

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 28-05-2002



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<http://communities.msn.com/DutchNavyShips/homepage.msnw>

EVENTS, INCIDENTS & OPERATIONS

Scheepvaart op zoek naar werkkrachten

„In de scheepvaart worden jaarlijks veertig tot vijftig vacatures ingevuld. Dat zouden er honderd meer moeten zijn", zegt Marc Nuyttemans, directeur van de Belgische Redersvereniging. In juni komt er een tv-spotje om de marine, de visserij en de zee- en binnenvaart te promoten.

„Het is geen Belgisch fenomeen dat vacatures in de scheepvaart niet ingevuld raken", aldus Nuyttemans. „Wereldwijd zijn er 46.000 officieren te weinig, een tekort van 12 procent. In Europa alleen al moeten er 36.000 meer zijn. Wat promotie voor de sector kan geen kwaad." De promotiecampagnes die de Belgische Redersvereniging en de Hogere Zeevaartschool vorig jaar hebben gevoerd, leverden in de zeevaartscholen 12 procent meer inschrijvingen op. „Een verbetering, maar te weinig om aan de noden van de scheepvaart te voldoen", zegt Nuyttemans.

Palingvisser strijdt tegen Fast Ferry

Al twee jaar strijdt Nico Fiole uit Alblasterdam tegen de Fast Ferry.



Fiole is palingvisser op de Noord. Sinds de snelle veerboten er zijn, raken zijn netten veel sneller beschadigd dan vroeger, zegt hij. Hij wil dat de schepen langzamer gaan varen. Maar volgens Fast Ferry is niet bewezen dat de schade wordt veroorzaakt door de veerboten.

SOC DE REM L THOMAS



A new tug fleet has been formed by Soc De Rem L Thomas of Rouen to serve the port of Bordeaux. The four-tug fleet has been assembled by purchasing secondhand tonnage from elsewhere in Europe.

Twin screw sisterships **HOBOKEN** and **RUPELMONDE** vessels of 2230 bhp and 30 tons bollard pull, have come from the Terneuzen fleet of URS and the single screw 1870 bhp tug **ADELAAR** from Smit in Rotterdam, the fourth tug is the Schottle tractor tug **TRADESMAN** (ex Bugsier 5, ex. Balt 2 from SMS in Hull a vessel of 1740 bhp with a bollard pull of 30 tons.

Left : the Hoboken at Antwerpen March 2002 - **Photo : Piet Sinke**

NORTHERN DIGNITY STORY



Gisteravond zijn Uniport eigenaar + directeur Hans Vervat en Herman van Strien aangehouden. Het Duitse containerschip Northern Dignity kwam zaterdag aan in Rotterdam met een te grote en te zware hoeveelheid vuurwerk uit China. Het schip mocht tevens Rotterdam niet binnen maar is toch binnen gekomen.

De RVI had Uniport verboden verder te gaan met lossen maar dit verbod werd genegeerd en daarop werden beide (Vervat en Van Strien) aangehouden en zitten vast voor verhoor. (ik weet niet of dat op dit moment nog is, vanochtend wel)

Inmiddels is de Northern Dignity vertrokken. — **Photo : Christian Costa**

CASUALTY REPORTING

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Part of a barge, that hit into an interstate bridge over the Arkansas River, is shown Sunday, May 26, 2002, near Webbers Falls, Okla. The barge hit the bridge during a storm Sunday, collapsing a 500-foot section of roadway and sending about a dozen vehicles plunging into the water with people trapped inside, authorities said.



SHIPYARD NEWS

Daewoo wins rig order

Daewoo Shipbuilding Marine Engineering Co, the world's second largest shipbuilder, said yesterday it has won a US\$426 million order for an oil and gas rig in Angola.

The South Korean firm said it would build the rig in the west African state for US oil giant ChevronTexaco Corp by the end of 2003. Daewoo said the order was a part of Chevron Texaco's US\$670 million oil-development project off the coast of Angola, saying the remainder went to its consortium partner Stolt Offshore Services SA of France.

The contract brought the total amount of orders that Daewoo has secured this year to US\$1.626 billion.

Werven halen voor 0,9 miljard

orders binnen



De Nederlandse werven hebben vorig jaar voor 900 miljoen euro aan orders binnengehaald voor nieuw te bouwen zeeschepen. Met deze orderpositie bezet Nederland in

de zeescheepsnieuwbouw de tweede plaats in Europa na Duitsland. Dat heeft de Vereniging Nederlandse Scheepsbouwindustrie (VNSI) vrijdag meegedeeld. In 2000 jaar haalden de Nederlandse scheepsbouwers voor bijna 1,4 miljard euro aan orders binnen voor nieuwe zeeschepen. Dit resultaat werd sterk beïnvloed door het aflopen van Europese subsidies. Om er nog gebruik van te kunnen maken, haalden opdrachtgevers orders naar voren. Met het oog hierop is de VNSI niet ontevreden over de omvang van de orders in 2001.

Het resultaat voor dit jaar hangt vooral af van het besluit van de Europese Commissie over het te voeren scheepsbouwbeleid. De onzekerheid over het al of niet doorgaan van subsidies voor bepaalde scheepstypes is volgens de VNSI desastreus voor de sector omdat reders hun investeringsbeslissingen uitstellen. Begin juni wordt hierover weer in Europees verband gesproken.



Tanker orders keep rolling in at Samsung

Samsung Heavy Industries has confirmed orders for a further six crude oil tankers worth \$278m with contracts for two high spec suezmax shuttle tankers for Knutsen OAS Shipping and four aframaxes for Minerva Marine.

Norwegian operator Knutsen has ordered two ice-strengthened 147,500-dwt shuttle tankers for delivery in early 2005, Samsung confirmed. Both ships are for operation on Huskey Oil's White Horse project off Newfoundland. Samsung is also building the FPSO for this same project. Andreas Martinos controlled Minerva Marina, meanwhile, has inked newbuilding contracts with Samsung for four aframax tankers.

Three of the ships are due for delivery in 2004 with the fourth ship scheduled for handover in early 2005. The contract was signed in Greece earlier this week. With these latest orders Samsung has rapped up over \$500m worth of tanker newbuilding contracts for thirteen ships in recent weeks.

Earlier this month Samsung announced newbuilding contracts for another five ships from Metrostar, NS Lemos and Viken Shipping worth a total of \$251m. Metrostar booked two 160,000-dwt tankers from the South Korean shipbuilder for delivery in the last quarter of 2003 and early 2004.

Norway's Viken Shipping has ordered a high-spec suezmax tanker against a seven-year charter to Navion. The ship will be delivered in late 2003. The Bergen-based owner has also ordered two conventional suezmax tankers at Samsung, but with an option to upgrade them to the higher specification.

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NS Lemos, meanwhile, has recently booked two 105,000 aframax tankers at Samsung. Samsung is forecasting that it will win some \$3bn worth of orders this year, up 30% on its \$2.3bn total for 2001.

On Wednesday Samsung reported a 22% jump in its first quarter net income of ? 27.9bn on the back of new orders and reduced costs. The yard says it is now concentrating on filling the final few panamax newbuilding slots for late 2004.

ROUTE, PORTS & SERVICES GRUPO BOLUDA



At the **UNION NAVAL Shipyard** in Valencia



at present 4 new harbour tugs are under construction for Grupo Boluda, this ships are a part of a serie of 12 28 mtr 5900 hp tugs with Voith Schneider propulsion, the bollard pull which can be developed is maximum 60 ton. The ships are named as follows :
V.B. Sirocco , V.B. Xaloc , V.B. Guibli , V.B. Cierzo , V.B. Levante , V.B. Poniente , V.B. Glacial , V.B. Bora , V.B. Simun , Poblet V.B. Monzon , V.B. Asdrubal



During a recent visit to the yard 2 new tugs hulls were standing in the building docks / slips and 2 ships were at the quayside for outfitting.

Left : **V.B. CIERZO** fitting out

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Text / photo's of the tugs : Piet Sinke

Left : V.B. Cierzo



Left and below : V.B. Asdrubal fitting out



Star Cruises deploys ship for Yellow Sea operations

Superstar Gemini arrives in South Korea next week



Malaysian cruise operator Star Cruises marked a significant step in its venture into the Chinese market with the deployment of its **Superstar Gemini** to begin its Yellow Sea cruises between north-east China and South Korea.

The Superstar Gemini left Singapore on Sunday and is expected to arrive at Pyongyangtaek, South Korea on Wednesday before heading

for the Yellow Sea, calling at Dalian and Qingdao in China.

Star Cruises chief operating officer Choing Chee Tut said that the earlier-than-expected deployment of the Superstar Gemini was timely as it would also coincide with the month-long FIFA World Cup 2002, scheduled from May 31 to June 30.

'Thus it complements the World Cup finals with a world-class cruise ship,' said Mr Chong.

Star Cruises, he said, was well-poised to expand into the progressively open Chinese market. He said that Star's operations in North China will include Xiamen, Hainan Island, Zhangjiang, Qingdao and Dalian in its destinations.

Star Cruises is the world's fourth largest cruise line operating a combined fleet of 19 ships with over 24,000 lower berths. It covers various destinations in Asia, North and South America and Europe.

OOCL sees hopeful signs of recovery

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ORIENT Overseas Container Lines (OOCL), the dominant global carrier in Hong Kong, says things are looking better, though it is concerned about over-tonnage and box imbalances.

Shipments between China and Europe are as much as 22 per cent up since the early part of this year. Trade between China and the US also shows a positive trend, a senior executive said.

General manager Stanley Shen was reluctant to say a general recovery is on the way, though he did point to several hopeful signs.

'The increase in trade is being driven in large part by low inventories in the US and Europe, the fear of labour disruption on the US West Coast in July and the generally recovering economy,' he told Shipping Times.

Looking further ahead, 'the load factor is picking up, but revenue is lagging for all trades'.

Current business is dominated by exports from Asia, especially China, 'although we see a resurgence for Thailand. Imports to Asia are still very weak despite China's WTO membership'. Membership in the World Trade Organization is widely expected to produce a boom in China trade and investment.

Because of the patterns, OOCL still has a problem of container imbalances of about two to one, Mr Shen said. 'A carrier needs to be smart and regulate the tonnage, anticipating an early peak season and requiring all tonnage to meet demand.' Already, there is concern in some quarters about space availability in the coming high season, he said.

The traditional peak season from Asia to the US and Europe was in the third and fourth quarters. In recent times, however, it has crept earlier, and any labour disruption on the US West Coast would probably accelerate that process.

Profit at parent Orient Overseas (International) was sliced by nearly half last year as a result of economic weakness and weak freight rates, although the number of boxes lifted rose 11 per cent.

Net earnings of US\$59.65 million last year contrasted with US\$111.86 million in 2000. Turnover remained relatively flat at US\$2.38 billion against US\$2.39 billion.

OOCL carried more than 2 million TEUs last year, an 11 per cent increase over 2000, but revenue per box fell sharply as all trade routes experienced worsening business conditions.

Nicholas Sims, chief financial officer of parent OOIL, said at the time that it was 'a creditable result given the economic downturn'. He cautioned that this year 'will be one of the most difficult to predict', with little recovery likely until the second half.

Mr Sims said that with the global container shipping industry suffering from overcapacity, coupled with the introduction of new ships into the market, the industry needed 'a significant increase in demand to counterbalance the new tonnage'.

OOCL ordered seven ships last year, including six with capacity of 7,700 TEUs, for delivery in the next two years.

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In his fiscal year-end remarks, chairman and chief executive C C Tung was more sanguine, saying he was generally positive for 2001 thanks to 'strengths in China and information technology as an increasingly important competitive advantage'.

Asia remained the dominant driving force in international containerised trade. Strong Asia-outbound legs on both trans-Pacific and Asia-Europe routes produced continued growth in container liftings and revenue levels for OOCL. The weak euro also favoured European exports to North America, which helped trans-Atlantic trades.

Broström Takes Delivery of Two Product Tankers

As earlier announced Broström has signed a contract to purchase two 14,300 dwt product tankers. The vessels were built 1999 in China with double hull and ice class 1A. The first of the two vessels have been delivered, with the second to be delivered before the end of this month. Both vessels will fly the Swedish flag. The vessels are renamed **BRO JUPITER** and **BRO JUNO** respectively and will join Broström's European fleet in order to serve the growing cargo volumes in the contract portfolio Broström has with major companies in the oil and chemical industry. Of Broström's total fleet

NAVY NEWS

Current USN Carrier Battle Group Composition

Updated 26-05-2002

USS Kitty Hawk CV 63	USS Constellation CV 64
USS Chancellorsville CG 62	USS Chosin CG 65
	HMCS Winnipeg FFH 338
USS Enterprise CVN 65	USS John F. Kennedy CV 67
USS Philippine Sea CG 58	USS Hue City CG 66
USS Gettysburg CG 64	USS Vicksburg CG 69
USS McFaul DDG 74	USS Roosevelt DDG 80
USS Gonzalez DDG 66	USS Carney DDG 64
USS Stout DDG 55	USS The Sullivans DDG 68
USS Thorn DD 988	USS Spruance DD 963
USS Nicholson DD 982	USS Seattle AOE 3
USS Providence SSN 719	USS Taylor FFG 50
USS Jacksonville SSN 699	USS Underwood FFG 36
USS Nicholas FFG 47	USS Boise SSN 764
USS Arctic AOE 8	USS Toledo SSN 769
USS Carl Vinson CVN 70	USS Theodore Roosevelt CVN 71

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USS Antietam	CG 54	USS Leyte Gulf	CG 55
USS Princeton	CG 59	USS Vella Gulf	CG 72
USS O'Kane	DDG 77	USS Ramage	DDG 61
USS Ingraham	FFG 61	USS Ross	DDG 71
USS Sacramento	AOE 1	USS Hayler	DD 997
USS Olympia	SSN 717	USS Peterson	DD 969
USS Key West	SSN 722	USS Elrod	FFG 55
		USS Detroit	AOE 4
		USS Hartford	SSN 768
		USS Springfield	SSN 761
		USS George Washington	CVN 73
USS Abraham Lincoln	CVN 72	USS Normandy	CG 60
USS Shiloh	CG 67	USS Monterey	CG 61
USS Valley Forge	CG 50	USS Barry	DDG 52
USS Hopper	DDG 70	USS Laboon	DDG 58
USS Fletcher	DD 992	USS Mahan	DDG 72
USS Paul Hamilton	DDG 60	USS Arthur W. Radford	DD 968
USS Camden	AOE 2	USS Kauffman	FFG 59
USS TBA	SSN ?	USNS Supply	T-AOE 6
USS TBA	SSN ?	USS Annapolis	SSN 760
		USS Oklahoma City	SSN 723
USS John C. Stennis	CVN 74		
USS Port Royal	CG 73		
HMCS Vancouver	FFH 331		
USS Lake Champlain	CG 57		
USS Bridge	AOE 10		
USS Salt Lake City	SSN 716		
USS Jefferson City	SSN 759		
USS Jarrett	FFG 33		
USS Elliot	DD 967		
USS Decatur	DDG 73		
USNS Concord	T-AFS 6		

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NEW VOITH TRACTOR TUGS FOR THE FRENCH NAVY



The first of two powerful Voith Schneider propelled tractor tugs is currently nearing completion for the French Navy at the Socarenam shipyard in Boulogne. **Y 601 ESTEREL** and the sistership **LUBERON**, are due for delivery later this year and will be used to handle the aircraft carrier Charles de Gaulle at the Toulon naval base.

The 36 mtr long tugs will be powered by two ABC diesels each producing 2560 bhp, driving two Voith Schneider 28 GII/210 propulsion units delivering a bollard pull of 50 tons. Hulls for the Esterel and Luberon were built in 5 main hull sections at the Socarenam Yard at Calais and taken to the main works at Boulogne for assembly and completion.

The Esterel and Luberon will be the most powerful tugs in French naval service in terms of horsepower, but will have less bollard pull than the Tenace and Malabar.

This order brings the total number of Voith tractor tugs in service with the navy to 23.

MOVEMENTS

TSA MA BRIDGE



Referring to the article about the **Tsa Ma Bridge** in the 26-05 shippingnews letter herewith a picture of the vessel during her maiden voyage whilst she was visiting Rotterdam – **Photo : Stefan Roest**

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COBELFRET FERRIES



The **VALENTINE** seen here departing from the terminal at the Brittanie harbour and passing the Caland bridge (below) – **Photo's : Rob de Visser**



AIRCRAFT / AIRPORT NEWS



The new AIRBUS family member, the **A318** - photo : ZULU

Crash deals blow to China Airlines



Relatives of the crash victims wait on a plane as they are about to be flown near the crash site

TAIPEI, Taiwan (Reuters) -- Taiwan's China Airlines came under heavy criticism from the local media on Sunday for its safety record after the carrier's Boeing 747-200 with 225 people aboard crashed into the sea en route from Taipei to Hong Kong on Saturday.

Nineteen bodies have been recovered, but no survivors have been found so far.

It was China Airlines' fourth fatal crash since 1994, when an Airbus carrying holidaymakers back from Bali crashed and disintegrated near Taipei's international airport, killing all 196 aboard and seven on the ground.

"Air disaster again! China Airlines again!" the mass circulation United Daily News said in an editorial. Two United Daily journalists were among the passengers.

Major newspapers carried a half-page apology by China Airlines for the fatal accident.

"We express our deepest apology to the relatives of the victims and to the public," the black-and-white advertisement read.

"Another air crash. How many innocent lives have to be wasted before we see a real improvement in Taiwan's aviation safety and the management of China Airlines?" asked Taiwan's mass circulation China Times newspaper.

"In less than 10 years, China Airlines has caused nearly 700 deaths. We cannot tolerate this any more," the daily said.

China Airlines said flight CI 611 was carrying 206 passengers, including three infants, and 19 crew. The plane was almost 23 years old, one of the oldest in the fleet, and had logged almost 65,000 flight hours.

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The plane had been sold to Orient Thai, a Thai charter carrier, and was scheduled to be delivered on June 20.

Founded in 1959, Taiwan's main carrier had 29 Boeing 747s in its fleet of 56 planes which also included McDonnell Douglas and Airbus aircraft.

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