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## **EVENTS, INCIDENTS & OPERATIONS**

### **Veel toeschouwers bij demonstratie KNRM**



De reddingmaatschappij KNRM op Terschelling hield donderdag 18 juli een demonstratie schipbreukelingen redden op het terrein van de jachthaven. Aan een veelkoppig publiek werd de oude en een nieuwe methode getoond. Omdat het motorschip Prinses Margriet weg was, werd voor deze gelegenheid het betonningsvaartuig Terschelling afgemeerd, dat als schip in nood fungeerde.

Allereerst werd het wippertoestel van station Paal 8 ingezet. Voordat zo'n toestel operationeel is, moet er heel wat gebeuren door de KNRM medewerkers, zoals het heien van palen, waaraan de touwen

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worden vastgemaakt en het spectaculaire met veel gesis gepaard gaande 'raketschieten', waardoor een lijn over het schip wordt geschoten en het dikke touw aan boord kan worden binnengehaald. Raketschieter Jan Piet Rijf miste ook deze keer niet.

Met de 'broek' konden vervolgens 'schipbreukelingen', in dit geval jeugdige vrijwilligers, via de lijn aan wal worden gezet. Vervolgens kwam de ploeg van station West-Terschelling in actie en werd het loopnet gedemonstreerd, dat vanaf de reddingboot **Arie Visser** werd uitgerold naar de boeg van de Terschelling. Via dit net kunnen schipbreukelingen vanaf het schip in nood 'over het water' lopen naar de reddingboot en zich zo in veiligheid brengen. Nadat het net was bevestigd aan de boeg, waagden diverse vrijwilligers de oversteek. Ze hielden het, tot enthousiasme van het publiek, niet helemaal droog...

## CASUALTY REPORTING

### Scheepsdrama in orkaan

Twee Japanners bekijken een totaal verwoeste reddingsboot die aanspoelde op het strand van de Shibushi-baai in het zuidwesten van Japan. De boot behoorde tot de Panamese vrachtvaarder Co-Op Ventureran die in twee stukken brak tijdens een orkaan. De opvarenden probeerden zich met de reddingsboot in veiligheid te brengen, maar het woeste water en de wind sloegen het scheepje kapot tegen de scheepswand. De bemanning sloeg overboord. Vier van de negentien opvarenden kwamen om, de overigen bereikten ternauwernood de veilige kust.



(Foto Reuters)

## SHIPYARD NEWS BIJLSMA – LEMMER



The new dredger **ORISANT** (homeported Goes) fitting out 26-07-2002 at the Bijlsma yard in Lemmer.

Photo : Bram Plokker / Ineke de Kok ©

## ROUTE, PORTS & SERVICES

### TAKLIFT 1



Photo's : Hans de Jong Maritime Pictures



In continuation of the article about the newbuilding sheerlegs **MATADOR 3** for Bonn & Mees herewith some other pictures of the **TAKLIFT 1** which assisted in the lifting of the A-frame of the new **MATADOR 3**

## EC okays Carnival's purchase of Princess

No sell-offs required; green light a big blow to Royal Caribbean



(BRUSSELS) The European Commission (EC) on Wednesday unconditionally approved plans by Carnival Corp of the US to buy Britain's P&O Princess Cruises, ending a four-month fight in Europe for the 'love boat' deal.

The Commission said it required no conditions because 'an in-depth analysis concluded that the strong growth enjoyed in the market, the absence of

substantial barriers to entry and the ability of rivals in the market to shift capacity, for example from the US to the UK, would exert a sufficient competitive pressure on Carnival'.

'The Commission's in-depth investigation of the Carnival bid has revealed that the initial concerns were unjustified,' it said in a statement.

The Commission said that Carnival would have about one third of the British cruise market, but that 'barriers to entry are not significant as illustrated by the rapid and successful arrival of tour operators in the last five years'.

It said that in Germany, Carnival would have about 25 per cent of the market but that others have successfully entered the market within the past decade.

Both Carnival and the slightly smaller Royal Caribbean want control of Britain's P&O Princess and both have now won European clearance - Carnival from the EU and Royal Caribbean from the British government.

But the Commission's approval deals a big blow to Royal Caribbean, which had strongly opposed the deal and many of its ideas were contained in the Commission's 'statement of objections' from earlier this year.

The stage now moves to Washington, where the Federal Trade Commission is reviewing both cases. If the FTC clears the matter for both firms then shareholders of P&O - which owns the ship used in the 1970s US television series 'The Love Boat' - will decide which company should become their new owner.

The proposed consolidation followed a drop-off in cruising after Sept 11. Royal Caribbean originally proposed a joint venture with P&O, arguing it would bring balance to the Mediterranean cruise scene.

Carnival and P&O both have ships under construction, and together they would dominate the market

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Royal Caribbean argued.

Had the Commission stuck to the views in its statement of objections, Carnival would likely have had to make major selloffs in both the German and British markets. Carnival said earlier this year that while it would not sell its Cunard line in Britain, it would be ready to 'consider making such non-material disposals as the regulators may require in order to obtain regulatory clearance'.

But the Commission did not require sell-offs. Instead, it moved in a new direction because of a technical question known as 'market definition'. In this case, the statement of objections had defined a narrow range of competitors in the market. But after further investigation the market appeared to be broader, which means less of a threat to cruise competition in Europe from the merger.

### European giants in \$555m box bonanza



EUROPEAN container lines have rushed back into the berths, with orders for 11 post-panamax ships worth an estimated \$555m.

CMA CGM signed an order yesterday for eight 5,700 teu ships at Samsung Heavy Industries, while Mediterranean Shipping Co will take two vessels, one 4,900 teu and the other 6,400 teu, at Samho.

Lining up next in the queue is Hamburg Süd, which is searching for three or four units of 3,600 teu vessels.

With South Korean yards earning few large tanker or containership orders in recent months, the new orders have been hard fought over with only the appreciation in the South Korean currency preventing a weakening of pricing.

The eight CMA CGM ships at Samsung Heavy Industries are believed to be worth \$52m each, based on 70% payment on contract and 30% on delivery.

The deal for two 4,900 teu ships at Samho is believed by brokers to have been done at a \$45m level each, although the Samho contract has also been reported at a more robust level of \$47m per ship.

The single 6,400 teu vessel for Samho is believed to have been done at \$59m, to match the price for a similar specification ship ordered earlier this year at Hyundai Heavy Industries.

There have been very few containership orders since the second half of 2001, a hesitation which is hardly surprising considering that, on the transpacific alone, the sector projects a 2002 loss of \$1.2bn.

European shipping lines have dominated the ordering at the South Korean yards with P&O Nedlloyd leading the way with a five plus five options for 2,500 teu ships.

On the Asian side of the market, Yang Ming has ordered two ships at Taiwan's China Shipbuilding Corp and also two vessels at Imabari.

CMA CGM said earlier this year it intends to grow its business after posting a net income for 2001 decline of 74% to E 28m (\$27.5m).

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The company recently took delivery of a series of eight 6,500 teu ships from Hanjin Heavy, which it deploys on its French Asia Line.

MSC has taken delivery of a series of 10 containership, all 6,700 teu, from Daewoo Shipbuilding & Marine Engineering and HHI, in deliveries since August last year for deployment on its Silk Express Route.

The MSC ships were built by DSME and HHI.

In June, MSC placed an order for four 4,900 teu containerships with Hanjin Heavy at slightly less than \$45m each. The company stepped back into the newbuilding market in April with an order for a single 6,400 teu ship at HHI.

## New Dive Support Vessel Joins Gulf

Specialty Marine, a woman-owned corporation, has recently christened **DSV Jean-Elaine**. With a length of 180 ft., this fully equipped dive support vessel joined the Gulf fleet in December 2001. Classed by ABS, it is fitted with a 25-ton telescoping Pettebone crane and a 4-point mooring system capable of operating at depths up to 1,000 feet. With accommodations for 36 persons, the Jean-Elaine is equipped to make a substantial contribution to the Gulf's oil exploration resources. Currently working for BP Amoco in the Eugene Island Area, she is based in Houma, La., and is supplied and equipped for immediate response

## NAVY NEWS

### USS FORT McHENRY ( LSD43 )

Hours before the sun rose on the morning of July 21, Sailors on board **USS Fort McHenry (LSD 43)** were hard at work off the coast of Basilan Island, Philippines, preparing to bring aboard a Naval Construction Task Group (NCTG) for a return trip to their forward-deployed bases in Okinawa.



Fort McHenry Sailors spent July 21-22 unloading equipment and supplies the NCTG used to provide infrastructure improvements in helping U.S. efforts to train, advise and assist the Armed Forces of the Philippines on Basilan.

The improvements by the approximately 300 Seabees and NCTG Marine engineers, who arrived in Basilan in late April, came through a variety of construction projects, many of which were conducted with their Philippine counterparts. The NCTG worked with

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Philippine Army engineers to help make renovations to the Basilan Menzi Airfield, build bridges, install water pumps and repair several buildings. During their time in the Philippines, the Seabees and Marines also helped build more than 50 miles of new roads.

"We built a road that vastly helped improve transportation," said Lance Cpl. John Plaster, of the 9th Engineering Support Battalion. "A distance that used to take four hours to travel now takes less than half that."

Using Landing Craft Utilities (LCUs) from Assault Craft Unit One (ACU-1), Fort McHenry Sailors brought 21 loads of the detachment's equipment alongside the ship or into its well deck. Items that were



brought into the ship's well deck were driven up to their designated areas, while those that were loaded alongside were craned aboard by Fort McHenry's 60-ton crane. The equipment included vehicles, storage boxes and construction machinery. With much work accomplished, the NCTG heads back home with a sense of pride and eagerness.

"Going home will be a nice change of pace,"

said Plaster. "Any time you've been out in the field for a while, it's great to get back." Fort McHenry is a dock-landing ship forward deployed to Sasebo, Japan.

## MOVEMENTS



**ORANGE WAVE** (9057123) Atlanship Switzerland/Lib 1993 Sterkoder Kristiansund GT 13444 dwt 17130 Loa 157.4m Bm 26m Santos naar de IJsselhaven

**Photo : Jan van der Klooster**

## AIRCRAFT / AIRPORT NEWS



Burned out remains of a **Boeing Co. 727-200** FedEx cargo plane that crashed just before 6 am July 26, 2002, are seen in the center of the airport in Tallahassee, Florida. The jet left a swath of black, clipping trees in its path before landing near construction equipment near the intersection of the airport's two main runways. Three crew members escaped with minor injuries when the

cargo plane landed short of the runway, bursting into flames, a company spokesman said.



## .... SHIP OF THE DAY .... LAKSAMANA CLASS CORVETTES MALAYSIA



In October 1995 the Malaysian Ministry of Finance signed a contract with Fincantieri for the supply of two 650t missile corvettes for the Royal Malaysian Navy. A further two missile corvettes were



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ordered in February 1997. The first two ships, **Hang Nadim** and **Tun Abdul Jamil**, were commissioned in July 1997. The second two, **Muhammed Amin** and **Tan Pumah**, were delivered in July 1999.

The original ship design had been ordered by the Iraqi Navy, but the supply of the missile corvettes was stopped by United Nations sanctions. Some specific aspects of the ships' design were modified and the ships were refitted to meet the requirements of the Royal Malaysian Navy.



### COMMAND AND CONTROL

The ship's command and control system is the IPN 10 for the first two ships and the IPNS for the second two ships, both supplied by Alenia Marconi Systems (AMS), together with Thales Nederland Link Y. The IPN system gathers, correlates and filters the information from the ship's sensors, and communications and data networks. In April 2002, AMS was awarded a contract for the upgrade of the IPN 10 on two of the corvettes, the Hang Nadim and the Tun Abdul Jamil. The new system will be designated IPN-S.

The fire control system is based on two NA21 and one DARDO system together with their dedicated radar, supplied by Alenia Marconi Systems.

### MISSILES

The ship's long-range sea-skimming missile system is the Otomat Mark 2/Teseo by MBDA (formerly Alenia and Matra BAe Dynamics). Six Otomat Teseo Mark 2 missile launchers, three pointing to port and three pointing starboard, are installed on the stern deck. The missiles are armed with a 210kg high-explosive warhead, fitted with impact and proximity fuses. The speed of the missile is Mach 0.9 and the range is 120km.

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The ship's medium-range air defence system is the Albatros supplied by MBDA, which provides defence against aircraft and incoming anti-ship missiles. Albatros fires the Aspide missile which has a speed of Mach 2.5 and a 15km range. It uses semi-active radar homing to deliver a 33kg warhead. The Albatros launcher is installed on the raised bridge deck to the stern of the main mast.

### GUNS

The ship's main gun, the 76mm 62-calibre OTOBreda Super Rapid is installed on the bow deck in front of the citadel. The firing rate is 110 rounds/min and range is up to 16km. The ship's multi-role gun is the 40mm OTOBreda L70 twin gun which has a range of 12.5km and a firing rate of 300 rounds/min.

### TORPEDOES

The ship's torpedo system is the ILAS-3 torpedo launcher from Whitehead Alenia of Salvanio, Italy. The triple launchers are installed one each side on the main deck. The A244/S anti-submarine torpedoes use active, passive and mixed mode homing to a target range of 7km.

### COUNTERMEASURES

The ship's electronic warfare suite comprises the INS-3 radar interceptor and the TQN-2 radar jammer, both from Alenia Marconi Systems.

One OTOBreda 105mm decoy launcher is installed on both the port and starboard side of the ship. Each launcher has six launch tubes and is capable of firing illuminating rounds or chaff rounds to counter hostile radars and radar guided missiles.

### SENSORS

The ship's radar suite consists of: RAN 12L/X air and surface search radar, supplied by Alenia Marconi Systems and operating in D and I bands and Kelvin Hughes 1007 navigation radar operating at I band. The ship is also fitted with a Global Positioning System (GPS)

The ship is equipped with the ASO 94-41 hull mounted active search and attack sonar supplied by STN Atlas Elektronik.

### PROPULSION

The ship has four MTU 20 V 956 TB 92 diesel engines developing 14.8MW sustained power driving four shafts. Three diesel generators each yield 280KVA. The engines provide a dash speed of 36 knots, a

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maximum sustained speed of 34 knots and an economical speed of 18 knots. The range at 18 knots is 2,300 nautical miles.



In Nederland toert tot 9 september as de in Australie gebouwde replica van het VOC-schip Duyfken. Duyfken is niet, zoals wij Nederlanders tot nu toe met onze nagebouwde VOC-schepen hebben gedaan, naar Nederland gekomen in een container, maar zeilend langs de oude handelsroute:

Indonesie, India, Kaap de Goede Hoop, Afrikaanse westkust, Het Kanaal, Noordzee, Texel.

De stichting Herdenking 400 jaar VOC wil haar nu, na het programma in Nederland, verpakt in een container terugsturen!! De Duyfken Foundation en Duyfken's bemanning( m/v) wil zeilend retour maar heeft daarvoor € 300.000,- nodig. In ruil daarvoor mogen sponsoren/ mag de sponsor over het schip beschikken tijdens de terugreis en gebruiken voor wat maar aan reclame/promotie-akties te bedenken valt. Wie helpt met geld of ideeën?

**DUYFKEN MOET ZEILEN !!!!!!!**

**HAVE A LOOK AT THE FOLLOWING *SITES* FOR SHIPPING INFO AND PICTURES OF SHIPS AROUND HOEK VAN HOLLAND AT :**

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>