

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : **Saturday 01-06-2002**



Aircrew assigned to the "Nightdippers" of Helicopter Anti-Submarine Squadron Five (HS-5) lower a package on a rescue hoist from their SH-60F "Seahawk" to the sail of **USS Boise (SSN 764)**.

HS-5 is attached to Carrier Air Wing Seven (CVW-7), embarked aboard **USS John F Kennedy**. USS Boise is attached to the Kennedy Battle Group, and is conducting combat missions in support of **Operation Enduring Freedom**

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Look also at my Dutch warship pictures pages:

<http://communities.msn.com/DutchNavyShips/homepage.msnw>

EVENTS, INCIDENTS & OPERATIONS

UK coastguard holds spill exercise

AN oil pollution exercise has been carried out today in Lower Fishguard, South Wales by the UK Maritime and Coastguard Agency (MCA) to train local authority staff in pollution containment. The exercise, part of a week long residential course, consisted of a demonstration of counter-pollution equipment, the deployment of a 200-m oil boom across the harbour and concluded with a beachmaster exercise. "In recognition of the fact that local authorities don't have a responsibility to clean up after an oil spill the MCA provides free counter-pollution training," said Kevin Colcomb senior scientist, MCA Counter Pollution and Response. Once the optimal position is found for the boom, the local authority (Pembrokeshire) will fix permanent mooring points so that should a boom be needed in the future, it can be deployed quickly. This will be only the third site in the UK to establish such moorings

Singapore and Turkey sign MoU

SINGAPORE and Turkey have signed an MoU providing for mutual recognition of certificates of competency for seafarers on ships registered in either country. The initiative came during the visit to Singapore yesterday by Turkey's maritime affairs under-secretary, Mustafa Korchak. Singapore's Maritime and Port Authority (MPA) stated that the new MoU will ensure that maritime training and assessment comply with the requirements of STCW'95. To date, the MPA has signed STCW'95 MoUs with 56 countries.

MarAd out \$135M for Enron projects

THE US Maritime Administration is likely to lose \$135M in federal loan guarantees it provided to the now-bankrupt Enron Corp for three power projects in Central America and the Caribbean, the agency disclosed to Congress yesterday. In a letter to the Senate Finance Committee, acting deputy maritime administrator Bruce Carlton also said MarAd had rejected a request from Enron for "lenient treatment" when the government-owned utility in the Dominican Republic failed to make payments on time. Between 1996 and 2000, MarAd provided \$173M in Title XI loan guarantees for Enron power plants mounted on barges in the Dominican Republic, Guatemala and Nicaragua. Carlton said all three were in technical default because of Enron's collapse. But the Dominican project, which received \$50M in MarAd loan guarantees, also had "significant operational, profitability and debt service problems," he said. The Overseas Private Investment Corp. and the Export-Import Bank provided \$1.2B in loans to the Enron projects.

CASUALTY REPORTING

SHIPYARD NEWS

'Ferry leadership beckons EU yards'

EUROPEAN shipyards can remain market leaders in ro-ro and ferry building by focusing on 'knowledge-intensive, safety-critical' ships, it was claimed today. Werner Schöttelndreyer, director of the German shipbuilders' association VSM, told delegates at the Ro-Ro 2002 conference that European yards must concentrate on designing ships and monitoring the building process. "If European builders can reduce costs by taking greater control over subcontractors, Asian yards would find it even more difficult to compete." Changes to routes and to the numbers of passengers and freight units carried demand flexibility from designers and builders, he said. That is a disadvantage for the larger Asian shipyards that benefit from series construction. Schöttelndreyer repeated the view that Asian yards have 'bought' orders by tendering at below cost by alleging that Minoan Lines' newbuildings were 20 per cent below the yard's own cost. Anders Hansen of Danish designer Knud E Hansen admitted that the Mediterranean ferry Moby Wonder went to Daewoo Shipbuilding because "we had a good deal on price."

ROUTE, PORTS & SERVICES

Hanjin upgrades Far East-Australia service



KOREAN carrier Hanjin Shipping, Australia National Line (ANL) and Taiwan's Evergreen have introduced an upgraded and expanded five-vessel service between Korea, Japan, Taiwan and Australia.

The Far East-Australia service, which started recently, departs from Yokohama.

ANL's Er Albany, a 2,200-TEU vessel, made the maiden voyage on the upgraded service. The vessel, along with four others, is replacing an existing fleet of five 1,100-TEU containerships.

The new service calls at Yokohama, Nagoya, Osaka, Pusan, Keelung, Kaohsiung, Sydney, Melbourne, Brisbane and back to Yokohama.

The strengthening of this service is related to the region's recovery and signals an increase in trade of high-priced reefer products between the two regions, Hanjin said.

Columbus warns of delays



COLUMBUS Line has warned its customers of potential delays in the delivery of inbound reefer cargoes on the west coast of the US.

As part of the US government's ongoing cargo safety and security programmes, the carrier has been advised by the US Department of Agriculture (USDA) that they are intensifying inspections of imported agricultural products. This programme is being initiated at the Port of Oakland, but it is Columbus Line's understanding that it will be implemented at all west coast ports.

Under the terms of the programme, all refrigerated containers discharged in affected ports will be placed on automatic hold by the USDA until they are officially released.

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Columbus Line says it will work closely with the USDA to provide all necessary documentation needed to help speed clearances of affected cargoes, including refrigerated container manifests and container temperature logs. At the same time, the carrier urges all customers to take extra care in assuring consistency of the information provided across all relevant documentation; discrepancies in information from one document to another can result in additional delays.

Matson buys Kværner Philly newbuilds



KVÆRNER Philadelphia Shipyard on the US east coast has found a buyer for its two 2,600-TEU container ships under construction, with US cabotage carrier Matson Navigation buying them yesterday for \$110M each. Matson is the shipyard's first customer since Kværner took over the former navy shipyard in 1997, in a heavily criticised and politicised deal in which city, state and port authority sources kicked in \$430M in additional funding to keep the yard open. No

buyer had been found for the ships when construction began in 1999. In a roller-coaster year, the newly-merged Kværner announced and then withdrew plans to sell the Philadelphia yard. It recently lost its most solid prospect when Keystone Shipping could not finance its \$240M deal to build four product tankers there. Matson Navigation, one of the US' major Jones Act carriers, will deploy the container ships in its Hawaiian trades when they are delivered in 2003 and 2004.

Hapag-Lloyd offer lifts subsidiary share price

HAPAG-LLOYD AG, via its 100 per cent subsidiary VTG Vereinigte Tanklager und Transportmittel GmbH, plans to increase its stake in VTG-Lehnkering AG, an inland intermodal logistics company.

The public purchase offer to the free shareholders stands at 13.16 euros per individual share certificate, a significantly higher amount than the average share price in recent months. The move has prompted the share price to jump over 15 per cent since the beginning of the week.

It appears that the executive board of VTG-Lehnkering basically supports this offer.

Hapag-Lloyd currently holds 80.96 per cent of the share capital of VTG-Lehnkering amounting to 54.3 million euros. About 4 million of the total of 20.9 million shares are owned by free or institutional investors. The offer applies on condition that a majority shareholding of at least 95 per cent is acquired.

It is expected that the offer will be published after approval by the German Federal Financial Supervisory Agency at the end of June.

Bouw van 'cokefabriek' op Maasvlakte begonnen

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Rotterdam - Over een jaar start het bedrijf Astral Calcining Corporation op de Maasvlakte met de productie van koolstofanodes. Gisteren is begonnen met de bouw van de fabriek op de zogeheten middenpier van de noordwesthoek van de Maasvlakte. Astral investeert ruim negentig miljoen euro in de nieuwe installatie.

Directeur P. Struijs van het Gemeentelijk Havenbedrijf verwelkomde Astral als een belangrijk nieuw lid van het industriële cluster op de Maasvlakte. De fabriek gaat onder meer een grote hoeveelheid stoom, met een energiewaarde van ongeveer 35 megaWatt, leveren aan 'buurman' Lyondell. Het Havenbedrijf investeert ruim elf miljoen euro in de bouw van een nieuwe kademuur.

In de fabriek worden zware oliebestanddelen die overblijven bij de olieraffinage, de zogeheten petroleumcoke, verhit. Van de daarna overblijvende gecalcineerde blokken worden in aluminiumfabrieken blokken koolstof (anodes) gemaakt. Deze blokken geleiden de stroom bij het smelten van bauxiet, de grondstof voor aluminium.

Astral zal in Rotterdam jaarlijks ongeveer 350.000 ton 'petcoke' verwerken. De aanvoer er van gaat over zee. Daarom ook heeft Astral een bedrijfsterrein gezocht aan diep water. Voor Rotterdam is onder meer gekozen omdat één grote potentiële klant, Aluchemie, in de Botlek is gevestigd. Ook zijn veel andere klanten langs de Rijn en op andere plekken in West-Europa, goed over water bereikbaar. In de Europese Unie wordt door de industrie jaarlijks ongeveer 1,7 miljoen ton petcoke verwerkt. De vraag naar aluminium neemt wereldwijd toe en het Havenbedrijf verwacht dat die groei zich zal doorzetten.

Astral neemt in Rotterdam bij de nieuwe fabriek een groot aantal extra maatregelen om milieu-overlast te voorkomen. Daarover hebben gemeente, het Havenbedrijf en milieu-organisaties twee jaar geleden afspraken gemaakt. De opslag van grond- en eindproducten vindt overdekt plaats. De transportbanden waar mee de petcoke en anodes worden vervoerd over de terminal zijn ook overdekt. Bij het laden en lossen van schepen zal stof direct worden bestreden.

Astral is eigendom van de Indiër S. S. Anand. Het hoofdkantoor van het bedrijf staat in Dubai in de Verenigde Arabische Emiraten.



Vele handen maken licht werk. Eigenaar Anand (midden met helm en witte jas) slaat de symbolische eerste paal voor de nieuwe fabriek van Astral. Hij wordt onder meer geholpen door Havenbedrijf directeur Struijs (rechts met helm) en directeur Van Tongeren (links) van de DCMR Milieudienst Rijnmond. (Foto Niels van der Hoeven/Rotterdams Dagblad)

Akkoord over oplevering containerterminal



De gemeente Amsterdam en Ceres hebben hun geschillen over de oplevering van de Amsterdamse containerterminal deels bijgelegd. Over de huurachterstand van 1,5 miljoen euro is nog geen akkoord. Volgens Van der Horst zijn ze op de goede weg. Exploitant Kritikos weigerde tot nu toe de pacht van de terminal in de Amsterdamse haven te betalen. De terminal zou niet volgens de afspraken zijn opgeleverd.

Onder meer de verlichting en afmeting van de kades zouden niet goed zijn. Voordat deze problemen zijn opgelost, betaalt Kritikos geen cent, liet hij vorige week weten. Wethouder Van der Horst dreigde vorige week

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met een deurwaarder. In januari bleek dat Ceres een betalingstermijn van 1,5 miljoen euro had laten verlopen. De gemeente stuurde daarop twee aanmaningen, de volgende stap is een deurwaarder sturen.

Amsterdam investeerde 128 miljoen euro in de prestigieuze containerterminal van de Amerikaan. Sinds de oplevering heeft nog geen schip aangemeerd. Het kolossale ding staat al bijna een jaar te wachten op de eerste klant. De gemeente haar investering terugverdienen met inkomsten uit pacht en havengeld van schepen die bij Ceres behandeld worden. Die zijn er vooralsnog niet. Maar binnenkort hoopt Van der Horst de eerste klant te ontvangen: "Wij, de gemeente en Ceres, hebben een paar zeer serieuze gesprekken gehad met eventuele klanten."

Princess demand is a ship's bridge too far

US cruise operator Carnival will not give up its Cunard cruise line and investors should now work on the assumption that its bid for P&O Princess will ultimately be dropped, says Rodney Hobson.

The European Commission has suggested that Carnival must sell Cunard, which includes the QE2, to get regulatory clearance on this side of the Atlantic to take over Princess.

Miami-based Carnival says that selling Cunard is too high a price to pay. Instead, it is offering to sell P&O Cruises UK, part of the Princess empire that it claims it is so keen to buy.

We cannot believe that this is a sufficient gesture, even if it is genuine. P&O Cruises UK carried 148,000 passengers last year on four liners. This might well assuage Brussels as far as the UK market is concerned but European regulators are equally concerned about the German cruise market.

The proposed takeover also requires clearance in the US, where more demands may be made.

Princess wants to merge with Royal Caribbean, also based in Miami, and has always suspected that Carnival was more interested in breaking up this link rather than mounting a serious bid itself.

Citywire accepts that this is a reasonable argument and today's reaction from Carnival provides Princess with more ammunition.

The proposed merger with Royal has to be passed in the UK – a decision is due next month – and in the US, where there is no time limit.

We stick to our view that the most likely outcome is that both deals will be blocked. Princess shares, up 1.75p to 450.75p, have been buoyed by the Carnival bid and we repeat that shareholders should now sell as the downside risks are too great.

Vopak completes Brostrom share sale



Top : The **BRO NELLI** departing from Rotterdam 30-05-2002 – **Photo** : Elizabeth Sinke

LEADING Dutch tank storage group Vopak has completed the sale of its shares in Brostrom, the Swedish product tanker specialist.

Vopak sold 273,880 A-shares representing 1% of the capital and 6% of the votes to one of Brostrom's A-shareholders, Shipinvest Intressenter.

On behalf of Vopak, Shipinvest Intressenter will offer part of the acquired shares to other A-shareholders.

Vopak has trimmed down its capital invested in shipping activities from 17% to approximately 10% in line with its stated strategy.

The proceeds from this transaction combined with the earlier sale of Vopak's B-shareholding now total approximately E59m and have resulted in a small book profit for the Dutch group.

Vopak and Brostrom will continue to co-operate in the form of a strategic alliance

Share issue will fund CP Ships purchase of Italia di Navigazione

CP Ships is to buy Italia di Navigazione from d'Amico Societa di Navigazione for \$40m.

Italia operates container services principally between the Mediterranean, west coast of North America and central and south America. The transaction had been rumoured for some time. Italia carried about 180,000 teu in 2001.

"The purchase of Italia is the continuation of a key element of CP Ships' overall strategy of making acquisitions to strengthen our regional position, create new opportunities for growth and build trade lane economies of scale," said CP Ships chief executive Ray Miles. Formerly-owned by the Italian government, Italia was privatised in 1998.

The line will remain headquartered in Genoa and CP Ships will be acquiring the Italia brand and logo, services in four trade lanes, and the charter of 11 containerships of between 1,000 and 2,500 teu capacity.

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CP Ships proposes to fund the acquisition by raising \$100m through an offering of common shares and the proceeds of a \$250m private offering of senior notes being announced today and to reduce its borrowings under its \$175m revolving credit facility.

NAVY NEWS

WHICH FOREIGN NAVY SHIPS WILL VISIT DUTCH PORTS & WHICH PORTS ARE VISITED BY DUTCH NAVY SHIPS

31 May 02	K/V Norkapp	W 320	Scheveningen
01 Jun 02	HNLMS Jacob van Heemskerck	F 812	Amsterdam
01 Jun 02	HNLMS Willem Van der Zaan	F 829	Amsterdam
06 Jun 02	HNLMS Philips Van Almonde	F 823	Santa Cruz de Tenerife
07 Jun 02	HMS Somerset	F 82	Amsterdam
07 Jun 02	HNLMS Maassluis	M 856	Slidrecht
09 Jun 02	HNLMS Harlingen	M 854	Middelburg

HMS OCEAN RETURNS FROM SUCCESSFUL OPERATION

HMS Ocean returns to Devonport Naval Base on June 5 having successfully completed her current role as the Royal Navy Flagship in the coalition fight against international terrorism.

The decision to bring her home two months earlier than originally planned was prompted by her successful delivery into Afghanistan of 45 Commando Royal Marines and RAF Chinook helicopters from 27 Squadron.



Helicopter Carrier **HMS Ocean** and Portsmouth-based **HMS York** and Royal Fleet Auxiliary **Fort George** have completed their tasks in the Indian Ocean and will come back to the UK for a well-earned rest and to reconstitute the units for possible future operations.

Commanding Officer of HMS Ocean, Captain Adrian Johns said: "My crew and those of HMS York and RFA Fort George have worked extremely hard in recent months and can be justly proud of the important part they have played in the continuing war against terrorism. The job is not yet over, however, and we remain at a high state of readiness for whatever we may be called upon to do."

HMS Ocean, which is the largest ship in the Royal Navy Fleet, and her embarked force of 45 Commando Royal Marines from Arbroath in Scotland, sailed from UK waters in February in support of

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Operation Veritas.



As Flagship for the UK Maritime Task Group, HMS Ocean arrived in theatre on 4 March with her air group embarked, and since then has been employed in direct support of operations in Afghanistan.

The remainder of the Amphibious Ready Group, RFA Fort Austin, RFA Sir Tristram and RFA Sir Percivale, remain in the Indian Ocean to support Task Force Jacana. Devonport-based ships HMS Campbeltown and HMS Portland also remain in this part of the world.

HMS PORTLAND INTERCEPTS IRAQI EMBARGO BREAKER



HMS PORTLAND, operating in the Northern Arabian Gulf on the night of Tuesday 28 May 02, successfully intercepted and boarded an Iraqi ship attempting to break the UN embargo on Saddam Hussein's regime.

Only a month after the very successful capture of the MV Vienna on 27 Apr, HMS PORTLAND has once again proved her worth. Responding to tasking, she firstly tracked and subsequently boarded the MV Devo which was found to be carrying 3100 tons of illegal diesel oil.

The boarding by seaboat took place under cover of darkness and the Royal Marine detachment encountered significant passive defences. Hatches and doors had been welded shut and barbed wire on the upper deck hindered access further. Once the ship had been secured PORTLAND's Royal Naval Boarding Party took control and conducted an exhaustive search that revealed incorrect documentation and contraband oil.

PORTLAND's Commanding Officer, Commander Jonathan Handley said:

"The operation took place in difficult circumstances and I am extremely proud of the most professional way in which the boarding parties coped with the situation and the courage they displayed in achieving such a successful conclusion."

HMS ARGYLL SAILS FOR GULF DEPLOYMENT



Devonport based Type 23 frigate HMS Argyll sailed on Tuesday 28 May for a six month deployment to the Arabian Gulf to relieve her sister ship HMS Portland on Armilla Patrol.

Under the terms of the UN Security Council Resolution, the Armilla patrol contributes to international efforts to enforce the trade embargo against Iraq. HMS Argyll will carry out patrols of the area and conduct boarding operations on merchant vessels to ensure that they are carrying legitimate cargos. The ship will also visit Dubai, Bahrain and many other states in the region to foster good relations and carry out exercises with the navies of the Gulf nations.

The ship has been fitted with a new Secure Command and Control System that incorporates Automatic Navigation and Position Tracking Information for Seaboats and Boarding Parties. This system is designed to enhance boarding operations carried out by the Royal Navy and Royal Marines in support of Maritime Interdiction Operations in the Gulf.

HMS Argyll's Commanding Officer, Commander John Kingwell said: "We take great pride in doing an important job representing the UK both in support of the UN and by being a force for good in the world. Argyll is an impressive warship but it is the training and quality of our people that enables the ship to be so versatile, coupled with the high standards of support we receive in our home port and from our friends and families.

Operation Armilla began in 1980 at the beginning of the Iran/Iraq war when British warships operating in the Far East were diverted to the Gulf to ensure the safety of British entitled merchants ships operating in the area. Since then the UK has maintained a permanent naval presence in the Gulf which has varied in level from a single frigate or destroyer during periods of stability, to large Task Groups during times of crisis such as the Gulf War of 1990/91.

KURSK



The "**Pallada**" dock with the NPS "Kursk" (in pic) being towed to its destination. Nuclear-powered submarine "Kursk" has begun its way to the utilization plant "Nerpa". The ship will be disarmed of the rest six rockets and freed of its nuclear fuel. Only then it will be scrapped

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The **Mikhail Rudnitsky** rescue ship arrived on **Thursday** in the area where the Kursk submarine sunk in August, 2000, to take part in a special operation to lift the first compartment of the wrecked Kursk submarine.

MOVEMENTS



After a few days waiting for good weather finally the **ENSCO 85** departed from Verolme Botlek bound for Morecomb bay, the jack up rig was towed on the river by the Anchorhandling tug **OLYMPIC SUPPLIER** and escorted by the **ZEUS**, which connected to the transport after passing the Maascenter buoy. The transport was using 2 Kooren tugs for steering duties.

All pictures : Elizabeth Sinke

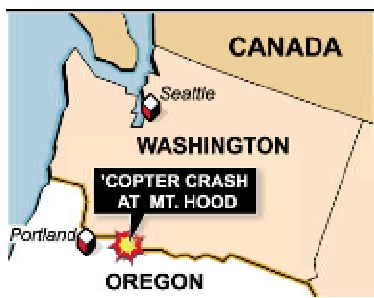


AIRCRAFT / AIRPORT NEWS



The U.S. military's troubled MV-22 'Osprey' helicopter resumed flight testing on May 29, 2002, 17 months after the revolutionary tilt-rotor aircraft were grounded in the wake of two crashes that killed 23 Marines. The Marine Corps said the aircraft made a test flight at the Naval Air Warfare Center at Patuxent River, Maryland.

TV image of a National Guard helicopter crashing during a mission to rescue six survivors of a deadly climbing accident on Mt. Hood in Oregon May 30, 2002. The fate of those aboard the helicopter was not immediately known



RIJNMOND WEATHER

.... TIP OF THE DAY

Door ANE REE



Kort geleden moest de reddingboot uit Hoek van Holland voor een sportvisser varen die zijn spullen van de pier waren afgespoeld waren , en die **STENA boot** de schuld gaf door een te **grote** hekgolf.

Vandaag waren wij aan het proefvaren, en we zagen een visser die niet op de pier stond maar met zijn voeten in het water, dus vragen om ellende, sommige mensen weten volgens ons niet wat de zee doet, dus naar ons oordeel sta je op de pier wat veiliger.

Deze foto is ongemerkt gemaakt en niet in scene gezet.

**Bemanning reddingboot Kapiteins
Hazewinkel – Hoek van Holland**

Met vragen kunt U contact opnemen met **R.Zegers**, PR-Coördinator, tevens bemanning reddingboot "Kapiteins Hazewinkel"

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De Koninklijke Nederlandse Redding Maatschappij wordt uitsluitend door vrijwillige bijdragen in stand gehouden

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>