

DAILY SHIPPING NEWSLETTER 2002 – 052



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A detailed illustration of a cable ship, a large vessel with multiple masts and complex rigging, used for laying and maintaining submarine cables.

**Operation
Enduring Freedom**



EVENTS, INCIDENTS & OPERATIONS

Winst CMA CGM onder druk van lage vrachten

De Franse transportgroep CMA CGM meldt dat in het eerste halfjaar een nettowinst werd gemaakt van 1,97 miljoen EUR. Dat is een felle terugval tegenover het eerste halfjaar 2001, maar toch nog een bewonderenswaardig resultaat in het licht van de geïmplodeerde vrachttarieven, die bij haast alle oostwestcarriers zware verliezen veroorzaakt hebben. De Franse groep blijft overigens optimistisch over het eindresultaat van dit jaar, dat zelfs het resultaat van vorig jaar zou moeten overtreffen.

Oil spills from stricken tanker off Yemeni coast

A stricken French supertanker was leaking crude oil and several slicks were visible off the Yemeni coast yesterday, a day after an explosion left a gaping hole in the vessel.

The 158,000-tonne Limburg is adrift off the south-eastern Yemeni coast and has been abandoned by its crew.

After flying over the Arabian Sea area off Al-Mukalla during the morning, a Yemeni expert said "several slicks can be seen" coming from the supertanker, which was loaded with almost 400,000 barrels of crude.

But he said he could not yet evaluate the size of the slicks.



Yemeni specialists set to sea aboard speedboats at midday for "a first evaluation" of the extent of the oil leaking from the massive vessel, the expert added.

"The fire aboard the oil tanker was brought under control overnight," Hadramaut provincial governor Abdul Khader Hilal told reporters, but gave no more details about the plight of the ship.

According to oil sources, the Limburg was still being pushed by winds towards Al-Mukallah.

The French embassy in Sanaa said the explosion was caused by a small boat packed with explosives that rammed the tanker but the French foreign ministry later said there was no evidence so far of an attack.

Yemeni authorities set up a crisis cell and put Transport and Maritime Affairs Minister Saed Yafhi in charge.

The cell was instructed "to take the necessary measures to bring the fire under control on board the tanker and to fight maritime pollution", a government spokesman said.



A ship had left Aden on Sunday "to fight pollution" and a Canadian oil firm working in the area was also expected to assist, the spokesman said.

The authorities were in contact with the Limburg's owners and insurers to ensure "the rapid despatch of tugs to control the fire and limit pollution".

Owned by France's Euronav, it had been chartered to Malaysia's national oil firm Petronas, that company said in Kuala Lumpur.

All measures were being taken to contain oil spillage from the still-burning tanker while alternative arrangements had been made to ensure supplies for the Malacca refinery were not disrupted, the company said.

DAILY SHIPPING NEWSLETTER 2002 – 052



ruled out".

France decided after telephone talks between President Jacques Chirac and Yemen counterpart Ali Abdullah Saleh to send French investigators to Yemen.

"In the post-September 11 world, we know there is a threat posed to all the countries of the world," Mr de Villepin said.

Yemeni authorities have skirted round the terrorist angle and suggested it was an accident.



The vessel was loaded with about 400,000 barrels of Arab heavy crude oil from Saudi Arabia and was on its way to load another 1.5 million barrels of crude in Yemen when the incident occurred, Petronas said.

The French embassy in Sanaa refused to talk about the incident yesterday and referred inquiries to Paris, where French Foreign Minister Dominique de Villepin said that "no possibility is

"The oil tanker was rammed by a small boat stuffed with explosives," as it came by an offshore terminal some 700km east of Aden, French Vice-Consul Marcel Goncalves told AFP said.

"It seems to be an attack in the same style as the USS Cole," he said of the hi-tech destroyer bombed by suspected al-Qaeda militants in Aden harbour on October 12, 2000. Seventeen US sailors died and 38 were wounded in that attack.

The Limburg had a crew of 25, comprising eight French nationals and 17 Bulgarians.

One Bulgarian remained missing yesterday evening, but the rest of the crew was accounted for.

A Yemeni pilot, taken on board moments before the explosion to guide the Limburg into the port of Ash Shihr, outside al-Mukalla, was also said to be safe and sound.

The double hull tanker, built in 2000, has a capacity of 300,000 tonnes (2.16 million barrels) of oil. The Limburg is 330 metres long and 60 metres wide.

Tanker blast 'no accident'



THE explosion which crippled a French supertanker off Yemen was not an accident, the ship's captain has insisted as French experts were set to join investigations into the exact causes.

"The way the explosion happened it could not be due to a technical problem," Hubert Ardillon told reporters.

"A member of the crew told me he saw a small boat approach and I believe him," the Limburg's master said.

"At least the first explosion occurred on the outside of the ship. I am positive about that. I saw it.

"I totally rule out the theory of an accident"

Diamond Princess suffered four fires before fatal blaze

FOUR mysterious fires occurred on the *Diamond Princess* at Mitsubishi Heavy Industries' shipyard in Nagasaki before the vessel was gutted by last week's blaze.

The four small fires took place on the *Diamond Princess* between April and September this year.

Mitsubishi Heavy did not report the incidents to police apparently because damage was insignificant, although the company stepped up security, according to a Mitsubishi Heavy official addressing a press conference in Nagasaki.

In two of the four incidents, what appeared to be remnants of solid fuels not usually used in shipbuilding was found on the sites.

Last week's fire inflicted huge damage to the interior of the 113,000-ton vessel, which was due to be delivered to P&O Princess Cruises next summer, although the engine and other key parts were not affected.

A Mitsubishi Heavy spokesperson was not able to comment on whether the ship could be rebuilt until the investigation is completed. Other sources at the yard have said the vessel is unlikely to be salvaged.

Shares in the company slumped to a 17-year low of Y262 in Tuesday's trade

New Zealand salvors to attempt refloat of grounded *Tai Ping*

SALVAGE teams are set to attempt to refloat the Hong Kong-registered 26,411dwt bulk carrier *Tai Ping* which ran aground on rocks near the entrance to Bluff Harbour on the southern tip of New Zealand's South Island early today.

The ship is owned by Antony Marden's Rightlink Shipping and managed by Fenwick Shipping Services, both Hong Kong companies.

Mr Marden is co-owner of Fenwick Shipping. The vessel, built by China's Guangzhou Shipyard and delivered in January 1997, is insured with the Gard P&I Club.

The vessel, with 23 crew on board, struck rocks after leaving Tiwai Wharf near Bluff Harbour, where it had unloaded a cargo of the bauxite. The crew were rescued unharmed.

When the incident occurred, the ship was enroute to Whyalla in South Australia where it was scheduled to arrive on October 18.

The accident tore two holes in the hull, although these were away from the fuel tanks. Consequently none of the vessel's 660 tonnes of bunkers has leaked into the sea.

New Zealand's Maritime Safety Authority (MSA) said salvage workers are expected to arrive at the scene on Wednesday.

The authority hopes salvors can develop a plan to offload the ship's remaining cargo of 9,500 tonnes of urea and refloat the vessel. MSA director Russell Kilvington told local radio: "For the moment it's safe. As long as we don't have adverse weather, it can stay there for quite a few days."

Seas were calm but the area was shrouded in thick fog when the ship grounded shortly after 4:30 am Tuesday morning.

Hong Kong Marine Department spokeswoman Josephine Chan said the department is liaising with New Zealand authorities.

"We are trying to understand more about the incident and have launched our own investigation," she said.

Mr Marden and other Fenwick Shipping executives were in a meeting and could not be contacted.

JOLLY RUBINO (ITALY)

By the end of operations on Sunday (Oct 6), 333 barrels had been airlifted from the deck of the grounded ro/ro Jolly Rubino to a high security temporary holding site on land nine miles south of the casualty. Salvage personnel involved in this operation continue to follow strict safety and procedural guidelines and are treating all barrels removed as potentially containing hazardous substances. The barrels are sealed into large containment drums prior to airlifting from the deck by helicopter. All barrels removed from the casualty thus far have been empty. The anchor handler **Pentow Service** resumed fuel transfer operations first thing this morning and by 1300, local time, had removed 40 tonnes of diesel. A total of 137 tonnes of fuel has been removed from the Jolly Rubino thus far. Over the weekend, it was confirmed that a fuel tank previously thought to have contained approximately 250 tonnes of fuel still to be removed from the casualty contained only seawater; the fuel having been spilt soon after the vessel's grounding. -- **SMIT Salvage BV**

LIMBURG (FRENCH SOUTHERN TERRITORIES)

The salvage team from **Wijismuller Salvage BV** have boarded crude oil tanker Limburg to carry out a salvage assessment. A salvage plan will be prepared on the basis of this assessment. The Salvage Master's first report from the scene stated that the fire remains confined to the area of damage and that oil leakage is much reduced, with only sheen visible in the vicinity of the vessel. On first inspection, the engine-room appears undamaged. Meanwhile, more salvage resources are being mobilized. The salvage team will be reinforced by additional salvage personnel from The Netherlands and Singapore. Salvage equipment will be flown from Amsterdam to the scene tonight, in response to the Salvage Master's requirements. A supply vessel from Aden, the **Shelooop**, has been contracted to act as a firefighting/workbase for the salvage operation. This vessel will depart Aden this evening and is expected to arrive tomorrow (Oct 8). In addition, a second tug, the Al-Hudaida Port Authority's 22 May, is proceeding to assist in the salvage operation, ETA is Wednesday morning (Oct 9). -- Wijismuller Salvage BV.

CASUALTY REPORTING

World's fastest cruiseship in the pits after Aegean reef collision

THE world's fastest cruise ship has come to a juddering halt after pranging a reef in the Aegean in an incident that has forced it to be replaced on its current cruise.

Royal Olympic Cruises' two year-old **Olympia Voyager** was damaged below the waterline in the accident off the island of Patmos but the company has confirmed that no-one was hurt.



'This was a minor incident,' said ROC's chief executive Yiannos Pantazis. 'First inspections show no serious damage.'

The company also stated there was no environmental damage from the accident.

Mr Pantazis expected **Olympia Voyager** to 'be back cruising properly on Friday', when the ship is scheduled to embark on its next seven-day cruise.

Despite the fact that the Blohm + Voss-built ship shares with sister ship **Olympia Explorer** the title of the fastest cruise vessel, with a 28-knot service speed, he was adamant the ship was 'not speeding'.

He said, 'It was trying to avoid another vessel outside the port of Patmos and hit a rock a little bit. We are still investigating'.

The company had no immediate information on the other vessel involved in the incident, although local reports suggested this was a sailing yacht.



Early reports that some water had entered the vessel's forepeak at the point of impact were denied by Royal Olympic. All 788 passengers, mainly Europeans but including some Americans, were disembarked in Patmos.

SHIPYARD NEWS

Repairs

France

Compagnie de Reparations Marsellaise is back in operation, following its purchase by Claude Miguët, former owner of fellow Marseilles' repair companies Sud Marine.

CMR is now the sole repairer in Marseilles and can rent any of the nine drydocks owned by Port Autonome de Marseilles, the largest suitable for ships up to 200,000 dwt.

This largest dock is being used as a cruise vessel lay-up berth by Port Autonome de Marseilles, but will be released to CMR when required.

The take over of the company began during June, with the majority of work during July and August coming from local owners.

The largest repair project involved Hyproc's 21,945 dwt LNG carrier [Hassi R'Mel](#). At present the yard is repairing three ships from another Algerian company, Societe Nationale de Transportes Maritimes & Compagnie Nationale Algerienne de Nav — the 8,393 gt ro-ro vessel [Teleghma](#), sistership [Tiemcen](#), and the 3,598 gt ro-ro vessel [Tablet](#).

Monaco



DAILY SHIPPING NEWSLETTER 2002 – 052

Top : **FRONT LADY** of V-Ships.

V.Ships has been very busy this week with a number of stemmings from the company's Monaco office. Three ships from Frontline have been stemmed for drydocking: the two VLCCs **Front Lady** (284,497 dwt) and **Front Lord** (282,057 dwt) have both been booked into Dubai Drydocks and the 149,999 dwt tanker **Front Warrior** has been booked with Singapore's Keppel Shipyard.

V.Ships has also placed a new repair contract with Poland's Gryfia Shipyard, covering the 17,493 dwt general cargo vessel **Richmond Bridge**.

V.Ships is also involved in drydocking operations in mainland China, having booked in Lasco Shipping's 25,403 dwt bulk carrier **Lucky** into Shanghai Lifeng, and the 14,310 dwt containership **Cheshire** into Shanghaiguan.

Philippines

Two bulk carriers from Zela Shipping have been booked into Philippines' Subic Shipyard, part of the Keppel Group, the 171,746 dwt **Cape Sun** and the 171,779 dwt **Arethousa**.

Singapore

The 26,943 dwt lpg carrier **Oxfordshire**, owned by Liverpool's Bibby Harrison, has been booked into Singapore's Keppel Shipyard.

Newbuildings

Hudong-Zhonghua in \$260m European panamax deals

HUDONG-Zhonghua Shipbuilding has pulled in European panamax orders worth up to \$260m. The Shanghai-based shipyard confirms that it has signed panamax product tanker contracts with D'Amato for four contracts and two options.

The ships will be delivered from early 2003 to 2005 if the options are exercised. Bocimar has also inked a two plus two option order for 75,000 dwt dry cargo ships.

Samsung to sell off Seoul headquarters

SAMSUNG Heavy Industries has signed a contract selling its Seoul office building to Korea Invention Promotion Association for Won122.5bn (\$102m).

Sale of the 20-story building, which has a combined floor space of 48,400 sq m, is part of the Samsung Group's continuing restructuring plan.

Proceeds from the sale will be used to repay debts in a bid to help shore up the company's financial structure, according to a Samsung source.

The office building was put up for sale during the financial crisis, but the company did not get any acceptable offers.

Another Samsung source said the company will continue with real estate sales as part of its restructuring.

STX Shipbuilding wins oil carrier order

STX Shipbuilding won a pair of MR type product carriers from Safmarine Corp of South Africa. The dockyard will deliver the two 51,000 dwt vessels in the first half of 2005.

Safmarine, has placed orders for construction of six new vessels, excluding options, at STX Shipbuilding so far this year. The latest contract boosted STX Shipbuilding's new orders for this year to 23 vessels worth \$640m.

Kyoei Tanker orders VLCC from IHI

JAPAN'S Kyoei Tanker has ordered a 300,000 dwt VLCC at Ishikawajima-Harima Heavy Industries for September 2004 delivery.

The company will hold a 70% stake in the single-ship company while NYK will hold the remainder.

The two companies, through a joint venture, already own the 1992-built Cosmo Astrea, 1986-built Cosmo Venus, and 1996 built Tajima.

Kyoei Tanker also has three other VLCCs, of which only one is a 300,000 dwt full size VLCC design that Japanese companies have recently adopted.

The company said that net profit will be lower due to the absence of gains on ship sales, and also plans to dry dock five ships this year. Kyoei's main customer is Nippon Global.

Teekay ships price at premium

The strong pricing is attributed to the wide beam of 44 m and the high specs demanded by the Canadian owner. The ships will be delivered in the second half of 2004.

The deal went to South Korean yards because of pricing and the record of building wider beam aframax, which are not often built in Japan. Both deals carry two options.

Dynacom signs up with Sanko

Dynacom's relationship with Sanko goes back to 1977 when the company started buying second hand bulkers from Sanko. Since the late 1980s, Sanko has sold 15 single hull aframax to the Greek owner. The panamax tanker is the largest ship on order at Onomichi and the first panamax tanker of this design for the company.

Sanko Steamship is looking to get into panamax niche market for trading into US west coast and Gulf trades. Sanko Steamship has also lined up handymax orders in Japan. For Onomichi, the panamax tanker deal caps a somewhat tough marketing campaign, but the yard is also reportedly close to signing a order for a mainstay 47,000 dwt product tanker with a Hong Kong owner.

Shin Kurushima lines up product carrier

SHIN Kurushima has lined up a 45,000 dwt product carrier with a Japanese owner for charter to DSD of Norway.

The lengthy charter terms will have Eagle Maritime charter the ship for up to nine years in a configuration of five years firm and four individual charter years.

IHI wins coal unloader deal

ISHIKAWAJIMA-Harima Heavy Industries announced Thursday that it has received an order from a Hong Kong power company for two continuous ship unloaders for coal shipments.

The bucket-type unloaders have an hourly handling capacity of 1,500 tons. The equipment is to begin operation in March 2004.

The order, which includes removal of existing equipment, is valued at around ¥3bn (\$25m).

It is IHI's 51st ship unloader order worldwide and brings to seven the units ordered from Hong Kong power utilities.

Waigaoqiao scotches Teh Hu talk

SHANGHAI Waigaoqiao has dismissed talk of a two ship order from Teh Hu Navigation, but confirmed a single ship order from Foremost.

"It is just a rumour. We have talked but we have nothing planned right now," a yard official said of the reports that Teh Hu had lived up to its reputation for buying new capesize ships.

The Foremost order is for a 175,000 dwt "green" capesize, so named for its environmentally friendly double skinned bunker tanks.

END OF SHIPBUILDING LOOMS FOR H&W

NORTHERN Ireland's shipyard Harland & Wolff, owned by Fred. Olsen Energy ASA and builder of the Titanic, P&O's Canberra and countless large RN warships is set to cease shipbuilding. Yesterday today issued a 90 days protective notice of intention to effect a redundancy programme which it said "may imply a reduction of the workforce from 386 to 121 employees from January 2003". A company statement said: "The reason for the redundancy notice is the prevailing market conditions for the ship- and offshore markets." The Belfast yard is due to run out of work when the second of two Ro-Ro for the UK's Ministry of Defence is delivered.

Schottel wins first compact podded propulsors orders

A first order has been placed for a new range of compact podded propulsors from German supplier Schottel.

The order has been triggered by a subcontracting agreement with Hamburg-based STN Atlas Marine Electronics, which has won a E 6m order from Kroeger Werft covering electrical equipment for the 94 m long research vessel Maria S. Merian.



DAILY SHIPPING NEWSLETTER 2002 – 052

The vessel is due delivery in June 2004 to the Mecklenburg-Vorpommern State ministry of education & science.

Schottel is now offering podded propulsors across the 1 MW-5 MW range, as either asynchronous, synchronous or permanent-magnet motors depending on owner and shipyard requests.

With Schottel the propulsor partner in the first contract, the interface with ship's control systems is coming from STN Atlas.

Commenting on the deal, Klaus Lorenz, new STN Atlas president said that the first compact pod order demanded two 1,900 kW podded propulsors featuring standard induction motors in order to control final price.

Mr Lorenz added that STN Atlas now saw only benefits in not having early involvement in the larger podded propulsor market, where its experience is limited to an installation of a 7.5 MW unit for a Radisson vessel under construction at Mariotti.

He said that both the larger and smaller Schottel units had been refined to "take into account known problems experienced by other manufacturers." Schottel had been particularly careful in refining its pod housing design and bearing selections, he said.

For STN Atlas, the Maria S Merian deal also calls for a complete electrical drive system for a Schottel pumpjet, plus transformers, generators, cable network, switchboards and a complete power supply assembly for the vessel.

Other equipment commissioned includes a winch measurement system and an automated Gearnar 120 ISL system for centralised ship management and control using a series of operator workstations which combined provide up to 2,500 measuring points in addition to automated alarm functions.

ROUTE, PORTS & SERVICES

P & O Ferries wil reorganiseren



De Britse rederij P&O Ferries wil reorganiseren. Het is de bedoeling dat de onderdelen Stena Line, European Ferries Portsmouth en North Sea Ferries in het moederbedrijf opgaan.

Dat heeft P&O Ferries dinsdag bekendgemaakt. Bij de reorganisatie verdwijnen arbeidsplaatsen, maar hoeveel is nog niet duidelijk. De verwachting is wel dat een deel van het verlies wordt gecompenseerd door personeel op andere plekken onder te brengen, meldde P&O. De rederij overlegt momenteel met de vakbonden over het reorganisatieplan.

De herstructurering is nodig, omdat de drie onderdelen niet goed draaien. De veerdiensten van P&O van Groot-Britannië naar het vaste land hebben te lijden onder de Kanaaltunnel en de toegenomen concurrentie op de Noordzee. Verder speelt mee dat de Europese Commissie het belastingvrij winkelen in 1999 heeft afgeschaft.

Minder mensen nemen hierdoor de boot om inkopen te doen. Sommige diensten van de drie onderdelen overlappen elkaar. „Zo kan er één leiding komen voor alle drie. De inkoop van onderdelen kan ook centraal geregeld worden", aldus een woordvoerder van P&O.

De Britse rederij zal niet in het netwerk van de veerdiensten schrappen. Begin dit jaar kocht de Britse

rederij het 40-procents belang van Stena Line uit de gezamenlijke onderneming P&O Stena Line. De route tussen Dover en Zeebrugge ging de deur uit. P&O North Sea Ferries maakte toen ook de opheffing van de diensten tussen Rotterdam en Felixstowe en Zeebrugge en Felixstowe bekend. Het ging in alle gevallen om vrachtdiensten. In Zeebrugge voerden havenarbeiders actie wegens de aangekondigde stopzetting van de verbindingen met Dover en Felixstowe.

Maersk Sealand suspends Trans-Pacific services

MAERSK Sealand has suspended six services to the US West Coast as the port shutdown enters its 11th day.

The world's largest shipping line has suspended three Trans-Pacific services, west coast calls on another Trans-Pacific route that also calls the US East Coast and two Transatlantic services that call the west coast.

The first service to be suspended is the TP6A which from October 5 from Hong Kong, the TP5 and TP6 are being suspended from Kaohsiung on October 10 and Hong Kong from October 14 respectively.

The TP3 which calls both east and west coasts will no longer call the west coast but will continue to sail to east coast ports through the Panama canal.

The TA3 US west coast service from Rotterdam is suspended from October 13 as the MECL service to the west coast.

Maersk has also suspended the acceptance of cargo from export bookings from all West Coast load ports.

Six other services will continue with calls at other destinations of the west coast of the America's such as Mexico.

Mexico is being seen as an alternative by Asian shippers however its ports could soon not be able to cope.

Maersk said that its TP2 service continued to call Ensenada, Mexico but that this was under review due to terminal capacity limitations. Singapore home the world's largest port said it would not be greatly affected if the disruption is short-lived.

"So far no major effects," Singapore Senior Minister of State for Trade and Industry Tharman Shanmugaratnam said at the East Asia World Economic Forum in Kuala Lumpur. "Obviously the cost to the U.S. and the world economy will be substantial if it is prolonged."

BUSH IN PORTS MOVE

PRESIDENT George Bush has taken the first step towards ordering the US West Coast port to re-open.



Going through the procedures required to invoke the Taft-Hartley Act could take a week or more. Once the president is granted an injunction he will have the legal power to tell both sides to get cargoes moving again. His power under the rarely-used act would last 80 days during which time it is certain there would be huge pressure on both the employers' Pacific

Maritime Association and the dockers' International Longshore and Warehouse Workers Union to reach a deal. Earlier attempts at mediation failed when talks collapsed on Sunday night, prompting the president to act.

Even if cargoes are moving again by the end of next week it could take a month or more to clear backlogs and return to normal. So far the extent of the damage to the US economy is unclear but is tentatively put by some analysts at US\$2bn a day.

Color Line To Take Delivery of New Cruise Ferry



Top: The **Prinsesse Ragnild** which is at present serving Color Line –photo : **Piet Sinke** ©

The Norwegian ship owner Color Line AS and Kvaerner Masa-Yards have agreed to extend the validity of their letter of intent signed in July 2002. The signing of the final contract has been delayed because the financing of the vessel is pending the outcome of the Norwegian budget proposal of October 3, 2002. The key outstanding issue is required material changes in the net wage scheme for Norwegian seamen, which are already in effect in other Nordic and European countries. According to the letter of intent Color Line shall purchase and Kvaerner Masa-Yards shall design, build and deliver one cruise

passenger ferry of about 74 500 gross tonnes. The extended letter of intent is subject to finalisation of the financing, which Color Line is confident will be arranged if Stortinget (the Norwegian Parliament) and the Norwegian Government approve a long-term net wage scheme similar to the system in Sweden or Denmark. The vessel could start operation under Norwegian flag for the Christmas season 2004. The parties have agreed on the general arrangements and specifications of the vessel. The value of the vessel is about EUR 300 million. The letter of intent includes also a buyer's option to purchase one sister vessel. Color Line and Kvaerner Masa-Yards continue to work on an exclusive basis towards signing the final shipbuilding contract by December 16, 2002. "We are happy to have concluded this agreement with Kvaerner Masa-Yards for a future oriented and outstanding cruise product on competitive terms," says Trond Kleivdal, President of Color Line AS. "We are satisfied with this agreement with Color Line in the difficult market conditions of today and are pleased that Color Line has confirmed its intention to take delivery of this new cruise passenger ferry in 2004," states Jorma Eloranta, President & CEO of Kvaerner Masa-Yards.

HMM continues advance into China market with new route

HYUNDAI Merchant Marine (HMM) is strengthening its advance into the China market as logistics demand in the country continues to rise. The Korean carrier has launched a new container route between Pusan and Shanghai, utilising a 1,000 TEU-class container vessel.

The new fixed-day service calls at Pusan every Friday, Kwangyang on Saturday, and at Ningbo on Tuesday. Finally, the vessel calls in Shanghai on Wednesday.

The launch will not only move export and import cargo between the two countries, but also transfer cargoes from China to North America and Europe through Pusan.

NAVY NEWS

'Warships face axe to pay for new navy carriers'

The Royal Navy is facing the loss of up to 10 warships to pay for its two new aircraft carriers, it is reported. The Daily Telegraph says the Treasury is looking to cover the £13 billion cost of the new carriers and their 150 joint strike fighter aircraft.

Up to six frigates and destroyers and four minehunters could be axed. The paper quotes a leaked memorandum for Princess Anne's husband Commodore Tim Laurence, the MoD's director of navy resources and programmes.

The memo suggests each cut should be announced separately to minimise the impact. The memo acknowledges that "disposal is still likely to be a difficult issue presentationally, both within the department and externally, as it involves a reduction in DD/FF (destroyer/frigate) numbers."

According to Cdre Laurence's memo, the first ship to go will be the ageing [HMS Sheffield](#), which will be announced in answer to an "inspired" parliamentary question some time this month. "A decision to dispose of the ship is likely to initiate further questioning over the ability of the fleet to meet its current and future commitments," the memorandum said.

"A defensive media handling will be produced, emphasising that Sheffield is the last of her class."
A MoD spokeswoman said: "A review of capabilities against operational effectiveness and value for money is ongoing across all three services."



This video still image shows an anchor and cannon believed to be from the 17th century British warship **HMS Sussex** which sank in the Straits of Gibraltar in 1694 laden with gold intended as a bribe for a fickle ally. Britain's Ministry of Defense said on October 8, 2002 that it had struck a deal with U.S. salvage firm Odyssey to try and recover nine tons of gold coins lying half a mile beneath the sea.

MOVEMENTS

AIRCRAFT / AIRPORT NEWS

Laatste F-16's "Enduring Freedom" uit Nederland vertrokken



Vanaf de vliegbasis Volkel zijn 7 oktober negen F-16's vertrokken naar de vliegbasis Manas in Kirgizië. Het gaat om de laatste negen toestellen van het gezamenlijke Nederlands-Noors-Deense squadron dat

vanaf deze vliegbasis deelneemt aan operatie "Enduring Freedom" boven Afghanistan. De eerste negen F-16's vertrokken 26 september al naar het inzetgebied. Deze toestellen hebben inmiddels de eerste patrouillevluchten boven Afghanistan gemaakt. De negen F-16's die vanmorgen uit Volkel vertrokken, komen morgen aan in Manas.

Het vertrek van de negen toestellen vandaag gebeurde in twee groepen. Eerst vertrokken drie Deense en een Nederlandse F-16, twee uur later gevolgd door drie Noorse en twee Nederlandse F-16's. De toestellen vliegen vandaag naar de vliegbasis Erzurum in Turkije. Morgen vervolgen ze hun reis naar Manas in Kirgizië. De toestellen worden op hun vlucht begeleid door een KDC-10 tanker van de Koninklijke Luchtmacht. Dit toestel wordt eveneens gestationeerd in Manas voor deelname aan "Enduring Freedom".

Rechter geeft Air Holland drie weken

AMSTERDAM - Luchtvaartmaatschappij Air Holland heeft van de rechtbank in Haarlem nog eens drie weken gekregen om een geldschietter te vinden, zodat het bedrijf zijn schulden kan aflossen. Dat heeft de directeur van de maatschappij, C. Runge, dinsdag gezegd.

Eurocontrol, het Europees vluchtleidingscentrum, vroeg eind augustus het faillissement van Air Holland aan. Eurocontrol krijgt nog 1,7 miljoen euro van de vliegmaatschappij. Daarvan heeft Air Holland inmiddels 400.000 euro betaald. De rechter gaf het bedrijf 10 september vier weken om het probleem op te lossen. Dat is nog niet gelukt. Air Holland heeft een afbetalingsregeling opgesteld, waarin staat



dat het bedrijf binnen tien maanden de schuld aan Eurocontrol aflost. De vluchtleiders willen volgens de topman echter zo snel mogelijk al het geld hebben. Runge: "Dat trekt dit bedrijf niet. Air Holland zal de schuld in termijnen blijven terugbetalen."

Meer schulden

De luchtvaartmaatschappij heeft meer schulden dan alleen die bij Eurocontrol. Het totale bedrag wil Runge niet

noemen. Volgens de directeur beseft de rechter dat Air Holland goede vooruitzichten heeft, mits de onderneming een geldschietter vindt. "Hij zag wel in dat het nu te vroeg is om de stekker er uit te trekken", zei Runge.

Het bedrijf is "24 uur per dag" op zoek naar een investeerder, aldus Runge. Maar de zoektocht verloopt moeizaam. De economische malaise in de luchtvaartsector maakt veel potentiële geldschietters terughoudend. Air Holland praat met meer dan tien partijen. Bij de Nederlandse maatschappij werken ongeveer 200 mensen.

.... PHOTO OF THE DAY



The **CARNIVAL LEGEND** enters the port of St.Johns in Canada
Photo´s : via Hans de Jong – Maritime pictures.



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