

DAILY SHIPPING NEWSLETTER 2002 – 044



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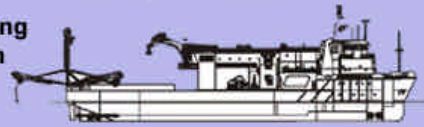
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**Operation
Enduring Freedom**



EVENTS, INCIDENTS & OPERATIONS



Top : The brandnew **P&O Nedlloyd PEGASUS** arriving for the first time in Tilbury Sept 26th, 2002
Photo : **Kenneth Smith** ©

Nederlanders op passagierslijst rampschip



DEN HAAG - De twee Nederlanders die voorkwamen op de passagierslijst van de veerboot **Le Joola**, die enkele dagen geleden zonk voor de kust van Senegal, zijn zo goed als zeker overleden. Dat heeft een woordvoerder van het ministerie van Buitenlandse Zaken maandag gezegd.

De lichamen van de twee uit Groningen afkomstige Nederlanders zijn nog niet gevonden, maar volgens de woordvoerder is het tweetal niet aangekomen op de plaats waar ze hadden moeten arriveren. Buitenlandse Zaken wil

niets kwijt over de identiteit van de twee. Het Dagblad van het Noorden bericht dat het zou gaan om een broer en zus uit Groningen.

Geen hoop

Ruim 350 stoffelijke overschotten zijn inmiddels naar de havenstad Dakar gebracht. Volgens premier Mama Madior Boye hebben slechts 64 mensen de ramp overleefd. Vissersboten hebben hen uit de golven opgepikt. Hoop op meer overlevenden is er nauwelijks meer. Bergingsploegen en vissers zijn bezig nog meer doden uit het schip te bergen.

More than 700 Feared Dead in Senegal Ship Disaster

DAKAR -- More than 700 people were feared dead Sunday following the sinking of a ferry off West Africa, including nationals from at least 10 countries, AFP reported.



"We're clinging to a tiny hope" of finding more survivors, a Senegalese maritime official said early Sunday, as rescue and retrieval operations resumed after being suspended overnight.

Senegalese Prime Minister Mame Madior Boye said late Saturday 63 people among the 796 officially aboard the ill-fated **Le Joola** had survived the shipwreck

last Thursday, but the chances of finding any more survivors were "slim".

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Many in Dakar, where the ferry was headed, as well as in southern Casamance where it originated fear that even more people had boarded the vessel.

Some 350 bodies have been recovered, and divers on Sunday were looking for more inside the ferry, which has been righted and was being towed towards Gambia, which lies between the northern and southern parts of Senegal and is closer to the site of the disaster, the maritime official said.

Most of the passengers were Senegalese, but at least 45 were from other countries.

Boye's office said in a statement late Saturday that the passengers included 20 from Guinea-Bissau, 10 from France, five Spaniards, two Belgians, two Dutch citizens, two Swiss, two Nigerians, one Lebanese and one from Burkina Faso.



But two of the Spaniards were reported safe and sound on Sunday, as the wife of one of them said they had never boarded the doomed vessel.

"After waiting in the queue for several hours, there were no more first-class tickets so they decided to take a later boat," she told Spanish Radio.

Forty bodies have been taken to Dakar, but most were taken to Banjul, the Gambian capital.

About 60 bodies have already arrived in Banjul, and another 250 were expected overnight, the Gambian Navy said.

The survivors were being treated at hospitals in Dakar, most in fair condition but many in shock.

The government has promised to return the victims' remains to their relatives as soon as they are identified.

Photographs of victims are posted at the city hall in Dakar, where family members were trying to identify their relatives.

President Abdoulaye Wade hinted early Sunday that some victims who are not identified might be buried in a mass grave with a memorial dedicated to all those who perished aboard Le Joola.

Families and religious leaders will be consulted on the matter, he said at the airport before leaving for a West African summit on the crisis in the Ivory Coast being held in Accra, Ghana. Wade had on Saturday acknowledged government responsibility for the tragedy, which he said was the result of "an accumulation of errors."

"The responsibility of the state is obvious," he told a crowd of several hundred angry Senegalese in Dakar. "It has been established that the boat was overcrowded," Wade said, adding that people had been allowed on without tickets. "(The boat) was too high in the water, too slow." Wade said the state would compensate the families of victims. "I understand their anger, their pain."

On Sunday he said he expected initial results from an investigation into the accident by late Monday.

The Senegalese press has been quick to criticize the government about the seaworthiness of the ship, which tipped over as it was being lashed by winds and heavy rains.

UN Secretary General Kofi Annan was "deeply saddened" by the tragedy and sent his condolences to the government, families and friends of the victims, his spokesman said.

Hijacked tug boat found in Sumatran waters

THE tugboat *Usda Jaya* which was hijacked in Sumatran waters on Sept 17 was found by Indonesian authorities last Monday.

However, the barge that it was accompanying, the 639grt *Bes 04* loaded with 1,500 tonnes of palm oil worth about RM2mil is still missing. Malaysian police are said to be hot on the heels of a syndicate, believed to be responsible for the hijacking, which occurred just two weeks after an earlier case.

The captured tug boat was found in the waters of Riau Island on Sept 23.

"We urge vessel owners carrying high value cargo to be equipped with some form of security measures, such as the ShipLoc which will enable ships to be tracked," said International Maritime Bureau Piracy Reporting Centre regional manager Noel Choong.

Marine enforcement units of Indonesia and Malaysia have also stepped-up vigilance and patrolling since the two incidents.

In the second attack, the Indonesian-registered barge and tug were boarded by armed men at Kuala Gaung in Sumatran waters at two in the morning.

The vessel had loaded its consignment at Rengat port in Riau Island and was heading for Dumai port to discharge the goods when the hijackers struck.

The crew were unharmed and released at Pulau Lingka. In the previous case, barge *Sandia II* and cargo vessel *Indon Ocean Marine VII* that was carrying 3,700 tonnes of palm oil, were hijacked along the same coast on Sept 6 while sailing to Dumai port.

Sleepvaartfanaten kijken ogen uit in Terneuzen

Liefhebbers van sleepboten kwamen zaterdag ruimschoots aan hun trekken op de tiende internationale Lekko-dag. Lekko, de vereniging van belangstellenden voor sleepvaart, organiseerde de dag in samenwerking met de Zeeuwse scheepsmodelbouwvereniging Zuid-Zuidwest.

Hoogtepunt van de dag was voor velen de vlootshow met vijf sleepboten van Union en Multtraship, twee Terneuzense sleepvaartondernemingen.

Gewapend met flinke telelenzen trokken de liefhebbers naar de pier bij de jachthaven om een aantal mooie plaatjes van stoer manoeuvrerende sleepboten te aanschouwen. Organisator Hans Hoogesteger noemde de show de spectaculairste sedert jaren.

In paviljoen Westkant konden de talrijke bezoekers kennismaken met alle mogelijke facetten van de sleepvaart- en bergingswereld. De activiteiten van Lekko, de internationale term voor trossen los,

werden belicht met een presentatie van clubbladen en naslagwerken. Schepenspotters snuffelden in de bakken met foto's om hun verzameling nog completer te maken.

Scheepsmodelbouwvereniging Zuid-Zuidwest was aanwezig met tal van scheepsmodellen. De vereniging was er in geslaagd een waar topmodel naar Terneuzen te halen in de vorm van het werkeiland van Rockwater: de Semi 2. Dit model heeft onder meer de zilveren medaille gewonnen tijdens de wereldkampioenschappen modelbouw in 2000.

Video-presentaties van sleepvaart en bergingen maakten het geheel compleet. Hoogesteger sprak van een zeer geslaagde dag. "De mensen komen van heinde en verre. Het lijkt wel of het ieder jaar drukker wordt."

CASUALTY REPORTING

LONE STAR HORIZON (VANUATU)

A press released from Horizon Offshore Inc, dated Sep 23, states: Horizon Offshore Inc said today that its pipe layer barge Lone Star Horizon (4191 gt, built 1961) sustained moderate damage due to a fire while at anchor off Ciudad del Carmen, Mexico. The vessel's crew was evacuated and no injuries requiring medical treatment were reported. Lone Star Horizon had recently completed the KIX pipeline project for Pemex, and was preparing for demobilization to the U.S. Gulf of Mexico. The fire, which was limited to the generator control-room, occurred at about 1500, Sep 20 and was extinguished by about 1800 hrs. Horizon does not anticipate any interruption in its current work program, as it will be able to utilize other vessels in its fleet to substitute for Lone Star Horizon in the short term, with the vessel returning to service as soon as repairs are completed. Horizon thanked other contractors in the area who provided timely and effective assistance, particularly North Bank Towing and Global Industries, Inc.

JOLLY RUBINO (ITALY)

Following press release received from The Ministry of Environmental Affairs and Tourism, dated today: Ro/ro Jolly Rubino: The ship-to-ship oil transfer operation resumed again this morning as weather and swell conditions improved favourably during the night. The transfer operation was delayed yesterday due to deteriorating weather and swell conditions. After an evacuation yesterday when two team members' sustained injuries as a result of slippery conditions on board Jolly Rubino, the salvage team was able to board the vessel again this morning. One of the injured members is reportedly released from medical care and the other had been kept overnight for further observation. The transfer operation is expected to last several days as the pumping process is very slow. Only 16 tonnes of the estimated 600 tonnes of remaining oil has been transferred so far, before the operation commenced again this morning. Pentow Service acts as the receiving vessel during the ship-to-ship transfer operation. The oil conditions have improved with only a grey sheen emanating from the bow side of the vessel, into a northerly direction, posing no environmental danger or threat. No oil has been reported on the beach areas. Once the ship-to-ship oil transfer operation is completed, the next step would be to identify the remaining containers on board the vessel with its contents and determine whether these are intact or not. A removal plan by the salvage company was presented to the relevant authorities and the process of approval is expected to be finalised early this week.

LE JOOLA (SENEGAL)

a press report, dated Sep 29, states: Senegal said today that 970 people were feared dead after the sinking of ferry Le Joola. Only 64 people are known to have survived. The total number on board when the vessel capsized is believed to be 1,034, a statement from the Prime Minister Mame Madior Boye's

office said. Earlier numbers had not accounted for the 55-member crew and another 185 passengers who had boarded at a second stop en route from southern Senegal. Footage filmed by tourists hours before the overcrowded ferry capsized showed it to be clearly listing to one side before disappearing into a driving rainstorm. Senegalese authorities set up five 'crisis centres' in Dakar for relatives to identify photos of the 350 bodies retrieved from the wreckage so far. The ferry has been righted and was being towed towards Gambia. Most of the passengers aboard were Senegalese but at least 45 were foreigners from about 10 countries, officials said.

CANMAR VICTORY (BERMUDA)

C.c. CanMar Victory (16289 gt, built 1979) Montreal to Baie-Comeau, went hard aground Saturday afternoon (Sep 28) in the St. Lawrence River on North Shore of channel at Deschambault, 30 miles west of Quebec City. The vessel was pulled free at high tide yesterday afternoon with the assistance of the Groupe Ocean tugs Ocean Delta and Duga. The CanMar Victory was escorted by the tugs eastbound to Quebec City harbour. The slow transit was expected to reach Section 27 of the St. Charles River estuary around 2200, yesterday evening. An inspection of the hull will then be made to determine the extent of the damages. The reasons for the grounding is unknown but the bow of the vessel was out of the water on a shield of rock.

SHIPYARD NEWS

IHC awarded big suction hopper order

DUTCH shipbuilder IHC Holland has secured orders valued at e 75m (\$117.5m) for its 5,400 cu m trailing suction hopper dredger from the Belgian contractor Dredging Environmental & Marine Engineering.

It has contracted out construction of this vessel to its fellow subsidiary van der Giessen-de Noord.

DEME also factored in an option for the construction of a sistership which is subject to confirmation early next year.

The main dimensions of the vessel are a length overall of 81.95 m, 21 m beam and dredging draught of 6.95 m, enabling it to operate in extremely shallow waters.

The Belgian contractor has also ordered a large deep installation with a dredging depth of up to 120 m for the Pearl River, plus the engineering design for enlarging its hopper volume from 17,000 to 24,146 cu m.

The success of this dredger, built by IHC Holland in 1994, kicked off the trend to jumbo trailing suction hopper dredgers.

It could be argued that, although at the time of delivery it was a "massive step forward", in hindsight it was in fact quite modest but it did break the barriers of conventional thinking as to the practical size of trailer dredgers.

The deep dredging installation will enable the Pearl River to dredge to depths of about 120 m, employing an underwater electrical motor of 3,400 kW on the dredge pipe.

This order follows on from the deep dredge system to be fitted to Jan de Nul's Vasco Da Gama, which will have a new submerged pump installation to operate to a suction depth of 155 m, through a 1,400 mm diameter suction pipe.

ROUTE, PORTS & SERVICES

Piracy Incidents

* 21.09.2002 at 2.15am at inner loading anchorage, off Sandakan, Malaysia, a one pirate boarded a bulk carrier during downpour. Alert crew raised alarm and pirate jumped overboard and escaped.

* 17.09.2002 at 2am at Kuala Gaung, Indonesia, armed pirates boarded and hijacked a tug and a barge loaded with palm oil. They threw the crew overboard off Pulau Busung. The crew were later rescued by fishing boats.

* 17.09.2002 at 3.10am at Kuala Semanok anchorage in Bintulu, two pirates in a speedboat and armed with knives boarded a general cargo ship from forecastle. They broke into forecastle locker and stole ship's stores. An alert duty officer sounded ship's whistle and raised alarm. Pirates jumped overboard and escaped in their waiting boat.

Two new vessel schedules for Asia

WALLENIOUS Wilhelmsen will introduce two new vessel schedules to service the Intra-Asia and Asia-Middle East markets beginning early November.

The services have been developed in recognition of the importance of growing trade to the Middle East, as well as similar increases in the Intra-Asia market.

"Our long history in the Asia region and dedication to the development of new services is evidence of our continued commitment to the Intra-Asia market," said President & Head of Region Asia Anders Boman.

"We have similar deep roots within the Asia-Middle East trade, and recognise the potential for growth in infrastructure project cargo on this route. As a result, we have developed these two new services to support the Asia and Middle East markets."

The new Intra-Asia schedule begins in Singapore with port calls including Laem Chabang, Hong Kong, Keelung, Shanghai, Tianjin, Inchon, Masan, Kobe, Osaka and Yokohama, returning via Shanghai then onto Laem Chabang en route to Singapore.

From Singapore the Middle East service calls at Dubai and Dammam, with the opportunity for inducement calls to ports in Oman, the United Arab Emirates, Qatar, Bahrain, Saudi Arabia, Kuwait, Iraq, Iran, and Pakistan before returning to Singapore and continuing through Intra-Asia.

The flexibility of our vessels in carrying RoRo, project and general cargo allows for transport in containers, as well as the ability to offer a non-containerised service where required.

COSTA STRENGTHENS ITS PRESENCE

Costa Crociere strengthens its presence in the Mediterranean for summer 2003 with a 30% increase in the number of berths offered. June sees the entry into service of the [Costa Mediterranea](#)

On the occasion of the launching by floating out of Costa Mediterranea, Costa Crociere is presenting its programmes for the 2003 summer season.

The Genoese company is offering a rich and varied range of cruise itineraries aimed at the "discovery"

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of the Mediterranean and Northern Europe, with several important innovations - in particular in the Mediterranean, where Costa is further strengthening its presence.

The main novelty is the advent of Costa Mediterranea, Costa Crociere's new ship, which has a maximum capacity of 2,680 passengers and is currently under construction at the Kvaerner Masa Yards in Helsinki. She will enter into service operating out of Genoa on 7-day cruises in the Western Mediterranean from June to October 2003. With the arrival of Costa Mediterranea, Costa Crociere will increase its cruise offer in the Mediterranean by 30%.

Another interesting innovation is the addition of two new ports of call, both included in the Costa Tropicale's 7-day itinerary: Ravenna, a city of considerable artistic, historical and cultural interest, which will be used for regular stopovers by a cruise operator for the first time, and Cephalonia, the largest and wildest of the Ionian islands, off the west coast of Greece. Additionally, Venice will act once again as the port of departure for three ships - Costa Atlantica, Costa Classica and Costa Tropicale - offering itineraries including Istanbul again and enabling Guests to become better acquainted with the Croatian coasts.

Eight ships will be deployed in the Mediterranean, with a total of 184 cruises, including the Summer cruises and the Autumn and Spring mini and special cruises, which will be plying the Mediterranean waters on various routes for different lengths of time. cruises. The details of the programme for the 2003 Spring, Summer and Autumn seasons are as follows:



The **COSTA VICTORIA** moored in Genoa 05-04-2002 - Photo : Piet Sinke ©

FROM GENOA: 46 CALLS

- ? Costa Victoria (8 calls), in Spring will be offering 2 6-day special cruises and 6 7-day cruises in the Western Mediterranean.
- ? Costa Mediterranea (20 calls) will depart on 16th June 2003 on her maiden cruise, with calls in Spain, Morocco and Portugal. Throughout the summer season 2003, from 29th June to 26th October 2003, Costa Mediterranea will be offering 7-day cruises bound for the Western Mediterranean calling at Naples, Palermo, Tunis, Palma (Balearic Islands), Barcelona (Spain) and Marseilles (France); in November she will set sail for a mini cruise in the Western Mediterranean.
- ? Costa Atlantica (one call), in Spring will be offering a mini cruise to Venice.
- ? Costa Romantica (6 calls), in Spring will be offering 5 5-day special cruises to Corsica, Tunisia and Malta, and one cruise to Copenhagen.
- ? Costa Classica (2 calls), in Spring will set sail for a 5-day special cruise to Venice; in November she will be offering a 11-day cruise to Greece and Turkey.
- ? Costa Europa (9 calls), in Spring will be offering a special cruise to Amsterdam; in Spring and Autumn she will be offering 7 special cruises of 10 -11 days to the Canary Islands, Spain, Portugal and Morocco, and to Greece, Turkey and the Black Sea, and a mini cruise in the Western Mediterranean.

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FROM SAVONA: 55 DEPARTURES

? Costa Allegra (20 calls), from May to September 2003, will be offering 11 cruises of 10- and 11-days to the Canary Islands, Spain, Portugal, Morocco, and to Greece, Turkey and the Black Sea. In Spring and Autumn she will be offering 7 special cruises dedicated to the French and British market, and, in Autumn, 2 mini cruises in the Western Mediterranean.

? Costa Victoria (20 calls), from May to November 2003, will operate on 19 7-day cruises in the Western Mediterranean with the following ports of call: Civitavecchia, Palermo, Tunis, Barcelona (Spain), Palma (Balearic Islands), Marseilles (France). In November she will set sail for a special cruise in The Western Mediterranean.

? Costa Tropicale (15 calls), in Spring, from March to June 2003, will operate on mini and special cruises in the Western Mediterranean.

FROM VENICE: 83 DEPARTURES

? Costa Atlantica (28 calls) from May to November 2003 will be deployed on 7-day cruises heading for Greece and Turkey with stopovers in Bari, Katakolon (Greece), Kusadasi (Turkey), Istanbul (Turkey) and Athens (Greece). In Autumn she will be offering a special cruise to Genoa.

? Costa Classica (31 calls), from April to November 2003 will be offering 7-day cruises to the Greek Islands with the following ports of call: Bari, Dubrovnik (Croatia), Katakolon (Greece) and the islands of Santorini, Mykonos and Rhodes. In Autumn she will be offering a special cruise to Genoa.

? Costa Tropicale (24 calls) from June to November 2003 will be leaving on 21 7-day cruises to Greece stopping at Dubrovnik (Croatia), Corfu, Itea and Cephalonia (Greece), Kotor (Montenegro) and Ravenna. In Spring she will set sail for 2 mini cruises in the Adriatic Sea, and in Autumn she will be offering a special cruise to Genoa.



Top : The **COSTA EUROPA** (former Westerdam) seen departing from Amsterdam 14-07-2002

NORTHERN EUROPE

2 ships will be operating, just in the Summer season, in Northern Europe on a total of 24 cruises with the following programme:

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? Costa Romantica (15 calls), from June to September 2003 will offer 7-day cruises departing from Copenhagen and bound for the Norwegian fjords and the Baltic capitals.

? Costa Europa (9 calls) from June to September 2003 will be deployed on 8 cruises of 11-, 12- and 14-days out of Amsterdam heading for the Norwegian fjords, North Cape, the Spitzbergen Islands and the Baltic capitals. In September she will be offering a special cruise to Genoa.

? The Costa Marina, which operates exclusively for the German-speaking market, will sail in spring and autumn 2003 in the Mediterranean, to the Canary Islands and the Black Sea, with departures from Venice or Savona; in the summer she will operate on Northern European cruises out of Kiel.

STENA FORWARDER



The **STENA FORWARDER** arrived September 27th completely re-painted in Dublin

Photo : Tony Brennan ©

NAVY NEWS

Hr Ms BRUINVIS



The Dutch Submarine **Hr Ms BRUINVIS** departed from Cardiff Sunday Sept 29th.

Photo : Chris Jones ©

Navy Plans To Buy Four Mine Sweepers, Says Navy Chief

The Royal Malaysian Navy (RMN) proposes to buy four mine sweepers although the country's territorial waters did not face threats from landmines, its Chief Datuk Mohd Ramly Abu Bakar said Monday.

He said the purchase would, however, depend on the country's financial position although the life span of the "Mahameru" class mine sweeper had almost lapsed.

"The existing mine sweeper had been in service for nearly 15 years. Maybe we'll do conversion and after conversion, the ships can be used for another 15 years," he told reporters after attending an international seminar on Mines Counter Measure, here.

The seminar opened by Deputy Defence Minister Datuk Shafie Apdal is being attended by 60 navy officers from foreign countries. The seminar will end on Wednesday.

The Mahameru class mine sweeper bought from Italy in 1983 was the first in Southeast Asia with anti-magnetic features which reduces the possibility of the mine sweeper from exploding when passing through a danger zone.

Shafie said Malaysia no longer kept landmines for purposes of war in compliance with several agreements on weapons.

"We no longer manufacture landmines but we are keeping some for training purposes," he said.

Navy ponders rent-a-ships

The Canadian navy is considering long-term leases for transport ships to move army equipment overseas when needed, says a newly released report.

The proposal comes despite an incident two years ago in which a freighter hired to carry almost one-third of the army's equipment refused to dock because of a contract dispute between two companies.

The Defence Department report outlines options for replacing the navy's aging supply ships, HMCS Preserver and HMCS Protecteur, and meeting the army's need for transport.

Cmdr. Eric Bramwell, one of the officers who wrote the report, calls the July 2000 incident involving the GTS Katie an anomaly and defends the leasing proposal.

An armed Canadian naval boarding party was forced to storm the Katie to bring an end to the high-seas standoff.

A review of the incident noted that defence officials had no idea the company they hired to transport \$223 million worth of tanks and trucks had sub-contracted the job to the American owners of the Katie.

The heavily censored report cites three options: replace the two existing supply ships and lease transport vessels; replace the support ships and build transport ships; or, build four supply/transport ships.

The navy is also considering maintaining its two support ships beyond their scheduled retirement in 2010.

ROYAL NAVY AND RAF TO GET NEW SUPERSONIC JUMP JETS TO FLY FROM NEW AIRCRAFT CARRIERS



The Royal Navy and Royal Air Force are to get a force of the world's most advanced stealthy supersonic jump jets to equip both the new class of two large aircraft carriers and to fly from shore bases, Defence Procurement Minister Lord Bach announced today.

Up to 150 Short Take Off and Vertical Landing (STOVL) versions of the new the Lockheed Martin F35s, which MoD has chosen as having the best potential to replace both land-based and

carrier-based Harrier aircraft, are planned in a programme worth up to £10 billion. They will enter service with the first of the new carriers in 2012.

Lord Bach said: "This is a critically important decision. We have chosen this variant, which is the one being bought by the US Marine Corps, because it fully meets our military needs - and it builds on Britain's unique and valuable knowledge of STOVL aircraft acquired during nearly four decades of operations with Harrier on land and at sea.

"We have also made a key decision on the design of the new carriers. These ships must have the maximum flexibility to meet our defence needs throughout their service lives of up to 50 years. That is why we've decided they will be built to an innovative 'adaptable' plan so that they will operate STOVL F35 aircraft, but can be modified



to fly the generation of aircraft - which might possibly be unmanned combat aerial vehicles - even beyond the F35, whether or not these too are STOVL. This represents a sensible way to maximise the benefits of our investment in the carriers, and is good long term value for money."

Industry estimates that some 3,500 jobs could be created or sustained by work on the F35 in the UK, rising to 8,500 once the aircraft moves into production and then into service. The total value of the F35 programme, including exports, to UK industry could be as much as £27 billion. More jobs will be sustained in the UK shipbuilding industry on the carriers.

AIRCRAFT / AIRPORT NEWS



The space shuttle Atlantis crew walk toward the shuttle landing facility building at Kennedy Space Center in Cape Canaveral, Fla., after their arrival Sunday, Sept. 29 2002.. From left to right, they are: mission commander Jeffery Ashby, mission specialist Piers Sellers, pilot Pam Melroy, mission specialists David Wolf and Sandra Magnus and cosmonaut Fyodor Yurchikhin of the

Russian Space Agency. Their launch is scheduled for Oct. 2

.... STORY OF THE DAY

Jan de Nul lines up giant ships as activities hit record levels



BELGIAN company Jan De Nul continues its inexorable growth pattern with the imminent commissioning of the 16,500 cu m trailer suction dredger **Juan Sebastián Elcano** , the first of six new dredgers in a e 300m (\$297m) investment programme.

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This will be followed by a 27,150 kW self-propelled cutter suction dredger, two medium size 11,300 m trailers and a further two compact 4,400 m trailing suction hopper dredgers.



In addition the group has ordered a 160 m deep dredging facility to be installed on the world's largest trailer dredger, its 33,000 cu m Vasco da Gama.

Installation of the deep dredging facility requires a lengthening of the 200 m vessel by 30 m to accommodate the longer dredge pipe, which then increases hopper capacity to 44,000 cu m.

The world's former two largest self-propelled cutter suction dredgers, the 19,031 kW **Leonardo da Vinci** and 15,151 kW **Marco Polo**, will be ousted from pole position by the new rock cutter. This vessel will have total installed engine diesel

power of 27,150 kW with a 6,000 kW power on the cutter alone, 36% more than Leonardo da Vinci, and total dredge pump power of 15,800 kW.

The vessel will be built in the IHC Shipyard at Kinderdijk, which also constructed Leonardo da Vinci. This massive investment is funded from the company's activities, which are at record levels.

In addition to conventional capital and maintenance dredging it has recently secured a number of projects related to installation of offshore pipelines with a total value of more than \$130m.

The works involve three sections of the gas pipeline from Indonesia to Singapore.

Trench dredging in hard soil and more than 2m tons of rock dumping for pipeline protection form the main part of the work.

It also includes provision of line pipe and coating, which is procured from Europipe, and pipeline installation which has been subcontracted to Global Ind.

Other projects won by JdN include seabed pre-sweeping work for Allseas supporting the pipelay vessel Solitaire in the Irish Sea and landfall works in Qatar and Saudi Arabia for McDermott.

JdN has also been involved in the largest offshore windmill park in Denmark where scour protection around the windmill foundations has been installed with the rockdump vessel Pompei.

In a more conventional dredging market, JdN has been awarded the contract to deepen the port of Geraldton in Australia. The A\$73m (US\$39.2m) contract was signed on August 1 with work to start in early October and due for completion next May.

Approximately 4.5m cu m of material will be removed from the entrance channel and port basin to make the port more accessible to capsize vessels loading iron ore.

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The material to be dredged consists of a top layer of sandy material, with under-lying calcarenite and limestone, and requires the services of a cutter dredger.



However, the extreme swell conditions in the port area will present a problem for the Leonardo da Vinci.

JdN will use its barge loading facility enabling it to load the dredged material directly into barges for disposal offshore with the cutter dredger supported by the company's well travelled split hopper dredgers Pinta and Niña.

In South Africa the group has succeeded in winning the dredging contract for Ngqura port to be built at the mouth of a sandy river 20 km east of Port

Elizabeth, adjoining a 12,000 hectare industrial park.

The project is part of the Coega Development Corporation project aimed at improving the country's impoverished Eastern Cape province.

The total project, which has been split into three separate contracts comprising marine infrastructure, dredging and sand bypass, is valued at approximately e 200m with funding provided by the South African government.

JdN's element of the contract, worth e 55m, entails the creation of a new access channel and port basin up to a design depth of 18 m.

The new port is due for completion in September 2004. The Belgian group has also recently been awarded a dredging and reclamation project at the port of Map Ta Phut, near Rayong in southeast Thailand, which is part of the BLCP Power Map Ta Phut 2 x 700 MW coal-fired IPP power station project, to be built under a separate contract at a later stage on the reclaimed land.

The dredging works consist of deepening of part of the existing port approach channel, from 12.5 to 15 m, forming a channel to and alongside the future coal berth by dredging to 5 m, dredging a berth box to 17 m to accommodate the ships at the future coal berth and forming a turning basin to a depth of 10 m.

The operation entails the construction of reclamation and silt containment bunds, the removal of silt and soft material from within the area to be reclaimed to a temporary disposal site before reclamation, the placing of dredged material into the reclamation area including compaction works and further removal of silt and soft material from the temporary disposal area. On completion of the contract,

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about 12 months after it begins, 4.5m cu m of soil will be dredged, mainly by the cutter suction dredger Vesalius .

In the Middle East, JdN has recently been awarded the dredging and reclamation works for the Palm Island project in Dubai.

The artificial island to be built will have the form of a “palm tree”, which will actually be a 4 km peninsula with extending “leaves”, each of which is 4 km in length, to provide as much beach area as possible for the leisure complex.

The entire “palm tree” will be protected from tides and heavy seas by a 200 m wide and 11 km long breakwater built around the island. The project has been commissioned by Palm Island Developers, a company established by the Dubai Port Authority and Jebel Ali Free Zone, both owned by Dubai Ports, Customs and Free Zone Corporation with the ultimate owner being the Dubai government.

JdN will carry out the work under contract to the Chinese Railway Engineering Corporation.

Construction of the causeway-linked island will be followed by building a residential complex, hotels, marinas and other leisure facilities in line with the expansion of tourist activities in the Gulf state.

Total value of the project, including the “horizontal development”, totals more than \$1bn, of which 20% is in respect of the dredging work, which involves dredging and reclamation of 70m tonnes of sand, rock and limestone.

More than 25% of the material to be reclaimed will be dredged from the nearby access channel of Jebel Ali port, which has to be deepened up to 17 m and widened to 325 m.

A separate contract in this respect was agreed with Dubai Ports, Customs and Free Zone Corporation. It is anticipated that the projects will be completed in the second quarter of 2004.

The two contracts will not only involve the use of medium sized suction hopper dredgers but will primarily be an important opportunity to utilise two of JdN's large cutter suction dredgers, Leonardo Da Vinci and Marco Polo.

The award of these and other contracts in Barbados, Honduras, Jamaica, Morocco, South Africa, Europe, Korea and Malaysia, and existing long-term contracts in Singapore and Argentina, ensures that the forecast capacity utilisation will be surpassed.

..... SHIPS PICTURE OF THE DAY



AUSTRALIAN VENTURE

PHOTO : KENNETH SMITH

The **AUSTRALIAN VENTURE** was built during 1977 by Bremer Vulkan in Bremen (Germany) under yard number 1004, the vessel with a DWT of 73000 ton have a length of 248,6 mtr and a beam of

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32.3 mtr, the max draft of the vessel is 12 meter, the propulsion is enough to give the vessel a speed of 19 knots.



In 1996 the vessel was sold to the MSC and renamed **MSC NURIA** . under which name she still is operating.

HAVE A LOOK AT THE FOLLOWING **SITES** FOR SHIPPING INFO AND PICTURES OF SHIPS 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)