

## DAILY SHIPPING NEWSLETTER 2002 - 037



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**Operation  
Enduring Freedom**

## EVENTS, INCIDENTS & OPERATIONS

### Schrijver Jan de Hartog (88) overleden



Schrijver **Jan de Hartog** is in de nacht van zondag op maandag overleden in een ziekenhuis in het Amerikaanse Houston. Hij werd 88 jaar. Dat heeft zijn vroegere uitgever (uitgeverij De Prom), Wim Hazeu, maandag gezegd. De Hartog lag in het ziekenhuis wegens een heupoperatie. Hij raakte geïnfecteerd door een ziekenhuisbacterie die uiteindelijk een hartstilstand veroorzaakte.

## Norway skipper says Russian ship fired warning

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OSLO (Reuters) - The captain of a Norwegian fishing trawler has accused the Russian Navy of firing a warning shot across his bow off Arctic Russia, forcing him to turn back to Norway. "It shot with a shining projectile in front of the bow," Captain Lars Endresen told NRK public radio of the incident, which occurred late on Friday or early Saturday. No one was hurt.

The Russian navy was conducting a military exercise in the Barents Sea near the Russian port of Murmansk at the time, but Endresen said he had clearance to enter the port to unload a catch of pollack. Norway and Russia share an Arctic border which was one of the world's most tightly guarded during the Cold War. Some fishing grounds are still in dispute in the Arctic Barents Sea.

Endresen said the Russian vessel passed close to his trawler, the Oyaskjaer, before firing.

The Oyaskjaer returned to a Norwegian port after a Russian crew member on the trawler spoke with officials on the navy vessel, he said. "We were told that we had to turn back and go to Norway," Endresen said on Monday.

The Russian Defence Ministry said it could not confirm the trawler shooting, and defence and navy officials in Murmansk were unavailable. "We cannot confirm this information yet. Or, I should rather say, we don't have any information on that," a Defence Ministry official told Reuters in Moscow.

## CASUALTY REPORTING

### JOLLY RUBINO



The latest pictures of the Jolly Rubino .

Herewith a impression

Photo's :SMIT Salvage



## ROUTE, PORTS & SERVICES

### Yang Ming, K Line en Cosco rationaliseren op Noord-Atlantische route

De oostwestlijnvaart maakt nogmaals het voorwerp uit van een diepgaande rationalisering. Die heeft ditmaal betrekking op Hanjin-Senator (United Alliance) enerzijds en de groep Yangming, K Line en Cosco anderzijds. De rationalisering zal zich meer bepaald op de Atlantische Oceaan vertalen in een forse capaciteitsbeperking.

## SHIP SALES

### Vessels sold for further trading BULK CARRIERS:

- ? **Antaios**: 60,969 tdw blt 86 Alianza reported sold region US\$6,000,000 to undisclosed buyers.
- ? **Pacprincess**: 37,049 tdw blt 86 Hyundai crs 5/33 ts reported sold region US\$6,000,000 nett to Greek buyers.
- ? **Silver Wing**: 28,467 tdw blt 92 Imabari crs 4/30.5 ts reported sold region US\$8,000,000 to Turkish buyers.
- ? **Cape Moreton**: 25,150 tdw blt 82 Howaldtswerke crs 4/40 ts reported sold region US\$3,350,000 to clients of Thai Thoresen.
- ? **Pacific Trader**: 24,045 tdw blt 97 Kanda crs 4/30 ts reported sold region US\$8,800,000 to undisclosed buyers.
- ? **Union Confidence**: 18,375 tdw blt 6/86 Split derr 4/36 ts reported sold region US\$3,650,000 to Chinese buyers.

### TWEENDECKER:

- ? **Erodios**: 15,200 tdw blt 7/78 A+P derrs 12/10, 1/60 ts reported sold region US\$600,000 to Middle East buyers.

### CONTAINER:

- ? **Kribi**: 19,570 tdw blt 99 Hanjin about 1,620 TEU crs 3/40, 1/20 ts reported sold region US\$17,350,000 to undisclosed buyers.

### TANKERS:

- ? **Robin**: 35,000 Tdw Blt 99 Daedong coiled coated igs sbt.
- ? **Magpie**: 35,000 tdw blt 99 Daedong reported sold region US\$25,000,000 each to German K/Sbuyers. It is believed there is a 5 years timecharter attached.
- ? **Sea Power**: 9,306 tdw blt 85 Asakawa stainless ctr tks IMO II/III reported sold region US\$3,500,000 to buyers in Thailand.

### COMBINATION:

- ? **OBO Bear G**: 76,450 tdw blt 81 Fredriksstad coiled cow igs sbt reported sold on a hire purchase/bareboat basis to Turkish buyers at a price equivalent to about US\$4,250,000.

**DEMOLITION:** - *all prices per ton lightweight*

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? **Ulcc Kapetan Michalis:** 516,895 tdw blt 77 Hitachi about 72,900 ldt reported sold region US\$150 with delivery Bangladesh.

? **ULCC Kapetan Giannis:** 516,893 tdw blt 77 Hitachi about 72,900 ldt reported sold region US\$143.50 with delivery Pakistan.

## MSC upgrades Far East service to the Mediterranean and Europe.

This week MSC will launch a new and separate Far East/Mediterranean service, the Dragon Service, utilizing 8 vessels of approximately 2,200 TEU capacity and with a port rotation as following: Shanghai, Xiamen, Hong Kong, Singapore, Valencia, Barcelona, Fos, La Spezia, Jebel Ali, Singapore, Chiwan, Shanghai.

"This continuing expansion by MSC in the Far East is a logical development of our service network in the region and will provide a greater choice and enhanced flexibility to our customers" advises Caroline Beczuart, Liner Manager responsible for Far East service.

The new service due to be launched tomorrow from Shanghai will complement the existing Silk Service which will continue to operate ten vessels of 6,700 TEU capacity on a slightly modified port rotation of : Le Havre, Antwerp, Hamburg, Bremerhaven, Felixstowe, Piraeus, Jebel Ali, Singapore, Hong Kong, Shanghai/Xiamen, Qingdao, Xingang, Busan, Ningbo, Chiwan, Hong Kong.

These schedule changes will provide better transit times to key North European Ports on the Silk Service and will also include direct calls to both Bremerhaven and Hamburg, in response to customer demand.

The improved service network between the Far East and the European and Mediterranean markets will enable MSC to meet market demand in the region and continue to provide excellent connections to MSC's unparalleled service network through MSC's dedicated transshipment hubs at Singapore, Jebel Ali, Valencia, Piraeus, Felixstowe, Le Havre and Antwerp.

## Wartsila staff face temporary lay-off

Finnish ship-engine maker Wartsila could make as many as 360 staff redundant on a temporary basis because of lower order levels.

The jobs would go at its Turku plant, it said on 13 Sep.

The world's biggest maker of marine engines may also transfer some employees to other plants as part of a plan to adjust production to the falling demand.

In August, Wartsila posted an interim pre-tax profit of EUR 147.3m (\$143.7m), down sharply from EUR 553.4m in the first half of 2001.

It revealed a 35.7% fall in its order intake, which stood at EUR 185.8m, against EUR 289m in the first half of 2001.

The company blamed what it described as "the unfavourable trend in global marine orders" during the first half of this year for the downturn.

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But it added: "Order activity is expected to pick up in the second half of the year, although the general uncertainty of the markets makes it difficult to forecast the order intake."

### NAVY NEWS



**USS Princeton (CG 59)** steams alongside **USS Nimitz** during flight quarters as an E-2 "Hawkeye" readies for launch. Nimitz is undergoing Tailored Ship's Training Availability (TSTA) Operations Two and Three off the coast of California. TSTA has specific training events designed to incrementally enhance the ship's operating proficiency and gradually integrate the air wing with the ship

### AIRCRAFT / AIRPORT NEWS



Naval Air Station Keflavik, Iceland -- Members of the stations Fire and Emergency Services (FES) finish dismantling a C-117D "Super Gooneybird". The aircraft had been on static display aboard the station since 1977, and is to be donated to the Icelandic Aviation Museum, where it will be fully restored.



## PIA to acquire 8 Boeing 777s over 8 years

Pakistan's national carrier is to buy or lease eight new Boeing 777s over the next eight years as part of a major fleet modernisation, a spokesman said.

State-owned Pakistan International Airlines (PIA) will acquire three 777s next year, two more in 2006 and three in 2010, said spokesman Imran Gardezi.

He said the planes would either be bought from the manufacturer, or new 777s would be leased from US carrier United Airlines.

Mr Gardezi said PIA has been offered a price of US\$105 million each plus a total support package worth US\$20-US\$25 million if it decides to buy rather than lease.

Four ageing Airbus A300B4 aircraft would also be replaced on domestic and regional routes. Mr Gardezi said PIA would acquire four more A310s of 1990s vintage on a dry lease (excluding crew) from other airlines.

## Boeing widens aircraft safety checks



US aircraft manufacturer Boeing has told the BBC that more than 3,000 of its aircraft may have faulty fuel pumps, which, in rare circumstances could cause a mid-air explosion.

Earlier estimates had put the number of planes affected at 116.

The pumps may have a wiring fault which, when fuel levels are low, could create a spark and ignite vapours leading to an explosion.

The revelation means airlines around the world will have to check their planes - but it is unlikely that any will have to be grounded.

The safety alert affects three Boeing aircraft: the 747, 757 and the 737, which are designed for passenger or cargo use.

### **Alarm raised**

Last month Boeing said fuel pumps on 116 aircraft could be faulty.

The alarm was first raised by British carrier Easyjet which detected that pumps had stopped working.

The UK budget carrier replaced them on five of its planes.

Now, after further checks, Boeing says that 3,284 planes could be affected.

The fault could cause a mid-air explosion, but only if faulty wiring inside the fuel tanks was exposed to air which would only happen if the tank was nearly empty.

Airlines have been told to make sure that never happens until all faulty fuel pumps have been replaced.

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Boeing issued a statement: "This issue is a concern to us, and that is why we have taken immediate steps to identify corrective action and inform our customers and operators.

"Boeing is committed to safe and efficient operation of all of its aircraft.

"We are working with appropriate partners to resolve this as quickly as possible."

### Bill unknown

For some aircraft the problem pumps will take up to three years to repair and replace.

Boeing says it does not know how many UK aircraft will be affected or the total bill for the replacement programme.

It does not believe any serious aircraft accidents have been caused by the faulty parts.

In late August, the Federal Aviation Authority issued an emergency inspection order to all US airlines to inspect some 1400 aircraft for the potentially defective pumps.

## .... SHIP OF THE DAY ....



## SSK AGOSTA 90B CLASS ATTACK SUBMARINE, FRANCE



The **Agosta** submarines designed by DCN of France, are currently in service with the French, Spanish and Pakistan navies. The Agosta 90B is an improved version featuring higher performance and a new combat system. The new submarine features a higher level of automation, which has resulted in the ship's crew being reduced from 54 to 36. Other improvements include a new battery for increased range, a deeper diving capability of 350m resulting from the use of new materials including HLES 80 steel, and a reduced acoustic signature through the installation of new suspension and isolation systems.

Three Agosta 90Bs were ordered by the Pakistan Navy in September 1994.

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The first, Khalid (S137), was built at DCN's Cherbourg yard and was commissioned in 1999. The second, Saad, is being assembled at Karachi Naval Dockyard, for completion in 2002. The third, Hamza, which is being constructed and assembled in Karachi, is scheduled enter service in 2005. The third submarine is being fitted with the MESMA air independent propulsion system, which will be retrofitted to the first two. The MESMA AIP has successfully completed Pakistan Navy acceptance trials.

Pakistan has been given a license by DCN to offer commercial production of the submarines to potential customers.

### **SUBTICS COMMAND AND CONTROL SYSTEM**



The Agosta 90B submarines are being equipped with a SUBTICS fully integrated combat system. This is supplied by UDS International,

a joint subsidiary of DCN International and Thales (formerly Thomson-CSF). SUBTICS processes signals from the submarine's sensors, determines the tactical situation by track association, fusion, synthesis, trajectory plotting and management and handles all weapon command and control functions.

### **TORPEDOES**

The Agosta 90B submarine is fitted with four bow 533mm torpedo tubes and has the capacity to carry a mixed load of up to 16 torpedoes and missiles. The submarine can be equipped with the ECAN F17 Mod 2 torpedo, which is a wire-guided torpedo with active and passive homing to a range of 20km. The torpedo delivers a 250kg warhead to a depth of 600m.

### **MBDA EXOCET SM39 MISSILES**



The Agosta 90B is equipped with the torpedo tube launched MBDA (formerly EADS Aerospatiale) Exocet SM39 missile. Target range and bearing data is downloaded into the Exocet's computer. The missile approaches the target area in sea-skimming mode using inertial navigation and then active radar homing. The missile approaches the target at speeds over Mach 0.9 and range is 50km. Exocet has a 165kg high-explosive shaped charge warhead.

### **ELECTRONIC WARFARE**





The Agosta 90B submarines are being equipped with the Thales DR-3000U radar warning receiver, operating in D to K bands. The system uses a masthead antenna array with omnidirectional and monopulse directional antennae and a separate periscope warning antenna.

#### **SENSOR SUITE**

The submarine is fitted with a Thales Underwater Systems (formerly Thomson Marconi Sonar) TSM 223 sonar suite, which includes bow-mounted sonar and towed sonar arrays, SAGEM periscopes and navigation system and Thales I-band navigation radar.



#### **PROPULSION SYSTEMS**

The Agosta 90B class submarines can be equipped with a diesel-electric propulsion system or the MESMA air-independent propulsion system. The diesel-electric system consists of two SEMT-Pielstick 16 PA4 V 185 VG diesels providing 3,600hp and a 2200kW electric motor driving a single propeller..

A diesel-electrical submarine has to surface to periscope depth to recharge the batteries using the diesel engine, leading to increased risk of detection. The MESMA air-independent propulsion system, being fitted to the Agosta 90B submarines for Pakistan, allows the submarine to remain submerged three times longer. The MESMA system consists essentially of a turbine receiving high-pressure steam from a combustion chamber, burning a gaseous mixture of ethanol and liquid oxygen. The Agosta 90B's performance remains the same in all other respects, except that the length increases from 67m to 76m and submerged displacement from 1,760t to 2,050t.