

DAILY SHIPPING NEWSLETTER 2002 – 068



Number 068***DAILY SHIPPING NEWSLETTER*** Friday 08-11-2002

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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

Overload caused ferry disaster

OVERLOADING and other violations of international safety standards caused Africa's deadliest ferry disaster, the September 26 capsizing of Senegal's State-run **MS Joola**, a state panel of inquiry reported today.

The government-appointed panel put the death toll at 1153, higher than the previous official estimate of about 1000.

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The new toll includes children and soldiers – both of whom would have ridden free and without tickets – as well as crew and ticketed passengers.



At least 1220 people appear to have been aboard the **Joola**, inquiry chairman Seydou Madani Sy told reporters today. The ferry was built for 600.

The panel also spoke harshly of the armed forces for sending their first search planes and boats 12 hours after the disaster.

Captain of Indon ferry arrested

Police arrested the skipper of the ferry that sank in central Indonesia with scores of people aboard heading home for the Muslim fasting month of Ramadan.

The skipper told authorities the 30-ton wooden boat was carrying 125 passengers and crew. But police believe the actual number was closer to 200, and that overloading was a factor in the accident.

The Masohi Star went down just minutes after sailing from Ambon, a provincial capital 2,600 kilometres east of Jakarta, on its way to Seram island, about 150 kilometres. Rescue officials said the search for additional survivors and bodies continues.

Most of the passengers on the inter-island ferry were believed to be heading home to Seram for this week's start of Ramadan. Shipping accidents are common in Indonesia, where much travelling is done by boat.

In June 2000, nearly 500 people drowned when a ferry sank off the coast of Sulawesi. A year ago, 374 people, mostly asylum-seekers from Afghanistan and Iraq, died when a refugee boat sank en route from Indonesia to Australia.

CASUALTY REPORTING

Indian navy loses dry dock

A huge floating dry dock used by the Indian navy has sunk in the Andaman Islands, hours after a ship which was repaired in it had sailed out to sea, naval officials said.

A senior official in the navy's far eastern command told the BBC it was "a big loss for us because the floating dry dock had been extensively used for anchorage and repair by large number of combat and non-combat vessels."

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The navy has ordered an enquiry into the disaster.



Top : The **FDN-1** anchored at Port Blair (Andamans) – **Photo : Coll : Piet Sinke**

The floating dry dock, **FDN-1**, had been stationed in the Andamans since 1987 when it was inducted into the Indian navy. It was made in Japan in 1983. Refitted 1998 by Hindustan DY, Vishakhapatnam

For well over two decades, the dry dock served as temporary anchorage for a number of vessels and it provided crucial repair and refit facilities to naval vessels in the Andamans Islands, which has emerged as the HQ of the newly-created far eastern command of the Indian navy since early this year.

Cause unknown

How the floating dry dock sank is still not clear, but naval officials say preliminary enquiries suggest a failure of its pumping system as the cause of the disaster.

When ships are taken into the floating dry dock for repair, huge amounts of sea water are pumped in to float them into the dock.

We cannot say whether it would be possible to salvage the dry dock. The water is then pumped out and repairs are effected in dry conditions. After repair, water is again pumped in to allow the ship to float out, and the water is then pumped out again.

"But perhaps due to the collapse of the dock's pumping system, it was not possible to pump out the water after a ship had left the dock early on Wednesday. It seems the dock sank under the weight of the water," a naval technician told the BBC, again on condition of anonymity.

Eye-witnesses say the tips of the two cranes in the floating dry dock are still visible - but the rest of the dock has settled on the sea floor at a depth of about 20 metres.

The FDN-1 was anchored at Haddow's Wharf, barely 550 metres from the main Port Blair harbour and barely 100 metres into the sea.

"We cannot say whether it would be possible to salvage the dry dock but if that is possible, refitting would be expensive," naval technicians said.

Second disaster

The disaster was the second to hit the Indian navy within 24 hours. Late on Tuesday night, a devastating fire damaged the state-owned Garden Reach Shipbuilders in Calcutta, severely damaging their design floor and one production line.

Officials said large numbers of documents were lost. Employees in the ship building company suggested it could have been a deliberate attempt to destroy some documents. But a company spokesman said a short circuit had caused the fire, which took hours to control.

An enquiry has been ordered to ascertain the cause.

Seven missing in ship wreck near Hainan

China's Hainan Provincial Marine Rescue Center (Hainan MRCC) continued the search Tuesday for seven crew members missing after a Cambodian ship wreck on Sunday.

The accident occurred 37 nautical miles northwest of China's southernmost province of Hainan. A Cambodia-registered ship carrying 3,098 tons of coal and 15 crew members was en route from Vietnam to Yangpu Port in Hainan when the main engine suddenly broke down.

The crew took a life boat and a raft to escape the ship, which later sank.

Eight sailors on the raft were rescued Monday by a Panama cargoship, which joined the rescue work after receiving a message from the Hainan MRCC. The MRCC has been expanding the search area with the help of the Chinese navy stationed in Hainan, marine police and marine rescue centers in Guangzhou, Yantai and Hong Kong.

All of the crew members are from east China's Fujian Province. The eight rescued are in good health. Enditem

SHIPYARD NEWS

Austal predicts rebound in fast ferry market

Reasons include use of high-speed technology for military, freight purposes



The Austal build **Winner** of TRIS JET moored in Genua — **Photo : Piet Sinke ©**

AUSTAL Ships managing director Bob McKinnon has forecast a rebound in the high speed ferry market, to be spurred on by new and emerging markets in Asia and the Mediterranean and new applications of high speed technology for military and freight uses.

While there had been a period of low activity in the fast ferry market, the sources driving a rebound included the use of fast ferry technology in new roles, the attraction of new technologies to existing fast ferry operators and the growth and emergence of new markets, he said at the recent Ausmarine West 2002 show in Fremantle. 'Parts of Asia, where Austal began its life with the export of fast catamarans, remained on the company's list of medium to long term prospects.'

The company's recent success in delivering three 47.5 metre catamarans to Hong Kong was a good indication that the Asian region was not the lost cause that some in the industry believed. He said other growing and emerging markets included the Red Sea area, the eastern Mediterranean, south and central America and North America.

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Mr McKinnon said changes in geography brought changes in regulations and passenger expectations in addition to the normal variations in sea conditions, route length, port restrictions and speed requirements that distinguished one route from another.

'Given this scenario, we feel that no builder can afford to continue to only offer standard designs that have all been developed largely in response to Northern European expectations and requirements,' Mr McKinnon said.

Mr McKinnon said while defence roles were the most immediate potential new market, the possibility of using fast ferry technology in a freight role remained in the company outlook.

Diversification of the customer base would result in a more diverse range of ferry deliveries, quite possibly built by fewer builders, which in turn meant there was unlikely to be any clear trends in terms of vessel size, speed or capacity.

He said generating sales from existing fast ferry operators would depend on the industry's ability to offer significant capability improvements, such as the addition of truck capacity, in a commercially viable package.

The key to any shipbuilder's success would be in product flexibility and adaptability

ROUTE, PORTS & SERVICES

Hard times ahead for cruise industry



Top : the **COSTA TROPICALE** departing from Mallorca – **Photo : Piet Sinke ©**

CRUISE operators probably do not need to buy a large, expensive report to know that times are hard right now. Nevertheless, quite a few of them will probably buy the latest report from Ocean Shipping Consultants (OCS) to find out what the prospects are for the next few years.

Well, they shouldn't expect a cheerful read. The basic thrust of 'Cruise Shipping to 2015: A Realistic Appraisal of Prospects' is: 'If you think things are bad now just see how much worse they are going to get for the next two or three years.' In fact, this report can be seen as being pessimistic or optimistic, depending on your time frame.

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OCS says: 'Whilst current market conditions are difficult for the leading cruise lines, the outlook is for increasing difficulties over the near term, based on the massive current order book and the delayed recovery of demand growth. In the absence of any significant market withdrawal of older tonnage, the outlook is for continued oversupply in the world cruise sector until the second half of the decade.'

For cash strapped operators who are just staying afloat financially at the moment the phrase 'where's my exit strategy' may well come to mind.

It is interesting, though, that OCS sees older tonnage hanging on for a few more years yet. Quite a lot of that tonnage is in a market sector where it does not directly challenge the likes of Carnival and Princess Cruises. For example many older, smaller ships still earn their keep running short cruises in the Eastern Mediterranean. In the short term, the squeeze may really be on the bigger players with expensive, typically very large, modern tonnage.

The cruise industry growth figures for recent years are impressive indeed. In terms of numbers of ships offering multi-day cruises for over 50 passengers, the fleet has increased from 286 in 1993 to 389 in 2002. But the increase in passenger capacity has been even more startling. In 1993, the industry offered 148,000 berths. Now the figure is 272,000.

Furthermore newbuildings on order will push up the total available passenger berths to 350,000 by 2006, assuming no withdrawal of vessels. In practice, some ships are bound to leave the fleet but they will generally be old, relatively small vessels.

Not surprisingly, there is going to be too much capacity chasing demand that, while growing, will rise at a slower rate than capacity until at least 2005.

OCS predicts: 'In the absence of any new orders, there is likely to be a surplus of over 50,000 berths (almost 15 per cent of the existing fleet) by 2005, with this changing to a small deficit of 11,000 berths by 2008, rising to a shortage of 57,000 berths by 2010 and over 175,000 berths by the end of the study period.'

Of course, there won't really be a deficit because newbuilding orders will pick up once operators are sure that there will be sufficient demand in the latter part of the decade. And, given the two to three years that it takes to design and build a large passenger ship, that means it may make sense for owner to start ordering again quite soon. That could be particularly so given the empty building berths now looming for the main specialist cruise ship yards.

But it is all very well predicting a rosy outlook six or seven years hence. Most operators will be rather more interested in surviving the near term.

Older, smaller ships will eventually be scrapped, pushed out of the market by increasing costs of both maintaining old hulls and of regulatory compliance. But for some time these ships, often employed in niche market, may be more profitable than the new vessels.

The big cruise operators are going to have a tough time convincing potential passengers that they can offer something unique. More brand differentiation maybe one solution though how that can go hand-in-hand with the increasing consolidation we are also witnessing remains to be seen.

In the meantime, the cruise market in South East and East Asia looks, says OCS, to carry on growing at a respectable rate, from an estimated 630,000 passengers last year to 820,000 by 2005 and to 1.2 million by 2010. The Asian market is, though, still small in global terms. Last year, the North American cruise market catered for just over 7 million passengers.

There are still a number of factors holding back the growth of cruising in Asia, including a fragmented market structure, a need for specialist tonnage and limited cruise port facilities.

On the other hand, precisely those factors that could offer some protection from overtonnaging problems look set to give the global cruise industry a lot of grief over the next couple of years.

Minoan puts brand-new ro-pax ferry pair up for sale



Top : The **PROMETHEUS** – Photo: Daniele Miglio © (The Ferry Site <http://www.ferry-site.dk>)

CRETE'S Minoan Lines is seeking to raise as much as \$145m from selling off two of its newest ro-pax ferries as it struggles to lighten the burden of a Euro1bn newbuilding programme.

Executives at the Greek stocklisted company have been talking about entertaining offers for the Samsung-built pair **Prometheus** and **Oceanus**, both delivered in 2001, for several months.

But the ships have now been officially put up for sale by circulating authorisations to passenger ship brokers. Brokers say Minoan is hoping for \$74m apiece for the 30-knot vessels, with \$145m being the en bloc price. The ships are 212m long, with 52 cabins and 1,916 lane metres of garage space for 120 trucks and 150 cars or alternatively 600 private cars.

Prometheus, the first ship in what was Korea's largest western ferry order, has been operating in the Adriatic for Minoan this year. **Oceanus** was used to launch Minoan's joint venture service with Grimaldi-controlled Grandi Traghetti over the summer and is sailing for the partners' Mediterranean Ferries operation between Genoa and Tunis, with a weekly call in Malta

NEW BUILDING SALVAGE / TOWING TUGS FOR SEMCO

Semco is pleased to announce that they have signed a contract with Singapore shipyard President Marine, to build 2 units dedicated ocean going salvage / towing tugs of 13,500 bhp and minimum 160 tons bollard pull each. In building these 2 tugs, Semco now holds the distinction of being the first international salvor and towage contractor to build such large dedicated ocean going salvage towing tugs. These 2 tugs are designed to carry maximum 2200 cbm of fuel allowing it to tow at maximum power non stop from Singapore to Cape Town without the need to bunker. They are also equipped with anchor handling capabilities, allowing them to not only to tow various types of rigs on long haul, but also to handle the rig's anchors giving them the added flexibilities. Delivery of the tugs are scheduled for Aug /Sep 2003.

Building of these two new tugs are part of the fleet renewal programme required to meet modern challenges, especially the increasingly stringent regulations and high expectations of the offshore industry. These two new tugs together with an existing 110 tons bp tug (Total 430 tons bp) will be used to tow what would be the largest FPSO (**Kizomba A**) when completed from Ulsan, Korea to offshore Angola for Hyundai Heavy Industries. This contract was won against strong international competition. The FPSO is now being built at HHI Ulsan yard would be ready towards end 2003 for towage to offshore Cabinda, Angola. The dimensions of the Kizomba A are LOA 285m x Breadth 63m x Draft 9.5m. Since the mid 1990s, Semco has steadily carved out a niche speciality in the towage of FPSOs.

Given the unique characteristics of this FPSO, special attention is required to ensure the successful delivery of the vessel to its destination including a specifically tailored transport manual detailing the various procedures in executing the towage. A dedicated project team comprising senior staff from Semco has therefore been tasked to look after the project.

HAVENDIENST – AMSTERDAM



The Havendienst commissioned 2 new patrol vessels named HAVENDIENST 7 and 8 to operate in the port of Amsterdam

Photo : Havendienst Amsterdam (via Jan Plug)



NAVY NEWS

'HMS NOTTINGHAM MAY BE SCRAPPED'

The stricken HMS Nottingham could be scrapped if the Ministry of Defence rules it is not "cost effective" to repair the vessel.

Armed Forces Minister Adam Ingram has revealed the bill for towing the crippled 3,600-ton ship back to Britain has already topped £9m and warned his department was not yet committed to repairing it.

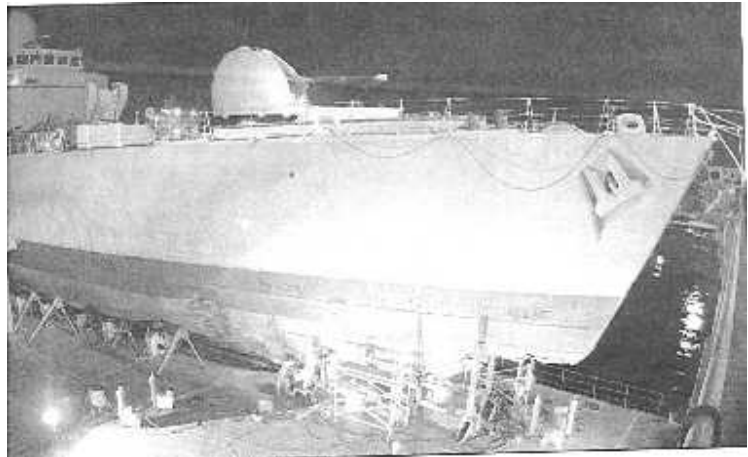
Gedling MP Vernon Coaker today said that the future of HMS Nottingham was "at risk" and urged people in Notts to campaign to keep it.

He said: "HMS Nottingham is a status symbol for the city and I am concerned that its future is at risk. While I will work to ensure it is retained, the ship has important historical links with the city and I would urge people to rally round to make sure that this is not lost."

In a parliamentary written answer, Mr Ingram said specialist ship repairers had been invited to tender for any repair work.

But the Ministry of Defence was not committed to proceed if the repairs were not "cost-effective".

But he added: "While a decision on the ship's future has yet to be made, there is no reason at this time to suppose that repairing her will not be worthwhile."



Mr Coaker urged Notts people to "make a fuss" to ensure the city kept a ship named in its honour. "This must not be an easy cost-cutting decision by the MoD but at the end of the day commonsense says that if the repair estimate is ludicrously high then we would have to accept that.

"But there has to be an HMS Nottingham, even if that means naming another Type 42 destroyer after the city."

HMS Nottingham is being towed back to Britain after striking rocks at Lord Howe Island on July 7, off the coast of Sydney. After languishing for a month, the boat was taken to Newcastle in New South Wales to be stripped of its arsenal before being towed to Sydney, where it was this week lifted on to a submersible heavy-lift carrier to be ferried home. The ship is expected back in Britain by about December 12.

If HMS Nottingham is scrapped, there is no guarantee a new ship bearing her name will be built immediately.

The £250m Type 42 destroyer, launched in 1980, is the sixth incarnation of HMS Nottingham to sail since 1703.

She is one of 11 Type 42 destroyers in the Royal Navy.

She underwent an £15m 18-month refit in February 2001 which Cdr Farrington said made her "the most efficient air-defence ship in Europe".

Ministry of Defence chiefs hoped the refit would prolong her working life until 2010.

Last year the ship's company exercised their Freedom of the City of Nottingham, awarded in 1984.

Hr.Ms. Van Galen afgelost

Het marinefregatten Hr.Ms. Van Galen en Hr.Ms. Van Nes ontmoetten elkaar 5 november in Piraeus, de haven van Athene (Griekenland). Hr.Ms. Van Galen verbleef de afgelopen maanden in de wateren rond het Arabisch Schiereiland in het kader van de internationale strijd tegen het terrorisme. Het schip werd gisteren afgelost door Hr.Ms. Van Nes die vorige week maandag uit de haven van Den Helder vertrok en onderweg is naar het operatiegebied. Rond het middaguur gooide Hr.Ms. Van Galen de trossen los om haar weg te vervolgen door het Kanaal van Korinthe.



Nadat Hr.Ms. Van Galen voor Hr. Ms. van Nes lag afgemeerd, kwamen de bemanningsleden van dat schip bij aan boord om de nodige kennis te vergaren over het operatiegebied om wederzijds nieuwtjes uit te wisselen. Voor vertrek was al veel informatie opgestuurd en ook tijdens de transit naar Piraeus heeft de Van Galen nog praktische kennis overgedragen. Ook zijn er een aantal goederen overgedragen aan de Van Nes, zoals drie Sea Sparrows raketten, de welfare telefoons, camo desert kleding, digitale camera's en apparatuur van de Koninklijke Marechaussee

om paspoortcontroles uit te kunnen voeren.

Hr.Ms. Van Galen is met de gasten naar het kanaal van Korinthe gevaren. Het laatste fregat van de Koninklijke Marine dat dit kanaal passeerde, was het fregat de Hr.Ms. Van Kinsbergen in 1992. Het kanaal van Korinthe is ongeveer 6 km lang, 24 meter breed en 8 meter diep, waardoor de Van Galen slechts 1,5 meter overhield onder het laagste punt van het schip. Aan beide zijden hielden het schip zo'n 5 meter over. Met een snelheid van 5 knopen en met één sleepbootje voor en achter het schip werd door het kanaal gevaren. De passage van het kanaal duurde ongeveer een uur. Voor het navigatieteam en nautische dienst was het een flinke uitdaging. Hr Ms van Galen vervolgt nu haar reis naar Barcelona, waar het schip op 9 november aankomt voor het laatste havenbezoek. Op 20 november arriveert Hr. Ms. Van Galen in Den Helder, na zes maanden van huis geweest te zijn.

NAVY TO CHRISTEN NEW GUIDED-MISSILE DESTROYER CHAFEE

The newest Arleigh Burke class guided-missile destroyer, **Chafee** will be christened on Monday, Nov. 11, 2002, during a 3:30 p.m. EST ceremony at Bath Iron Works, Bath, Maine.

ARK ROYAL RETURNS FROM MISSION IN THE MED

Aircraft carrier HMS Ark Royal returns from a major series of successful exercises in the Mediterranean on Friday. The destroyer HMS Edinburgh will follow closely behind, back from anti-terrorism duties in the region.



Ark Royal left Portsmouth on September 2 to spearhead an international task group in Argonaut 02 - a UK-led package of ground-breaking exercises involving nine nations.

The NATO exercises Destined Glory 02 and Abelia were the main focus of Argonaut and provided the first opportunity for nations involved in the European Amphibious Initiative - Britain, France, Spain, Italy and the Netherlands - to develop combined operating procedures.

Destined Glory, held off the coasts of Italy and Greece, and Abelia, staged off the French coast, trained a joint-capable force in the full range of operational tasks, with the UK/Netherlands Amphibious Group at its core.

Argonaut marked the first operational deployment for Ark Royal's squadron of new anti-submarine helicopters and it was also the operational debut for the upgraded Sea King early warning aircraft.

Captain Alan Massey, the ship's Commanding Officer, said the deployment was a success. "It clearly demonstrated Britain's ability to deploy, operate and sustain a maritime task group. It also showed the UK's continuing commitment to the security and stability of the Mediterranean."

Ark Royal will now undergo a maintenance period in Portsmouth before sailing for the Far East early next year.

Edinburgh also sailed from Portsmouth on September 2, deploying to the Med as the UK's contribution to NATO's Standing Naval Force Mediterranean (SNFM). She took an active role in the war against terrorism, conducting surveillance operations, and took part in Destined Glory.

Her Commanding Officer, Commander Guy Robinson, said: "The ship has made an important contribution to the war against terrorism through surveillance operations in the eastern Mediterranean. Our integration into the Standing Naval Force Mediterranean has been particularly smooth and we have enjoyed the opportunity to operate closely with our NATO allies."



MOVEMENTS



The **FAR SERVICE** completed repairs after the engine fire 4 months ago and departed A&P Wallsend Wednesday November 6th again - **Photo : Kevin Blair** ©

AIRCRAFT / AIRPORT NEWS

Luxembourg plane crashes in fog



The twin-engine plane entered service in 1991

A plane has crashed in thick fog near Luxembourg airport, killing 20 of the 22 people on board. The Luxair Fokker-50 turboprop plane - Flight LG9642/LH2420 - crashed and caught fire in a field at about 1015 (0915 GMT) on Wednesday as it was coming in to land.

It was carrying 19 passengers and three crew from Berlin-Tempelhof, Luxembourg officials said.

How the Luxembourg airport crash happened

Seventeen people died in the crash, while three of five survivors died in hospital. The trapped pilot was freed from the damaged cockpit by rescuers after a three-hour operation.

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The crash ripped open the plane's fuselage, and witnesses said the wreckage caught fire. The plane crashed near Niederanven, 10 kilometres (six miles) from the capital's Findel airport. It is an area of gently rolling wooded hills and farmland.

A spokesman for the Luxembourg transport ministry said most of the passengers were German businessmen, the AFP news agency reported. No-one was injured on the ground.



The airport was closed for three hours and incoming flights diverted to other airports in Germany and Belgium.

It later reopened, but Luxair's three other Fokkers remained grounded.

The cause of the crash remains unclear, though the fog is believed to have been a contributory factor.

A Luxair spokesman said the plane had just undergone a week-long service, which

was completed on Monday evening. The plane had been in service since 1991.

Officials said the control tower received no distress call before the crash.

A spokesman for Belgium's defence ministry said Brussels had sent three helicopters to the scene and put a military hospital on alert after Luxembourg requested help.



Luxembourg Prime Minister Jean-Claude Juncker went to the scene of the accident. German Transport Minister Manfred Stolpe was also travelling to the scene.

Luxair is 13% owned by the German airline Lufthansa LHAG.F and 36.5% owned by the Luxembourg Government. The remaining shares are held by private companies and the Luxair Group.

the Grand Duchy.

It was the second big air crash in two decades in

On 29 September, 1982, 10 people were killed when a Soviet-made Ilyushin 62 skidded off a runway at Luxembourg's airport and crashed into trees.

RIJNMOND WEATHER

Vooruitzichten: **VRIJDAG T/M MAANDAG:**

Aanhoudend wisselvallig!

Veel bewolking, ook af en toe zon en van tijd tot tijd regen of buien.

	VR-08	ZA-09	ZO-10	MA-11
Maximumtemperatuur:	10	9	10	11
Minimumtemperatuur:	5	7	6	6
Zonnekans in %:	30	40	30	30
Neerslagkans in %:	70	40	60	50
Windrichting kracht:	ZW-4-7	NW-4-6	ZZO-3-5	ZW-3-6

.... Note

See this weekend part 2 of the Passengerliner specials