

DAILY SHIPPING NEWSLETTER 2002 – 045



Number 045 ***DAILY SHIPPING NEWSLETTER*** Thursday 03-10-2002

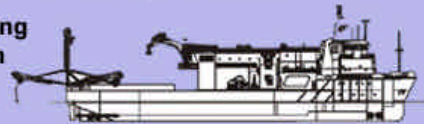
THIS NEWSLETTER IS BROUGHT TO YOU BY :



Smit-Oceaneering Cable Systems

inquiry@socsys.com www.socsys.com

Vessel & ROV operations - Cable & Umbilical Installation - Plowing
Subsea Excavation - Salvage Support - Underwater Intervention
Seismic Support - Cable Burial - Subsea Construction Support
Speciality Tooling & Hardware - Specialized Personnel



**Operation
Enduring Freedom**



F-16s make first Enduring Freedom flight



Two Royal Netherlands Air Force F-16s from 311 Squadron carried out their first patrols over Afghanistan. The aircraft, based at Manas Air Base in Kirghizistan as part of the joint Dutch, Norwegian and Danish detachment, took off at 07:45 hours local time for their patrol and returned at 12:30 hours to Manas. There was contact with allied units on the ground during the flight but no need to actually go into action. The F-16s were refueled during their flights by a KDC-10 air-to-air refueling aircraft from Eindhoven Air Base's 334 Squadron.

EVENTS, INCIDENTS & OPERATIONS

Pirates attack Malaysian ship in Malacca Strait

KUALA LUMPUR — Pirates in the Malacca Strait stormed a Malaysian-flagged tanker MT **Nautica Kluang** laden with 2,891 tons of diesel oil last weekend, the third pirating case in the strait in September, an official said Monday.

Pirates armed with guns and long knives stormed the vessel at around 3 a.m. Saturday near a small island, Pulau Iyu Kecil, south of the Malacca Strait, said Noel Choong, regional director of the Kuala Lumpur-based Piracy Reporting Center of the International Maritime Bureau (IMB) in London.

Port Bust Yields Kilos Of Cocaine

Customs agents are working their way through a ship docked on the Miami River, and said they have uncovered millions of dollars worth of cocaine. The **Marlin Express** arrived from Haiti on Thursday and, as part of the ongoing Operation River Front, agents inspected the freighter. When drug-sniffing dogs alerted during the inspection, the agents began cutting into the ship to find out what was on board.

Agents pumped all the oil and water out of the ballast tanks, and wearing hazmat gear and gas masks, they began searching for the hidden cargo. Deep inside the ship, agents said they found piles of packages of cocaine. By day's end, customs agents said they had seized 277 kilos of cocaine worth more than \$5.5 million, and agents said that they believe the job isn't down. Customs officials said that they expect to be working aboard the ship for at least a few more days.

Normal Operations Resuming in Gulf of Mexico

Offshore workers have begun returning to work and oil companies are trying to re-establish normal operations now that Tropical Storm Isidore has moved onshore. Anadarko, Apache, BP, ConocoPhillips, Devon and Marathon have been sending crews back out to the platforms and rigs as weather permits. They are hoping to see limited production return by Friday. Overall, approximately 90% of the Gulf of Mexico's production was shut-in which equates to 1.5 million barrels of oil per day and 13.5 billion cubic feet of natural gas per day.

MCA unveils new emergency towing vessel



Britain's Maritime and Coastguard welcomed into service its new emergency towing vessel, **Anglian Princess**, right, writes David Osler.

The Chinese-built vessel will be permanently on standby with three similar vessels sited strategically around the UK coast.

CASUALTY REPORTING

64 survivors from 1034 passengers

THE death toll from Senegal's ferry disaster has risen by more than 200 after officials said the ill-fated Joola was carrying 1034 people when it sank in stormy seas off Gambia.

Earlier, officials had estimated 796 people had been aboard, although there were fears the number was much higher because children and people without tickets had not been included in the initial count after the boat capsized on Thursday.

Only 64 survivors were plucked from the sea, Prime Minister Mame Madior Boye said, and there was little hope of finding more. About 350 bodies had been recovered and divers yesterday were looking for more inside the ferry, which had been righted and was being towed to land.

Most of the passengers were Senegalese but at least 45 were foreigners from about 10 countries, officials said.

Amateur video footage shot as the ship set sail on its final journey on a regular run from Ziguinchor in Senegal's southern province of Casamance up the coast to the capital, Dakar, 310km further north, showed it had an alarming list to one side.

The footage was filmed from an island named Karabane at the mouth of the Casamance River where the ferry made one brief, final stop to take on more passengers and goods before turning out to sea.

Passengers were massed at the ship's rails as it moved off, the skies darkening under heavy clouds. Then the film showed it disappearing into a driving rainstorm. Some hours later, about 11pm on September 26, the large red-hulled vessel capsized.

President Abdoulaye Wade faced a crowd of several hundred angry Senegalese in Dakar demanding answers about the tragedy, the worst in Africa since May 1996, when almost 700 people died when a ferry sank in Tanzania's Lake Victoria.

"The responsibility of the state is obvious," he said, adding that the Government would compensate victims' families. "I understand their anger, their pain," he told the crowd. He said he expected initial results from an investigation by today.

Relatives flocked to the City Hall in Dakar yesterday to check photographs of the victims. Survivors were being treated at hospitals in Dakar, most in reasonable condition but many in shock.

The Government has promised to return the victims' remains to relatives as soon as they are identified.

Mr Wade hinted yesterday that victims unable to be identified might be buried in a mass grave with a memorial dedicated to all who died.

JOLLY RUBINO (ITALY)

A press report, dated today, states: Ignazio Messina & Company, the Italian owners of the grounded ro/ro Jolly Rubino, have spent in excess of about R18,4 million on the salvage and pollution prevention

DAILY SHIPPING NEWSLETTER 2002 – 045

operations thus far, Roberto del Vecchio, the vessel's captain, said yesterday. Salvage work on the vessel has been hampered by rough seas and an intractable fire which has burned for almost three weeks at temperatures of up to 450 degrees Celsius. The starboard listing of the vessel and the spreading of cracks in its hull through which bunker oil has leaked into the cargo hold, further fuelling the fire, have created more headaches for the salvage team. "In this salvage there was a combination of four main factors. The vessel had a fire on board, was carrying hazardous cargo, went aground in an environmentally sensitive area and was battered by four consecutive days of bad weather, all at the same time," del Vecchio said. He added that the fact that there had been no loss of life and negligible environmental damage was entirely a result of the quick and co-operative action by everyone involved

LE JOOLA (SENEGAL)

A press report, dated Sep 30, states: A diver who took part in rescue operations after ferry Le Joola capsized said he found no survivors in the hull. Speaking in the capital, Dakar, today, he said he had dived under the capsized ship on Saturday (Sep 28) morning, two days after it had overturned en route from Casamance in southern Senegal to Dakar. Anger is mounting in Senegal against the government, which has accepted responsibility for the tragedy and is trying to establish the identities of the more than 350 bodies recovered so far. Senegalese President Abdoulaye Wade has said the state bears responsibility for the disaster. Facing angry crowds in the capital, Dakar, he said he believed there had been "an accumulation of errors", which resulted in the disaster. Mr Wade said it had been established that the ship was overloaded - and the state would compensate the victims' families. Mr Wade said people had been allowed on without tickets to the ferry, which had a capacity of 550 passengers. Questions have also been raised about maintenance, as Joola had only recently resumed service after undergoing repairs.

SHIPYARD NEWS

Keppel Singmarine Completes Tugs

Keppel Singmarine, a member of Keppel Offshore and Marine, has completed four tugs for Keppel Smit Towage (KST). Two tugs, **KST Sculptor** and **KST Scorpius** were delivered earlier and the remaining two, **KST Spica** and **KST Sirius** were delivered on September 19. Upon delivery, these tugs will boost KST's fleet strength from 24 to 28 tugs. The vessels, with bollard pull of 48 tons, meet the requirements of assisting the berthing and unberthing of Very Large Crude Carriers (VLCCs) at two fixed jetties located at the Sinki Fairway, off the western sector of Singapore. Sister vessels, KST Sculptor and KST Scorpius, have a gross tonnage of 246 GT, while KST Spica and KST Sirius are 257 GT. All four tugs are equipped with fire-fighting systems, with a pumping capacity of 1,200 cubic meters per hour. Other additional features include oil dispersant and chemical dosing systems. Keppel Singmarine has also been awarded another contract in May 2002 for the building

Keppel Smit Towage Pte Ltd

23 Gul Road
Singapore 629356

Tel : + 65 - 66684222

Fax : + 65 - 66684333

PARTICULARS TUGS

DAILY SHIPPING NEWSLETTER 2002 – 045

NO.	NAME OF TUG	YEAR BUILT	MAX DRAFT (M)	HORSE POWER	BOLLARD PULL	MODE	PROPULSION
1	KEPPEL SEMBILAN	1983	4.8	3200	32.4	TRACTOR	AQUAMASTER
2	KEPPEL SEPULOH	1983	4.8	3200	41	TRACTOR	AQUAMASTER
3	KST 31	1993	3.5	3000	44	PUSHER	Z-PELLER
4	KST 32	1993	3.5	3000	46	PUSHER	Z-PELLER
5	KST 33	1995	3.5	3000	44	PUSHER	Z-PELLER
6	KST 34	1995	3.5	3000	43	PUSHER	Z-PELLER
7	KST 35	1998	3.5	3200	45	PUSHER	Z-PELLER
8	KST 36	1998	3.5	3200	45	PUSHER	Z-PELLER
9	KST 37	1998	3.5	3200	45	PUSHER	Z-PELLER
10	KST 38	1998	3.5	3200	45	PUSHER	Z-PELLER
11	KST 41	1997	3.75	4000	54	PUSHER	Z-PELLER
12	KST 42	1997	3.75	4000	54	PUSHER	Z-PELLER
13	KST KIJANG	1998	4.2	4000	53	PUSHER	Z-PELLER
14	KST KANCIL	1998	4.2	4000	55	PUSHER	Z-PELLER
15	KST SCORPIUS	2001	3.5	3600	48	PUSHER	Z-PELLER
16	KST SCULPTOR	2001	3.5	3600	49	PUSHER	Z-PELLER
17	KST SPICA	2002	3.5	3600	48	TRACTOR	Z-PELLER
18	KST SIRIUS	2002	3.5	3600	48	TRACTOR	Z-PELLER

Spanish government boosts shipbuilding industry with E500m lifeline

THE Spanish government is finalising a proposal, backed by up to Euro500m in state credits, to help the country's shipbuilding and maritime sector face up to fierce competition, particularly from Asian yards.

The plan stems from a perceived need to reinforce the national industry's technological capabilities to enable it to better compete in the international market.

It aims to stimulate investment in new technology that will enable Spanish companies to add value to their products and stand out against their competitors.

Details are still vague but a spokesman for the ministry of science and technology, which is drawing up the study, confirmed that it would be concluded within the next two months.

A report in a leading Spanish financial daily this week suggested that the initiative could be backed by up to Euro500m in government funds. "That figure has yet to be closed but it can be seen as a reference point," the ministry spokesman said yesterday.

ROUTE, PORTS & SERVICES

Eagle is Landing for Contship Containerlines

Contship Containerlines will celebrate the 20th anniversary of its Eagle service between Europe and Australasia, by retiring the "Eagle" service brand name and strengthening the operation by incorporating it into the impending reconfiguration of its services in this trade. Contship Containerlines' Eagle service first started in May 1982 with a direct link between Mediterranean ports and Australia. In 1983, the service was expanded to include direct calls in the UK and Northern Europe. In 1985, six new vessels were introduced and the rotation was expanded to include ports in the Far East. By 1991, seven new vessels of 1600 teu capacity replaced the previous tonnage and Noumea was introduced into the schedule. Throughout the 1990s, the Eagle service was upgraded and is currently served by six 2800 teu vessels, providing a weekly frequency for shippers in all markets (in conjunction with Contship Containerlines' Eastabout, Mediterranean and Round-the-World services - service brands which will similarly disappear). The impending upgrade of its various services in the Europe-Australasia-Pacific Islands-North American trade will see two contra-rotating round-the-world strings both operating to fixed-day weekly schedules, one sailing Eastbound, the other Westbound. The Eastbound string, which will include the Eagle service, will be supported by ten new 4100 teu ships, three of which are being provided by Contship Containerlines. On the Westbound string, 12 ships of 2,200 teu average capacity will be deployed in this string with three provided by Contship. Comments David J Halliday, Senior Vice President of CP Ships' Australasia and Asia Business Unit: "with repeat awards for schedule reliability and fast transit times, the Eagle service has been a landmark operation for Contship Containerlines over the last 20 years; one in which we have a great track record for investment. "Now, with the impending introduction of a new service portfolio that will offer shippers even faster transit times and guaranteed fixed-day weekly sailings in all markets served, it's time to let Eagle take a well earned roost." Final port rotations for each string of the new service portfolio are being finalized. The Eastbound string will sail from Australasia to the U.S. East Coast and Europe via the Panama Canal, returning from Europe to Australasia via the Suez Canal. The Westbound string will sail from the Pacific Islands and Australasia to Europe via South East Asia and the Suez Canal, returning to the Pacific Islands via the U.S. East Coast and the Panama Canal.



Two cargo container ships sit idle waiting to be unloaded in the Port of Los Angeles Monday, Sept. 30, 2002 in the San Pedro section of Los Angeles. Shippers locked out dock workers after a brief attempt Sunday to reopen the port.

A group of sea lions resting on a buoy are joined by idle cargo ships loaded with containers 3 miles southeast of the port of Long Beach, Calif., Tuesday, Oct. 1, 2002. Economic losses increase as a management lockout of dockworkers continues



P&O Princess lets two vessel options slip

P&O Princess Cruises yesterday let fall options it had on two **Coral Princess-type** cruise vessels with France's Chantiers de l'Atlantique, but insisted that it was still interested in ordering vessels of the same type for the North American market in the future.

The company, which originally took out the options at the end of 1999, had them extended a third time for a month in August but said that Chantiers had refused to extend them beyond the new deadline, which fell yesterday. "Accordingly, they have lapsed," it said yesterday. Chantiers de l'Atlantique indicated yesterday that P&O had asked it to extend the options until the end of the year but acknowledge: "We did not succeed in finding an agreement allowing us to agree to this request."

Neither party was prepared to go into detail but it seems likely that P&O Princess's unwillingness to proceed with an order is the consequence of uncertainty about its future ownership as Carnival and Royal Caribbean continue to battle for it. "It is difficult to imagine any company in its position ordering new ships," an industry source said yesterday.



DAILY SHIPPING NEWSLETTER 2002 – 045

P&O Princess, which is preparing to take delivery of the 987-cabin **Coral Princess** (photo above – David Waller ©) in November and its sister-ship, **Island Princess** (photo left – David Waller ©) in



the second quarter next year, insisted nevertheless yesterday that it remained “favourably disposed” to ordering new vessels for its North American brand, Princess Cruises.

The vessels on option were for delivery in 2005 and 2006 but a P&O Princess Cruises spokeswoman said yesterday: “We are happy to take our time. There is no particular date by which we need

our new ships.”

The company indicated yesterday, moreover, that it was ready to subject Chantiers de l’Atlantique to fresh competitive pressure for the contract to build the two ships, saying that it had “a number of attractive alternatives” for the vessels.

These included the possibility of placing fresh orders with the French yard, with which it continued to have “excellent relations”, it said.

NAVY NEWS

A&P Falmouth Win Gold Rover Contract



A&P Falmouth has been awarded the contract to dry dock and repair the **RFA Gold Rover** by the Ministry of Defence (M.o.D). The Warship Support Agency (W.S.A.) vessel is due to arrive in Falmouth on October 14 for a docking period which is expected to last for two months. Work involved will include hull preparation and painting, steel and pipe work, auxiliary engine survey and refurbishment, accommodation upgrade and refurbishment, switchboard and electrical systems surveys and various other surveys to plant and equipment. The RFA Gold Rover follows several other RFA vessels

which have dry docked with A&P Group throughout 2002 including the **RFA Fort Victoria** and the **RFA Fort Rosalie** at A&P Tyne and the **RFA Brambleleaf** at A&P Falmouth.

Navy's multi-role supply ship



THE Royal Malaysian Navy's biggest ship, the 8,500-tonne **KD Sri Inderapura**, berthed at Port Swettenham, Penang, for three days recently.

It was held in conjunction with the three-day Armed Forces Career Expo held at the Esplanade recently.

For Penangites, it was a rare chance to see the ship that had helped send peace-keeping forces to Bosnia and Somalia.

Commanding officer Kept Mohd Taha Ibrahim said that the

Lumut-based ship had just visited Hong Kong and Shanghai in August and last month before anchoring in Penang.

Deriving its name from a once thriving thirteenth century kingdom in the Malay Peninsula, the 31-year-old navy supply ship is 173m long and was bought from the United States in 1995.

Although designed to transport troops, tanks, supplies, amphibious vehicles and heavy equipment, the ship is capable of offensive assault operations in war, and humanitarian rescue and support missions during peacetime.



"The ship has the facilities to embark assault troops for extended periods of time and to replenish supplies at sea for prolonged requirements," said Kept Taha.

Deputy Marine

Engi-neering Officer Lt Chan Ling Ket said the ship's armaments included heavy machine guns and a Close-In Weapons System (CIWS) which is capable of intercepting and destroying missiles and enemy aircraft. "The ship is powered by two variable pitch propellers and six diesel engines while its cargo booms permit rapid onloading and offloading," he added. Kept Taha said the ship was also involved in training and joint naval exercises with other countries. "There are usually about 280 crew members on board at any one time," he added.

DAILY SHIPPING NEWSLETTER 2002 – 045

The **Sri Inderapura** was decommissioned 16-12-1994 from the US Navy where she was named Spartanburg County (LST 1192) and purchased for \$18.7 million by Malaysia , transferring the same date and commissioning in the Malaysian Navy 31-1-95. Was given a major refit at Johor Baharu before entering service in 1998.

D: 4,975 tons light (8,576 fl) **S:** 22 kts (20 sust.)

Dim: 159.2 (171.3 over horns) × 21.18 × 5.3 (aft; 1.80 fwd)

A: 1 20-mm Mk 15 Phalanx gatling CIWS; 4 single 12.7-mm mg

Electronics:

Radar: 1 Raytheon SPS-64(V)9 nav.; 1 Raytheon SPS-10F surf. search

EW: no intercept; Mk 36 RBOC decoy syst. (2 6-round Mk 137 RL)

M: 6 Alco 16-251 diesels; 2 CP props; 16,500 bhp

Range: 14,250/14 **Fuel:** 1,750 tons

Crew: 13 officers, 174 enlisted + troops: 20 officers, 294 enlisted (+ 72 emergency accomm.)

MOVEMENTS



The new dredger **Xin Hai Long** resumed Tuesday her yard trails - photo : Piet Sinke ©

The tug **Captain I S Harvey** arrived Tuesday with a barge in Rotterdam

Photo : Jan Simons ©



CSO DEEP PIONEER



The **CSO DEEP PIONEER** the former **SMIT PIONEER** arriving at the Tyne - Photo : Kevin Blair ©

AIRCRAFT / AIRPORT NEWS



G-JOEM the first Airbus A320-231 of the new Birmingham based low cost airline MyTravelLite.

photo : Derek Pedley ©

Dozen dead after Indian navy planes collide



DAILY SHIPPING NEWSLETTER 2002 – 045

Top : 2 Ilyushin 38 planes of the Indian Navy – photo : collection Piet Sinke



Two Indian naval transport planes have collided as they flew in formation over the western state of Goa, and at least 13 were feared dead, officials have said.

One person died and seven workers were injured when one of the two Russian Ilyushin 38s crashed into a building under construction in the Dwarinagar district of Vasco City, 30 km (20 miles) from the state capital Panjim, police said.

"All 12 crew members on both aircraft are feared dead but search and rescue operations are still on so the figure is not yet confirmed," a senior navy officer at the naval headquarters in Vasco told Reuters by telephone on Tuesday.

Each plane carried a crew of six, the air force said. The other plane crashed into the Vasco naval area, a deputy police superintendent in Panjim said.

Television reports, which could not be immediately confirmed, said the second plane had ploughed into a field. "We know one person died on the ground and seven labourers were injured when the plane hit the building under construction in Dwarinagar," the police superintendent in Panjim said.

The crash took place in mid-morning as the planes practised for the squadron's silver jubilee celebrations, an air force spokesman said.

.... PHOTO OF THE DAY



The carroussel tug **MULTRATUG 12** during a demonstration under tow of the **Fairplay 25**

Photo : Jan Weerman ©

HAVE A LOOK AT THE FOLLOWING **SITES** FOR SHIPPING INFO AND PICTURES OF SHIPS
AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

DAILY SHIPPING NEWSLETTER 2002 – 045

And the renewed site of the National Tugboat Museum at :

[http:// www.nationaalsleepvaartmuseum.nl](http://www.nationaalsleepvaartmuseum.nl)