

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Friday 31-05-2002



Operation Enduring Freedom



Crewmembers on board the aircraft carrier **USS John C. Stennis (CVN 74)** "man the rails" as the aircraft carrier returns to her homeport of San Diego. Stennis and Carrier Air Wing Nine (CVW-9) conducted combat missions over Afghanistan in support of **Operation Enduring Freedom**

Look also at my Dutch warship pictures pages:

<http://communities.msn.com/DutchNavyShips/homepage.msnw>

EVENTS, INCIDENTS & OPERATIONS

Gezamenlijke actie Kustwacht en Douane leidt tot drugsvangst



Tijdens een gezamenlijke actie hebben Kustwacht van de Nederlandse Antillen en Aruba en douane dinsdag (28 mei) zo'n 46 kilo cocaïne aangetroffen op het Colombiaanse barkje Camila. De cocaïne werd aangetroffen in een ruimte onder in het schip.

De Camila werd reeds enige tijd door de Kustwacht in de gaten gehouden, nadat zij van de Amerikaanse Drugs Enforcement Agency informatie had gekregen over de mogelijke aanwezigheid van cocaïne. De Camila was een aantal dagen geleden vertrokken uit Bahia Portete (Colombia), met als vermoedelijke bestemming Curaçao. Nadat het schip

vanochtend de haven van Curaçao binnenliep is het door de douane onderzocht. Bij dit onderzoek werd in totaal 46 kilo cocaïne aangetroffen. Het vermoeden bestaat dat er nog meer cocaïne in het schip aanwezig is. Daarom zal ook morgen worden doorgezocht naar eventuele verdachte lading. De Colombiaanse bemanning is in voorlopige hechtenis genomen.

PHILIPPINES



Philippine President Gloria Macapagal Arroyo (2nd from R)) with army Chief of Staff Roy Cimatu (2nd from L) and Defence Secretary Angelo Reyes (R), views two speedboats recovered from Abu Sayyaf Muslim guerrillas during the 104th Philippine Navy anniversary in Manila May 29, 2002. One of the speedboats at was used in the Dos Palmas kidnapping on May 27, 2001 where U.S.

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missionary couple Martin and Gracia Burnham were abducted by Abu Sayyaf guerrillas.

Stowaways embark in Panama - MSC

AN organised smuggling operation may be using cargo vessels based in Panama or transiting the canal to embark stowaways of 'middle-eastern extraction' to enter the US, warns the US-based Maritime Security Council. Citing information from the US Border Patrol, the MSC warns that stowaways disembark either before the vessel reaches the US port or once it has arrived, dressed as stevedores. The information adds further details to a government security report leaked a fortnight ago that 25 Islamic extremists have entered the US on containers from ships arriving at Los Angeles, Miami and Savannah. The leaking of the sensitive news has reportedly claimed at least one US Coast Guard official. John Holmes captain of the Port of Los Angeles, was reassigned reportedly after talking to a trade publication, after the story was first published by Fox News. Holmes had said, breaking protocol, on May 14 that he took the news 'very seriously.'

Duyfken wil zeilend terug naar Australie



Boven : de Duyfken afgemeerd in Delft – Foto : Jas Louwen

HOORN (ANP) - Het VOC-schip **De Duyfken** moet zeilend de terugreis naar Australie volbrengen. Daarvoor is een bedrag van 700.000 euro nodig, dat via een sponsorwervingsactie bij elkaar moet worden gebracht. Het bestuur van The Duyfken Foundation maakt de plannen dinsdag officieel bekend. Als de wervingsactie slaagt, wordt De Duyfken het eerste VOC-schip in de geschiedenis dat zeilend rond de wereld vaart. De bedoeling is dat de tocht eind dit jaar begint. De reis brengt het replicaschip na vertrek uit Hoorn onder meer langs Hawaii, Japan, Hongkong en Singapore. De terugreis zal een jaar duren.

Greece snubs US vessel inspection demands

GREECE has refused a request from the US to inspect ships sailing in Greek waters as part of Washington's declared war on terrorism. "After [Foreign Minister] George Papandreou examined the American request he said that for constitutional reasons and reasons of protection of national sovereignty, it cannot be accepted," Greek government spokesman Christos Protopapas told reporters.

The US has been pushing hard to increase international maritime security since September 11.

US intelligence chiefs say they fear that tankers could be seized and used in attacks or that containers could be employed to smuggle nuclear devices. Protopapas said Greece was willing to conduct its own inspections if and when necessary. "We want to and we are participating in the war against terrorism," he said.

At Washington's prompting, the United Nations approved a raft of new maritime security measures on Monday. Washington has also asked other countries for permission to inspect ships sailing in the Aegean and Ionian seas.

CASUALTY REPORTING

ORANGE SKY (PANAMA)

Yokohama, May 29 -- General cargo Hokusachi Maru (199 gt), Kashima for Marugame, was in contact with vehicle Orange Sky (9981 gt, built 1993), Nagoya for Yokohama, 10.5 nautical miles east of Izu Island at 0155, local time, May 24. Both vessels sustained damage. Hokusachi Maru left for Shimoda and Orange Sky left for Yokohama. No oil spill or personal injury was caused. -- Lloyd's Agents. (Note - Orange Sky subsequently arrived Yokohama May 24 and sailed May 25 for Shanghai.)

VAASABORG (NETHERLANDS)

Troy, Michigan, May 29 -- Yesterday morning ro-ro Aivik was docked alongside stranded general cargo Vaasaborg, upbound for Menominee, MI. with bleached wood pulp, and began taking on cargo from the vessel. Vaasaborg ran hard aground in the St. Lawrence last week some 35 miles east of Montreal. Aivik will offload some of the bleached wood pulp cargo to lighten the vessel. This operation is expected to be complete today and tugs will again attempt to refloat the vessel. The grounding of the Vaasaborg appears to be the result of a navigational error that caused the vessel to become stuck in mud and clay. At one point four tugs attempted to pull it free but were released when they could not move the vessel.

SHIPYARD NEWS

FGH fire sale continues

BANKRUPT US shipbuilder and Friede Goldman Halter has sold its naval architecture and marine engineering business unit Friede & Goldman Ltd for \$15M to the Netherlands-based United Heavy, a division of United Heavy Machinery. The sale follows Bollinger's \$48M purchase last week of another FGH division, Halter Marine, whose assets included eight shipyards, which is subject to approval by the US Bankruptcy Court. FGH, which posted nearly \$400M in losses last year, filed for bankruptcy protection in April 2001. Under the leadership of restructuring adviser and current president Jack Stone, FGH has now sold three of its four business units, including its AmClyde marine engineering unit to Norway's Hydralift for around \$36M earlier this year. Friede and Goldman Ltd's \$8M contract with Japanese offshore specialist MODEC was rescinded after United Heavy bid twice the amount at auction.

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last week. The unit designs and manufactures cranes, winches, mooring systems and marine deck equipment.

United Defense buys US Marine Repair

UNITED Defense Industries, a major US defence contractor controlled by the Carlyle Group, said today it will buy United States Marine Repair, the country's largest non-nuclear ship repair and modernisation company. The announcement was a surprise because Carlyle recently announced an initial public offering for USMR, but United Defense said the IPO will now be withdrawn. USMR's customers include the US Maritime Administration, the Navy's Military Sealift Command, the US Coast Guard and cruise lines Holland America and Royal Caribbean. It operates six ship repair facilities, including major yards in Virginia and California. Carlyle is chaired by former US defence secretary Frank Carlucci and is advised by several former heads of state and senior government officials, including George Bush Sr and John Major.

General Dynamics in HDW take-over?

GERMAN newspaper the Kieler Nachrichten is today speculating whether the 75 per cent acquisition of HDW shipyard by US investor One Equity Partners is a covert attempt by military concern General Dynamics to obtain know-how on sophisticated conventional submarine-building. The German yard claims a 70 per cent world market share in the sector. The sale is being investigated by the German cartel authority, which has reportedly informed the European Commission of personnel connections between One Equity and General Dynamics. US financier James Crown is said to hold stakes in One Equity's umbrella group Bank One as well as 11 per cent in General Dynamics. The HDW-One Equity contract, signed in March, included the statement that no submarine-building know-how was to be transferred. Another clause said that HDW was to be maintained as a "universal yard", but HDW now intends sacking 250 merchant shipbuilding workers and transferring others to the military department to compensate for the lack of civil orders.

ROUTE, PORTS & SERVICES

Bonyad Shipping Line versterkt diensten op Perzische Golf



Het in Malta gevestigde Bonyad Shipping Line Europe, dat sinds de beginjaren negentig regelmatige semi-containerdiensten vanuit Europa aanbiedt naar de Perzische Golf, gaat zijn aanbod gevoelig uitbreiden. In eerste instantie wordt de frequentie vanuit de Middellandse Zee opgevoerd en worden er grotere schepen ingezet op deze dienst. Nadien komt de dienst vanuit Noord-Europa aan de beurt.

No let-up for Brovig

BROVIG, the Norwegian owner of two FPSO vessels, is still trying to find employment for the vessels after halving its first-quarter loss thanks to the rescheduling of debt repayments. Brovig has offered

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one ship to Mexican oil major Pemex on a competitive tender for a long-term charter in the Gulf of Mexico. The company received a pre-engineering study of a North Sea offshore field development in the first quarter, and the board said it continues to pursue several projects, but lead times are long and FPSO owners have limited possibilities to affect project developments. Brovig reduced its first-quarter net loss to NK42.2M (\$5.2M) from NK85.5M after financiers agreed to postpone debt interest payments to allow the company to find employment for its vessels

Turkish ship in line for hefty fine

GRANMAR Denizcilik, the owners of the detained Turkish-flagged tanker **Pazar**, could shortly receive a hefty fine after inspectors at the northern Spanish port of Santander detected 'multiple safety deficiencies' during a ship examination on May 21. 'Corrosive tubes were found in the pump room,' said Carlos Lalinde, port state control inspector at Santander, adding that a crew member purporting to be a third engineer was found without a engineer's certificate. 'Furthermore, the ship is not licensed for ocean navigation and is licensed [only] to sail in protected waters,' said Lalinde. Inspectors at Santander said they were awaiting a report from the ship's classification society, ABS, in order to decide whether to fine the ship owner. The Pazar was being loaded with 3,000 tonnes of crude soya bean oil at Santander for Italy before it was inspected, having earlier sailed from Lisbon.

DANE flagship seized for debt

AILING Greek ferry operator DANE Sea Lines is facing a new financial crisis as a result of a Piraeus court arrest order for its flagship, the 6,939 GT passenger/vehicle ferry **Diagoras**, against claims lodged by sub-contractors involved in the vessel's conversion at Perama last year. Six technical companies and equipment suppliers allege that DANE owes them money in connection with the conversion. DANE has been given three days to overturn the injunction by depositing bank guarantees. The Rhodes-based company was rescued from bankruptcy just weeks ago by an individual investor, having failed to obtain a bank loan to compensate its crews who occupied two ferries demanding payment of overdue wages. The issue is expected to dominate the agenda of DANE's board meeting today, which had been due to consider routine topics.

STRINGENTE REGELS VOOR ROTTERDAM



De stringente regels voor doorvoer van gevaarlijke stoffen als vuurwerk, zorgen ervoor dat de Rotterdamse haven minder vaak wordt aangedaan. „Het is een mokerslag voor Rotterdam. Er is sprake van overkill”, aldus Uniport-eigenaar Hans Vervat, die wil dat voor de Rotterdamse haven dezelfde regels gaan gelden als in andere Europese havens. Ook het Gemeentelijk Havenbedrijf Rotterdam zegt in gesprek te zijn met het

ministerie van Verkeer en Waterstaat. „We willen niet anders behandeld worden dan andere Europese havens”, meldt een woordvoerder maandag. Vervat, de Rotterdamse Havenman van het jaar, werd in het weekeinde aangehouden toen hij weigerde het lossen van een containerschip te stoppen. Aan boord van het schip Northern Dignity was, behalve de lading voor Rotterdam, ook 175 ton aan

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vuurwerk aanwezig dat niet was bestemd voor Nederland. Volgens de twee jaar geleden ingevoerde richtlijn valt al het vuurwerk dat het land binnenkomt automatisch in de zwaarste categorie. Vervat stelt dat het in dit geval ging om licht vuurwerk. „Nederland laat als enig Europees land al het vuurwerk in de zwaarste categorie vallen, terwijl er wereldwijd afspraken zijn om het handelsverkeer te stroomlijnen. Het is belachelijk dat de Northern Dignity afgelopen weekeinde door een richtlijn van de minister werd beschouwd als een varende bom die de haven niet in mag varen. Daar denken alle andere Europese havens anders over”, aldus Vervat. Volgens hem is Hamburg de lachende derde. „Het grootste gedeelte van de lading die voor Rotterdam was bestemd, is nu daar. Er moeten kosten worden gemaakt om dat alsnog hier te krijgen. In Hamburg liggen ze in een deuk. Ze krijgen daar de vracht die al voor hen was en ook het Rotterdamse deel.” Hij geeft aan dat hij de kosten van de misgelopen lading gaat verhalen op de Inspectie Verkeer en Waterstaat, die zaterdag het lossen stillegde. „Dit is concreet lading die je mist, maar de gevolgschade is vele malen groter.” Wat betreft Vervat zijn er alternatieven voor de Nederlandse vuurwerk-richtlijn. „In plaats van starre regels kun je bijvoorbeeld twee ambtenaren stationeren in China. Je kunt daar dan controleren wat voor vuurwerk er in de containers gaat. Door deze regelgeving blijft het met oudjaar heus niet stil om middernacht. Het vuurwerk gaat naar buitenlandse havens en komt daar vandaan over de weg naar Nederland, dat is pas een risico.” Hoeveel lading de Rotterdamse haven de afgelopen twee jaar is misgelopen, is volgens het havenbedrijf niet aan te geven. Vervat: „We zijn nog de grootste containerhaven, maar het marktaandeel vermindert. Er komen al twee jaar minder containers.”

Akkoord over oplevering containerterminal

AMSTERDAM (ANP) - De gemeente Amsterdam en Ceres hebben hun geschillen deels bijgelegd. Havenwethouder M. van der Horst en C. Kritikos, exploitant van de Ceres-containerterminal bereikten maandagmiddag overeenstemming over de geschillen rondom de oplevering van de terminal, aldus een woordvoerder van de gemeente. Over de huurachterstand van 1,5 miljoen euro is nog geen akkoord. Maar volgens Van der Horst zijn beide partijen op de goede weg. „Er zijn maandagmiddag hierover een paar goede voorstellen gedaan”, aldus de wethouder. Tot nu toe weigerde Kritikos de pacht van de terminal in de Amsterdamse haven te betalen. De terminal zou niet volgens de afspraken zijn opgeleverd. Onder meer de verlichting en afmeting van de kades zouden niet goed zijn. Voordat deze problemen zijn opgelost, betaalt Kritikos geen cent, liet hij vorige week weten. Wethouder Van der Horst dreigde vorige week met een deurwaarder. In januari bleek dat Ceres een betalingstermijn van 1,5 miljoen euro had laten verlopen. De gemeente stuurde daarop twee aanmaningen, de volgende stap is een deurwaarder sturen. Amsterdam investeerde 128 miljoen euro in de prestigieuze containerterminal van de Amerikaan. Maar sinds de oplevering heeft nog geen schip aangemeerd. Het kolossale ding staat al bijna een jaar te wachten op de eerste klant. Naast de verdiensten uit de pacht, moet de gemeente haar investering terugverdienen met havengeld van schepen die bij Ceres behandeld worden. Die zijn er vooralsnog niet. Maar binnenkort hoopt Van der Horst de eerste klant te ontvangen: „Wij, de gemeente en Ceres, hebben een paar zeer serieuze gesprekken gehad met eventuele klanten.”

UniFeeder: feeder service for P&O Nedlloyd to Russia

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The Danish shipping line **UniFeeder Container Services** of Aarhus is to operate a dedicated feeder service for P&O Nedlloyd between Rotterdam, Russia and Finland. Under the new agreement, two of UniFeeder's ships are to be repainted in the P&O Nedlloyd livery. Despite this, the service will continue to be operated by UniFeeder.

The Danish line has been shipping Russian cargoes on behalf of P&O Nedlloyd for some time. Feeder services to and from Saint Petersburg's Northern Wharf began in April 1998. The nearby Finnish port of Kotka was previously served jointly by the two companies. With volumes on the route growing, P&O Nedlloyd asked UniFeeder for more capacity and a dedicated service. The Danish firm agreed and has renamed its 508 TEU sister ships Gerda and Vera the P&O Nedlloyd Russia and P&O Nedlloyd Finland respectively. Thanks to UniFeeder, P&O Nedlloyd can now offer two onward sailings a week from Rotterdam, Hamburg and Bremerhaven to the Baltic.

Under the agreement, UniFeeder as a "neutral" line retains the right to carry feeder cargoes from other major container lines on the P&O Nedlloyd Russia and P&O Nedlloyd Finland. The

term "dedicated feeder" thus refers only to the fact that its sailing schedules are harmonised with the needs of P&O Nedlloyd as its biggest customer. This form of co-operation avoids both UniFeeder and P&O Nedlloyd having to add capacity to the Russia route.

In order to offset the greater allocation of capacity to P&O Nedlloyd, the Danish feeder company has been hiring an additional ship for its 30-vessel fleet since 21 May. This is 707 TEU **Sirrah**, which sails under the Dutch flag. It was completed earlier this year by the Hegemann shipyard of Berne. The UniFeeder fleet already includes two sister ships of the Sirrah, both of which entered service last year. They are the **Veersedijk** and the **Merwedijk** which, like the **Sirrah**, have Groningen as their home port.

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NAVY NEWS

WHICH FOREIGN NAVY SHIPS WILL VISIT DUTCH PORTS & WHICH PORTS ARE VISITED BY DUTCH NAVY SHIPS

31 May 02	HNLMS Scheveningen New!	M 855	Ostende
31 May 02	HMS Manchester	D 95	Amsterdam
31 May 02	HNLMS Harlingen New!	M 854	Den Helder
31 May 02	HNLMS Urk New!	M 861	Goteborg
31 May 02	HNLMS Willemstad New!	M 864	Goteborg
31 May 02	HNLMS Zierikzee New!	M 862	Goteborg
31 May 02	HNLMS Hellevoetsluis New!	M 859	Goteborg
31 May 02	K/V Norkapp	W 320	Scheveningen
01 Jun 02	HNLMS Jacob van Heemskerck	F 812	Amsterdam
01 Jun 02	HNLMS Willem Van der Zaan	F 829	Amsterdam
06 Jun 02	HNLMS Philips Van Almonde	F 823	Santa Cruz de Tenerife
07 Jun 02	HMS Somerset	F 82	Amsterdam
07 Jun 02	HNLMS Maassluis	M 856	Slidrecht
09 Jun 02	HNLMS Harlingen	M 854	Middelburg

PHILIPS VAN ALMONDE – F 823



The **Hr Ms Philips van Almonde** which is at present enroute from the Middle East back to Den Helder is seen during a port visit in Cape Town – South Africa, moored alongside is the South African patrol vessel **P 1569 Makhanda** who had a rendez-vous with the Almo offshore South Africa

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before entering the port. (see photo above) The next port visit will be in Ghana and then the Philips van Almonde is due to arrive in Santa Cruz de Tenerife June 6th , the last port before the frigates returns back at her homeport Den Helder June 14th.

Sonar 2076 contract for UK's Astute submarines

BAE Systems Astute Class Ltd, prime contractor for the UK Royal Navy's Astute-class nuclear attack submarine (SSN) programme, has placed a contract with Thales Underwater Systems (TUS) for the supply of the Sonar 2076 integrated sonar suite to the Astute programme.

USS BRIDGE - AOE 10



Friends and family members gather together to greet the Sailors of the fast combat support ship **USS Bridge** (AOE 10), as they return from deployment. The Bridge is attached to the USS John C. Stennis (CVN 74) Battle Group and has been conducting operating in support of **Operation Enduring Freedom**

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MOVEMENTS SEAWAY FALCON

Door : Jan Plug – 1st Officer o/b Seaway Falcon



De **SEAWAY FALCON** is dinsdag 14 mei uit Egypte vertrokken en is afgelopen zondag 26 mei in Hartlepool gearriveerd. Hier hebben we gemobiliseerd en pijpen geladen voor een klus voor Conoco, in het Murdoch veld, aan de zuidkant van de Doggersbank. Het veld is van 1993 en in deze derde uitbreidingsfase worden twee putten ten noorden, Hawksley en McAdam en drie putten ten zuiden, Boulton 'H', Murdoch 'K' en Watt aangesloten. Wij leggen een 12" pijp met 3" piggyback (kleinere pijp op spoel, die aan de grote pijp tewater gaat) naar de noordelijke putten en de twee zuidelijke putten worden verbonden met een 10" pijp met 3" piggyback. Die piggyback zit op vier enorme spoelen, en daarvoor moeten wus drie keer terug naar Hartlepool, om die te wisselen. De pijpen worden op zee



aangevoerd door de NORMAND CARRIER. Er staat ook een jack-up in het veld boven Hawksley, de ENSCO 72. Voor zover ik begreep varen er twee stand-by schepen, de **BUE RAASAY** en **BUE ORKNEY**.

Waterdiepte in het veld is slecht 30-40 meter.....niet makkelijk voor pijpenleggen met een DP schip. De klus berekend is op 36 dagen.

Daarna komt de Falcon naar IJmuiden!. We hebben een klus voor Gaz de France, ik dacht in het K-12 vlak, en de pijpen daarvoor worden in Nederland geladen.

AIRCRAFT / AIRPORT NEWS

Royal Navy gets first upgraded Mk 7 Sea Kings

The UK Royal Navy (RN) has received its first two airborne early warning (AEW) Sea King helicopters upgraded to the improved Airborne Surveillance and Control (AS&C) Mk 7 standard.

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NORTHSEA WEATHER

THE SHIPPING FORECAST ISSUED BY THE MET OFFICE AT 1725 ON THURSDAY 30 MAY 2002

THE GENERAL SYNOPSIS AT 1300

LOW NORTH BAILEY 999 EXPECTED JUST NORTHEAST OF ICELAND 1002 BY 1300 TOMORROW.
HIGH BISCAY 1026 EXPECTED PORTLAND 1029 BY SAME TIME. ATLANTIC LOW 1003 MOVING
STEADILY NORTHEAST, EXPECTED 350 MILES WEST OF SHANNON 1006, ALSO BY SAME TIME

THE AREA FORECASTS FOR THE NEXT 24 HOURS

VIKING

SOUTH VEERING SOUTHWEST 4 OR 5, OCCASIONALLY 6 LATER. SHOWERS. GOOD

NORTH UTSIRE SOUTH UTSIRE

SOUTHERLY VEERING WESTERLY 4 OR 5. SHOWERS BECOMING THUNDERY. GOOD

FORTIES

SOUTHERLY VEERING WESTERLY 4 OR 5. SHOWERS. GOOD

CROMARTY FORTH TYNE

WEST OR SOUTHWEST 4 OR 5. SHOWERS. GOOD

DOGGER

SOUTHWEST VEERING WEST 5, DECREASING 3 OR 4. SHOWERS. GOOD

FISHER GERMAN BIGHT

SOUTHWESTERLY VEERING NORTHWESTERLY 5 OR 6. THUNDERY SHOWERS. GOOD

HUMBER THAMES DOVER

SOUTHWESTERLY 5 BECOMING VARIABLE 3 OR 4. SHOWERS. GOOD

WIGHT PORTLAND PLYMOUTH

WESTERLY BECOMING VARIABLE THEN NORTHEASTERLY 3 OR 4. MAINLY FAIR. GOOD

BISCAY

NORTHEASTERLY 4 OR 5, BUT VARIABLE 3 IN NORTH FOR A TIME. THUNDERY SHOWERS LATER IN
SOUTH. GOOD

SOUTH FITZROY

NORTHEASTERLY 5 OR 6. THUNDERY SHOWERS LATER. GOOD

NORTH FITZROY

VARIABLE 3 BECOMING SOUTHEASTERLY 4 OR 5, OCCASIONALLY 6 IN FAR NORTHWEST. FAIR.
GOOD

SOLE

SOUTHWESTERLY BACKING SOUTHEASTERLY 4, INCREASING 5 OR 6 IN WEST. RAIN LATER IN FAR
WEST. MODERATE OR GOOD

LUNDY

SOUTHWESTERLY 5 OR 6 BECOMING VARIABLE 3 OR 4. FAIR. GOOD

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FASTNET IRISH SEA

SOUTHWEST BACKING SOUTH 4 OR 5. MAINLY FAIR. GOOD

SHANNON

WESTERLY BACKING SOUTHERLY 4 OR 5, INCREASING 6 OR 7. RAIN LATER. GOOD BECOMING MODERATE OR POOR

ROCKALL

WESTERLY BACKING SOUTHERLY 5 OR 6, OCCASIONALLY 7 LATER IN SOUTH. SHOWERS THEN RAIN. GOOD, BECOMING MODERATE OR POOR IN SOUTH

MALIN

WESTERLY BACKING SOUTHERLY 5 OR 6. SHOWERS THEN RAIN. MAINLY GOOD

HEBRIDES BAILEY

WEST OR SOUTHWEST 5 OR 6. RAIN OR SHOWERS. MODERATE OR GOOD

FAIR ISLE FAEROES

SOUTHERLY VEERING WESTERLY 4 OR 5 INCREASING 6 OR 7. RAIN OR SHOWERS. MODERATE OR GOOD

SOUTHEAST ICELAND

CYCLONIC BECOMING WESTERLY 4 INCREASING 5 OR 6. RAIN AT TIMES. MODERATE OR GOOD

.... SHIP OF THE DAY VOYAGER OF THE SEAS



With accommodation for 3,840 passengers, the **Voyager of the Seas** can truly claim to be the world's largest cruise ship – for the millennium at least. Her owner, Royal Caribbean Cruise Line (RCCL) has left nothing to chance in the design of this luxurious mega-ship, and passengers are assured of both 24-hour entertainment and top-class facilities on-board.

DESIGN

Voyager of the Seas was built at Kvaerner Masa Yard's facility in Turku, Finland, at well over the original estimated cost of \$500m.

This is partly because her owner made a number of scale models of different concepts employed within the design to ensure that they would work in real life. Designs for her construction were approved by two classification societies: Lloyd's Register and Det Norske Veritas. During construction, the 142,000gt vessel was better known under the codename of Project Eagle or Eagle 1 – her delivery in Autumn 1999 was followed by sister ships Eagle 2 in 2000, and Eagle 3 is scheduled for delivery in 2002

Kvaerner Masa has a long relationship with RCCL, having constructed the company's first four ships: Song of Norway, Nordic Prince and Sun Viking in the early 1970s, and the Song of America in 1982. The company's Helsinki yard later undertook the complex task of lengthening both the Song of Norway and Nordic Prince in the first such operation ever performed on a passenger ship.

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FACILITIES



The public spaces on board Voyager of the Seas include a four-deck horizontal promenade called the royal promenade, the first design of its kind on-board a cruise liner. It comprises a selection of shops, restaurants and entertainment areas, fronting on a winding street that is almost half the ship's length. The royal promenade is punctuated by two eleven-deck atriums, the five-deck high la scala theatre with 1,350 seats and a variety of dining rooms, including a spectacular three-level main dining room with three separate themed dining areas. For entertainment, there

is a 900-seat arena for a variety of shows, including ice dance. This is made possible by using a sliding floor underneath the stage, which reveals a proper temperature-controlled ice rink. The arena can also be used as a conference centre, concert hall, TV studio or two-deck disco. Those seeking exercise will find a nine-hole miniature golf course, a full size basketball court and a climbing wall.

ACCOMMODATION



There are 1,557 cabins, of which 757 are situated on the outside with balconies, giving a double occupancy capacity of 3,114 or 3,840 in total. Unusually for a cruise vessel, some 10 per cent of the cabins face inwards with an atrium view, and these are priced higher than the equivalent ocean-view rooms.

Special attention has been given to the 1,180 crew who are accommodated in 667 cabins fitted with TV and refrigerator. They have a recreation deck, two whirlpools, a gymnasium, three dining rooms and a disco at their disposal for when they are

not attending the passengers.

All cabin construction has been carried out at Kvaerner Masa & Piikio Works and, as they are of modular design, each cabin has its own integral air-conditioning unit in the form of a fancoil, which creates more space and is deemed more efficient. RCCL estimates that the space saving on air-conditioning has allowed it to install 40-50 more cabins.

PROPULSION

The main engine power for Voyager of the Seas is provided by six Wärtsilä Vasa 46 diesel engines, giving a total output of 75,600kW and creating a service speed of around 22 knots. The engines have been modified by approximately 5 per cent to accommodate three 14MW Azipods – two azimuthing and one fixed. In addition, there are four bow thrusters and two stern thrusters.