

DAILY SHIPPING NEWSLETTER 2003 – 010



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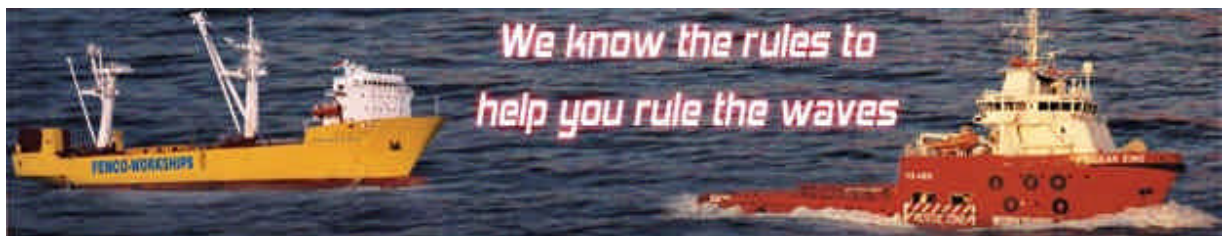
EVENTS, INCIDENTS & OPERATIONS

Red Sea ship security stepped up

CUSTOMS officials in Jordan and Egypt have stepped up security checks on ships shuttling between Aqaba and Nuweibah ports in the light of deteriorating regional security. Jordanian officials cited recent World Customs Organisation recommendations and US pressure as justification for increased vessel and cargo inspections. "It is merely a call for countries in the region to be more cautious. There is nothing wrong if both sides, Jordanians and Egyptians, follow it," an official told Fairplay. At a recent meeting in Aqaba, the two sides also agreed to exchange maritime security intelligence, in an effort to curb the smuggling of antiquities and drugs between Aqaba and Nuweibeh. Jordanian customs chief Mahmoud Qteishat said x-ray machines would soon be installed at Aqaba to check containers at the port, saying the new machinery would remove delays caused by manual inspections.

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Flu-Like Symptoms Reported by 100 Passengers on Cruise Ship Norway

About 100 passengers reported various stages of a stomach flu on the Norwegian Cruise Lines ship [Norway](#), said company spokeswoman Susan Robison. The ship, carrying 2,200 passengers, docked at the Port of Miami on Sunday morning after a seven-day eastern Caribbean cruise.



The outbreak is the latest flu-like illness, including the Norwalk virus, to hit a string of cruise ships in the past few months. While some cruise lines cancelled sailings and offered refunds, the financial effect has been minimal so far, according to financial analysts. Industry watchers are waiting to see how the wave of illnesses affects bookings as the traditionally highest sales period of mid-January through February begins.

After stopping to rest at their daughter's Coral Springs home, retirees Tee and Irvin Bomba said on Sunday that the cruise they took to celebrate the New Year would be their last for a long time.

"Until they get this cleared out of these boats," said Tee Bomba, 59, who lives near Tampa.

She said her husband, Irvin, 68, was violently ill for three days, and she disputed the cruise line's estimate of sick passengers.

"Oh my goodness, it was many more than 100," she said. "Last night in the dining room, I would say one third of the seats were empty due to illness, and everybody was walking out with soup and crackers for their spouses."

Bomba said she was angry that the cruise ship made no announcements about what sick passengers should do, and that her husband was charged \$40 for medicine, including a shot and a \$15 bottle of Pepto-Bismol. She said six of the eight friends in her group were ill.

Robison said the cruise ship paid for medical treatment but charged for medicines. While no reimbursements were offered to passengers who left ill, they were offered free accommodations in Miami if they did not wish to immediately travel, Robison said.

Bomba, who said she had heard of no such arrangement, left her daughter's to drive home to Riverview with her husband. "I just wanted to get him home to his own house, his own bed," she said.

Bomba said she was sure her friends in their 80s would have taken up an offer to stay in a hotel rather than take a four-hour bus ride home while feeling ill. Her friends, who go on cruises three times a year, were cancelling their March cruise, Bomba said.

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In October and November, the Holland America ship **Amsterdam** sailed four times with outbreaks of the Norwalk virus, with 215, 26, 183 and 74 reported cases, respectively, before cancelling a cruise to sterilize the ship.

In late November, Disney Cruise Line alerted future passengers that a previous cruise with Norwalk virus had affected dozens.

The following week, the British vessel **Oceana**, operating out of Port Everglades, reported that 114 of 1,859 passengers and three crew had visited the ship's infirmary to be treated for gastrointestinal illness.

Carnival Cruise line passengers also have suffered flu outbreaks, including almost 200 passengers aboard the **Fascination**, which docked in Miami in early December.

The day after Christmas, 37 passengers ill with symptoms resembling a gastrointestinal virus on Royal Caribbean's Miami-based **Majesty of the Seas** were asked to disembark a day early in Key West.

Jan de Nul has its work cut out

LAST year proved an exceptionally active one for **Jan de Nul** with 23 important contracts being undertaken or planned.

These comprise a mixture of long-term and one-off contracts, ranging from maintenance dredging of the Rio de la Plata for another 10 years and continuing dredging along the Belgian coast to 2006 to projects such as the construction of "Palm Island" in Dubai.

In one of its latest agreements, **Jan De Nul** have been awarded the \$39.24m contract to deepen the port of Geraldton in Australia. Work started at the beginning of October and is due for completion at the end of May.

About 4.5m cu m of material will be removed from the entrance channel and port basin to allow larger bulkers to access the port's iron ore export facilities. The material to be dredged consists of a top layer of sandy material with underlying calcarenite and limestone.

The extreme swell conditions in the port area are challenging, even for Jan De Nul's self-propelled rock cutter dredger **Leonardo da Vinci**, currently the world's largest cutter dredger. **Jan De Nul** will use its barge loading facility enabling to directly load the dredged material into barges for disposal offshore.

The **Leonardo da Vinci** will be work in conjunction with the Belgian contractor's split hopper dredgers Pintaand Nina.

Jan De Nul has succeeded in securing the dredging contract for the Ngqura Port destined to be built on the east coast of South Africa. This new deep port will be constructed on the mouth of a sandy river 20 km east of Port Elizabeth, adjoining a 12,000 ha industrial park. The project is part of the Coega Development Corp project aimed at uplifting the country's impoverished Eastern Cape province.

The total project, which has been split up into three separate contracts, encompassing marine infrastructure, dredging and sand bypass, is valued at e 200m (\$204m) with the South African government providing funding.

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This contract follows **Jan De Nul** securing the tender to undertake dredging works for the port of Durban.

Jan De Nul's element of the project, worth e 55m, entails the creation of a new access channel and port basin up to a design depth of -18 m. The new port is due for completion in September 2004.

Meanwhile, in the Far East, **Jan De Nul** has recently been awarded a dredging and reclamation project at the Port of Map Ta Phut, located near the city of Rayong, southeast Thailand.

The contract forms part of the major BLCP Power Ltd Map Ta Phut 2x700 MW coal fired IPP power station project to be built under a separate contract at a later stage on the reclaimed land.

The dredging works consist of deepening of part of the existing port approach channel from -12.5 m CD to -15 m CD, forming a channel to and alongside the future coal berth by dredging to -15 m CD depth plus dredging a berth box to -17.0 m CD to accommodate the ships at the berth. Additionally, a turning basin to a depth of -10.0 m CD will be formed to allow the empty colliers to be swung out following discharge.

The reclamation scope entails the construction of reclamation and silt containment bunds and the removal of silt and soft material from within the area to be reclaimed to a temporary disposal prior to reclamation.

The reclamation area will then be back-filled using dredged material and compacted while the original silt and soft material removed to the temporary disposal area will be transferred to a permanent site.

On completion of the contract, approximately 12 months after commencement, some 4.5m cu m of soil will have been dredged/re-handled in total.

Jan De Nul's Cutter Suction Dredger **Vesalius** will carry out the major part of the contract.

Meanwhile, in the offshore sector where Jan de Nul is keen to expand into, a number of projects related to installation of offshore pipelines have recently been awarded with a total value of more than \$130m.

The works involve three sections of the gas pipeline from Indonesia to Singapore. **Jan De Nul** is acting as main contractor on this project on an EPC basis. Trench dredging in hard soil and more than 2 m tonnes of rock dumping for pipeline protection form the major part of these works.

The work also includes provision of line pipe and coating which is procured from Europipe, and pipeline installation which has been subcontracted to Global Industries.

Other projects awarded to **Jan De Nul** include seabed presweeping works for Allseas in front of the pipelay vessel **Solitaire** in the Irish Sea, and landfall works in Qatar and Saudi Arabia for McDermott.

Jan De Nul has also been involved in the largest Offshore Wind Mill Park in Denmark where scour protection around the windmill foundations has been installed with the rockdump vessel **Pompei**

MPA Releases ANL Indonesia

The Singapore Maritime and Port Authority (MPA) have stated that the captain and crew of the **ANL INDONESIA** have been given permission to leave Singapore, following an undertaking by the employer, P&O Nedlloyd, to return persons needed for any further investigations. Investigation into the vessel's collision with the **RSS COURAGEOUS** is ongoing.

SHIPYARD NEWS

STORMMEEUW UNDER CONSTRUCTION



The new Custom patrol vessel **STORMMEEUW** under construction at the Damen yard in Gorinchem
Photo : Ton Grootenboer ©

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Frontline shares leap ahead in Oslo



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Top : The **FRONT CENTURY** build in 1998 with a DWT of 311.000 ton

SHARES in Frontline, the world's largest VLCC and Suezmax tanker operator, took a leap on the Oslo Stock Exchange after a broker raised its target price for the stock short-term. The stock jumped almost ten per cent to NK74 (\$10.70) today as Fearnleys Fonds raised its short-term price target to NK80 from NK70, saying that only two VLCCs will be open for fixing in the Middle East Gulf in the next two weeks. Fearnleys also raised its earnings per share estimate for Frontline from \$0.50 to \$0.80 for 2002, pending full-year results, and from \$1.70 to \$2.70 for the current year. A strong spot freight market, together with reversal of what had been losses in an equity swap deal with the Bank of Nova Scotia, buoy the outlook, Fearnleys said in a report cited on the imarkedet.no business news website.

Malaysia to consolidate box gains

MALAYSIA is to pump M\$4Bn (\$1.05Bn) into expanding port capacity and training staff to handle the expected surge in container volumes, transport minister Ling Liong Sik said yesterday. The minister was addressing the country's leading port operators grouped under Malaysian Port Operating Companies. "Malaysia today has the lowest port charges, lower haulier charges and even lower freight rates," Ling said drawing attention not only to the competitiveness of Malaysian ports but also to the financial pressures under which ports and shipping lines are forced to operate. While praising Malaysian port operators the minister cautioned that rival Singapore, which has seen major lines Maersk Sealand and Evergreen shift to Tanjung Pelepas, would be more determined. "In 2003 [PSA] will be even more determined not only to retain customers, but also to seek further growth," he said. However, Ling did not touch on operators' request to be allowed to raise port tariffs by between five and ten per cent.

Crown Resources in sale speculation

THE Russian financial and industrial group Alpha has sold Crown Resources, charterer of the sunken tanker Prestige, to its senior staff. The transaction, which has come to light only days after France confirmed it was starting legal proceedings against all parties responsible in the tragedy, has drawn criticism from the French newspaper Le Monde. According to the journal, the management buyout is aimed at protecting Alpha from the legal prosecutions directed against Crown Resources, the owner of the Prestige cargo. With this transaction, Crown Resources no longer exists in legal terms and cannot be the object of prosecutions, Le Monde suggested. A spokesman for Crown Resources (now renamed Energy Resources and Commodities) described the allegations as "pure speculation" and denied this was the motivation behind the deal. International law firm Clyde & Co, which was brought in to defend the Crown Resources' interests in the wake of the Prestige sinking, was unable to comment on how this would affect the company in the event of a legal prosecution.

P&O Steam Navigation Company



The **Sun Princess** arrives at Port Everglades in Fort Lauderdale, Fla. Sunday Nov. 26, 1995. The **Sun Princess**, part of the London based P&O Steam Navigation Company, Inc., is 14 stories high and measures 856 feet in length. Cruise ship company P&O Princess said Wednesday, Jan. 8, 2003, its board is recommending that its shareholders accept a \$5.3 billion takeover bid from industry leader, Carnival Corp. The combined company would have 65 ships and nearly 100,000 berths.

NAVY NEWS

Navy task force is ordered to the Gulf



THE largest operational naval task force since the Falklands War was ordered to the Gulf with 3,000 Royal Marines as Britain intensified pressure on Saddam Hussein. Together with the biggest call-up of reserve forces since 1991, the **16-vessel fleet** including **Ark Royal**, three landing ships and a nuclear-powered submarine represent a major escalation of the commitment to action against Iraq.

Geoff Hoon, the Defence Secretary, last night dismissed the assessment by Jack Straw, the Foreign Secretary, that the chances of war were 60-40 against. Mr Hoon's irritated tone reflected growing tension in the Cabinet over the pace of military build-up.

His comments came as the Prime Minister underlined his determination to work on a wider global agenda with President Bush. Tony Blair said that if Britain wanted to influence the US President on issues such as climate change, poverty or the Middle East, it had to back him over weapons of mass destruction (WMD).

"I would never commit British troops to a war I

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thought was wrong or unnecessary," he told a conference of British ambassadors in London. "But the price of influence is that we do not leave the US to face the tricky issues alone. Unless the world takes a stand on this issue of WMD. . . we will rue the consequences of our weakness."

Mr Hoon told the Commons that the Iraqi dictator should be in no doubt that Britain was prepared to commit its Armed Forces to action.

"It is clearly necessary that we demonstrate to Saddam Hussein and to his regime that we mean business," he said.

Although he made no announcement about infantry or armoured regiments, Mr Hoon told MPs to expect more troop deployments in the coming weeks.

An unnamed Cabinet minister told The Times last Saturday said that the chances of war had slipped to 60-40 against over Christmas from 60-40 for. On Monday Mr Straw commented: "That is a reasonably accurate description — but the situation changes from day to day."

Mr Hoon told Radio 4's PM programme: "I don't believe that it helps to make these kinds of comments at this stage. What I have to do as far as my responsibilities in the Government are concerned, is to make available military capabilities should they be required."

"Clearly, if the assessment were even very low that military action were required I would still have the responsibility of ensuring that we could fulfil those requirements should they be necessary."

Mr Hoon departs today for Turkey to discuss using its ports and airstrips in the event of hostilities

Skipper of Navy boat kept away from media

The RSS Courageous' captain, who has not been named, will be interviewed by the MPA soon

ONE man could probably tell what happened last Friday night in the seas off Pedra Branca when the **RSS Courageous'** aft was shorn off by a container vessel.



SEARCH BY AIR: A Chinook from Singapore hovers low over Pasir Panjang Beach on Bintan as search operations continue.

But that man - the captain of the anti-submarine patrol vessel - has been kept wrapped in wool by the Ministry of Defence, who would not name him nor let the media speak to him.

He is believed to be in his 30s, and the Maritime and Port Authority of Singapore (MPA) will interview him and the rest of the ship's crew within days.

Mindef will also conduct its own internal inquiry.

Navy ships maintain a watch on their surroundings 24 hours a day, led by an 'officer of the watch', who heads a team of five specialists - a radar plotter, navigator, radio

operator, a coxswain to steer the ship and a look-out who uses binoculars to scan the surroundings.

The officer of the watch's main duty is to keep the ship safe and ensure it reaches its destination as scheduled.

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Each watch lasts for about four hours before another team takes over.

The captain usually does not perform 'officer of the watch' duties, unless the situation requires him to be personally in command, such as during dangerous conditions at sea or combat operations.

But while he need not be physically present during the watch, he is always easily contactable (his cabin is just one flight of stairs down from the command post), and must be consulted before any major decision is made or if problems arise, said a retired Navy officer.

According to Navy officers who declined to be named, ship captains are responsible for everything on board their vessels, right down to what is on the menu for the crew.

The so-called 'Father of the Ship' is the only one who will have the mission order from the Navy's higher echelons, according to one officer.

The investigations into the cause of the collision will be helped by the MPA's Vehicle Tracking and Information System (VTIS), a network of shore-based radar systems.

HOW SHIPS ARE TRACKED

TWO units of the system are located at Horsburgh Lighthouse and track all vessels continuously under all weather conditions.

Through a data-link system, input from the VTIS are also received by the Navy's Coastal Command.

This hook-up enables both agencies to share information on identifying and monitoring the more than 1,000 vessels that pass through Singapore waters daily.

But mariners note that although both agencies may have tracked the two vessels as part of the general traffic flow, it did not follow that they would have alerted either vessel if they were on a collision course.

Said a source: 'Not all ships report their movements to the MPA when tracked, and there may be a reluctance in adopting this practice of alerting ships because of difficulties involved, such as language.'

If the MPA finds the RSS Courageous to be at fault in the collision, the captain is likely to shoulder some responsibility, even if he was not on duty at the time of the accident.

His chances of promotion after that are likely to be very slim, said the retired officers, and he is also likely to lose command of the ship and probably not be given other command positions.

But a stagnant career and a black mark on his resume are probably furthest from his mind right now, agreed all five retired Navy officers whom The Straits Times spoke to yesterday.



SEARCH AT SEA: Divers from the Kendrick, a diving support vessel, plunge into the water near the lighthouse on Pedra Banca to inspect the debris.

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'Can you imagine the trauma he must be going through now?' asked a retired Navy officer of 25 years.

'Ship captains always treat their crew like their own children.'

'Even if he was not the one on duty at the time, he will be absolutely shattered by the deaths.'

MOVEMENTS

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The bulk carrier **TOP SUGAR** moored at the Tate & Lyle refinery on the Thames Sat Jan 4th 2003

Photo : Kenneth Smith ©

NYK APOLLO



Op de lijst van verwachte schepen staat dan toch eindelijk het eerste containerschip voor de paragonterminal in Amsterdam, op 13 januari in de morgen wordt de **NYK APOLLO** verwacht

1/9/2003

CARNIVAL PRIDE



Escorted by water-squiriting tugs and a Coast Guard boat, Carnival Cruise Lines' new **Carnival Pride** passes by the Cape Canaveral space complex as it arrives at Port Canaveral Monday, Jan. 7, 2002.

AIRCRAFT / AIRPORT NEWS



An U. S. Air Force F-16, loaded with bombs and missiles, takes off from Turkey's Incirlik air base in this June 18, 2001 file photo for a daily patrolling mission over a non-fly zone in northern Iraq. A senior Turkish general has told lawmakers Monday Jan. 6, 2003 that relations with Washington are at a breaking point over Iraq and that parliament should soon decide whether to allow the use of its bases, soil and ports by the United States.

Vliegtuigcrashes in Turkije en VS



In Turkije is een vliegtuig neergestort met 72 passagiers en vijf bemanningsleden aan boord. Het Turkse toestel stortte neer tijdens de landing op het vliegveld van Diyarbakir in het zuidoosten van Turkije. Volgens de eerste berichten zijn er ten minste acht overlevenden. Voor het leven van de overige inzittenden wordt gevreesd.



Het toestel van **Turkish Airlines**, van het type **RJ-100**, was afkomstig uit Istanbul. Het is nog niet duidelijk wat de oorzaak van het ongeluk was. Volgens de Amerikaanse zender CNN was het mistig toen de piloot de landing inzette.

Het vliegtuig stortte neer in militair gebied, op twee kilometer afstand van de luchthaven van Diyarbakir. Militairen zijn ter plaatse om hulp te verlenen.

North Carolina

Eerder stortte in de Amerikaanse staat North Carolina een zakenvliegtuig met 21 personen aan boord neer vlak na het opstijgen. Het toestel kwam terecht op een hangar naast het vliegveld Charlotte Douglas International Airport. Geen van de inzittenden heeft het ongeluk overleefd. In de hangar van US Airways worden nog twee mensen vermist.



Het vliegtuig, een **Beechcraft 1900 turboprop**, was net opgestegen met aan boord negentien passagiers en twee bemanningsleden voor een vlucht naar Greenville Spartanburg in South Carolina. Volgens ooggetuigen kwam het toestel

ondersteboven neer op de hangar en vatte direct vlam. Een politiewoordvoerder verklaarde dat er weinig over is van het vliegtuig.

De oorzaak van het ongeluk is nog niet bekend. De piloot heeft geen signalen gegeven dat het toestel problemen had bij de start. Volgens de luchtverkeersleiding stond er redelijk veel wind, maar was het zicht goed.



RIJMOND WEATHER

Vooruitzichten van vrijdag t/m maandag:

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Geleidelijk minder koud!

In het algemeen veel bewolking en morgen aan zee kans op een sneeuwbui. Zaterdag droog en kans op mist. In de loop van zondag toenemende kans op neerslag. De temperatuur loopt langzaam op tot boven het vriespunt.

	VR-10	ZA-11	ZO-12	MA-13
Maximumtemperatuur:	0	0	3	4
Minimumtemperatuur:	-8	-4	0	2
Zonnekans in %:	30	30	20	20
Neerslagkans in %:	30	20	30	60
Windrichting kracht:	NW-1-3	VAR-2-3	ZW-4-5	W-3-5

.... PHOTO OF THE DAY



Photo made during the exercise held last Monday onboard the **STENA DISCOVERY**

Photo : Henk van der Lugt ©