

## DAILY SHIPPING NEWSLETTER 2002 – 070



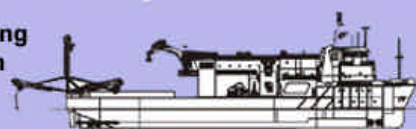
Number 070\*\*\*\*DAILY SHIPPING NEWSLETTER\*\*\* Sunday 10-11-2002

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## NOTE :

**SUNDAY MORNING PILOTS ARE ORDERED FOR THE  
SMITWIJS SINGAPORE AND THE SMITWIJS LONDON AT  
06:00 HRS LT , THE BONGA WILL BE TAKEN FROM  
VEROLME BOTLEK AND DEPART FOR NEWCASTLE ON  
TYNE.**

## **EVENTS, INCIDENTS & OPERATIONS**

### **Pirates attack 3 ships off Indonesian islands**

In a span of two days armed pirates have attacked three ships off Indonesian islands near Bintan, taking crew members hostage and leaving two injured, one seriously.

A gang of up to eight pirates armed with long knives attacked two container ships and one combination chemical/container carrier on Sunday and Monday shortly after passing the Horsburgh Lighthouse denoting the transition from the Singapore Strait to the South China Sea.

Speaking to Shipping Times from Kuala Lumpur, the regional manager of the International Maritime Bureau's (IMB) Piracy Reporting Centre, Noel Choong said the area had been prone to pirate attacks a number of years ago, but there have been no recent incidents reported prior to these three.

Mr Choong also pointed to the similarity between each of the three attacks: 'It appears to be the same group involved in the three attacks because the modus operandi and weapons were the same in each,' he said. Mr Choong also noted that pirate attacks in that location ceased almost immediately after the IMB notified the Indonesian authorities of the problem. According to the IMB's weekly piracy report, the first to be attacked was the Cape York containership, which was boarded by pirates with long knives while underway at 1.10 am local time on Sunday.

Entering the bridge, the pirates threatened the crew but were scared off and escaped empty handed after the duty officer raised the alarm and warned the crew via the ship's PA system. The 835-TEU (twenty-foot equivalent unit) box ship is believed to be chartered to Austral Asia Line (AAL) and managed by AAL Shipping Agencies.

The next attack occurred just 20 minutes later when the 13,000 dwt Mont Blanc chemical/container carrier was attacked in the same area. Again, eight pirates with long knives boarded the ship while underway and tried to break open the door to the master's cabin. Failing to do so, they then took the chief engineer hostage, tying his hands and assaulting him before robbing him of US\$1,200 and his personal belongings.

He was then used as a hostage enabling the crew to escape to their speed boat. According to the IMB report, he received 'serious' but unspecified injuries. The third attack occurred the next day just after midnight also in the same vicinity as the previous two. In this case, the 1,500-TEU Sinar Batam container ship chartered out to Samudera Shipping was boarded by eight pirates armed with long knives, also while underway, overpowering the third mate, who was then gagged and tied.

The intruders forced the third mate to phone the master to come to the bridge where he too was taken hostage, assaulted with a knife and taken to his cabin where US\$7,000 in cash was stolen from the ship's safe before the pirates fled.

Samudera operations manager Capt Royce Chew told Shipping Times he was surprised that the pirates were able to board the Sinar Batam as it was a fast container ship typically travelling at 20-21 knots.

'The ship's master would know all the hot spots and would normally go full speed through those areas with extra lighting and other preventive measures,' he said. He added that the nearly seven metres from the waterline to the main deck, would add to the difficulties of boarding the boxship.

The ship was attacked only one and a half day's voyage out of Singapore, he said, and continued on to its destination of Surabaya following the attack. Capt Chew also noted that it was uncommon for attacks to take place in that location.

## **Carnival ship brings new concept of cruising to Europe**

**Superliner is itself the destination for passengers' vacation**



When you step on board the **Carnival Legend**, the thought that you are in a fun ship sinks in straightaway. In fact, the cruise ship becomes the destination for your holiday.

This concept was brought to the European market for the first time, when the Legend sailed into Harwich, a port town east of London. Carnival president Bob Dickinson says the focus on the ship represents a change from the itinerary-driven cruises of 30 or 40 years ago. 'Now, the cruise itself is the destination - magnificent floating resorts. To

me, the itinerary is a little Green Stamp, a little extra thing.'

The decor on Carnival's 17th 'Fun Ship' is a bit darker than Americans may be used to, although some Europeans still found it 'glitzy'. The wood veneer on the walls is a burgundy-mahogany with subtle gold designs. The newels in the railings are gray faux urns. All are brightened by floors of inlaid wood and mosaic. Marble is abundant. Then there is the atrium, soaring upwards from the midship entrance. Towering nine decks above the Legend lobby is a mural of the Colossus of Rhodes. It is one of the legends depicted in public rooms on the ship. It is also assurance that understatement is not a hallmark of the decor.

'Carnival has never been a company to sit around and say, 'This is a concept that has always worked for us,' says Joe Farcus, designer of the ship's interior. Mr Farcus, who has been Carnival Cruise Lines' interior architect for 25 of the company's 30 years, designed the lower two non-cabin floors to draw passengers through short hallways to the public rooms. All have a legend motif, including Medusa (the disco) to Sherlock Holmes (library and Internet cafe) to the Dream Team Lounge (sports) and Satchmo's Club (jazz).

'What we're seeking is not so much a series of architectural spaces but an experience,' Mr Farcus says. 'I would like people, on the last day of the cruise, to see something they've never seen before.' Mr Farcus doesn't skimp. 'I don't get a budget,' he says. 'I go about making the design.' He estimates that half of Legend's US\$375 million price tag is of his doing. His innovation extends to the dining room, capable of serving more than 2,500 passengers at two seatings. Rather than the usual two dining

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rooms separated by a common galley, this dining area called Truffles is two levels high with the galley on the deck below. Food is whisked up to the tables via escalators.

Passenger Karen Anderson of Morgan Hill, California, says she and her husband were pleased by the menu and delighted by the service. 'Most nights the food was better than on many cruises we have been on,' she says. 'Every night there were high-end selections like lamb, filet mignon and lobster. Our food arrived in a timely manner and the food was hot.'

**Carnival Legend** and its sister ships, **Carnival Pride** and **Carnival Spirit**, also offer a reservations-only supper club on the 10th deck for US\$25 per person that reflects the tastes of Mr Dickinson, whose home cellar holds more than 20,000 bottles of wine.



Legend made Carnival's first trans-Atlantic crossing at the end of September and will operate through next year out of New York and Fort Lauderdale to the Caribbean. Mr Dickinson expects a Fun Ship to return to European waters in about a year. Carnival will launch its 18th - and largest - ship in this month, the 2,974-passenger Conquest.

'We viewed the program as an opportunity to not only expose a wider audience to the Carnival experience but to test European itineraries from a marketing and operational perspective,' Mr Dickinson says. 'By every measure, things went extremely well. The cruises sold well and consumer reaction was terrific. I fully expect we will be back in Europe in the not too distant future.' Mr Dickinson says he expected the average age on the Bermuda sailings and the trips out of Fort Lauderdale to be around 48 - two to six years older than Carnival's demographic norm.

'On a typical Carnival cruise of 2,000 passengers, you're going to have children, teenagers, families, senior citizens, honeymooners,' says Carnival chief executive officer Micky Arison.

## Buoy Tender Will Sail To Nigeria As Training Vessel



The oldest buoy tender in the Coast Guard fleet has worked its last shift in American waters.



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The Coast Guard Cutter **Cowslip**, which for 60 years patrolled up and down the Columbia River and off the Oregon Coast, is headed for retirement in Nigeria where it will be used as a training vessel

The **Cowslip** was responsible for maintaining more than 160 buoys along the Oregon and Washington coasts, home to some of the U.S. coastline's most hazardous sea conditions.

During the next month and a half, the Coast Guard will unload sensitive equipment, swab the Cowslip's decks and mend the Cowslip's scars. "We intend on turning over to the Nigerians a ship in mint condition," Executive Officer Lt. Glynn Smith said.

The Coast Guard scheduled the ship for retirement last year, but increased security after the Sept. 11 terrorist attacks forced the ship to remain on duty for one more year. Between December and next September, another crew will not substitute on the Columbia River. Instead, tenders from Seattle, Port Angeles, Portland or San Francisco will cover the Cowslip's territory.

## SHIPYARD NEWS

### Kvaerner Masa-Yards Introduces First Double-Acting Cargo Ship

Kvaerner Masa-Yards is developing new technological solutions to enhance the competitiveness of Arctic sea transports. In the beginning of the 1990s, the company, in partnership with the Finnish Maritime Administration and ABB Industry of Finland, developed a new electrical propulsion system for icebreakers, the trade name of which is Azipod. The first vessels equipped with the new system, the 16,000 dwt tankers M/T Uikku and M/T Lunni owned by Fortum operated Nemarc Shipping, have now, combined, nearly 100,000 hours of operation experience, and the vessels have, for example, several times successfully navigated through the North-East Passage in extremely harsh conditions. Since then, the Azipod propulsion system has been installed on the Finnish icebreaker Botnica, the icebreaker Svalbard, that was recently built for the Norwegian Spitzbergen, two icebreakers built by Masa-Yards for the Caspian Sea as well as the icebreaker Mackinaw, that is under construction for the Great Lakes of the United States. More typical customers for the new system, however, have been found by ABB in new cruise ships and offshore vessels, in 47 ships altogether. For example all cruise ships in Kvaerner Masa-Yards' orderbook use the Azipod propulsion system. The systematic R&D by Kvaerner Masa-Yards, and the experience accumulated with Uikku and Lunni, have shown that vessels with a podded drive are capable of breaking ice with a considerably higher efficiency than before, when moving backwards with the propeller first. Based on this observation, a new type of a combination was developed in which the vessel travels back to front in the most difficult ice conditions; at the same time, the design of the bow can be optimized for navigation in open water. This concept developed by Kvaerner Masa-Yards, which has been granted a patent in several countries, enables a considerably better operating economy than before on vessels intended for winter traffic, and allows a vessel to obtain a higher ice class with a machinery power that is considerably lower than before. The 105,000 dwt M/T Tempera, built in Japan for Fortum Shipping, which has now arrived to its home waters for the first time, as well as M/T Mastera that will be completed later, are the first cargo ships of this double-acting type in the world. In open water, they can reach a speed of 17 knots, and thanks to their efficient icebreaking capacity that can be achieved while running with stern first, they are entitled to the highest IA Super Ice

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Class with their engine power of 16 MW, while even 25 MW would be required for this, using conventional technology. These vessels are able to navigate independently in the Baltic Sea area. This double-acting concept has previously been applied to the ice breakers destined for Norway and Kazakhstan mentioned above. "The benefits of this concept have been recognized by the shipping companies, and we actively seek new applications of it, not only on icebreakers but also on ice-strengthened tankers and cargo ships, in particular in connection with the new oil production projects of the Pechora Sea and Sakhalin", says Mr Jorma Eloranta, President and CEO of Kvaerner Masa-Yards. M/T Tempera was built at the Yokosuka shipyard of Sumitomo Heavy Industries Ltd in close co-operation with Kvaerner Masa-Yards under license by the latter company. The Finnish shipbuilding group has been engaged in co-operation related to product technology with SHI since the mid-1980s.

## BC-SKorea-Daewoo-Ships

### Daewoo Shipbuilding wins US\$350 million order from German company

SEOUL, South Korea (AP) \_ South Korea's Daewoo Shipbuilding & Marine Engineering Co. said Friday it has won a US\$350 million contract to build six container ships for a German company.

On Thursday, the Commerce, Industry and Energy Ministry ordered Daewoo to increase its bid to at least US\$58 million from \$US55 million for each ship it builds for **Hamburg-Sudamerikanische Dampfschiffahrts-Gesellschaft KG**.

The ministry said it issued the order to raise the price to ensure fair market competition following a complaint from rival bidder Samsung Heavy Industries Co. Daewoo said it renegotiated the contract with the German company following the ministry's order and has signed an agreement to deliver the ships beginning late 2004. The European Union accuses the South Korean government of providing subsidies to local shipbuilders to enable them to sell at low prices. South Korea denies the allegations, but the EU is threatening to take the issue to the World Trade Organization.

Daewoo complained that the ministry's decision violates market principles. It argued that it did not engage in unfair practices and that its high productivity enabled it to lower the bidding price.

Daewoo, the world's second-largest shipbuilder after South Korea's Hyundai Heavy Industries, said it has secured over \$2 billion in orders so far this year. Last year, it secured dlrs 3.3 billion in orders

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## **Maersk Line, Limited Seeks to Streamline Operations**

Maersk Line, Limited (MLL) asked the U.S. Maritime Administration to confirm its eligibility as a Maritime Security Program (MSP) contractor under existing law so the company can more effectively and efficiently operate additional vessels under MSP. This action would increase from 4 to 19 the number of vessels currently under contract to the Maritime Administration. Under its operating contracts with Maersk Line, Limited, U.S. Ship Management, Inc. (USSM) has agreed to transfer direct operation of the vessels in question to Maersk should MLL elect to become the MSP contractor. Those contracts were reviewed and approved by the Maritime Administration in 1999. Under the new arrangement, the vessels will continue to be owned by the same "Section 2" U.S. citizens that own them today, thus ensuring Defense Department control and access to assets needed to respond to national emergencies. The vessels will remain U.S. flagged supporting U.S. global trade and national security, and will be crewed by the same American seafarers that man those vessels today. Currently, Maersk Line, Limited maintains a separate "operating" company, USSM, to provide limited vessel management services for these 15 vessels. Maersk Line, Limited, however, currently provides the same types of management services for more than 30 vessels, including many operated for the Department of Defense. Consolidating its vessel management services under Maersk Line, Limited, will allow those services to be performed more efficiently and effectively than under the present arrangement. In addition to its vessel management services, Maersk Line, Limited also provides the Defense Department immediate access to its global network of intermodal assets including terminals, cranes, logistical platforms, computerized management systems, containers and chassis. The proposed arrangement would more closely integrate management of the 15 MSP vessels with this global system, further strengthening the MSP for military purposes and enhancing the U.S.-flag presence in international shipping. "Transferring the MSP operating agreements under existing law makes complete sense," said John F. Reinhart, CEO of Maersk Line, Limited. "It lets us bolster our fleet and do a better job for the U.S. government." A favorable ruling from the Maritime Administration would strengthen national security, enhance military sealift and pave the way for MSP re-authorization, all while maintaining U.S. control of the vessels through their Section 2 U.S. citizen owners.

## **Hapag-Lloyd gaat 2002 met winst afsluiten ondanks omstandigheden**

"We slagen er ondanks alles in om met meer dan 10% te groeien en we zullen dit jaar 1,9 miljoen TEU vervoeren. De drastische daling van de tarieven zal weliswaar een weerslag op de winst hebben, maar toch zullen we een behoorlijke operationele winst boeken. We kunnen globaal genomen van een zeer mooie prestatie spreken die op de eerste plaats te danken is aan onze organisatie en het gebruik van toekomstgerichte IT-systemen". Günther Casjens, CEO van rederij Hapag-Lloyd Container Line, sprak in Hongkong dus zijn optimisme uit naar aanleiding van de doop van de laatste nieuwkomer in de vloot, de "Hong Kong Express", een containerschip van 7.500 TEU

## **SHB: tarieven extra omhoog**

De havenpool SHB in Rotterdam gaat zijn klanten vragen een extra tariefsverhoging te accepteren. De toeslag zou bovenop de reguliere tariefsverhoging door de automatische prijscompensatie moeten komen. De extra verhoging hangt samen met het akkoord op hoofdlijnen over de CAO dat de directie van de arbeidspool gisteravond met de vakbonden sloot. In de nieuwe CAO wordt circa vier miljoen euro bespaard. Daarmee lijkt een faillissement van de SHB van de baan.

## **DSND declines offer from Cal Dive**

DSND has turned down an offer from Cal Dive International (CDI) in the US for the total outstanding equity of DSND Inc, and an offer from CDI for DSND's interest in Subsea 7, the company formed earlier this year by DSND and Halliburton Subsea.

In a statement issued in early November, DSND said its Board had discussed CDI's approach and had concluded "that it was neither in the interest of the company nor its shareholders to have such discussions at this time."

DSND said the reasons for its decision included the fact that, at the time that the offer was made, DSND's share price was low; Subsea 7 had only recently been established and needed time to develop to create value for its shareholders; and it would be disruptive for Subsea 7 to perform due diligence immediately following the establishment and financing of the company.

Other reasons cited by the company included legal requirements in the Subsea 7 shareholders agreement, and the outcome of discussions with Halliburton, the other major shareholder in Subsea 7.

## **NAVY NEWS**



USS De Wert (FFG 45) passes the newly installed anti-boat barrier system as it approaches the pier, during its arrival for a brief port visit. De Wert is on a six-month deployment from its homeport of Mayport, Fla., and is currently assigned to Standing Naval Forces, Atlantic (STANAVFORLANT) in support of Operation Active Endeavor. Active Endeavor's mission is to conduct naval operations in the Eastern Mediterranean to actively

demonstrate the North Atlantic Treaty Organization's (NATO) resolve and solidarity.

## **MOVEMENTS**

**From : Roger Wilson**



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On a round-UK fund raising voyage, the sailing ship **ENDEAVOUR** arrived in Bristol . **ENDEAVOUR** is an exact recreation of the original vessel used by Captain Cook in his initial circum navigation of Australia. ENDEAVOUR recreated the journey from UK to Australia in 2001 and is back for fund raising



The **UNION BEAVER** returned November 8th, in Flushing and is moored beside the **ONRUST** and the **DEURLOO**

Info : Niels Heyboer



The Russian **NEFTEGAZ-66** arrived November 7<sup>th</sup> in the Westerhaven in the Port of Flushing

## **AIRCRAFT / AIRPORT NEWS**

### **Virgin Atlantic to Open Port Harcourt-London Route**



Virgin Atlantic Airways has concluded plans to launch direct flight operations between London and Port Harcourt starting from January 28, 2003.

The new services resulted from an agreement between Virgin Atlantic, Nigerian authorities and Nigeria Airways Limited.

In addition to the extension of its services to Port Harcourt, the airline also recorded excess of 11,000 passengers out of Lagos, with the highest load factor in the month of August with over 90 per cent volume.

According to the airline's Manager in Nigeria, Chief John Adebajo, Virgin Atlantic will operate two services per week using an Airbus P-340-300 between Heathrow and Port Harcourt.

Commenting on this development, Sir Richard Branson, Chairman of Virgin Atlantic said: "This is a market which has been crying out for a direct service for a long time. Passengers will now be able to benefit from Virgin Atlantic's award winning service the first class route will also be important for through traffic travelling to the United States via London. He hinted further that the announcement is in line with the airline's strategy to expand its operations worldwide which by next summer will include four African, four Asian destinations, and five points in the Caribbean as well as nine North Atlantic routes to make twenty two worldwide by next May. Chief Adebajo also noted that the airline is yet to come out with a fare. He however promised that the fare on Port Harcourt/London route will be cheap. Adebajo while assessing the performance of the airline since its entrance into Nigeria last year, said that it has been able to increase its frequency from two at inception to six by December.

The Virgin Atlantic services in January 2003 will include flights departing Heathrow Airport on Tuesdays and Thursdays and arrive Port Harcourt the following days. The Airbus A-340-300 operating the route is configured with 40 upper class, 28 premium economy and 187 economy seats.

### **B747-400ERF voor Air France Cargo**

De vrachtdivisie van Air France heeft deze week Boeing 747-400 Extra Range Freighter in gebruik genomen. Deze freighter is het modernste en duurste vrachtvliegtuig ter wereld. Het toestel heeft een catalogusprijs van 170 miljoen euro. Air France voegt de komende maanden drie van dergelijke vliegtuigen aan haar vloot toe. Het vliegtuig heeft een groter bereik, meer capaciteit en maakt minder lawaai dan de huidige B747-200F's.

## **RIJNMOND WEATHER**

**V**ooruitzichten: ZONDAG T/M WOENSDAG:

**Aanhoudend wisselvallig!**

Half tot zwaar bewolkt en van tijd tot tijd regen en tamelijk veel wind.

	ZO-10	MA-11	DI-12	WO-13
Maximumtemperatuur:	8	11	12	12
Minimumtemperatuur:	5	8	8	8
Zonnekans in %:	10	20	20	20
Neerslagkans in %:	80	50	50	50
Windrichting kracht:	ZO-4-6	ZW-4-6	ZZW-4-6	ZZW-4-6

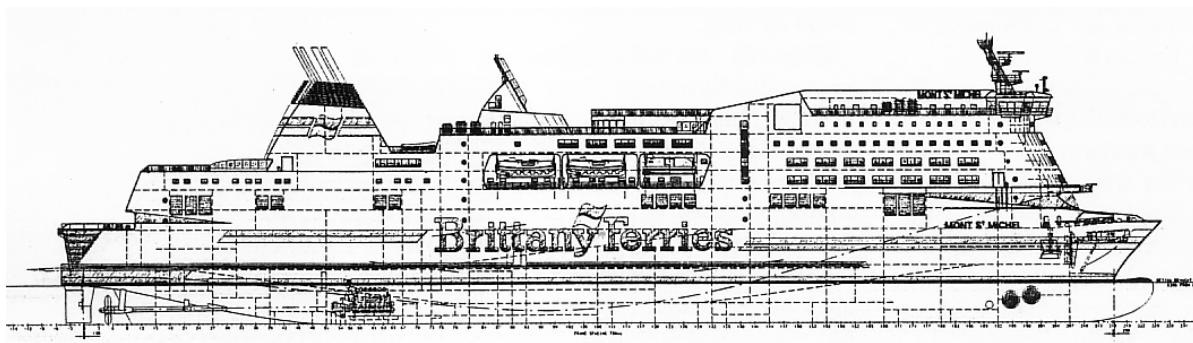
**.... SHIP OF THE DAY ....**  
**MONT ST MICHEL**

Photo's : Rob de Visser © – text : Piet Sinke



The newest cross-Channel ferry **MONT ST MICHEL** departed Friday evening from the builders yard for her first seatrails.

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This new 36.300 grt vessel which is build for **Brittany ferries** is bound for the route Portsmouth – Caen (vv). The vessel is equipped with a drive through ro-ro package and the lay out is expected to increase freight capacity on the route by 70 % and the car capacity by 20% , total length will be 2250 lane metres, split over three decks, offering space for 880 cars and 132 lorries. At the bow will be a three-section ramp, 15 m long and there will be an internal door and the whole will be enclosed in a clam-type visor.



Top : The **Mont St Michel** fitting out 18-05-2002 – **Photo : Jas Louwen ©**  
Technical details Mont St Michel

Length oa	:	173.95 mtr
Length bp	:	162.25 mtr
Breadth moulded	:	28.50 mtr
Draught moulded	:	6.20 mtr
Gross tonnage	:	36.300 grt
Ro-ro capacity	:	2250 lane metres
Passengers	:	2120 passengers
Passenger Cabins	:	223 cabins
Crew	:	161
Crew cabins	:	151
Heavy fuel	:	700 cbm
Diesel	:	290 cbm
Fresh water	:	440 tons
Main Engines	:	4 x Caterpillar MaK 6M43



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Output : 4 x 5400 kW at 500 rpm/min  
Speed (Trails ) : 21 knots ( 85 % )  
Flag : France  
Classification : Bureau Veritas

Below several pictures of the interior of the vessel made by **Rob de Visser** during the final outfitting at the Van der Giessen-de Noord yard.



Top : The **Mont St Michel** fitting out 18-05-2002 – **Photo vessel : Jas Louwen ©**

