

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Sunday 07-04-2002



**Operation
Enduring Freedom**



Apr 4, 2002 – The U.S Navy guided-missile cruiser **USS Hue City (CG 66)** steams alongside the fast combat support ship **USS Seattle** during an underway replenishment at sea. Both ships are conducting missions in support of Operation Enduring Freedom

EVENTS, INCIDENTS & OPERATIONS

Brussels gets tough with southern Europe ferries

Tighter safety rules for ferries in southern Europe and a minimum E 250,000 (\$220,000) insurance payout per passenger form part of a new maritime package from the European Commission.

Under the proposals published yesterday ro-ro ferries in the Mediterranean and eastern Atlantic will have to meet the same stability standards for staying afloat after an accident as vessels plying the Baltic and North Sea.

"There are still significant gaps between member states in passenger ship safety rules," said Loyola de Palacio, vice-president in charge of EC transport and energy.

"Repeated ferry accidents like the Express Samina demonstrate that we need urgently to fill these gaps and ensure consistency between the rules that apply in the European Union, irrespective of the flag of the ship."

The safety package requires all four classes of passenger ferry on international and domestic routes to comply with the Stockholm agreement, a regime applicable only to vessels in north European waters.

The Stockholm agreement is stricter than the Solas 90 rules for hindering ro-ro deck water ingress and thus the ability to resist capsizing.

The agreement was put in place by eight northern EU member states after the 1994 Estonia ferry tragedy, when 852 people lost their lives in the Baltic Sea.

Deadline for compliance with existing vessels is October, 2010, and October, 2004, for newbuilds.

Non-compliance would see a vessel phased out by 2015 or earlier for those over 30 years old.

Separate commission recommendations on liability for injury caused to passengers would offer compulsory community-wide legislation and set a minimum compensation level of o 250,000.

The EC is also proposing that Greece loses its de-rogation on safety directives for class A and B passenger vessels from January, 2005.

Additional proposals cover safety requirements for high speed ships and further protection for ferry passengers with reduced mobility.

The previously signalled commission move on passenger vessel safety is expected to cost Greek, Italian, Spanish and French ferry owners a total of o 85m.

But Brussels argues that its proposals add little extra cost to what ferry owners were already scheduled to pay in order to comply fully with existing international standards.

Commission transport policymakers, in a drive to tidy up anomalies in member state ferry legislation, are keen to end the north-south divide in survivability requirements for damaged passenger ferries.

In the longer term Brussels wants to create a common regulatory regime that keeps pace with the technical demands of ever larger ferries, now 150,000 gross tons and carrying 5,000 passengers and crew.

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The suggested broadening of EU-wide compliance to southern Europe was already in progress before the Express Samina tragedy.

Some 81 passengers and crew lost their lives on the Express Samina after the ferry hit rocks off the Aegean island of Paros.

Ferry management connected with the vessel face legal action.

The decision to end the safety derogation on ferries in Greek waters is not being linked by Brussels to the Express Samina incident. It is aimed at class A and B ferries, which at present do not have to comply with safety measures contained in previous EC directives until the vessels reach the age of 35 years.

The commission, aware of Greek shipowners' political influence, says that the changes affect only a small number of ships.

Elsewhere in the latest proposals is a plan to harmonise, with a simplified internet-based notification regime, the definition of sea lists within the community.

This crucial aspect of implementing maritime safety directives in deciding which class of ferry can operate where has been stalled by technical problems and incompatible data.

Initial industry reactions to the EC proposals were muted, with the European Community Shipowners Association saying that it was still analysing the contents of the document.

Most Brussels lobbyists were waiting to gauge the reaction of their individual members before giving a considered response.

CASUALTY REPORTING

DFDS ro-ro gashed in collision



A TEAM from Hull-based United Salvage has transferred the DFDS ro-ro **Stena Gothica** from its position close to the Eastern Jetty to No 4 berth at the Humber port of Immingham. The vessel collided with the jetty in the early hours of this morning, and sustained gashes below the waterline described by United Salvage manager Mark Hoddinott as "a 2.5 m long split and a one metre vertical split". An estimated 1,000 tonnes of water flooded the vessel's lower car deck, causing a 15 degree list to port. A combination of the ship's pumps

and emergency pumps provided by the local fire service reduced the list to about 7.5 degrees by midday. Temporary repairs have been made. The 14,406 GT/194 car capacity vessel was on a regular run from Harwich when the incident occurred. A statement issued by Associated British Ports, which

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operates Immingham, said the ship's master was in control of the vessel at the time, but a spokesman confirmed that an ABP pilot was on board. It is understood that the tide was strong but visibility was clear when the collision took place.

Damaged ro-ro to repair in Sweden

DAMAGED DFDS ro-ro ferry **Stena Gothica**, which was in danger of sinking in the entrance lock to Immingham Docks after colliding with the Eastern Jetty yesterday, is to go to Oresundsvarvet in Landskrona, Sweden for repairs. Project engineer Lars Olssen told Fairplay he did not know the exact extent of repair work needed but had capacity available for next week. As work on sealing the gashed side of the vessel was completed today, salvage manager Mark Hoddinott of United Salvage commented: "If [the ship] had sunk in the river we would have had a real problem and it was touch and go that [it] did not actually sink in the lock. There was a tense period as [it] began to list and before the combination of sealing and pumping reversed the inflow of water." Two tugs took the ship to a safe berth nearby where discharge was continuing today. A concrete box has been placed over the horizontal and vertical gashes on the vessel's port side providing an internal seal.

ALBAKOR (Russia)

Gothenburg, Apr 2 — Trawler *Albakor* was lifted off the ground on Mar 31 by a Danish team. The vessel is seriously damaged on its bottom and could not be pulled off, but using the heavy lift cranes *Samson* on the bow section and crane *BB1* aft, the vessel was lifted off the ground and brought into Ystad for temporary repair. After repair, the vessel is to revert to Kaliningrad. The officer on duty was "slightly intoxicated" by alcoholic beverages, and was sentenced to two months in prison. — Westax Marine Services AB.

AQUARIUS (Netherlands)

Cadiz, Apr 3 — General cargo *Aquarius*, (1996 gt, built 1996) Mersin for United Kingdom, arrived at Cadiz at 1230, local time, Apr 2, in tow of tug *Sertosa 18*. The vessel had sustained main engine breakdown 60 miles off the port. *Aquarius* berthed at 1600, local time, for inspection and repairs. — Lloyd's Agents.

ARCTIC ROSE (U.S.A.)

London, Apr 2 — A press report, dated Mar 30, states: A Coast Guard board of inquiry report into the sinking of fishing *Arctic Rose*, an accident that claimed the lives of all 15 crewmen, won't be ready for an additional three months. The inquiry board, headed by Capt. Ronald Morris with the Coast Guard's Marine Safety Division in New Orleans, was expected to complete its report Monday (Apr 1). But yesterday, Morris said a three-month extension was needed to analyse the data that had been collected. "We just couldn't make the deadline," Morris said. "We're still conducting analysis." The *Arctic Rose* sank on April 2, 2001, in the Bering Sea. Only one body, that of skipper David Rundall, was recovered. The 92-foot fishing trawler was later found in 428 feet of water. There were no witnesses to the worst fishing disaster in Alaskan waters in 20 years. The Coast Guard Marine Board of Inquiry has held several hearings, in both Seattle and Alaska, to gather testimony about the accident from former crew members, people who did work on the vessel, marine experts and even the vessel's owner, David Olney. Morris said no new testimony has been taken since the last hearings, in November. But board members have met with a marine architect who is helping to come up with models demonstrating the stability of the vessel. The report from the board's examination into the accident is now expected to be submitted to Coast Guard headquarters for approval no later than July 1. Morris said he hopes to have it finished well before then and is aware that relatives of the men lost at sea are waiting to hear the conclusions of the inquiry. (See issue of Nov 21.)

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BALTIC REEFER (Malta)

London, Apr 3 — Following received from Madrid MRCC: Timed 0835, UTC: Ref *Baltic Reefer* (6391 gt, built 1975) was reported with engine trouble in lat 18 55N, long 22 45W, Mar 30. Tug *Boluda Mistral* was reported with ETA 0800, UTC, yesterday.

Timed 0925, UTC: Tow line to *Baltic Reefer* was made fast at 1045, UTC, yesterday by *Boluda Mistral*. At 2300, UTC, yesterday, the vessels were in lat 18 39N, long 21 40W, with ETA Las Palmas Apr 10, due poor weather conditions.

CAPE HORN (U.S.A.)



Honolulu, Apr 2 — A fire broke out in the engine-room of ro/ro *Cape Horn*, a vessel under the control of the US Navy's Military Sealift Command. Two civilian crew

members were killed. The incident occurred about 800 miles east of Honolulu. A Matson freighter responded to the distress call and the USNS *Shasta* arrived to provide assistance. A commercial tug will tow the disabled vessel to Pearl Harbour. The cause of the fire is under investigation. — Lloyd's Agents.

Honolulu, Apr 3 — Ro/ro *Cape Horn*: Hawaiian tug and barge *Hoku Kea* will rendezvous with the vessel tomorrow afternoon and tow her to Pearl Harbour. — Lloyd's Agents.

CRYSTAL HARMONY (Bahamas)



Honolulu, Apr 3 — Passenger *Crystal Harmony* (48621 gt, built 1990) has a casualty to one of its main engines. Vessel is currently in transit between Hilo, Hawaii and Honolulu, Hawaii. Understand parts and technicians are en route to Honolulu and repairs will take place during her normal cruise. — Lloyd's Agents.

DAITOKU MARU NO.8 (Japan)

London, Apr 3 — Following navigation warning broadcast today: Engine troubled fishing *Daitoku Maru No.8* 86 tons (built 1980) adrift in lat 29 50.8N, long 133 17.9E, at 0240, UTC, Apr 3.

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London, Apr 3 — Following received from Japan Marine Safety Agency, Tokyo, timed 0730, UTC: A Marine Safety Agency patrol vessel is currently approaching the drifting fishing *Daitoku Maru No.8* to assist.

FINNSNES (Bahamas)

London, Apr 2 — General cargo *Finnsnes* (11542 gt, built 1978) struck the dockside at Gros Cacouna, while coming alongside, at 1200, local time, Mar 30, causing damage to the dock. The vessel has no apparent damage. (Note — *Finnsnes* sailed Port Everglades Mar 17 for Montreal.)

FLOATING STRUCTURE AGROUND, MIE PREFECTURE, JAPAN

London, Apr 3 — Following Notices to Mariners broadcast today: Tug towing megafloat, 100 metres long, 60 metres width will be near Nomo Saki, lat 32 30N, long 129 40E, at 0130, JST, bound Busan, where ETA 1500, JST, Apr 5. Speed four knots. Length of tow 920 metres.

FU CHANG CHUN (Taiwan)

London, Apr 3 — A press report, dated today, states: A Taiwanese jigger, fishing *Fu Chang Chun*, caught poaching by the Argentine Coast Guard apparently was set on fire by the crew and finally scuttled, according to a release from the Argentine Navy operating from Mar del Plata. The incident occurred last week, to the east of Puerto Madryn and involved *Fu Chang Chun*, that was "illegally operating inside the 200 miles of the Argentine EEZ". The crew was rescued by another Taiwan trawler. When frigate *Guerrico* approached the Taiwanese jigger and ordered the master to stop engines for an inspection, *Fu Chang Chun* did not respond to radio calls or light signals and sailed at full speed towards international waters. The chase ended a couple of hours later when the jigger caught fire and the crew simply abandoned the vessel. The jigger was left to drift and the following morning sunk in international waters.

INSIKO 1907 (Indonesia)

London, Apr 3 — A press report, dated Apr 2, states: Passenger *Norwegian Star* has rescued 11 crew who had been drifting in the Pacific for nearly three weeks on board their crippled refuelling tanker. U.S. Coast Guard officials in Honolulu report that the crew of the Indonesian flagged *Insiko* (? fishing/tank *Insiko 1907*, built 1951) was located about 220 miles south of the Big Island (Hawaii) today. The tanker caught fire on Mar 13 after a large explosion rocked the engine-room. One man was killed and another severely burned. The fire left the tanker without electricity and unable to send a distress call. The crew was able to signal *Norwegian Star* by launching a red flare and lighting a small fire on the bow of the vessel.

London, Apr 3 — Following received from Coast Guard Honolulu, timed 0720, UTC: The 11 crew from *Insiko* are all on board *Norwegian Star*. The Coast Guard cutter *Assateague* is proceeding and expected to reach *Norwegian Star* this afternoon to take custody of the crew members and transport them to Kona. The one seriously injured crewman, who had suffered burns over 50 percent of his body was flown by helicopter to Kuakini Medical Centre in Honolulu. *Insiko*, which is operated by Yeun Maan Ocean Enterprise, Taiwan, was in lat 15 28.8N, long 156 55.8W, when abandoned.

Honolulu, Apr 2 — It has been reported fishing/tank *Insiko 1907* 256 ft, was seen drifting off the island of Hawaii when they fired a flare seen by crew members of passenger *Norwegian Star*". The Coast Guard was contacted. The vessel is still drifting at this time.

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On Mar 13, date still to be confirmed, a fire broke out in the engine-room. Reports indicate one person dead and one being airlifted to Kuakini Medical Centre at this time. It was also reported the crew was unable to call for help as no radio or beacon is reported to be working or on board the vessel. The agent is Transmarine and it is reported owners representatives will be arriving tomorrow. — Lloyd's Agents.

LEOPARD OF LONDON (U.K.)



London, Apr 3 — A press report, dated today, states: A crew of seven people are to stay until Friday (Apr 5) on board leaking British yacht *Leopard of London* caught in an Atlantic gale. The yacht was caught in force eight gale and seven-metre waves yesterday morning. The captain of the 90 ft yacht said it was too dangerous for the UK crew to take to its liferafts because of the "nasty" conditions. Two merchant vessels that answered calls for help from Falmouth Coastguards were unable to reach the yacht, which is marooned 600 miles south-west of Land's End and 450 miles north-east of the Azores. The crew intend to stay on board until a tug arrives at the end of the week to tow them ashore, according to Falmouth coastguards. A spokesman said the skipper was confident that the intake of water was being held in check by the yacht's pumps and would hold on until the tug from Azores arrived. Coastguards said they would continue to closely monitor the situation. The yacht damaged its rudder while en route from the Azores to Southampton.

LONELY HUNTER (U.S.A.)

London, Apr 2 — Following received from Coast Guard Boston, timed 1915, UTC: Fish *Lonely Hunter* was successfully refloated, after temporary repairs, at 0900, local time, Mar 27, and towed to Sesuit.

London, Apr 2 — A press report, dated Mar 28, states: Fish *Lonely Hunter* which grounded off Chapin Beach Sunday night (Mar 24), now rests comfortably with other vessels at the public docks in Sesuit Harbour. Thanks to a higher than expected tide, the vessel was pumped out and floated off the sandbar by 0900, local time, an hour earlier than expected. It was towed off the sandbar and into Sesuit Harbour by a 40-foot harbour tug by 1030, local time. Total cost for the operation, which covered three days, was expected to run in the vicinity of \$28,000. That includes both the salvager and Coast Guard hours. Since the owner, John Weckesser of Plymouth, said he did not have the money for salvaging and cleanup, The National Pollution Fund Center, a liability trust fund, will be billed. Coast Guard Lt. Joel Roberts said the fund will probably go back to Weckesser to seek reimbursement. Roberts said the vessel was structurally sound, except for a few small leaks. Weckesser was expected to make some minor repairs, put in fuel and continue on to Plymouth Harbour within the next two days.

NORDLAND (Norway)

Trondheim, Apr 3 — Repairs to general cargo *Nordland* completed on Mar 17. The vessel is having a sea trial today and will leave the repair yard, at Sandnessjoen, later today or tomorrow, bound Trondheim. — Lloyd's Agents.

PANAYIOTA (Cyprus)

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Limassol, Apr 2 — C.c. *Panayiota* (3420 gt, built 1978) arrived Limassol on Mar 23, from Thessaloniki, and bulk *Tuline* (3956 gt, built 1973) arrived Limassol Mar 25, from Beirut. Both vessels have been detained by order of the Department of Merchant Shipping, due to deficiencies. — Lloyd's Agents.

RANDEFLOSS (St. Vincent & Grenadines)

Trondheim, Apr 3 — Kvernhusvik Yard, Hitra, report cement *Randefloss* (624 gt, built 1967) arrived at the yard on Mar 24, to be repaired after grounding, which believed occurred in west Norway. Estimate complete repairs Apr 12. — Lloyd's Agents.

SPIRIT OF FAIRBRIDGE (U.K.)

London, Apr 3 — Following received from Coastguard Clyde MRCC, timed 2235, UTC, Apr 2: Training schooner *Spirit of Fairbridge*, MFKE5, 16 people on board, owned by Fairbridge, ran aground in lat 56 34.9N, long 05 22.9W at 2105, UTC. Oban lifeboat and Oban Coastguard rescue team tasked to assist. Intention is to tow vessel to safe water.

London, Apr 3 — Following received from Coastguard Clyde MRCC, timed 0346, UTC: Training schooner *Spirit of Fairbridge* made its way safely to anchor at the north end of Kerrera, in lat 56 25.1N, long 05 29.6W. Hull checked by crew. No ingress of water apparent and vessel remains at anchor overnight. Operations terminated at 0340, UTC.

STENA GOTHICA (Sweden)

London, Apr 2 — Following received from Coastguard Humber MRSC, timed 1600, UTC: Ro/ro *Stena Gothica* is now tied up safely alongside main docks, Hydro Quay, Immingham. Vessel to effect permanent repairs. Coastguard operations terminated.

Hull, Apr 2 — The damaged ro/ro *Stena Gothica*, which has been blocking the entrance lock to Immingham Dock since the early hours of today, has been stabilised and should be moved to the port's Fison's Quay this afternoon. A salvage team from United Salvage Limited of Hull, was called to the scene shortly after the incident in the early hours and took emergency action to block splits below the waterline as an estimated 1,000 tons of water flooded the vessel's lower car deck. United Salvage's salvage manager Capt. Mark Hoddinott said: "We used wooden wedges to block a 2.5 metre long split and welded over a one metre vertical split. "By this time the ferry had developed a 15 degree list to port but a combination of the vessels' pumps and emergency pumps had reduced this to around seven and a half degrees by midday. "As a further precaution we are building a cement box around the splits inside the vessel and by early afternoon we expect to have removed sufficient water to move *Stena Gothica* to a berth." Captain Eric Johnson from Tetney is salvage master on the vessel assisted by senior salvage engineer Simon Evans and salvage engineer Phil Merrison. A formal salvage contract was not made but underwriters agreed to let the rescue operation continue under Common Law. — United Salvage Limited.

London, Apr 2 — Following received from Coastguard Humber MRSC, timed 1600, UTC: Ro/ro *Stena Gothica* is now tied up safely alongside main docks, Hydro Quay, Immingham. Vessel to effect permanent repairs. Coastguard operations terminated.

London, Apr 3 — Concerns about maritime safety on the Humber estuary re-surfaced yesterday after ro/ro *Stena Gothica* carrying a recently authorised pilot collided with a jetty in Immingham and sustained a 1.5 m gash below the waterline. Associated British Ports, which owns the port and runs the pilotage service, dismissed any criticism of its pilots. The company said that, although the master of the vessel did not have a pilotage

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exemption certificate for Immingham, he was in full control of the vessel at the time of the incident, as is "customary" with ferries. "He was not being advised by the pilot (on the final approach to Immingham Lock)," said John Copping, ABP's recently appointed port director for Grimsby and Immingham. The incident is potentially embarrassing for ABP because it has been accused of compromising maritime safety on the Humber after restructuring pilotage on the busy estuary. The former self-employed pilots who used to run the service say the company's new training programme is below standard and that ABP's in-house pilots lack the experience to ensure safe operations. ABP strongly dismisses these claims and says the Humber's safety record has actually improved since its staff took over toward the end of last year. The company's strategy has been closely followed by the UK's maritime authorities without any concerns being raised, but accidents such as yesterday's will do little to silence the critics. The *Stena Gothica*, operated by Stena Line but chartered to DFDS Seaways, was making an impromptu call at Immingham to pick up steel cargoes when the collision happened in the early hours of the morning. The vessel normally operates between Harwich and Gothenburg and its master did not have a pilotage exemption certificate for Immingham, hence the request for an ABP pilot. The port company quickly issued a statement saying that the master was in control at the time of the incident, but this is always the case irrespective of whether or not a pilot is on board. It was still unclear yesterday whether the master was taking advice from the pilot at the time of the accident. ABP said that this was not the case whereas DFDS and Stena were more cautious. "We are focusing on the damage to the vessel first and have no information at this stage if the master was following instructions," a Stena spokesman said. Ebbe Pederson, UK-based head of DFDS, said the company was awaiting a report on the incident but stressed that it had "no reason to doubt the professionalism of the ABP pilots". The vessel took on water after the collision but salvors, working with ABP staff and emergency services, were able to patch up the hole and pump the vessel dry.

TULINE (Georgia)

Limassol, Apr 2 — C.c. *Panayiota* (3420 gt, built 1978) arrived Limassol on Mar 23, from Thessaloniki, and bulk *Tuline* (3956 gt, built 1973) arrived Limassol Mar 25, from Beirut. Both vessels have been detained by order of the Department of Merchant Shipping, due to deficiencies. — Lloyd's Agents.

VADIM POPOV (Russia)

Vladivostok, Apr 3 — Information received from the Salvage Co-ordinating Centre, Vladivostok: Research *Vadim Popov* (693 gt, built 1986), Slavyanka to Hakata, 18 passengers on board, was in collision with a Chinese vessel in lat 37 22N, long 130 28E at 0230, local time, Apr 3. The Chinese vessel sustained no damage as she was in collision with her bow. *Vadim Popov* sustained significant damage, 3 m by 3 m hole. All 18 passengers were transferred to vessel *Palana*. The crew remain on the vessel and are trying to save the vessel. South Korean Coast Guard vessels are also co-ordinating in the salvage operation. — Lloyd's Agents.

Vladivostok, Apr 3 — Information received from the Salvage Co-ordinating Centre, Vladivostok: Research *Vadim Popov* was in collision with Chinese vessel *Tanya* (? general cargo *Tanya* 1820 gt, built 2000). The spelling of the name is unconfirmed as information was obtained by phone. No other particulars of Chinese vessel are available. Both masters of the vessel's issued and signed Mutual Statement ascertaining that they have no claims towards each other and the accident was peacefully settled. At present, the crew of *Vadim Popov* are pumping out the water and performing the necessary repairs to the damages sustained. There are a lot of Russian vessels in the area which are ready to assist the vessel if required. — Lloyd's Agents. .

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London, Apr 3 — A press report, dated today, states: Research *Vadim Popov*, bound for Japan with 16 passengers and 18 crew on board, collided with general cargo *Tanya* early today, rescue service officials in Vladivostok said. *Tanya* was not damaged, but the hull of *Vadim Popov* was breached, officials said, adding that the crew and the passengers were not injured in the incident. The passengers were taken on board a vessel bound for Vladivostok, while the crew struggled to mend the breach, rescue services said, adding that *Vadim Popov* would be able to limp back to Russia if the hole was mended.

WESTWOOD BREEZE (NIS)

Seattle, Apr 2 — Bulk *Westwood Breeze* (29369 gt, built 1992), en route to Seattle, ETA Apr 10, sustained considerable damage to general break bulk cargo and containers due to shifting within holds during rough weather. — Lloyd's Agents. (Note — *Westwood Breeze* sailed Tokyo Mar 28 for Seattle.)

SHIPYARD NEWS

Conrad Awarded Contracts

Conrad Industries, Inc. was awarded contracts for two 75 ft. tug boats with four options for a total of a six boat program. This new class of tugs will be ABS classed and include double bottoms in the fuel tanks. According to Conrad Industries president and CEO, Kenneth G. "Jerry" Myers, Jr., the work on the initial tug will begin immediately with delivery of the first vessel scheduled for December 2002. Conrad's Orange Shipbuilding Group will construct the vessels. Conrad has also been notified by the State of North Carolina that it was the low bidder on their 180 ft. ferry. Myers said that the work will also be performed by Orange Shipbuilding which completed a similar vessel in 1992.

Shipbuilders face warning strikes

IG Metall, the German union, has announced a series of 'warning strikes' next week at shipyards including **Meyer Werft**, **Thyssen Nordseewerke** and **Cassens Werft**. The union is asking for a 6.5 per cent pay rise and equal rights for blue- and white-collar workers, and expects that an industrial fight will be needed to achieve its claims. The employers have only offered a wage increase of two per cent. Meanwhile, Thyssen Nordseewerke has postponed delivery of the 2,500 TEU container vessel *Cielo d'Europa* after the Italian buyer Rimorchiatori Riuniti asked for a later delivery, as the vessel has no charter contract.

ROUTE, PORTS & SERVICES

Superfast V gears up for new route



ATTICA Enterprises' ferry **Superfast V** successfully completed sea trials in the German Bight earlier this week after replacement of its double reduction gearing. The 32,728 GT vessel had

suffered continual problems with equipment supplied by Schelde Gears since delivery last year and arrived at Lloyd Werft in January to have it replaced by gearing manufactured by Renk. The vessel is to leave Bremerhaven tomorrow to resume its service on the Patras-Ancona route. Together with its

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sister vessel Superfast VI, it will inaugurate a new ferry service between Rosyth, Scotland and Zeebrugge, Belgium on May 17.

Sinking dock threatens Chennai

AN ABANDONED floating drydock at Chennai port has started sinking and is threatening to block access to the inner harbour. The Madhusudan is located close to the entry channel and could prevent smaller commercial vessels from entering, Chennai Port Trust officials warned. However, it would not affect the larger oil tankers, ore carriers and container ships using deeper outer berths. The floating dock is owned by Chokhani International, which abandoned it about five years ago in the face of financial and labour problems. CPT officials said a lack of maintenance had enabled rust to eat a hole into its basin, causing it to begin sinking. A court had ordered its removal from the port by December 2001, but Chokhani's creditors failed to comply

Renaissance ships generate interest



Top : R-8 – photo : Aleks Lindstrom

EIGHT Renaissance cruise vessels currently laid up in Marseilles after the bankruptcy of the US operator last autumn are gradually generating greater interest from cruise companies, and some of them could be reactivated soon. The 30,277 GT **R Eight** has already gone to cruise operator Swan Hellenic and the **R Five** is said to be finalising a charter deal with the Spanish tour operator Pullmantours for Mediterranean cruises. Industry newcomer Imperium Cruises is said to be concluding a deal for the **R Six** and **R Seven** with a view to renaming them **Goddess Nayna** and **White Goddess** and offering cruises out of Dubai to Egypt, East Africa and the Indian Ocean. Meanwhile, in the South Pacific, Renaissance's **R Three** and **R Four**, laid up at Tahiti, are rumoured to be attracting interest from former Renaissance boss Ed Rudner, who contemplates re-launching cruise operations in the South Pacific area, possibly with the support of the local authorities.

PSA zal aanpak in Singapore moeten herzien

De beslissing van de rederij **Evergreen Marine** om in augustus haar trafieken van Singapore naar de haven van Tanjung Pelepas (PTP) in Maleisië te verhuizen komt niet als een verrassing. PSA heeft langdurig onderhandeld en tegenvoorstellen in de vorm van een zeer forse tariefverlaging gedaan, maar is duidelijk niet in staat om dezelfde voorwaarden te bieden als PTP. Volgens sommige bronnen zouden de overslagtarieven van de nieuwe concurrent 50% lager liggen. De beslissing van Evergreen

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is te begrijpen, rekening houdend met de zeer ongunstige omstandigheden waarin de megacarriers op de oostwestroute werken. Evergreen volgt overigens het voorbeeld van Mærsk Sealand, dat voor 30% in PTP participeert. De directie van de Taiwanese rederij heeft bevestigd dat de overheveling van een trafiek van 1,2 miljoen TEU een besparing van 6 tot 10 miljoen USD per jaar zal opleveren.

NAVY NEWS

Coast Guard Cutter Shrike Joins Fleet



The Coast Guard Cutter **Shrike** will officially entered Coast Guard service at Saturday. The ceremony will took place at Coast Guard Station Port Canaveral in Cape Canaveral, Fla. By naval tradition, the commissioning ceremony marks the entry of a new Coast Guard cutter into the fleet. At the moment the Coast Guard flag, or ensign is hoisted, the new cutter inherits a proud tradition dating back to the early days of the Revenue Cutter Service and the U.S. Lighthouse Service. There are two major steps in the commissioning process. Initially the builder turns the ship over to the District Commander, who receives the ship and executes commissioning. The District Commander then turns the cutter over to the prospective commanding officer who accepts

the cutter, assumes command and acts as host for the remainder of the ceremony. The hoisting of the ensign, the assumption of command and the manning the ship will symbolize the Shrike's entry into active Coast Guard service. Nancy Weldon, wife of Congressman Weldon, will become the Shrike's sponsor. Weldon will serve as a civilian advocate for the ship and its crew. The cutter **Shrike** is an 87-foot patrol boat, and is the 42nd Marine Protector Class built for the Coast Guard.

GEORGE WASHINGTON BATTLE GROUP



Ships and aircraft of the **USS George Washington (CVN 73)** Carrier Battle Group commenced use of the Vieques Island inner range in conjunction with their Composite Unit Training Exercise (COMPTUEX). The exercise, which began April 1, will also utilize the Northern and Southern Puerto

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Rican Operating Areas and will involve complex battle group training events, naval surface fire support training and air-to-ground bombing.

COMPTUEX is an intermediate level battle group exercise designed to forge the Battle Group into a cohesive, fighting team.

Conducted by the commander of Carrier Group 4, Rear Adm. Lindell Rutherford, it is a critical step in the pre-deployment training cycle and a prerequisite for the battle group's Joint Task Force Exercise (JTFEX), scheduled for later this month. Successful completion of COMPTUEX also certifies the carrier and its embarked air wing as qualified for open-ocean operations.

In accordance with presidential directives, all training on Vieques will utilize inert (non-explosive) ordnance.

The George Washington Battle Group is commanded by Rear Adm. Joseph A. Sestak Jr. Units participating in COMPTUEX include **USS George Washington (CVN 73)** with Carrier Air Wing 17 and Destroyer Squadron 26 embarked; guided-missile cruisers **USS Normandy (CG 60)** and **USS Monterey (CG 61)**; guided-missile destroyers **USS Barry (DDG 52)**, **USS Laboon (DDG 58)** and **USS Mahan (DDG 72)**; destroyer **USS Arthur W. Radford (DD 968)**, guided-missile frigate **USS Kauffman (FFG 59)**, attack submarine **USS Oklahoma City (SSN 723)** and oiler **USNS Supply (T-AOE 6)**.

MOVEMENTS



WEST SAILOR (7931143) Vestland Norway/Bah 1981 Baatservice Mandal GT 3427 dwt 4387 Loa 91.0m Bm 16.0m ex Broere Aquamarine-87, Dutch Sailor-01 Van St.Petersburg naar de Botlek
Foto / tekst : Jan van der Klooster

SMIT-LLOYD SOUND



Smit-Lloyd Sound sold to Nomis Shipping Ltd and renamed **Dea Sound**. Asking price in excess of \$ 7 million.

Photo : Jacco van Nieuwenhuyzen

.... SHIP OF THE DAY

FRANCIA - GENUA

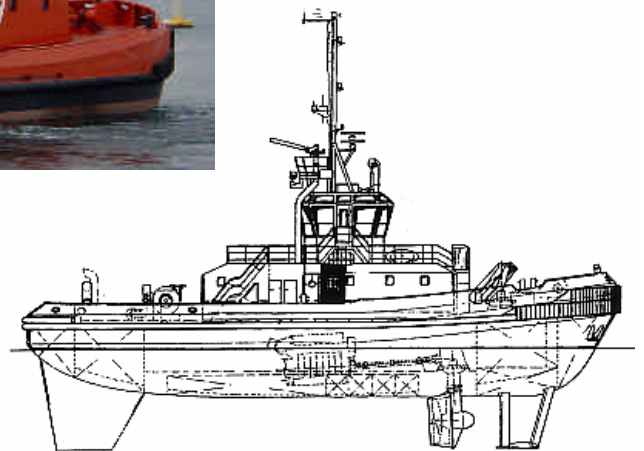


Since 1922 **Rimorchiatori Riuniti** have been operating tugboats, those small powerful orange vessels constantly steering through the waters of the commercial harbour of Genoa, including new oil and container terminals.

DAILY SHIPPING NEWSLETTER



The largest harbour tugs which are working in the port of Genoa are the **FRANZIA** (99) and the **GENUA** (98), both vessels are constructed by Damen shipyards in Bergum during 1997



DAILY SHIPPING NEWSLETTER

GENUA / FRANCIA DETAILS

Gross tonnage : 347 tons
Length overall : 29.6 mtr
Breadth moulded : 10.2 mtr
Maximum draft : 5.85 mtr
Class : RINA
Bollard Pull : 56 tons

Main Engines :
Maker : DEUTZ /MWM
Type : SBV8M628
Power : 2 x 2280 HP
RPM : 1000

Propellers : 2 x Aquamaster Rauma OY US 2001/3150 Propulsion units

Fuel capacity : 206 Cbm

Towing winch :
Maker : Kraaijeveld – hydraulic operated
Break load : Band brakes 120 tons at 2nd layer
Capacity : 600 mtr 48 mm diameter wire – 7 layers



Towing wire :
Length : 600 mtr
Diameter : 48 mm
Breakload : 175 tons

Deckcrane :
Maker : Effer
SWL : 2000 kg

Accommodation :
4 single cabins
1 cabin for 2 persons
1 cabin for 4 persons
Total accommodation for 10 persons.

The accommodation is completely free of the main deck with rubber blocks in between, for a smooth vibration free operation.



DAILY SHIPPING NEWSLETTER



Article and pictures (except the picture of the Genua-98)

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**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>