

DAILY SHIPPING NEWSLETTER 2002 – 057



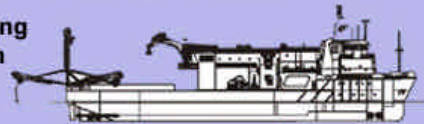
Number 057 ****DAILY SHIPPING NEWSLETTER*** Tuesday 15-10-2002

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EVENTS, INCIDENTS & OPERATIONS

Dutch Divers Examine French Tanker

Dutch divers examined a French tanker damaged in a suspected terror attack while investigators from the United States, Yemen and France went aboard the vessel to search for clues, Yemeni officials said.

The divers went into the tank damaged by the explosion to collect material that could help them determine the cause of Sunday's blast, the officials, who are close to the investigation, told The Associated Press on condition of anonymity.

DAILY SHIPPING NEWSLETTER 2002 – 057

Meanwhile, four forensic experts from the United States joined the investigation at the invitation of Yemen's government.



The Yemeni officials said they were looking at various scenarios, including the possibility that the blast was caused by a small boat laden with explosives, but detonated from afar by remote control.

At least seven fishermen who were near the Limburg when the blast happened told investigators they saw a flash aboard the ship, but no boat speeding toward it, officials said.

But the Limburg's captain has said a crew member saw a boat approaching just before the blast, which killed a crew member and loosed 90,000 barrels of oil into the Gulf of Aden.

No human remains have been found at the site. The tanker was towed into port Friday.

France's disclosure Friday that traces of TNT were found on the tanker pointed to an attack similar to that on the USS Cole, which was damaged by terrorists in an explosive-filled boat in October 2000. Investigators also have said that debris found on the Limburg's deck did not come from the tanker itself.

Terror experts and Islamic militant sources say Sunday's blast was most likely the work of free-lance al-Qaida supporters who may have never been active members of the terror network led by Saudi-born fugitive Osama bin Laden.

The pan-Arab daily Asharq al-Awsat said Thursday that the Aden-Abyan Islamic Army, a militant group with suspected al-Qaida links, claimed responsibility for the explosion. U.S. officials were skeptical of the claim.



The mounting evidence that terror may be behind the blast on the Limburg could increase pressure on Yemen to bring Muslim militants with links to terror groups to Justice. Yemen has pledged full cooperation with the United States in the war on terror.

“If it becomes evident that it's terrorism, then Yemen will be at the forefront of nations helping the United States in the war on terror, but not necessarily out of choice,” said Dia'a Rashwan, an expert on radical Islamic groups at Cairo's Al-Ahram Center of Political and Strategic Studies.

Yemen has rounded up hundreds of suspected militants and beefed up security at its air and sea ports

and deported hundreds of foreign students enrolled in Islamic schools known for radical ideology.

Yemen's Arabian Sea coastline stretches for about 1,500 miles in an area through which 15 million barrels of oil, or a third of all international trade in oil, pass daily. The United States is helping Yemen expand and equip its small coast guard.

Analysts, however, believe that Yemen's increased cooperation with Washington could be costly for President Ali Abdullah Saleh's government. Yemen is a deeply religious and insular tribal nation that traditionally resists foreign influence.

“Yemen needs more help, but more help hurts Yemen too,” said Rosemary Hollis, the top Middle East expert at London's Royal Institute for International Studies.

Items Found on Seabed Near Guttled Yemen Tanker



Divers and anti-terror experts searched the waters around a gutted French supertanker on Saturday for more evidence after Paris said the discovery of traces of TNT on the ship showed that it had been attacked.

A Reuters photographer saw divers retrieve what appeared to be solid

objects from the water close to the gaping hole in the body of the Limburg.

Yemeni authorities kept the boat carrying photographers about 50 meters yards away as divers made several attempts to dig out objects from the seabed. French, U.S. and Yemeni anti-terror experts watched from a nearby vessel.

Yemen's Transport Minister Saeed Yafai told reporters earlier on Saturday the divers would be searching for debris, pieces of clothes and any other objects.

On Friday, French Defense Minister Michele Alliot-Marie said traces of TNT had been found inside the supertanker, a day after U.S. and French experts found fiberglass debris from what could have been an attacker's boat.

The tanker, now lying several miles off the Yemen coast, was carrying 400,000 barrels of Saudi crude when an explosion last Sunday killed one of its 25 crew and started a fire that gutted the ship. Experts are investigating the cause of the blast.

DAILY SHIPPING NEWSLETTER 2002 – 057

Yemeni authorities said initially they believed the blast was an accident, but declared for the first time on Thursday that a guerrilla attack could have caused the explosion.

France has said it expects Yemen to find and punish those responsible if it turns out that the explosion was no accident.

President Jacques Chirac's spokeswoman said on Friday that a terrorist attack appeared more and more plausible.

Yemen, trying to shake off an image as a haven for Muslim militants and mindful of the 2000 suicide bombing of the U.S. warship Cole in Aden port, has deployed naval ships and helicopters to protect foreign vessels in its waters.

It has also reopened the port of Mukalla, and a Chinese tanker was loading a million barrels of crude there on Saturday.

Yemeni officials said up to 20 people had been arrested in the country as a "pre-emptive measure."

DEBRIS EXAMINED

A source close to the probe has said experts were examining fibreglass debris.

Asked about a Yemeni cabinet minister's remark that the debris could have come from the ship's lifeboats, destroyed in the blast, the source said: "The lifeboats' color was red, while the debris we found was blue or white."



A French source close to the probe said: "In my personal opinion it is 99 percent a terrorist attack. Most of the (edges of the) hole were pointing inward and it was at the water level. I could have believed that it might have been an accident if the hole was much below the surface level or much higher." The Limburg's owners, Euronav SA, quoted crew members as saying the blast occurred shortly after a small boat was seen speeding toward the tanker as it waited for a tug to take it to Mina al-Dabah near Mukalla, about 500 miles from Sanaa.

SOLITAIRE



The **SOLITAIRE** moored in Caracas Bay

War rates for Yemen treble

The terrorist attack on the Euronav VLCC Limburg has brought a speedy response from underwriters in the London war risk market.

Hull war premiums for a seven day voyage to Yemen were being quoted at treble last week's level at Lloyd's this morning, while the cost of sending a vessel to many other Middle Eastern ports has doubled.

The war insurance of the Limburg was led in the London market, so underwriters are responding to the likelihood of a large claim on the 299,364-dwt double hulled tanker, delivered only two years ago.

The Limburg's replacement value was put at \$70m by Euronav chief, Marc Saverys, which with 25% increased value cover, would suggest the payout facing underwriters if the vessel proves a constructive total loss will run to about \$90m.

Yemen is one of a substantial number of areas excluded from the cover provided under annual war risk insurance policies, forcing shipowners to buy costly short term cover that typically covers a single voyage of up to seven days to a high risk port.

The areas excluded are common to all war policies, but the rate charged by underwriters to reinstate the cover can vary widely, depending on wider commercial relationships as much as the risk posed by a particular port.

Euronav confirms that it had secured voyage cover for the Limburg to go to Yemen under its group insurance arrangements and had already notified its insurers of the loss.

Saverys also said that there was loss of hire insurance covering the Limburg.

The CMB subsidiary indicated that it would currently not be prepared to send other vessels in its tanker fleet to Yemen.

DAILY SHIPPING NEWSLETTER 2002 – 057

Apart from Yemen areas excluded from annual war risk cover include the Arabian Gulf including the Gulf of Oman above 24 degrees north, Suez and the Red Sea, Libya, Syria, Oman, Sudan, Egypt, Israel, Jordan, Algeria and Eritrea.

Kogas charters Shell LNG newbuilding

Oil major Shell is playing the spot market with its LNG newbuilding, fixing it to the Korea Gas Corp for a six-month period to provide winter cover for the charterer.

Kogas officials confirm that the company has fixed Shell's newbuilding, the 135,000? **Galea**, which is due for delivery from Mitsubishi Heavy Industries shortly.

Informed LNG market sources say the vessel has been secured at a six-figure daily charter rate. The charter deal is understood to have been secured for Kogas through SK Shipping.

Kogas says it requires the ship to cover its increased gas demand during the winter months.

Officials say they anticipate moving around 36 spot cargoes to cover the peak demand period. The bulk of the cargoes, around 30, are taken ex-ship from Middle East gas suppliers Ras Laffan Gas Co (RasGas) and Oman LNG. But Kogas needs Galea to lift any additional supplies that it requires.

Galea is one of four LNG newbuildings Shell is building. Two more vessels are due from MHI in first quarter 2003 and 2004, while Daewoo Shipbuilding & Marine Engineering Co is building a fourth vessel for the company.

Gas market players say this is one of the first signs that oil majors are starting to play the spot market with their uncommitted tonnage.

BP also has three LNG newbuildings on order at Samsung Heavy Industries.

Shell and BP joined the LNG order rush at shipyards in 2000 and 2001, following traditional gas ship players like Bergesen and Exmar into the newbuilding sector.

CASUALTY REPORTING

STENA TRAVELLER (SWEDEN)



The 174 passengers onboard passenger ro/ro Stena Traveller (18332 gt, built 1992) had to spend the night drifting at sea when it was reported that both engines had stopped. The vessel departed Karlskrona for Gdynia, Poland, but after a couple of hours at sea both engines stopped. After eight hours the crew managed to start one engine and the vessel returned to Karlskrona, where it arrived around noon yesterday. During this time the weather was calm and there were no security-problem, nor any danger for the passengers. Back in Karlskrona, the passengers got

various options how to proceed or await repair. Stena Line expects the vessel to be back in service on Saturday.

JOLLY RUBINO (ITALY)

Ro/ro **Jolly Rubino**: The cargo removal operation has progressed well over the past 24 hours, with 400 units (half barrels/empty barrels) being removed by air yesterday. This brings to 733 number of barrels removed to date, roughly one third of the total number of barrels of hazardous cargo to be removed from the deck. This operation is ongoing and continues today. The oil removal operation also continues, with oil in one of the tanks being skimmed and collected. Anchor-handling tug/supply Pentow Service will be called on site to take transfer of this oil once enough has accumulated. -- Smit Salvage BV.

MAERSK MENDOZA (LIBERIA)

Following received from Coast Guard Boston, timed 1315, UTC: C.c. **London Senator** (34454 gt, built 1994) lost propulsion and came into contact with c.c. **Maersk Mendoza** (25630 gt, built 1999) at Newark, New Jersey, at 0748, local time, this morning. No report of damage. Incident thought to be very minor.

TAI PING (HONG KONG)

A press report, dated today, states: Salvors today began pumping heavy fuel oil from the bottom tanks of the stranded bulk **Tai Ping** to tanks higher in the vessel to prepare for an attempt to tow the vessel off rocks near Bluff harbour. Lindsay Sturt, a spokesman for the Maritime Safety Authority, said the pumping was likely to continue until about midday tomorrow. Salvors were still completing a plan for approval by the MSA and side-scanning radar equipment was due from Australia today that would help provide a picture of the seabed where the vessel was trapped. MSA director Russell Kilvington said the vessel could stay wedged in rocks for another five days until it was considered safe to move without any pollution disaster. Dutch salvors were today preparing a salvage plan which they will present to the vessel's owners in Hong Kong and for MSA for approval. The weather had deteriorated in Bluff today which was not suitable for removing the urea cargo off the vessel. The MSA's investigation into the grounding was continuing and an investigator had been aboard the vessel today interviewing crew. The Transport Accident Investigation Commission is also investigating the grounding and seeing if the vessel was too low in the water, causing it be wedged in rocks

SHIPYARD NEWS

Scheepswerven lopen orders mis

HARLINGEN - De scheepswerven in het noorden van het land van lopen orders mis als gevolg van de uitblijvende subsidiegelden voor de scheepsbouw. Dat zei directeur G.J. Bodewes van Volharding Shipyards donderdag. Dit bedrijf heeft scheepswerven in Harlingen, Groningen, Foxhol en Eemshaven. Andere Europese landen verstrekken wel subsidies. Volharding Shipyards heeft een al order van 16 miljoen euro misgelopen en dreigt een opdracht van bijna 40 miljoen euro te verliezen.

"Opdrachtgevers willen zekerheid en die kunnen wij hen nu niet geven", zei de directeur. De Europese Unie besloot onlangs dat vanaf 1 oktober Europees landen subsidies mogen geven aan scheepswerven. Bodewes verwacht overigens dat het ministerie van Economische Zaken wel met geld over de brug zal komen. Nederland verwachtte dat de subsidies in Europees verband zouden komen te vervallen. Dat verklaart de traagheid, aldus Bodewes.

Het ministerie van Economische Zaken heeft volgens een woordvoerder aandacht voor de scheepsbouw in het noorden van het land. "Minister Heinsbroek doet zijn best, maar er zijn natuurlijk bezuinigingen op komst waar hij rekening mee moet houden", aldus de woordvoerder.

Sonatrach orders LPG carriers

Algerian state oil and gas company Sonatrach is ordering up to three 59,200-cbm LPG carriers at Kawasaki Heavy Industries (KHI), priced at \$49.67m each.

Algerian news agency APS reports that KHI has snatched the deal for two firm vessels plus an optional ship from Daewoo Marine Shipbuilding & Engineering, Hyundai Heavy Industries, and Mitsubishi Heavy Industries.

Delivery dates are expected to be in 2004.

In May Sonatrach and its shipowning arm SNTM-Hyproc, working in partnership with Japan's Mitsui OSK Lines (MOL) and Itochu, to order a 145,000-cbm LNG carrier at KHI, for 2004 delivery.

Sonatrach has previously ordered large LPG tonnage with KHI in 1997.

KHI is currently building five similar sized LPG carriers for Norwegian owners Bergesen and Solvang.

PIL talks boxships with Daesun

Singapore boxship operator Pacific International Lines (PTE) are said to be in discussions with Daesun Shipbuilding & Engineering to extend a series of feeder containerships under construction.

PIL is understood to be discussing for up to two additional 700-teu ships at the Pusan-based yard in addition to the quartet ordered in March last year. Reports go so far as to say the ships have been ordered.

No price details have been divulged, but PIL is believed to have negotiated a price of around \$19m-\$20m for the pair, according to brokers.

If confirmed the Singapore operator, which operates over 75 vessels - 50 of which are owned, would likely take delivery before the end of 2003.

Daesun, which can build ships of up to 1,000-teu or their deadweight equivalent, has already delivered three of the four previously ordered PIL ships. The fourth containership is due for delivery in November.

Daesun's orderbook is completed by a pair of 500-teu containerships for Qatar National Navigation & Transport Co that were ordered at \$22m for the pair.

Ordered in just over twelve months ago, the Qatar Navigation ships are due for delivery in January and April 2003.

ROUTE, PORTS & SERVICES

Star Cruises to focus on honeymooners, children

Buoyed by burgeoning tourist traffic from India, Star Cruises, the leading cruise line in the Asia-Pacific, on Sunday said it would focus on honeymooners and school



DAILY SHIPPING NEWSLETTER 2002 – 057

children but ruled out any joint venture with Indian operators in its expansionist drive.

"Presently we are operating in the Indian market through preferred sales agents (PSAs) spread throughout the country, we are getting encouraging results and at the moment there is no plan to go for any joint ventures," Jean Teo, senior vice president, sales and marketing, Star Cruises, said in an interview.

The 16 PSAs spread across major cities and satellite towns look after the package provided by us on various cruises, she said.



In the last five years since we started our operation in December 1998 in India, there had been excellent traffic increase with corporate sector giving 20 per cent business, she added.

"We have got good support from major Indian corporates in the last few years. We provide them the ambience and they have utilised it for their board meetings and for launching products on board," Teo said.

Besides the corporate sector, Star Cruise target clients from India include honeymooners, school children during vacation and senior citizens, for which there is an elaborate plan to create awareness about cruising concept among the Indian middle class, she said.

"We would continue to work on awareness about the concept of cruising and we are trying this through advertisements on Indian TV channels and in a multi-national fast food restaurant," she said.

Star Cruise is targetting senior citizens as all the company's cruises provide a home-away-from-home feeling, Teo said.

Since school children take the decisions for holidays' destinations, we are trying to attract them too, she added.

"We had a successful experiment last month with school children from Bangalore sailing on our ship," she said, adding that the company is providing all support to the PSAs to reach more schools in India.

Star Cruises, which was incorporated in September 1993 with two cruises, now has 19 ships covering 200 destinations. Four more would be added to its fleet shortly, she said.

"For the Indian market, the company is focussing on its cruise Super Star Leo, the largest megaship in the Asia-Pacific with 983 cabins and a capacity of over 2,000 passengers," Teo said.

The company has started a new itinerary for Super Star Leo to help Indians get a feel of exotic Sanya of Hainan Island in China and Halong Bay in Vietnam.

"And in our promotional programme these exotic islands would be highlighted as people are not familiar with them," she said.

Special care is being given to food for Indian cruisers.

"Besides the continental stuff, a mixture of north and south Indian dishes are available in the various restaurants in Super Star Leo," she said.

K-Line makes history with first double-hull cape order

KAWASAKI Kisen Kaisha has made history ordering the first ever double-hull capesize ship in a prestige contract handed to Imabari Shipbuilding.



The pair of 205,000 dwt ships will be completed in 2005 for dedicated business for Kawasaki Steel, which will be merged with NKK's steel to create JFE Steel next year.

"There is both a safety and operational benefit. The actual steel weight is only slightly more so that is a limited impact on cost," said an official with K Line's bulk carrier division, which is expanding raw materials transport for steel manufacturers by capesize bulk carriers.

The vessels will feature wide-breadth and shallow-draft for cost reduction through a greater loaded

cargo volume.

"A double-hull type makes every cargo hold flat in comparison with a single-hull, so that there is a more efficient cargo operation inside the hold. Eventually, it also serves us through safety and environmental management," said the bulk department official.

K-Line has also taken steps to strengthen and maintain hulls of the 30 single-hull capesize ships.

The company has also recently ordered a single-hull 205,000 dwt ship from NKK Corp.

"In promoting the future newbuilding program, the choice of hull types will be made in careful assessment of pros and cons for both types," the company said.

The Imabari design calls for 299.9m LOA, beam of 50.0m, and depth of 24.5m.

Slow movement on West Coast

Los Angeles Cargo moved slowly but surely at West Coast ports, with an emphasis on slowly.

After being shut down for 10 days due to the employer lock-out of the International Longshore and Warehouse Union, cargo operations were gradually picking up momentum, but neither the employers nor the union expected to reach full productivity immediately.

DAILY SHIPPING NEWSLETTER 2002 – 057

The Pacific Maritime Association, which represents shipping lines and terminal operators, said employers are working through some glitches on the docks, but said much of the problem could be due to the built-up congestion on the docks.

"At least we do have a start," said PMA spokesman John Pachtner.

In a small mark of progress, the union and management agreed to enter into an 80-day cooling-off period before a judge can order it. But the two sides still remain far apart, and are waiting for a federal mediator to reschedule contract talks. Pachtner said the slower-than-normal cargo-handling operations could be attributed to "vast congestion" at the terminals and "frayed human relationships."

While he would not elaborate, some terminal operators said marine clerks were making things worse by reporting to their positions as much as 90 minutes late. They said this was happening at many ports. Since marine clerks work pivotal positions at the gates and in the container yards, this would have a direct impact on the movement of cargo. Under the contract proposal submitted to the union in negotiations, employers would use computer technology to phase out hundreds of clerks positions on the waterfront.

If employers believe they have enough evidence to prove a deliberate slowdown, they will bring the information to the federal judge that has been handling the labor situation on the West Coast since President Bush sought a Taft-Hartley Act injunction. Pachtner said the PMA had no plans of going to the judge. "We're just monitoring and assessing the situation," he said.

The ILWU said it was not surprised that some employers were attempting to get the government involved. "They're scrambling to find some way to blame the union," said ILWU spokesman Steve Stallone. The union since 9 October night has been dispatching as much labor as it can to the docks, but employers are asking for more manpower than is available, Stallone said. For example, employers in Seattle requested 500 longshoremen.

According to the PMA annual report, there are only 570 registered longshoremen at Local 19 in Seattle.

Stallone suggested that insufficient skilled labor on the coast resulting from employer reluctance to promote dockworkers from casual to registered status is contributing to the problem. Infrastructure limitations are also a contributing factor to the inability of terminal operators to move faster on reducing the backlog of more than 200 vessels that resulted from the 10-day shutdown. The railroads are allocating slots on their intermodal trains and in their rail transfer yards near the ports.

Hanjin introduces 18th 5,500 TEU container vessel

Hanjin Shipping has introduced a new 5,500 TEU class full container vessel, the **M/V Hanjin Gothenburg**, into its Pacific Southwest Pendulum Express (PDS) service that connects Europe, Eastern Asia and the West Coast of the U.S.

The vessel commenced service as per October 3rd from Yantian, China. M/V Hanjin Gothenburg is the 18th vessel in the 5,500TEU class that Hanjin has acquired, and is a long-term chartered vessel from a German company.



The Hanjin Gothenburg has a carrying capacity of 68,000 tons, a length of 275 meters, a depth of 24.2 meters, a width of 40 meters, a speed of 26.8 knots and will operate on Hanjin's principal Pendulum service route between the U.S. West Coast, Europe and Asia.

The port rotation for the PDS service is: Singapore (Sun/Mon) - Yantian (Thur/Thur) - Hong Kong (Thur/Fri) - Osaka (Mon/Mon) - Tokyo (Tue/Wed) - Long Beach (Thur/Sat) - Oakland (Sun/Mon) - Tokyo (Thur/Thur) - Osaka (Fri/Sat) - Busan (Sun/Mon) - Xiamen (Wed/Thur) - Hong Kong (Thur/Fri) - Port Klang (Mon/Tue) - Colombo (Fri/Fri) - **Rotterdam (Thur/Fri)** - Hamburg (Sat/Sun) - Felixstowe (Mon/Tue) - Rotterdam (Tue/Wed) - Le Havre (Thur/Fri) - Singapore (Sun/Mon).

Two die as waves sweep 17 off Atami breakwater

SHIZUOKA (Kyodo) Two men died Sunday after at least 17 anglers and bystanders were snatched off a breakwater by high waves at Atami port in Atami, Shizuoka Prefecture, police and firefighters said.

The anglers and bystanders fell into the water after being hit by the waves around 8:30 a.m. Fishing boats in the vicinity rescued 17 from the sea, and eight of them were taken to a hospital. Two of the 17 died, according to police.

The dead were identified as Masaaki Ito, a 50-year-old resident of Kawasaki, and Shoji Arai, a 40-year-old man from Zushi.

Six others received medical treatment. Among them, a man and a woman suffered serious but not life-threatening injuries, they added.

According to the Japan Coast Guard, 14 of those plucked from the sea are male and three are female. Three children are among the 17.

Local police and firefighters dispatched patrol vessels and helicopters to confirm whether there were any other victims still adrift in the sea.

Though the weather was fair, the local meteorological observatory issued a high-wave advisory for the Izu area, including the port of Atami, due to an approaching typhoon.

The breakwater is some 1.5 km south of JR Atami Station. It is frequented by anglers, especially on weekends, according to locals.

According to witnesses and those rescued, waves of some 4 to 5 meters crashed over the people on the breakwater as most of them were facing inland.

Many were dragged out some 50 meters from shore as they clung to cooler boxes and other flotsam for about 10 minutes.



Divers search the waters around a breakwater in the port of Atami, Shizuoka Prefecture, after high waves swept at least 17 anglers and bystanders off the structure and into the sea.

DAILY SHIPPING NEWSLETTER 2002 – 057

A passenger ship that noticed what had happened radioed for assistance, and several fishing boats in the area arrived at the scene to help.

Fishing boat capsizes

TSU, Mie Pref. (Kyodo) Two people died and one went missing Sunday when a fishing boat capsized in waters off the town of Shima, Mie Prefecture, the Japan Coast Guard said.

The boat carrying Yutaka Yamazaki, his wife Mitsu, both 76, and their son Yoshiki, 50, capsized at around 6 a.m. due to high waves. All three were thrown into the water.

The couple were rescued shortly and taken to a hospital, but were later pronounced dead, the coast guard said. The search was still on for the son.

According to police, the three had gone out in the morning to fish for lobster

NAVY NEWS

MSDF commemorates 50 years in ship shape



The Maritime Self-Defense Force on Sunday held Japan's first international naval review to commemorate its 50th anniversary.

Aboard the MSDF destroyer Shirane, Prime Minister Junichiro Koizumi, commander in chief of the SDF, viewed a fleet of battle ships anchored at Tokyo Bay that included 17 vessels from 11 foreign countries.

"In particular, we are honored with the participation of three vessels, including a submarine from Russia and a beautiful sailing ship that traveled a great distance across the Pacific Ocean from Chile," the prime minister said in his address to the gathering.

Koizumi also touched on the MSDF's ongoing logistic support in the U.S.-led military campaign against terrorism in the Indian Ocean and last year's shootout between Japan Coast Guard patrol ships and a North Korean spy ship. He said he believes that multinational cooperation of defense authorities contributes to global peace and stability.

The fleet review was held under heavy security, assisted by the coast guard and police, in light of the possibility of a terrorist attack. The suspected attack against a French oil tanker in Yemen last week has made the MSDF even more cautious, a MSDF official said.

A total of 6,687 guests, including citizens chosen by lottery, participated in Sunday's event.

The MSDF was launched in 1952 as the Maritime Patrol Force with some 6,000 personnel and a small number of ships, including some vessels on loan from the United States.

Its capabilities were enhanced during the Cold War, especially in antisubmarine strategies, and it now maintains some 120 ships and 200 aircraft.

Hr Ms BRUINVIS



The Dutch Submarine [Hr Ms Bruinvis](#) visited together with [Hr Ms Mercur](#) the port of Falmouth over the weekend.



MOVEMENTS **STAD AMSTERDAM**



The **STAD AMSTERDAM** arriving on the Tyne last week.

Photo : Kevin Blair ©

SEAWAY FALCON

By : Jan Plug - 1st. off. Seaway Falcon.

The pictures taken by the Burullus client, show the **SEAWAY FALCON** in Egypt and the Sidway umbilical lay



DAILY SHIPPING NEWSLETTER 2002 – 057

Stolt has currently four vessels occupied in Egypt, working for the Burullus Gas Corp. on the Scarab and Saffron Field development, some 35 miles offshore, Northeast of Alexandria. The **SEAWAY LEGEND**, **SEAWAY KINGFISHER** and **SEAWAY HAWK** are engaged in subsea construction and



survey work while the **SEAWAY FALCON** laid a 4" glycol pipeline and just completed laying of a 88 km. long Hydraulic Umbilical, both from the shore base on the Western Nile delta coast to the Saffron / Scarab manifold. An interesting job again, because the initiation close to the shore base was at a waterdepth of 12 metres, which gave an Under Keel Clearance of just over 4 metres to the **FALCON**. This was the reason, why the Flexible Lay Tower midships couldn't be used because the bend under the moonpool was too short for the umbilical. So a construction was made, to lay it over the port side. Both retractable Azimuth thrusters and Hydro Acoustic Positioning Systems could not be used on that shallow depth, but the weather was favourable so we kept very well position with both main props and 5 tunnel thrusters. Positioning reference was by DGPS systems and Artemis. After

one day, waterdepth increased and ended finally at 405 metres at the manifold.

Saturday, the **NORTHERN ADMIRAL** arrived in the field to do the trenching of pipes and cables. The **SEAWAY FALCON** left Egypt on Sunday October 13th. bound for Algeciras and continues her journey after one day stop there to the Gulf of Mexico. The rest of the year will be occupied there. First mobilisation harbour will be Mobile, where we hope to arrive on 5th. of November.



Top : The **Northern Admiral** - Photo : Kevin Blair ©

.... STORY OF THE DAY

Callgirl

Een zakenman uit Israel zal zich zijn bestelling van een call-girl nog lang heugen. Tijdens een verblijf in het vakantie oord Eilat bestelde hij een escort-dame, maar bij aankomst bleek deze zijn eigen dochter te zijn. De zakenman kreeg van schrik een hartaanval, die hij wel overleefde.

**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)