

DAILY SHIPPING NEWSLETTER 2002 - 020



Number 020 ****DAILY SHIPPING NEWSLETTER*** Friday 26-07-2002



EVENTS, INCIDENTS & OPERATIONS

Most Filipino seafarers certified

THE Philippines has assured the international shipping community that the majority of Filipino seafarers working on international commercial vessels have been issued the certificates required by the STCW (Standards of Training, Certification and Watchkeeping) 1995 convention.

The assurance was given by Secretary of Labour Patricia Sto. Tomas to allay fears by foreign shipowners that the Philippines will not be able to meet the Aug 1, 2002 deadline imposed by the International Maritime Organisation (IMO) for the full implementation of the convention.

Secretary Sto. Tomas, who is also the chairman of the Maritime Training Council, the state agency responsible for the country's compliance with the STCW '95 convention, said that as of July 15, 2002, the Council had certified 160,000 seafarers on active service and another 4,000 new entrant seafarers. The figure represents about 75 per cent of the total seafarers in the active service.

Secretary Sto. Tomas reported that the remaining 25 per cent are now in the process of completing their revalidation requirements prior to eventual embarkation.

The Philippines, with 210,000 seafarers manning international trading vessels, is the world's largest supplier of crew. One possible consequence of a delay in the issuance of STCW certificates to Filipino seafarers is the detention by port state control authorities of ships manned by Filipino crews. With most international vessels crewed by Filipinos, such a scenario would have serious consequences for both international shipping and trade.

SHIPYARD NEWS

Jurong Shipyard eyes higher value shipbuilding

(SINGAPORE) Jurong Shipyard made a step towards carving a new niche in the higher value shipbuilding business with the completion of a \$67 million cables ship.

The SembCorp Marine subsidiary designed and built the 9,650 dwt Asean Explorer together with its owner ACPL Marine Pte Ltd (AMPL).

AMPL is a 70:30 joint venture between Asean Cables ship (ACPL) and SingTel. A joint venture of the Asean telecommunications authorities set up in 1986, Asean Cables ship is one of the leading companies in the submarine telecommunications fiber optic cable industry. It undertakes the repair, maintenance and installation of submarine cables in South-east Asia and Indian Ocean regions.

Touching on the present weak overall telecommunications market, ACPL's chief executive officer Siew Ying Oak said: 'There continues to be demand for the services of cable ships, especially for the efficient maintenance of submarine cable networks in the region. And we expect that, after the current industry consolidation, demand for installation works will increase with the construction of new cable systems to meet future demand for bandwidth.'

Following its christening here, the Asean Explorer is headed for the Philippines for its first fibre optic submarine cable laying project due to begin in September.

The Jurong Shipyard job involved building a vessel capable of withstanding all service conditions and prolonged periods of worldwide operation with the exception of the Arctic and Antarctic.

Jurong Shipyard is eyeing the higher value shipbuilding market having established itself as a builder of product/chemical tankers and container vessels.

Major contracts in the pipeline

THERE was confirmation this week that Japan's yards are forging ahead, securing orders and extending backlogs, while rival South Korean yards are struggling to win contracts.

Today's new orders list bears out that trend, with no Korean orders being reported. That situation won't last of course. The Korean yards are getting hungry and have every intention of filling their building berths.

One interesting order this week is for a 52,000 dwt bulk carrier for the Philippine yard Tsuneishi Cebu from Norway's Ugland. The order is for the latest in a long series of standard bulkers and the yard now has about 12 such vessels in hand with the Ugland vessel extending the backlog into 2005.

There have been quite a few announcements recently about pending newbuilding deals, ones that have still not been finally signed off but look reasonably certain.

One of these ties in with the comments concerning Korean yards. Major German shipping company Hamburg Sud says it plans to order six 3,800 TEU (twenty equivalent unit) container vessels within the

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next 12 months, for entry into service in 2005.

Samsung has already built six similar ships for Hamburg Sud and it seems likely that the South Korean yard will get the order for the next batch. Right now is a very difficult time for the container lines and the planned ships represent a lot of lifting capacity. It seems, though, that the line is confident that the container trade will recover quite soon.

This week's list features one cruise ferry order, at Aker Finnyards from Birka Line worth some US\$129 million. Another Finnish shipbuilder looks set to build an even more expensive cruise ferry.

Norway's Color Line has signed a letter of intent with Kvaerner Masa-Yards for a 73,500 gt ship, with a price tag of US\$300 million, for delivery in 2004. The deal is subject to financing but is expected to be confirmed by mid-October.

Given the slowdown in the general cruise market, and the understandable reluctance of most cruise lines to order new tonnage at present, this was an important prize for the Finnish shipbuilder which has for several years built few vessels other than cruise ships and ferries.

It is understood that Germany's **Meyer Werft** was a strong contender for this newbuilding, which is being ordered to replace a 21-year-old vessel that runs between Norway and Germany.

Another part of the once far flung Kvaerner yard empire was until a few months ago engaged in a bid to build up to four innovative high speed container ships. However, Kvaerner Philadelphia, it appears, has dropped out of the Fastship project to build four 40 knot ships for the Atlantic trade.

It now appears that Fastship is now looking to build two vessels at **National Steel and Shipbuilding** at San Diego and another two at **Spain's Izar**. The reasons for building two units in the US and two abroad are complex and apparently to do with the politics of obtaining subsidies from the US government.

But if the project does become reality, Fastship will have confounded many in the industry who believe the ships, first mooted over a decade ago, will never be built. Of course, if these greyhounds do start careering across the Atlantic at 40 knots, there is still the little matter of making the service pay. We shall see.

ROUTE, PORTS & SERVICES

OTAL, Delmas go to town with vessel names

IN adhering to its tradition of naming vessels after prominent West African towns, OT Africa Line has christened one of the two new 400-TEU vessels it is employing on its newly created North African feeder service after the home town of the Gambian President, His Excellency Alhaji Dr Yahya AJJ Jammeh, Kanilai. OTAL's sister company Delmas has christened the other vessel Delmas Casablanca.

Built in 1997 and registered under the German flag, Kanilai is capable of loading 230 TEU (at 14 tonnes each) and is fitted with 40 electrical points to accommodate 20-foot and 40-foot refrigerated containers.

The vessel is 100 metres long, has a breadth of 17 metres and a depth of 9.25 metres. It has a deadweight of 6,366 tonnes, a gross tonnage of 4,320 tonnes and a net tonnage of 2,260 tonnes.

The Kanilai also has two cranes on board which each have a 35 tonne lift capacity. When working together, the cranes can offer a lift capacity of 70 tonnes at an 18 metre outreach or 50 tonnes with a 24 metre outreach.

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Consequently, they are able to transport heavy and otherwise awkward loads as well as containers and general cargo.

Both vessels, the Kanilai and the Delmas Casablanca, will be used on the North African feeder service.

Introduced in June this year following a major service restructure, the service provides a weekly rotation between Dakar, Banjul, Nouakchott and Casablanca. The two feeder vessels will prioritise their rotation to meet OTAL's weekly Hebdo service in Dakar.

Twijfels over miljoenen voor containerhaven

ALKMAAR - De Europese commissie stelt een onderzoek in de naar wijze waarop de provincie Noord-Holland 5 miljoen euro subsidie heeft toegezegd aan de huisvuilcentrale in Alkmaar (hvc). De vuilverbrander had het geld nodig voor de realisatie van een containerhaven.

Het beloofde geld vormt circa zeventig procent van de aanlegkosten, maar is nog niet uitgekeerd. Via de in april vorig jaar door minister Jorritsma geopende haven, wordt onder meer al het te verbranden afval uit de provincie Flevoland aangevoerd. Dat is goed voor het milieu, zo wordt geredeneerd. Want schepen veroorzaken minder broeikasgas dan vuilniswagens.

In Brussel vinden ze dat op zichzelf een goede redenering, maar vraagt men zich af of er ten behoeve van de haven wel gewerkt is volgens de Europese aanbestedingsregels. Eerder werden daar vragen over geplaatst in provinciale staten.

Mede naar aanleiding van die laatste vragen is de kwestie in december vorig jaar op eigen initiatief van Noord-Holland voorgelegd aan de Europese Commissie. Volgens provincie-woordvoerder K. van Rijn is er niks onoirbaars gebeurd. „Hangende het antwoord uit Brussel hebben we nog geen cent subsidie uitgekeerd. Het is voor de hvc uitermate vervelend dat het zo lang duurt, voor Brussel uitsluitel geeft."

De Europese Commissie vindt de gang van zaken echter dermate onduidelijk dat eerst een officieel onderzoek wordt ingesteld. Onderzocht wordt of de 5 miljoen euro subsidie, afkomstig uit het provinciale investeringsfonds (FINH) en het provinciale afvalstoffenfonds (PAF), wel nodig waren.

De Europese Commissie betwijfelt het nut. Ook wordt onderzocht of er door de provinciale subsidieverlening concurrentievervalsing is gepleegd. Directeur Nieuwendijk van de hvc bevestigt dat de provincie de toegezegde subsidie nog niet heeft verleend. „Ook al staat het zwart op wit. We hebben het geld geleend, en lijden nu elke maand die het langer duurt renteverlies."

Nieuwendijk heeft destijds de provincie ontraden de Europese Commissie in te schakelen. „Je moet geen slapende honden wakker maken. Nu krijgen ze waar ze om hebben gevraagd. Desondanks rekenen we er op dat ze zich aan Brussel weten te ontworstelen, en de beloofde subsidie alsnog toekennen."

ALBA BUNDLE LAUNCHED SINCLAIRS BAY - SCHOTLAND

Photo / Text : Maarten Raemakers – Aberdeen



Subsea 7's on-and offshore team launched the Alba bundle safely and successfully into Sinclairs bay, North of Wick, on Tuesday 23rd.

The bundle is 4050m long, has a carrier diameter of 1040 mm and contains 2 off 10" production lines and an 8" test line. The production and test lines are contained within an insulated sleeve pipe. Other bundle components are control and injection tubing.

This success was achieved by teamwork work and proper preparation for the launch. The site workforce and project engineers worked tirelessly to ensure that all activities and tasks were covered and that checklists were rigorously managed and maintained. This attention to detail assured that unplanned stops were almost nil. Well done to site crew, support personnel, project team, office and admin and the canteen team who provided good hot food through out the day.

The launch was completed using **Nordica**, **Fennica** and **Botnica** - a first for Subsea 7 using all in house vessels! Vessels and the crew performed very well during the launch operations. After completion of the tow preparations the bundle is towed to the Alba Field using the Controlled Depth Tow Method and subsequently installed and tied in to the Alba Platform and the Alba X-Treme South Development.

With our next launches scheduled for October and December we ought to pre-book the icebreakers in case of any extreme weather at that time of year!

NAVY NEWS

HMS PORTLAND RETURNS HOME

FROM FIRST DEPLOYMENT

HMS Portland arrives home to Devonport on Friday 26 July following a successful six and a half month deployment to the Arabian Gulf.



The aims of the ship's first operational deployment since coming into service were to carry out Maritime Interception Operations in support of the UN embargo on Iraq, and to further British interests in the Middle Eastern.

HMS Portland carried out a total of 56 boardings and detained five ships for possession of illegal cargo. Many of these operations were carried out in extreme conditions with temperatures often topping 45 degrees. The ship's company also helped the ships they boarded, including putting out two fires and providing food and medical assistance.

The ship has taken part in exercises with the American, French, Australian, Qatari, Kuwaiti and Saudi Arabian navies in multinational exercises codenamed Arabian Shark and Khanjar Hadd 2002 ensuring that HMS Portland kept up her operational effectiveness in the full range of warfare disciplines.

Throughout the deployment several members of the Ship's Company took part in a "Guzz to Gulf Charity Challenge" where a team of runners had to clock up the equivalent distance between Devonport and Bahrain, in circuits around the upper deck on the ship. Chief Petty Officer Phil Copley organised the fundraiser, which smashed the 6,500-mile target. A total of 10,000 miles was clocked up during the final leg of the passage home between Mallorca and Devonport.

Commanding Officer of HMS Portland, Commander Jonathan Handley, said: "I am immensely proud of what HMS Portland's Ship's Company has achieved over the past six and a half months. Working alongside coalition forces we have made a real contribution to the international effort to bring Iraq into compliance with UN resolutions, whilst at the same time promoting the good name of the United Kingdom and the Royal Navy in a key region of the World."

Cdr Handley added: "For HMS Portland to reach operational status in record time from build was quite remarkable; for the Ship's Company then to achieve so much more during our first operational deployment is, in my opinion, an extraordinary feat. Every member of my Ship's Company should feel justly proud of his or her contribution."

SECOND DRUGS SEIZURE BY HMS NEWCASTLE IN 24 HOURS

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Cocaine with an estimated street value of £42 million has been seized by the Destroyer HMS NEWCASTLE the second drugs seizure by the ship in 24 hours.



HMS NEWCASTLE, currently conducting Counter Drugs Operations, recovered the cocaine from a vessel while off the coast of Martinique in the West Indies. Prior to this the HMS NEWCASTLE had been involved in a high-speed intercept of a speedboat that had travelled 400 nautical miles from Venezuela, believed to be carrying drugs. After completing the fast pursuit the Type 42 Destroyer intercepted a yacht that had been identified with the speedboat. It's understood the drugs were dumped in the sea. In a recovery operation 23 bales of cocaine with an estimated street value of £42m was seized. The yacht was later boarded off the Martinique coast.

Praising the work of HMS NEWCASTLE, Defence Secretary Geoff Hoon said, "Like the war against terrorism, the battle against drugs is a long campaign and I am delighted to see that the Royal Navy has achieved such dramatic results."

HMS NEWCASTLE has been deployed as the Atlantic Patrol Ship since March. The ship has operated off the West Coast of Africa and in the South Atlantic and has only recently arrived in the Caribbean for a period conducting Counter Drug Operations before returning to the UK in late August.

HMS NEWCASTLE's Commanding Officer, Commander Jeremy Blunden, said: "To have intercepted 2 significant drug shipments in such a short time so early in our period operating in the Caribbean is a fantastic result for all concerned. This has been a total team effort and good news for the ship's company who have worked hard throughout our entire deployment. This seizure will play a substantial part in fighting the war on drugs and proves that the 'Team Works'.

HMS NOTTINGHAM



HMS NOTTINGHAM
anchored off at LORD
HOWE ISLAND 200 miles
east off the coast of
AUSTRALIA.



MOVEMENTS



Op bijgaande foto passeert de **Matador 2** de Erasmusbrug met in Dyneema stropen het nieuwe strijkportaal van de te bouwen **Matador 3**.

Photo's : Hans de Jong Maritime Pictures ©

Foto onder : De **Matador 2** installeert het nieuwe strijkportaal op de nieuwe Bonn & Mees bok **Matador 3**.



ANGLIAN PRINCESS



The Klyne tugs newbuilding **ANGLIAN PRINCESS** departed from the builders yard at Yantai on July 24th enroute for the UK , ETA the first week of September —**Photo's Yantai Shipyard**



AIRCRAFT / AIRPORT NEWS

KLM flight attendants 'humiliated'

AMSTERDAM — A total of 12 female KLM flight attendants were subjected to an humiliating drugs inspection before boarding their flight from Bonaire to Amsterdam, the airline reported on Wednesday.

A KLM spokesperson could not confirm whether the women were forced, in the presence of men, to undress and be internally examined, but admitted the experience was "particularly painful".

The spokesperson said it was a good policy for a nation's authorities to investigate flight attendants for the possibility of smuggling crimes, but said the manner in which it was done was "dubious".

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In the interest of the involved employees, KLM said it did not want to reveal all of the details of the incident.

KLM said the incident was a random event and that authorities on the Caribbean island of Bonair, had ensured the Dutch airline that it would not be repeated.

But employee union VNC urged female flight attendants to in future refuse similar inspections and said it was unacceptable that only the female part of the crew was inspected.

VNC said KLM should protect its employees and inform them better over laws regarding inspections.

The VNC said flights to the Dutch Antilles were proving to be a farce.

It said police needed to be on board to keep the peace, potential drug smugglers were being refused to board the plane and now measures against the customs authorities appeared necessary.

.... OTHERS

Sleepbootdagen 2003: meer van hetzelfde

VIANEN – De organisatie van het tweejaarlijkse evenement van de Sleepbootdagen tapt bij de voorbereiding van de editie 2003 grotendeels uit een vertrouwd vaatje.

Voorzitter Cor Moree en pr-man Hans van der Star van het Comité Sleepbootdagen Vianen maakten dat vorige week bekend na een vergadering met de nationale vereniging De Motorsleepboot. Het mega-evenement trekt volgend jaar op donderdag 29, vrijdag 30 en zaterdag 31 mei alweer voor de vierde keer bezoekers uit alle windstreken. Op vrijdag vindt als vanouds de traditionele vlootschouw plaats en kunnen bezoekers genieten van de verlichte avondvaart. De organisatie stelt pogingen in het werk om bezoekers actiever bij deze activiteiten te betrekken. 'Sleepboten moeten nog meer aanspreken bij de bevolking', vindt Van der Star. 'Mensen moeten gaan zeggen: verrek, kunnen ze ook dat? Kijken met de handjes noem ik dat.'

Colonne

Kakelvers was vorige week het idee van het comité om het evenement van de Sleepbootdagen gedurende een dag uit te breiden naar het achterland van Vianen. Gedacht wordt aan een demonstratievaart over het Merwedekanaal naar Meerkerk en weer terug. Van der Star benadrukte dat de plannen nog in een oriënterende fase verkeren en de komende tijd op hun haalbaarheid zullen worden getoetst. 'We zijn natuurlijk afhankelijk van vergunningen. Een prachtig idee natuurlijk om die sleepboten mét passagiers in colonne over het kanaal te laten varen, maar mag het veiligheidshalve wel? Verder moeten we nog in gesprek met een Rijkswaterstaat en een gemeente Zederik.'

Aan het programma van zaterdag verandert weinig wezenlijks. De vele rond het Sluiseiland afgemeerde sleepboten zullen op deze dag weer verschillende proeven van bekwaamheid afleggen. De organisatie zinspeelt op een 'cultureel lint' van activiteiten door heel Vianen. Daarin ziet Moree onder andere een grote rol weggelegd voor de middenstand. Evenals voorgaande jaren kan de organisatie ook in 2003 rekenen op medewerking van de vrijwillige brandweer. Verder verwelkomt Moree verenigingen die menen op creatieve wijze hun steentje aan het welslagen van het vaarevenement te kunnen bijdragen. 'We gaan in 2003 uit van hetzelfde raamwerk. Dat heeft ook wel een beetje te maken met het karakter van het evenement. Alle activiteiten moeten op de een of andere manier te maken hebben met sleepboten. Dat is ook een uitdrukkelijke voorwaarde van De Motorsleepboot. Wat we dus niet willen zijn kermisachtige toestanden die de aandacht van het evenement afleiden. Dan zouden alle bezoekers naar de kermis trekken.'

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