

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Sunday 21-04-2002



Operation Enduring Freedom



Apr. 18, 2002 -- Naval vessels from five nations fall into position for a rare photographic opportunity. From top row left to right: Italian frigate, **ITS Maestrale (F 570)**, French destroyer, **FS De Grasse (D 612)**, U.S. aircraft carrier, **USS John C. Stennis (CVN 74)**, U.S. cruiser, **USS Port Royal (CG 73)**, French aircraft carrier, **FS Charles de Gaulle (R 91)**, British Royal Navy amphibious warfare ship, **HMS Ocean (L 12)**, French frigate, **FS Surcouf (F 711)**, U.S. aircraft carrier, **USS John F. Kennedy (CV 67)**, Dutch frigate, **HNLMS Van Amstel (F 831)**, Italian destroyer, **ITS Luigi Durand de la Penne (D 560)**. The coalition forces are deployed in support of Operation Enduring Freedom

EVENTS, INCIDENTS & OPERATIONS

10,000 Kenyans heading for Europe

MORE than 10,000 Kenyans are scheduled to leave for Europe next month for job placement with cruise lines, following a year-long recruitment by United Arab Emirates-based Al Najat Shipping. Kenya's East Africa Standard newspaper said it obtained a copy of a contract with a local airline to transport the 10,008 recruits who have been issued visas to enter the Netherlands, Norway, Portugal, Spain and the UK. It said the contract was signed in the UAE last week after Kenya "froze issuance of [the job seekers'] passports" until the recruits "were placed". Al Najat, which has not responded to Fairplay's requests for information, told Kenya's government it was acting on behalf of British, Greek, Portuguese and Spanish cruise lines. The government has been accused by the New York-based Centre for Seafarers' Rights of violating the ILO's Placing of Seamen Convention by charging applicants a fee. The newspaper said once in various European destinations, the Kenyans "will be expected to undergo a two-week intensive training before deployment."

Freedom Ship seeks funding

THE MAN behind ambitious plans to build the world's largest cruise ship at a cost of \$11Bn using land-based steel technology has filed to the US Securities and Exchange Commission to raise \$5M to investigate whether the project is economically feasible. Florida-based Freedom Ship International CEO Norman Nixon says the money will be used to complete the basic design, build the construction site in the Central American country of Honduras and seek further project financing. "Then we need to raise \$53M from venture capitalists, which is going to be difficult ... and then we'll go public with an \$800M Initial Public Offering which will be easier," Nixon said. Because "we can't afford to make [the ship] light", the Freedom Ship, promoted as a floating, 25-storey high city for 90,000 residents, will be assembled on land and be three times heavier than conventionally constructed cruise ships, Nixon said. It will circumnavigate the globe spending 30 per cent of its time in motion. Talks with classification societies are underway as well as the flag states of Gibraltar and Greece, with appointments made by year's end he said. The steel structure will be built in Honduras and modules in either US or Europe.

Tanker ice tests successful

THE first in a series of tests of tanker navigation through ice has just been successfully completed in the Russian Far East. The tests are to determine the safety requirements for the transport of crude oil from offshore oilfields now under development north-east of Sakhalin Island. When oil production begins in late 2003, 200,000 bpd, growing to a maximum of 700,000 bpd, will reportedly be pumped from Sakhalin to the mainland port of De-Kastri, where a four-tank storage is to be built with a capacity of about 700,000 barrels. The 105,000-DWT Primorsk tanker **Primorye** recently tested navigation procedures, vessel parameters, loading routines, and work with icebreakers during a two-week round-trip voyage from Seoul to De-Kastri and back to Busan. A Primorsk spokesman told Fairplay that "extreme trip conditions were intentionally sought to maximise potential problems and to test the capabilities of the ship, including an emergency stop. By the end of the trials the Primorye had successfully overcome all ice barriers."

ARIE VISSER



The Terschelling Lifeboat **ARIE VISSER** was called out to the fishing vessel URK 177, which had found a dead body in the fishing nets, just North of the Stortemelk, the Lifeboat took the body onboard and delivered it at Harlingen to the Police. Most probably was the body of an offshore worker which was reported missing during January, the safety belt was still attached to the victim.

Left : the **ARIE VISSER** at Terschelling – Photo: Piet Sinke

CASUALTY REPORTING

Reddingshelikopter luchtmacht evacueert opvarende



Een AB-412SP reddingshelikopter van het Search-and-Rescue-squadron van de vliegbasis Leeuwarden heeft donderdag (18 april) een gewonde opvarende van een koopvaardijship geëvacueerd. Het gewonde Russische bemanningslid werd overgebracht naar het Gemini-ziekenhuis in Den Helder.

Rond 13.00 uur alarmeerde de Kustwacht de SAR-helikopter en verzocht de gewonde Rus van het schip **Ansiro** af te halen. De man was in het ruim gevallen en had daarbij ondermeer gebroken en

gekneusde ribben, een gebroken arm en mogelijk nekletsel opgelopen. De reddingshelikopter van de luchtmacht bevond zich op dat moment op Vlieland, en vloog naar het schip dat ongeveer dertig kilometer noordwest van Vlieland voer. De man is door een redder en een verpleegkundige met een speciale brancard uit het ruim gehaald en daarna overgebracht naar Den Helder.

Normaal gesproken voert de Koninklijke Marine deze acties uit met een Lynx-helikopter, maar in verband met een marine-oefening op het IJsselmeer besloot de Kustwacht de reddingshelikopter van de luchtmacht in te zetten.

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ALEXANDROUPOLIS (Malta)

Istanbul, Apr 17 — Understand bulk *Alexandroupolis* anchored off Ahirkapi anchorage 1100 same day, Apr 11. Reportedly it completed necessary inspection/formalities and is waiting in the same position due to bad weather. — Lloyd's Agents.

ALGOWOOD (Canada)

London, Apr 16 — A press report, dated Apr 16, states: Coast Guard marine safety officers boarded bulk *Algowood* 0730 hrs, this morning, for a final inspection before moving the vessel to the Carbide Dock. Tugs *Missouri* and *Florida*, from Great Lakes Towing, took position on the middle of the hull on either side of the vessel. At 0330 hrs, tug *Avenger IV* arrived on scene to attach her cables for the tow. At 0800 hrs, the first attempt was made to move *Algowood*. The tugs pushed and pulled but could not free the vessel, as *Algowood* had become hung up on the anchor chains from the ice boom. At 0830 hrs, they were attempting to free *Algowood* from the chains. In the winter ice booms are placed at the edge of the channel to help control ice flowing down the St. Marys River. The tugs were successful in moving *Algowood* and shortly before 1000 hrs, *Algowood* was being moved along side the Carbide Dock on the U.S. side. The survey vessel *James Bray* was called to do a sweep of the area where *Algowood* grounded, near the ice boom. This will verify that the bottom is clear of any obstructions before opening the river to traffic. At 1000 hrs, Soo Traffic posted a two hour delay for startup of vessel traffic in the river. (See issue of Apr 17.)

London, Apr 17 — A press report, dated today, states: After blocking the St. Marys River for one day, tugs were successful in moving bulk *Algowood* shortly before 1000 yesterday morning. The damaged vessel was moved along side the Carbide Dock on the U.S. side of the river. Survey vessel *James Bray* was called to do a sweep of the area where *Algowood* grounded near the ice boom. After the survey traffic in the river resumed about 1230 hrs. There were 12 vessel were waiting to transit upbound and seven vessels were waiting to pass downbound. At the Carbide dock divers were surveying *Algowood*. Once the survey is complete the vessel's owner, Algoma Central Marine, will present a transit plan to the Coast Guard. The departure of *Algowood* will depend on the extent of the damage. The vessel may sail with temporary repairs or it may be necessary to off load the cargo of coal to another vessel and immediately sail for a dry dock. Early survey of the vessel shows multiple holes in the No. 1 ballast tank and other large scrapes and insets on the port side where the vessel ran out of the channel. No leaking was reported in the cargo hold. A transit plan is expected to be presented this morning.

AMAZE (St. Vincent & Grenadines)

London, Apr 17 — Following received from Madrid MRCC, timed 1220, UTC: General cargo *Amaze* is still aground, with salvage operations still under way.

CORK SAND (Panama)

London, Apr 17 — A press report, dated today, states: Hopper barge *Cork Sand* (955 gt, built 1988) which was damaged in a bomb explosion off the Scottish coast, has sparked demands for an inquiry by an MSP. The vessel was dredging the seabed in preparation for a new gas pipeline from Scotland to Ireland when the blast took place. The hull was damaged but it is believed no one was hurt. The explosion happened on the Solway Firth in an area used by the Ministry of Defence firing range at Dundrennan near Kirkcudbright. The MoD was informed and a bomb disposal squad were brought in from Faslane. The

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Coast Guard and police were not told at the time. The blast happened six days ago but details began to emerge only yesterday.

FLYING DOLPHIN XXIV (Greece)



London, Apr 17 — Lloyd's Casualty representatives in Piraeus report : At midday, Apr 16, hydrofoil *Flying Dolphin XXIV* (141 gt, built 1974) sustained mechanical damage during arrival at the port of Glossa at the northern part of Skopelos island. At the time, the hydrofoil had been performing the schedule Agios Konstantinos-Skiathos-Glossa-Skopelos-Alonnisos. The passengers bound for the port of Skopelos in the south of Skopelos island, were transported to their destination with vehicles of the vessels operators and the passengers for Alonissos were transported to their destination by hydrofoil *Flying Dolphin XIX*. The Port Authority of Glossas prohibited the departure of *Flying Dolphin XXIV* pending inspection of the repairs.

FULGUR (Isle of Man)

London, Apr 17 — A press report, dated Apr 16, states: Chem.tank *Fulgur* (27539 gt, built 2001), carrying 8 million gallons of gasoline, diesel fuel and kerosene ran aground this evening on the Eastern Shore near Tolchester Beach in Kent County after the vessel reportedly lost its steering ability. None of the cargo had leaked from the vessel by late today and the vessel's double hull appeared intact, according to U.S. Coast Guard Lt. Russell Bowman. "All indications are good that all the cargo is contained," he said. The vessel, which ran aground in 23 feet of water at around 1800 hrs, was headed to Baltimore from Newark, N.J., Bowman said. The Coast Guard had an environmental containment team on standby and planned to use tugs to push the vessel into deeper water during the night.

London, Apr 17 — Following received from Coast Guard Portsmouth, Va, timed 0705, UTC: Chem.tank *Fulgar* grounded at 2210, UTC, yesterday and was refloated at 0315, UTC, today. Vessel is now at the Hess Terminal, Upper Chesapeake Bay.

JODY F.MILLENNIUM (Panama)

Yokohama, Apr 16 — Bulk *Jody F.Millennium*, grounded in New Zealand Feb 6: Vessel is currently on voyage from New Zealand to Tsuneishi dock, Hiroshima Prefecture, where ETA Apr 18 for repairs. — Lloyd's Agents.

JUPITERIS (Lithuania)

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Istanbul, Apr 17 — Ref *Jupiteris* completed necessary inspection/formalities and sailed at 2355, local time, Apr 16, for Bourgas. Vessel is reportedly expected to arrive Istanbul at 1100, Apr 17. — Lloyd's Agents.

LEOPARD OF LONDON (U.K.)

London, Apr 17 — Understand salvage services to yacht *Leopard of London* are being rendered under Lloyd's Open Form by Wijsmuller Salvage BV.

MALAKAND (Pakistan)

Karachi, Apr 16 — According to an official of the Pakistan National Shipping Corporation (PNSC) general cargo *Malakand* (12395 gt, built 1980) is heading towards the nearest dry dock facility for engine repairs. The vessel is drifting near Colombo due to engine failure. The vessel, runs under Asia Line Services of PNSC and was carrying little cargo when it had an engine failure. PNSC hoped as soon as its engine is repaired, it will resume its journey, possibly to Karachi. — Lloyd's List Correspondent.

London, Apr 17 — Understand general cargo *Malakand* had main engine problems Apr 12. A tug is due on scene tomorrow and vessel will be towed to Colombo roads where repairs to be carried out. ETA Colombo roads Apr 21.

MARIA CARMELA

London, Apr 17 — A press report, dated today, states: Divers hunting for bodies inside ferry *Maria Carmela* prepared to wrap up their search today as the confirmed death toll rose to at least 44, officials said. Four people were still listed as missing. Eleven divers, including one from the Japanese Coast Guard, have been searching through the wreckage since Sunday (Apr 14), when the still-smoldering ferry sank. They have found remains of 18 burned bodies, adding to 26 fatalities confirmed earlier. At least 330 passengers and crew were on board. The officer in charge of the divers said that they had recommended ending the operation. "I think today would be the final search because it is already negative," said Ensign Raul Belesario. "We have searched every part of the ship and we cannot find anything more." No cause of the fire, which was believed to have started on a lower deck for vehicles and cargo, has been determined.

MATHIAS THESEN (Russia)

Esbjerg, Apr 16 — Ref *Mathias Thesen*: Information received from the vessel's agents states that it has discharged all of its cargo. It commenced repairs Apr 12 and divers and repairers are currently working on it. — Lloyd's Agents.

MODESTE I (Honduras)

Port au Prince, Apr 16 — Supply *Modeste I* remains at Cap Haitien with no repairs carried out up until now. — Lloyd's Agents.

NORD TRANSPORTER (Sweden)

Göteborg, Apr 16 — General cargo *Nord Transporter* ran aground, today, at Danish side of the "manmade"/artificial island Pepparholmen, where the bridge goes over into a tunnel. It was an engine problem that lead to a soft grounding on sandy bottom on the island. — Westax Marine Services AB.

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London, Apr 17 — Following received from Aarhus RCC, timed 0620, UTC: General cargo *Nord Transporter* is still aground. Bunkers are being removed from the vessel and a refloating attempt will be made around mid-day.

SOUTHERN CARRIER (Sweden)



London, Apr 17 — Fire broke out on board ro/ro *Southern Carrier* disabling its engine-room and leaving it adrift in the Western Approaches in the early hours of yesterday morning. The fire started when the vessel was passing Brest en route to Vigo from Southampton where it loaded its cargo on Monday (Apr 15). The cause of the accident is unclear at this stage, according to Kent Tullock, fleet manager of Skarhamn-based

B&N Nordsjofrakt, which operates the vessel. There were no injuries to the vessel's 15-strong crew members, who were driven back by smoke when they tried to fight the fire, Mr Tullock said. The engine-room was then sealed and pumped full of carbon dioxide which extinguished the fire. Mr Tullock could not confirm the number of cars on board. However, he said that there had been no damage to the vessel itself, barring the engine-room, or to its cargo. The carrier was taken in tow by French supply *Alcyon* at around midday yesterday and will be taken to Brest for repairs. Mr Tullock said he did not believe there was any connection between this latest incident and engine problems the ship incurred last year which required repairs in Falmouth. No engine-room alarm had gone off before the fire alarm sounded on the bridge, he said. *Southern Carrier* is expected to arrive in Brest today and weather conditions remain good, he added.

London, Apr 17 — Following received from Corsen MRCC, timed 0645, UTC: Ro/ro *Southern Carrier* in tow of supply *Alcyon* will arrive Brest in approximately two hours.

Brest, Apr 17 — Ro/ro *Southern Carrier*, Southampton for Vigo, 200 cars, had a fire in the engine-room at about 0001, UTC, yesterday. The motor was stopped accordingly and vessel requested assistance. Supply *Alcyon* proceeded to the area and a tow was passed to the vessel at 1100 hrs, yesterday. The towage is expected to arrive Brest at about 1500, local time, today. — Lloyd's Agents.

SHIPYARD NEWS

Colombo Dockyard doubles profit

COLOMBO Dockyard, a subsidiary of Japan's Onomichi Dockyard, doubled net profit in 2001 to Rs235M (\$2.4M) from Rs121M the year before. Group turnover rose to Rs5.3Bn from Rs4Bn over the same period. Chairman Koichi Yamanaka described the yard's performance as "impressive and encouraging" despite an "unfavourable economic environment" created by terrorist attacks on the island's international airport and the attacks in the US last year. Revenue from newbuildings, at Rs2.8Bn, surpassed that from ship repair and accounted for over half the yard's total revenue. The money mostly came from the construction of tugs for the Sri Lanka Ports Authority and high speed, aluminium-hulled fast attack craft for the Sri Lanka Navy for its war against the Sea Tigers, the naval wing of the Tamil Tiger rebels. Revenue from ship repair was almost Rs2Bn. Yamanaka said the expected recovery in the ship repair market did not materialise because of the poor performance of regional economies and sluggish freight and tanker markets.

Korean newbuilding orders plunge

NEWBUILDING orders at Korean yards have plunged by 46 per cent for the first three months of the year compared with first quarter orders in 2001. According to figures released today by the ministry of commerce, industries and energy, Korean builders have managed to secure newbuilding orders for just 21 ships aggregating 917,000 CGT valued at \$1.4Bn for the first quarter of 2002. For the same period in 2001 aggregate orders had reached 1.7M CGT. Completion volume has fallen to 1.6M CGT against 1.85M CGT for the first quarter of 2001. Total newbuilding orders at the end of March stood at 15.4M CGT against 16.2M CGT at the end of the first quarter in 2001. The Korean government is not unduly concerned, however, as there are signs of a rally with orders for March alone amounting to 754,000 CGT. Korea's main rival, Japan, had more orders at 2.29M GT or 1.19M CGT for the same period this year.

VAN DER GIESSEN- DE NOORD



Nieuwe Maas, Kmr. 993,1. Tewaterlating bij v.d. Giessen De Noord op 27-4-2002.

Op zaterdag 27 april 2002 zal vanuit de bouwloods van de scheepswerf Van der Giessen - de Noord, het nieuwe Offshore werkschip voor TOISA te water worden gelaten. In verband hiermee zal het scheepvaartverkeer op de Nieuwe Maas op genoemde datum worden gestremd vanaf ongeveer 18.15 uur tot na de tewaterlating of zoveel langer als nodig mocht blijken.

Length over all	132.95 m.
Length between perp.	117.70 m.
Breadth (mld)	22.00 m.
Depth (mld) - deck 3	9.50 m.
Design draught (mld)	6.25 m.
Scantling draught (mld)	6.75 m

ROUTE, PORTS & SERVICES

ChemPool expansion delayed

THE expansion of the Vopak Essberger coastal chemical tanker alliance to include Stolt-Nielsen Inter European Services, first announced last October, has been delayed by demands from Brussels for more information. The ChemPool was set up in July 2000 with 14 Vopak ships and ten from Essberger

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aggregating 100,000 DWT. The inclusion of 11 Stolt vessels of between 1,500 and 8,000 DWT would give the pool a total capacity of 150,000 DWT. The Vopak Essberger Stolt ChemPool was originally intended to start on December 1, 2001, and was planned to operate from ChemPool offices in Hamburg and Dordrecht. A Vopak spokesman told Fairplay last year the venture would focus on operations in the Baltic, North Sea/UK and Mediterranean

Dover plans major expansion



DOVER Harbour Board is embarking on a major expansion programme that will provide capacity to handle rising demand at the UK port over the next ten years. The initial phase centres on the construction of four new double-deck ro-ro berths at the Eastern Docks at a cost of £35M (\$50M). Tenders are out for the first two of these and the first should be commission in October 2003 followed by a second six months later. These will be followed by a second pair of berths anticipated for 2007 onwards and this will use up all the land available at the Eastern Docks. All four berths will cater for the largest size of ferries able to use Dover. For the longer term Dover has set up a

project team to look at options both within the existing port and outside. There is some ability to upgrade some of the port's earlier ro-ro berths to provide extra capacity. Beyond that, a new port at the Western end of Dover is being considered.

Indian ports paralysed

ALL 12 major ports in India were completely paralysed on April 16 by a one-day strike involving workers' unions protesting against anti-labour laws. One of the unions Shiv Sena, which is part of the ruling alliance, supported the strike called by unions of opposition parties such as All India Trade Union Congress, CITU and Hind Mazdoor Sabha. Industry sources said all private ports including Pipavav and Mundra worked as normal. While work at Jawaharlal Nehru came to a standstill, P&O Ports-run Nhava Sheva International Container Terminal (NSICT) operated without interruption. In Mumbai, all 11 vessels alongside were kept idle. "Around ten per cent of 24,000-strong work force, including the workers for essential services turned up today. They worked for a few hours on one of the general cargo vessels Asian Energy unloading logs," a senior port official said.

New course for Silja

A NEW strategy for the Finnish cruise ferry group Silja could be in the offing after London-based Sea Containers, which holds 50 per cent of the Silja shares, raises its holding to 75.32 per cent. Sea Containers acquired its 50 per cent holding in Silja in early 2000, and it was then agreed that the sellers of the shares would have an option to dispose of the rest of their holding in two years' time. A number of institutional shareholders – Finnish and Swedish industrial groups with no direct interest in ferry shipping – have decided sell their holdings to the UK group. It is rumoured that James Sherwood, chairman of both companies, plans to announce a new strategy for Silja after Sea Containers secures the controlling interest. Heikki Holma, formerly a director at the Finnish Broadcasting Co and now a deputy MD at Silja, will succeed Gustav Palmgren as MD later this year.

Stena Line to boost N Sea capacity



The Stena Britannica arrives at Hoek van Holland from Harwich – Photo : Piet Sinke

STENA Line is to place the first of its two 44,000 GT ro-pax newbuildings on order at Hyundai HI on the **Harwich-Hook of Holland route**. It will replace the 33,769 GT **Stena Britannica** and raise freight capacity on the route by more than 20 per cent. The as-yet-unnamed ship will enter service early next year, offering 3,400 lane metres of vehicle capacity, compared with 2,900 metres on the Britannica. The latter will be returned to Stena RoRo. Pim de Lange, MD of Dutch subsidiary Stena Line BV, said the company was the largest in the accompanied cargo sector and the move had been taken to strengthen that position. The line carried 136,000 trucks and trailers last year and is hoping to boost that to 146,000 this year. De Lange revealed that Stena Britannica was overbooked on four evenings each week, which suggested a demand for greater capacity. After suffering from the abolition of tax free sales, Stena Line hopes to return to profitability this year.

NYK denies Red Ensign switch

NYK has denied Hong Kong and Japanese newspaper reports that it intends to register vessels under the British flag to take advantage of the lower tonnage tax. The reports said the 6,200-TEU **NYK Lynx** would be the first NYK ship to fly the British flag. However, Tetsuji Madarame, project team manager of NYK's planning group, said: "It has already been commissioned as a ship of Panamanian registry, and there is no plan to change its flag". He said NYK was "conducting a survey on the tonnage tax system in general, but has no present intention of shifting to such a system. In particular, there is no possibility of transfer to the British flag since there are many constraints on British-registered vessels". The reports also said Hong Kong-based Orient Overseas Container Line had considered the possibility of switching some vessels to the Red Ensign. But OOCL spokesman Stanley Shen said: "We intend to continue to support the Hong Kong register, which must remain competitive. We will continue to benchmark the Hong Kong register."

MISC makes LNG breakthrough



MALAYSIA International Shipping Corp has clinched a three-plus-one year contract with Gaz de France for the time charter of its LNG tanker the 130,000 m³ **Tenaga Satu**. This is the first time the subsidiary of state-owned oil and gas major Petronas has secured a LNG transport contract outside the parent group. MISC, which is listed on the main board of the Kuala Lumpur exchange, has

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a fleet of 13 LNG tankers. It accounts for ten per cent of the world LNG carriage capacity and claims to be the "largest owner/operator of LNG tankers in the world." Six more tankers are on order with two scheduled to be delivered this year. These would be on time charter to Malaysia LNG. The new contract is expected to be the springboard for MISC's plans to break into the European and Atlantic LNG transport business. The company plans to set up an office in Europe for the purpose.

Alliance to cut Atlantic service

HANJIN Shipping and its partners in a new, proposed Asian container alliance, will cancel the Atlantic Gulf Europe service from late June. The decision of the group, which includes Coscon, K Line and Yang Ming follows a recent slot charter agreement between these lines and the Grand Alliance and Americana Ships. Currently the group operates five 2,000 TEU ships with Hanjin providing space through a slot arrangement. Far from reducing Hanjin's presence in the sector, the number of services that Hanjin provides would increase to five from four a Hanjin spokesman told Fairplay. The extra service is possible due to the recent agreement the spokesman explained. "The scope of strategic co-operation has expanded from agreements between individual companies to those of groups," Hanjin said.

Lloyd Triestino, CMA CGM to join forces



Top : The **LT USODIMARE** departing from Rotterdam 20-04-2001 — Photo : Piet Sinke

TWO of Europe's largest carriers, Lloyd Triestino (LT) of Italy and France's CMA CGM are to join forces through an exchange of slots on the transpacific routes.

This is the second such deal to have emerged from the independent CMA CGM. In March, the carrier and Taiwan's Evergreen agreed to a slot exchange on the Asia/Northern Europe trade.

Approval of the latest agreement from government authorities is expected in early May, according to a joint announcement from the two carriers. Thereafter, the two sides will exchange slots between the TPX service of CMA CGM and the CPN/CPS loops of the TPX China-west coast North America service of LT.

Each carrier will take 200 TEU of containers on each other's service each week, both eastbound and westbound.

The CPN loop covers Qingdao, Shanghai, Pusan, Hakata, Nagoya, Tacoma, Vancouver, Pusan and Qingdao, while the CPS loop calls at Shanghai, Ningbo, Oakland, Los Angeles and Shanghai. Port rotation for the TPX service is Port Klang, Singapore, Hong Kong, Yantian, Xiamen, Pusan, Los Angeles, Oakland, Shanghai, Pusan, Keelung, Hong Kong, Chiwan, Singapore and Port Klang.

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The earlier French-Taiwanese deal saw slot exchange between the French Asia Line and the North China Express (NCX) services of CMA CGM and the Asia-Europe-Asia sector of Evergreen's west coast US/Asia/Europe service, with each carrier taking up to 350 TEU per week on the other's services both eastbound and westbound.

Brambles Marine up for sale

BRAMBLES Marine, which operates a Bass Strait ro-ro service between Melbourne and Burnie in Tasmania, could be up for sale. Today's Australian Financial Review quoted comments from Salomon Smith Barney analyst Jason Smith indicating that Brambles Industries might be seeking to divest assets worth A\$500M (\$266M), including Brambles Marine, Eurotainer, Brambles Distribution and Short Bros Industrial Services in the UK. Smith estimated the company's maritime division to be worth about A\$100M. The CMA CGM owned ANL Container Line, which started a single-vessel Bass Strait service of its own at the end of January, has confirmed an interest in acquiring Brambles Marine, while other contenders are said to include Patrick Corp and Toll Holdings. Patrick already operates a rival shipping service on Bass Strait, and Toll recently acquired BHP's bulk and general stevedoring business at the Temco manganese plant in Bell Bay (Launceston) as well as BHP's general stevedoring operations at Western Port, close to Melbourne

NAVY NEWS

Marine dwingt gestolen speedboot tot stoppen

Eenheden van de Nederlandse marine en de Amerikaanse kustwacht hebben na een lange achtervolging ten noordwesten van Aruba een gestolen speedboot tot stoppen gedwongen. De vierkoppige Columbiaanse bemanning werd aangehouden. De verdenking bestaat dat de speedboot gebruikt is voor een drugstransport, maar concrete bewijzen hiervoor werden niet gevonden.

De verdachte speedboot werd zo'n 150 kilometer ten noordwesten van Aruba ontdekt door een P-3C Orion maritiem patrouillevliegtuig van de marine. Na ontdekking zijn het fregat **Hr.Ms. Bloys van Treslong** en de Amerikaanse kustwachtcutter **Attu** met hoge vaart naar de betreffende locatie gevaren. Op basis van informatie van de Orion en - later - een Amerikaanse Cessna Citation kon de Lynx-boordhelikopter van het marinefregat de speedboot uiteindelijk tot stoppen dwingen. De

bemanning werd aangehouden door de kustwachtcutter **Attu**. Dit gebeurde ongeveer 55 kilometer ten noorden van Columbia.

Links : USCG ATTU

Photo : Coll Piet Sinke



Uit onderzoek bleek dat de speedboot op de terugweg was naar Columbia, de bemanning bekende onmiddellijk dat

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zij de boot hadden gestolen. Bemanning en speedboot zijn overgedragen aan de Columbiaanse autoriteiten.

MOVEMENTS UNION BEAVER



The **UNION BEAVER** is at present mobilizing at Flushing for cable works near Brest for the French company Alcatel

Photo : Jacco van Nieuwenhuyzen

FIGHTER

The **FIGHTER** departed April 18th from Wallsend after delivery of the **VIKING BARGE 2** from Stavanger

Photo / Text :
Kevin Blair



AIRCRAFT / AIRPORT NEWS

Stelios to stand down from easyJet to placate investors

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STELIOS Haji-Ioannou has bowed to pressure from institutional shareholders to step down as chairman of easyJet, the low-cost airline he founded in 1995, to ensure the "highest standards of corporate governance", writes Julian Bray .



Mr Haji-Ioannou will resign as chairman of easyJet at its 2003 annual meeting. Sir Colin Chandler has been appointed as deputy chairman with immediate effect and will succeed Mr Haji-Ioannou as chairman next year.

Sir Colin is chairman of Rolls-Royce subsidiary Vickers Defence Systems and deputy chairman of engineering group Smiths Industries.

Mr Haji-Ioannou said: "I took note of the concerns of institutional investors and I want to ensure the company abides by the highest standards of corporate governance."

Sir Colin added: "This is a bold and important move for both easyJet and Stelios. To stand down as the chairman of a company that Stelios has created speaks volumes about his commitment to the very highest standards of corporate governance and long-term shareholder value."

In a statement Mr Haji-Ioannou said: "Starting a company requires a very different skill set to those needed to chair a major plc and I consider my strengths are in the former. I am a serial entrepreneur. The history of the City is littered with entrepreneurs who held on to their creations too long, failing to recognise the changing needs of the company, its business and shareholders."

He said the decision would give him time to concentrate on his new ventures, including a new low cost cinema chain dubbed easyCinema.

On his future involvement in easyJet, he pledged to remain a significant shareholder for a very long time.



He added: "However... I have no other source of income from easyJet other than disposal of shares and, as I engage in new ventures, I may need to liquidate some of my stock from time to time. As I have said before, I need to sell my past to finance my future."

[Stelios Haji-Ioannou: a serial entrepreneur's journey from tankers to cinemas](#)

1967: Born the middle son of Loucas and Nedi Haji-Ioannou.

1987: Graduates from London School of Economics.

1988: Adds Msc in Shipping Trade and Finance from City University Business School.

1 988: Joins his father's shipping company Troodos shipping.

1992: Becomes the founding chairman of the Cyprus Marine Environment Protection Association.

1992: Founds his first venture, Stelmar Shipping.

1995: Follows this with low-cost airline easyJet.

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1998: Forms easyGroup, a holding company to explore new ventures to extend 'easy' brand and capitalise upon the expanding use of the internet.

1998: Starts easyInternetCafé.

2000: In April easyCar, a low-cost car rental operator, commences.

2000: November sees the start of easyValue.com an online comparison service for shoppers.

2000: Floats easyJet on the London Stock Exchange.

2001: Rings the bell at the New York Stock Exchange to celebrate his second flotation, that of Stelmar Shipping.

2001: Online financial services company, easyMoney follows.

2002: Under pressure from institutional investors, he announces his decision to resign as chairman of easyJet next year.

A self-proclaimed 'serial entrepreneur', he says he will focus on other projects, including his latest venture, easyCinema.

RIJNMOND WEATHER

zondag 21 april

9 uur 's ochtends :
temperatuur: 8 graden
kans op neerslag: 5%
wind: zwak (11 km/u) uit OZO

5 uur 's middags :
temperatuur: 16 graden
kans op neerslag: 5%
wind: matig (12 km/u) uit NO

**HAVE A LOOK AT THE FOLLOWING *SITES* FOR SHIPPING INFO AND PICTURES OF SHIPS
AROUND HOEK VAN HOLLAND AT :**

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>

Nationale Reddingbootdag



Zaterdag 27
april open dag
KNRM
reddingstation
Hoek van
Holland.



**U bent welkom tussen 9.00 uur en
16.30 aan de Berghaven**

Beleef het werk van de Koninklijke Nederlandse Redding
Maatschappij

(nabij Stena line en station Hoek van Holland haven)



Net als de overige 37 reddingstations van de KNRM langs de Nederlandse kust houdt ook reddingstation Hoek van Holland open dag.

Deze dag is in het leven geroepen om donateurs te laten zien wat er met hun geld gebeurt en wat voor materialen er worden aangeschaft. Het redden en overleven op zee heeft de laatste 10 jaar een enorme positieve verandering doorgebracht wat veiligheid betreft. De KNRM neemt haar

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verantwoording in deze veranderingen en dat maakt een reddingboot van nu een technisch hoogstaand vaartuig.

Ieder die belangstelling heeft in het reddingwezen kan kijken en beleven wat er allemaal bij komt kijken om mensen behouden aan de wal te krijgen. Vandaar ook dat tevens de 's Gravenzandse Vrijwillige Reddingsbrigade en het MTC deze dag benutten om het plaatje van redden en overleven op zee compleet te maken

Uiteraard is onze eigen "**Kapiteins Hazewinkel**" van de KNRM prominent aanwezig en kan er meegevaren worden om eens te voelen hoe het is op zo'n reddingboot. De reddingsbrigade is aanwezig met 2 strandreddingsboten en het Maritiem Trainings Centrum met een snelle jetboot. Ook kunt U alles vragen aan de bemanningsleden, van redding tot werking van de geavanceerde apparatuur. Voor meevaren geldt dat donateurs van de KNRM en zij die dat worden voorrang genieten.

Kinderen jonger dan 4 jaar zijn op de boten niet toegestaan.



Als hoogtepunt zal **Schreiner Airways** om ongeveer 14.00 uur een hoist demonstratie geven met de loods helikopter. Europoort drive-in staat garant voor de muziek, omroep en communicatie. In Grand Pub "**de Torpedoloods**" zullen de hele dag videofilms van en over de KNRM te zien zijn en bij slecht weer zal de reddingwinkel in de Torpedoloods staan. De reddingwinkel heeft weer vele nieuwe artikelen in de verkoop ten bate van de KNRM. **Stena Line Hoek van Holland** heeft een voucher ter beschikking gesteld voor een retour Londen met twee personen, deze zal verloot worden onder de aanwezige donateurs en nieuw ingeschreven donateurs.



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of
www.knrm.nl/hoekvanholland voor nog meer informatie.