

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Saturday 23-03-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Vrees voor herrie Orions



VLISSINGEN - De provincie Zeeland wil opheldering van het ministerie van Defensie over berichten dat de Lockheed Orion verkenningsvliegtuigen van de Marineluchtvaartdienst op de vliegbasis Woensdrecht worden gestationeerd. Gedeputeerde T. Poppelaars (CDA, milieu) verklaarde dat hij hierdoor hoogst onaangenaam is verrast. De Zeeuwse Milieu Federatie (ZMF) wil samen met haar Brabantse zusterorganisatie eveneens meer duidelijkheid.

Poppelaars en G. van Zonneveld van de ZMF zijn benieuwd naar de regelmaat waarmee de Orions mogelijk vanaf Woensdrecht zullen opstijgen en er landen, welke hoogten en routes ze zullen aanhouden en hoe het zit met de geluidsoverlast. Poppelaars liet blijken

beducht te zijn voor dit laatste. De met vier propellermotoren uitgeruste patrouillevliegtuigen staan bekend als tamelijk lawaaierig. Bovendien winnen ze langzaam hoogte.

Vliegactiviteiten vanaf de basis Woensdrecht veroorzaken nu al geluidsoverlast in delen van Zeeland. Dinsdagavond is op een informatieavond in Middelburg nog geconstateerd dat er nauwelijks iets te doen valt aan de geluidshinder die op Walcheren en Tholen wordt ervaren door vluchten met de acht op Woensdrecht gestationeerde Pilatus-lesvliegtuigen.

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De groep maritieme patrouillevliegtuigen is thans gevestigd op marinevliegbasis Valkenburg bij Leiden. De twee squadrons van de groep beschikken over dertien vliegtuigen van het type Lockheed Orion P-3CII. Enkele van deze toestellen vliegen in het Caribische gebied en vanaf IJsland. Op Valkenburg zijn er nu tien gestationeerd. De Orions zijn bijna 36 meter lang en hebben een spanwijdte van ruim 30 meter. De maximum snelheid bedraagt 761 kilometer per uur. Het vliegbereik is 9260 kilometer.

Verhuizen

Minister J. Pronk van VROM wil marinevliegbasis Valkenburg sluiten zodat op deze plek woningen kunnen worden gebouwd. De groep militaire patrouillevliegtuigen zou dan naar marinevliegbasis De Kooy bij Den Helder moeten verhuizen. Daartegen zijn veel protesten gerezen, mede ingegeven door vrees over aantasting van de natuurwaarden van de Waddenzee.

Met natuurwaarden moet ook rekening worden gehouden in de omgeving van Woensdrecht. De Oosterschelde heeft een beschermde status als Nationaal Park en delen van de Westerschelde van onder de Vogel- en Habitatrichtlijn van de Europese Unie.

Verkeersader

Van Zonneveld acht de eventuele komst van de Orions naar Woensdrecht niet op voorhand onbespreekbaar. „De Westerschelde is toch al een verkeersader. Ik zou me kunnen voorstellen vliegtuigen er ook gebruik van maken. Voorwaarde is dan wel dat ze op een voldoende grote hoogte vliegen.”

Volgens een woordvoerder van de Marinevoorlichtingsdienst komen de Orions niet vanzelfsprekend naar Woensdrecht als Den Helder afvalt. „Wij gaan nog steeds uit van verhuizing naar vliegbasis De Kooy als Valkenburg wordt gesloten. Deze keus is gemaakt aan de hand van een vergelijking van verschillende opties, zoals Leeuwarden, Woensdrecht en Eindhoven. Wanneer de politiek van oordeel is dat een andere locatie moet worden gekozen, zal opnieuw moeten worden onderzocht wat de beste mogelijkheid is.”

Celebrity Cancels Summit and Infinity Sailings



Celebrity Cruises will send two ships, **Summit** and **Infinity**, into unscheduled drydocks March 29 and April 13, respectively, to repair propulsion pods. Both ships are operating safely today but at a lower cruising speed. Summit will cancel a March 29 sailing from Fort Lauderdale, and an 11-night cruise April 8 will be shortened to a seven-night sailing April 12. Guests on the shorter voyage will receive a 50-percent refund. Infinity will miss her April 13 and 20 sailings from San Juan. In addition, Infinity will modify two itineraries. The April 6 sailing, originally a roundtrip from San Juan, now will originate in San Juan and

terminate in Fort Lauderdale. The April 27 Transcanal sailing, originally from San Juan to San Diego, now will operate from Fort Lauderdale to San Diego. The problem with the pods involves ball-bearing units that are

wearing out prematurely. Consequently, ships must reduce their cruising speed, potentially falling behind schedule on port calls. By making repairs as soon as possible, Celebrity will avoid further changes in



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itineraries. Both ships will be drydocked at the Grand Bahama Shipyard in Freeport, Bahamas.

"Disrupting a guest's vacation experience is not the business we are in, and this announcement is painful for all of us," said Celebrity President and Chief Operating Officer Jack Williams. "The ships are operating safely, but unless these repairs are made, we cannot guarantee the integrity of our advertised itineraries." Guests booked on the cancelled sailings will receive a full refund and a voucher for a 50-percent discount on any seven- to 15-night Caribbean, Transcanal or Hawaii cruise, originating before May 31, 2003, excluding Christmas and New Year's 2002 sailings.

Army medical exercise in Rotterdam harbour

420 Hospital Company of the Royal Netherlands Army is exercising in providing military medical support in the harbour of Rotterdam, the exercise started on 18 March and is running until 28 March. Exercise Medical Harbour is intended to allow the Ede (Gelderland)-based unit to exercise military medical support as well as general military skills. To assist with the latter, Rotterdam's well-known Euromast tower is being used to hone abseiling skills.

Italy to declare emergency on refugee arrivals



Italy will unveil emergency powers today to try to block a large number of immigrants and refugees who are said to be following the freighter which arrived in Sicily on Monday with 928 Kurds aboard.

Illegal immigration is becoming a political crisis amid reports that 50,000 uninvited people are headed for Europe.

Government officials said up to 15 other ships suspected of carrying immigrants and refugees were at sea, and most likely headed for the human traffickers' favourite entry point to the EU, Italy.

The Kurds' arrival inflamed rhetoric of an "invasion" and rocked the centre-right coalition which was elected last year partly on the promise of staunching the influx.

Umberto Bossi, the reforms minister, said his party, the Northern League, could not stay in government unless drastic measures were taken.

The newspaper La Repubblica cited an Italian intelligence agency report estimating that 50,000 more arrivals could reach Europe within weeks. Such a figure would be unprecedented.

Almost 1,000 people were crammed aboard a 69-metre (225ft) merchant ship, the Monica, with few supplies for a week's voyage from Turkey. Some 170 people, mostly Sri Lankans, were also recovering yesterday in Calabria after a 45-day ordeal at sea.

Eleven days ago a boat sank south of Sicily and dozens of Africans drowned.

The case of the Monica has caused alarm because the government, which had vowed to end such arrivals, did not stop the ship despite a week's warning.

Since taking power last June the centre-right has worried human rights activists and the Catholic church by imposing a new crackdown - yet the rate of arrivals has not dwindled: 6,000 since January this year suggests that last year's total of 20,000 could be surpassed.

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Some of the passengers were so weak that they had to be carried off the Monica. Mostly from Iraq, they would probably have been taken by smugglers to a Turkish port city and dispatched, reportedly for \$4,000 (£2,800) per adult, half that per child.

The Monica was 37 years old and only seaworthy enough for a one-way trip - a loss which the smugglers would have factored into their fare.

The Italian navy discovered that many of the passengers were thirsty, hungry, sick and even heavily pregnant. There was little alternative but to escort the ship to the nearest port, Catania, in eastern Sicily.

Because Iraqi Kurds can claim persecution at the hands of Saddam Hussein, Rome has signalled they will be allowed to stay - to the fury of Mr Bossi, who wants to deliver anti-immigrant action in time for May's local elections.

The interior minister said that only a global response could tackle a global problem.

"The instability created in the Middle East by September 11 means that many more people will decide to set off in search of a better life," he said. "Italy is the natural entry point for the west, an aircraft carrier from which to take off."

Vessel detained for illegal cargo

PHILIPPINES Coast Guards last week detained Sulpicio Lines '6,610 DWT bulker **Sulpicio Container XIV** at the port of Davao, Mindanao, and seized its shipment of illegally cut timber after port authorities were tipped off. The shipment, which came from Polloc port in Maguindanao, was loaded in three containers. When the vessel docked to unload several empty containers, coast guard personnel noticed that the cables used to unload the boxes showed unusual tension. Department of Environment and Natural Resources representatives were invited to inspect the contraband after the containers were opened. The vessel's master now faces charges of illegal transport of undocumented forest products.

CASUALTY REPORTING

ANITA T. (Panama)

London, Mar 21 — Following received from Gothenburg MRCC, timed 1155, UTC: General cargo *Anita T.* (2457 gt, built 1971) Norrsundet for Miiduranna, ran aground on rocks 200-300 metres from Norrsundet at 1100, local time, this morning.

BARRIER (Turkey)

London, Mar 21 — Understand c.c. *Barrier* (8892 gt, built 1998) has had to put in to East London for repairs after losing a section of her rudder off Cape St. Francis on Mar 18. (Note — *Barrier* sailed Cape Town Mar 15.)

BLUE SAPPHIRE (Liberia)

Port Said, Mar 21 — Chem.tank *Blue Sapphire* (22620 gt, built 1991) while entering the Canal with the northbound convoy today, grounded at Suez 0025, local time, today. SCA tugs tried to refloat vessel but with no success. Another attempt will be made at noon today. — Lloyd's Agents.

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BUDI AMAN (Malaysia)

London, Mar 20 — A press report, dated today, states: Salvors have retrieved six of the 27 containers that fell overboard from c.c. *Budi Aman* in Table Bay, and another seven have been washed ashore on Milnerton beach. A final count yesterday revealed 27 containers had gone overboard from the *Budi Aman* on Monday night (Mar 18) after she was hit by what the vessel's master called a "freak wave". *Budi Aman* was anchored five nautical miles from the harbour entrance when it happened. The 13 containers accounted for so far had all contained bales of cotton, said salvage broker Godfrey Needham. The remaining containers, some of which contained cocoa beans, were believed to have sunk. Needham said no more containers had been spotted drifting by an aerial check yesterday. "The current towards the beach and the north was very strong yesterday and I think any container still floating would have washed ashore," he said. "It is, of course, very difficult to tell once a container has sunk beneath the surface. One or two might be floating in suspension, but I doubt that. They would most probably have beached." "If you consider the fact that these containers had fallen some 15m to 20m before hitting the sea and that some must have come crashing down on others, they must have been badly damaged and would not have been able to float." Meanwhile, shipping sources suggested it was a case of synchronised rolling, rather than a freak wave, that had caused *Budi Aman* to lose the containers. Synchronised rolling happens to a vessel at anchor, when the vessel's stability causes it to begin rolling in time with a swell running in a short period. Eventually, the vessel's roll takes on the period of the wave action and it starts rolling at a high velocity, with a serious whiplash effect at every pendulum swing. That sort of energy, when the vessel whips over from the end of a roll to port, for instance, to the start of the next roll to starboard, can have a devastating effect on the security of the containers stacked on deck. This phenomenon would also explain why no other vessels anchored in the bay at the time reported damage from a freak wave.



CORNELIS VROLIJK FZN (Netherlands)

London, Mar 21 — Following received from Corsen MRCC, timed 1125, UTC: Fishing *Cornelis Vrolijk Fzn* (5579 gt, built 1988) 40 people on board, had fire on board in lat 47 51N, long 07 47W, at 0730, UTC, this morning. There has been no response from vessel since the initial alert. (Note — *Cornelis Vrolijk Fzn* sailed Brest Mar 19.)

JODY F.MILLENNIUM (Panama)

Wellington, Mar 21— Bulk *Jody F.Millennium* is on the way to Asia for repairs. The vessel was towed out of the Port of Tauranga, on Tuesday (Mar 19), after temporary repairs to the hull and rudder, following the vessel's grounding off Gisborne. The damaged rudder was removed and the propeller shaft locked in place for the tow. The vessel has generator power on board only and is not using its main engine. The Australian salvage tug [Keera](#) ([photo below](#)) will tow *Jody F.Millennium* to New Caledonia, where a Japanese tug will take over the tow. Nigel Drake, the Port of Tauranga operations manager, said the vessel

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caused no problems during its stay in the port. Divers repaired the cracks in Tauranga and cut off the rudder, which had been jammed against the propeller by the grounding. The vessel is likely to be towed at four to five knots on the trip to an Asian port, which is expected to take 40 days. — Lloyd's Agents.

KARAM (Sao Tome & Principe)

Nicosia, Mar 20 — A press report, dated Mar 19, states: Sao Tome & Principe vessel *Karam*, heading towards Iraq carrying foodstuffs, ran adrift near the Kuwaiti island of Faylakah, a report by the Kuwaiti Environment Public Authority (EPA) said yesterday. The director of the EPA Dr Muhammad al-Sarawi said that the vessel ran adrift 18 miles east of the Kuwait island of Faylakah due to an opening in its side. No reason was given about the hole or whether the vessel was in defiant of UN sanctions imposed on Iraq. The vessel was en route from the port of Hamariyah and was heading to the Iraqi port of Umm Qasr. The statement said that the EPA received information from the Memac centre in Bahrain about the status of the vessel and thus the EPA took the necessary measures to insure that there was no oil leak due to the incident. No further details were available about the status of the vessel or information about the crew on board. — Lloyd's List Correspondent.

KATSHESHUK (Canada)



St. John's, Mar 20 — Reports from owner's representative of trawler *Katsheshuk* state that smoke was discovered on board yesterday afternoon, 110 nautical miles north-east of St. Anthony, Newfoundland. Twenty-four crew evacuated to another shrimp trawler and the remaining six evacuated to a third trawler as the smoke was too thick to stay on board. All crew are safe. The vessel still has a slight list, but the smoke appears to be reduced. Current weather conditions prohibit the re-boarding of the vessel.



LAKE CARLING (Marshall Islands)

Nicosia, Mar 20 — A press report, dated today, states: A tug carrying

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a huge pump and other repair materials was today proceeding to assist leaking bulk *Lake Carling* off the Magdalen Islands. Officials at the Halifax rescue co-ordination centre said the vessel's situation was stable, though helicopters were standing by in case the situation worsened. The vessel started taking on water in the Cabot Strait early yesterday after the crew reported a four-metre stress crack in her hull. The vessel began sailing toward Sydney, NS, at a speed of about 10 kph, but found the movement caused water to leak through the stress crack into a cargo hold. "They found the water was coming in faster than it could be taken out," said Mike Bonin, spokesman for the rescue co-ordination centre. "So they're waiting for the industrial-sized pump to arrive this evening." Secunda Marine, a Halifax-based salvage company, was also taking plates of metal and welding gear to the vessel. "They'll patch the vessel if necessary and tow her back to Sydney," said Bonin. The tug was not expected to arrive on the scene until late tonight. Two of the vessel's 19 crew members have been evacuated to a Coast Guard vessel that was standing by the vessel. *Lake Carling* was expected to remain at her position about 55 km due north of the Magdalen Islands until the arrival of the tug. (See issue of Mar 21.)

London, Mar 20 — At 0910, local time, Mar 19, bulk *Lake Carling*, while north of Bird Rock, Gulf of St. Lawrence, in lat 48 16N, long 61 14E, after loading iron ore in three of five holds and proceeding outbound towards the Atlantic Ocean, discovered a four metre fracture in the hull in way of empty cargo hold No.4 causing ingress of water. Vessel sent a mayday and is currently under escort.

SEVEN OCEAN (Panama)

Tallinn, Mar 21 — Bulk *Seven Ocean* is presently alongside at Muuga Harbour. As a result of underwater survey a 20 m long crack was revealed along the duct keel in the midship area. — Lloyd's Agents.

SOHILA

Port Said, Mar 20 — Barge *Sohila*, coming from a vessel after supplying her with 150 tons oil, due to sudden strong wind and rough sea in Suez area, "collapsed" and sank immediately afternoon of Mar 19. All the crew members were saved and picked up by a vessel which was passing very near. The owner of the barge is Star Shipping Co, Suez, and the Charterers are Caltex Oil Co. — Lloyd's Agents.

SPRING BREEZE (Malta)

London, Mar 20 — Bulk *Spring Breeze*, while leaving from anchorage Comeau Bay, lost her port anchor and chain in lat 49 14.09N, long 68 07.43E, at 0740, Mar 5.



WEST NAVION (Norway)

London, Mar 20 — A press report, dated today, states: Drill ship *West Navion*, contracted to Marathon Oil, resumed drilling operations last Thursday (Mar 14) after

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undergoing repairs for the past two months.

SHIPYARD NEWS

Opnieuw klap in noordelijke scheepsbouw

GRONINGEN - De ellende in de noordelijke scheepsbouw neemt hand over hand toe. Nu verkeert Recon, installateur van machinekamers in schepen uit Groningen, in grote problemen. Er werken tachtig mensen bij dit bedrijf.

Deze week vroeg Marine Service Noord (MSN) uit Hoogezand, een concurrent van Recon, al uitstel van betaling aan, terwijl recent de werven Van Diepen uit Waterhuizen en Frisian Shipyard Welgelegen (FSW) in Harlingen al failliet gingen en een doorstart maakten.

De verwachting is dat nog meer noordelijke bedrijven uit deze sector in de problemen komen. Bij de faillissementen van Van Diepen en FSW hebben meer toeleveranciers een veer moeten laten, maar ze krijgen niet de kans daar weer bovenop te komen, aangezien de scheepsbouwmarkt ook nog eens uitermate slecht is.

De werven nemen orders aan tegen kostprijs om de zaak draaiende te houden, waardoor de marges voor iedereen dun zijn. Daarnaast is de maritieme wereld in korte tijd een serie steunmaatregelen (cv-maatregel, generieke steun) kwijtgeraakt, terwijl er niets voor in de plaats komt. Elders, ook in Europa, is er wel steun voor de scheepsbouw.

Recon hoopt op korte termijn een reddingsplan te voltooien. Directeur De Groot van Recon lijkt financiers te hebben gevonden in de werven Niestern Sander uit Delfzijl en Damen Shipyards (dependances in Hoogezand en Sumar).

Recon verloor de afgelopen jaren veel geld bij de faillissementen van De Biesbosch, FSW en Van Diepen. De Groot. „Steeds kreupel je er weer uit, maar het houdt een keer op."

Historic shipyard completes last ship

The Ishikawajima-Harima Heavy Industries Co.'s shipyard in Koto Ward, Tokyo, which dates back 150 years and is to be closed at the end of the month, has completed its last ship and handed it over to the Defense Agency.



The 4,550-ton destroyer **DD 108- Akebono** a **Murasame class destroyer** was built for the Maritime Self-Defense Force. It is 151 meters long, has enough room for about 170 crew members and took 2-1/2 years to build.

Left : The **DD101-Murasame** first of the 9 ships build of this class.

Photo : Coll Piet Sinke

The shipyard's antecedent was

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the Ishikawajima Shipyard, which the Tokugawa shogunate established in 1853, the year Commodore Matthew Perry visited Japan with his black ships. It is regarded as the birthplace of Japan's modern shipbuilding industry.

In 1876, it was privatized and renamed the Ishikawajima-Hirano shipbuilding company and rented equipment from the then Navy Ministry to become the first private domestic shipbuilder to construct a steamship.

The shipyard also built Japan's first large thermal power generating facilities and its first automobile.

In 1889, it was renamed Ishikawajima shipbuilding company. In 1939, it moved its dockyard from Tsukuda to Toyosu, across the Sumidagawa river.

Since then, the yard has built 692 ships, including SDF ships, merchant ships and cargo ships in addition to the nuclear-powered Mutsu.

The company decided to close the shipyard because large ships will not be able to enter the dock after a bridge is built over the Sumidagawa river as Harumi Street is extended. IHI's Yokohama Heavy Structure Works will take over the Tokyo yard's functions in April.

The site is likely to be redeveloped, but details are yet to be determined.

At a ceremony to commemorate the handover of the ship at the dock Tuesday, IHI employees and members of the Maritime Self-Defense Force viewed an MSDF flag

ROUTE, PORTS & SERVICES

P&O Nedlloyd start Lambada-dienst op oostkust Zuid-Amerika



Foto : S vd Roest / Michael vd Meer

P&O Nedlloyd begint in mei met een nieuwe dienst op het vaargebied tussen Europa en de oostkust van Zuid-Amerika. De rederij liet eerder al weten wegens frequente vertragingen te vertrekken uit het

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VSA3consortium. De Lambada-dienst wordt onderhouden met zeven schepen van 1.600 teu. De eerste zuid- gaande afvaart is 12 mei vanaf Tilbury. De capaciteit op de vaarroute wordt met de komst van de dienst aanzienlijk vergroot.

De Lambada is een wekelijkse dienst met vaste afvaartdagen. Waar de nieuwe schepen vandaan komen, kon Peter Dekker, genera1 manager Latin America trade van de rederij, gisteren nog niet zeggen. Het wordt in ieder geval een combinatie van eigen en gecharterde schepen. De eerste noord- gaande afvaart is 17 mei vanuit Buenos Aires.

P&O Nedlloyd stelt met de eigen dienst beter tegemoet te kunnen komen aan de wensen van de markt, vooral aan de toegenomen vraag naar reefercapaciteit. Dit geldt vooral voor de noordgaande lading. Southbound is er al geruime tijd sprake van een forse overcapaciteit die door de komst van de Lambada-dienst met meer dan de helft wordt vergroot. Dekker ziet daar echter geen probleem in. „Als we de zin niet hadden ingezien van deze dienst, zouden we er niet mee beginnen.” De Chileense rederij CSAV domineert de VSA3 dienst. Ook CP-dochter Contship Containerlines levert een schip. Er worden slots verhuurd aan tal van rederijen. CSAV zet de dienst nu voort met Contship, Senator en NYK als partners. De frequentie en het vaarschema van de VSA3- dienst blijven ongewijzigd.

Volgens directeur A. Hoek van agent Voigt & Co. van Hansa Star Line zal de stap van Nedlloyd waarschijnlijk de tarieven nadelig beïnvloeden. Momenteel wordt voor een container 850 tot 1100 euro betaald zuid-gaand. „We hadden net weer een beetje stabiliteit in de markt”, benadrukt Hoek. „Nu worden alle deuren weer wijd open gezet.” Het vaarschema van de Lambada-dienst is: Tilbury, Rotterdam, Hamburg, Antwerpen, Le Havre, Santos, Paranagua, Buenos Aires, Rio Grande, Itajai, Santos, Salvador (terugkerend naar Tilbury). Om de ander week worden bovendien aangelopen southbound: Bilbao, Lissabon en Recife. Northbound worden elke twee weken aangelopen Montevideo, Rio de Janeiro en Lissabon. De Braziliaanse kust wordt bediend door middel van een samenwerking met Mercosul Line. Begin dit jaar bereikte P&O Nedlloyd nog een akkoord over de huur van een aantal slots op de wekelijkse dienst van MSC tussen Europa en de oostkust va de Zuid- Amerika. Die overeenkomst loopt per 1 mei af.

HBG opgelucht na zware tijd

RIJSWIJK - Er wordt sinds lange tijd weer gelachen in het hoofdkantoor van Hollandsche Beton Groep in Rijswijk. Het bod van de Spaanse Grupo Dragados en de contacten met de Spanjaarden hebben voor opluchting gezorgd na de opgejaagde situatie in de afgelopen maanden.

Bestuursvoorzitter C.J. Reigersman toonde zich vrijdag bij de presentatie van de cijfers over 2001 aanzienlijk opgeruimder dan tijdens de zittingen van de Ondernemingskamer over de behandeling van de eigen aandeelhouders rond de samenwerking met Ballast Nedam in de baggersector. Hij kon na de verliezen in 2000 weer eens winst laten zien. Maar inlijving door Dragados bevrijdt HBG ook van belagers als Heijmans, Boskalis en de Vereniging van Effectenbezitters.

„We verwachten een positieve reactie van de aandeelhouders`, zei Reigersman. Vanaf komende maandag kunnen die hun aandeel verkopen voor 21,25 euro per stuk. Dat betekent dat Dragados de honderd jaar oude ingenieur en aannemer verschalkt voor de somma van 756 miljoen euro. Begin april neemt de vergadering van aandeelhouders vervolgens de laatste stap. De ondernemingsraad is inmiddels akkoord.

Roet

HBG gelooft niet dat Ballast Nedam nog roet in het eten kan gooien door de alliantie in Ballast Ham Dredging, tweederde HBG en eenderde Ballast, geheel in te lijven. Ballast overweegt die mogelijkheid omdat in het contract staat dat bij bedreiging van de nieuwe baggercombinatie, bijvoorbeeld doordat een van de moeders wordt overgenomen, de andere moeder mag ingrijpen.

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„Geen realistisch scenario``, zei de bestuursvoorzitter stellig. „Dat kan alleen als de joint venture door onze samengaan met Dragados ernstig in zijn ontwikkeling zou worden bedreigd. Dragados ziet baggeren juist als een hoogwaardige activiteit. Die willen ze koesteren en verder uitbouwen.`` HBG gaat in hoger beroep tegen de uitspraak `wanbeleid` te hebben gevoerd rond de behandeling van de aandeelhouders. „Dat predikaat vinden we onbegrijpelijk en onterecht. Daar is ook geen aanwijzing voor in de twee rapporten die de Ondernemingskamer heeft laten maken rond de hele kwestie``, aldus Reigersman. Bovendien blijft zo`n kwalificatie kleven aan het imago, vindt hij. Van het onderzoek van de toezichthouder op de beurs, de Autoriteit FM, naar het tijdstip van bieding door Dragados ligt Reigersman niet wakker. „We zijn steeds als eersten ergens mee bezig. Het is nog onwennigheid van de Autoriteit. Dat was ook zo in de zaak voor de Ondernemingskamer. Dat is vervelend``, aldus Reigersman.

Nettowinst

HBG presenteerde vrijdag een nettowinst van 110 miljoen euro. Dat bedrag is enigszins geflatteerd omdat er eenmalige baten en lasten in zitten. Het buitengewoon resultaat na belastingen komt uit op 50 miljoen euro.

Dat is een stuk positiever dan de somberheid van 2000, toen een verlies van 67 miljoen euro in de boeken kwam. De omzet groeide licht met 4 procent naar 5,6 miljard euro.

Malaysian port builds capacity to challenge Singapore

KUALA LUMPUR -- The Tanjong Pelepas Port took possession of five new gantry cranes as part of expansion plans which aim to challenge Singapore's domination of port traffic in South-east Asia.

The delivery is the second shipment of 15 new cranes ordered by the Johor port from Italy's Noell Crane Systems. The first shipment was delivered in January, the last five on order are expected later this year.

Mr Mohd Sidik Shaik Osman, the port's chief executive, said the cranes were part of expansion plans which would eventually double the port's cargo-handling capacity.

'This latest delivery of the rubber-tired gantry cranes increases our yard planning and terminal efficiency,' he said in a statement.

Tanjong Pelepas has threatened Singapore - long South-east Asia's dominant port and one of the world's busiest - by wooing high-profile clients in the past two years.

The lower-cost Malaysian port, located in the southern state of Johor, two years ago lured Danish shipping giant Maersk Sealand away from the island republic to become its shareholder and port manager.

In January, Taiwanese shipping company Evergreen Marine Corp signed a memorandum of understanding with the Malaysian port to relocate from Singapore by August.

Malaysia and Singapore are still battling for Evergreen. Malaysian officials have reportedly said the government would help secure Evergreen for Malaysia, while Singapore insists it is still in talks with the company.

The Malaysian port currently has 52 gantry cranes and the capacity to move 2.5 million twenty-foot equivalent units - or TEU, the industry's capacity measure - each year, Friday's statement said.

By the end of 2002, the port plans to have 72 gantry cranes and eventually to boost capacity to between 4.5 and 5 TEU annually, it said.

Belgisch Loodswezen sleutelt aan continuïteit en kwaliteit dienstverlening

Algemeen directeur Jacques D Havé van de Dienst Autonoom Beheer Loodswezen (DAB Loodswezen) beloofde dinsdagavond in Gent dat de problemen met betrekking tot de beschikbaarheid van loodsen vanaf dit jaar van de baan zullen zijn. Hij tekende ook de krijtlijnen uit van een actieplan voor een verbeterde dienstverlening inzake beloodsing. Een vlotter overleg met de gebruikers - onder meer over de tarieven - én met het eigen personeel, en een nauwe samenwerking met de Nederlandse Scheldemondloodsen zijn twee van de pijlers waarop dit plan berust. Jacques D Havé zette zijn voornemen uiteen als sluitstuk van de presentatie van de resultaten van een tevredenheidsenquête die eind vorig jaar bij scheepskapiteins, scheepsagenten en havenoverheden werd gevoerd

Eddy Bruyninckx: “Concurrentie moet blijven bestaan in Antwerpse haven”

“Wij geloven dat er concurrentie moet blijven bestaan in de haven, dat ze in stand moet worden gehouden. Onze forse groei is het gevolg van de concurrentie die zich in de loop der jaren manifesteerde, en via ons concessiebeleid zullen wij ervoor zorgen dat ze blijft voortbestaan.” Dit verklaarde gedelegeerd bestuurder Eddy Bruyninckx van het Autonoom Havenbedrijf Antwerpen in een interview aan de TV-zender “Kanaal Z”. De havenmanager antwoordde hiermee op een vraag inzake de impact van de meerderheidscontrole die de groep PSA Corporation uit Singapore over fusie-entiteit Hesse Noord Natie verwierf.

Bahamas opens largest drydock

THE Bahamas staked its claim to world maritime status at the weekend with the opening of what the government called the largest drydock in the Americas and the northern hemisphere. Prime minister Hubert Ingraham officially opened Grand Bahama Shipyard's number 2 drydock in Freeport, 88 km east of Miami, saying the facility “secured the city's future as a major player in the global maritime industry.” The drydock was built in Japan in 1979 and was transferred from Portland, Oregon. It has a lift capacity of 82,500 tonnes and can dock VLCCs and Voyager-class cruise ships. The dock would not fit through the Panama Canal so was towed to Freeport via Hawaii, the Philippines and the Suez Canal. Ingraham said the shipyard and its two partners, Carnival Corp and RCCL, have pledged to employ almost 400 Bahamians – representing 80 per cent of the eventual total workforce – at the yard by 2004. Germany's Lloyd Werft withdrew from the shipyard last year, leaving Grand Bahama Port Authority as the major stakeholder.

Safmarine to start direct Shanghai-Africa service



service

SAFMARINE Container Lines (SCL), mainly servicing the African trade lanes, is to start a new direct call service between Shanghai and Africa in April. SCL has called at ports in China for more than a decade, but with the rapid economic growth in China and with Shanghai planning to construct a deepwater port, SCL will now expand its services to China. Shanghai Tie Yang Multi Modal Transportation Co. Ltd, which is the general agent of SCL in China, will hold a cocktail buffet at Shanghai's Hilton Hotel on March 27 to mark the inauguration of the new

NAVY NEWS



USS SSN709-HYMAN G. RICKOVER departs after a visit from Faslane March 18th, 2002

Photo: Charlie Tennant

Chinese navy ships not to visit US ports

BEIJING: In an apparent fallout of the US decision to allow Taiwan's defence minister attend a Florida defence summit, China on Thursday said that its ships would not visit American ports this year and hinted it could also affect a planned visit to the US by vice-president Hu Jintao.

"So far as I know, the Chinese navy vessels are making foreign visits as scheduled. US ports are not included," foreign ministry spokeswoman Zhang Qiyue said when asked whether China had cancelled planned naval visits to the US to protest Washington's recent official contacts with Taiwan.

Earlier this week, an official newspaper *Global Times* reported that China had threatened to cancel a scheduled warship port call to the US in retaliation for a recent visit to the US by Taiwan's defence minister Tang Yiau-Ming during which he met senior Pentagon and state department officials.

The cancellation would "shake up the hawkish elite in the US who have pushed for closer links and more weapons sales to Taiwan," the report had claimed.

Asked whether the present tension in Sino-US relations would affect two high-level Chinese visits to Washington later this year, Zhang hinted the visits might depend on future actions by the Bush administration.

Zhang noted that during President George W Bush's visit to China in February, the two sides had agreement on Chinese vice-president Hu Jintao's visit to the US in the near future and President Jiang Zemin would pay a visit to the US in October.

However, in less than a month after Bush's visit to Beijing, a series of erroneous actions by the US have violated the three Sino-US joint communiques.

23 on Kursk may have lived 3 days

MOSCOW, RUSSIA -- Twenty-three sailors in the stricken Kursk nuclear submarine may have suffered through three days of agony in freezing darkness, waiting in vain for rescue, a senior Russian admiral said Wednesday at a news conference.

The opinion of Vice Adm. Vladislav Ilyin, first deputy chief of the Russian navy's staff, contradicts the

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conclusion of prosecutors, who said sailors in the stern could have lived only several hours after the explosion that sank the vessel in August 2000.

The government hesitated for several days before accepting foreign aid in the fumbling rescue operation. When foreign divers reached the Kursk a week after the catastrophe, it took them only hours to open the hatch.

MOVEMENTS

COMNAVSURFLANT



USS LCC20- MOUNT WHITNEY will arrive at the Maascenter buoy for the pilot Sunday morning 07:00 and is bound for the Wilhelmina kade in Rotterdam

AIRCRAFT / AIRPORT NEWS

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Rear Adm. Steven Kunkle, [Commander Battle Force Seventh Fleet](#), prepares to take to the sky for Carrier Qualifications (CQ) in an **F/A-18 'Hornet'** Strike Fighter, assigned to the "Golden Dragons" of Strike Fighter Squadron One Nine Two (VFA-192). Kitty Hawk is conducting work-ups in preparation for an upcoming extended underway period. Kitty Hawk is the Navy's only permanently forward-deployed aircraft carrier and operates out of Yokosuka, Japan.

No contract yet for RAF Harrier GR.9



Following an announcement on 28 February that UK Royal Navy (RN) Sea Harrier FA.2 fighters will be withdrawn between 2004 and 2006, and that the Joint Force Harrier (JFH) will standardise on the UK Royal Air Force's (RAF's) Harrier GR.7 ([Photo left](#)) upgraded to

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GR.9/9A configuration, BAE Systems has yet to be contracted for the work.

KV Svalbard, the new coastguard vessel that was recently delivered to the Norwegian Navy, is the first Norwegian arctic coastguard vessel with ice-breaking capabilities – a ship that can operate in ice thickness of up to 1 metre. It is also the first Norwegian naval vessel to be built to DNV class.

RIJNMOND WEATHER

zaterdag 23 maart

9 uur 's ochtends :
temperatuur: 5 graden
kans op neerslag: 5%
wind: zwak (10 km/u) uit NNO

5 uur 's middags :
temperatuur: 10 graden
kans op neerslag: 5%
wind: matig (17 km/u) uit NNO

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.... OOOOOOOOPS



The **Flying Spindrift** is left high and dry as the tide drops. Pushed into the shallows by the jack up rig in the background when it all went slightly wrong.

This incident happened some time ago on June 16th, 2001, but this are good shots, which you don't see everyday !!!

The Spindrift came off on the next tide, during the early hours and eventually went into drydock at Wallsend where they found only minimal damage fortunately

Photo's : David Waller - Tugtalk



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>