

DAILY SHIPPING NEWSLETTER



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Operation Enduring Freedom



LEFT : Aviation Boatswain's Mate 1st Class Terry Libed from San Diego, CA., directs an E-2C "Hawkeye" onto an aircraft catapult. The "Hawkeye" is attached to the "Golden Hawks" of Carrier Airborne Early Warning Squadron One One Two (VAW-112). **USS John C. Stennis** and Carrier Air Wing Nine (CVW 9) are deployed conducting combat missions in support of Operation Enduring Freedom.

RIGHT : The flight deck crew aboard the **USS Kitty Hawk** prepares to launch an EA-6B "Prowler" from the "Gantlets" of Tactical Electronic Warfare Squadron One Three Six (VAQ-136). Kitty Hawk is currently conducting work-ups in preparation for an upcoming extended underway



period, and is the Navy's only permanently forward-deployed aircraft carrier, homeported in Yokosuka, Japan.

EVENTS, INCIDENTS & OPERATIONS

WIND IN DE ZEILEN

Sinds jaren wordt door de International Maritime Organisation (IMO) belangrijk studiewerk verricht naar een milieuvriendelijker energiegebruik en afvalstoffenverwerking aan boord van schepen, in het kader van de SOLAS-wetgeving. Dit heeft via een aantal proefprojecten al tot resultaten geleid, die de maritieme industrie in het algemeen en de scheepsbouwsector in het bijzonder een ander aanzicht kunnen geven. Op 1 april gaat een nieuw pilootproject van start in samenwerking met de grootste

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containerrederij Mærsk Sealand ter wereld. Aan boord van de "**Mærsk Anglia**", door dochter Norfolk Line ingezet op de Noordzeeroute tussen Scheveningen en het VK onder het commando van kapitein Kichotte, werd een windturbine geïnstalleerd die het schip moet toelaten op zee gedeeltelijk over te schakelen op milieuvriendelijke windenergie voor de voortstuwing. Het project kan een belangrijke stap betekenen in een terugkeer naar de periode van de windjammers, alleen zullen de zeilen vervangen worden door windmolens.

Shell acquires Enterprise Oil

The Hague - Shell is taking over the British company Enterprise Oil. The oil company announced on Tuesday it has offered 725 pence (1.2 euros) for each Enterprise share. The total takeover cost for the British operator comes to 3,500 million pounds, (5,700 million euros).

Shell is also to take over the independent oil company's debts. At December 31st these stood at 800 million pounds (1,300 million euros). Including this amount the takeover will cost Shell 4,300 million pounds (7,000 million euros).

Koninklijke Olie wants to use the acquisition to strengthen and improve its position in the British section of the North Sea and in Norway. In the British section of the North Sea Enterprise adds 30 per cent to Shell's current production, while in Norway production will grow by 50 per cent. In addition Shell hopes to improve its chances in the developing markets of Italy and Brazil.

The company is optimistic about the estimated synergy benefits of around 300 million pounds (489 million euros). According to W. van de Vijver, as member of the board of Koninklijke Olie/Shell Group responsible for exploration and production, in the first year alone following the takeover the company will recoup 90 per cent of the benefits.

The benefits stem from, among other things, cost savings on personnel and through closing the Enterprise Oil headquarters. Of the 700 members of staff affected by the takeover, around half will keep their jobs, another 150 will get alternative positions with Shell and 150 will be unemployed, according to Van de Vijver.

Shell is paying 725 pence per share. That's a premium of 45 per cent over the market rate on January 7th, when Enterprise announced it had been approached about a takeover. At that time the name of the Italian company ENI was mentioned, a company with which Enterprise did not wish to get involved. "We only came into the picture after that", according to Van de Vijver.

For Shell the takeover is particularly advantageous in its existing markets. "Enterprise is active in our backyard. It fits well within our current operations", said Van de Vijver. In addition Shell gains access to a gas field in Ireland and an oilfield in Italy. Enterprise has also announced the discovery of a new oilfield in Mexico in collaboration with Chevron Texaco.

NIEUW AMSTERDAM Changes Course

NIEUW AMSTERDAM (ex PATRIOT, NIEUW AMSTERDAM) sailed from Honolulu, Hawaii with 150-strong maintenance crew aboard and arrived at the Panama canal anchorage March 28. It had been reported she was headed for lay up in Freeport, Bahamas, but now Charleston, South Carolina is her announced destination. Still up for sale she arrived in Charleston April 2 for wet docking maintenance.

From BALTIC Back To BIRGER?

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Lars Hemingstam in Stockholm reports that Anaedin Line's **MV BALTIC STAR** has been renamed BIRGER JARL. The 1953-built liner, which sails on daily cruises to Mariehamn from Stockholm, was originally Svea Line's BIRGER JARL.

TALISMAN

SeaEscape Entertainment, Inc. announced it has signed an agreement to buy the 433-foot MV **TALISMAN** (ex CASTALIA, SCANDINAVIAN SAGA, PRIDE OF SAN DIEGO, TROPIC STAR II, STENA ARCADIA, EMERALD EMPRESS, ENCHANTED SUN) for gaming operation from either South Florida or other eastern seaboard states. Delivery of the ship is expected in mid-April. Previously operated by Commodore Cruise Lines, the ship is currently in dry dock in South Carolina. Three years ago the vessel was extensively renovated, creating gaming areas, and a two-story casino. A new name will be announced after delivery. SeaEscape currently operate the 512-foot MV ISLAND ADVENTURE from Ft. Lauderdale.

Aker Kvaerner Awarded Contract for White Rose Platform

Aker Kvaerner, part of the international oil services, engineering and construction, and shipbuilding Group, Kvaerner, announced that Husky Energy has awarded the joint venture comprising Aker Kvaerner (49 per cent) and its partner Peter Kiewit & Sons Co. (51 per cent), an EPC contract for the complete topside facilities for the White Rose FPSO, offshore Newfoundland, Canada. The contract has a value of approximately \$400 million. The White Rose field will be developed with a production vessel, and the contract is regarded as a major milestone in Aker Kvaerner's strategy, for which the Canadian market is a key geographical area.

All engineering, procurement and construction activities will be undertaken from the Joint Venture's offices under the name of Aker Maritime Kiewit Contractors (AMKC), in Newfoundland. AMKC is now in the process of expanding its existing facilities in St. John's, Newfoundland. In addition to personnel recruited locally in Newfoundland and elsewhere in Canada, key project staff from Aker Kvaerner's offices in both Norway and Scotland have been mobilised to St. John's to complement the team. The project will start immediately, and the vessel is scheduled to start production in late 2005.

SHIPYARD NEWS

Dubai toll now 34 as news blocked

OPERATIONS have resumed at Dubai Drydocks amid a **government clampdown on information** about the March 27 accident. The latest official statement on the incident was issued on March 30 by Dubai CID chief Brig Sharafuddin Hussain, who said 26 bodies had been recovered and three people were still missing. Insiders said the death toll has since reached 34, but surveyors active at the docks are convinced this number does not reflect the strength of the five teams at work when the gate to No 2 dock failed. The facility was shut down for two days after the accident, but agents have since been allowed free access to docks other than No 2. "We expected some lengthy delays, but they are operating as best as can be expected in the circumstances," said a ship's agent, who revealed that one tanker had left the facility over the weekend and another has since docked for repairs. The new arrival is Maersk owned **British Vigilance**, which was damaged in a collision with the **Stena King** off Fujairah last week.

ROUTE, PORTS & SERVICES

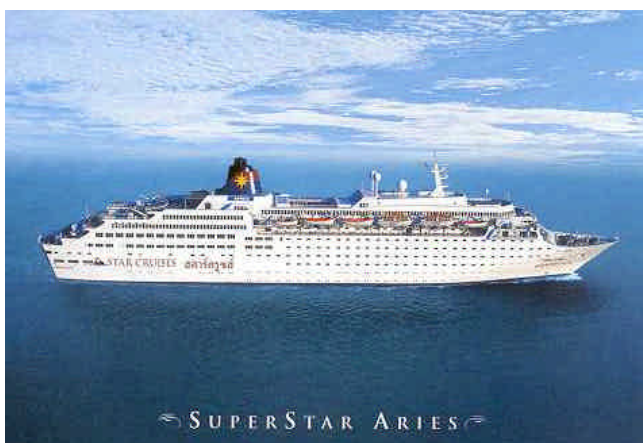
DFDS Tor Line rekt op herstel EuroBridge



The **TOR ANGLIA** moored in the Waalhaven — Photo : Piet Sinke

“EuroBridge leverde een beduidend slechtere prestatie af dan het jaar voordien als gevolg van lagere volumes en een verbeterde concurrentie... Hoewel de opbrengsten van de EuroBridge-dienst dit jaar zullen stijgen, zullen ze op een ontoereikend peil blijven staan.” Het nieuws dat in het jaarverslag van de DFDS-groep over de EuroBridge-dienst tussen Gent en Göteborg te lezen valt, klinkt allesbehalve positief en bevestigt de negatieve tendens die ook vorig jaar werd gemeld. Maar van een afbouw of herstructurering van de EuroBridge-dienst, naar het voorbeeld van wat met NorBridge gebeurde, is geen sprake. “De dienst zal in haar huidige vorm behouden blijven en wij rekenen op termijn op een nieuwe groei van de volumes. Wij sleutelen in dat opzicht aan een aantal projecten”, kregen we bij de rederij te horen. Samen met de havens van Gent en Göteborg wordt wel bekeken hoe de aanloop- en behandelingskosten gedrukt kunnen worden.

Star resumes Taiwan cruises



STAR Cruises, the Malaysia based Asian cruise operator has announced the resumption of cruises from Keelung, Taiwan for the summer season stretching from March 31 to September 27. Star had withdrawn SuperStar Taurus from Taiwan late last year following a fall in cruise business in the aftermath of September 11. The company has now decided to position the **SuperStar Aries**, which can accommodate 700 passengers in Taiwan. Cruises have been offered to Naha and Ishigaki in Japan. “Travel indicators point to an earlier than expected recovery of the

cruise industry in the second half of the year,” Chong Chee Tut, chief operating officer of Star Cruises said explaining the reasons for resuming cruises from Taiwan. Star, however, did not indicate whether it would resume operations in Japan. These had been discontinued last October with the withdrawal of **SuperStar Taurus** from Fukuoka.

Transmanche registers ferry in UK

FRENCH operator Transmanche Ferries is to register its recently purchased 500 passengers/70 trailers vessel Dieppe in the UK. The surprise announcement follows the nomination of Compagnie de Management d'Orbigny as manager of the vessel at the expense of Corsica Ferries and SNCM, which had been tipped as favourites. The UK flag was chosen by Cie d'Orbigny on the grounds that the move would save euro600,000 (\$525,000) a year. To avoid a possible backlash from French unions, the crews will include both French and British seafarers. Long-established Cie d'Orbigny no longer operates its own liner services, but still manages a few ships, including three ro-ros and one heavy lift vessel.

Antwerp dock building begins again



CONSTRUCTION work on the **Deurganck dock** in Antwerp is expected to re-start in the next few days after the Flemish parliament agreed to renew its construction permit. Work was halted last year when the State Council withdrew a previous permit following environmental objections and protests against the planned demolition of the neighbouring village of Doel. If work now proceeds on schedule, the first phase of the Deurganck dock could now be open to traffic in early 2004 – about a year late. The facility, which is vital for the development of the port of Antwerp, will feature four large container terminals. Two of these will be dedicated to two major liner operators: MSC and CP Ships. When completed, the complex will have a capacity in excess of 5M TEU per year. In 2001, Antwerp handled 4.2M TEU and has already recorded a ten per cent increase in traffic for the first three months of 2002.

Deurganck Dock

The port's most ambitious plans concern the Deurganck Dock. The new dock is being built in two phases. The works for the first phase started in 1999 and entail the construction of two container terminals. The first terminal (**green area on photo**) will have a total berth length of 1,650 m and an area of 93 ha. The berth length of the second terminal (**yellow area on photo**) will be 1,440 m, while its area will be 51 ha. Both terminals will open for shipping in 2002. At that time the second phase will be started. This phase will likewise comprise two container terminals. The third terminal (**red area on photo**) will have an area of 53 ha and 1,100 m of berths. The fourth terminal (**blue**

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area on photo) will cover 58 ha and likewise offer 1,100 m of berths.

The entire project should be operational by the year 2005. It will occupy 255 ha and offer 5,290 metres of berths, large enough to handle 5,785,000 TEU a year.

Tankers buoy up China Shipping

CHINA Shipping Development (CSD) has posted a 15.4 per cent increase in profit for last year to CNY325.26M (\$39M). A 67 per cent rise in its tanker division's operating profit to CNY762M was chiefly responsible, with turnover at the division up 22 per cent to Rmb3.89Bn. The dry bulk division's operating profit increased 35 per cent to CNY216.32M, but the 25 per cent-owned China Shipping Container Lines posted a loss of CNY1.12Bn, wiping out CNY280.78M from CSD's bottom line. The Hong Kong-listed company hopes to raise CNY350M by issuing shares in China and plans to establish a logistics subsidiary to serve the entire China market. China Shipping Logistics, to be launched on April 18, will involve an investment of CNY3.6Bn and have a fleet of 12,000 lorries by 2010, vice-chairman Li Shaode said.

Singapore's MPA honours marine pilots



THE Maritime and Port Authority of Singapore (MPA) has awarded five marine pilots from pilotage service provider PSA Marine Pte Ltd the biennial Incentive Award for Marine Pilots 2002. The MPA says that the five pilots have displayed professionalism and a high level of technical expertise, and have provided excellent customer service over the past two years. The pilots are Captain Ahmad Kay Soon Poh, Lim Geok Poh, Mohd Iqbal Bin Akbar Ali, Mohd Zamil Nair and Wong Chin Seng.

From a pool of 140 licensed pilots operating in the port, these five were singled out for their outstanding performance as "ambassadors of the port" following an assessment based on presentation, professionalism, technical expertise, safety levels and the ability to provide excellent customer satisfaction, the MPA said.

Each of the pilots, who have all been licensed for more than 15 years, successfully kept an incident-free safety record throughout 2000 and 2001.

The MPA and PSA Marine have said that in actively promoting safety awareness and professionalism among pilots, the number of piloted incidents that took place within the Singapore port area has dropped significantly by more than 70 per cent from 37 incidents in 1998 to 10 incidents in 2000. Last year the figure decreased further to eight incidents.

PSA completes Belgian acquisition

SINGAPORE's container terminal operator **PSA Corp has acquired 80 per cent stake** in Antwerp based Hesse Noord Natie (HNN) for Euro475M (\$413M). PSA, which expects robust growth of its overseas terminals to partly offset declining volumes in Singapore, will benefit from HNN's high turnover of 4.75M TEU through its terminals at Antwerp, Zbrugge and Rotterdam. HNN is set to start operations at Flushing. Delay in the amalgamation Hesse Natie (CMB group) and Noord Natie (SNCB) had held up the take-over formalities. Shareholders of Noord Natie have decided to withdraw their stake while CMB will retain 20 per cent of the stock. The acquisition of HNN comes on the heels of the

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way being cleared for a PSA-led consortium to operate the Kitakyushu container terminal in Japan. Throughput at PSA's overseas ports grew 32.8 per cent to 3.6M TEU in 2001. The corporation has targeted an annual throughput of 10M TEU from overseas terminals by the year 2007.

MOVEMENTS



De LOUISE RUSS vaart sinds begin maart tussen Immingham en de Britanniahaven.

foto: Rob de Visser.

LOUISE RUSS (9226360) Ernst Russ Hamburg/Gibraltar 2001 J.J.Sietas Hamburg GT 18265 dwt 9090 TEU 426 Loa 174.0m Bm 25.4m 22 Kn ex Porto Express-01.

AIRCRAFT / AIRPORT NEWS

KLM stapt af van fusiestrategie

De Nederlandse luchtvaartmaatschappij KLM is niet langer op zoek naar een fusiepartner. Dat heeft de financiële directeur van de maatschappij, Rob Ruijter, gezegd in een interview met Dow Jones Newswires. In plaats van een fusie wil KLM allianties aangaan met Europese partners.

New carrier Swiss takes off, replacing Swissair

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(GENEVA) Switzerland's new airline, called Swiss, took to the skies on Sunday. It replaced Swissair, the 71-year-old flag carrier that went bankrupt because of an ill-fated business plan and a dearth of passengers after Sept 11 crippled long-distance travel.

Swiss airline's first flight was a 15-minute hop from its home base of Basel to Zurich, the former hub of Swissair, carrying its chief executive, Andre Dose, and other top managers.

Hours earlier, Swissair had its final flight from New York, arriving in Geneva on Sunday morning. The new airline bears the familiar, but streamlined, white-cross, red-background logo.

While Swissair officially bowed out, the new Swiss is a merger of the remnants of Swissair and its former regional subsidiary, Crossair.

Aided by huge financial aid from the federal government and major Swiss businesses, the new airline has added two-thirds of Swissair's medium and long-haul routes to its regional operations for a schedule serving 59 countries. In addition to the routes, the new Swiss has taken on many Swissair employees, including pilots with whom it has negotiated a new salary deal in keeping with its pledge to trim costs.

Analysts, however, are concerned that the new enterprise is so ambitious that it may trip over many of the same hurdles that downed its predecessor.

Chief among them is Switzerland's small passenger base. The population of Switzerland is only 7.2 million, and Swiss, like its predecessor, must look outwards to expand its business. It announced its first move last week when it formed a partnership with American Airlines.

The carrier said it hoped to join the OneWorld alliance with American and British Airways and their partners to take advantage of the lucrative trans-Atlantic passenger market. Any such combination could well face challenges from some of the budget airlines, like Ryanair of Ireland.

That could crimp predictions that Swiss will break even in 2003. Mr Dose said last week that he expected Swiss to run a loss of more than US\$1 billion this year.

The new airline could also be hamstrung by Swissair's debts if creditors try to disrupt its activities. Swissair has been operating under protection from creditors and has sold off assets to pay debts, but some of its planes have been seized by French creditors.

While Swiss is hoping to rekindle Swissair's longstanding reputation for quality, its predecessor's checkered legacy will also cast a shadow. The meltdown of Swissair last year helped stir a national crisis of confidence. The airline - heavily owned by Swiss investors, both large and small - had

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symbolised the country's image of quality, reliability and punctuality.

Swissair's ignominious grounding, when it ran out of cash to pay for fuel and landing fees for two days last fall, brought recriminations that are continuing with a Swiss Parliament-mandated investigation.

Swiss says it will aim for passengers who want high-end service. It will serve meals with regular cutlery and use glasses for passengers in all classes, from first to economy.

RIJNMOND WEATHER

zaterdag 6 april

9 uur 's ochtends :
temperatuur: 4 graden
kans op neerslag: 5%
wind: matig (25 km/u) uit ONO

5 uur 's middags:
temperatuur: 11 graden
kans op neerslag: 5%
wind: vrij krachtig (29 km/u) uit ONO

.... SHIP OF THE DAY
NIMITZ CLASS AIRCRAFT CARRIERS



The **Nimitz Class** aircraft carriers are the largest warships ever built. With over 6,000 personnel (crew and aircrew), the carrier has a displacement of 102,000t, and a flight deck length of 332.9m. All seven nuclear-powered Nimitz class carriers have been built by Newport News Shipbuilding, based in Virginia.

Tasked with a multi-mission attack/ASW role, the first of class, **USS Nimitz**, was commissioned in 1975. The latest, **USS Harry S. Truman**, was commissioned in July 1998. Other hulls are:

USS Dwight D Eisenhower (CVN 69), Oct 1977;

USS Carl Vinson (CVN 70), Mar 1982;

USS Theodore Roosevelt (CVN 71), Oct 1986;

USS Abraham Lincoln (CVN 72), Nov 1989;

USS George Washington (CVN 73), Jul 1992;

USS John C Stennis (CVN 74), Dec 1995;



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USS Ronald Reagan (CVN 76), Mar 2003.

The tenth and last Nimitz Class, CVN 77, will be built by Newport News and will enter service in 2008. This will be the first transition ship to a new class of carriers (CVNX) and will incorporate new technologies including a new multi-function radar system, volume search radar and open architecture information network, and a significantly reduced crew requirement.

DESIGN

The more recent Nimitz Class carriers (CVN72-CVN76) have a displacement of 102,000t fully loaded. They have a length of 317m and beam of 40.8m. The carrier reaches a maximum speed of over 30 knots, and accommodates a complement of 3,184 personnel (with 203 officers); 2,800 aircrew (with 366 officers); and 70 flag (with 25 officers).



AIRCRAFT

The 50 TACAIR air wing includes the following fixed wing aircraft: 20 F-14D "Bomcats" (Tomcats with a strike role), 36 F/A-18 Hornets, 8 S-3A/B Vikings, 4 E-2C Hawkeyes, and 4 EA-6B Prowlers; and the following helicopters: 4 SH-60F and 2 HH-60H Seahawks. Air wings can be varied according to the nature of the operation: for example, in 1994,

50 army helicopters replaced the usual

air wing on the USS Dwight D Eisenhower during operations off Haiti. The flight deck measures 333 x 77m and is equipped with four lifts, four steam-driven catapults and four arrestor wires. The carrier is capable of launching one aircraft every 20s.

MISSILES



The more recently built carriers are armed with three Raytheon GMLS Mk 29 eight-cell launchers for Nato Seasparrow surface-to-air missiles. Seasparrow has a range of 14.5km and semi-active radar terminal guidance. The carriers are also being fitted with the Raytheon RAM (Rolling Airframe) missile system, which provides short-range defence against incoming anti-ship missiles, including sea-skimming missiles.

GUNS

There are four Raytheon/General Dynamics 20mm Phalanx 6-barrelled Mk 15 close-in weapon systems which have a firing rate of 3,000 rounds/min and a range of 1.5km.



COUNTERMEASURES

Decoys include four Sippican SRBOC (Super Rapid Bloom Off-Board Chaff) 6-barrelled Mk 36 decoy launchers, which deploy infrared flares and chaff, SSTDS torpedo defence system and AN/SLO-25 Nixie torpedo countermeasures system.

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The Raytheon AN/SLQ-32(V) electronic warfare system detects hostile radar emissions by two sets of antennae and the system analyses the pulse repetition rate, the scan mode, the scan period, and the frequency. The system identifies the threat and direction, provides a warning signal and interfaces to the ship's countermeasures systems.

COMBAT SYSTEMS

The carriers' combat data systems are based around the Block 0 or 1 naval tactical and advanced combat direction system (ACDS) with communications Links 4A, 11, 14, and 16. Weapons control is managed by three Mk 91 Mod 1 MFCS directors for the Seasparrow missile. USS Nimitz is being fitted with the SSDS Mk2 Mod 0 ship self-defense system, developed by Raytheon. The SSDS will provide automated self-defence against anti-ship cruise missiles (ASCMs) by integrating and co-ordinating the ship's weapon and electronic warfare systems.

SENSORS

Air search radars include the ITT SPS-48E 3-D, operating at E/F-band; Raytheon SPS49(V)5, C/D-band; and Raytheon Mk 23 TAS, D-band. Surface search radar is the Northrop Grumman Norden Systems SPS-67V, operating at G-band.

PROPULSION

The nuclear-powered carrier has two General Electric pressurised water reactors driving four turbines of 260,000hp (194MW) and four shafts. There are four emergency diesels of 10,720hp (8MW).



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&

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