

DAILY SHIPPING NEWSLETTER 2003 – 111



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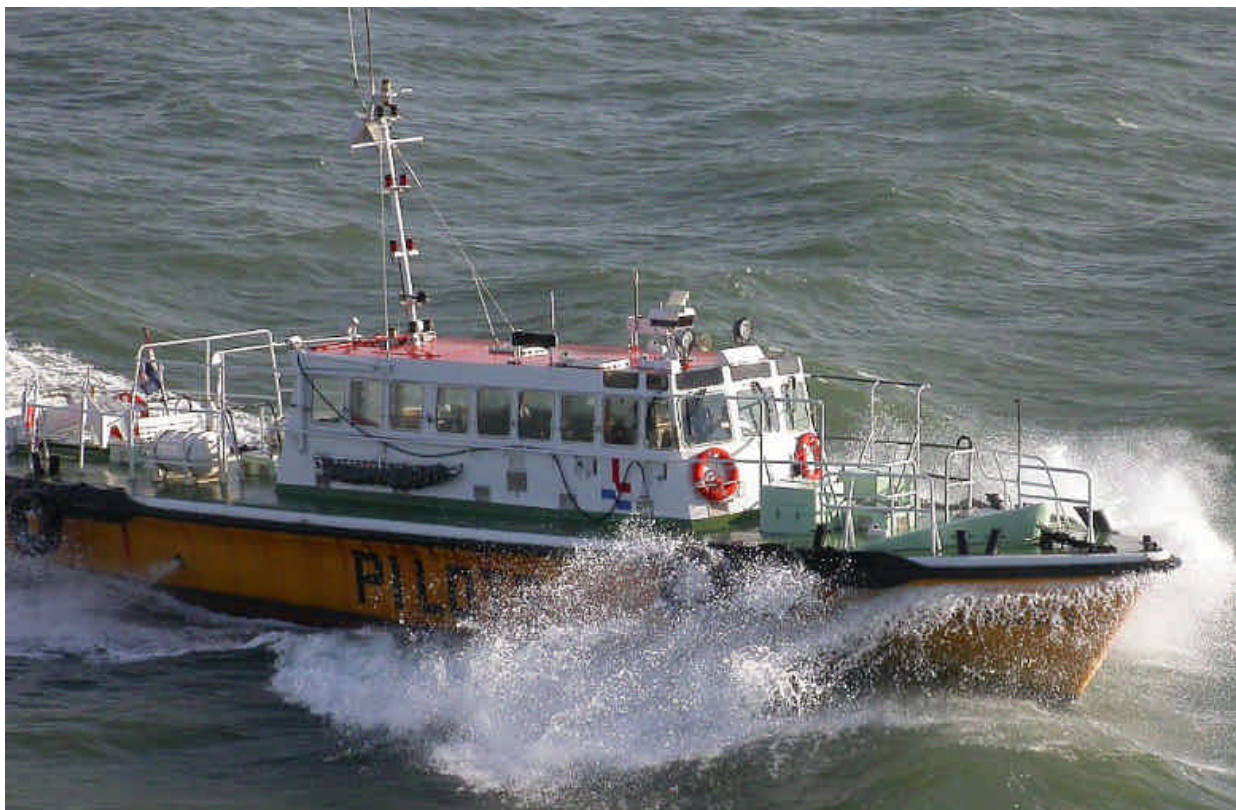
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The Pilot tender **AALSCHOLVER** operating at the Westerscheldt pilot station

Photo : Willem Kruit ©

EVENTS, INCIDENTS & OPERATIONS

Violence growing in piracy attacks

THE number of reported piracy attacks on vessels is now at an all time high, having **risen 37 per cent** since last year, according to the International Maritime Bureau's Piracy Reporting Centre. The latest figures published today list a total of 234 attacks on ships in the first six months of 2003, compared with 171 during the first half of 2002. The level of violence used in such attacks is also increasing, the IMB report says, noting that 16 seafarers have been killed in attacks since January and a further 52 have suffered injuries. Indonesia remains a hotspot for piracy and armed robbery with nearly one quarter of all reported attacks occurring along its coastline. The country also saw the greatest violence, with many of the pirates armed with guns and knives. Bangladesh, Nigeria and India all recorded increased rates of attacks during the reported period, although there was a slight downturn in reported incidents in Ecuador, Guyana and the Singapore Straits.

Carnival faces further allegations

CARNIVAL Corp has been dragged back into a US federal court, accused of breaching probation imposed last year after the company pleaded guilty to lying about pollution violations. The new trouble stems from a petition filed in Miami by the probation officer, claiming Carnival has filed false compliance documents under the plea agreement which included \$18M in fines for dumping oily discharges and falsifying oil log records. The petition says Holland America Line employees, who were supposed to be complying with the court agreement, have submitted audits containing "false, misleading and inaccurate information" about environmental compliance. Carnival, HAL's parent, says it would be inappropriate to comment until the company reappears in court in response to a summons which has been issued. Under the April 2002 plea agreement, Carnival was placed on five years probation and ordered to establish an environmental compliance department. In a separate suit stemming from the same case, former Carnival VP James Walsh has sued the company for unfairly dismissing him on the day Carnival announced its plea agreement. Walsh says Carnival chairman and chief executive Micky Arison knew about environmental problems with HAL ships but the company ignored Walsh's reports of numerous environmental violations.

ACCOMODATION LIFTED ON THE LARGS BAY





The Sheerlegs **ASIAN HECULES II** lifted May 7th, 2003 at Swan Hunter on the Tyne the accommodation from the **SMITBARGE 2** and places this unit onboard the newbuilding for the Royal Navy **LARGS BAY (L 3006)** this vessel is the first of the 4 ships of the **LARGS BAY class** dock landing ships under construction in the UK, 2 ships (**LARGS BAY** and **LYME BAY**) are under construction at Swan Hunter and 2 (**CARDIGAN BAY** and **MOUNTS BAY**) with BAE systems in Govan (Scotland)

on the right the tug **Eerland 26**

photo's : Arthur Barnes ©

Former France arrives at Bremerhaven



Top : The tug **SMITWIJS ROTTERDAM** arrives with the **NORWAY** at Bremerhaven

photo : Ralf Witthohn ©

The stricken 76 049-gt cruise liner **Norway** has arrived July 24 morning hours at Bremerhaven and berthed near Lloyd Werft in the Kaiserhafen. A final decision about the fate of the liner is still to be made. The passenger vessel, which is operated by Norwegian Cruise Line (NCL), had suffered from a severe explosion and fire at Miami, May 25, causing the death of eight crew members. As the repair of the severely damaged boiler system is expected to be technically complicated, the fitting of a diesel-electric propulsion to the 42 year old vessel at costs of about €200m has been discussed. But a scrapping of the 42 year-old liner, built as France, is also said still to be considered.

CASUALTY REPORTING

AL FARABI (SAUDI ARABIA)

Following received from Taipei RCC, timed 0745, UTC: Chem.tank **Al Farabi** (26464 gt, built 1986) grounded near Kaohsiung harbour at 1233, local time, Jul 24. Vessel is still aground

JUBILEE (PANAMA)

Following received from Coastguard Falmouth MRCC, timed 1430, UTC: General cargo **Jubilee**, 3FBU4, (3588 gt, built 1977), reported flooding and sinking in lat 17 58N, long 91 33E, at 0354, UTC, today. All

21 crew rescued by vessel Chana Star (? general cargo Chahaya Star, which sailed Singapore Jul 18 for Kolkata), which is proceeding to Kolkata. Jubilee later sank in lat 17 56N, long 91 42E.

FLYING DOLPHIN XXIV (GREECE)

A report in "Newsfront" dated today, states: The master of hydrofoil **Flying Dolphin XXIV** that crashed into rocks July 21 has been charged with traveling with an inadequately trained crew. Everyone was rescued from the Hellas Flying Dolphins operated Flying Dolphin XXIV which was on a voyage from Skopelos and Skiathos to Volos. While Marine minister George Paschalidis has ordered a full investigation, captain Georgios Antoniou, who has been released from detention, is to appear in court July 29 facing charges of causing a shipwreck, causing grievous bodily harm, violating navigational regulations and sailing with an inadequately trained crew. A Marine ministry statement said the vessel was traveling at about 25 knots when it hit the rocks

YASMINA (ST. VINCENT & GRENADINES)

Wijismuller Salvage BV successfully refloated general cargo **Yasmina** with the assistance of one of our patented Salamander mobile dredging machines. Once the vessel has recovered its anchors, it will be brought back into Salerno port for further inspection. -- [Wijismuller Salvage BV](#).

Olietanker gestrand bij Mozambique

Voor de kust van Mozambique is een olietanker gestrand. De tanker vaart onder Singaporese vlag en was onderweg naar de Verenigde Staten. Bij een korte stop in het Zuid-Afrikaanse Durban werd er een defect ontdekt, maar het verzoek om de olie over te hevelen naar een ander schip werd afgewezen. De tanker moest hierdoor omkeren en strandde uiteindelijk in het Kanaal van Mozambique, ruim driehonderd kilometer uit de kust. Het is niet bekend of de tanker olie verliest.

SHIPYARD NEWS

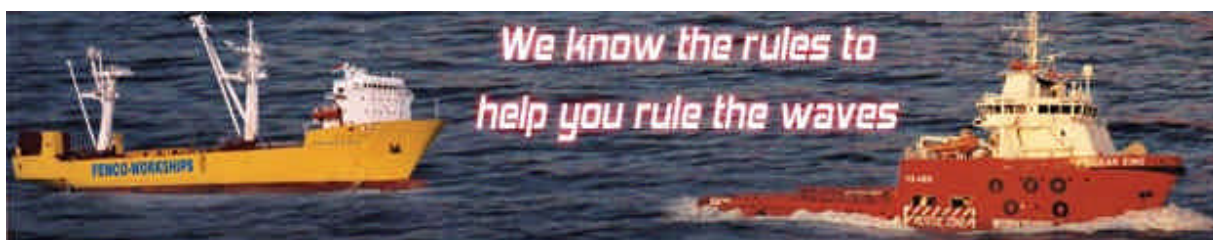
HDW fears French invasion

A MEMBER of the supervisory board of German shipyard HDW has appealed to chancellor Gerhard Schröder to prevent the disintegration of the country's major shipbuilder. Professor Rudolf Hickel, who has close union ties, fears that if US investor One Equity Partner sells HDW's submarine building division to the French military concern Thales, the remaining merchant shipbuilding division, employing most of the 3,400 workforce, would then be sacrificed on the grounds of unprofitability. Hickel instead pleaded for a merger with another German shipyard, but an offer from ThyssenKrupp has meanwhile been described as too low for One Equity. Thales, which enjoys strong French government backing and is also interested in the French yard DCN, is reported by local papers to have examined HDW's books already.

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Spanish ports tighten security

SPANISH ports are tightening security measures, installing cameras and devices to detect explosives in cars, an Almeria Port Authority spokesman has revealed. The People Protection plan was on the agenda at today's behind-closed-doors meeting on port security where Jose Llorca, chairman of Spain's state port entity Puertos del Estado is reported to have said that some cruise operators were refusing to call at ports unless certain security measures were implemented. The interior ministry indicated that 5,000 police officers had been deployed from Madrid to coastal tourist areas of Spain for two months to reinforce security in light of recent Basque terrorist attacks. Port Authorities told Fairplay there were emergency and security evacuation plans at ports following Tuesday's explosion in Alicante. Speaking for Brittany Ferries, which runs a service between Santander and the UK port of Plymouth, director Manuel Pascual, said the company had not received a bomb warning at the port for three or four years. Last month Spanish ports implemented a security tax based on passenger numbers to pay for scanners at maritime terminals.

Barcelona invests for Voyager ships

BARCELONA cruise terminal operator Creuers del Port de Barcelona is to invest up to €8M (\$9M) to upgrade its Terminal B at Adossat Pier, doubling its onshore area to 7,300 m². Creuers managing director Francesc Grau Comellas said it would be the only Mediterranean terminal with the capacity to handle 3,500-passenger calls from **Voyage-class** mega ships. "We have contracted American engineering company Bruno Elias Asociados to design and construct the new terminal which will be in operation in 2005." The plans come a month after the opening of Barcelona's new €40M northern port access channel, Bocana Norte, providing a new port entrance for fast ferries and cruise ships separate from other merchant shipping. Creuers operates five cruise terminals, which together can handle nine cruise ships at a time. As yet unconfirmed plans by the Port Authority to establish three new cruise berths at Adossat pier would allow new operators to invest in Barcelona and thus break Creuers' monopoly.

PSA pay cuts start at the top

PSA Corp is slashing salaries from the top down and freezing wage rises for a year in a new cost-cutting exercise starting this month. The Singapore port giant said today that it had received "solid support" from directors, staff and unions for the wage revisions for Singapore-based staff, some of which it recognised were "painful". Top managers will see their monthly salaries cut by 8-14 per cent, second-ranking executives take cuts of 4-7 per cent and non-executive staff see cuts of up to four per cent, PSA Corp said. Arrangements will be made to help lower-paid staff who may encounter hardship, it said. The cuts start with this month's pay-packet and there will be no wage increases for a year. At the same time, a "more flexible wage system" will see some fixed wage components converted to "variable", PSA said, allowing staff pay to more closely reflect company performance. "Our people are our most important resource," said PSA chairman Stephen Lee in the statement. "With a more flexible wage structure, we are better positioned to overcome the challenges of a changing market place."

Maersk has taken delivery of new building no 443 “Maersk Winner” from Volkswerft Stralsund.

The multi-purpose offshore support vessel named **“Maersk Winner”** is fitted with a 200 tonnes marine crane on the aft deck at the starboard side. The crane is designed for fully heave compensated lifts of 200 tonnes to 1000 meters water depth using double fall wires and 100 tonnes to 2000 meters water depth using a single fall. The crane can work over both sides of the vessel as well as over the stern. Ballast control is installed to compensate the vessel's heel during lifting operations and the operational work criteria for the crane is carefully matched to the vessel's stability and sea keeping capabilities. When not in operation the crane boom stows on top of the vessel's winch garage. In the stowed position there is ample height of between 7.5 meters and 10 meters under the boom ensuring the starboard side of the deck can be fully utilised for cargo. The crane, which will be operated by dedicated crane operators, has several built-in redundancy systems to ensure safe operation at all times.

A centerline moon pool, with a built-in wave damping system, is installed on the vessel. Measuring 5.20 meters x 4.38 meters (exclusive wave damping system) and placed in the centerline forward on the main deck. The moon pool can be serviced by the crane or by the main winch for heavy sub-sea lift operations and it can be used for ROV deployment and guideline operations. The moon pool is fitted with bottom and top hatches, which can seal the pool watertight when it is not in use.

The vessel has all the features of an ultra deep water anchorhandling vessel, impressive drum spooling capacities intended both for conventional rig mooring systems as well as fibre rope deployment and retrieval. Very large chain lockers, 4 in total of 1,122 m³, are built-in directly under the main winch. The chain lockers can accommodate long lengths of chains of up to 7 inch diameter.

All the anchorhandling and towing capabilities, as well as the cargo carrying capacities, are maintained which in addition to the crane capability, gives the vessel excellent flexibility for performing multiple tasks.

The DP systems (dynamic positioning system) uses the latest technology in references systems, mainly DGPS and HIPAP hydroacoustics with built-in features for ROV tracking and array positioning. With the large installed horsepower and powerful side thrust capacity, the vessel is able to hold DP position in very rough weather conditions.

The vessel has accommodation for a total of 86 personnel ensuring that the necessary space is available for expert personnel, surveyors and client representatives.

M'sian ports expected to handle 10m TEUs

New transport minister to look into measures to boost ports' business

(PORT KLANG) Malaysia's ports are forecast to handle 10 million twenty-foot-equivalent-units (TEUs) this year, compared with eight million boxes last year, according to its newly-appointed Transport Minister Chan Kong Choy.

He said he will also address several issues which could come in the way of developing Malaysian ports to greater heights. Mr Chan made the comments after his maiden visit to Westport. He said that he would give serious attention to issues like freight rates, feeder services and expansion so that Malaysian ports will remain attractive.

'Although over the years we have done a lot to make our ports competitive we are still facing several issues that need to be looked into immediately. I certainly will take up the issues,' he said. He said he

DAILY SHIPPING NEWSLETTER 2003 – 111

was impressed with Westport's facilities and rapid development. Westport registered a throughput of 2.1 million TEUs last year and was projected to handle 2.4 million TEUs this year.

Mr Chan had earlier witnessed the return of Star Cruises' **SuperStar Virgo** to Port Klang at the Star Cruises terminal. He said that Star Cruises' decision to bring back **SuperStar Virgo**, which had been away from Malaysian shores for more than two months, indicated the return to normalcy in cruising business in this region after being hit by the Severe Acute Respiratory Syndrome (Sars) outbreak.

Hamburg Süd to drop the Kien Hung brand name

HAMBURG Süd will drop the name Kien Hung for its newly-acquired services from August 1, the German north-south carrier said, writes Katrin Berkenkopf in Cologne. The company would officially not comment on the reasons for the latest decision — but it is obvious that it no longer wants to be connected with the tarnished image of Kien Hung.

Hamburg Süd had taken over seven liner services of the bankrupt Taiwanese operator earlier this year. Initially, the new owner said that it wanted to retain the brand name. Other affiliates of Hamburg Süd such as Columbus Line, Crowley American Transport or Alianca are still operating under separate names.

"The renaming is a consistent step, which shows that the group applies the same quality and service standards to the newly-acquired Asian services as to all other trades," Hamburg Süd said in a statement. The company promised to "improved service quality" at the same time.

NAVY NEWS



Pre-commissioning Unit **Mustin (DDG-89)** is berthed at the Allegheny Pier on Naval Air Station (NAS) Pensacola. The guided missile destroyer was commissioned Saturday July 26th into service

Final Phase of CARAT 2003 Kicks Off in Malaysia

DAILY SHIPPING NEWSLETTER 2003 – 111

Members of the Malaysian Armed Forces and the U.S Navy and Marine Corps gathered in the Kuantan Air Base auditorium here July 24 to open the final phase of the 2003 Cooperation Afloat Readiness and Training (CARAT) exercise series. During the exercise, a variety of training events involving assets of both countries will take place at sea, in the air and ashore.

"Today, the uncertainties of the world situation demands that our armed forces be prepared and ready at all times to protect our own sovereignty," said Royal Malaysian Navy First Adm. Mohd Amdan bin Kurish, commander, Naval Area 1, and guest speaker at the ceremony. "It is interesting to note," he said, "that the current global trends seem to demonstrate much emphasis on interdependence and cooperation to achieve better results and heighten sustainability. This kind of exercise provides us with the opportunity to learn from the wide experience that the United States has."



In this ninth edition of CARAT Malaysia, the United States brings a four-ship task group and embarked Marine Air Ground Task Force (MAGTF) — and approximately 1,500 personnel.

This year's CARAT Malaysia, located on the country's east coast, joins three Royal Malaysian Navy (RMN) ships, and personnel and assets of the Royal Malaysian Army and Air Force to build on the cooperation Amdan mentioned. Simply getting to the point of conducting CARAT was in and of itself an exercise in cooperation, Amdan said. "The man-hours spent on planning do have advantages. The interaction that occurred during the planning stages have greatly enhanced our aim to work together as a team."

The planning over the past year resulted in an exercise schedule of events that includes numerous training evolutions, including those that test shipboard systems and equipment capabilities, amphibious operations, jungle cross-training, explosive and ordnance disposal, salvage diving and flying tactics events.

Royal Malaysian Navy Capt. Mohd Yusof bin Sabudin, assistant chief of staff (Operations) for his navy's Fleet Command Headquarters, presented an overview of the exercise events during the ceremony, and emphasized safety as priority number one. "We will be successful if we complete the exercise injury free," he stressed, while also pointing out that personal interaction among CARAT participants is a goal, along with operations. Social events and sporting activities are planned to bring U.S. and Malaysian personnel together. "As you are all aware, Malaysia, being located at one of the centers of the global geo-political interest points, undoubtedly will have to face greater challenges in our defense responsibilities," Amdan said. "This exercise is an important for us...because it provides



DAILY SHIPPING NEWSLETTER 2003 – 111

us with the opportunity to learn new things.”

The CARAT task group is made up of the guided-missile cruiser USS Vincennes (CG 49), guided-missile frigate USS Curts (FFG 38), dock landing ship USS Harpers Ferry (LSD 49) with the embarked MAGTF, Landing Force CARAT, and the rescue and salvage ship USS Safeguard (ARS 50).

Other U.S. assets include several F/A-18D Hornet aircraft from Marine Fighter Attack Squadron (VMFA) 242, a P-3C Orion maritime patrol aircraft and crew from Patrol Squadron (VP) 4, an SH-60B Seahawk helicopter from Helicopter Anti-Submarine Squadron (Light) (HSL) 51, along with personnel from Explosive Ordnance Disposal Mobile Unit (EODMU) 5, the Joint Interagency Task Force, Sailors from the U.S. Coast Guard, Pacific Area and agents of the Naval Criminal Investigative Service, Singapore.

Capt. Terry Bragg, commander of Destroyer Squadron 1, embarked in Vincennes, leads the CARAT task group. Lt. Col. Timothy Armstrong is commanding officer of Landing Force CARAT.

Bragg's staff is based in San Diego, as is Curts. Vincennes, Harpers Ferry and Safeguard are part of the U.S. 7th fleet's Forward-Deployed Naval Force (FDNF) operating from Japan, with Vincennes forward deployed to Yokosuka, and Harpers Ferry and Safeguard forward deployed to Sasebo. The MAGTF, Landing Force CARAT, is established annually by direction of the commanding general of the 3rd Marine Expeditionary Force in Okinawa, Japan, and is drawn from a variety of Marine Corps units. VMFA-242 is deployed to Iwakuni, Japan, and based at Marine Corps Air Station Miramar, Calif. VP-4 is deployed to Misawa and Okinawa, Japan, and is based in Kaneohe, Hawaii. HSL-51 is forward deployed to Atsugi, Japan. EODMU 5 is based in Guam.

CARAT exercise phases with the armed forces of Thailand, Brunei and Singapore have taken place over the past two months.

MOVEMENTS

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DAILY SHIPPING NEWSLETTER 2003 – 111



The **COSCO HAMBURG** getting the pilot from the **Guido Gazelle** at Flushing pilot station whilst enroute to Antwerp - photo : Willem Kruit ©



The 90.000 tons **CONSTELLATION** arrived at Greenock Ocean Terminal July 24th.
photo : Tommy Bryceland ©

DAILY SHIPPING NEWSLETTER 2003 – 111



Oil Tanker **SALAMIS**, IMO 8122464, Maltese flag, GRT 12616, Built in 1976
Moored July 24th, 2003 at Salamis island Greece.- **photo George Grekos** ©



left :

BTS pusher tug **LINGE** seen in
the port of Vlaardingen

Photo : Piet Sinke ©

AIRCRAFT / AIRPORT NEWS

Boeing cuts 2004 forecasts

Airlines' demand falls extend longer than the expected two years

(CHICAGO) Boeing Co, the world's biggest maker of airplanes, cut its 2004 sales and earnings forecasts because a two-year decline in demand from airlines may extend longer than the company predicted.

DAILY SHIPPING NEWSLETTER 2003 – 111



B757's uncertain fate: Continental Airlines Inc said last week that it's in talks with Boeing about cancelling or delaying an order for 11 of the Boeing 757 airplanes

America Capital Management.

Net income next year will be US\$1.75 to US\$1.95 a share instead of the US\$2.10 to US\$2.30 forecast, the Chicago-based company said in a statement. The sales estimate was lowered to US\$52 billion from as much as US\$54 billion.

Boeing gave the outlook as it reported a second-quarter net loss because of expenses at its faltering satellite and rocket divisions. Chief executive Phil Condit, who has cut 37,000 jobs at his commercial-aircraft unit since the Sept 11 attacks, said last week that as many as 5,000 more positions would have to go.

'There is excess capacity in the industry, and they are going to have to absorb that first before people go out and buy new planes,' said Thomas Leritz, an analyst for Banc of

The airline industry is unlikely to recover before 2005, Boeing said. The 10 largest US carriers, already hurt by record losses last year, are expected to have US\$1.45 billion in losses this quarter, according to UBS Warburg. Airbus SAS, Boeing's primary competitor, also has said it doesn't see a commercial-aviation recovery before 2005.

Airlines 'are looking to get the most use out of the planes they already have', Morningstar Inc analyst Nicolas Owens said. Boeing left its commercial jetliner delivery forecast of 280 airplanes for this year unchanged and said deliveries next year will be 275 to 290 airplanes instead of up to 300 predicted. The company also expects demand for aircraft services and spare parts to remain weak as airlines also fly fewer routes.

The Q2 net loss was US\$192 million, or 24 cents a share, because of a charge of US\$693 million, or 87 cents a share, related to the satellite and rocket businesses. Analysts surveyed by Thomson Financial expected a loss of 43 cents. That compares with net income of US\$779 million, or 96 cents a share, a year ago. Sales fell 7.7 per cent to US\$12.8 billion from US\$13.9 billion.

The company also reduced its 2003 forecast to a range of a loss of 7 cents to net income of 3 cents a share, because of charges for its satellite and rocket businesses announced last week. Sales in 2003 will still be about US\$49 billion.

Boeing may contribute 'several' hundred million dollars less to its pension plans next year than the US\$1 billion expected because investment returns are improving, chief financial officer Michael Sears said. The outlook for commercial launch services and satellites remains poor, the company said.

Mr Condit is counting more on airline customers outside of North America. Deliveries in 2005 may increase slightly with help from Asian airlines. Orders this year have been hurt because of low air travel with the spread of Sars in China and Hong Kong.

'The biggest and most important question is how fast the Asian airlines recover from Sars,' Mr Condit said on a conference call with analysts.

Mr Condit is considering what to do with the company's dwindling 757 programme, which has only 18 airplanes under contract for delivery. Continental Airlines Inc said last week that it's in talks with Boeing about cancelling or delaying an order for 11 of those airplanes. Boeing would probably cancel the 757 programme if it doesn't have enough orders, costing it around US\$200 million, Mr Condit said.

.... PHOTO OF THE DAY



The **PELICAN 1** seen during Friday – photo : Wim Kosten ©

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