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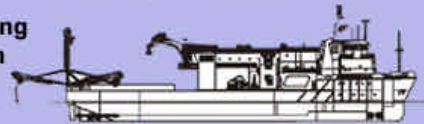
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**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Onderscheiding Hoekse redders voor redding brandingsurfer



Het reddingstation Hoek van Holland van de Koninklijke Nederlandse Redding Maatschappij heeft op dinsdagavond 24 september een onderscheiding ontvangen voor de redding van een brandingsurfer op 4 mei j.l.. Schipper van der Sar en opstappers K. Kuiper, E. Zegers, M. Bakker, J. de Vos, P. Slijk, en C. van der Schilt ontvingen de zogenaamde 'tevredenheidsbetuiging' uit handen van vice-voorzitter Mr. J.P. Peterson. De vice-voorzitter maakte van de gelegenheid gebruik de complimenten voor de reddingactie namens het bestuur en de directie van de KNRM aan de bemanning over te brengen.

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De onderscheiding:

De tekst op de tevredenheidsbetuiging luidt als volgt:

“Het bestuur van de Koninklijke Nederlandse Redding Maatschappij betuigt zijn dank en waardering aan reddingstation Hoek van Holland voor de redding met de Kapiteins Hazewinkel, op 4 mei 2002, van een gewonde brandingsurfer. Dankzij de succesvolle zoekactie bij de noordpier in noord 7 Beaufort en 5 meter hoge zeeën, een goede samenwerking met de overige hulpdiensten, daadkrachtig optreden en een uitstekend samenspel tussen schipper en bemanning, kon de surfer, die op de noordpier onder zeeën werd bedolven, veilig aan boord worden genomen

Kort verslag reddingactie 4 mei 2002:

Toen om 16.15 uur aan de noordkant van de noordpier een surfzeil werd gezien, werd even voor het ergste gevreesd. En eigenlijk hield de reddingbootbemanning rekening met een loze alarmering. De omstandigheden waren er immers niet naar om rond de noordpier te gaan surfen: een harde noordenwind, kracht 7 Beaufort en 4-5 meter hoge, deels brekende zeeën. Verschillende boten van de havendienst waren ter plaatse, maar slaagden er onder de heersende omstandigheden niet in dichtbij de blokkendam te komen. De reddingboot **Kapiteins Hazewinkel** voer meteen uit, koerste volle kracht richting pierhoofd en zakte vervolgens met de kop in de golven en met de bemanning op de uitkijk, evenwijdig aan de pier richting land. De reddingboot slaagde er wel in dichtbij de pier te doen. De uitkijk op de flying bridge ontdekte de surfer aan de noordkant van de pier. De man probeerde op de dam te klauteren, maar werd telkens overspoeld door de hoge zeeën. Voor de reddingboot was het onmogelijk de brandingsurfer daar weg te halen. Het aan boord nemen van de surfer diende in de beschutting van de pier te gebeuren. Hiervoor moest de man tussen de blokken door naar de binnenkant van de pier zien te komen. Zou hij hier niet in slagen, dan moest de reddingboot één of meer opstappers op de pier afzetten om de man te bevrijden. De reddingboot vroeg de politiehelikopter om boven de man in positie te blijven hangen, zodat hij niet meer uit het oog kon worden verloren. De Kapiteins Hazewinkel voer volle kracht rond het pierhoofd en lag binnen enkele minuten bij de drenkeling. Schipper Van der Sar manoeuvreerde de reddingboot tot kort bij de pier, waarna de man via het drenkelingenplatform aan boord kon worden genomen. Hij was licht gewond aan handen en voeten, maar verkeerde verder in een redelijke conditie. De Kapiteins Hazewinkel meerde om 16.55 uur af in de Berghaven, waar de patiënt werd opgewacht door huisarts Spijker. Die constateerde dat verdere behandeling niet noodzakelijk was. De man kreeg in het bemanningsverblijf een warme douche en droge kleren aangeboden, waarna een opstapper de geschrokken maar opgeluchte man terugbracht naar zijn camper.

Tug boat, barge hijacked in Malacca Straits

Barge carrying 1,500 tonnes of palm oil from Sumatra to Dumai, East Malaysia

(SINGAPORE) A second tug and cargo barge laden with palm oil has been hijacked in the Malacca Straits, barely a week after the Malaysian marine police recovered vessels from a nearly identical hijacking earlier this month.

In the latest attack last week, an Indonesian-registered tug boat, the Usda Jaya and the Bes 04 barge carrying 1,500 tonnes of palm oil from Sumatra to Dumai in East Malaysia were boarded by armed men in Indonesian waters off Sumatra's Kuala Gaung.

The modus operandi of this latest incident closely mirrors that of the Sandia II tugboat and Indo Ocean Marine VII, which were hijacked by 10 masked men carrying pistols, a parang and sickles in Bengkalis Straits on Sept 6.

In both cases, the crew were thrown overboard by the hijackers. The barge's 3,700 tonne cargo of

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palm oil was worth an estimated \$2.5 million.

Malaysian marine police recovered the Indo Ocean Marine VII barge off Port Klang and detained the 10 men believed to have been hired to transport the palm oil to Port Klang. Malaysian media reported marine police chief SAC II Muhamad Muda as saying: 'We believe they are not part of the gang involved in the hijacking, but are the middlemen,' adding that they believe an organised crime syndicate is involved.

The police discovered that the barge was linked to another tugboat, the Ever Commander, whose captain and crew were subsequently arrested and questioned, leading police to the Sandia II tugboat anchored off Pulau Angsa.

Although reported incidents of piracy has declined in the Malacca and Singapore straits this year, hijackings have been steadily rising.

Other pirate attacks over the last two weeks include the boarding of a tanker and a bulk carrier at Balikpapan anchorage in Indonesia by pirates with guns; the boarding by men armed with knives and crowbars of a general cargo ship at Jakarta's Tanjung Priok anchorage; and 10 pirates in a high-speed boat who attempted to board a general cargo ship underway in the Singapore Straits near Horsburgh lighthouse.



The **Taklift 4** which returned in Rotterdam from the Monaco pier extension project is offloading the project materials in the Schiehaven in Rotterdam - **Photo : Piet Sinke ©**

SHIPYARD NEWS

Kvaerner MasaYards agrees on earlier delivery date for cruise ship

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The Norwegian engineering and construction group Kvaerner ASA said 25 September that its Finnish shipbuilding subsidiary Kvaerner Masa-Yards and the cruise operator Royal Caribbean Cruises had agreed on an earlier delivery date for the cruise ship **Mariner of the Seas**.

Mariner of the Seas, currently under construction at Kvaerner Masa-Yards' shipyard in Turku, Finland, is to be delivered on 31 October 2003, eight weeks ahead of the original schedule.

"The arrangement does not have material profit and loss impact, but does have a positive cash flow impact for Kvaerner Masa-Yards," Kvaerner said.

ROUTE, PORTS & SERVICES

Havens EU blokkeren tegen goedkope tankers Zuid-Korea '

Brussel - 'Europa moet zijn havens gaan afsluiten voor in Zuid-Korea met zware staatsteun gebouwde tankers en containerschepen. Dat is uiteindelijk ook in het belang van de reders. Die krijgen eveneens last van oneerlijke concurrentie'. Met dit zware geschut probeert CESA, het comité van verbanden van Europese scheepsbouwers, aandacht te krijgen voor de dumppraktijken van Zuid-Korea.

Volgens de Europese Commissie moet Zuid-Korea de bouw prijs van zijn tankers en containerschepen met 20 procent verhogen wil er sprake zijn van eerlijke concurrentie. Weigert Seoul deze week zo'n maatregel, dan wil de EU Zuid-Korea aanklagen bij de Wereldhandelsorganisatie WTO in Genève wegens dumping. Volgens het blad Agence Europe heeft Zuid-Korea de voorgestelde prijsopslag al afgewezen. De eis van de EU is 'te gek om over te praten, aangezien de prijzen in de scheepsbouw eerder dalen dan stijgen' was de reactie. De EU zet daar tegenover dat de scheepsbouw ginds wel degelijk aantoonbaar zware overheidssteun krijgt. Al meer dan een jaar weigert Zuid-Korea echter enigerlei toegeving. Brussel onderneemt nu diverse acties.

De Europese Ministerraad moet komende maandag in Brussel besluiten de kwestie voor te leggen aan de WTO. In dat geval introduceert Brussel per 1 oktober als 'defensieve maatregel' tegelijk een eigen steunregeling op containerschepen en tankers. Daarop komt dan in de EU tot 31 maart 2004 6 procent van de bouwsom overheidssteun. Dit als tegemoetkoming voor de schade die Zuid-Korea hier aanricht.

Belangrijk probleem is dat Europees handelscommissaris P. Lamy sterk aarzelt of de klacht bij de WTO veel uithaalt. Diverse EU-landen hebben namelijk zelf boter op hun hoofd. Ze steunen stiekem hun scheepsbouw. Dat weet Seoul ook. Bovendien is het nog maar de vraag of de WTO hard kan maken dat Zuid-Korea zijn scheepsbouw werkelijk aantoonbaar steunt. 'Het gaat daar inderdaad wel om staatssteun. Maar die is zó perfide verstopt in allerlei financieringen, dat de WTO er nooit een vinger achter krijgt', zegt een insider in Brussel. Vandaag en morgen krijgt Zuid-Korea tijdens besprekingen in de Belgische hoofdstad 'een laatste kans', zegt de Europese Commissie. Blijft een akkoord uit, dan moeten de ministers van Buitenlandse Zaken maandag in Brussel knopen doorhakken. Komt er een tijdelijke steunregeling van de EU, dan profiteert ook de Nederlandse scheepsbouw daarvan. Nederland bouwt jaarlijk voor ruwweg vijfhonderd miljoen euro schepen en tankers die onder dat regime vallen

NAVY NEWS

NASSCO Delivers the USNS Soderman

National Steel and Shipbuilding Company (NASSCO), a wholly owned subsidiary of General Dynamics (NYSE:GD), today announced the delivery of the USNS Soderman (T-AKR 317) to the U.S. Navy. The Soderman is the eighth and final new construction ship completed by NASSCO under the U.S. Navy's Strategic Sealift Program. "Delivery of the Soderman concludes a very successful long-term contract for the Navy," said Richard Vortmann, President of NASSCO. "All eight strategic sealift ships were completed prior to their contract delivery dates and delivered below their target cost at an unprecedented level of quality. This was an exceptionally productive partnership between the Navy and NASSCO." The eight newbuilds were completed at NASSCO from 1993 to 2002 under the Navy's 20-ship Strategic Sealift Program. All of the ships were named for U.S. Army Medal of Honor recipients. The USNS Soderman was named for Private First Class William A. Soderman, a World War II recipient of the Medal of Honor for his heroic actions in Belgium in 1944. The sealift new construction ships are large, medium-speed, roll-on, roll-off ships (LMSRs). The ships are assigned to the U.S. Navy's Military Sealift Command, and are prepositioned to quickly deliver U.S. Army tanks, armored personnel carriers, tractor-trailers, and other equipment and supplies to potential areas of conflict around the world. The ships also can provide surge sealift support of remote military actions. Their multi-use capabilities make these cargo ships among the most flexible ever built. The USNS Soderman is 950 feet in length, has a beam of 105 feet and displaces approximately 62,000 long tons when fully loaded. The ship has over 390,000 square feet of cargo carrying space. The gas turbine-powered ship will be able to sustain speeds up to 24 knots when fully loaded. The strategic sealift ships are the largest ships that can fit through the Panama Canal.

Ronald Reagan Takes Big Step Forward Toward Commissioning



NEWPORT NEWS, Va. (NNS) -- This week, PCU Ronald Reagan (CVN 76) will move a little closer to commissioning with the testing of the flight deck's catapult one.

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The tests currently being run include the launching of "dummy loads," to certify the ship's ability to successfully launch aircraft. There are four catapults on the aircraft carrier and this certification is an essential part of the process necessary to turn CVN 76 into a United States Ship.

This follows the successful testing of catapult two in August.

Sailors tested the catapults by launching orange sleds into the James River, but their efforts will help ensure that one day this critical part of the aircraft carrier will safely launch aircraft into the skies practically anywhere in the world.

"The actual testing of CAT (catapult) two lasted about a week, but we had been preparing for about a month before doing hydraulic and electrical checkouts," said Chief Aviation Boatswain's Mate (Equipment) Johan Mansson.

The sleds used in the testing can weigh more than 90,000 pounds. The sled is hooked up to the catapult by the Sailors the same way an actual jet would be, and it is 'launched' off the flight deck into the James River where it is retrieved and returned to the flight deck for additional tests.

The Naval Air Warfare Center provides the sleds and Sailors work with Northrop Grumman Newport News (NGNN) shipyard workers to ensure the sleds are lined up correctly on the catapult.

The testing wouldn't be successful without the teamwork between Ronald Reagan Sailors and NGNN shipyard workers according to Senior Chief Aviation Boatswain's Mate (Equipment) (AW/SW) Ricky Oliver. "They are outstanding to work with. If there is anything we need, they'll do it for us."

Besides being an opportunity for the catapult team to work together for the first time, it also gives those Sailors new to catapult activity, an idea of what they can expect when they're working with aircraft.

"The below-deck crew operates all the equipment as if a real aircraft was on board," explained Oliver. "They're doing their jobs...from the pre-operational tests to the launching of the aircraft or sled."

"We ensure the steam pressure is correct and all the valves are aligned properly for a launch," said Machinist's Mate 1st Class (SW/AW) Clifford Dones, who serves as the leading petty officer for the steam and heat shop. "These tests provide valuable training, especially for the junior Sailors who need to get qualified as a CAT machinist or CAT supervisor," he said.

The CAT launches were beneficial to the Sailors' morale, because many were feeling like fish out of water, unable to do the job they enlisted in the Navy to do said Oliver.

"We had a couple of guys ready to get out of the ABE (Aviation Boatswain Mate – Launching and Recovery Equipment) rating. But when they started shooting the catapults they got so excited that all they could think about was testing the next one," said Aviation Boatswain's Mate (Equipment) 1st Class Ronald Salyer.

"It opens up their eyes, they see what they'll be working on and they all think it's pretty cool," added Mansson.

There is more catapult testing scheduled in the future but these Sailors, as well as the rest of the warriors on the ship, are preparing for the day when they launch and recover jets instead sleds off the deck of the world's newest aircraft carrier.

Navy Headquarters In Langkawi To Be Operational In Three Years

ALOR SETAR, Sept 25 (Bernama) -- The Royal Malaysian Navy's (RMN) proposed Region Three headquarters in Langkawi is expected to be operational in three years time.

RMN Chief Laksamana Datuk Mohd Ramly Abu Bakar said it would serve as a control centre for naval activities in the Melaka Straits, a task currently handled by the RMN Base in Lumut.

It would also be a training centre, he told reporters after calling on Kedah Menteri Besar Datuk Seri Syed Razak Syed Zain at his office here Wednesday.

"The headquarters will be equipped with various facilities including housing for 2,000 families of RMN personnel," he said.

Mohd Ramly said preliminary construction works had already started on a 30ha site in Tanjung Lembung for the project costing RM100 million.

The RMN currently has two regional headquarters, in Kuantan and Labuan, and the fourth one is expected to be built in Sarawak in a few years time.

MOVEMENTS



The **Giant 2** in the Heyse haven in Rotterdam loaded with the newbuilding section of the **COSTA CLASSICA** which will be scrapped in Ridderkerk – Holland **Photo : Piet Sinke ©**



The **ATREK** departed Thursday from Rotterdam

Photo : Piet Sinke ©

AIRCRAFT / AIRPORT NEWS



C-FFWN in the new 65th Anniversary colors taking off from Toronto - Lester B. Pearson International (Malton) September 24th, 2002 - [photo : Binky Jabier ©](#)



A new German Low cost Airline **GERMANWINGS** Airbus A319-112 Slowing down on RWY24 at Dortmund Airport – [photo : Andreas Zube ©](#)



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The Boeing 767 -338 ER VH-OGJ (c/n25274/396 Del 10/91) the first Australian Airlines aircraft lands on Rwy 34L of Sydney - Kingsford Smith International in front of a huge audience

photo : Graig Murray ©

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AROUND HOEK VAN HOLLAND AT :**

<http://www.scheepvaarthoek.nl>

And the renewed site of the National Tugboat Museum at :

[http:// www.nationaalsleepvaartmuseum.nl](http://www.nationaalsleepvaartmuseum.nl)