

DAILY SHIPPING NEWSLETTER 2002 – 099



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**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Smit and Mohn in plan to remove rest of oil



Dutch salvor **Smit Salvage** is well advanced on an ambitious plan to remove the remaining fuel oil from the sunken tanker Prestige , which is already leaking small amounts of oil.

In London for the fifth international conference on Salvage & Wreck Removal, a Lloyd's List event, **Geert Koffeman**, commercial director of Smit Salvage, and a member of the salvage team who attended the casualty, confirmed that the vessel had lost about 40 metres of side shell plating amidships on the starboard side before it broke in two and sank.

Shortly after the Prestige finally sank, Smit sent a team of its salvage experts to Norway for five days to formulate a cargo recovery scheme with its partner in pollution recovery, Frank Mohn, with which it has collaborated jointly on major casualties for many years. Working with pump specialist **Frank Mohn**, Smit has completed a number of highly-successful operations involving the recovery of oil and chemicals from sunken vessels at extreme depths using the Polrec (Pollution Recovery) system.

The biggest success to date was recovery of the chemical cargo and high-viscosity bunkers from the chemical carrier **Ievoli Sun**, which sank off the Channel Islands. It was the first time cargo had been recovered from a double-hulled tanker.

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Since then, further improvements to the system allow working at depths of up to 3,000 m, according to Smit. In the case of the Prestige, the plan involves penetration into the sunken cargo tanks with the aim of equalising the pressure inside and outside the tanks, achieved mainly by pumping water into the tanks.

Three ROVs, chartered from the American specialists in this field, would be used, two as working units and the third as the observation and command vehicle. A small fleet of support craft would be on the surface, including a large Smit salvage tug as the operations centre, and tugs from Smit's partner in Spain. The oil, pumped to the surface via extended booms, would be transferred to a small shuttle tanker.

Mr Koffeman told Lloyd's List: "In our opinion, sooner or later, the oil in the Prestige is going to escape, either piecemeal or in much larger amounts.

"We estimate that a recovery operation would cost no more than \$50m — perhaps a fraction of what is being spent on the cleaning-up efforts along the Spanish coastline that is affected at present."

Smit and its Norwegian partner are close to being able to make a recovery presentation to interested parties, including the European Commission.

It is estimated that the operation would take about three months, preferably in a good weather window during the summer of next year, assuming the worst has not happened before then.

But should such an operation be attempted, the question remains — who would pay for it?

Piracy in Asia costs US\$25b a year; threat is growing

Piracy, mainly along Asia's busy sea lanes, is costing the world's economy US\$25 billion a year and the threat is growing as modern buccaneers equip themselves with the latest technology, a regional expert said yesterday.

The warning from James Warren of the School of Asian Studies at Murdoch University in Australia follows a report from the London-based International Maritime Bureau (IMB) that showed a significant increase in pirate attacks on ocean shipping in the first nine months of this year.

'South-east Asia is a global hot spot with more than half of all attacks worldwide in this region,' Mr Warren, on secondment to the Asia Research Institute at the National University of Singapore, said in a speech.

'The lack of law enforcement is pushing the new wave of violence to new heights,' he said, comparing the pirates now armed with satellite dishes and doing business over the Internet with the forces of Osama bin Laden's al Qaeda network. 'Space-age piracy is increasing,' he said.

Most vulnerable were spice routes of old that were prey to pirates in the late 18th century as well as the Gulf of Thailand, the Sulu sea near the Philippines, the triangle between Hong Kong, Manila and China's southern Hainan island and the narrow Straits of Malacca that divide Malaysia and Indonesia.

Piracy costs the world's economy about US\$25 billion a year, Mr Warren said. Some ships just vanish.

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The IMB's latest piracy report lists 271 incidents in the first nine months of this year compared with 253 a year earlier. Indonesia continues to report the highest number, with 72 attacks.

Before 1989, piracy in the strategic Malacca Straits that link shipping lanes between Europe and Asia was rare, about seven cases a year, but in 1989 the figure leapt to 28 and by 1991 the number of reported cases had soared to 50, Mr Warren said.

The 600 ships sailing through the straits each day make choice prey for pirates, who track ship movements on the Internet and are armed with automatic weapons, he said.

The attackers are heavily armed, custom ordering weapons from a market saturated since the war in Vietnam and the US-backed resistance to the Soviet invasion of Afghanistan in the 1980s.

Another threat is environmental. The Malacca Straits saw the narrowest of escapes from a disaster potentially far greater than this month's oil spill off Spain or the Exxon Valdez in 1989.

In 1992, pirates boarded a supertanker and tied up the 24 crew, leaving the seven-storey-high vessel the length of two football pitches to drift among the dangerous reefs and shoals. But within minutes of the departure of the pirates, one crew member broke free and knew enough to slow down the ship, thus averting disaster, Mr Warren said. The near calamity galvanised regional states, he said.

CASUALTY REPORTING **ORIENTAL VENTURE (PANAMA)**

Understand crude oil tanker Oriental Venture (154071 gt, built 1992) has had an explosion on board while discharging at Zhoushan. According to the London managers of the vessel there has been no loss of life.

SHIPYARD NEWS

Rickmers Hamburg Christened in Hamburg

Rickmers Hamburg, the first of the new Rickmers-Linie Superflex Heavy multi-purpose container carrier (MPC) vessels to be delivered, was officially named in Hamburg on December 9. The vessel's godmother, Lore Uldall, wife of Hamburg's minister of economic affairs, Gunnar Uldall, christened the vessel to much celebration. The pastor of St Jacobi Church in Hamburg, Lutz Mohaupt, blessed the crew and vessel.

Leading the celebrations was Bertram R C Rickmers, the owner of Rickmers-Linie, with guests in attendance included Gunnar Uldall as well as numerous customers and business partners from across Germany and abroad. Rickmers commented: "Rickmers Hamburg is the first step towards our vision of the Round-the-World Pearl String Service." Rickmers Hamburg's maiden voyage took her from Shanghai via Masan (South Korea) and Hitachi (Japan) to the East Coast of North America. She then returned to the Far East where she joined Rickmers' Round-the-World service.

Her eastbound voyage took her via the U.S. once again, this time proceeding on to North Europe, during which time she was captained by Captain Kocmiel. The order for the nine ships was split between three shipbuilders in China. The Xiamen Shipyard is building five of the vessels while the Jinling Shipyard in Nanjing is building two, the first being Rickmers Hamburg. The remaining two ships are being built by the Shanghai Shipyard. Rickmers Tokyo will be delivered by mid December 2002, the remaining seven will follow in the course of next year. With adjustable 'tweendecks for optimal space utilisation and dehumidifying system to protect iron and steel cargoes from rust, the Superflex Heavy

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MPCs are multi-purpose, state-of-the-art vessels able to meet all of the transport and securing requirements of project and heavy lift cargo. Each vessel is capable of 19.5 knots and is equipped with four cranes. The largest pair are each rated at 320 tonnes and can be twinned for lifts of up to 640 tonnes. The new vessels will see the upgrade of the current Round-the-World service to the innovative Pearl String service.

Sun Cruises Dry Dock at A&P Southampton

Sun Cruises' 22,945grt cruise liner, **Sundream**, has left A&P Southampton's King George V Dry Dock after completion of a three-week dry dock and repair program. The 1,257 passenger, 1970-built vessel is a regular visitor to the port of Southampton and Harwich, but was its first visit to A&P. In addition to the usual general repairs, the program focused on extensive steel renewals to the vessel's ballast and fuel tanks, upgrade and renewal of the sanitary pipe work systems, as well as the removal and overhaul of both stabilisers, and assistance with the partial installation of a new sprinkler system. David Parry, managing director of A&P Southampton Ltd is delighted with the outcome of the project. "Pre-docking planning was the key to our success on the Sundream. Numerous visits to the ship followed up by detailed reviews of the work to be undertaken enabled us to get off to a flying start when she arrived. The Ships' technical team worked closely with the Yard to maintain momentum on the program and the ship sailed on time as a result."

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Coral Princess Delivery Postponed Again

The delivery of Princess' upcoming ship Coral Princess has been delayed, cancelling its December 24 sailing. The vessel's inaugural Panama Canal cruise will now depart on January 3, 2003. Passengers on the affected December 24 sailing will receive a full refund, as well as credit toward a future cruise. Travel agent commission will be protected on all fully paid bookings. "We deeply regret having to cancel this departure," said Phil Kleweno, president. "The shipbuilder, Chantiers de l'Atlantique is working hard to deliver the ship as quickly as possible, however the ship requires additional work which will preclude the operation of the December 24 sailing. We sincerely regret this disruption to our valued passengers' holiday plans." The 88,000-ton Coral Princess is the first in a new series of ships for Princess, and will be the largest of the line's ships to be able to transit the Panama Canal. The 1,970-passenger vessel will debut with a series of 10-day roundtrip Canal voyages from Ft. Lauderdale, and will be christened by the president of Panama on January 17.

Wärtsilä and MHI in partnership deal

LAST month's agreement between Wärtsilä Corporation and Mitsubishi Heavy Industries, covering the joint design and development of low-speed marine diesel engines, may come to be seen as a sea change in the complex web of relationships between the world's propulsion system suppliers.

In a market customarily characterised by licensing agreements the new partnership sees a pooling of resources on a 50-50 basis to develop conventionally controlled 5,000 kW-8,000 kW engines in the 500 mm-600 mm cylinder bore range.

Wärtsilä group marine division vice-president Mikael Mäkinen said of the agreement: "You do not start this kind of co-operation for one project.

"We are making a clear statement. Both companies have the intention to develop other products.

"We aim to be the market leader in two-stroke engines. This partnership will help us to achieve this faster and MHI feels the same because they are being squeezed in a very narrow market."

The first new engine will be ready by 2004, built initially in Japan and targeted at Japanese shipyards.

However, because the agreement foresees the new engine being sold separately by MHI and Wärtsilä, in the latter case under the Sulzer brand, it is clearly being targeted at boosting manufacturing volumes for both parties by maximising the potential for both brands.

It is not comparable with an agreement that Mitsubishi has with Volvo Penta on smaller diesel engines, whereby MHI builds engines to a Volvo Penta specification.

Rather, the partners will look for new agreements to build the 500 mm-600 mm bore engine at Wärtsilä licensees HSD and Hyundai in South Korea and at CSSC Hudong and CSIC Dalian in China, as well as at MHI license holders.

Hyundai is a licensee of both Wärtsilä and MHI and Mr Mäkinen said: "Shipowners could buy the same engine branded either way."

For Wärtsilä, in time the new engine will supersede Sulzer conventionally controlled RTA48T and RTA52U low-speed marine diesel engines delivered from Trieste, where development is now focused on delivering electronically controlled RT-flex, low NOx emission engines. This technology lies outside the terms of the agreement.

Boxships underline AP MØller's UK pledge

AP MØller is planning to place more tonnage on the British register in the coming year after adding another two containerships to its UK fleet in recent weeks, writes Janet Porter.

The 4,300 teu **Maersk Gateshead**, which was named in Thamesport on Friday, is one of a series of six containerships registered in London by The Maersk Co, AP MØller's UK subsidiary.

"The Maersk Co is committed to the Red Ensign and to the recruitment of British seafarers," managing director Michael Hassing said at a dinner following the naming ceremony.

Maersk Co's fleet now totals 50 ships, of which 43 fly the British flag. Another four ships are earmarked for the UK register by the end of 2003, including a pair of product tankers, firmly establishing the Danish group as one of Britain's the biggest shipowners.

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The G-class 62,242 dwt containerships including **Maersk Gateshead** and recently delivered **Maersk Gairlochall** contain special cadet training facilities, with an extra deck installed for that purpose.

Maersk Gatehead, which left for Rotterdam and then the Middle East at the weekend, was carrying six British cadets and a permanent training officer.

The ships are able to accommodate up to 10 trainee officers in addition to the normal crew complement of 16.

Furthermore, the company believes it is rare in virtually guaranteeing jobs for its cadets once they are qualified, in contrast to some other British shipowners.

Maersk Co operates a diversified fleet including product tankers, gas carriers and offshore supply vessels as well as containerships, bringing total tonnage under the Red Ensign to well in excess of 1m dwt.

Maersk Gateshead was built by Hyundai Heavy Industries and classed by Lloyd's Register. Container capacity includes 700 reefer plugs.

Over the past 25 years, the Korean yard has built 36 ships for AP MØller, according to Young Kil Suh, managing director of Hyundai Heavy Industries, with another three still under construction.

China Shipping Development nails bareboat charters worth \$11m

CHINA Shipping Development has agreed a series of bareboat charter deals, worth \$11m, with group companies China Shipping Container Lines and Southern Shipping. The agreements cover nine boxships and four bulk carriers.

CSD has also agreed to timecharter a 90,261 gt oil tanker from its wholly-owned subsidiary Shanghai Shipping at an aggregate cost of \$4.3m.

All 14 charters start on January 1, 2003 and last 12 months.

CSD company secretary, Ye Yumang, said the leases were intended to maximise the use of its own and its subsidiaries' shipping fleet.

"The group aims to maintain the steady increase in its operating results in oil and cargo transportation," Mr Ye said, adding the charter deals "achieve the above aim".

Under the agreements, China Shipping Container Lines will charter seven containerships directly from CSD plus two from CSD's wholly owned subsidiaries, Xiang Da Shipping and Xiang Xiu Shipping.

CSD owns 65.06% of China Shipping Container Lines.

CSD said it would receive nearly Yuan37.1m (\$4.5m) for the year-long charter of its own vessels, while its two subsidiaries would receive \$876,000 from the lease of their two ships.

Ships chartered directly from CSD are the Xiangli, the Xiangmao, the Xiangyue and the Xiangzhuang, each of more than 18,100 gt. The vessels were built by a yard in Tianjin and entered service between

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1992 and 1995. They are being chartered to China Shipping Container Lines at an average daily rate of Yuan13,000. CSD has also leased the 4,960 gt boxships Xiangxing and Xiangwang, both built by a Korean yard in 1995, to China Shipping Container Lines at a cost of \$2,000 a day. The final vessel, the Romanian 1994-built 7,864 gt Xiangzhu, is also being chartered at \$2,000 a day.

The two 4,018 gt boxships chartered by Xiang Da Shipping and Xiang Xiu Shipping to China Shipping Container Lines were both built in Korea in 1994 and are being chartered at a daily rate of \$1,200 each. Southern Shipping has chartered four bulkers, from four wholly owned subsidiaries of CSD at a total cost of almost \$5.7m, which is equivalent to an average daily rate of \$3,900.

The ships, built in Korea and delivered in 1995-96, are each of 44,072 gt.

Finally, CSD will time charter the 90,261 gt tanker Daqing 88 from its Shanghai Shipping subsidiary for \$11,800 a day.

NAVY NEWS



HMS Nottingham onboard MV Swan

Ships involved in Argonaut 2002 assemble for a task group photograph, ships include - the Dutch ship **Rotterdam**/Belgian ship **Westdiep**/RFA **Fort Victoria**/HMS **Southampton**/RFA **Sir Bedivere**.



DRUG BUSTING GRAFTON COMES HOME



The frigate has spent the last four and-a-half months deployed in the Central and Eastern Caribbean patrolling as part of the UK's contribution to the international war against drugs. During this time she has steamed thousands of miles and prevented hundreds of millions of dollars worth of drugs reaching their intended destinations. In some of her most high profile events the warship seized £100m worth of cocaine in a single bust as well as confiscating over £11m worth of Marijuana following high speed chases against fast speed boats.

Grafton was also involved in two emergency life-saving rescues of distressed sailors during the deployment.

In August an American yachtsman was recovered onboard the warship to receive life-saving first aid after suffering serious lacerations. And at the beginning of November, a castaway who had been adrift at sea for 26 days was spotted by the warship and safely recovered.

In addition to active operations the warship has travelled the length and breadth of the Caribbean restoring and developing ties with many of the islands in the region. Throughout this time Grafton has been on permanent alert to assist with disaster relief in the event of natural catastrophes.

Grafton's Commanding Officer, Commander Richard Thomas (35), said: "The ship's company have been able to make a real difference during the course of this trip. We have physically prevented many millions of pounds worth of drugs reaching Europe and the UK and, by our presence, have deterred the traffic of even more. But beyond this we have actively demonstrated the UK's commitment to the region and reinforced the longstanding and close relationships that we have with many Caribbean countries. My team are now ready for some well earned leave with our families and loved ones before returning after Christmas ready and raring to go."



Sailors man the rails aboard the aircraft carrier **USS Harry S. Truman (CVN 75)** while the ship prepares to depart for a regularly scheduled six-month deployment. This will be Truman's second six-month deployment in support of Operation Enduring Freedom.

MOVEMENTS

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AIRCRAFT / AIRPORT NEWS

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A U.S. Navy MH-60S "Knighthawk" helicopter hovers over the deck of the Military Sealift Command auxiliary supply ship **USNS San Jose (T-AFS-7)** as it prepares to lift palletized cargo to the amphibious warfare ship **USS Nassau (LHA-4)**. The San Jose and the Nassau recently completed a 6-hour, vertical replenishment at sea (VERTREP) during which more than **340 pallets** were transferred from ship to ship.

RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zaterdag:

Het gaat dooien!

Veel bewolking en soms wat ijsel, sneeuw of regen met kans op gladheid. Tevens bestaat er kans op (dichte) mist.

	DO-12	VR-13	ZA-14	ZO-15
Maximumtemperatuur:	1	3	4	4
Minimumtemperatuur:	-5	0	0	0
Zonnekans in %:	40	20	20	20
Neerslagkans in %:	30	40	20	50
Windrichting kracht:	OZO-3-4	ZO-3-4	ZO-2-3	Z-3-4

.... PHOTO OF THE DAY



CEC CONFIDENCE at King George Dock, Hull on 10/12/2002

Photo / Info : George Robinson ©

1997, 6714gt

Zhonghua Shipyard, Shanghai (391) as **CLIPPER CONFIDENCE**

1997 **SEABOARD PACIFIC**

1999 **MAERSK SAVANNAH**

1999 **CLIPPER CONFIDENCE**

2000 **BANGKOK STAR I**

2001 **CEC CONFIDENCE**

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The Russian Kirov class nuclear powered guided missile cruiser [Petr Velikiy](#) near the Kursk Location
[Photo : Piet Sinke ©](#)