

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 08-01-2002

EVENTS, INCIDENTS & OPERATIONS



The **SEARCHER** , one of the latest newbuildings of the Damen shipyard group was moored at the Parkkade in Rotterdam Monday morning 07-01-2002. (Photo s : Piet Sinke)

The vessel is a Sistership of the **SEEKER** which was delivered to the British Customs last year .



This vessels are of the improved type STAN PATROL 4207 and are nearly the same as the 2 newbuildings for the Dutch customs **VISAREND** and **ZEEAREND**

which will be based in Hoek van Holland and Den Helder after completion during 2002.

(See photo right : Bram Plokker)



FUKUOKA, Japan - A Chinese ship is berthed at Hakata port in Fukuoka on Jan. 7. The Japan Coast Guard arrested several Chinese sailors after confiscating some 150 kilograms of stimulants from the ship off the coast of Fukuoka Prefecture in southwestern Japan. The ship is rusty and does not display its name or nationality

STCW Feb 1 deadline nears

OVER 38,000 Malaysian seamen will be barred from working on ships as they have not complied with the 1995 amendment to the Standards of Training, Certification and Watchkeeping for Seafarers (STCW) which takes effect next month.

Records show that as of Dec 12 last year, only 2,251 of the 40,405 Malaysian seafarers under the national registry have obtained the necessary upgrades in certification which will allow them to go to sea under the mandatory ruling by the International Maritime Organisation.

This is cause for concern in the local shipping industry as after Feb 1, seafarers without the necessary certificates will not be able to go to sea and there will be less locals available to work on board ships. So far, certificates of competency for 363 deck officers, 401 engine officers and 1,487 ratings have been issued by the Marine Department.

The number of basic safety training certificates given out by maritime training centres in the country was 7,165.

Marine Department seamen affairs and port division director Captain Abdul Rahim Akob said the department had speeded up the time taken to process applications from one month to one week. Two fulltime clerks had been appointed to carry out the certification.

"So far, the International Maritime Organisation (IMO) has not said it will extend the deadline.

Although there is no penalty for failing to comply, seamen who have not done so will not be able to sail and lose their source of income.

"Part of the problem is that some shipping companies are not giving time off for officers and crew to attend the upgrading courses and seafarers don't have the incentive to do it," he said, adding that seamen were also not applying for loans from the RM500,000 annual allocation under Central Mercantile Maritime Fund.

The compliance of seafarers under the STCW 95 amendment is one of the seven changes to conventions or codes laid down by the IMO that will come into effect this year.

There are 40,405 Malaysians and 31,309 foreign seafarers registered in the country.

Under the mandatory ruling, seamen have to take up refresher courses such as personal survival techniques, elementary first aid, fire prevention and basic fire fighting before obtaining their upgrade. Shipowners who continue to employ seamen with old certificates can be fined not more than RM10,000 or imprisoned for six months or both.

Another major change taking place this July is that the International Safety Management (ISM) Code will become mandatory for dry cargo ships and mobile offshore drilling units of 500 gross tonnes and above.

This is being brought about by the May 1994 amendment to the International Convention for the Safety of Life at Sea (Solas).

The Code establishes safety management objectives and requires a safety management system to be set up. Under the Code, shipowners must ensure their vessels obtain the Safety Management Certificate which reflects seaworthiness and safety features.

Vessels will be subject to random checks by port state control authorities.

The ISM Code was initially implemented in July 1998 for oil tankers, chemical tankers, bulk carriers, passenger ships and high-speed cargo craft of 500 gross tonnes and above.

The introduction and changes to existing codes by IMO which take effect this year are aimed at making shipping safer and protecting lives and the environment at sea.

In July, the May 1998 amendments to SOLAS will take effect. The changes under Chapter II-1 — Construction — Subdivision and stability, machinery and electrical installations, visual examination of welded connections, where filling with water or a hose test are not practicable, is now allowed under Regulation 14 on construction and initial testing of watertight bulkheads, in passenger ships and cargo ships.

In Chapter IV of SOLAS covering radio-communications, a new regulation 18 on position updating requires automatic provision of information regarding the ship's position where two-way

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communication equipment is capable of providing automatically the ship's position in the distress alert. Where manual updating of the ship's position is required, this should be done not less than every four hours when the ship is underway.

Chapter VI Carriage of Cargoes (Regulation 5) and Chapter VII Carriage of Dangerous Goods (Regulation 6), meanwhile states that all cargoes, other than solid and liquid bulk cargoes should be loaded, stowed and secured in accordance with the Cargo Securing Manual.

Also from July this year the revised SOLAS Chapter V (Safety of Navigation) makes it mandatory for ships of above 300 gross tonnes engaged in international voyages and built on or after July 1 to be fitted with voyage data recorders and automatic identification system to make navigation safer.

A new International Code for High Speed Craft (HSC) 2000 applies to all HSC built on or after the date of entry into force. The original HSC Code was adopted by IMO in May 1994. The changes incorporated in the new Code are intended to bring it in line with amendments to SOLAS and new recommendations adopted in the past four years – for example, requirements covering public address systems and helicopter pick-up areas.

By Sept 1, the April 2001 Amendments to MARPOL 73/78 will take effect and accelerate the phasing-out of single-hull oil tankers.

The new timetable will see most single-hull oil tankers eliminated by 2015 or earlier. Double-hull tankers offer greater protection of the environment from pollution in certain types of accidents. All new oil tankers built since 1996 are required to have double hulls.

Also by this month, under the May 2000 amendments to SOLAS, only ro-ro passenger ships are required to have a helicopter landing area.

An amendment to Annex III (Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form) deletes tainting as a criterion for marine pollutants from the Guidelines for the identification of harmful substances in packaged form.

Tainting refers to the ability of a product to be taken up by an organism and thereby affect the taste or smell of seafood making it unpalatable. A substance is defined as tainting when it has been found to taint seafood.

The amendment means that products identified as being marine pollutants solely on the basis of their tainting properties will no longer be classified as marine pollutants.

February delivery for Stirling AHTS



Stirling Ship Management Ltd in Glasgow in the UK is to take delivery of a pair of new anchor-handling tugs next month.

The new vessels - the **Stirling Islay** and the **Stirling Jura** - are being built at Ferguson Shipbuilders in the UK. The first, the **Stirling Jura**, was launched on

18 October.

The vessels are based on the VS475 design and are 74.45m overall, with a moulded breadth of 16m and maximum draft of 6.5m. They will have a deck area of 500m² and will be driven by a pair of Wartsila 12V32 main engines with an output of 15,000bhp.

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They will have a bollard pull of circa 175 tonnes, and will be capable of lifting anchors of up to 173 tonnes directly from the seabed.

STIRLING JURA / ISLAY

Specifications:

Length Overall: 74.75 metres

Length BP: 65.40 metres

Breadth Mid: 16.0 metres

Depth Mid: 7.6 metres

Load Draught: 6.51 metres

Deadweight at 5.6M draught: 1750 tonnes Gross Tonnage: 2528

Net Tonnage: 759

Bollard Pull: 170 tonnes

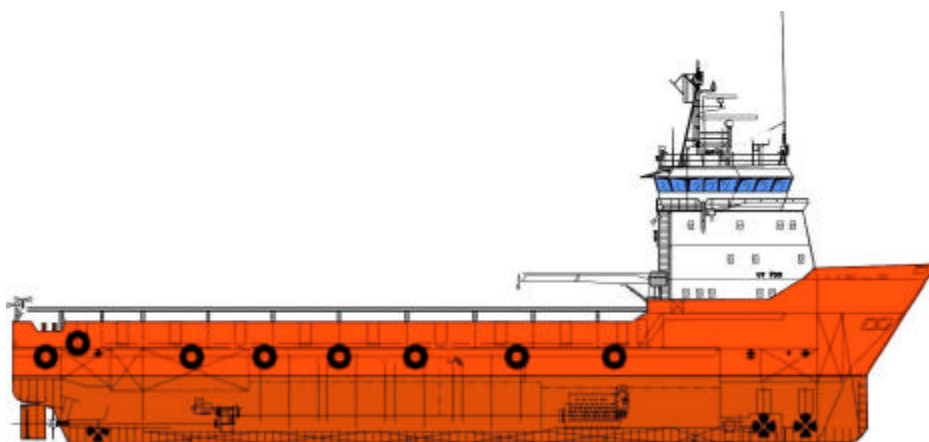
Max Speed: 15.5knots

1-3 Drum Waterfall Anchor Handling Winch

2-Hydraulic Wire Storage Reels

Stern Roller, Towing Pins, Forks and Dead Pins

Skandi Yare delivered



The Platform Supply Vessel (PSV) **Skandi Yare** was delivered to Olympic Venture KS at the end of December. The UT 755 was built under a contract valued at NOK 115 million, and was sold directly after delivery to DOF ASA.

The contract to build the Skandi Yare was signed in November 1999, and was awarded to Aker Brattvaag and Aukra Industrier. Hull production and outfitting were performed at Aukra.

The vessel was delivered two weeks ahead of schedule.

CASUALTY REPORTING

Ferry collision in English Channel

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Two ferries collided Sunday morning just off the UK coastline. Dover Coastguard was alerted to the minor collision between the Dover to Dunkirk freight and passenger carrying ferry “**Northern Merchant**” and the Hoverspeed Sea Cat “**Diamant**”.

The Northern Merchant reportedly had 59 passengers and 43 crewmembers on board at the time of the collision, while the Diamant was carrying a total of 148 people.

The incident, which caused minor damage with no reported injuries, occurred in dense fog three miles south east of Dover harbour. Visibility was estimated at 2 – 300 yards.



After initial assessment the two vessels proceeded onto their ports of destination for further inspection.

SHIPYARD NEWS

More details on Waveney newbuilds

Brattvaag Skipsverft AS in Norway has provided more details about the contract it won recently from Waveney Shipping Ltd for the construction of a platform supply vessel. The contract is worth a total of around NOK 130 million.

The yard notes that provide design services and equipment worth approximately NOK 30 million. The hull will be built in Romania and the completed vessel is scheduled for delivery in April 2003.

The contract is for UT 755 L PSV developed by Rolls-Royce Marine.

Aker Brattvaag group and the Brevik group have built 22 vessels of this type and have a further 16

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vessels under construction and on order.

The vessel will be an enlarged version of the well-known UT 755 design for satisfying the general demands of the offshore industry, such as transport of pipes, cement, different types of fluid and equipment and cargo to and from pipe-laying barges, drilling platforms and production platforms. Waveney Shipping Ltd manages and operates two UT 755 vessels already, and contracted its first UT 755 from the Aker Brattvaag Group. Søviknes Verft AS built this vessel in 1996. The new brokered by R S Platou in Norway and JB Offshore in the UK.

ROUTE, PORTS & SERVICES

RCCL begins sailing from Tampa

Royal Caribbean Cruise Line's (RCCL) first ship to sail regularly from the Port of Tampa, **Rhapsody of the Seas**, set sail on 5 January.

The ship will sail from Tampa on January 12, 19, 26, and February 2, 16, 2002, on five seven-night and one six-night Western Caribbean sailings with ports of call at Costa Maya and Cozumel, Mexico; Georgetown, Cayman Islands; and Key West, Florida. On February 9, 2002, Rhapsody of the Seas will make a special seven-night cruise to New Orleans for Mardi Gras.

"We are very excited about our first sailings from Tampa," said Dan Hanrahan, senior vice president of Marketing and Sales for Royal Caribbean International. "The response to Rhapsody of the Seas has been very strong. Because of this, we are returning to Tampa for a second season of sailings, from November 2002 through April 2003, with our ship Nordic Empress."

Bereidt Mærsk Sealand offensief voor?



De Deense rederij Mærsk Sealand staat bekend om initiatieven waarmee ze steeds een lengte voorsprong neemt op de concurrentie in de lijnvaart.

Links : SORO MAERSK

Het zou dan ook niet verwonderlijk zijn als de geruchten die momenteel de

ronde doen in makelaarskringen, die de rederij niet wil bevestigen of ontkennen, uiteindelijk waar zouden blijken. Het gaat om de mogelijke bestelling bij de werf in Odense, die deel uitmaakt van dezelfde groep, van een reeks van zes containerschepen van de **"S"-klasse**. De schepen van die klasse, waarvan er reeds verscheidene exemplaren in de vaart zijn, hebben officieus een capaciteit van 8.000 TEU, maar bij de nieuwe schepen zou de breedte nog groter zijn om een capaciteit van 10.000 TEU te bereiken. Eind dit jaar zou een eerste schip opgeleverd worden; de andere zouden tot in 2004 volgen.

Zeeuwse veren vervoeren meer auto's

VLISSINGEN - De veerboten tussen Vlissingen/Breskens en Kruiningen/Perkpolder hebben vorig jaar meer auto's vervoerd dan in 2000.

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Het totaal aantal vervoerde auto's steeg met 3,4 procent tot bijna drie miljoen. Rekening houdend met vrachtwagens was dat aantal ruim vier miljoen.

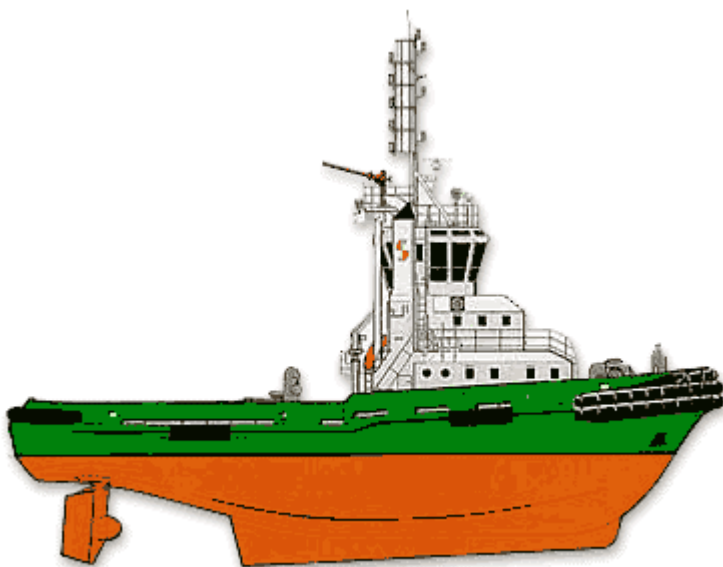
Door de toegenomen drukte moesten ook meer passagiers wachten voordat ze mee konden varen. Dat blijkt uit het vervoersoverzicht van de Provinciale Stoombootdiensten (PSD). In totaal zijn er vorig jaar 2.961.506 auto's vervoerd. Hoewel in december sprake was van een lichte daling (-0,94 procent), is het totale aantal passagiers het afgelopen jaar harder gestegen dan normaal.

"Meestal loopt de toename van het aantal vervoerde auto's gelijk met de mobiliteitsstijging, dus zo'n anderhalf é twee procent", zegt PSD-directeur H. Thomaes. "In 2000 hebben we anderhalve procent minder auto's vervoerd dan in 1999. Ik heb daar geen verklaring voor. Er was economisch toen nog sprake van een hoogconjunctuur. Nu is dat niet zo en toch stijgt het aantal passagiers." Opvallend aan het vervoersoverzicht zijn de verschillen tussen de twee veren. In verhouding kozen meer automobilisten voor een overtocht via Kruiningen/Perkpolder in plaats van Vlissingen/Breskens. Thomaes denkt dat het verschil onder meer te maken heeft met de werkzaamheden op de ringweg rond Antwerpen. Eerder dit jaar verklaarde hij al in een vergadering van de Statencommissie Verkeer en Vervoer dat de mond- en klauwzeercrisis het veerbedrijf meer passagiers heeft bezorgd. Volgens hem hebben veel autobestuurders de mkz-controles op de wegen naar Antwerpen omzeild door via het veer Kruiningen-Perkpolder naar België te rijden. Hoewel de resultaten het best zijn van de afgelopen vijf jaar, is het aantal vervoerde passagiers in de tijd gezien laag. Eind jaren tachtig vervoerde de PSD meer dan 4,5 miljoen auto's en vrachtwagens per jaar, nu is dat ruim 4,1 miljoen. "De komst van de Liefkenshoektunnel bij Antwerpen en de Zoomweg heeft duidelijk gevolgen gehad voor de aantallen passagiers", verklaart Thomaes.

Hoe meer passagiers, hoe meer er moeten wachten, blijkt uit het vervoersoverzicht. Het aantal wachtenden is de afgelopen jaren snel toegenomen: vorig jaar konden in totaal 285.299 auto's en vrachtwagens niet direct meevaren, het jaar ervoor waren dat er 266.365 en twee jaar geleden 211.866. Vooral in Perkpolder en Vlissingen stonden de voertuigen vaak stil.

Thomaes: "Het mooiste zou zijn als we nieuwe schepen konden laten bouwen. Maar dat heeft twee jaar voor het opheffen van de veren geen zin. En dus moeten we de groei opvangen met het materiaal dat we hebben. Maar het aantal wachtenden is in de tijd gezien laag. Circa zeven procent van de auto's konden we vorig jaar niet direct meenemen. In 1990 was dat zo'n 22 procent. Door het in gebruik nemen van nieuwe boten is dat percentage flink afgenomen. Nu begint dat weer te stijgen."

Sonasurf takes delivery of Damen tugs



Sonasurf in France has taken delivery of two Damen ASB 3211 tugs that are intended for towing, mooring, escorting and fire-fighting tasks. The newbuilds - **Kianda** and **Luegi** - have a bollard pull of in excess of 68 tonnes.

They were built to BV classification standards and to meet the requirements of the Marchande Marine (1st Category).

Miss KerriLyn delivered to Central Boat Rental

Rodriguez Boat Builders in Bayou La Batre in Alabama in the US has delivered the **Miss KerriLyn**, a 19.8m x 7.3m lugger tug that is designed to support shallow water oil wells in the Gulf of Mexico. The Miss KerriLyn will be owned and operated by Central Boat Rental, who are based in Morgan City in Louisiana.

The Miss KerriLyn is designed to push a supply barge and tow rigs and equipment

Ulstein delivers cable ship



Ulstein Verft in Norway has delivered the cable ship **Normand Clipper**, which it built for Solstad Cable Ships AS and chartered by Tycom. Vik-Sandvik were responsible for the VS 4125 CLV design, and Normand Clipper is a near sister to **Normand Cutter** delivered earlier by Ulstein. The principal difference is that Clipper is intended more for cable maintenance than for initial laying. For this reason the linear cable engine is replaced by a second drum engine, so the outfit is now two 25 tonne drums with a diameter of 4m. Normand Clipper is 127.5m long and has a 6,000 mile range at service speed. It can maintain position and route in up to Sea State 7 and can carry a total of about 6,000 tonnes of cable in the two main tanks.

Boskalis orders two hopper dredgers

Royal Boskalis Westminster has ordered two 16,000m³ trailing suction hopper dredgers from Merwede Shipyards in Hardinxveld-Giessendam, The Netherlands.

Boskalis says the newbuildings will be 'cost leaders' in their class and will be operational in 2004.

Ballast Nedam Dredging (BHD) a reality

At the end of last year, the way was finally cleared for the merger of the dredging businesses of Ballast Nedam and HAM, part of HBG, and the merger was recently completed.

The merger joins Ballast Nedam Baggeren and HAM in a new company, Ballast Nedam Dredging (BHD), in which HBG will hold a two-thirds interest, with Ballast Nedam holding one-third of the shares. Messrs D De Waard, Chairman, A H Godri will form the management of BHD, J van Herwijnen, A Kok and O F Verkerke.

Mr De Waard retired as member of the HBG Board of Management with effect from 14 November. HBG and Ballast Nedam first began discussing an alliance at the end of December 2000. The talks culminated in a merger agreement at the end of June 2001. At the request of a section of the HBG shareholders, an injunction was imposed on this agreement by the Enterprise Section of the Court of Appeal at Amsterdam on 4 July. The injunction was lifted on 7 November.

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With a hopper dredger capacity of 160,000 m³ and cutter suction dredgers with a combined capacity of 66,000kW, BHD is now a market leader in important segments of the dredging industry. BHD is forecasting a turnover of around EUR 635 million in 2001 and has a workforce of around 2,200.

NAVY NEWS

Marine en Luchtmacht ingezet bij zoektocht



Een Lynx-helikopter van de Koninklijke Marine heeft op 7 januari de zoektocht voort gezet naar een man die gisteravond van het olieplatform Glomar Adriatic 11 is gevallen. Het olieplatform ligt circa 50 kilometer ten noordwesten van Vlieland in de Noordzee.

De man viel zondagavond rond half negen in zee. Aan de zoektocht die hierop volgde namen een Lynx-helikopter van de marine en een AB-412SP SAR (Search-And-Rescue) helikopter van de luchtmacht deel. Daarnaast werden onder meer vier schepen van de Koninklijke Nederlandse Redding Maatschappij (KNRM) en een vliegtuig van de politie ingezet. Het zoeken bleef zondagavond zonder succes.

De Lynx-helikopters van de Koninklijke Marine zijn gestationeerd op Marinevliegkamp De Kooy, de AB-412SP SAR-helikopters van de Koninklijke Luchtmacht op de vliegbasis Leeuwarden.

AIRCRAFT / AIRPORT NEWS

2001 veiligste vliegjaar sinds Tweede Wereldoorlog

Vliegtuigbouwer Boeing heeft berekend dat vliegen 22 keer veiliger is dan autorijden



LONDEN - Het jaar 2001 is het veiligste vliegjaar geweest sinds het einde van de Tweede Wereldoorlog. Dit heeft het Britse adviesbureau voor de luchtvaartindustrie Airclaims geconstateerd. Airclaims telt de ongevallen met vliegtuigen die op commerciële basis vijftien of meer passagiers

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vervoeren.

Desondanks zal door de terreuraanslagen in de Verenigde Staten met gekaapte verkeersvliegtuigen het beeld overheersen dat vliegen sinds vorig jaar riskanter is geworden. Deze zelfmoordacties en het ongeluk, waarbij Oekraïense militairen per abuis een Russisch verkeersvliegtuig uit de lucht schoten, vallen buiten de telling van Airclaims.

Het bureau komt voor 2001 op achttien ongelukken, waarmee het laagterecord van twintig van 1998 werd gepasseerd. Gemiddeld verongelukten het afgelopen decennium jaarlijks 24,3 toestellen, zo meldde de Financial Times maandag.

Het negatieve imago dat vliegen sinds 11 september 2001 heeft gekregen, is versterkt doordat bijna alle grote ongevallen daarna hebben plaatsgevonden. Zo was er de ramp met het SAS-verkeersvliegtuig op de luchthaven in Milaan, waarbij alle 104 passagiers en zes bemanningsleden om het leven kwamen. In november stortte een toestel van American Airlines op een woonwijk in New York waarbij 260 mensen om het leven kwamen.

In totaal kwamen het afgelopen jaar 715 mensen om het leven bij ongelukken met verkeerstoestellen. Airclaims schat dat de ongelukken van vorig jaar voor 1,3 miljard euro aan verzekeringsgelden heeft gekost, een stuk minder dan de ruim 2 miljard euro die was verwacht. Als echter de terreurdaden worden meegeteld, stijgt dit bedrag tot ruim 6 miljard euro. Dat is een verdubbeling van het bedrag dat het recordrampenjaar 1994 de verzekeringswereld kostte.



[Saudi Arabian Airlines Boeing 747-368 at Kuala Lumpur \(Malaysia \), August 24, 2001](#)

Het aantal fatale vluchten neemt sinds het einde van de Tweede Wereldoorlog geleidelijk af. Volgens Airclaims is vliegen nu honderd keer veiliger dan begin jaren vijftig. Vliegtuigbouwer Boeing heeft berekend dat vliegen 22 keer veiliger is dan autorijden.

RIJNMOND WEATHER

dinsdag 8 januari

9 uur 's ochtends

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temperatuur: 2 graden
kans op neerslag: 5%
wind: matig (12 km/u) uit O

5 uur 's middags

temperatuur: 2 graden
kans op neerslag: 5%
wind: matig (15 km/u) uit OZO

MOVEMENTS SMIT LONDON



The tug **SMITWIJS LONDON** is still enroute to Venezuela ,after some turbulent days during the festive season with winds upto 9-10 Bft the vessel is now in much better weather, she will pass LAS PALMAS this coming Friday for some crew change, Captain George Zwager will be relieved by Capt Gerrit Verschoor , from there the SMIT LONDON who is towing the Semi Submersible **PRIDE VENEZUELA** from Scotland to Venezuela will start crossing the

Atlantic towards South America. (Photo : SHIPNET)

BALDER

The **BALDER** of **HEEREMA** which was at the shipyard of VEROLME BOTLEK for nearly 1 year for a large conversion/refit is at present in NORWAY near Stavanger for trials of the newly installed DP system ,The **BALDER** will return to Rotterdam at the end of January for about 10 days , after that she will depart for the Gulf of Mexico for a 5 year contract with BP – AMOCO

**Dinsdag 8 januari a.s., om 20:30 uur op Nld 3
in het programma "Andere Tijden", het
verhaal van de ondergang van de Flying
Enterprise (met de Turmoil).**

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