

DAILY SHIPPING NEWSLETTER 2002 - 017



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Operation Enduring Freedom



Signalman 3rd Class Ryan Watts from Lakewood, CO, communicates with the fast combat support ship **USS Supply (AOE 6)** during an underway replenishment. The **USS George Washington** is on a scheduled six-month deployment conducting missions in support of Operation Enduring Freedom

EVENTS, INCIDENTS & OPERATIONS

SMIT TAMAR



No further details available yet

Photo's : via Hans van der Ster



For the new management contract with the British MOD a few new vessels are ordered from several yards , The **SMIT TAMAR** is a recently converted vessel which is at present based at the UK South Coast.



Navy's escort mission to US ships still on

NEW DELHI: The Navy has despatched another offshore patrol vessel, **INS Sukanya**, to provide "escort" to US and other coalition ships carrying "high value" cargo across the Malacca Straits, one of the major trade routes of the globe which is plagued by piracy.

The Visakhapatnam-based INS Sukanya will replace **INS Sharada** which returned to her home base at Kochi on Monday after three months of "escort duties" for US ships carrying cargo for the ongoing military operations in Afghanistan and other areas.

INS Sukanya will undertake "escort missions" for the next three months. During its deployment, INS Sharada also carried a commando team to meet any contingency, undertook 12 missions plying between Port Blair and Singapore.

Indonesian navy frees ship

An Australian boat captain and his three Indonesian crew detained when weapons were discovered aboard their vessel in Maluku islands last week, have been released.

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An official said today John Kevin and the three Indonesians were released yesterday after Maluku Governor Saleh Latuconsina intervened on their behalf and the crew was able to prove the weapons had been registered with customs officials and sealed in a box.

The men - who were travelling on the MV Alfred Nobel - were detained for questioning last Wednesday. A search party found three rifles and 134 bullets on board.

The men were doing marine research off the Indonesian province of Maluku.

The crew insisted the guns and ammunition were intended for self-defence, since the captain had already been robbed in Indonesian waters.

The Maluku islands, 2600kms east of Jakarta, have been wracked by violence between Muslims and Christians since 1999.

Nearly 9000 people have been killed and hundreds of thousands more have been left homeless.

FWZ: er zijn kapiteins genoeg

DEN HAAG - Het is volgens de vakbond van zeevarenden FWZ niet nodig om niet-Europese kapiteins op Nederlandse schepen toe te laten. Het kabinet wil dat wel, maar de argumenten daarvoor kloppen niet.

Dé reden waarom demissionair minister Netelenbos van Verkeer en Waterstaat de deur open wil zetten voor niet-Europese kapiteins, is een dreigend tekort aan kapiteins uit Nederland en de Europese Unie. Dat klopt niet, schrijft de FWZ in een brief aan de Tweede Kamer.

De vakbond van zeevarenden haalt cijfers van Verkeer en Waterstaat aan om dit te bewijzen. Begin dit jaar waren er ongeveer 1600 kapiteins en 5000 officieren van Nederlandse nationaliteit. Dat is voldoende, stelt de FWZ, om alle schepen onder Nederlandse vlag van een kapitein te voorzien.

De FWZ onderkent dat individuele rederijen in de problemen kunnen komen, maar ook dat moet op te lossen zijn. Volgens de vakbond is er binnen het korps van 5000 Nederlandse officieren genoeg kwaliteit aanwezig om een groot aantal jaren aan de vraag naar kapiteins te voldoen.

Als een scheepvaartbedrijf toch geen geschikte gezagvoerder vindt, dan kan er al vrijstelling worden gevraagd voor een kapitein uit een ander land van de Europese Unie. Alleen, weet de FWZ, rederijen doen dat niet graag. Europese kapiteins zijn 30 tot 40 procent duurder dan Nederlandse. Zij vallen niet onder het gunstige belastingregime voor zeevarenden. Dat moet dan eerst veranderen, oordeelt de vakbond.

Op basis van deze analyse concludeert de FWZ dat het toelaten van niet-Europese kapiteins op Nederlandse schepen niet is ingegeven door de situatie op de arbeidsmarkt, maar door economische motieven. Niet-Europese kapiteins zijn gewoon goedkoper, omdat zij niet onder de Nederlandse loon- en arbeidsvoorwaarden vallen.

Veiligheid

De FWZ maakt zich zorgen over de werkgelegenheid voor Nederlandse zeevarenden, maar dat niet alleen. De vakbond vreest ook dat de veiligheid van Nederlandse schepen onder druk komt te staan.

Niet-Europese zeelui moeten aan strenge eisen voldoen. Praktijkervaringen met niet-Europese officieren op Nederlandse schepen wijzen echter al uit dat zij `vaak niet over de gewenste vakbekwaamheid` beschikken. Mocht de wetswijziging toch doorgaan, dan moet een onafhankelijk bureau de ervaringen met niet-Europese kapiteins nauwgezet volgen, vindt de FWZ.

In de oude Tweede Kamer had een meerderheid wel oren naar het voorstel van Netelenbos. Volgende weken kan de nieuwe Tweede Kamer schriftelijk op de wetswijziging reageren. De FWZ maakt zich niet al te veel illusies en komt alvast met minder vergaande alternatieven. Zij stelt voor geen algemene vrijstelling te geven voor niet-Europese kapiteins, maar een ontheffingsregeling te maken zoals die al

geldt voor Europese kapiteins. Dat moet een vrije instroom van niet-Europese gezagvoerders voorkomen

Tewaterlating is voorbij voor je er erg in hebt



Foto: Dennis Beek ©

HOOGEZAND - Een man van middelbare leeftijd fietst het terrein op van Bodewes Scheepswerven in Hoogezand. Het is een paar minuten over half twaalf. "Ik ben nog net op tijd", hoor je hem denken. Immers om half twaalf wordt, zoals is aangekondigd, het schip **Scan Leader** - lengte 118,55 meter, breedte 15,20 meter en een holte van 8,45 meter - te water gelaten.

Wat deze man waarschijnlijk niet weet is dat een tewaterlating voorbij is voor je er erg in hebt. Zo is het nu ook. De tienjarige dochter van de nieuwe eigenaar, afkomstig uit Rusland, gooit de champagnefles stuk tegen het schip. Ze gaat als jongste 'doper' ooit de geschiedenisboeken in. Een paar tellen later ligt het schip al in het diep.

De honderden nieuwsgierigen kijken nog eens naar het schip dat door de reder gebruikt wordt voor de wereldwijde vaart. Fototoestellen en videocamera's worden opgeborgen. Vrijwel iedereen - personeel en genodigden uitgezonderd - verlaat het terrein. Op zoek naar zijn fiets of auto. De ietwat te laat gearriveerde fietser keert zijn fiets en keert huiswaarts. De volgende keer zal ie eerder van huis gaan. Zeker weten.

CASUALTY REPORTING

Montevideo hit by tug sinking

MAJOR shipping remains idle in and near the port of Montevideo, Uruguay following the sinking of a tug on July 15, which claimed the life of one of its three crewmen. A local agent told Fairplay the **Fritjhof**, operated by local company Remolcadores y Lanchas (Reyla), sank after a tow line apparently tangled while handling the Argentine dry bulk carrier Canal Beagle. Eyewitnesses have given conflicting accounts as to what happened to the tow line and whether the Argentine vessel, one of eight ships operated by Buenos Aires-based Comando Transportes Navales, made contact with the tug. Only two of the crew could be rescued before the vessel, operating in tandem with another tug, sank at about 1500 hrs local time in the channel just 150 m from the port's main container facility, blocking passage to all but local and Buquebus ferry traffic. The agent says several large ships are at berth outside Montevideo awaiting the port's reopening. Uruguay's Naval General Command has begun an investigation into the incident while salvage crews try to raise and remove the Fritjhof from the channel.

GUDRUN GISLADOTTIR



Referring to the newsletter of June 20th about the grounding and sinking of the Purse Seiner Trawler **GUDRUN GISLADOTTIR** near the coast of the Lofoten, herewith some pictures of the vessel just made after the grounding and whilst the vessel was sinking.

Photo's received from the newsletter contributor **Jack van der Valk**.

The vessel was the first European trawler which was completely build in China and came into service September 2001, the value of the vessel is about 200 million Norwegian Kroner.

At the moment the vessel hit the rocks and sank about 24 hours later after being pulled of the rocks the vessel was loaded with 800 tons fresh herring and about 300 tons of fuel



SHIPYARD NEWS

Nassco to build 3rd supply ship valued at \$290 million

National Steel and Shipbuilding said Tuesday the U.S. Navy triggered a \$290 million option for the construction of a third T-AKE, a new class of forward deployed supply ships.

Nassco, as the San Diego-based shipbuilder is commonly called, was awarded a \$709 million contract to build two T-AKE ships in October. The contract includes options for 10 additional ships and has a total value of \$3.7 billion over six years.

Tuesday's announcement is the contract's first option and allows Nassco to retain 3,000 employees throughout construction, now scheduled to end in 2006.

The T-AKE is a class of logistic ships designed to support a deployed military force. A single ship can transport 7,000 tons of ammunition, fuel, spare parts and other supplies.

The new class replaces the T-AE ammunition ships and the T-AFS combat storage ships, both developed in the 1960s.

Nassco was "pleased" the Navy continued its support of the T-AKE program, said company President Richard Vortmann.

Nassco had faced stiff competition for the funds given the current federal deficit and other military needs for the war on terrorism.

Congressman Duncan Hunter, R-El Cajon, a member of the House Armed Services Committee, who lobbied for Nassco to win the original contract, said San Diego and the military would benefit from the T-AKE support vessels.

"This is an area which is vitally needed by America's expeditionary forces while, at the same time, providing jobs for thousands of San Diego families," Hunter said.

Rep. Duke Cunningham, R-Escondido, who is on the Defense Appropriations Committee, said the supply vessel would help the war on terrorism.

"Every time we go to war we have problems with logistics support and this helps us with national readiness," he said.

The option award was also a relief to Cunningham and Nassco, who had both feared funds would not be available for a third T-AKE.

Cunningham said there was a tough battle to get the option triggered.

"When you're looking at a budget with shortfalls -- the Defense Committee is \$250 million in the hole - - and when we're trying to put money in different accounts ... everybody wants to raid it," he said.

Still, Nassco had recently proven it was the right shipbuilder for the program.

The company expects to complete construction of eight sea-lift ships in September. All ships will come in under budget and ahead of schedule, Vortmann said Tuesday.

The first T-AKE is scheduled for delivery in second-quarter 2005. Although the ship is still in development, Nassco anticipates starting construction later this quarter.

"This is a particularly important vessel because they maintain the supply line," said Nassco Vice President Jim Scott. "It allows the fleet to maintain its operations at sea for an extended period of time."

"Without these ships, the ability of our fighting Navy force would be compromised," he said.

Each ship will be longer than two football fields -- 689 feet -- with a range of 14,000 nautical miles.

All work will be performed in San Diego, according to the Department of Defense

Hyundai HI will accept euros

OWNERS ordering newbuildings at Hyundai Heavy Industries will in future be able to strike contracts in euros, the South Korean shipbuilding giant has announced, after a recent sharp appreciation of the Korean currency. HHI said it had many European ship owners on its books and new orders for the North Sea, the Med and West Africa had increased recently. Today the Korean won is hovering around

W1,174.6 to the dollar, a record low this year. The Ulsan-based builder said hedging including options as a mechanism to deal with currency fluctuations is far more risky than cost competitiveness. To this end, HHI will enhance its R&D and design capability by developing links with Hyundai Mipo and Samho Heavy Industries. The company will continue to seek ways to increase productivity and reduce costs

Alstom may sell shipbuilding business

France's Alstom has hinted on the possibility of selling its shipbuilding business in a restructuring move to reverse its weak financial performance in previous fiscal year.

The group recently sank to its first loss in seven years, partly through the adverse effect of its financing of Cruise ships for US owner Renaissance, which filed for Chapter 11 protection last September.

ROUTE, PORTS & SERVICES

Luxury liner cruises into Orkney



The cheapest apartments sold for £1.5m

The super-rich residents of one of the world's most luxurious cruise liners have dropped anchor in Orkney.

The World, with her millionaire residents on board, stopped off at Kirkwall Harbour on her way to the British Open Golf Championship at Muirfield.

The unusual vessel, described as the ultimate mobile home, contains apartments which people have bought and can live in all year round.

The £189m ship was delivered to operators ResidenSea from a Norwegian shipyard in March.

Its current voyage has called at some of Norway's most intriguing cities, including Bergen, Alesund and Trondheim.

It will sail from Orkney to Leith in time for the Open Golf Championship at Muirfield, in East Lothian, on Thursday.

About 40 of the residents disembarked for a four-hour trip round the islands, which boast more than 1,000 prehistoric sites.

Highlights included a visit the 5,000-year-old stone huts at Skara Brae, one of the most important prehistoric sites in Europe.

Residents of the 644ft The World, which weighs 43,000 tonnes, paid between £1.4m and £4.8m for apartments complete with a private veranda and spa pool.

Vacation spots



The ship has its own golf course

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Operators say The World offers the comfort and privacy of a luxury vacation home, the personal service of a world-class resort and the mobility of a grand ocean liner.

One resident of the liner said: "It is a pleasure to visit the smaller gems around the world. The places outside the big, big, cosmopolitan cities."

Another said: "We don't go to just the ordinary tourist places and the ordinary vacation spots, because we are not on vacation."

Orkney Tourist officials said the ship's residents had been made very welcome during their eight-hour stopover.

Captain Bob Slater, former director of Orkney's Harbours, said a marketing drive had begun to boost Orkney's profile.

Speaking on BBC Radio's Good Morning Scotland programme he said it had been pitched as an ideal cruise destination and it seemed to be paying off.

"We followed up by sending Orkney brochures and the Highlands Park, and just highlighted what Orkney had to offer cruise liners," he said.

"A number of cruise liners now come into the ports of Scotland and thousands of passengers come ashore and are spending money and going to see various sites.

"Once they have been to Orkney they may decide to come back for a week or two weeks instead of just a day's visit."

Last year Orkney attracted 64 cruise liners, a record that seems set to be broken with 67 expected this year.

PSA silent on reported Hanjin deal

SINGAPORE container terminal operator PSA Corp declined to comment today on reports that it has signed a ten-year agreement with Hanjin Shipping. Singapore's Business Times quoted sources as saying that Hanjin had agreed to keep its transshipment business in Singapore for ten more years. However, PSA Corp told Fairplay it does not comment on confidential agreements with customers. Hanjin officials were unavailable for comment, but senior vice president TH Lee told Fairplay last month that Singapore's geographic advantage plays an important role as Hanjin's hub port for the region and hoped to "continue strengthening our relations with PSA". Retaining Hanjin is crucial for Singapore following the loss of Maersk and Evergreen Marine to neighbouring Tanjung Pelepas in Malaysia as the South Korean line commands 1M TEU per year. In June prime minister Goh Chok Tong unveiled a flexible policy towards rates and long-term leasing of berths to container lines using PSA terminals.

Operator allowed to drop pilotage

A COURT in Genoa has accepted a request by ro-ro and container vessel operator Ignazio Messina Lines that it should not have to take a pilot at the port's Ronco terminal. The verdict held that the local pilotage service, although legitimately regarded as compulsory by Genoa's coast guard on safety grounds, must be clearly justified. Otherwise, the court said, the owner could lose out to competitors that chose to use ports where pilotage was not compulsory. "Since there is no justification for pilotage in the case of the claimant, Messina can dispense with the service," it concluded. Messina, which handles about 300,000 TEU a year at the Ronco terminal, was granted the dispensation because its vessels are fitted with all necessary navigational equipment to ensure safe port access. The court stressed that its finding applied only to Messina and did not apply to other lines.

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CMA CGM (France) ordered five(3+2) 5,670 TEU Post Panamax Container ships from Samsung Heavy Industries (Korea), at worth of US\$ 48mill/ship.

Phoenix Reederei (Germany) ordered four 9,000 DWT multi-purpose vessels from Jiangdon Shipyard (China), at worth of approx.US\$ 11mill/ship.

Hanjin strengthens China-America Express

HANJIN Shipping's vessel, the Hanjin Osaka arrived in Ningbo on July 11 and Pusan on July 16, launching Hanjin's improved China-America Express (CAX) service that has added Ningbo and Portland to its port rotation.

<%-5> In 1996, Hanjin Shipping established a direct China-America service, and today's China-America Express (CAX) route has a fleet of five 4,300-TEU vessels employed on the service. CAX's former port calling at Xingang has been replaced by Ningbo, and, by calling also at Shanghai, Hanjin said it will strengthen its service to China's economic centre at the mouth of the Yangtze River. Xingang to US cargo will now be continuously handled through various dedicated feeder services.

In the northwest of the US, Portland has been added to the rotation in order to help reduce inland transportation costs to shippers of the northwest who presently use Seattle. The new calling port rotation for CAX is: Ningbo (Thur/Fri), Shanghai (Sat/Sun), Kwangyang (Mon/Tue), Pusan (Tue/Wed), Long Beach (Fri/Mon), Oakland (Tue/Tue), Portland (Thur/Thur), Tokyo (Sun/Sun), Kwangyang (Tue/Wed) and Ningbo (Thur/Fri).

MOVEMENTS TOISA PROTEUS



Top : The **TOISA PROTEUS** passing Maassluis – Photo : Jaap van der Meeberg ©

The **TOISA PROTEUS** departed Wednesday from the builders yard Van der Giessen-De Noord to the Europort for trials.

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Two other nice shots of the new **TOISA PROTEUS** by **AAD HORIAN** ©



HAVILA CAPTAIN



The **HAVILA CAPTAIN** arrived at the river with a Jack-Up rig , which was taken over by some harbour tugs of Kooren. – **Photo's : AAD HORIAN**



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>



VISSERIJFEESTEN 2002



**10 en 11
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BRESKENS

