

DAILY SHIPPING NEWSLETTER 2003 – 129



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The **HEEMSKERCK** aground Tuesday evening at Steinweg location in Rotterdam Botlek.

Photo : Bert Bot ©

EVENTS, INCIDENTS & OPERATIONS

Taiwan takes cargo from North's vessel

Acting on a U.S. tip, Taiwan confiscated 158 barrels of dual-use chemicals from a North Korean freighter Monday, the Wall Street Journal reported yesterday.

The news report quoted a Washington official as saying that the North Korean ship had left Taiwan's Kaohsiung port after its captain agreed to unload the barrels of phosphorus pentasulfide. The chemical can be used in insecticide, as a fuel additive or in nerve gas. Legal experts noted, however, that under UN resolutions, only Iraq is barred from possessing it.

The cargo was believed to have been loaded in Thailand.

Rather than board and seize the shipment forcibly, Taiwanese officials withheld the harbor tugs that the ship needed to leave the port after a refueling stop, the report said. With mooring fees rising daily, the North Korean captain surrendered the chemicals.

WOMAN SUES FERRY LINE OVER DEATH OF HUSBAND

A Woman whose husband died after he fell from a ferry into the Irish Sea is claiming £150,000 damages from the shipping company. Marian Davis, from Yate, claims the Stena Line crew did not do enough to help save her husband Michael when he fell overboard.



Top : The **KONINGIN BEATRIX** - photo : B.Chambers ©

Mrs Davis, aged 39, of Melrose Avenue, also claims the ship ran him over as it turned back to search for him. Father-of-two Mr Davis died after falling from the **Koningin Beatrix** in rough seas shortly after it left Rosslare, in Ireland, for Fishguard, in Wales, on October 29, 2000. As well as his widow, he left two children, Jim, now aged 10, and Katie, now seven. Mrs Davis's High Court writ makes a number of claims including that Kent-based Stena Line had not properly trained staff in how to retrieve a man overboard. It claims that, despite Mr Davis being spotted alive in the water, no life rafts, life jackets, buoys or lines were launched in an attempt to save him. It also alleges that vehicles on the ferry's car deck had blocked a pilot door preventing crew members from reaching Mr Davis, and that one of the ship's officers slept through most of the incident.

it continues: "The claimant will contend that the ferry struck Mr Davis as he passed round or under its bows." The writ says that, if Stena Line claims it could do nothing to save Mr Davis in such rough seas, then the company should not have allowed passengers access to the ship's outside decks in those conditions.

Mrs Davis's solicitor, Andrew Messent, of specialist marine lawyers Holmes Hardingham, said he was

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currently waiting for Stena Line's defence, which was due to be lodged before the end of this month . He did not want to comment further at the moment. Eleanor Orebi Gann, spokeswoman for Stena Line, said the company would be filing a formal defence in response to the claim issued by Mrs Davis.

She said: "Stena Line has every sympathy with Mrs Davis for the tragic loss of her husband Michael Davis, but is defending the claim on the grounds that his death was in no way attributable to Stena Line."

Malacca pirates demand \$100,000 for tanker master and two crew

PIRATES are demanding a \$100,000 ransom for the Captain and two crew members of a Malaysian oil tanker hijacked in the Malacca Strait at the weekend. The Labuan-flagged 740gt oil tanker **Penrider** was attacked by heavily armed pirates 12nm off Port Klang at 13-30hrs August 10 while in the northbound lane of the traffic separation scheme heading from Singapore to Penang with 1,000 tonnes cargo of fuel oil.

The International Maritime Bureau in Kuala Lumpur said the tanker was attacked by seven or eight pirates in fishing boat who were armed with automatic weapons and a grenade launcher. The pirates opened fire on the tanker and demanded the Master stop the ship.

The pirates boarded the ship taking its 10 crew, eight Indonesian nationals and two Burmese hostage , and headed the ship into Indonesian waters.

"The Indonesian captain was subsequently asked to call the owner, who managed to negotiate the release of the ship, but the captain, chief engineer and an oiler were taken hostage by the pirates," Malaysian marine police chief Asst Comm Mohd Sueb Abdullah said. The pirates escaped in the fishing boat with the three hostages, M\$10,000 in cash, and the ship's documents.

The pirates later contacted the ship's owner demanding a \$100,000 ransom for the release of the hostages. "It is a kidnapping and ransom case," Noel Choong, regional manager of the International Maritime Bureau in Kuala Lumpur said. "The modus operandi is the same as the Aceh hijackings and kidnappings a few years ago." Rebels for the Free Aceh Movement (GAM) have kidnapped crew from a number of ships sailing close to the war province in the North East of the Malacca Strait.

Head-on collision brings Antwerp to standstill

Misunderstanding between pilots a possibility as brand new Grimaldi ro-ro and NYK Line car carrier crash

ANTWERP'S pilots were forced on to the defensive Wednesday after the second collision near the Belgian port in less than a month.

A car carrier and a ro-ro ship hit head-on at 05:30 hrs in the early hours of Wednesday morning, bringing shipping movements in and out of Antwerp to a standstill for about seven hours.

Grimaldi's brand new multipurpose ro-ro vessel **Grande Nigeria** was leaving the port when it collided with the inbound **Nada V**, operated by NYK Line. Each ship sustained damage to its bow, but no injuries were sustained. Neither was any pollution reported.

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Pilots were on both ships at the time of the accident, as they were when two containerships hit on the Westerscheldt river in the approach to Antwerp three weeks ago. Jacques d'Havé, general manager of the pilotage authority for the Flemish region, said it was too soon to tell whether the accident was due to equipment failure or human error. Both pilots were still on the ships late Tuesday and so had not been questioned.

But others privately dismissed the idea of a technical breakdown and said there appeared to have been a misunderstanding between the pilots. A pilot on board a third ship, **China Steel Growth**, saw the whole incident and so could be an important eye witness. While the cause of this latest mishap is still unclear, Mr d'Havé said last month's crash between the **Maersk Bahrain** and **Pelican 1** could be blamed "100%" on rudder failure, with the two pilots fully in the clear.



Top - Photo : Willy van de Velde ©

A dozen ships were forced to wait outside Antwerp Wednesday morning while the **Grande Nigeria** was pulled clear. The **Nada V** was held by tugs on a sandbank until high tide late afternoon when it was refloated. Another six were trapped inside the port, said spokeswoman Ann Wittemans.

URS Salvage & Maritime, a subsidiary of Dutch salvage firm **Smit**, provided the tugs to tow or escort the two ships to Flushing once initial damage inspections were completed.



The 1984-built 14,820 dwt **Nada V** was carrying about 1,500 Japanese vehicles and was due to discharge some 600 units in Antwerp before heading on to Bremerhaven. Arrangements are now being made to offload the cargo and tranship it onto another vessel, said Svein Steimler, head of NYK Bulkship (Europe).

Left: The **NADA V** enroute Flushing - Photo : Johnny van de Velde ©

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Grimaldi's 24,900 dwt **Grande Nigeria**, delivered earlier this year, had been heading down to West Africa at the time of the accident, carrying a mixture of cars, containers and general cargo, but instead had to divert to Flushing Wednesday evening.

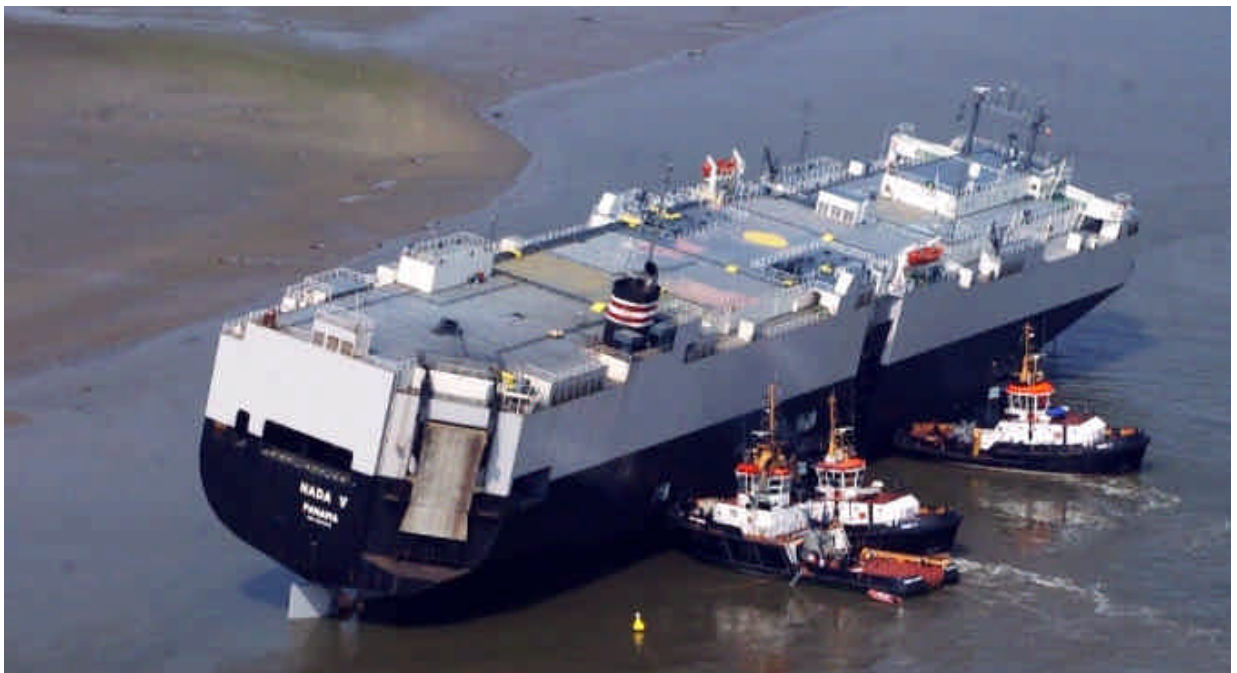
Damage is thought to be minor and Grimaldi hopes to repair the ship and resume the voyage rather than find a replacement.

The **Nada V** is registered in Panama, classed with Class NK, and covered for liability insurance with Japan Shipowners' Mutual. The **Grande Nigeria** is Italian-flagged, classed by Rina, and entered with the Standard P&I Club.

Photo : Willy van de Velde ©



CASUALTY REPORTING



The **NADA V** aground after the collision with the **GRANDE NIGERIA**
photo : Stefan Mieras ©

NADA V (PANAMA)

Owners of vehicle **Nada V** and ro/ro **Grande Nigeria** awarded LOF 2000 Scopic to SMIT Salvage BV in combination with URS Salvage and Maritime Contracting NV. The vessels collided earlier Wednesday

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morning on the Western Scheldt at bouy 74. Tugs are in attendance and further back up for the experts on site is expected to arrive shortly. Preparations are being made to stabilise the situation prior to separating the two vessels. -- [SMIT Salvage BV](#).

And after re-floating enroute Flushing – [photo : Willy van de Velde ©](#)



HEEMSKERCK (NETHERLANDS)



Top : The [HEEMSKERCK](#) aground – [photo : SMIT Salvage ©](#)

Experts of [SMIT Salvage](#) successfully refloated outbound c.c. [Heemskerck](#) (51982 gt, built 1978) Tuesday evening after it had run aground at the Botlek area in the port of Rotterdam. Seven SMIT tugs were attending the casualty and a senior salvage master reached the vessel within 20 minutes of the grounding being reported. Currently surveys are being conducted to establish the vessel's condition. -- [SMIT Salvage B.V.](#)

TASMAN SPIRIT (MALTA)

Port authorities have siphoned some 16,000 tons of crude oil from crude oil tanker [Tasman Spirit](#), which ran aground off the coast of Karachi, but tens of thousands of tons of oil remain on board the stricken vessel, port officials said on Monday (Aug 11). The operation to remove the oil began last

week, almost two weeks after the vessel ran aground during monsoon rains. An oil tanker from the United Arab Emirates, a tug from Dubai carrying submarine pumps, hoses and other equipment, and a vessel from Sri Lanka were assisting in the operation. Brigadier Iftikhar Arshad, general manager at the Karachi Port Trust, said a very small quantity of crude oil had leaked during the operation, but not enough to cause environmental problems. Local media reports, however, said the spilled crude was polluting the coastline and spreading a bad smell in the area. A local news channel, reported the crude was leaking from two tanks of the grounded vessel. Arshad denied that, saying the crude that had spilled leaked out when a second vessel was transporting oil off the vessel. He did not say how much oil had spilled. Arshad said officials were discussing measures to limit any pollution along the coastline. The rescue operation is being conducted close to a popular sea resort, Sea View, in Karachi.

SHIPYARD NEWS

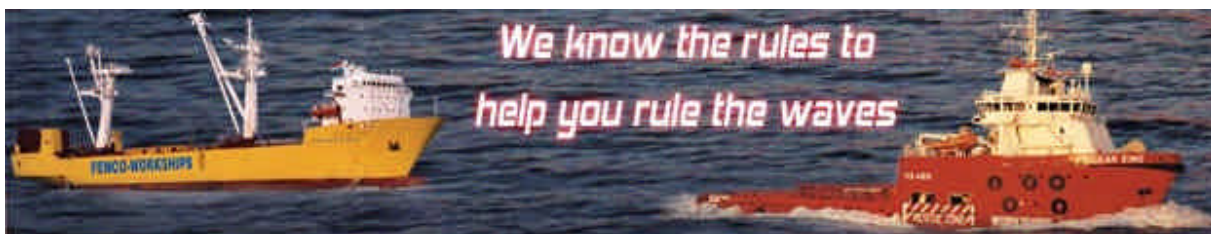
P&O Nedlloyd brings IHI post-panamax order to six

P&O NEDLLOYD has ordered two more 7,500 teu boxships from IHI Marine United in addition to four it has already contracted for. Reederei Blue Star, a German affiliate fully controlled by P&O Nedlloyd, contracted the ships from IHI Marine United and Mitsubishi Corp last week Japanese press reported. The two post-panamax boxships follow an order for four identical 7,500 teu vessels with IHIMU and Mitsubishi signed in March this year. The two new ships will be delivered in the first half of 2006, while the early four will be delivered in 2004 and 2005. All six ship's are to be built at IHIMU's Kure Shipyard in western Japan. P&O Nedlloyd is chartering the newbuilding through Reederei Blue Star and they are expected to be deployed on the Asia - Europe trade as part of the Grand Alliance. The price of the new ships was not disclosed

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China Shipping Development orders second Dalian VLCC

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CHINA Shipping Development has ordered a second US\$65.6m 298,000 dwt VLCC from Dalian New Ship Heavy Industry as part of an expansion of its tanker fleet to take advantage of China's burgeoning demand for oil. China's crude oil imports soared 30% in the first seven months of this year to 50.6m tonnes. The deal was agreed at a China Shipping Development board meeting in Shanghai on Tuesday and follows on from a similar order placed for a sister ship in May.

China Shipping company secretary Yao Qiaohong said the ship would be delivered by the shipyard, which is based in China's north-eastern Liaoning province, in 2005. The ship will be financed from internal resources and bank borrowings. Mr Yao said the order "is in line with the overall strategy of the company to expand its oil transportation fleet".

China Shipping's board also agreed to adjust its depreciation period for the firm's ships. The move is expected to boost first half consolidated profits by Yuan41m (US\$5m) according to international accounting standards. Last month, the firm forecast interim net profits of at least Yuan393m (\$48m) when it reports its sixth monthly figures towards the end of August.

NAVY NEWS

Ship leased to US navy

THE United States Navy yesterday took command of Incat ship **Swift** – the first ship to be accepted by the US Navy built outside America. The lease deal is worth \$65m to Incat over five years. On board the ship yesterday about 400 Incat workers celebrated the deal which will provide some security for their jobs and the company which has struggled financially in recent times.

US Navy Rear Admiral Paul Ryan said the historical handover showed how highly regarded Incat was. "Incat's working to a standard that most of the shipbuilders in the US can't touch," RAdm. Ryan said. Swift is the third ship commissioned by the US defence force but the first exclusively for the navy. On board the 98-metre wave-piercing catamaran is a gun for defensive purposes and a helicopter hangar.

"We're very concerned about the very small boats packed with explosives so hidden up there is a gun,"



The amphibious command ship **USS Blue Ridge** (LCC/JCC 19) sits anchored in Pyongtaek Bay.

Docks wins navy contract

A Cornwall dock company has won a multi-million pound contract to refit the Royal Fleet Auxiliary ship **Argus**. The deal, believed to be worth between £5m and £10m, will take three months, keeping about 350 men in work.

Engines will be overhauled and the ship will also receive new lifts and be re-painted. RFA Argus' primary role is as a helicopter training ship. But she is also equipped with a state-of-the-art hospital unit which was used when the vessel was a casualty receiving ship during the conflict in Iraq. Falmouth has already undertaken a number of similar projects on Royal Fleet Auxiliary vessels.

Falmouth Docks has bounced back from a fire in January, which for a time cast doubts over the future of the yard. A spokesman for the government's Warship Support Agency said it was pleased to offer the yard the opportunity to continue to demonstrate its ability to carry out such specialist work.

MOVEMENTS

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The **HIGHLAND NAVIGATOR** leaving OTP Walker – **photo : Kevin Blair ©**

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The **BAGE** seen here arriving in Santos – [photo : Marcelo Lopes](#) ©

The **BAGE** is owned by Petrobras and is built by Ishibras under yard number 139 in 1985 and measures 91.647 DWT, she has a length of 243 mtr and a width of 41.6 mtr, the max draft is 13.5 mtr, the vessel is powered by 1 Sulzer diesel of 13.600 HP



The **CIELO DI BOTHNIA** at Flushing pilot station – [photo : Willem Kruit](#) ©

The **CIELO DI BOTHNIA** is build at the Odense yard in Denmark under yard number 115 during 1986 under the name **ROMO MAERSK**, she sailed under this name until 1997 when she was renamed **REBECCA**, she sailed under this name during 1997 and was later named that year **MAERSK BOTHNIA** until 2001 when she was named **CIELO DI BOTHNIA**.
The vessel measures a DWT of 27.350 ton , and the 170 mtr long vessel is powered by 1 B&W diesel of 7200 HP good for a speed of 15 knots.

AIRCRAFT / AIRPORT NEWS

Lufthansa wary despite beating expectations

Lufthansa on Wednesday reported an operating profit for the second quarter but cautioned that the economic outlook remained too "fickle" to allow it to generate a profit for the full year.



The German airline's positive operating result of €65m (\$73.5m) in the three months to June 30 surprised many analysts who had forecast a loss after the €415m deficit recorded in the first quarter.

However, a 0.2 per cent fall in operating costs over the quarter helped reduce the impact of fierce competition in a global airline industry weakened by the Iraq war, Sars and sluggish economic growth.

"Although we may have seen a better second quarter than many of our competitors, we must remain on our toes," said Wolfgang Mayrhuber, chief executive. The net loss of €34m compared with a profit of €159m in the year-ago quarter, and sales fell 10.6 per cent to €3.9bn as the strength of the euro depressed revenues on North American routes. Costs fell 0.2 per cent in the second quarter after rising 9.1 per cent in the first three months.

"We have not yet reached our [cost] goal, but we are on the best way there," Karl-Ludwig Kley, chief financial officer, said. Mr Kley said cost control remained Lufthansa's top priority, particularly on German and European routes where its full-service business model is under assault from low cost carriers.

Lufthansa's second-quarter yields fell 9.4 per cent below the year-earlier quarter, despite rising passenger volumes. Lufthansa has pledged to reduce seat costs (costs per available seat kilometre) on such routes by at least 20 per cent. Mr Kley said he expected Lufthansa to post an operating profit of €200m-€400m in the third quarter, followed by a loss in the traditionally weak fourth quarter. "This calculation prevents us from saying that our [full-year operating] result will be positive," he said.

Although some analysts have warned that Lufthansa may be adding capacity too fast, Mr Kley pledged to "carefully but continuously" bring back capacity, particularly into Asia where business was "almost a disaster" during the second quarter due to the Sars epidemic. Despite reduced capacities, Lufthansa's Asian business declined about 15 per cent in the second quarter.

.... PHOTO OF THE DAY



*****The **GRANDE NIGERIA** and **NADA V** kissing eachother in the Nauw van Bath *****
photo : Willy van de Velde ©

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