

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Saturday 25-05-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Filipino seafarers welfare promoted

A BILL promoting the rights and welfare of Filipino seafarers overseas has been filed in the Philippine Congress. House speaker Jose De Venecia, author of the bill, said that while there had been attempts to address the plight of Filipino seafarers overseas, little legislative effort had been made to protect their interests. His initiative has been prompted by the large number of Filipino seafarers and their \$1.5Bn annual contribution to the economy. Capt Greg Oca, president of the country's largest union AMOSUP, who is supporting the bill, told Fairplay that once it became law, ship owners and managers would be "well aware of what to expect when they employ Filipinos" – a contrast with the present confusing legal framework.

Stowaway saga ends in tragedy

AN eight-week-long battle by German owner Hermann Buss to repatriate two stowaways from the 2,814-DWT dry cargo vessel Jonas ended tragically yesterday when they jumped overboard at the entrance to the Corinth Canal. One died soon after being picked up by Greek coast guard officers, the other is still missing. The stowaways, who were thought to be of Tanzanian origin, boarded the ship in Durban but despite repeated efforts by the owner, the Standard P&I club and others, immigration authorities refused to help. The Jonas called subsequently at Port Sudan, Suez and Varna before arriving in Turkey and Greece on a voyage that would have ended in the UK. At Varna the ship spent three days in a repair yard but authorities there would not let them leave, a Buss spokesman told Fairplay. He said he was "very angry" that several responsible authorities had refused to offer support or help in finding a solution. Allegations in Greece that the master had tried to hide the stowaways' presence were denied. "Our philosophy is normally to handle such cases quickly," he said. "We always inform our P&I club and ask for assistance."

Coast Guard rescues sick passenger from cruise ship



A medical emergency made necessary the evacuation Tuesday of an elderly passenger from a cruise ship just off the Nova Scotia coast.

A coast guard vessel met the **Rotterdam** outside Yarmouth harbour just before

noon. The rescue centre in Halifax confirmed the woman was suffering from a heart problem.

The cruise ship is based in the Netherlands and was sailing from Halifax to Boston.

(Top File picture of the **MV Rotterdam** – photo : **Piet Sinke**)

Statoil pulls plug on Byford Dolphin



STATOIL has terminated its drilling contract with Fred Olsen's Byford Dolphin semi-submersible rig after the Norwegian owner failed to implement adequate safety improvements following a fatal accident in April.

Operations are being wound down on the rig and Statoil will look for a replacement drilling unit for development work on its Sigyn field.

Originally the rig's charter ran until October 8 but Statoil has cancelled the deal with five months left on the contract.

The dramatic decision follows the death of a 44-year-old Norwegian on the Aker H-3 design semi-submersible rig which was drilling development wells on Esso Norge's Sigyn field in block 16/7 in the central North Sea.

'Safety on this rig does not meet contractual requirements and new measures adopted after a fatal accident on April 17 have not been satisfactorily followed up,' said Henrik Carlsen, executive vice-president for Statoil exploration and production in Norway.

The cancellation will hit Fred Olsen's second quarter revenues as typical dayrates on semi-submersibles working in the North Sea are between \$95,000 and \$170,000 according to figures from Aberdeen consultants Seabrokers Group.

Statoil has published a report on an investigation launched after the accident. It identified the cause of the incident as a spool piece, weighing almost 200 kg, falling through a hole in the drill floor on to a working platform nearly 14 m below.

The accident was triggered by the hole in the drill floor being inadequately secured.

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The report concluded that the underlying factors included inadequate planning, insufficient understanding of risk and failure to ensure that procedures were observed. It also found communications on the rig relating to operations being carried out were deficient.

After the accident Statoil, Esso and Dolphin Drilling, a Fred Olsen subsidiary, agreed to implement a number of immediate measures in order to bring the rig back into work, but safety is still an issue.

'Safety has a high priority in Statoil, but our investigation shows that we failed to live up to our own targets on this occasion,' said Mr Carlsen. 'The accident will have consequences for the supervision of our operations on drilling units.'

Statoil is implementing in-house operation improvements. The drilling superintendent function will be strengthened and rig supervision better co-ordinated. Supervisors will also devote more time and energy to practical efforts relating to health, safety and the environment out on the rigs. Offshore accidents in the North Sea are not common with three or four a year in Britain.

In the UK North Sea there has been one fatality this year when a man died from a falling object on the Transocean Leader semi-submersible in March, said a spokesman for the Health and Safety Executive. 'A man died on March 2 from a head injury and we are still investigating it,' he told Lloyd's List.

Esso Norge's Sigyn field is being developed with subsea wells tied into production facilities at Statoil's Seipner East field. Industry sources suggest Statoil's contract cancellation and the accident will delay the project by at least one month.

CASUALTY REPORTING

DOLPHIN (U.S.A.)



London, May 22 -- A press report, dated today, states: Navy research submarine Dolphin (built 1968) caught fire and was taking on water off the coast of California, defence officials said today. All 43 people on board were rescued with only a few minor injuries, a Navy spokeswoman said. The diesel-powered submarine reported fire and flooding at 2330, Pacific time, yesterday as it was operating about 100 miles off the coast of San Diego. The crew was evacuated by small boat to Navy vessel McGaw, in the vicinity at the time and was on its way to San Diego this morning. Two crew members who fell in the water during the rescue were recovered by U.S. Coast Guard helicopter. Frigate Thach was sailing alongside the Dolphin this morning to assess the submarine's condition and the possibility of towing it. The cause of the fire is under investigation. Officials in Washington said it was unclear whether the fire was still burning. Dolphin is the Navy's only operational, diesel-electric, deep-diving research and development submarine and its homeport is at the Space and Naval Warfare Systems Command in San Diego. It can carry scientific payloads of over 12 tons, a considerably greater capacity than any other deep diving research vessel operating today, the Navy says. It is used by both Navy

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and civilian researchers and is laden with high-tech equipment. Of the 43 aboard, 41 were crew and two were civilians, the Navy said today.

London, May 23 -- A press report, dated today, states: Navy research submarine Dolphin, damaged by fire off the Pacific Coast, was stabilised and floating yesterday, as its crew members returned to shore. The frigate USS Thatch and a submarine support vessel were at the scene yesterday. The Navy will evaluate the extent of damage before deciding when and where to move the vessel. The Navy did not describe the extent of damage to Dolphin, but its communications systems were knocked out and the submarine could not return to port under its own power. The fire occurred as the Dolphin surfaced, and the cause was being investigated. There was some incursion of water and possibly that caused the fire, Navy Capt. Bruce Smith said.

INCE EXPRESS (TURKEY)

Jeddah, May 23 -- Bulk Ince Express grounded in lat 17 23.34N, long 41 35.21E at 1305, local time, Apr 21. Vessel sustained cracking damage to forepeak tank and one other tank. Vessel was refloated May 11 and sailed 0230, local time, May 18 for Valencia. -- Lloyd's Agents.

MEDINA (MALTA)

London, May 23 -- Following received from Madrid RCC, timed 1115, UTC: Ro/ro Medina (12531 gt, built 1976) was taken in tow by tug [Ibaizabal Uno](#) at 0850, UTC, today due turbo-charger problem. It is being taken to Corunna. (Note -- Medina sailed Bristol May 20 for Valencia and is reportedly expected to arrive Corunna late tonight or early tomorrow.)

NANTICOKE (CANADA)



Troy, Michigan, May 23 -- Bulk Nanticoke (22706 gt, built 1980) grounded in the St. Clair River off Fawn Island Tuesday afternoon (May 21). The vessel was downbound when it turned to head upbound

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for the Recor Anchorage. During the turn the vessel grounded in the mud facing upriver. The tug Manitou arrived on scene a short time later. Yesterday evening tug Shannon arrived and by 2015, local time, were working to free the vessel. At 2230 the tugs managed to pull Nanticoke free from the soft bottom. The tugs then helped turn the vessel and it continued downbound with no damage reported. The Nanticoke did not block traffic and other vessels continued to pass at reduced speed. -- "Great Lakes & Seaway Shipping."

PENA (TONGA)

London, May 22 -- Following received from Piraeus RCC, timed 1650, UTC: Ferry Pena is still aground, with tugs Dimitrios and Theodoros on scene. A larger tug is expected tomorrow morning for further refloating efforts.

London, May 23 -- Lloyd's Casualty representatives in Piraeus report: Ferry Pena was reported at 2143, local time, May 22, still aground at the stern in the rocky coast of Thasos island. Refloating efforts are continuing with two tug boats while de-oiling of the bunkers and lubricants is proceeding in order to avoid any pollution being caused. Vessel had previously departed Bourgas, Bulgaria, and is loaded with four trucks. According to the bill of lading the trucks are loaded with a cargo of 3,370 large boxes of cigarettes with destination Bar, Montenegro.

London, May 23 -- Following received from Piraeus RCC, timed 1045, UTC: Ferry Pena, with six Ukrainian crew on board, grounded on north-east coast of Thasos Island, in lat 40 44.9N, long 24 45.1E. Tugs Dimitrios and Theodoros are still trying to refloat the vessel. Pena has some ingress of water into the engine-room. All bunkers and lubricating oil have been removed. All crew safe.

SHADEED (UNITED ARAB EMIRATES)

Dubai, May 23 -- Tug [Shadeed](#) belongs to Dubai Ports Authority. Shadeed was raised after two days and is now at Al Jadaf dockyard, Dubai. -- Lloyd's Agents

SILVER RAY (PANAMA)

London, May 23 -- Following received from Antwerp Port Authority, timed 0506, UTC: Vehicle Silver Ray is completely gutted, and the fire has burned itself out

VAASABORG (NETHERLANDS)



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London, May 22 -- General cargo Vaasaborg (6130 gt, built 2000), upbound in the St. Lawrence Seaway, left the channel and grounded at the western end of Ile La Pierre, in lat 46 41.8N, long 73 20.6W, at 1011, today. Steering gear problems were reportedly the cause of the incident.

London, May 23 -- At 1345, UTC, general cargo Vaasaborg was reported still aground and two tugs had just arrived on scene.

VEERSEDIJK (NETHERLANDS)

Bremen, May 22 -- C.c. Veersedijk (6420 gt, built 2001), when leaving Bremerhaven, at the river pier, got a tow-rope into the screw and had to return to the pier. Further particulars are presently unknown. -- Lloyd's Agents

SHIPYARD NEWS

Keppel's Integration Efforts Bear Results With million contracts

The integration of Keppel Corporation's offshore and marine businesses has contributed to a \$16 million (\$29 million) swamp barge contract clinched as a result of the synergy of the offshore and specialised shipbuilding divisions. Furthermore, with the integration and Keppel's sharper focus on specialised shipbuilding, especially support vessels, the offshore and marine group has also won a new contract worth S\$21 million from Keppel Smit Towage for three 60-ton tugs which are due for delivery in mid 2003. These tugs, a utility boat and two terminal tractor tugs, will be deployed by Keppel Smit Towage in Brunei for charter to Brunei Shell Petroleum Company. The integration, which was officially launched on 1 May 2002, has enhanced Keppel's flexibility to package the world-class rig design, procurement and project management expertise of its offshore division with the competitive pricing of its shipbuilding division. As a result, Keppel is able to put in an attractive bid to build the swamp barge drilling unit for Indonesian drilling contractor, PT Apexindo Pratama Duta (PT Apexindo). Said Mr Tong Chong Heong, Chief Operating Officer and Managing Director of Keppel Offshore & Marine, "The bundling of our services allows us to strike a win-win deal with PT Apexindo. This contract is an example of maximising value for our clients by giving them a matrix of cost-competitive cum world-class services." Mr Hertriono Kartowisastro, President Director of PT Apexindo commented, "When Mr Tong handed me Keppel's bid, he told me that it was their best offer, and true enough, we found Keppel's price to be the most competitive among all the bids which we received. In addition, I'm pleased that we are going to get top-notch services that are typical of Keppel." Keppel's offshore division is reputed for completing projects on time and within budget. Its newbuilding division has a proven track record for quality workmanship in the construction of customised vessels. The scope of work for the construction of the 244-ft swamp barge will involve detailed engineering, fabrication and procurement as well as installation of the owner's supplied equipment. Upon completion, the barge will be capable of oil and gas exploration and production in water depth up to 7.62m (25 ft) and will have a drilling depth capability of 7,600m (25,000 ft). Delivery is scheduled for the first quarter of 2003, and the barge will be deployed in the Tunu Field, East Kalimantan for TotalFinaElf Indonesia for a period of at least five years. PT Apexindo Pratama Duta is a subsidiary of PT Medco Energi International Tbk, the first drilling contractor to be listed on the Jakarta Stock Exchange. PT Apexindo currently owns and operates two semi-submersible swamp barges in Kalimantan and one jack-up rig in the Middle East. Operating as far as Diego Garcia, Indonesia and Malaysia, Keppel Smit Towage is 51% owned by Keppel Shipyard and 49% owned by Smit International Singapore. Its services include harbour towage, standby duties, tow out of offshore structures, ship resort, outside port limit ship-to-ship transfer, marine support and coastal towage.

New plan for Canadian yard sites

THE Canadian cabinet has rejected industry minister Allan Rock's plan to dismantle and clean up the sites of the St John and Levis shipyards at a cost of C\$100M (\$64M). However, Rock said he plans to rework the concept and present it again. Meanwhile, several hundred shipyard workers from St John are expected in Ottawa during the next few days to press for federal funding to support the closing of the yard so a new manufacturing facility can be built on the site. The yard has been idle for almost two years following the completion of a large naval contract and two container ships for Kent Lines. The New Brunswick government has asked for C\$180M in compensation for the city and the Irving company that owns the shipyard. Elsewhere, the Davie Industries yard in Levis has been struggling to conclude an arrangement with creditors so it could reopen. The yard was declared bankrupt last year by a Quebec judge

New IHI Marine United moves closer

JAPANESE yard integration plans received approval from the Ishikawajima-Harima Heavy Industries (IHI) board of directors on May 20. IHI's shipbuilding and offshore division will form a new yard venture with Sumitomo HI whose naval design unit would be incorporated into the new company, to be known as IHI Marine United. The merged company will be launched on October 1 with capital of ¥10Bn (\$78.3M), with IHI holding 94.5 per cent of the equity. IHI said in a statement that strong competition from South Korea and China had prompted the integration move. The merger will enhance competitiveness with "rapid decision making, efficient management and improved cash flow," the statement said. The naval ship division of Sumitomo would be gradually incorporated into the new company, which would be a subsidiary of IHI.

Bollinger buys Halter Marine yards

BOLLINGER Shipyards in the US state of Louisiana has signed a contract to acquire the assets and operations of Halter Marine, including eight shipyards. The sale, for \$48M cash and other considerations, is subject to approval by the US Bankruptcy Court and closing is expected in early July or August. Halter Marine, owned by Friede Goldman Halter, designs and builds small and medium-sized vessels. The acquisition will add Halter's eight, new construction yards to Bollinger's three new construction and 11 repair and conversion yards, totalling 22 facilities with 43 dry-docks. All the facilities are located between Texas and Missouri. Bollinger is a family-owned and operated company, established in 1946, specialising in offshore and inland vessels. Bollinger chair and CEO Donald "Boysie" Bollinger said the acquisition will "establish our visibility and presence in new foreign and domestic markets." He said Bollinger will "retain substantially all" of Halter's "hundreds of highly talented and skilled designers and shipbuilders." Bollinger acquired Halter's repair division in 2000.

ROUTE, PORTS & SERVICES



"Asuka" vaart Antwerps cruiseseizoen in

Het cruiseseizoen in Antwerpen is ingevaren door het Japanse passagiersschip **"Asuka"**. Het is de eerste maal dat dit schip van NYK Cruises de Scheldehaven aanloopt.

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Japanse passagiersschepen zijn zeldzaam in de Scheldehaven. Het vorig bezoek van een dergelijk schip onder Japanse vlag dateert reeds van meer dan dertig jaar geleden. Het ging toen om de "Shin Sakura Maru", die als drijvende vakbeurs voor Japanse producten een reis rond de wereld maakte.

De "Asuka", die vanavond omstreeks 23 uur aan de passagiersterminal wordt verwacht, zal een 400-tal passagiers uit het land van de Rijzende zon naar België brengen.

Het 28.717 bt metende schip bleef het hele Pinksterweekend in de haven. Tijdens hun verblijf worden voor de Japanse passagiers allerhande uitstappen georganiseerd en kunnen ze nader kennis maken met de stad van Rubens.

De "Asuka", genoemd naar het historisch meest waardevolle gebied in Japan, ten zuiden van de voormalige hoofdstad Nara, is het grootste Japanse passagiersschip. Het werd tien jaar geleden, in december 1991, opgeleverd door de Mitsubishi-werf in Nagasaki. Het zeer luxueuze schip biedt accommodatie aan 600 passagiers en 250 bemanningsleden.

Vlaamse zeehavens hadden "uitstekend jaar" in 2000

"Het jaar 2000 was voor de vier Vlaamse zeehavens een uitstekend jaar." Zo luidt de aanhef van de synthese die de Nationale Bank van België heeft opgemaakt aan de hand van de aparte studies over het economisch belang van de havens van Antwerpen, Zeebrugge, Gent en Oostende. De toegevoegde waarde klom naar een absoluut record van bijna 10 miljard EUR en aan de daling van de werkgelegenheid werd een halt toegeeroepen. De bijdrage aan de Schatkist groeide mee. Alleen de investeringen lagen op een lager peil dan het jaar voordien.

Philippine ferry partners split up

DOMESTIC shipping operator Aboitiz group of the Philippines has ended its partnership with Negros Navigation Co (Nenaco), under which they jointly ran the Philippine Fast Ferry Corp. Operating nine fast ferries, the line carried about 3M passengers a year. Jon Ramon Aboitiz told a shareholders' meeting last week that rationalisation was behind the split. He added that the operation had not worked out well, citing a lack of passenger volume. During 2001, it had lost PhP10M (\$202,000), although this loss was less than in 2000. However, Aboitiz is to maintain its long-term partnership with Parkview Holdings of Hong Kong, under which they run the SuperCat fast ferries. This operation has been re-branded SuperCat Fast Ferry Corp and Aboitiz hoped that "this smaller, leaner business will begin to contribute to [Aboitiz] this year". Its fleet size and service frequency have been cut, but it will continue to serve major ports in the Visayas region.

DFDS suspends Kristiansand route



PRINCESS of Scandinavia, the DFDS Seaways ferry that was hit by fire in the engine room and funnel late on May 17, has reached a repair yard in Fredericia, Denmark. The fire has forced the operator to suspend sailings on its Gothenburg-Kristiansand-Newcastle route until June 16. Suitable tonnage to replace the damaged 21,747-GT ship is difficult to find and switching another unit from the DFDS Seaways' fleet to cover the service is not a viable option. DFDS

Seaways will offer other arrangements to passengers who have booked crossings on the affected route.

Norse Merchant bullish on Irish Sea



Top : The **NORSE MERSEY** whilst moored at the WAALHAVEN in Rotterdam – Photo : Piet Sinke

IRISH Sea ro-pax operator Norse Merchant Ferries is looking to expand its services and market share after transferring across the river Mersey from Liverpool to the new Twelve Quays Terminal in Birkenhead. The company's reliability had suffered through operating from a facility behind locks, but Mersey Docks' £25M (\$36.7M) investment also benefits from its position at the end of a motorway. Only about one-third of the 100,000 freight units using Scotland-Ireland freight services are Scottish, and NorseMerchant hopes to attract more of the non-Scottish traffic to its Liverpool-Belfast and Dublin services. Belfast holds most growth potential and following the transfer of this service to Birkenhead in mid-June, the company plans to add a third freight-only vessel in October with a fourth possibly coming within a year. The Dublin service will switch to Twelve Quays in early August. The company is also looking at new ro-pax vessels with a capacity of 3,000 lane metres and 500 passengers.

NOL in talks with PSA

SINGAPORE-listed Neptune Orient Lines (NOL) is in talks with container terminal operator PSA Corp to stay competitive. NOL is "working with PSA on a new structure to ensure we remain competitive," CEO Flemming Jacobs said during the company's AGM yesterday. Jacobs, who did not elaborate, was responding to shareholders who wanted to know whether a move to the cheaper port of Tanjung Pelepas is being considered. He warned that unless freight rates improved NOL's would have difficulties in achieving profitability. During 2001, NOL, which is partly owned by the government investment vehicle Temasek Holdings, suffered losses amounting to \$57M. Jacobs pointed out that container rates during the first quarter of 2002 were 16 per cent below the same period in 2001 while tanker rates "are as low as they have been in the past 20 years." NOL did carry ten per cent more volume in 1Q 2002, but this he said was not sufficient to blunt the impact of low freight rates.

Mann Lines adds Kiel call to North Sea/Baltic service

MANN Lines is to expand its weekly ro-ro North Sea/Baltic service out of Harwich Navyard Wharf by adding a call at Kiel.

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The 2,270 lane metre vessel **Estraden** will call at the German port for the first time on Wednesday, May 29, on the southbound leg of her rotation between calls at the Finnish port of Turku and at Bremerhaven.

Until the start of 1999, the well-established ArgoMann service - which was a joint venture between Mann and Son and Argo Reederei - called Harwich, Cuxhaven and Turku.

Tallinn and Bremerhaven were added into the schedule when the newly built £30 million, 19-knot Estraden was introduced in February that year.

The new rotation, departing Harwich on Friday, will be: Cuxhaven (Saturday), Tallinn (Monday), Turku (Tuesday), Kiel (Wednesday), Bremerhaven (Thursday) and Harwich (Friday).

"As we enter the mouth of the Kiel Canal, we are only a few hundred metres from the Port of Kiel," said Allan Binks, chairman of Mann Lines

NAVY NEWS

WHICH FOREIGN NAVY SHIPS WILL VISIT DUTCH PORTS & WHICH PORTS ARE VISITED BY DUTCH NAVY SHIPS

27 May 02	HNLMS Van Galen	F 834	Valletta
30 May 02	HNLMS Cerberus	A 851	Enkhuizen
31 May 02	K/V Norkapp	W 320	Scheveningen
01 Jun 02	HNLMS Jacob van Heemskerck	F 812	Hoek van Holland
01 Jun 02	HNLMS Willem Van der Zaan	F 829	Hoek van Holland

USS KITTY HAWK in SINGAPORE

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USS Kitty Hawk (CV 63) Sailors got a break from underway drills and workdays during a recent May port visit in Singapore.

During the port visit, "Hawk" Sailors participated in a variety of events and tours, enjoying the three-day visit to the "Lion City."

Kitty Hawk's morale, welfare and recreation (MWR) division sponsored a "Singapore Sportsfest," consisting of basketball, volleyball and soccer contests. Hawk crew members played against Sailors from Sembawang Navy Base, **USS O'Brien (DD 975)**, **USS Vandergrift (FFG 48)** and **USS Chancellorsville (CG 62)**. (photo below coll: Piet Sinke)



Kitty Hawk Sailors also volunteered their time for three community service projects.

Sailors helped at Singapore Boys Town, Chen Su Lan Methodist Childrens' Home and a Christian outreach foundation home for the physically challenged. Most of the work done at the projects was painting and general gardening.

"In an area as vast as the Pacific, it pays to have as many allies as possible. One way to maintain allies is to be good representatives of the United States, and certainly one way to do that is to do something for the local community of any port that we pull into," said one of Hawk's chaplains, Lt. Cmdr. Thomas R. Hunt.

Sailors received more than just rest and relaxation. San Diego Girl Scouts showed their appreciation

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for Navy Sailors by executing "Operation Thin Mint," where Sailors received boxes of Girl Scout Cookies as well.

Hr.Ms. Philips van Almonde op thuisreis



Het marinefregat Hr.Ms. Philips van Almonde is 23 mei uit de haven van Kaapstad vertrokken op weg naar thuishaven Den Helder. Het fregat keert daar 14 juni terug na een reis van een half jaar. Gedurende die tijd werd de "Almo", zoals het marineschip door haar bemanning wordt genoemd, in de wateren rond het Arabisch Schiereiland ingezet bij de strijd tegen het internationaal terrorisme.

Hr.Ms. Philips van Almonde was het eerste marineschip dat

daadwerkelijk werd ingezet bij de strijd tegen het internationaal terrorisme. Inmiddels zijn meer schepen van de Koninklijke Marine ingezet. Zo patrouilleert het fregat Hr.Ms. Van Amstel nog steeds in de wateren rond het Arabisch Schiereiland en is het fregat Hr.Ms. Abraham van der Hulst sinds eind januari toegevoegd aan de marine-eenheden in de Nederlandse Antillen en Aruba voor anti-drugsoperaties in het Caraïbisch gebied. Dit als zogenaamde "backfill" ter vervanging van Amerikaanse eenheden die elders in de wereld nodig zijn. Het bevoorradingschip Hr.Ms. Amsterdam maakt momenteel deel uit van het permanente NAVO-vlootverband "Standing Naval Force Atlantic" in de Middellandse Zee. Ten slotte vertrok afgelopen maandag het fregat Van Galen uit Den Helder naar de wateren rond het Arabisch Schiereiland.

MOVEMENTS



CORAL (8407412) Aksay Dez Istanbul/Malta 1985 Hyundai Ulsan GT 6471 dwt 10400 Loa 118.4m Bm 19.5m ex Stainless Spray-91, San Nicolas-02. Botlek naar Antwerpen

Photo / Text : Jan van der Klooster

.... SPECIAL MONACO

Yachts remain winning formula

LUXURY yachts are as much a feature of the Monaco shoreline as the Monegasque royal family's palace on the rock.

In spite of the recession the luxury yacht sector has remained buoyant both from the perspective of sale and purchase and from the point of view of chartering luxury craft for events like the Monaco Grand Prix (above).

This weekend hundreds of luxury yachts will be moored in Monaco as guests enjoy the luxury catering provided by not only the Formula One teams themselves but also by sponsors.

As about 100,000 people descend on Monaco for the big race, corporate hospitality will go into overdrive, with hundreds and in some cases thousands of pounds changing hands to secure a good trackside spot from which to enjoy the race.

Private enterprise ensures that those with a balcony that looks over the course can potentially make thousands from renting it out. Trackside restaurants charge over £400 per head.

According to Rupert Nelson of yacht brokers Nigel Burgess, which manages about 35 yachts for charter, the Monaco Grand Prix is one of the biggest events in the Formula One year and berths for the

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event are over-subscribed by two to one. More than 50 yachts in Monaco for the festivities this year will be over 100ft. The boats provide that element of glamour to the proceedings, Mr Nelson says, and security is tight.

The owners and charterers of the vessels tend mostly to come either from the US and Europe. Charters do not come cheap, with a one-week charter for a top-of-the-range vessel being around \$200,000, to which must be added a further 25% for running costs and VAT where applicable. A 5%-10% deposit will be needed up front to cover possible damage to the vessel.

Somewhat strangely, depressed economic conditions seem to be good news for the luxury yacht chartering business. "Market crashes are good for yachts," says Mr Nelson, as people buy to "get the fun factor". Chartering, he maintains, is a cheap way of owning a yacht.

Nigel Burgess was first set up in 1975 and Mr Nelson says growth on the charter side has continued every year. However, he says a lot of US yacht brokers are not doing so well at the moment.

Part of this buoyancy is due to the fact that demand well outstrips supply and customers who are not fast off the mark will find charters snapped up quickly by others. "If you snooze, you lose," Mr Nelson says.

Jamie Edmiston of Edmiston agrees that the charter market is very buoyant although it did go a little quiet after September 11.

"However, things have picked up a lot over the last couple of months and we are now very busy, particularly with the Monaco Grand Prix and the Cannes Film Festival in progress."

Edmiston has 12 yachts at the Grand Prix this year and has close links to the Formula One fraternity, Mr Edmiston says.

Meanwhile, on the newbuilding side, Nigel Burgess has a special relationship with Amels shipyard in the Netherlands, for which the company is worldwide marketing agent. Nigel Burgess has eight or nine newbuilding projects at the moment.

Edmiston also is involved in several projects for yachts of over 100 m in length and the company says sales activity is reasonably busy. A sales desk has recently been set up to focus specifically on the Greek market. "We are the only large yachting company to do this," Mr Edmiston claims. This year the firm is also sponsoring the British America's Cup team GBR Challenge.

Meanwhile, the celebrated Camper & Nicholsons is also heavily involved in the Grand Prix, with four or five yachts booked this year mainly for corporate entertainment, according to Jacqui Beadon, manager of charter management. These are "static charters" she says, where the yachts come in on Wednesday in time for the Formula One trials and stay until Sunday.

With the expansion of the Port de la Condamine, there will doubtless be greater opportunities for those in the yacht broking and sale and purchase business, although it is unclear at the moment how berths will be allocated.

Camper & Nicholsons has the advantage of having an office that looks onto the track. Booking berths for the Grand Prix is not on a first come first serve basis, Ms Beadon says. Who is actually on the yacht will be considered with the teams getting priority.

Nick Jeffery of Camper & Nicholsons agrees with the other firms that 2002 got off to a slow start, with people taking longer to finalise bookings. The company is seeing a bit of sales activity but "not distressed sales". With the introduction of the ISM Code in July for yachts over 500gt, management opportunities look promising.

FPSO expert hails worldbeater Monaco as 'perfect place'

Tapping into offshore opportunities has been deemed an attractive proposition and Robert Pucnik is confident that his brand of shipping and offshore oil and gas experience makes him well placed to offer a broad based consultancy service.

Mr Pucnik set up Petromaritime Consulting in Monaco two years ago and has nothing but praise for the principality, which he says is cosmopolitan, multinational, safe, clean and orderly.

The government, he adds, has numerous initiatives to assist businesses, from grants for start ups through to assistance in running an operation.

Monaco, he says, has the best support services he has seen in the world, good communications and plenty of banks. In short "it is the perfect place to be".

There are no problems in setting up a company in Monaco providing you are a bona fide business he says. "Obviously the government monitors the businesses such that here in Monaco there are no brass plate businesses."

Mr Pucnik spent 16 years in the offshore oil and gas industry, mainly in FPSOs, following 15 years in the shipping side. He previously worked for another well-known Monaco-based company Single Buoy Moorings.

Petromaritime assists clients with consulting services from transient support in solving a particular problem to a full time advisory role in complete project execution.

Projects could include feasibility or viability studies, design engineering, safety and project management relating to FSOs and FPSOs.

Mr Pucnik also works in the shipping sector on inspections, negotiating purchase or prepurchase surveys.

"I work on the principle of complementing my own expertise with a network of people who I have an association with and who are experts in their own fields. Basically I sell knowledge I have accumulated over the years."

The FPSO market, he says "is set to expand exponentially over the coming years".

He expects to see over 100 FPSOs coming into service over the next 10 years — 60 in the next four or five. These could be ultra sophisticated projects or smaller ones for exploiting marginal fields.

"Definitely FPSO business is booming and I expect it to continue to boom, especially now that the doors to the US Gulf have been opened.

"This is a very good market and provided everyone can work together in a good way I think there will be business for everyone."

One of the problems in this segment of the industry, he feels, is that the knowledge base is fragmented.

"Project teams work in isolation, they don't base their work on past experience of other teams and tend to waste time in reinventing the wheel." This he says provides an opportunity for targeted consulting services.

Laagvlieg oefeningen bij Marnewaard en de Vliehors

In de omgeving van de Marnewaard begint maandag 27 mei de internationale oefening "Basic Windmill". De oefening duurt tot vrijdag 7 juni 2002. In het kader van "Basic Windmill" vliegen militaire vliegtuigen overdag boven en rondom de Marnewaard op lagere hoogte dan normaal. Daarnaast wordt er tijdens deze periode ook geoefend op het schietterrein de Vliehors op het eiland Vlieland.

Binnen een straal van 15 kilometer van het oefenterrein in de Marnewaard mag worden gevlogen op een minimumhoogte van 75 meter, met uitzondering van het Waddengebied. De minimum vlieghoogte ten oosten van dit gebied - boven een denkbeeldige lijn van Zuidhorn tot Delfzijl tot aan de Waddenzee - is gedurende de oefening 150 meter.

De oefening maakt deel uit van de opleiding van zogenoemde "Forward Air Controllers" van de Koninklijke Landmacht. Hierbij gaat het om militairen die vanaf de grond per radio aanwijzingen geven aan vliegers van jachtbommenwerpers over de precieze plaats van aan te vallen doelen. In het kader van hun opleiding moeten cursisten in praktijksituatie leren samenwerken met Nederlandse F-16's en vliegtuigen van verschillende NAVO-bondgenoten.

Boven het gebied van de Marnewaard wordt geoefend op maandag 27 mei 2002 van 13.30 - 16.10 uur; dinsdag 27 mei tot en met donderdag 30 mei 2002 steeds van 09.30 - 11.30 uur en van 13.30 - 16.10 uur; vrijdag 31 mei 2002 van 09.30 - 11.30 uur; maandag 3 juni 2002 van 13.30 - 16.10 uur en ten slotte dinsdag 4 juni 2002 van 09.30 - 11.30 uur en van 13.30 - 16.10 uur.

Boven het gebied van de Vliehorsrange op het eiland Vlieland wordt geoefend op woensdag 5 juni en donderdag 6 juni 2002 van 09.30 - 11.30 uur en van 13.30 - 16.10 uur en op vrijdag 7 juni 2002 van 09.30 - 11.30 uur.

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>