

## DAILY SHIPPING NEWSLETTER 2004 – 220



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**The IJmuiden lifeboat KOOS VAN WESSEL in action off IJmuiden.**

**Photo : Piet Sinke ©**

## EVENTS, INCIDENTS & OPERATIONS



The **PRIDE OF BRUGGES** seen here assisted by a tug departing from the port of Hull  
Photo : Henk Doornhein ©

## COAST GUARD “RELATION” DAY

Thursday the yearly day for relations of the Dutch Coast Guard was held onboard the **WAKER**, the **WAKER** departed from IJmuiden for a short trip offshore with the guests.



Top : The **WAKER** seen here departing from IJmuiden – Photo : Joop Marechal ©

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Offshore a demonstration was given by the IJmuiden lifeboat **KOOS VAN WESSEL** and a Eurocopter AS332-L2, **Super Puma**, rescue helicopter with registration **G-JSAR** which is based at Den Helder heliport – **photo : Piet Sinke ©**



## 'Pirates' kill Bangladesh crew

The bodies of 14 fishermen have been found locked inside a hold on their trawler off the coast of Bangladesh. The local authorities in Cox's Bazaar, in southern Bangladesh where they were found, say it appears they were killed by pirates. Robberies are frequent in the waters of the Bay of Bengal.

Police boarded the vessel after an alarm was raised by one member of the boat's crew who had managed to hide as the pirates came on board. He told them how the fishermen were pushed into the refrigerated hold of their trawler. The hatches were closed on top of them and by the time the pirates left they had frozen to death.

### Dangerous waters



The police in Cox's Bazaar have launched an investigation. The deputy commissioner of the coastal district says it appears the attack was carried out as a punishment after the boat's crew reported an earlier robbery.

Bangladesh's waters are rated among the most dangerous in the world by the International Maritime Organisation. The government has rejected the assessment saying most incidents are minor and involve fishing boats rather than ocean-going ships.

But last month the Bangladesh Air Force was ordered to put its

helicopters on standby to help vessels in distress and the police were directed to launch raids on the pirates' bases on land.

## **FAIRMOUNT AND SEMCO FORM TOWAGE POOL**

FAIRMOUNT Marine BV, of the Netherlands and Singapore-based Semco Salvage & Marine Pte. Ltd have formed a long haul ocean towage pool called OneAllianz and have indicated a willingness to link with other tug owners.

The companies say in statement that they will offer a fleet of tug newbuildings specially equipped for long range, high value towage. The statement says: "This pool can be further expanded to include other partners with similar new tugs, so further enhancing OneAllianz resources."

It is intended that, within two years, the new pool, operating commercially from Singapore and Rotterdam, will consist of seven powerful newbuild anchorhandling/salvage/long haul towing vessels. In August of this year, Fairmount celebrated the keel-laying of the first of three 200 tonnes bollard pull newbuildings, under construction at Niigata Shipbuilding & Repair, Japan. Next May, **Fairmount Sherpa** will join the OneAllianz fleet of two Semco 165 tonnes bollard pull newbuilds, **Salvanguard** and **Salviscount**. These tugs were delivered in early 2004.

The second Fairmount newbuild, **Fairmount Summit**, will be delivered in October 2005. The Rotterdam-based towage and heavy transportation specialists have also confirmed an order for a third 75 m, twin-screw tug from Niigata, for delivery in May 2006.

Meanwhile, Semco is actively seeking tenders for the construction of two more large ocean-going tugs. As all the newbuilds in the pool will have similar operational capabilities, they will be known collectively as the OneAllianz Class.

## **Class action hits Stolt Offshore**

US lawyers representing Stolt Offshore seafarers have sued the company and the Stolt Nielsen group, charging that Stolt Offshore illegally shorted or delayed their wages.

The complaint was filed late last week in the Galveston section of the Southern District of Texas federal court. The suit names one Malaysian seaman, Jenggi Kaloum, but as a class action it claims damages on behalf of group of seafarers too numerous to take part personally as joint plaintiffs.

It is unclear how many seafarers the class-action umbrella might cover. Stolt Offshore operates some 25 vessels according to the company website. The lawsuit does not say when the alleged practice began but implies that it has gone on for the last two years at a minimum.

Houston maritime lawyer Frank Spagnoletti says it is too early to discuss the case and tells TradeWinds his filing speaks for itself. He refers the question about the potential scope of the claim to Stolt Offshore.

Stolt Offshore lawyers in Houston are said to be aware of the complaint but were not able to respond to inquiries by TradeWinds yesterday. A Stolt Offshore spokesman in London says he was not yet aware of the lawsuit and cannot comment.

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The lawsuit says Stolt Offshore has been delaying and continues to delay paying off seafarers at legally required points during their voyage. Half of earned wages are to be paid at each loading or delivery port, says the complaint, and the full balance is to be paid at voyage's end, within 24 hours after cargo is discharged or within four days after seafarers are discharged from service, whichever comes first. It is these payments the lawyer claims Stolt has not paid and must now pay double.

The plaintiffs also hope to trouser the profits Stolt Offshore earned directly or indirectly on their allegedly uncompensated, undercompensated or improperly compensated labour. Their lawsuit demands "the imposition of a constructive trust, the voiding of all unlawful transfers and the disgorgement of all ill-gotten gains and profits earned by the defendants on the total sum of wages owed ... but not paid" and asks alternatively for unquantified punitive damages.

Stolt Nielsen SA owns some 41.7% of Stolt Offshore. Stolt Nielsen group companies are already under considerable legal pressure over other issues, both from US government prosecutors and from civil claimants. Class action suits by shippers and by shareholders are pending in federal district court in Connecticut and elsewhere based on investigations into alleged price-fixing in the chemical trades.

Competitors Jo Tankers and Odfjell have already admitted to charges of price fixing and settled with US prosecutors, although civil actions based on these charges are still pending. Former executives of both companies have served time in US jails.

In the price-fixing case, Stolt maintains that it is protected by a prosecutorial grant of immunity but US Justice Department lawyers have indicated that the conditions of immunity were violated.

## Atlantic lines to hike rates

**Seven of the biggest liner shipping companies are to seek significantly higher freight rates for carrying a box across the Atlantic.**

The Trans-Atlantic Conference Agreement (TACA) aims to raise eastbound tariffs for a 20ft container by \$640 and for a 40ft or 45ft box by \$800 over the next year.

Westbound rates are set to rise by \$400 per teu or \$500 per feu, with rather higher increases for temperature controlled boxes of \$480 and \$600 respectively.

The UK based liner conference said its business plan for 2005 requires rate increases to reflect higher chartering, newbuilding, repair, insurance and manning costs if service levels were to be sustained.

TACA members comprise top liner shipping companies such as the AP. Moller-Maersk Sealand group, P&O Nedlloyd, NYK, OOCL, Hapag-Lloyd, MSC and ACL.

The eastbound tariff increase will be implemented in four phases in January, April, July and October 2005, while the westbound increase takes effect from the New Year.

TACA warned that further westbound rate increase can be expected in 2005 and that it was also looking at freetime and demurrage charges. Transatlantic liner operators have been trying to push rates up for some time but with only limited success.



## CASUALTY REPORTING

# 2,000-tonne ship runs aground in Kinsale Harbour

A 2,000-tonne ship has run aground at the entrance to Kinsale Harbour. Kinsale lifeboat and a local fishing vessel assisted in attempts to re-float the vessel during high tide this morning, but they were unsuccessful and the manoeuvre will be tried again at high tide this evening.

The ship, which ran aground in stormy seas, is not believed to pose any pollution risk to the area.

## SHIPYARD NEWS



The tug **ADA D** arrived Thursday with 2 newbuilding hulls from Archangelsk in Rotterdam, this 2 hulls ( numbered 511525 and 511526 ) are the last 2 hulls which are built at the SevMas yard in Severodvinsk (near Archangelsk) for Damen.

Photo : Nico Ouwehand ©

## ROUTE, PORTS & SERVICES

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## Rigdon Christens M/V Chartes

Larry Rigdon, President and CEO of Rigdon Marine, said that the fourth vessel in its ten vessel contract has been delivered by Bender Shipbuilding & Repair Co., Inc. of Mobile, Alabama.

The M/V **Chartes** was issued a United States Coast Guard Certificate of Documentation (COD) for coastwise trade in the United States and is fully classed by the American Bureau of Shipping (ABS) for international operations.

Ms. Mary Rivers, Executive Assistant to Mr. Larry Rigdon since 1995, christened the M/V **Chartes** at Bender. "I am honored that Mr. Rigdon selected me to christen the 'Chartres' and introduce this new vessel into the most technologically advanced fleet now operating in the Gulf of Mexico," Ms. Rivers said upon breaking the traditional champagne bottle against the ship's hull.

The M/V **Chartes** was immediately deployed for work in the Gulf of Mexico. The vessel joins the MV Orleans, MV **Bourbon**, and the M/V **Royal**, which were designed by Guido Perla and Associates. The GPA 640 Diesel-Electric platform supply vessels are 210 x 54 x 19-ft. with ABS-certified dynamic positioning class 2 (DPS-2). The modern, streamlined hull is designed for fuel efficiency yet achieves top speeds of 13 knots fully loaded and 15 knots in light conditions

## TALLINK ORDERS CRUISE FERRY AT AKER



ESTONIAN Tallink Group have ordered a euros165m, 48,300 gt cruise ferry from Aker Finnyards, a part of Aker Yards group, for delivery in spring 2006. A statement says the newbuilding will be one of the biggest cruise ferries in the Baltic Sea, having capacity for 2,800 passengers.

When delivered in spring 2006, the new vessel will start regular cruises between Helsinki and Tallinn. It will replace the **Romantika**, delivered by Aker Finnyards in spring 2002, which will shift to the Stockholm - Tallinn route together with sister ship **Victoria**, built in Rauma in 2004. The 22 knot ship will have 1,130 lanemetres capacity for cars and trucks.

"The guiding principle in designing the vessel is paying attention to the comfort and luxury of present-day passengers. There will be maximum use of modern technologies onboard. The number of cabins will be 900, and the conference centre will be remarkable", says Enn Pant, Chairman of AS Tallink Grupp.

## FRED OLSEN COMPANIES' REVENUE UP

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BONHEUR and Ganger Rolf, the holding companies jointly owning most of the companies associated with the Fred Olsen name both reported slightly improved Q3 revenues from their highly diverse activities though there were slight falls in EBIT due to depreciation charges.

Granger Rolf reports operating revenue in the quarter was NKR132.m (US\$20.6m), up from NKR109.9m in the same period last year. Its operating result (EBIT) for the quarter was NKR 16.9m, down 0.2 million compared with the previous year. The revenue increase was offset by increased depreciation of the Bulford Dolphin drilling rig as well as depreciation and projects charged to the accounts within the renewables sector. The corresponding revenue and EBIT figures for Bonheur are NKR130m and NKR15.1m respectively.

The companies says the increased revenue was mainly due to the cruise segment, increased revenue from the drill ship **Bulford Dolphin** drilling rig which was without employment in the corresponding quarter of last year, as well as the wind farm Crystal Rig which started full production on June 1 this year.

The companies jointly own ownership in First Olsen Tankers Ltd (FOTL), which owns five Suezmax tankers. They say: "All vessels have been sailing in the spot market during the period. The operation performed satisfactorily throughout the quarter and the freight market showed good demand and very good rates. The strong market has continued into the last quarter of the year. The vessels achieved an average daily rate during the quarter of US\$41,132m against US\$19,800 a year earlier Pre-tax profit was US\$13m.

## Kruse takes the reins at HAL

Shipping veteran Kirk Lanterman stepped down from the head of cruise line Holland-America after more than thirty years at the helm. Lanterman, who is in his seventies, will remain as chairman of the company but the chief executive's job will now be filled by Stein Kruse, formerly president and chief operating officer.

Carnival group chief Micky Arison paid tribute to Lanterman saying he had grown Holland America Line from a relatively small, three-ship operation when it was acquired by Carnival in 1989, to 'one of the most successful and innovative cruise companies in the world'.



Lanterman will also remain on the board of Carnival Corporation & plc.

Financial filings show Lanterman received a modest salary of \$214,000 in 2003. However this was supplemented by a hefty \$1.6m bonus, the same as that taken home by Micky Arison.

Left : Kirk Lanterman who stepped down

**Photo : Piet Sinke ©**

His replacement, Kruse, will report to Arison and Howard Frank, the group's chief operating officer.

Kruse joined HAL in 2000 following the departure of president Peter McHugh, who reportedly had grown tired of waiting for the top job.



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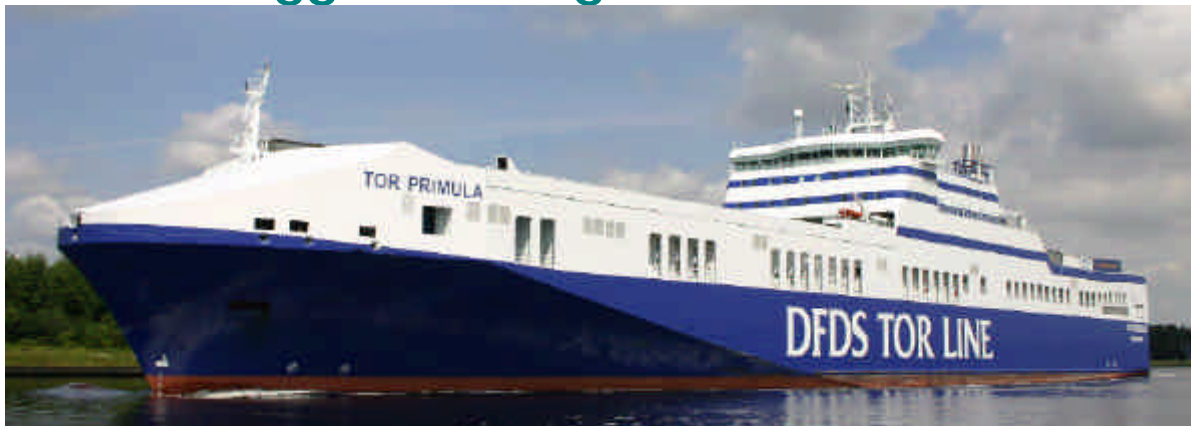
Initially he was one of three senior directors reporting to Lanterman, a flatter management structure that was introduced after McHugh's departure. Lanterman added president to his existing role of chairman and CEO.

However it seemed clear Kruse was being groomed for the top job when in November 2003, he was appointed president and COO. Kruse, 45, has spent 20 years in the industry, formerly working for Cunard, under both Norwegian American Line and Sea Goddess. He was also president of K Line's venture Seven Seas.

## Cosco christens three 7,500-TEU newbuildings

THREE new Cosco containerships with capacities of 7,500 TEU each have been christened at the Hyundai Heavy Industries shipyard in Ulsan, Korea. The sixth generation vessels, financed by Nordcapital, were named the **Cosco Seattle**, **Cosco Vancouver** and **Cosco Yokohama**. They are scheduled to join Cosco's container fleet under a long-term charter agreement, said a statement from the company. The new vessels will be used on the line's transpacific trades.

## DFDS to commence new Zeebrugge/Immingham Ro/Ro service



The **TOR PRIMULA** enroute Gent  
Photo : Johnny van de Velde ©

In January 2005 DFDS Tor Line will commence a new daily Ro/Ro service with two Ro/Ro vessels between Zeebrugge and Immingham. This will supplement DFDS' network and strengthen its services between the UK and Benelux, which also includes the daily services between Immingham and Rotterdam and Newcastle and IJmuiden.

At the same time DFDS will enter a co-operation agreement with Dart Line regarding stevedoring and terminal operations in Zeebrugge and also a marketing co-operation, whereby Dart Line's and DFDS Tor Line's services from Zeebrugge to Dartford and Immingham will be offered to joint customers providing connections to both the South and the North of the UK. In Zeebrugge DFDS Tor Line will use the 165,000 sq.m. Dart Line/CTO terminal in Wielingen Dock in the outer harbour. The terminal has its own intermodal rail tracks capable of handling full-length block trains with frequent connections to Italy and Germany.

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DFDS Tor Line is already present in the Belgium market with its daily service between Ghent and Gothenburg (Brevik) and will now be opening a booking and sales office in Zeebrugge.

DFDS Tor Line has made an agreement with Volvo Logistics regarding shipment of cars and trucks between Zeebrugge and Immingham. In Immingham the new service will call at DFDS' Nordic Terminal, which is being extended with three river berths and additional 50 acres to be constructed during 2005.

### NAVY NEWS

## Navy plans to reduce the size of the crew on the carrier Nimitz

Experiments to reduce the number of sailors aboard cruisers, destroyers and amphibious ships have shown so much promise that the Navy has decided to take its next big step: shrinking the crew of an aircraft carrier. The San Diego-based **Nimitz** and its air wing will lose approximately 660 crew members this fiscal year from its currently size of 4,860, according to Adm. William J. Fallon, commander of Fleet Forces Command.

Called the Optimal Manning Experiment, the ship will see how it can get along with about 2,900 members in its crew, down from the traditional size of 3,400. Carrier Air Wing 11 will drop to 1,300, down from 1,460. That would bring the total ship's force aboard the **Nimitz** to approximately 4,200. When built, it was designed to have a peace time complement of about 4,800.

"If it works out and we can document they can run the ship, then we are probably not going to allow ships to put those numbers of people back on again," Fallon said in an interview this week from his Norfolk headquarters.

Fallon is responsible for manning, equipping and training both Atlantic and Pacific fleet units. His command began experimenting with manning reductions about three years ago and has found that some jobs can better be done by sailors ashore, or can be combined with other jobs on ship.

Postal clerks, for example, are coming off. Normally there is just one aboard each ship. From now on, their duties will be handled by storekeepers or disbursing clerks. Sailors in administrative departments, responsible for maintaining medical and personnel records, also are coming off ships. Those jobs can better be performed ashore. Pertinent information can be sent to deployed sailors electronically, when needed.

"Several manning experiments going on now have demonstrated we can in fact man the ships with less people and not just get the work done, but actually more efficiently," Fallon said. Those experiments have been limited mainly to cruisers, destroyers and amphibious ships. "Now we will actually look at a carrier and target a lower manning level," he said. "We are pretty convinced it will work and we can operate this ship very efficiently."

Experiments during the past three years in both the Atlantic and Pacific Fleets have led to significant reductions in crew sizes for a variety of surface ships, said Capt. Charles E. Nimitz, assistant chief of staff for manpower and personnel with the Atlantic Fleet Naval Surface Force in Norfolk. Results have been so good that the surface ship commands have dropped the word "experiment" from their programs and have decided to proceed with permanent reductions, he said. Guided missile cruisers, which typically have crews of 380 people, are reducing their crew size by 28 billets. Early models of Arleigh Burke-class destroyers, built for 316 crew members, are cutting their crews by 21, he said.

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The Navy also is in the process of taking 98 sailors off its Wasp-class of amphibious assault ships, or LHDs, which traditionally sailed with 1,146. "That's a big change and lots of money," Nimitz said. "On the LHDs in the Atlantic Fleet alone we are looking at an annual personnel cost savings of almost \$22 million.

It is estimated that eliminating one enlisted job results in a cost savings of \$57,000 per year. Eliminating an officer's position saves \$115,000. The figures take into account salaries, retirement investment, Social Security and medical care. Adm. Vern Clark, chief of naval operations, has directed his fleets find what the true manning level should be as the Navy restructures itself. It faces a proposed reduction in force of 40,000 officers and enlisted over the next six years. There are 372,719 sailors on active duty today. Nine Norfolk-based ships already have moved many of their pay and personnel management functions ashore, Nimitz said. They are working out of a building at the Norfolk Naval Station.

"We will expand this rapidly once we have a building, currently under renovation, completed," he said.

Potentially, the duties might even be turned over to a civilian contractor for greater savings. Another initiative being launched in November is to remove a number of inspection procedures from crew responsibility. Called preventative maintenance system checks, they would be performed by a work force ashore. "The expectation is we can establish a more efficient maintenance force to do the checks faster, more efficiently, thoroughly and with greater confidence levels," Nimitz said. "With that comes the expectation the crew size might be reduced by small numbers." While not directly related to force reduction, Fallon said the Navy's weather forecasters will be coming off ships while in port and returned as detachments only when the ship are underway.

Large deck carriers and amphibious ships carried a department of about 20 forecasters and support personnel, he said. With a total of 24 such ships, that would free up about 480 sailors in port for training and possible other duties.

"Typically they were assigned to the ship permanently, but when the ship was in port, what did they do?" Detaching them as needed will be more efficient, he said. "Why we didn't think of these things years ago, don't know."

## Submarine Rudder Damaged in Collision

A submarine on a naval exercise collided with a tanker off the coast of Scotland, the Ministry of Defence (MoD) said.



The accident involving the the Royal Norwegian Navy's **Utstein** submarine and the MV **Kilstraum** happened in the early hours of Thursday morning. It took place in the area known as the Minch, between the west coast of Scotland and Stornoway on the Isle of Lewis, at about 3am.



An MoD spokesman said no one had been injured in the collision. He added that the submarine's rudder had been slightly damaged and was being examined by engineers in Stornoway.

The Norwegian-registered tanker is on its way back to Scandinavia. "We understand the submarine was coming up from its diving position and struck the tanker," he said.

The submarine was in the Minch to carry out a maritime training exercise. The MoD did not have details of how many crew members were on each vessel.

## **Indian navy being given go ahead for major acquisitions :**



Even as the alleged use of middlemen by fighter manufacturers Dassault created a flutter here, top defence brass today indicated that a go-ahead may soon be given to the multi-billion dollar deal for purchase of **Scorpene** submarines for the navy from another French firm DCN international.

Chief of Naval staff Admiral Arun Prakash said the 1.5 billion dollar deal to acquire six French Scorpene submarines was "under very close examination at the highest level of Government" "We have received assurance that the deal will see the light of the day soon," he told newsmen on the sidelines of the Naval Commanders conference, which was addressed by Defence Minister Pranab Mukherjee.

While the Defence Minister refused to go into specifics of individual deals, he said in his lengthy interaction with the visiting French Foreign Minister Michel Barnier the issue of overall defence cooperation between the two countries had figured prominently.

The **Scorpene** deal had almost been cleared by the erstwhile NDA Government and was awaiting a nod from the Cabinet Committee on Security.

Under the deal, India is to build six **Scorpene** submarines under licence at the Mazagoan docks, with the option of raising the numbers. **Scorpene** is the one of the most advanced conventional Subs in the world and is armed with upgraded exocet submarine to surface missiles.

## MOVEMENTS

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The **P&O NEDLLOYD SAMBA** visited the port of Rotterdam – Photo : Nico Ouwehand ©



The **LIONS GATE BRIDGE** visited the port of Rotterdam

Photo : Simon Brown ©

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The **LIDER SAFAK** moored in the Caland canal  
Photo : Henk Dekker ©



The **PETROJET 31** is built at the Damen Bergum yard in 1985 under yard number 3802 for Petrojet in Cairo  
Photo : Hans van der Ster ©

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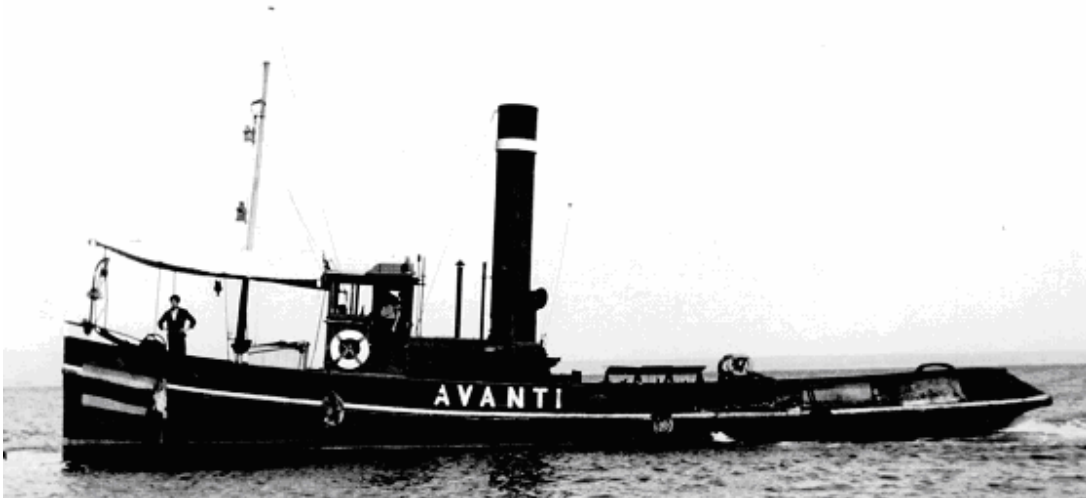


The tug **AMSTELSTROOM** arrived in Flushing to collect the **OTTON**, the transport is bond for Bilbao  
Photo : Wim Kosten ©



The new **SMIT MANDJI** fitting out at the Damen yard in Gorinchem  
Photo : Ton Grootenboer ©

## OLDIE – FROM THE SHOEBOX



The tug **AVANTI** was built at the Velthuisen yard in Holland during 1931, the tug measured a length of 20 mtr, beam of 5 mtr and a draft of 2.35 mtr, she was powered by a triple expansion engine with a maximum output of 180 hp for a maximum speed of 7 knots, The **AVANTI** served for the Spanish dredging company **DRAGADOS**.

Photo : Antonio Fernandez Acosta ©

## RIJNSMOND WEATHER

Vooruitzichten van vrijdag t/m maandag:

### LICHT WISSELVALLIG!

Van tijd tot tijd zon en kans op een buitje. Middagtemperatuur dalend naar 11 graden en dat is normaal voor begin november.

© Ed Aldus 2004	VR-29	ZA-30	ZO-31	MA-01
Maximumtemperatuur:	15	13	13	11
Minimumtemperatuur:	9	7	7	7
Zonnekans in %:	30	40	30	30
Neerslagkans in %:	30	10	30	30
Neerslag in mm:	1	1	1	1
Windrichting kracht:	ZZO-3-4	O-2-3	NO-2-4	NO-2-4

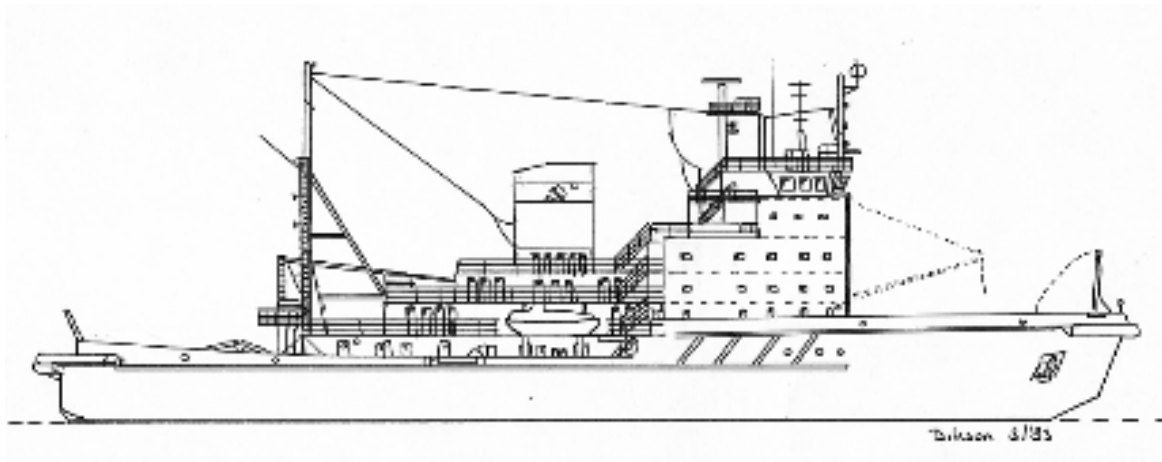
.... PHOTO OF THE DAY ....



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The Russian **Mudyug** class icebreaker **DIKSON** was built in 1982 seen here May 30<sup>th</sup> 1985 in Finland  
**Photo : Risto Brzoza ©**



Top : Line drawing of the **Dikson** – drawing : **Piet Sinke ©**

**Displacement:** 6,210 tons full load  
**Dimensions:** 92 x 21.4 x 6.5 meters/301.9 x 70.2 x 21.3 feet  
**Propulsion:** 4 diesels, 2 shafts, 9,380 bhp, 17.45 knots  
**Crew:** 34

**Concept/Program:** Smaller icebreakers intended for operations in shallow, protected seas; can break 0.5 meter/1.6 foot ice.

## SMITWIJS TOWAGE B.V.



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