

DAILY SHIPPING NEWSLETTER 2003 – 186



Number 186 ****DAILY SHIPPING NEWSLETTER****Sunday 12-10-2003

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000

(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.

Have a look for shipping movements around Hoek van Holland at :

<http://www.scheepvaarthoek.nl>



The **SCH 24** seen here departing from Flushing Thursday – **photo : Jamie Reurink ©**

EVENTS, INCIDENTS & OPERATIONS

Poverty stirs turbulence in Asian waters



Pirate attacks and armed robbery on the high seas have tripled in the past decade, particularly in Asian waters and the Pacific region, the International Maritime Bureau of the International Chamber of Commerce says.

"The figures are going up over the years since 1991," especially in Southeast Asia, Capt. Jayant Abhyankar, deputy director of the International Maritime Bureau (IMB), told The Washington Times. "One of the reasons is a sort of economic downturn in this region in the last few years," he said.

The IMB's 2002 report showed 370 incidents of piracy and armed robbery against ships as defined in the 1982 United Nations Convention on the Law of the Sea. More than 45 percent of the attacks last year occurred in Southeast Asia, while 18 percent occurred off South America, 18 percent near Africa and 17 percent in the Indian Ocean.

Six crew members were killed, 50 wounded, 38 went missing and 38 were thrown overboard in the attacks.

The IMB reports an increase in pirate attacks this year. From January to March, they equaled the number of attacks for all of 1993.

For the first six months of the year, 234 ship attacks were reported, an increase of 37 percent from the 171 incidents in the same period last year. From January through June this year, 16 seafarers were killed, 20 were reported missing and 52 were injured. The number of people taken hostage more than doubled.

The 2002 report showed that Indonesian waters are the most dangerous, with 103 incidents reported. Capt. Abhyankar said this can be explained in part by the large number of islands in Indonesia, which makes law enforcement difficult.

Bangladesh, with 32 attacks, had the second-highest number of pirate attacks last year, and India was third with 18 attacks. The waters off Somalia and Nigeria and in the Malacca Straits and the Gulf of Aden also were dangerous.

In addition to human safety and environmental issues, piracy also can be considered an economic problem, as more than 90 percent of the world's trade is estimated to be carried by sea.

Tetsuma Esaki, Japan's vice foreign minister at the time, said in his opening speech at the Association of Southeast Asian Nations (ASEAN) Conference on Combating Piracy and Armed Robbery Against Ships in April 2000 that piracy is a threat to the transportation routes of Japan and "could also have a major impact on the social stability and economic prosperity of the entire region."

"Social factors such as poverty and a high unemployment rate — caused by, among other things, the impact of the currency and economic crises that broke out in the summer of 1997 — are said to lie in the background of maritime armed robberies in Asia," he said.

Capt. Abhyankar said a lack of law enforcement and light penalties also can explain the increase in pirate attacks.

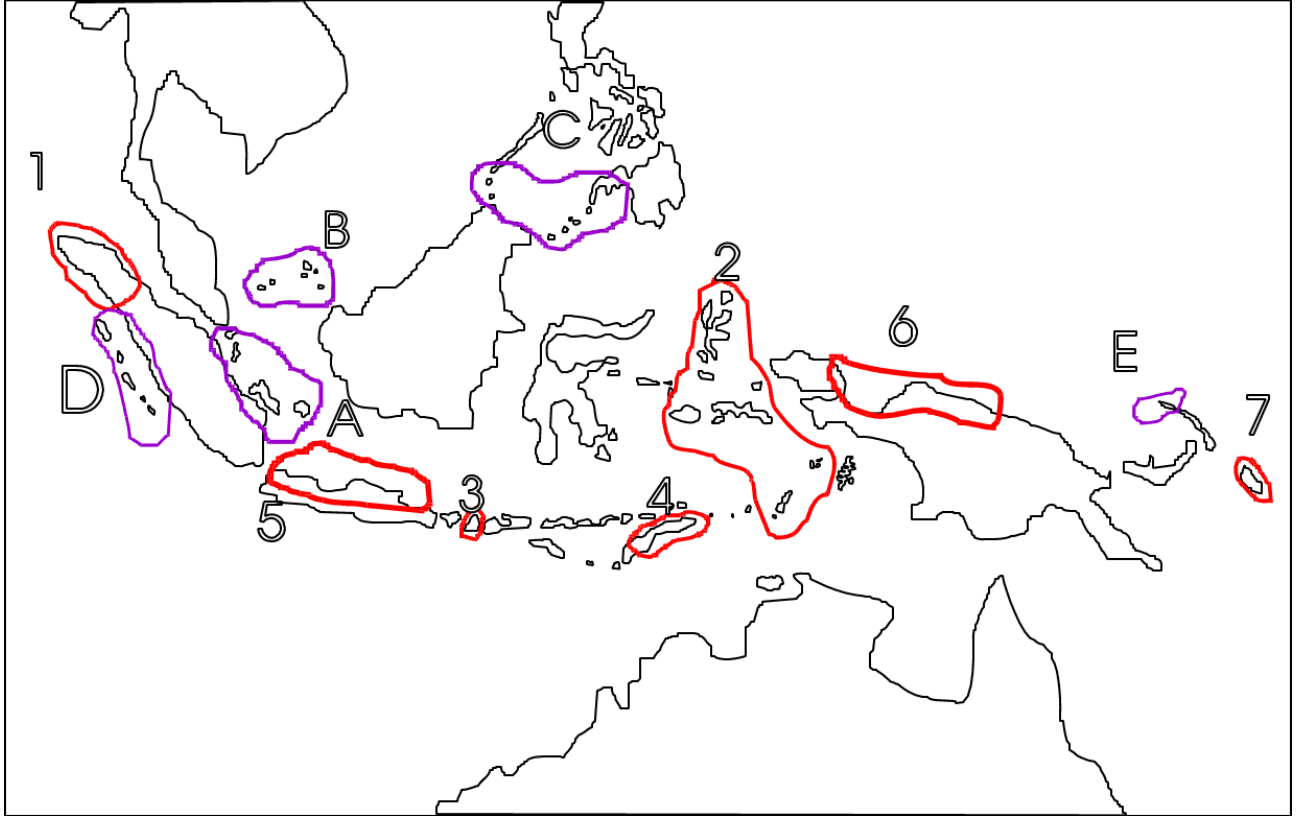
"In very rare cases, the pirates are actually caught and prosecuted. So if this is the reaction from the law enforcement, you are not going to solve the problem because pirates get more and more brave as they carry on their activities," he said.

For example, while an Indian court sentenced 14 Indonesian pirates to seven years of hard labor each in February for hijacking a Japanese-owned vessel, and Chinese courts sentenced tanker hijackers this year to between 10 and 15 years in prison, Indonesian authorities recently sentenced a band of

DAILY SHIPPING NEWSLETTER 2003 – 186

hijackers to two to four years' imprisonment.

"Some countries have taken very good actions — like India and Malaysia, where they have been very proactive in catching pirates. But certain countries, like Indonesia, in particular," have not been effective, he said.



The IMB also reports an alarming rise of violence in these attacks, especially because pirates have acquired more sophisticated equipment, such as patrol boats, mother ships or a range of high-tech weapons, such as rocket-propelled grenades or submachine guns.

In the Malacca Straits — bordered by Indonesia, Malaysia and Singapore — several oil tankers recently had to face gangs of heavily armed pirates in fishing vessels and speedboats. One, the *Penrider*, which was carrying 1,000 tons of fuel oil, was attacked in August by 14 pirates armed with assault rifles who took members of the crew hostage and held them until a ransom was paid.

The IMB said this wave of attacks in Malacca Straits follows a pattern set by Indonesian Aceh rebels, who try to fund their political cause by holding hostages for ransom. "Political reasons partly explain piracy. It happens in some areas like one area of Somalia where there is no government," Capt. Abhyankar said.

Technical systems exist to prevent pirate attacks on ships by mustering the crew. In addition to traditional alarms, the latest innovation is a nonlethal, electrifying fence with a 9,000-volt pulse surrounding the whole ship to deter boarding attempts.

However, the belief is that the fight against piracy can be won only through worldwide cooperation, especially because of the cost and the difficulty of providing a force to police the oceans.

"We need to recognize fully that the problem of piracy must not be viewed solely as a matter of maritime law enforcement, but as part of our efforts to counter transnational, organized crimes that emerge against the backdrop of various social and economic problems," Mr. Esaki said at the ASEAN conference.

As a new approach to solving piracy problems, Japan's coast guard has sent patrol vessels to India, Malaysia and the Philippines for joint training to combat piracy.

"To deal with this kind of international crime, it is necessary to step up broad-based multinational efforts to combat transnational organized crime," Mr. Esaki said.

Since its creation in October 1992, the Malaysia-based IMB Piracy Reporting Center has maintained a round-the-clock watch on this issue by publishing weekly updates about attacks and warnings about piracy hot spots.

In addition of alerting ships about suspect movements and assisting owners and crews that have been attacked, the IMB ocean crime unit collects information about dubious or unexplained craft movements, and boarding and armed robbery of ships, and issues frequent status reports about these problems.

"The Piracy Reporting Center is not law enforcement," Capt. Abhyankar said. "The crews report [piracy incidents] to us, and we use that information to put pressure on governments to do something," he said.

Arison slams Caribbean tax

THE head of the world's largest cruise operator, Carnival Corp's Micky Arison, has criticised as "outrageous" a push by the Caribbean Tourism Organisation to impose a \$20 per passenger tax on ships calling at Caribbean island ports. The tourism organisation, representing 34 Caribbean destinations, will vote on whether to impose the tax next week. Arison told the annual meeting of the Florida-Caribbean Cruise Association at the Dutch territory of St Maarten this week that the proposal made no sense. He said tourism officials should be removing taxes, not adding them. The passenger head tax has proved to be a divisive issue for the region: more than a dozen Caribbean islands have already negotiated and signed head tax agreements with the FCCA, which Arison said are binding. However other islands, such as St Lucia, have described the cruise sector's contribution to promoting the region as inadequate compared to the revenues they earn. Money raised from the passenger tax would fund a marketing campaign.

CASUALTY REPORTING ALICUDI M REFLOATED



Left :

The **ALICUDI M** seen here pushed aground by the passing typhoon near TONG YOUNG city in South Korea, the vessel was refloated by Wijsmuller salvage and redelivered to the yard.



LITOHORO AGROUND



Bulker **Litohoro** (13610 gt, built 1976), enroute from Bangkok for Chittagong, loaded with sugar, ran aground at Pulau Nyireh in Trengganu, Malaysia, at 1900, UTC, Sept 24. Wijsmuller salvage refloated the vessel.



SHIPYARD NEWS



Workers of the Aker Promar shipyard in Niteroi, Brazil, try to take a break from work to look at Norway's Queen Sonja who inaugurated the **Norskan Leblon** ship, background, built by a Norwegian firm, Friday, Oct. 10, 2003.

Sealand repair is MSC's headache

THE containership **Sealand Express** has arrived at Durban Dry Dock for repair work lasting 40-45 days, according to Durban ship repairer Dormac, which has been awarded the main contract. After inspection it appears an estimated 250 tonnes of steel is required to repair the under hull damage caused when the ship went aground in Table Bay on 19 August. Other repairs include straightening the rudder, repairing a broken propeller blade and straightening several others and re-aligning the tail shaft. The emergency docking of **Sealand Express** in the Durban dry dock has snowballed into a problem for Mediterranean Shipping Company, which agreed to transfer the planned docking of its container ship **MSC Gabriella** to the privately operated Eldock floating dock. A spokesman for Elgin Brown & Hamer, Eldock's owners, told Fairplay they have since discovered the specifications for **MSC Gabriella** are different from those on the docking plan. The ship is carrying 1,200 tonnes of additional permanent ballast, as well as having several additional derricks fitted and modifications made to the ship's deck to accommodate containers, and Gabriella is now too heavy for Eldock's lifting capacity of

8,500 tonnes. He said it was now unlikely that Monday's planned docking of the MSC ship will take place.

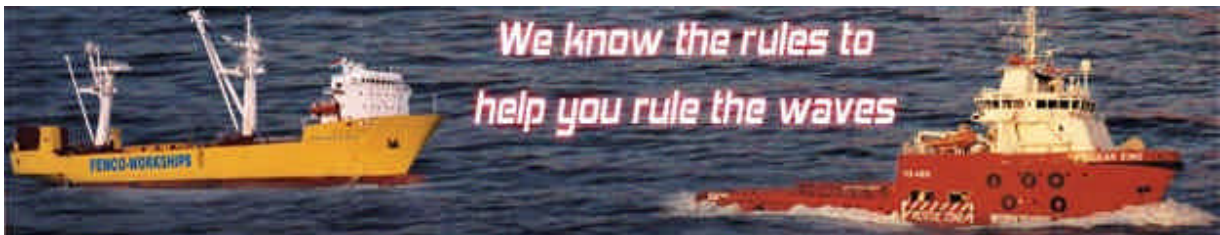
Falling dollar worries Asian yards

THE falling US dollar could seriously hurt Japanese and South Korean shipbuilders' earnings, industry sources warned today, as many of them have not made forward exchange contracts to hedge the remaining orders for the current financial year. Most Japanese builders based their earnings on an exchange rate of ¥120 to the dollar for the financial year that began in March. The rate is at a three-year high of about ¥108.5 today because the Bank of Japan has stopped trying to prop up the yen. Most Japanese yards have backlogs stretching to end-2006, but enquiries are coming because the shipping industry is eager to cater to the growing appetite of China's ever-expanding economy. However, most yards are reluctant to take orders now because of the slow recovery in ship prices, which may not raise enough to cover increased materials costs, an industry official said. Some Japanese yards have set their own exchange rates and are asking owners to accept not only higher ship prices but also yen-denominated contracts. After April 2004, many Korean yards will start building ships contracted after the first half of 2001 when ship prices started falling. The Korean currency's appreciation would see some of the profits on those ships slashed.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :

Workships Contractors bv



K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : post@workships.nl
Telex : 24390 wosh nl

End of the lines for Hamburg Sud

HAMBURG Sud is to discontinue two of its trade names, Columbus Line and Crowley American Transport, on 1 January 2004 when they will be absorbed into the Hamburg Sud brand. The company says that while these two brands have only been used in specific trades and countries, Hamburg Sud is now recognised as a global organisation and will focus on that name. The re-branding is particularly significant on the Australia/New Zealand/North America trade where Columbus Line pioneered the first container liner service in 1963. Hamburg Sud will retain two of its regional brands, Brazilian flag carrier Alianca and the newly acquired Ellerman with its operations in the Mediterranean/Israel and India/Pakistan trades

Singapore reclamation to go ahead

SINGAPORE will continue to reclaim land in the waterway separating it from Malaysia following a ruling by the International Tribunal for the Law of the Sea, which rejected Malaysia's plea for work to cease with immediate effect. "Singapore is pleased that the Tribunal has ruled in line with Singapore's offers and assurances, while allowing all our reclamation works to continue," a spokesman for the Ministry of Foreign Affairs said today. An international tribunal in Hamburg ruled yesterday that reclamation could continue while the issue is brought to arbitration. Malaysia has strongly objected to the works, contending that these encroached on its territory and were causing "serious and irreversible damage to the marine environment." The provincial government of Johor has also objected to the reclamation claiming that it narrowed the shipping lanes.

New ferry link for Algerians

ALGERIAN liner company SNTM-CNAN is to expand its ferry activity by launching a new passenger service between Barcelona and Algiers. CNAN Maghreb Lines is the second passenger service initiated by the company, which has historically focused on liner shipping, as passengers have been carried by the other public operator, ENTMV-Algerie Ferries. SNTM-CNAN started its ferry business in the spring, opening a passenger route between Algiers and Tunis. The Barcelona link will commence on 14 October with the chartered ferry **Arielle**. The 1,050 passenger vessel, which can carry 300 cars, will also call at Palma de Mallorca on alternate voyages. "Our aim is not to compete with ENMTV, but to complement its activities. We hope this new Barcelona line will become a well established line in the future," a SNTM-CNAN spokesman said. ENMTV-Algerie Ferries, which is already trading from southern Spain to Algeria, has not commented on the new service.

M/s Stena Forerunner entered Hango-Lübeck service



Top : The **STENA FORECASTER** – photo : Micke Asklander ©

Now the quartet on the Hango-Lübeck service has been completed with the second of the two larger vessels from Stena RoRo Ab, M/s **Stena Forerunner**. She entered the Hango-Lübeck trade on 8.10.2003. She is built at Dalian Shipyard in China as her sister vessel, M/s **Stena Forecaster**, delivered earlier in June. The both vessels have a trailer capacity of 3,000 lanemetres and a speed of

DAILY SHIPPING NEWSLETTER 2003 – 186

22 knots. Transfennica Ltd did earlier this spring introduce two new large RoRo vessels, M/s [Longstone](#) and M/s [Beachy Head](#) in the Hango-Lübeck trade. These vessels are time-chartered from AWSR Shipping Limited and have a cargo capacity of 2,600 lanemetres.

MSC might switch to Genoa

MEDITERRANEAN Shipping Company is looking to switch some or all of its business from La Spezia, where it retains a 40% share in the container terminal, to Genoa. It is understood that the liner major has applied to Genoa Port Authority for a concession to run the Libia, Canepa and Derna berths at the Multi-Purpose Terminal. When the latest MSC newbuildings are introduced with an additional 500,000 slots capacity, this could mean 250,000 TEU of new traffic for Genoa. Multi-Purpose Terminal, which has been run by the stevedoring company Compagnia Unica (CU) since 1996, was to have been split between Grimaldi, Messina and Spinelli. However, the three companies were unable to agree on compensation for CU's withdrawal. However, Fairplay understands that MSC would like to retain CU as a manpower and handling services supplier. It is not clear what MSC's Gianluigi Aponte plans to do with the shares in La Spezia Container Terminal.

NAVY NEWS

Fleet Week, San Diego

SAN DIEGO (NNS) -- An estimated 100,000 people were treated to a show of the Navy's mightiest



ships, aircraft and water vessels, as they gathered together Oct. 4 along the waters of San Diego Bay to watch the 2003 Navy Sea 'N' Air Parade.

Both San Diego residents and patriots from near and far lined the rocky shores of Harbor and Shelter Island to watch the event, which is considered to be the kickoff to this year's

Fleet Week.

Now in its seventh year, Fleet Week is a tribute to the more than 300,000 military personnel and their families who make this town in Southern California the largest concentration of Navy and Marine forces in the world. Presented by the Port of San Diego, the San Diego Union Tribune and other local organizations, Fleet Week is a celebration of the city's military community. "These classes of ships going by now are new compared to the ones I was on," said McMahon, who sailed on the cruiser [USS Providence \(GLG 6\)](#), the destroyer [USS Borie \(DD 704\)](#) and the oiler [USS Waccamaw \(AO 109\)](#). "Watching these ships parade by brings back many memories for me," said McMahon, as he and his wife of 46 years watched the carrier [USS John C. Stennis \(CVN 74\)](#) dominate the waterways along its watery parade route. "We came out to enjoy the show and to support the Navy,"

he said.

Crowds were also treated to the submarine, **USS Salt Lake City (SSN 716)**, watching in awe as this mysterious vessel cruised by, 75 percent submerged. Onlooker Don Davis of Scottsdale, Ariz., said, "The Navy's submarines fascinate me. I am amazed and puzzled by the idea of living underwater on one. I don't know how they do it."

Fleet Week will continue for several days with a variety of events to entertain and educate San Diego, including a Speed Festival held at Naval Air Station North Island, Oct. 11 and 12; the seventh Annual San Diego Navy Birthday Ball, Oct. 11; the Annual SDG&E Camp Pendleton Armed Services YMCA 10K Mud Run, Oct. 18; and the grand finale, the Marine Corps Air Station Miramar Air Show, Oct. 17, 18 & 19.

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>



The **TOR FLANDRIA** seen here arriving in Terneuzen – **Photo : Alain Dooms ©**

DAILY SHIPPING NEWSLETTER 2003 – 186



The **PACIFIC CHEETAH** in the process of positioning the Talisman MOAB deck section.
(Mobile Offshore Application Barge.)

Photo : Jaap van Heeren ©



The Chinese **SHOU GUANG HAI** see here arriving in Timaru (New Zealand), assisted by the tug **TE MARU** and the workboat **OHAU** – photo : Hayden Brown ©

DAILY SHIPPING NEWSLETTER 2003 – 186



The French tug **TRIOMPHANT** seen in Dunkirk
Photo : **Jacco van Nieuwenhuyzen** ©



The **STOLT CONDOR** arrived at Santos (Brazil) – photo : **Marcelo Vieira** ©



The **CLARA** was built in 1979 named **OIL MAINTAINER** and is at present named **SPSL CLARA**
Photo : **via Nico Jonker**



The tug **MAASBANK** seen here operating off Nigeria, the **MAASBANK** is working for the **FSO OLOIBIRE** together with the **SMIT SIBERIE** in the Pennington Oilfield for Chevron Texaco.

Photo : Sicco Ritsma ©

AIRCRAFT / AIRPORT NEWS

SIA to operate more flights in coming months



A Singapore Airlines Boeing 747-400 Mega Ark takes off from Schiphol – Amsterdam airport

Photo : Piet Sinke ©

DAILY SHIPPING NEWSLETTER 2003 – 186

SINGAPORE Airlines (SIA) will increase its capacity on several routes in the coming months to cater for traditionally higher demand for seats in November, December and January, especially over the Christmas and New Year period.

Most of the additional capacity will be on services to Australia and New Zealand.

From October 28 to January 31 next year, 114 additional flights will be put on. In addition, larger aircraft will be used on 30 scheduled services during this period.

Elsewhere, 17 additional flights will be flown to Indonesia, six to The Netherlands, six to Japan, and four to Athens

KLM freight figures on the rise in September

KLM's cargo traffic increased by 4 per cent year-on-year in September on 6 per cent higher capacity, the company said in a statement.



KLM's first new all-cargo airplane, a Boeing 747-400ER (extended range) Freighter, leaves Paine Field in Everett, Wash. (USA) March 31st, 2003 for KLM's home base in the Netherlands.

Cargo load factor decreased by 0.9 percentage points to 72.9 per cent.

Traffic on the Asia Pacific routes was up 12 per cent, slightly behind the capacity increase of 14 per cent. Cargo load factor on this route decreased by 1.6 percentage points to 85 per cent.

The increase in capacity was mainly the result of additional frequencies following the introduction of new 747-400ER freighters.

North Atlantic cargo traffic decreased by 3 per cent, on flat capacity. Load factor decreased by 0.5 percentage points to 69.9 per cent.

Passenger traffic was 4 per cent below last year on 3 per cent lower capacity.

Passenger load factor in September decreased by 1 percentage point to 83.1 per cent.

The north Atlantic load factor increased by 3.3 percentage points to 89.6 per cent. Traffic was 10 per cent lower than last year, while capacity was trimmed by 12 per cent.



The **F-15T Strike Eagle** has been short-listed for **Singapore's** Next Fighter Replacement Program.

RIJNMOND WEATHER

Vooruitzichten van zondag t/m woensdag:

MOOI HERFSTWEER!

Flinke perioden met zon en droog. De oostenwind zal wel wat schraal aanvoelen.

© Ed Aldus 2003	ZO-12	MA-13	DI-14	WO-15
Maximumtemperatuur:	15	14	13	13
Minimumtemperatuur:	5	5	6	6
Zonnekans in %:	60	60	60	60
Neerslagkans in %:	5	5	10	10
Windrichting kracht:	ONO-3-4	O-3-5	O-3-5	O-3-5

.... PHOTO OF THE DAY



The **TERN** of Dockwise passing Terneuzen enroute Antwerp with two new container cranes for the **NOORDZEE TERMINAL**

Photo : Johnny van de Velde ©

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com

