

## DAILY SHIPPING NEWSLETTER 2002 – 072



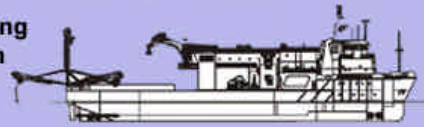
Number 072\*\*\*DAILY SHIPPING NEWSLETTER\*\*\* Tuesday 12-11-2002

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## EVENTS, INCIDENTS & OPERATIONS

### Brussel wil geld nieuwbouw visserboot anders besteden

BRUSSEL (ANP) - De Europese Commissie wil de 611 miljoen euro aan subsidie die de komende jaren beschikbaar is om nieuwe vissersschepen te bouwen, anders besteden. Omdat er in de toekomst minder mag worden gevisst wegens de teruglopende visstand, kan het geld beter gaan naar sociaal-economische steun van regio's die nu nog zwaar leunen op de visserij, vindt Brussel. Overigens

hebben de Europese ministers van Visserij nog niet ingestemd met het eerdere, vergaande plan van Europees commissaris Fischler om de visquota sterk te verminderen. Nu komt hij met een plan dat in het verlengde ligt.

Het anders besteden van bepaalde subsidies heeft voor Nederland weinig gevolgen, omdat Nederland weinig steun krijgt voor vernieuwing van de vissersvloot. Hooguit ruim 4 miljoen euro zou in de periode tot en met 2006 vrijkomen voor steun aan vissersdorpen.

## **Ships warned after pirate attacks in Singapore Strait**

A GANG of armed pirates attacked three ships in two days in Indonesian waters near the Singapore Strait, leaving two crew members injured.

Eight pirates attacked two containerships and a chemical tanker on Sunday and Monday while they were under way in waters off Bintan Island after they had passed the Horsburgh lighthouse at the eastern end of the Singapore Strait.

In each case the pirates were armed with knives, and in two of the three attacks crew members were taken hostage.

Reports made to the International Maritime Bureau's piracy reporting centre in Kuala Lumpur show the first attack took place at 0110 hrs (local time) on Saturday, when the pirates boarded the containership **Cape York**. However when the alarm was raised the pirates escaped.

Just 20 minutes later the 13,000 dwt chemical carrier, **Mont Blanc**, was not so lucky.

The pirates boarded from the aft of the ship and took the chief engineer hostage.

The chief engineer was bound with ropes and beaten up while the pirates stole \$1,200 in cash and other valuables. He was then used as a hostage as they made their escape.

The chief engineer was "seriously injured" in the attack.

On Sunday, at 0052 hrs, at a very similar position, the containership **Sinar Batam** was boarded by eight pirates armed with knives. Both the third mate and the captain were taken hostage, while over \$7,000 was stolen from the crew and the ship's safe.

The pirates in all three incidents are believed to be the same group.

"The modus operandi are the same, the weapons are the same," commented Noel Choong, regional manager, for the IMB in Kuala Lumpur.

The bureau has warned the Indonesian authorities and requested they increase patrols in the area.

Ships are warned to take extra precautions when transiting the area.

## **Bodies of two ship wreck victims found near Hainan**

## **DAILY SHIPPING NEWSLETTER 2002 – 072**

Two bodies of seven missing sailors from a wrecked Cambodian-registered ship, which sank near China's southernmost island province of Hainan on Nov. 3, have been found by fishermen aiding the marine rescue.

The two bodies were identified Sunday morning as 32-year-old Gao Luhui and 31-year-old Liu Xianmu.

Five of the ship's 15 crew -- all from east China's Fujian Province -- are still missing.

The ship was en route from Vietnam to Yangpu Port in Hainan carrying 3,095 tons of coal when the main engine suddenly broke down and it sank 37 nautical miles northwest of Hainan.

Eight crew members who escaped on a raft were rescued by a Panamanian cargo ship, and are in good health.

The survivors said the missing seven sailors escaped first on a life boat, while the captain led the others in abandoning the ship on a raft.

"I hope a miracle will happen to bring us the other five missing crew alive," said Wu Zhihua, the captain.

The marine rescue center in Hainan 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.

## **CASUALTY REPORTING**

### **HANJIN PENNSYLVANIA (LIBERIA)**

Following received from Colombo Radio, timed 1405, UTC: C.c. Hanjin Pennsylvania (50242 gt, built 2002) reported a fire on board in lat 05 43.39N, long 82 27.28E, at 0920, UTC, today. There are a number of vessels in the area. Nineteen crew have been rescued, one person dead and another missing. Weather in area is very bad which is hampering search for missing person. Vessel is still on fire. A tug is proceeding to the area.

## **SHIPYARD NEWS**

### **AsianYard Roundup**

IHI Marine United is believed to have pulled in the P&O Nedlloyd order through a charter from the yard's in-house shipowner.

Neither the deal nor the terms have been finalised, but the newly spun off shipyard is in a better position to offer such deals compared to the more restricted position of Ishikawajima-Harima Heavy Industries, where it could only do deals after a complicated board approval system.

Aggressive pricing of \$71m has been suggested for the 7,400 teu-7,700 teu ships. P&O Nedlloyd has also practiced a creative off balance sheet financing through German KG houses for the ten 2,500 teu ships being built at Hyundai Heavy.

## **Mipo signs Athenian for product carriers**

HYUNDAI Mipo has signed a letter of intent with Greece's Athenian Sea Carriers to make eight 46,000 dwt product carriers. Including the two firm orders, the company's shipbuilding orders total \$850m so far this year, Hyundai Mipo said.

Last year, the company received about \$1bn worth of orders to build 36 ships and targets to receive orders worth about \$980m for 35 ships this year. The Athenian ships are now discussing specifications against a market price of \$26m-\$26.5m.

## **B+H signs panamax deal but delays MRs**

B+H Ocean Carriers have yet to sign any preliminary agreement with STX Shipbuilding for the six MR tankers despite widespread broker reports on a deal.

## **Wan Hai searching for market level**

WAN Hai's tender for 3,000 teu to 3,500 teu container ships may be more an internal benchmarking exercise than a serious enquiry.

The Taiwan company is setting up a slot share agreement with Maersk Sealand for the transpacific to serve some new direct shipper business.

The expansion of liftings appears to be linked to the demise of Trans-Pacific Lines, a Hong Kong company with family ties to Wan Hai.

The extra business might be too much for Wan Hai, which at present has five 1,600 teu on a weekly transpacific trade.

In recent years, the company has also ordered four 2,500 teu ships at Naikai Zosen, six 1,600 teu ships from Shin Kurushima and two 2400 teu ships from CSBC. IHI victory may stem from in-house owner

## **Repair Roundup**

### **Dubai**

The tragic accident at Dubai Drydocks, when three workers carrying out hull protection operations on Andros Maritime's VLCC Falconer died due to a collapsed dock arm, comes at a time when the yard is making strenuous efforts to put an earlier accident behind it.

In April this year, the dock gate in No 1 Dock was breached, resulting in the deaths of 29 workers.

Since then, the yard has made a comeback as many shipowners return for general repair work. There are 19 vessels in Dubai Drydocks at present, totalling 1.7m dwt.

Over the summer, the yard made a remarkable recovery, with shipowners returning to the shipyard for general repair work.

It also recently won two conversion (tanker to FPSO) projects from Monte Carlo's SBM, which is among the most stringent companies throughout the offshore industry regarding quality and safety matters.

## DAILY SHIPPING NEWSLETTER 2002 – 072

Also in the yard have been the 256,715 dwt **Atlantic** and the 138,930 dwt **Mystras** , both undergoing conversion to FPSOs for Monte Carlo's SBM. Confidence will now have to be rebuilt as the investigation into the summer tragedy rumbles on.

The latest incident is to be investigated separately.

### Bahrain

Al Safaniya, with SealCoat's new tin-free anti-fouling coating.

The new paint was developed to counter marine and atmospheric pollution and was applied by one of Asry's specialist painting contractors.

Charles Soud, the manager of SealCoat Gulf, said that "it was particularly pleasing to see that all the staff in the dock were able to work without the need to be protected with full face masks and breathing apparatus.

"We now have the opportunity to massively reduce the future cost of anti-fouling coatings to the marine industry," he claimed.

Demand for blasting and painting continues to be high at Asry, with some 900,000 sq m of painting being completed over the last six months.

Steel work repairs and renewals were also high, totalling 2,700 tonnes, bringing the year's total to date to 6,109 tonnes.

### Portugal

A nglo-Eastern's 36,445 dwt bulk carrier **Federal Progress** , has arrived in Portugal's Lisnave for general repair work.

Lisnave is working on two tankers from Singapore's Neptune Shipmanagement — the 95,644 dwt **Eagle Centaurus** and the 107,169 dwt **Eagle Charlotte**.

## Yards stay positive in face of bare orderbooks

Order books may be threadbare, but Europe's largest commercial shipyards are by no means disheartened.

Finncantieri remains buoyant as the only European cruiseship builder to have attracted new orders since 9/11, in the shape of a fourth 110,000 gt Carnival **Conquest-class** vessel and the conversion of an 85,000 gt Holland America Line cruiseship option into a firm order for Cunard. Both will be delivered in 2005.

The Italian shipyard group has cruiseship orders to 2006, a longer run in than any other yard.

However, Fincantieri concedes that capacity is slack in the ro-ro ship and ferry sector, despite construction projects that comprise of a cruise ferry for Tirrenia and five car carriers for Grimaldi.

It is understood that the builder will look towards offering a new design concept in the cruise ferry market in the coming months.

Rather, the slowdown in commercial orders has brought new emphasis to naval contracting.

## DAILY SHIPPING NEWSLETTER 2002 – 072

With participation in the twin **frigate Horizon** project with French counterparts and steel cutting having begun on the new Italian Navy's aircraft carrier **Andrea Doria**, Fincantieri is able to boast a standing orderbook worth E 7bn.

Meyer Werft is also presenting a bullish outlook despite hesitancy over new cruise orders.

The 92,000 gt **Norwegian Dawn** is due delivery to NCL in December, and three more 90,000 gt Radiance of the Seas-class cruise ships for Royal Caribbean are on the blocks. Meyer Werft is booked out to the summer of 2004.

It most recently signed with Brittany Ferries in June to build the 40,000 gt 185 m long, 2,400 passenger capacity cruise ferry Pont-Aven, also for 2004 delivery.

This project has been complicated by the insolvency of SSW because of Meyer Werft's formal subcontracting agreement with the Bremen yard over hull sections.

At the time of writing, Meyer Werft was seeking guarantees that sections for Pont-Aven could begin production, although it may be obliged to look elsewhere.

Before its insolvency, SSW had signed a preliminary contract for two conversions for P&O Ferries, now expected to be carried out at Lloyd Werft. Lloyd Werft alone has expressed interest in making use of the SSW yard but has ruled out a take-over.

Carnival and Royal Caribbean are waiting to see which way **P&O Princess Cruises** shareholders jump in merger talks, but recent months have also seen some kind of renewed commitment from Royal Caribbean that its current building work at Meyer Werft is not yet over.

Last month, the shipowner extended a letter of intent with the yard over the fifth and sixth Radiance-class ships.

The original agreement expired at the end of September but the new deal runs until January 2003.

Star Cruises has also acknowledged plans to order a further two vessels in a deal reputed to be worth \$50m and Meyer Werft is one of three yards linked with the project.

Alstom subsidiary Chantiers de l'Atlantique also maintains that the cruise order slowdown is nothing more than "a pause".

The continuing growth of passenger numbers in the face of poor economic conditions, coupled with "the very positive discussions we carry on with shipowners for future projects" suggest "a very strong recovery" in the medium term, a company spokesman said.

Alstom's current orderbook still includes six cruise ships to be delivered to 2004 and, according to its spokesman: "We think that, along with our subcontractors network, we will be among the best competitors when the time is right."

Alstom's orderbook has also been shaped in the run up to the resolution of P&O Princess's fate. Following the repeated extension of options for two **Coral Princess-type** cruise vessels, initially granted at the end of 1999, the yard finally advised the shipowner that it would not grant a further extension in October.

However, Alstom is one of the yards asked to submit a bid against a \$200m option from Radisson to build a second **Seven Seas Voyager-class** ship.

For Kvaerner Masa-Yards, the outlook is not so bright. Technically, the yard's order book runs out at the end of 2003, when Carnival takes delivery of **Carnival Miracle**.



## DAILY SHIPPING NEWSLETTER 2002 – 072

Meanwhile, the delivery of the cruise ship **Mariner of the Seas** from its Turku facility was due on October 31, eight weeks earlier than the agreed date. This generates positive cash flow for Kvaerner Masa-Yards, but also symbolises the lack of other projects.

A letter of intent from spa operator Canyon Ranch covering a luxury resort ship has so far failed to be converted into a firm order, with finance unavailable. Earlier this month, Oslo's looming abolition of shipowner tax breaks induced Norway's **Color Line** to delay a E 300m ferry order with the Finnish yard, agreed in July.

**Color Line** said it would hold off signing a final agreement for the cruise ferry until December when Norway's parliament had decided on budget proposals to axe the tax breaks. Loss of the 74,500 gt newbuilding would come as a major blow for the Finnish yard. Both yard and owner have emphasised that the order is still in place, but a company spokesman conceded that if new orders did not come pretty soon, there may be temporary lay-offs in the pipeline.

Kvaerner Masa-Yards believes it can break back into the LNG carrier market and has developed a spherical tank containment system independent of Moss, on which patents are pending. It says it offers materials savings and greater capacity than existing systems.

## The 400th UT700 Series Order

Last month Rolls-Royce announced the 400th order for a UT700 design. It is apparently a UT722LX which is to be built at Langsten Slip for Havila. To be honest the UT numbering system is almost as confusing as that for the Porsche sports car, and just when you think you've worked it out you identify a failing in the sequence. In this case we might wonder why the UT722 appeared after the UT745.

Elsewhere on this site there is a history of the UT704, on which the success of the design was based, and I am told that the 100 odd ships constructed to this design is soon to be beaten in terms of numbers by the UT755, which has become the PSV workhorse for the world.

Probably the other really important number is the UT705 which was originally designed as a pipe carrier but which became the basis for all modern PSV designs, and which specifically spawned the UT745.

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## **STENA LINE**

Stena Line announced that the new names of the vessels which were purchased from P & O will be as follows :



**IDEWAY** ( Former **European Tideway** )  
will be named **STENA TRANSFER**



**FREEWAY** ( Former **European Freeway** ) will be named **STENA PARTNER**



**FLANDERS** ( Former **Pride of Flanders** ) will be named **STENA TRANSPORTER**

## **MSC adds three Mediterranean port calls to North Atlantic service**

MEDITERRANEAN Shipping Company (MSC), the second largest container carrier in the world, will add three new Mediterranean port calls later this month to its North Atlantic service.

The company said its present North Atlantic service that connects ports on the US east coast with northwest European ports will now be extended southwards to the Mediterranean with calls at the



## DAILY SHIPPING NEWSLETTER 2002 – 072

ports of Valencia, La Spezia and Naples. An enhanced string of six vessels will be deployed for the direct service that goes into effect with the sailing of the MSC Pegasus from Valencia on November 26, 2002, according to MSC. The new port rotation will operate as follows: Valencia, La Spezia, Naples, Le Havre, Felixstowe, Antwerp, Boston, New York, Baltimore, Norfolk, New York, Antwerp and then back to Valencia.

"MSC has been serving the North Atlantic trade since 1985, and our ongoing commitment to that trade is further evidenced by this new direct Mediterranean connection," said Nicola Arena, president of MSC (USA) Inc. The company operates over 200 container vessels calling at 175 ports around the world.

## The Edda Fjord

The **Edda Fjord** has been delivered to its owners and, since we are a bit late with this report, has arrived in Aberdeen (7th November). Ostenjo continue to push the boundaries as they have for almost as long as we can remember, leading the way in the development of platform ships. This particular design is a VS498, and the Vik-Sandvik numbers are a lot easier to understand than the Ulstein ones, so we can tell that the ship is 98 metres long.

Initial specifications indicate that the vessel has 17,000 bhp available and 1270m<sup>2</sup> of deck area. We now have a platform supply/construction vessel which has more power available than many anchor-handlers, and I would normally ask why so much power was required for a platform ship, and then suggest that possibly all this power was unnecessary. However, in the case of the **Edda Fjord**, although we have no idea why it should be so powerful, we know that the Ostenjo organisation have been amazingly accurate in their analysis of what the oil industry might need several years after their vessels enter service, so one of these days we will find out why the Edda Fjord is so powerful.

## NAVY NEWS

### Northrop Grumman, U.S. Navy Commemorate Keel Laying for USS New Orleans (LPD 18)



On November 8<sup>th</sup>, the keel laying ceremony for **USS New Orleans (LPD 18)** was held, the second of 12 ships in the Navy's San Antonio-class of amphibious transport dock ships being built by Northrop Grumman's Ship Systems sector.



## DAILY SHIPPING NEWSLETTER 2002 – 072

The masts of the U.S. Navy's oldest and newest ships frame a crowd of more than 5,000 guests in Boston, Mass., Saturday, Nov. 9, at the commissioning of **USS Preble (DDG 88)** named for USS Constitution's (left) fifth commanding officer, Commodore Edward Preble. USS Preble is the 17th Aegis guided missile destroyer built for the U.S. Navy by Northrop Grumman Ship Systems, Pascagoula, Miss. USS Preble will be homeported in San Diego, Calif., as an element of the U.S. Pacific Fleet



Northrop Grumman's Advanced SEAL Delivery System (ASDS) leaves Pearl Harbor aboard the **USS Greenville (SSN 772)** to begin launch and recovery testing, the final milestone before Operation Evaluation in the summer of 2003.

Northrop Grumman Newport News is working closely with the **Ronald Reagan** Pre-Commissioning Unit on the catapult testing, which consists of launching large containers called deadloads off the flight deck of the carrier. These deadloads are equal in weight to the planes that will ultimately be launched from Reagan's flight deck. Testing of all four catapults will be completed later this year.



## MOVEMENTS

### Veerboot Friesland in onderhoud.



De veerboot **Friesland** welke op de route Harlingen – Terschelling vaart is in onderhoud op de werf tot en met donderdag 19 december. De dienst wordt overgenomen door de veerboot **Midsland**, die een kleinere capaciteit

aan passagiers en auto's heeft, zodat tijdig reserveren van de auto verstandig is. In deze periode verzorgt Rederij Doeksen extra afvaarten van de **Koegelwieck** op vrijdag en zondag. De snelboot vertrekt dan van Terschelling om 14.15 uur en vanaf Harlingen om 15.15 uur.

## AIRCRAFT / AIRPORT NEWS

### Plane crashes off Manila coast



A plane carrying 34 people has crashed into the waters of Manila Bay in the Philippines, shortly after taking off from the city's airport.

The authorities say at least six of those on board have been killed, but many others were rescued by passing boats.

The Fokker 27 plane, belonging to a small domestic airline called Laoag Air, had just left Manila for the northern city of Laoag at 0600

local time on Monday (2200 GMT Sunday) when the air crew reported engine trouble.

The plane tried to return to the airport but crashed into the sea just one kilometre short of the runway.

Many foreigners, including Australian, South Koreans and Chinese nationals, are reported to have been among the passengers.

#### Broken in half

Flight 585 was reported missing from radar screens 30 minutes after take-off, according to local media.



## DAILY SHIPPING NEWSLETTER 2002 – 072

Witnesses said the plane sounded like it was having engine trouble as it tried to gain altitude before plunging into the bay.

One survivor, 25-year-old Steve Thompson of Australia, said he saw smoke coming from the left side of the plane just before the pilot came on the intercom to tell passengers to brace for impact.

Asked if the passengers panicked, Mr Thompson said: "The cabin instantly filled with water, so no one made any noise."

Local fishing boats were the first vessels on the scene, and many of the



survivors were rescued by fishermen.

Coastguard boats then arrived to join the rescue effort.

Navy divers say they have recovered six bodies, including a boy found still strapped in his seat and at least one of the five crew members.

Adelberto Yap, chief of air transportation for the Philippines, said the aircraft

went down in shallow water and broke in half.

The plane has now completely sunk, with only small pieces of debris strewn on the surface.

A floating crane has been brought to the scene in an attempt to raise the wreckage.

Mr Yap said the airline's four other Fokker planes had been grounded pending further investigations.



### Second Fokker

This is the second crash of a Fokker aircraft in less than a week.

Twenty of the 22 passengers and crew died at Luxembourg's international airport on 6 November when a twin-engine Fokker 50 smashed into a field in thick fog.

The last major plane crash in the Philippines occurred in April 2000, when an Air Philippine Boeing 737 crashed near the



southern city of Davao. All 131 people onboard were killed.

### RIJNMOND WEATHER

**V**ooruitzichten: **DINSDAG T/M VRIJDAG:**

Weinig verandering!

De komende dagen komt er weinig verandering in het huidige wisselvallige weerbeeld. De bewolking overheerst en er valt van tijd tot tijd regen, de middagtemperatuur ligt boven normaal.

	DI-12	WO-13	DO-14	VR-15
Maximumtemperatuur:	11	12	12	11
Minimumtemperatuur:	8	8	8	7
Zonnekans in %:	20	20	20	30
Neerslagkans in %:	60	60	50	30
Windrichting kracht:	ZW-4-6	ZZW-3-5	ZZW-3-5	Z-3-5

### .... STORY OF THE DAY ....

#### Danger on the seas as walls of water sink tankers

Call to tighten safety design as scientists admit to being baffled by deadly 100ft rogue waves

They are the stuff of legend and maritime myth: giant waves, taller than tower-blocks, that rise out of calm seas and destroy everything in their paths.

For years scientists and marine experts have dismissed such stories as superstition. Walls of water do not rise out of the blue, they said. But now research has revealed that 'killer waves' do exist and regularly devastate ships around the world. They defy all scientific understanding and no craft is capable of withstanding their impact.

'Rogue waves in the past have been ignored and regarded as rare events,' said Jim Gunson, the Met Office's expert on ocean waves. 'Now we are finally getting a handle on them and finding out how common they are.'

These mammoth events are not tidal waves or tsunamis, however. Nor are they caused by earthquakes or landslides. They are single, massive walls of water that rise up - for no known reason - and destroy dozens of ships and oil rigs every year.

The story of the super-tanker **München** is a classic example. She was one of the biggest ships ever built - the length of two-and-a-half football pitches - and unsinkable, it was claimed.

But on 7 December, 1978, the pride of the German merchant navy, en route to America, disappeared off the face of the earth. Despite the biggest search in the history of shipping, all that was found of the München and her 26 crew was a lifeboat that had suffered an incredible battering.



## DAILY SHIPPING NEWSLETTER 2002 – 072

'Something extraordinary' had destroyed the ship, concluded an official inquiry, which dismissed the München's sinking as a highly unusual event that had no implications for other forms of shipping.

Now scientists believe this calm assurance may be dangerously misguided. The destruction of the München was anything but uncommon, as a BBC2 edition of Horizon, Freak Waves, will point out on Thursday.

'Ships are going down all the time,' said MP Eddie O'Hara, chairman of the parliamentary committee on maritime safety. 'If you read the maritime press there is a boat going down at least once a month, with the loss of crew usually measured in dozens of lives.'

In the past, bad maintenance or poor seamanship were blamed. Now scientists suspect the truth may be far more bizarre.

It is now known that the Queen Mary was hit by a 75ft wall of water while carrying 15,000 troops in December 1942. 'The ship came within an ace of capsizing, but it was all hushed up at the time,' O'Hara told The Observer.

And only two years ago the British superliner [Oriana](#) was struck by a 70ft wave that smashed windows and sent water cascading through the ship, swamping six of its 10 decks. A month later eight men were killed when a freak wave struck the [Anorient](#) trawler 87 miles west of Loop Head in Co Clare, and two Britons taking part in the world's toughest yacht race last March were seriously injured after a 50ft wave swept over their vessel 70 miles off the Australian coast.

These giant waves cannot be predicted by standard meteorology. Waves - even in the worst of storms - should not reach much more than 40ft. The fact that walls of water up to 100ft are being observed regularly suggests that something is worryingly wrong with meteorology theory.

Waves are normally caused by high winds whipping over the sea surface, but the origin of the freak waves baffles scientists. One theory suggests that waves and winds heading straight into powerful ocean currents may cause these huge walls of water to rise up out of the deep. Another suggests that, under certain conditions, waves can become unstable and start to suck in energy from neighbouring waves and so grow massively and rapidly.

Researchers are still arguing over these ideas, but what is indisputable is the fact that the design of modern ships is inadequate for dealing with the freak waves. The point will be emphasised this week when O'Hara tables a Commons motion expressing concern over ship safety in freak weather. Hatches need redesigning, he says, while the resistance of windows to the impact of freak waves has to be considerably improved.

Massive improvements - that could cost merchant fleet owners billions of pounds - may have to be carried out on ships if they are to survive the freak waves. 'Ship design is simply not good enough,' said Douglas Faulkner, a Royal Navy ship designer and chairman of naval architecture at Glasgow University. 'Although you can never legislate for everything, you can make the best attempt possible to reduce the risk. The issue of unusual waves is something we really can't ignore.'