

DAILY SHIPPING NEWSLETTER 2002 – 105



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**Operation
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EVENTS, INCIDENTS & OPERATIONS

Virus delays Carnival cruise ship

CARNIVAL Cruise Line has delayed departure of the **Carnival Conquest** by four hours to sanitize its newest cruise vessel, after 229 of its 3,160 passengers were struck with a stomach illness similar to the Norwalk virus. The ship, which returned from a seven-day Caribbean cruise to its New Orleans home port yesterday, is the fifth Carnival ship deal to deal with an outbreak of the bug. Over 1,500 passengers and crew on seven large cruise ships have been affected in the past eight weeks. Carnival Cruise Line is working with the Centers for Disease Control to determine the source of the illness, although company officials have reported it was brought on board by a sick passenger. A CDC report released last week found the number of stomach virus outbreaks on cruise ships in 2002 has tripled. Earlier this month a Norwalk outbreak struck 89 passengers on Carnival's passenger vessel **Fascination**, while Holland America Line removed the **Amsterdam** from service to control the illness. The **Ryndam** and **Statendam** have also been affected, as have Disney's **Disney Magic** and P&O Cruises' **Oceana**.

HANJIN PENNSYLVANIA (LIBERIA)

Understood c.c. Hanjin Pennsylvania is being towed to Singapore, where it is expected to arrive on or after Dec 25.

SCANDINAVIAN STAR

A fire onboard a Danish ferry in 1990 which killed 158 people was started deliberately by two of the ship's officers in an insurance scam, according to a witness cited in daily paper Expressen today. According to the account, by an unidentified navy officer, the arsonists were following orders from the owner of the ro-ro ferry Scandinavian Star, who hoped for \$27.2-million of insurance money. The policy had been taken out just a week before the catastrophe, which occurred in the Skagerrak between Oslo and Frederikshavn, in northern Denmark, in April 1990. Police investigating the fire had already established that the fire was no accident, but entirely blamed a Danish truck driver, who perished in the fire. The vessel's master and two major shareholders were given light sentences for negligence. However, the victim's families have consistently criticised the findings. "The investigation was botched, it was full of holes. The Dane was completely innocent," said Hasse Magnusson, who lost two sons in the fire. "The witness has always refused to come forward because he fears reprisals," he said. Swedish investigators told Expressen that they had interrogated the same witness and that he was "credible". "But nothing amounting to proof came out of these interviews," said Claes Tornberg, a senior member of the Swedish fire department. Danish police may decide to re-open the inquiry in the light of these new elements, Expressen said. The vessel was carrying 482 people, of which 99 were crew. Of the victims, 29 were Danish and the rest Norwegian.

CASUALTY REPORTING

KARIBA / TRICOLOR



bunker oil on Dec 14.

SMIT Salvage continue to experience difficult conditions in the English Channel, hampering efforts to undertake a thorough underwater inspection of sunken vehicle Tricolor (following collision with C.c. Kariba). Strong currents and high waves have necessitated the postponement of the planned dives to this point in time. Meanwhile, SMIT Salvage is making good progress with their preparations to mobilise barge **Asian Hercules II** (Photo left) to the scene. Asian Hercules II is currently being fitted with two large tanks which will be utilised to receive the bunker oil from Tricolor. Furthermore, Asian Hercules II will provide the divers with an ideal platform from which to conduct their inspection of the stricken vessel when conditions permit such an operation. Asian Hercules II, the largest floating crane in the SMIT fleet, is currently stationed in Rotterdam, and is expected to depart for the incident site tomorrow evening CET, arriving on the scene Friday morning. SMIT Salvage was contracted by the owners of Tricolor to provide emergency assistance to Tricolor and to remove the vessel's

SHIPYARD NEWS

Nine new orders take Korea's STX to the brink of its target

STX's shipbuilding is on course to smash its target for the year following a further nine orders worth \$250m from three clients. These latest orders bring the year's total to 29, one shy of the 30 target, plus 17 options.

Rederie AB Swan has come in for a two plus two product oil tanker order weighing in at 74,100 dwt each.

Meanwhile, Byzantine Maritime of Greece exercised an option from earlier this year for a 71,300 dwt petrochemical carrier.

Finally, another Greek firm, Efnav has ordered four panamax bulk carriers, including two options, each weighing 75,500 dwt.

K Y Ko, a spokesperson for STX, said all the ships would be delivered by the end of the third quarter in 2005. The yard is now fully booked until the second quarter of that year although Mr Ko is confident that the rest of 2005 will be filled up very soon with "some other projects close to finalising".

Including the 17 options, STX has managed to rack up orders of \$1.4bn this year, easily beating the \$850m target set at the end of last year and in the process setting a record for the Korean yard that tends to specialise in medium-sized vessels.

Tankers have yielded the greatest orders as Mr Ko acknowledged. "Because the tanker market has been very active compared to other sectors, we want to stay in tankers," he said.

Shanghai Waigaoqiao signs FPSO order from CNOOC

SHANGHAI Waigaoqiao Shipyard has signed a contract to construct a 170,000-dwt floating production, storage and offloading unit for China National Offshore Oil Corp at a cost of \$48.78m. This will be the second FPSO to be built by the Shanghai yard and it will be classed by DNV.

Measuring 287.4 m long, 51 m wide and 20.6 m deep, the FPSO will be put in service for 25 years in the 25-1 concession of the Bohai oil field. Through its 10 tanks it will be able to store 1m barrels of oil. The unit will be delivered in July 2004.

China Shipping Development to buy four bulkers

CHINA Shipping Development's board has given the go-ahead for the purchase of four ultra-handymaxes at a cost of US\$70.5m.

Bohai Shipbuilding Heavy Industry Co in the north of China will build two 57,300 tonnes vessels at a cost of \$17.98m each.

The first will be delivered before August 31, 2004, and the second by the end of 2004.

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Shanghai Shipyard will build two cargo carriers of the same weight for \$17.28m each for delivery by August 31, 2004, and January 1, 2005.

China Shipping will finance the purchases with its own funds and bank borrowings, the company said in a statement.

Bulk shipments now make up about 10% of revenues with oil accounting for approximately two thirds. In August, China Shipping ordered two oil tankers costing a total of \$47m. The massive company has a fleet in excess of 300 vessels and bought 40 ships last year alone.

Cido goes to Shin Kurushima for MOL newbuilding

CIDO has ordered a 32,500-dwt bulker newbuilding from Shin Kurushima Dockyard to charter it out to MOL. The ship will be ready by November 2005.

The Korean owner has been diversifying from its pure car carrier predominance. It already has 20 newbuildings on order, with bulkers accounting for 50%.

Erck Rickmers places \$323m five-ship order with HHI

HAMBURG owner Erck Rickmers has placed an order worth Won389.9bn (\$323.8m) with Hyundai Heavy Industries for five 7,500 teu boxships, German shipping sources and Asian shipbuilders said.

Mr Rickmers, who controls ER Shipping and the shipping investment company Norddeutsche Vermögen, has ordered the ships on the strength of a 10-year charter contract with Cosco, the German sources added. ER Shipping/Nordcapital declined to comment. Hyundai confirmed an order, but refused to name the owner.

ER Shipping placed the order via Liberia-based companies, Lloyd's List learned. HHI will have delivered all five ships by December 28, 2004. The vessels will have a length overall of 300 m and an lbp of 286 m. The design speed is 25.2 knots.

As recently as November, Nordcapital confirmed an order for two 5,040 teu box ships, plus two options, also from Hyundai Heavy Industries. The vessels, which will be built at Hyundai's Samho yard, are due for delivery in June and July 2004, Mr Rickmers said. The group has two 4,000 teu vessels already under construction at Samho. German shipping sources believe the two 5,040 teu vessels will enter a charter with APL.

HHI has received orders for a total of 50 containerships worth just over \$2bn as at end November.

A Hyundai spokesman told Lloyd's List the next available slot for large containership orders is in 2005. Meanwhile, Daewoo Shipbuilding and Marine Engineering Co, which is snapping at Hyundai's heels, has clinched a sextet \$260m order to build two double-hulled bulk carriers, three car carriers and a VLCC.

This is the fruit of a highly successful European trip to be concluded tomorrow by the yard's president, Jung Sung-leep, who has been traversing the continent for business.

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The two bulk carriers weigh 170,000 dwt each and are for the Greek firm Anangel Maritime Service, costing a combined \$74m. DSME also received a revised order from Anangel's affiliate, Kristen Navigation, to build a VLCC instead of a 160,000-ton oil tanker.

Daewoo followed this with orders for three car carriers with a capacity of 6,000 units each from Leif Höegh at an estimated total cost of \$130m.

Today the booming South Korean shipbuilding company will secure an order for a 105,000-ton oil tanker from Italy's Navigazione Montanari. The six vessels, excluding the altering vessel from an oil tanker to VLCC, will be delivered by July 2005.

ROUTE, PORTS & SERVICES

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Solstad wins E13.5m support vessel contract



SOLSTAD Offshore has secured E13.5m in charter contracts with Italian service group Saipem for four pipe carrying supply vessels in Europe.

The vessels will be used for pipe transport on various projects, but mainly in the Mediterranean and in the North Sea.

The contract will begin in the 2nd quarter 2003 and

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the firm period is for 870 vessel days. Solstad plans to use the **Normand Carrier** and **Normand Flipper** from its own fleet for 520 days, while the remaining days will be covered through chartering the **Edda Frende** and **Edda Freya**.

Saipem also has options to keep the vessels on charter for a further 950 days.

MOVEMENTS

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The MULTRASHIP tug **BARRACUDA** arrived Wednesday with the former Dutch frigate **TROMP** on the river bound for Gravendeel where the **TROMP** will be scrapped.



Top : The **Barracuda** with the **Tromp** passing Hoek van Holland – **Photo : Henk van der Lugt ©**



Top : The transport enters the Oude Maas – **Photo : Jan Simons ©**



And passes the Botlek bridge enroute 's Gravendeel – photo : Jan Simons ©

RIJMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

Wisselvalliger!

Vanaf vrijdag veel bewolking, van tijd tot tijd regen en zachter.

	DO-19	VR-20	ZA-21	ZO-22
Maximumtemperatuur:	3	4	7	8
Minimumtemperatuur:	-2	-1	3	5
Zonnekans in %:	40	20	10	20
Neerslagkans in %:	5	20	70	50
Windrichting kracht:	O-1-3	Z-2-3	Z-3-4	W-3-4



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