the Philippines," which means it's cheaper for the sailors to go home, said Batoon, an eight-year navy veteran who got his US citizenship last year.

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Junker said most of the foreigners earn US citizenship while in the navy. They can get it in two or three years rather than the normal eight. "I want to be an American citizen. Everyone wants to be an American citizen," Jermaine Johnson, 24, said with a hint of Jamaican accent.

Johnson, who makes sure the engine room equipment is running properly, said he joined the navy almost two years ago after his family immigrated from Jamaica. "I wanted to see the world, do something different," he said as his colleague, Lao refugee Bounlay Khaiaphone, worked at an electrical panel.

"Different race. Different color. But we work together," Khaiaphone said. Now 25, Khaiaphone left Laos as a baby and lived as a refugee in Southeast Asia until he reached the US in 1987.

He said he decided to join the Navy after a sailor visited his school in San Diego. "We handle two, three million dollars worth of equipment and they trust us, even though we're not even citizens. America is, like, equal opportunity for everybody. "They don't care about race," Khaiaphone said. "America did it for my family and some of my people, so that's why I joined."

On the Cowpens' bridge, a young woman at the helm calls out navigation headings in a Caribbean accent. "This crew, I've been doing this for 24 years, they're pretty special," said Captain Charles Dixon, 44, who commands the Cowpens.

The Ohio native said at least 12 nationalities are represented among his sailors. Carrying Tomahawk cruise missiles, the Cowpens is patrolling the Gulf and could form part of the initial strike force in an attack on Iraq. The heavily-armed cruiser carries a variety of weapons and currently acts as a type of bodyguard for Kitty Hawk, which is also based in Japan.

**Kitty Hawk's** more than 5,000 sailors and airmen are another multicultural mix. It's not hard to run into a Trinidadian, a Haitian or a Filipino. "This is a replica of what America's all about," Rear Admiral Matthew Moffit, who commands the **Kitty Hawk** battle group, told reporters.

## Navy to purchase 22 new warships

The Indonesian Navy will spend most of its budget this year on the purchase of 22 new warships in a bid to improve its defense capability, chief of staff Adm. Bernard K. Sondakh said on Friday.

Bernard said the purchase would be possible due to an increase in the Navy budget to Rp 700 billion, the lion's share of the state budget allocation to the Indonesian Military.



Left : The Indonesian patrol boat **P 801 PANDRONG** passing the Singapore Straits (1994).

**Photo : Piet Sinke ©**

"The Navy will improve its performance in combating smuggling, poaching and piracy in Indonesian waters," Bernard said after swearing in Rear Adm.

Mualimin Santoso as the new commander of the Navy's Western Fleet, replacing Rear Adm. Djoko Sumaryono.

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Djoko will have a new job as assistant to the TNI chief for planning and budgetary affairs. The warships on the shopping list include eight corvettes, two submarines, three landing tank ships and four patrol ships. Currently, **the Navy has 117 ships, only 30 of which are operational.**

Bernard said that the Navy had received tenders from warship-producing countries South Korea, the Netherlands and France. "But the Navy will choose a foreign company that is willing to help us develop our shipbuilding industry as we intend to produce our own vessels in the future," he said.

At present, Indonesia is designing its first warship, expected to set sail on Aug. 17, 2005. The warship will be jointly made by state ship company PT PAL, the National Aeronautics and Space Agency (LAPAN), ammunition producer PT Pindad and privately owned PT Texmaco, Bernard said.

The Navy, he said, had also allocated some of this year's budget to repair 14 of 39 warships bought from the former East Germany. Indonesia bought the warships from East Germany in 1993. The government spent hundreds of millions of dollars on buying the ships, most of which turned out to be unseaworthy. "We won't buy used vessels as we did in the past," Bernard asserted.

## Navy sails on, looks to horizon

**The loss of four personnel from the [RSS Courageous](#) was the Singapore Navy's darkest moment. Though the navy staff grieved, they got on with the grim work of searching for bodies and making sure that they never wavered from their No 1 priority -- keeping the sea lanes safe. GOH CHIN LIAN sails along with the crew of the [RSS Vigour](#) on a major test of the crew's readiness in the Arabian Sea**

THE time of tension and tragedy is over. Now, it's time to sail on, to refocus on the task of being Singapore's sentinels at sea.

Reflecting the resilience and resolution of the Navy, Second Warrant Officer Loh Fock Hoi, 40, on the missile corvette [RSS Vigour](#), said: 'My wife asked me if I slept at the back of the ship, as the missing women on [RSS Courageous](#) had done. 'I told her an accident could happen even when you drive a car.'

The [RSS Vigour](#) was involved in the search for the missing servicewomen from the RSS Courageous after the anti-submarine vessel collided with a container carrier off Pedra Branca on Jan 3. This week, the corvette took part in an 11-day annual exercise with the Indian Navy, in which it had to defend itself against threats on the water, under the sea and from the air.

It was accompanied by [RSS Valiant](#), another missile corvette, and [RSS Brave](#), an anti-submarine patrol vessel.

On Sunday, as the ship slipped out of the port of Kochi, on the south-western coast of India, streaming past fishing trawlers and dolphins towards the Arabian Sea, the crew was confident and combat-ready.

With good reason - they had clinched the Navy's best ship award twice in a row in the past two years.

Their first exercise required them to strike a target towed by a ship. The target, just 1.5 m by 2 m, was almost 20 times smaller than what an enemy target would usually be, making it harder for the radar to track it. Ten rounds were fired from the ship's Oto Melara gun and all 10 hit the target. The crew was ecstatic. The ship's commanding officer, Major Timothy Lo, 32, said: 'I was thinking that five out of 10 would be good enough. So 10 out of 10 surprised us.' The second exercise on Monday pitted the ship against an Indian submarine. [RSS Vigour](#) had to track it down using its sonar and fire a torpedo at it.



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At the moment the torpedo was ready for release, the system signalled a start-up error. It was traced to the armament's warhead, which had been replaced with a recording mechanism for the exercise.



Top : The **P91 RSS VALIANT** patrolling the Singapore Straits – **Photo : Piet Sinke ©**

Major Lo quickly switched to the contingency plan. **RSS Valiant** sped in to swap positions with his vessel. Within 25 minutes, it launched a torpedo and hit the submarine. The captain said: 'My crew was a bit disappointed, but they did focus on the tasks at hand. 'You learn a lot more from such mistakes, from being less perfect. It reminds you to be less complacent and you strive to do better.' Life at sea is not always smooth sailing.' Rough seas are part and parcel of a Navy serviceman's calling. A 62 m, 600 tonne missile corvette, unlike a container vessel many times its size and weight, is buffeted by massive waves, especially during the monsoon season out in the South China Sea. But whatever the state of the sea, the crew has to do its job, whether it be guiding the ship on the right course up on the bridge or repairing a faulty generator down in the noisy and hot engine room.

Chef Lee Kok Kong, in his 20s, remembered how the waves once rocked the ship so much his pot of kambing or mutton soup fell on the kitchen floor just before dinner time. Second Sergeant Lee said in Mandarin: 'I cut up the bread into small pieces, added garlic, egg, sweet sauce, dried prawns, and made carrot cake in 10 minutes flat.' In quieter moments, the sailors think of their loved ones.

Third Sergeant Mark Loon, 21, has written two letters so far to his girlfriend of more than two years. The mechanical engineer said: 'I won't be mailing them. I will hand them to her when we meet again in Singapore.' The crew will be away from home for a month for this exercise in India. But to many, the ship is a second home and their shipmates, buddies. Second Sergeant Khoh Ming Yeong, 26, said: 'I miss my family. But I have friends here and I treat them as my family.' The Navy is a close-knit community and many of the 50 or so officers and men of the **RSS Vigour** knew the crew members of the **RSS Courageous**. They did their best to find the missing servicewomen from the ill-fated vessel. Three lookouts on the bridge of the corvette surveyed the choppy sea with binoculars for four days, while another reported any blip on the radar screen, even if it was a small one, just in case it could be one of them.

First Sergeant Eric Yap, RSS Vigour's chief navigating specialist, said: 'Everybody put in 111 per cent into the search. We were hoping for a miracle.' Outsiders have pointed to the collision to criticise the Navy's performance. But to those in the Navy, this does not hold water. Even if the inquiry should conclude that errors in judgment were made, it is not right to tar the whole Navy, they said. First Sgt Yap, 25, said: 'If a Traffic Police vehicle rams into something on the road, you can't say the Traffic

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Police are all no good.' And during Tuesday's exercise, crew members were keen to show that the Navy's best ship was not resting on its laurels. The Oto Melara gun fired more than 50 rounds in two bursts to shoot down a target flying in the air. The third exercise had been a success. The target was 20 times smaller than a conventional fighter aircraft, and it was zipping through the air at 555 km/h. Major Lo said: 'I'll be giving the crew a treat. 'I'm proud of their performance.'

### Hr Ms VAN NES



The Dutch Frigate **VAN NES** conducts a boarding in the Persian Gulf

Photo : Royal Netherlands Navy – crew Van Nes

## MOVEMENTS

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## KONINGIN BEATRIX LAST TRIP



Saturday afternoon at 16:20 hrs the PSD ferry **KONINGIN BEATRIX** made the last crossing from Breskens to Vlissingen, the ferry service is suspended after the opening of the new Westerschelde tunnel on Friday.

As can be seen the **KONINGIN BEATRIX** was escorted by several vessel during this sad last trip.  
**Photo´s : Wim Kosten (top) & Peter Andriessen (below) ©**



Left and right : Historical photos of the compiler of the shipping newsletter when he was 4 years old during a Westerschelde crossing from Vlissingen to Breskens during 1962 onboard one of the Prinses type vessels.

Right : sitting on the lap of my father during the crossing

Photo´s :  
Private collection Fam Sinke



## RIJNMOND WEATHER

Vooruitzichten van maandag t/m vrijdag:

**Rustig lenteweer!**

Perioden met zon, rustig en droog. In de nacht en ochtend kans op mist.

© Ed Aldus 2003	MA-17	DI-18	WO-19	DO-20	VR-21
Maximumtemperatuur:	11	10	10	10	11
Minimumtemperatuur:	0	0	1	1	2
Zonnekans in %:	70	50	50	50	50
Neerslagkans in %:	5	10	10	10	10
Neerslagkans in mm:	0	0	0	0	0
Windrichting kracht:	N-1-3	N-1-3	NW-1-3	N-1-3	NW-1-3

## .... STORY OF THE DAY ....

### Europe's Weather Ship Begins Ground-Breaking Mission

Europe's weather flagship, the German vessel [Polarstern](#), has begun a landmark voyage to the North Pole where researchers will try to predict the effects of global warming from polar ice and sea samples.



The 118-metre (387-foot) [Polarstern](#), or polar star, usually travels to the North Pole during the boreal summer and the south pole during the southern summer to take advantage of the most favorable weather.

But this time the ice-breaker, equipped with a meteorological station and two helicopters, will spend until May embedding itself in ice and taking samples from around the Svalbard Island group off Norway and in the Barents Sea.

"The ship will leave for the North Pole in winter for the first time to study how the ice was formed, it's a real challenge," beams Ursula Schauer, a surprisingly frail researcher, at port in Bremerhaven, northwest Germany.

"We are heading for a zone so isolated that we won't be able to turn around to take back anyone who falls sick," she says at the vessel's medical center. All 50 scientists and 15 crew have undergone exhaustive medical checks and "to relax there is the swimming pool, the sauna and the bar."

The team is on the hunt for "polynyas", an area where the ice has disappeared from the polar cap and exposed the sea in a kind of lake, where the scientists will study the interaction between ice, atmosphere and the ocean.

The polynyas are considered a key to understanding the process of ice production during the arctic winter, and they can help explain how ocean currents form and evolve. "The ice cap surface has shrunk by eight percent over the last 20 years," says Norwegian oceanographer Ola Johannessen. "According to some models, the ice layer could be mostly gone by the last summer of the 21st century."



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Heavy melting could change marine currents, among them the gulf stream which heats northern Europe and could be pushed further south by global warming.

The result, paradoxically, could be that temperatures drop rather than rise due to the increase in greenhouse gases.

Periods of global warming are common at the North Pole, the previous dating back to the 1930s and 1940s, but rarely do they last as long as the current one, which began in the 1970s.

Scientists aboard the **Polarstern** will take core samples of ice and examine the air trapped within them. The air serves as a historic record of a period.

Sulfur contained in it can indicate the level of volcanic activity of the time, while carbon dioxide, methane and other gases will provide a map of what the atmosphere was like.

The scientists say that their past findings of increased carbon dioxide and methane levels prove how much human activity, and in particular industrial development, has contributed to global warming.

Built in 1982, Europe's most important seagoing facility for studying polar waters and marine life is a multinational operation.

Researchers from more than 35 countries have traveled aboard and the vessel is financed by the European Union; operating costs alone run to 40,000 euros (44,000 dollars) a day.

But the money is well spent. It returned from its last mission to the South Pole carrying core samples, the oldest dating back an estimated 800,000 years, lifted from 3,200 meters (10,500 feet) below the surface. Ice from Antarctica, a continent 35 times the size of Germany, "represents an ideal archive because it never melts and air particles are trapped in every layer," says Austrian researcher Heinrich Miller.

For scientists, any temperature changes found there that resembled those observed at the North Pole would be an alarming development. Given that the ice in Antarctica lies on earth, as opposed to free-floating ice in the north, any melting would affect the level of the earth's oceans, which in turn could put lives in peril