

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Monday 01-04-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Combinatie SmitWijs gaat door



IJMUIDEN - De combinatie SmitWijs, gespecialiseerd in het vervoer van grote objecten over zee, blijft voorlopig bestaan. In deze joint-venture tussen sleepconcerns Smit Internationale en Wijsmuller brengen beide partijen grote zeeslepers in. Na de overname van Wijsmuller door de Deense reder A.P. Moller was het de vraag of het IJmuidense bedrijf zijn deelname voort zou zetten. Volgens Wijsmuller-directeur C. van der Zwan is het niet bedoeling om uit de joint-venture te stappen.

[Links : Smitwijs Singapore in Kirkenes](#)

Photo : Piet Sinke

SmitWijs blijkt vorig jaar een uitstekend resultaat te hebben behaald, meldt Smit in een toelichting op de gepresenteerde jaarcijfers. Het Rotterdamse concern zag een verdubbeling van de resultaten bij de deelnemingen tot 9,1 miljoen euro. Naast de joint-venture met Wijsmuller heeft Smit Internationale een deelneming in Keppel Smit, dat havensleepdiensten verricht in Singapore. De nettowinst van de Rotterdamse firma kwam vorig jaar uit op 17,4 miljoen euro, een stijging met ruim 22 procent. Wijsmuller maakt volgende maand de cijfers bekend.

Oproep om IHC Caland te mijden wegens

Birma-zaken

Amsterdam - Provincies, gemeenten en bedrijven moeten geen zaken meer doen met IHC Caland. Deze oproep heeft het Birma Centrum Nederland (BCN) woensdag neergelegd bij 89 gedeputeerden, wethouders en directeurs van haven- en baggerbedrijven.

IHC Caland is volgens het BCN een van de laatste Nederlandse concerns die de Birmese militairen steunt door te investeren in het Zuid-Aziatische land. „Zeker 1700 politieke gevangenen zitten in Birma achter de tralies. Martelingen en slavenarbeid zijn er aan de orde van de dag", aldus het BCN. Het centrum stelt: „IHC Caland trekt zich niets aan van de internationale oproep geen handel meer te drijven met de Birmese dictators. Het bedrijf verhuurt onder andere een drijvende opslagtank voor gaswinning aan een Birmees overheidsbedrijf."

Volgens het BCN zijn nog altijd niet alle Nederlandse opdrachtgevers aan IHC Caland op de hoogte van de connectie van de Schiedamse bouw- en scheepbouw van schepen en offshore-installaties met Birma. Volgens IHC Caland is er echter niets nieuws onder de zon. „Deze geluiden horen we al vier jaar. Het is meer van hetzelfde, terwijl we gebonden zijn een derde partij op Birma. We doen geen directe zaken met het regime", aldus president-directeur J. van Dooremalen. En bevreesd voor een afname van het aantal orders door de oproep is IHC ook niet. „We hebben nauwelijks opdrachten van de Nederlandse overheid."

PRINSENDAM



The PRINSENDAM was burning out of control in the Gulf of Alaska on Oct. 4, 1980 when NS1L & N1EA picked up her SOS. The satellite communications equipment failed but Morse continued to operate, and all 535 passengers and crew were rescued.

rescue, but Morse Continued to operate. SOS signals from this rescue were received as far away as New Zealand (ZLB). During the next approximately 20 years, the value of Morse Code was trivialized and minimized. The Commanding Officer of one Coast Guard Communications Station (Boston NMF) said that the maximum range of Morse Code sent on the distress frequency of 500 kHz was 100 miles, maximum. Later comments by the Coast Guard hinted that Morse Code was like a "secret handshake", if you know it you are in. Regrettably, those that know how well Morse works, are those who can copy it. Others must accept what we can demonstrate by using it.

m s Prinsendam (call sign PJTA) was burning out of control in the Gulf of Alaska on Oct. 4, 1980 when **James N. Pfister, NS1L** and **David J. Ring, Jr., N1EA**, both Radio Officers on the USA flagged 'super-tanker' **Williamsburgh** (Call Sign WGOA) picked up her **SOS**. According to Mr. Jack van der Zee the Chief Radio Officer of the **Prinsendam**, the **satellite communications failed** during the



NAVY JOBS ON THE CLYDE

Union leaders are fighting to save the jobs of at least 1000 workers involved in maintaining Royal Navy warships.

The decision, following a government review, was described as a devastating blow by the Transport and General Workers Union.

The TGWU said it wanted to see an alternative option for the jobs - at least half of which are at Scottish naval bases.

National secretary Jack Dromey said: "This jobs bombshell is devastating news for workers. We will fight to save every job and resist compulsory redundancies.

"If necessary, there will be industrial action. There is a problem of over-capacity but we proposed a positive public sector alternative to use the skills and spare capacity rather than slash jobs.

"Ministers have rejected a reasonable alternative in favour of unnecessary privatisation."

An additional 3000 civilian workers at Ministry of Defence shipyards across the country will also see their jobs privatised.

Union officials confirmed they had seen a leaked MoD report on the Government's warship review.

Of the 3000 workers whose jobs are set to be administered by private contractors, at least 1600 are expected to come from the Clydeside naval bases of Faslane and Coulport.

Defence unions said plans to privatise the jobs of workers involved in cleaning, catering and maintenance work at shipyards had been widely discussed but news of job losses was surprising.

MoD officials refused to confirm the losses but said a statement on the future of warship maintenance was due to be announced in the House of Commons.

Defence officials would not discuss the recommendations of the report but said worker numbers were being examined.

A spokesman for the MoD said: "We do expect that we are going to make an announcement on our ship port maintenance shortly.

"We have got a smaller fleet than we used to which needs far less maintenance work. We are looking at how we might address this."

CASUALTY REPORTING

CLIPPER ADVENTURER Aground



A report from Georgetown, Guyana, says that the 4,000-ton 330-foot **MV CLIPPER ADVENTURER** (ex ALLA TARASOVA) with 118 American and European passengers ran aground on Tuesday, March 26, and remained stuck on a sand-bank in the Essequibo River, Guyana's major waterway. No injuries were reported. The Transport and Harbours Department dispatched three tugs to free the cruise vessel

from the sand-bank during high-tide. The sand bank is about eight miles from CLIPPER ADVENTURER's intended anchoring destination. The 1975-built CLIPPER ADVENTURER was on a 16-day eco-tour that has already taken her to Brazil, French Guiana, and Suriname. The CLIPPER ADVENTURER is owned and operated by Clipper Cruise Line, Inc

ROUTE, PORTS & SERVICES

DFDS nog steeds op zoek naar hoger rendement



TOR HUMBRIA arriveerd op de Waterweg bestemd voor de Waalhaven – Foto : Piet Sinke

"De winst voor het boekjaar kan als bevredigend beschouwd worden, rekening houdend met de impact van externe omstandigheden en wanneer de opbrengst van de verkoop van schepen en andere activa wordt meegeteld. Maar de onderliggende bedrijfswinst blijft op een beduidend lager niveau hangen dan wat in de financiële doelstellingen wordt vooropgesteld." Dat is de balans die de Deense transportgroep DFDS opmaakt van het boekjaar 2001, dat uiteindelijk een bedrijfswinst (EBITA) van 44 miljoen EUR (324 mln DKK) opleverde op een omzet van 580 mln EUR (4.309 mln DKK). Als markant feit in 2001 schuift de groep de overname van LISCO door vrachtdochter DFDS Tor Line naar voor en

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de capaciteitsuitbreiding bij ferry-operator DFDS Seaways. Voor 2002 rekent DFDS slechts op een lichte groei van de bedrijvigheid.

Meer afvaarten NCL op West-Noorwegen

North Sea Container Lines (NCL) legt een extra schip, de '[Stenfjell](#)' in in de dienst tussen Rotterdam en de Noorse westkust. Daarmee kan het aantal afvaarten worden opgevoerd van één naar twee keer per week. Op het noorden van Noorwegen onderhoudt NCL een tweewekelijkse dienst. De '[Stenfjell](#)' beschikt over een sideport en kan zowel containers als stukgoed meenemen. Agent van NCL in Rotterdam is Euro Nordic Logistics.

R-FIVE To Sail To Five Ports From Barcelona?

The latest information from Europe suggests defunct Renaissance Cruises [MVR-FIVE](#) will be chartered to Spanish operator Pullmantur for weekly cruises from Barcelona to Malta, Naples, Civitavecchia, Leghorn, Villefranche, starting early in May and running through Fall of 2002.

HOLLAND AMERICA LINE BIDS FAREWELL TO MS WESTERDAM



Holland America Line bid a fond farewell to the ms [Westerdam](#) on March 10 as the ship left its fleet after 643 voyages during a career spanning more than 13 years with the company. *"The departure of a ship from our fleet is always a poignant occasion. The Westerdam is a wonderful cruise ship. She has provided more than a million guests with many happy memories and it is bittersweet to bid her farewell,"* said A. Kirk Lanterman, Holland America Line chairman and CEO. *"We wish her a long and joyous service with our sister company, Costa Cruciere, as we look forward to welcoming the next generation of Holland America Line ships beginning this fall."* The Westerdam, with 1,347 guests on board, departed from Ft. Lauderdale March 2 on its final cruise under the Holland America Line flag -- an eight-day Eastern Caribbean cruise visiting Nassau, Bahamas, San Juan, Puerto Rico; Philipsburg, St. Maarten; St. Thomas, U.S. Virgin Islands, and HAL's own private island paradise, Half Moon Cay, Bahamas. The Westerdam has been a favorite with families and long-time Holland America alumni, since joining the HAL fleet. The ship, which began service as the former Home Lines' Homeric in 1986, was named the Westerdam and officially entered service with Holland America Line on Nov. 12, 1988. The Westerdam's arrival expanded the fleet to four ships and signaled the beginning of a new era of



growth for Holland America that continues today. The Westerdam underwent a notable \$84 million renovation in 1989 during which it was "stretched" by a then-cruise industry record 130 feet, increasing its capacity 1,000 to 1,494 guests and its size from 42,000 gross tons to 53,872. With the departure of the Westerdam, Holland America has a fleet of nine cruise ships, which will increase once again to 10 on April 23, with the acquisition of the [Seabourn Sun](#) photo left entering service with HAL on June 3 as the 794-passenger ms [Prinsendam](#).

NAVY NEWS

Submarines to cast off their shackles, take on new roles



Top : **USS BOISE** enters Rotterdam for R & R after an exercise on the Atlantic Ocean
Photo : Piet Sinke

Submarines today are working harder than ever. Although the US Navy (USN) fleet of nuclear-powered attack submarines (SSNs) has been nearly halved since 1989, the number of intelligence, surveillance and reconnaissance (ISR) missions that they perform has almost doubled.

Submarines are fast, stealthy and have very long endurance. They can arrive on the scene of a potential or actual conflict, unannounced, and perform missions ranging from covert long-endurance ISR to deep strike against targets far inland. A carrier battle group carries impressive firepower, and its high visibility may help to defuse a threatening situation, but it takes a very long time to transit the 11,000nm from San Diego to the Arabian Sea at 14kt.



Left : **USS SANTA FE (SSN 763)** Full speed on the Surface – Photo : Coll Piet Sinke

Nuclear submarines are the most effective means of providing assured physical access to a denied littoral region. They are largely invulnerable to coastal cruise missiles, tactical ballistic missiles, and biological or chemical weapons. As a result, they will take on a greater role in intelligence preparation of the battlespace and in power projection.

Despite their many advantages, submarines have traditionally suffered from deficiencies in terms of the weapons and sensors that they carry.

Submarines operating in littoral areas may face increased threats from small patrol craft, helicopters and maritime-patrol aircraft. Shallow water, often containing obstructions (the existence of which may not be known), poses further constraints. When operating under these conditions, the natural inclination of an SSN commander is to keep his boat at a greater distance from target areas than if he were maneuvering in deep water.

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In such cases, operations against intelligence and combat targets may better be conducted using submarine-launched payloads such as manned mini-submarines, unmanned underwater vehicles (UUVs) and autonomous sensors and weapons. The last of these could include a new class of non-lethal device capable of incapacitating surface ships and submarines. This would allow submarines to participate more effectively in sanctions enforcement and other low-intensity conflict, as well as providing decision-makers with a wider range of options during periods of heightened tension.

The US Naval Sea Systems Command's Submarine Future Studies Group (FSG) has addressed these questions when assessing potential roles for submarines in 2020. The FSG developed two concept statements designed to provide long-term guidance for submarine research and development. The first says that "current and future SSNs should be able to transport and deploy an order of magnitude [ie, tenfold] increase in payload capacity over existing designs. [They] should not achieve this goal by increasing hull displacement, unless technologies improve affordability". The second concept statement focuses on ISR. This says that the submarine force "should develop the capability to deploy, process and report information from a variety of offboard distributed sensors in order to greatly enhance its ability to contribute to battlespace preparation".

New Corvette Class ship to be designed for world-wide market



The Advanced Frigate Consortium (AFCON) has announced its intention to design, develop and market a new class of corvette-size ships to meet the emerging needs of international navies.

The AFCON team -- comprising world-wide surface ship industry leaders IZAR of Spain, Lockheed Martin Naval Electronics & Surveillance Systems and General Dynamics Bath Iron Works of the United States -- have signed a co-operative agreement to develop a corvette ship class with advanced platform, propulsion and combat systems including superior anti-air, anti-surface, and anti-submarine warfare capabilities.

The AFCON team will work with international navies to design and develop an affordable, high-performance warship tailored for use in a nation's anti-air, anti-submarine, and anti-surface warfare operations.

Though smaller than a frigate, the 2600-ton design has excellent survivability with a focus on susceptibility and vulnerability that is typically limited to heavier displacement hulls. This fast vessel will be equipped with advanced features such as the SPY-1K phased-array radar, modern hull-mounted sonar system, helicopter facilities, MK 41 Vertical Launching System and options for a variety of propulsion systems. Additionally, the corvette has been designed to minimise lifecycle costs while incorporating advanced automation features to reduce the crew size.

The agreement signifies AFCON's plans to continue its expansion into the corvette-class market. AFCON was formed in 1999 to pursue international surface ship opportunities. Today, its portfolio includes the IZAR-designed F 100 and F 310-class frigates and the DDG 51 class destroyer. All are equipped with the Aegis Weapon System.

AFCON continues to build upon the relationship that produced the F 100 program, which incorporates an integrated combat system and SPY-1D radar, the most modern class of surface combatant for the Spanish Navy. This success led the Royal Norwegian Navy to focus on this type of vessel, ordering five

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new F 310 frigates, currently being designed and built by IZAR and incorporating Lockheed Martin's new frigate-size SPY-1F radar.

AFCON is a convergence of expertise. The team has extensive experience working with a host country's shipbuilding industries, and has designed and completed numerous technology transfer programmes around the world.

Lockheed Martin Naval Electronics and Surveillance Systems (NE&SS) provides the Aegis-equipped combat system design and the MK 41 Vertical Launching System, while shipbuilders IZAR and General Dynamics Bath Iron Works are responsible for future platform system design, construction, and integration.

MOVEMENTS

Indian naval ships on goodwill visit to Gulf

DUBAI: India's sole aircraft carrier **INS Viraat** is leading a fleet of naval ships on a goodwill visit to the Gulf as an extension of the country's military diplomacy.

INS Viraat, accompanied by **INS Shakti**, a replenishment tanker, docked at Mina Zayed (Port Zayed) at the UAE capital Abu Dhabi on Saturday.



The two vessels will be joined by **INS Mysore** and **INS Godavari** which have already visited the Jubail commercial port in Saudi Arabia.

INS Viraat is under the command of Rear Admiral J S Bedi, Commander of the Indian Navy's Western Command.

In Saudi Arabia, Indian ambassador Talmiz Ahmad accompanied by Captain A R Radhakrishnan commanding INS Mysore and Captain C G S Khan commanding INS Godavari called on the Emir of Jubail, Abdul Mohisin Al Atiashan.

The two sides conducted exercises on Thursday marked by cross helicopter landing manoeuvres and flag-hosting drills.

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The INS Viraat visiting UAE was originally HMS Hermes, first commissioned in the Royal British Navy on November 18, 1959.

India purchased the vessel in 1986 and refitted making it serviceable for 10 years. It was formally commissioned in the Indian Navy on May 20, 1987.

The 28,700 tonne aircraft carrier got a fresh lease of life, returning to service in June, 2001, nearly two years being refitted. It is fitted with sophisticated weaponry including 'Barak' - an Israeli-made fully automatic anti-missile defence system.

New Delhi is now purchasing "Admiral of the Fleet Gorshkov", formerly known as "Baku", from the Russian Navy.

INS Viraat has a complement of 1,350 sailors, including 143 officers with the air group. The vessel has conducted manoeuvres in the recent past with the naval forces of Iran, Kuwait, Oman, Saudi Arabia, and the UAE.

Indian Ambassador in the UAE has arranged a reception to mark the arrival of both the ships in Abu Dhabi on Sunday.

STATESMAN



The replacement Coastguard tug **Statesman** has taken up station in the Minch, she arrived in Loch Ewe Saturday afternoon . I think the **Anglian Prince** has gone to the Western Approaches station and the **Statesman** is standing in until the new Klyne tug arrives from her shakedown job in the Far East.

Photo / Text : Willy Grant

Klyne Tugs have chartered the **Statesman** for one month + options as frontrunner to **Anglian Princess**. **Anglian Prince** will relieve the **Far Sky** at Falmouth. **Englishman** has been chartered by Klyne for one year as frontrunner to the **Anglian Sovereign**. I believe that Far Turbot and Far Sky will cover Dover and Falmouth again next winter as part of their existing MCA contract

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Englishman leaving the Waterweg – Photo : Jas Louwen

AIRCRAFT / AIRPORT NEWS

KLM selects Boeing and Airbus in fleet renewal programme



KLM Royal Dutch Airlines intends replacing the Boeing 747-300, MD-11 and Boeing 767 aircraft types currently operated in its intercontinental fleet with two new types, the Boeing 777-200 and the Airbus A330-200. KLM's current 747-300F freighter aircraft will be replaced with Boeing 747-400 Freighters.

Although KLM did not disclose the cost, which at list prices would approximate to \$4 billion the airline said in its statement that the aircraft were "...being purchased at a time when the market for aircraft purchase is very favourable".

The fleet replacement, about which KLM has been negotiating with the two aircraft manufacturers, engine manufacturers and several lease companies since August 2001, is planned to take place in two phases.

During the first phase, KLM will replace the twelve Boeing 747-300 aircraft currently operated, with eight Boeing 777-200ER (Extended Range) aircraft and three Boeing 747-400ERF (Extended Range

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Freighter) freighters. The first Boeing 777-200ER aircraft will be delivered late 2003. The last Boeing 747-300 will be phased out before 2005. KLM is currently still negotiating with various parties on its choice of engines for the new aircraft.

For the second phase, KLM is negotiating the replacement of its ten MD-11s and twelve Boeing 767-300ERs with a combination of A330-200's and additional Boeing 777-200ER airplanes.

On completion of the fleet replacement program, KLM will have reduced the number of aircraft types in its intercontinental fleet from four to three, comprising the Boeing 747-400 (in all-passenger, combi and freighter configurations); the Boeing 777-200ER; and the Airbus A330-200.

KLM will be making further announcements on the fleet renewal at the May 8, 2002, press conference presenting the company's results for fiscal 2001/2002.

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