

## DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 02-04-2002



**Operation  
Enduring Freedom**

## EVENTS, INCIDENTS & OPERATIONS

### Cops discover 31 illegals in boat's compartment

PORT KLANG: In their quest for greener pastures, illegal Indonesian immigrants are now so desperate that they are willing to be kept in an enclosed compartment at the base of a boat for 24 hours to evade Malaysian authorities.

However, 31 of them were "detected" when marine police removed a stack of timber from a pump boat and found the illegals, including three women, cramped at the bottom of the boat.

Police also detained the boatman, identified only as Ismail, aged 53, and three crew members near Northport here at about 5am.

Marine Police Acting Area Commander Asst Supt Zulkafli Sariaat said a marine police patrol boat led by Corporal Muhd Nasir Umar stumbled upon the pump boat as it was about to land near a swampy area at Northport.

"The deck of the boat was filled with timber. When the officers removed the timber and broke open a wooden compartment which was nailed from the top, we found the immigrants crammed into a small area," he said.

ASP Zulkafli said the immigrants, aged between 17 and 55, were detained under Section 6 (3) of the Immigration Act 1957 for not having valid travel documents.

"The boatman and his three crew members would be charged under Section 55(A) of the same Act," he added.

He said initial investigations revealed that the captured immigrants were from Java and they departed Tanjung Balai, Sumatra on Friday.

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Since January this year, a total of 663 illegal Indonesian immigrants had been detained. A total of 14 boatmen and 23 crew members were also detained.

### Gevonden explosieven op zee onschadelijk gemaakt

De Duik- en Demontegroep (DDG) van de marine heeft zondagmiddag (31 maart) rond 13.00 uur voor de kust van Vlieland 69 granaten opgeruimd. De melding over de op bij laag water op het strand gevonden explosieven was vrijdagavond al binnengekomen. Het strand werd afgezet en zaterdagmorgen vroeg is DDG uitgerukt om de granaten te inspecteren. Het bleek dat de conditie zo slecht was dat ze binnen 24 uur onschadelijk gemaakt moesten worden. De Hydra, een duikvaartuig van de marine dat inmiddels ook ter plaatse was, heeft de explosieven aan boord genomen. Zondagmiddag werden ze op zee met behulp van een springlading onschadelijk gemaakt.

Bij inspectie door de Duik- en Demontegroep bleken de granaten al in verregaande staat van ontbinding en grotendeels aan elkaar gekoekt. Daardoor was ook niet goed te zien van welke makelij de granaten, van elk 7,5 centimeter lengte, waren. Maar aangenomen wordt dat ze uit de Tweede Wereldoorlog afkomstig waren en van Duitse makelij. Nadat een stuk van 150 meter strand links en rechts van de vindplaats was afgezet heeft de DDG de granaten verzameld en aan boord van de Hydra gebracht. Met dit werkschip van de Mijndienst zijn de explosieven naar zee gebracht en daar vanmiddag onschadelijk gemaakt door er een springlading aan te bevestigen en die tot ontploffing te brengen.

## CASUALTY REPORTING



The 2,847-ton Belize cargo ship **AIGE**, with a crew of 18, sinks in the Sea of Japan off Shimane Prefecture's Oki Island on March 31 after colliding with the 78-ton fishing boat No. 3 Koshi Maru, with eight crew members aboard. The cargo ship sank but no one from either vessel was injured.

## SHIPYARD NEWS

### Dubai dry dock deaths reach 26

TWENTY-SIX workers were killed and three are still missing, also feared dead, after a wall of water flooded into a giant dry dock in the Gulf emirate of Dubai, the official news agency WAM said.

Four more bodies were fished out since a toll given yesterday by Dubai DryDocks of 22 dead and seven missing.

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Neither police nor the company have given the nationalities of the victims of Wednesday's accident, but most of the workforce are Asians, mainly Indians, Filipinos, Bangladeshis and Sri Lankans.

Dubai DryDocks has said the reason for the accident was still under investigation by police and the safety department of the Drydocks, one of the largest facilities in the world for ship repairs.

The company employs around 3,500 workers and lays claim to being the premier ship repair yard between Europe and the Far East.

## £2.5bn Royal Navy contract could see creation of 1,000 Scots jobs



MORE than 1,000 jobs could be created in the north of Scotland under plans being drawn up by French defence contractor Thales to build the new £2.5 billion Royal Navy aircraft carrier fleet at Nigg.

Thales, which is battling with BAE Systems to land the

lucrative contract, has received a proposal from one of its partners, Devonport Management Limited (DML), which would see the new vessels assembled at the Nigg yard, near Dingwall in Easter Ross.

News of the potential boost came as a new report by recruitment firm Manpower revealed Scotland is set to become one of the UK's employment hot spots in the next three months.

Currently only being used for minor oil rig repair and maintenance work, Nigg Bay is one of the few yards in the UK which is actually big enough to accommodate aircraft carriers.

DML's proposals would see parts of the new vessels built at various locations across the UK, then brought to Nigg where they would be assembled and fitted with basic controls.

DML, which owns and operates the Devonport Royal Dockyard in Plymouth, would then take the ships to its own yard where the main fitting work and final sea trials would take place.

A spokesman for DML said the plan was "certainly one of the options to actually produce a viable, credible build strategy" which is being looked at by Thales.

The Nigg yard currently only employs around 150 people, but this number will soar in two to three

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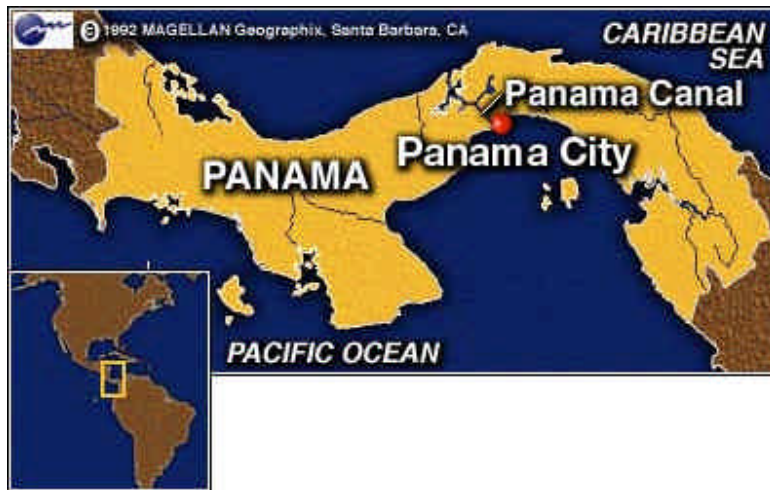
years' time should the plans come to fruition.

But a spokesman for BAE Systems said the project would bring work to Scottish shipyards regardless of which firm won the contract.

Manpower's report into recruitment reveals that the number of Scottish companies planning to take on more staff in the next three months is 22 per cent higher than the number planning to cut back.

## ROUTE, PORTS & SERVICES

### Panama wants a bigger canal for bigger ships



Creeping between the jungle and crowds of eager tourists, the oil tanker slides along a ribbon of murky water in the Panama Canal.

Taut chains running from the ship's hull to nearby locomotives hold the massive tanker steady as its scuffed metal sides pass only inches from the lock's own scraped walls. A strong gust of wind, and the ship carrying crude from the Caribbean to El Salvador would screech along the lock's

worn walls.

Because 10 percent of the world's ships are unable to pass through the narrow waterway, the canal - hoping to remain one of the fastest and easiest shipping routes between the Pacific and Atlantic oceans - is undergoing its biggest expansion since workers carved the 50-mile watery path through Panama's mountains.

The project, which includes plans for the world's biggest lock, will drastically alter the country's landscape, turning jungle communities into lakes and forcing thousands from their homes.

"If we want to maintain Panama as a route of preference, we have to look at expanding the canal," Canal Administrator Alberto Aleman Zubieta said. "We have to adjust the canal to the dimensions that the industry has already decided on."

#### Water problem

The canal has agreed to pay a Belgian-French consortium \$1.6 million to design for a third set of locks that would be nearly twice as wide, 40 percent longer and 25 percent deeper than current locks, allowing giant ships that haven't even been designed yet to pass through the canal.

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Still, the biggest challenge might not be designing the locks - but finding the water that will allow them to operate.

The canal functions the same way it has since it opened 87 years ago: By gravity.

Ships are lifted into and lowered from a series of lakes and canals by locks that fill and empty with water. Each operation uses 55 million gallons of water that is spilled - and never recovered - from the freshwater Gatun Lake above.

A new set of locks would require more water than Gatun Lake can provide.

Engineers are studying the possibility of recycling water and building a second man-made lake farther up in the mountains, draining the extra water down to Gatun through giant pipes or a river.



Along the banks of Gatun Lake, far from the Panama Canal's cargo ships and yacht traffic, residents use the water as their road, paddling from home to home or to the nearest store on dugout canoes.

"They talk about development, but what kind of development is it to flood everything?" said Marco Sanchez, who is trying to organize farmers to fight for their land.

Many have lived along the lake for several generations, moving to higher ground after their ancestors' homes were flooded to build the canal.

The majority were never compensated, and now residents are facing losing their land again.

Aleman Zubieta said residents will be compensated, but Valeria Martinez is skeptical.

She's already saving the \$60 she will need to build another one-room hut on higher ground for her two children and four grandkids - not easy on \$50 a month.

"The boats have to pass," she said. "I can't do anything about it."

The canal is business

Since taking control of the canal from the United States in 1999, Panama has run the waterway like a for-profit business rather than a nonprofit government entity.

It has focused on cutting costs and modernizing, recently finishing a project to replace the mechanical systems that used to open the locks' gates with hydraulic technology.

Many U.S. conservatives feared Panama would mismanage the canal.

But Aleman Zubieta notes that it has finished several expansion and modernization projects years ahead of schedule, including a \$300 million project that widened an 8-mile stretch called the Culebra Cut and boosted the canal's traffic potential by 20 percent.

Officials also have begun a \$190 million, seven-year project to deepen Gatun Lake, digging a three-foot-deep path along the lake bottom that follows the canal's shipping route. The expansion will allow the lake to store more water and let ships carry more cargo.



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The projects are aimed at ensuring that ever-growing grain and oil tankers, two of the canal's top customers, continue to use the narrow waterway.

Between 1998 and 2000, the number of Panamax ships crossing the canal increased by 5 percent to 35.4 percent of canal traffic. Panamax are the largest ships that can pass through the canal, and officials expect the number of these vessels to continue to grow, along with the number of ships that are too big for the canal.

Pushed by a growing world economy, the shipping industry is building larger ships.

Sometimes the Panamax vessels, which are more than 100 feet wide, clog the canal and create days-long waits that discourage smaller ships from using the waterway, said Basil Brentwood, a logistics director for New York-based Cargo International Logistics Inc.

"It's a panic there sometimes," he said.

Although his company doesn't use Panamax ships, which are generally reserved for big bulk carriers like oil tankers, it ships 15 percent of its business through the canal. Most of its containers move by train across the United States because it is faster. But that could change if the canal expands, reducing the average 22-hour wait to enter the locks.



The United States, which finished construction of the canal in 1914, started to build a third set of locks in 1939 but was forced to abandon the project because of World War II.

For now, large ships must simply make do, carefully sliding through the canal's narrow passages.

Standing on deck as his oil tanker slowly sinks into the Pacific Ocean, Capt. Barend Krum smiles as tour guide Ana Yansi Scott rattles off facts about the canal only a few feet away on land.

## NEW NAMES



Two Havendienst patrol vessels under their new names, the **HAVENDIENST 18** is now named **RPA 15** and the **HAVENDIENST 19** is now named **RPA 14**, on the picture below, the **HAVENDIENST 27** which is now named **RPA 30**.

**Photo's : Piet Sinke**

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## MOVEMENTS

### GOLFO DE SIAM

Dirk van der Toorn visited the **GOLFO DE SIAM** in Valencia for on-hire survey and made this 2 pictures of the former **BIEHL TRADER** and later **SMIT LLOYD 118** before she was sold to Groupe Boluda in Spain and renamed **GOLFO DE SIAM**



## **CASTORO SEI**

The **Castoro Sei** passed Monday morning Hoek van Holland bound for the Europoort

Photos : [Piet Sinke](#)



The **CASTORO SEI** was towed by the **Fairplay 24 – Smit Rhone – Texelbank** and the **Banjaardsbank**

## **LADY LAURA**



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The **Lady Laura** arrived on the Nieuwe Waterweg Monday morning around 11:00 hrs  
Photo : Piet Sinke

## HAVILA CAPTAIN



The **Havila Captain** arrived on the Nieuwe Waterweg to collect the rig Ensco 100 from Verolme together with the **ATREK**, ETD Monday 18:00 hrs

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# AIRCRAFT / AIRPORT NEWS



G-CVYG First arrival of a Thomas Cook A320 at Oostende March 29<sup>th</sup> . Photo : Sven de Bevere

## RIJNMOND WEATHER

### dinsdag 2 april

9 uur 's ochtends:  
temperatuur: 10 graden  
kans op neerslag: 5%  
wind: matig (14 km/u) uit ZO

5 uur 's middags:  
temperatuur: 18 graden  
kans op neerslag: 5%  
wind: matig (22 km/u) uit ZO

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>