

DAILY SHIPPING NEWSLETTER

DAILY SHIPPING NEWSLETTER : Saturday 07-04-2001

EVENTS, INCIDENTS & OPERATIONS

Payments dispute delays Cho Yang ship

The Cho Yang containership on charter to a South Korean carrier is being detained outside Rotterdam following a disagreement between interested parties over payments.

The delay over the dispute is causing disruptions to the service, linking Asia, the US and Northern Europe. The Cho Yang Giant is already one week overdue. Legal undertakings could mean the vessel will sail without further delay.

The South Korean line had a ship arrested in February and has reduced its involvement in the United Alliance with Senator and Hanjin Shipping lately. Cho Yang four ships chartered on the All Water Pendulum.

Freighter anchored for 5 weeks

The Greek freighter Agios Minas has been anchored 10 miles off the US coast of Georgia since 24 Feb. The vessel is waiting for new orders after unloading tree stumps for a Brunswick paper company, the Coast Guard said. The ship's captain notified the Coast Guard that supplies of fresh food onboard were running low.

The vessel has only enough fuel remaining onboard to power its generators for another week, reports said. If the vessel runs out of fuel then the Coast Guard will find a "custodial" shipping company to maintain the ship until the owners pay the expenses. US Immigration would repatriate the crew, a spokesman said.

Trinity Shipping of Greece manages the Panamanian registered freighter. The company said they were waiting for funds from the owners but no money has been remitted, reports said. The US port director in Savannah said he hadn't struck a similar problem before and didn't know why the vessel remained anchored for five weeks in US waters. He said they were appealing to the owners to take responsibility for the problem. The fact that they remain in contact with the vessel's owners is encouraging, he said.

Search for trawler ends

The search for the missing fishing vessel in the Bering sea, with 14 crew onboard, has ended. Air and sea rescuers searched 2,500 square miles of ocean for over 60 hours looking for the Arctic Rose and her crew. The search was finally called off late on Wednesday.

The crew was equipped with survival suits but may not have had time to wear them before the ship sank about 200 miles northwest of St. Paul Island. Only the body of the captain was recovered.

Fourteen fishermen aged between 19 and 50 from the Arctic Rose are missing. The incident represents the biggest single loss of life on a commercial fishing vessel in the US for half a century, the Coast Guard said.

The Coast Guard and the National Transportation Safety Board will investigate the incident.

Engine-room blaze on cross-Channel ship

Fire erupted on a car carrier ship in the English Channel, the Coastguard reported. The Autofreighter, loaded with 329 vehicles, departed Southampton en route to Zeebrugge when the fire broke out early yesterday morning just north of Calais.

The crew tried to extinguish the fire in the engine room themselves. A tug from Dover departed to offer assistance.

NEW ETV AT DOVER COASTGUARD CALLED TO VESSEL ON FIRE

The new placed Emergency Towing Vessel (ETV) 'Anglian Monarch' has been tasked to assist the car carrier 'Autofreighter' when her engine room caught fire in the early hours of this morning, she was on passage from Southampton to Zeebrugge and 24 miles East of Dover when the fire broke out. 'Anglian Monarch' had been on station for less than 24 hours, replacing the ETV 'Far Turbot', when at 4:30 a.m. the French Coastguard contacted Dover Coastguard to assist with the 'Autofreighter' incident.

The vessel's engine room has now been sealed and pumped full of CO2 in an attempt to quell the fire. The 12 crew on board, made up of British, Irish and Portuguese, are all said to be uninjured. The vessel is carrying 395 vehicles.

Anglian Monarch is currently standing by the 6000 GT, Norwegian registered vessel as the French Coastguard deal with the situation.

Fremantle towage licence to Adsteam jv

Stirling Harbour Services (SHS), an Adsteam joint venture company with Howard Smith, has been awarded a two and a half year non-exclusive licence by the Fremantle Port Authority (FPA).

The licence, the first to be awarded as a result of the FPA's Request for Expressions of Interest, becomes effective on 1 June 2001.

A revised schedule of charges will be introduced by SHS under the new arrangement and will result in an average reduction of around 15% in towage charges in both the Inner Harbour at Fremantle and the Outer Harbour at Kwinana/Cockburn Sound.

Adsteam said SHS has been able to reduce its charges due to cost savings from implementing three man crews, agreement with the three maritime unions to reduce the total number of crews, and paring down current crew allowance payments.

In addition to personnel savings, further cost reductions will be achieved by providing tugs that meet the level of service required under the FPA Licence.

Stelmar open to buying First International tankers

LONDON, April 6 (Reuters) - Tanker operator Stelmar Shipping said it was ready to revive talks with Bermuda-based First International to buy six petroleum tankers once the latter is free of an ownership dispute.

"Yes, we're there to talk again, and would be interested in talking again for sure," New York-listed Stelmar's president and CEO Peter Goodfellow told Reuters this week.

Stelmar and First International reached a \$140 million deal for the ships last year but it fell through in October when First International became embroiled in a bitter legal dispute with a minor lender.

DAILY SHIPPING NEWSLETTER

The tanker fleet has since become ensnared in a fresh dispute, this time between First International and bond holders, which provided most of the \$257 million to build the fleet.

Stelmar, which was founded by Easyjet (*quote from Yahoo! UK & Ireland: [EZJ.L](#)*) chief Stelios Haji-Ioannou, listed in New York in February, with the purpose of raising funds to buy 10 products tankers from Osprey Maritime. A deal with First International would swell the fleet to 28.

“It's no secret that Stelmar's in the business of growing its product tanker fleet, and assets like that are not always on the market,” said Goodfellow.

“We're going to have to start again, because we're a different company. We've moved on since then (the first deal),” said Goodfellow.

Both First International and investment fund bond holders have asked a New York court to decide in coming weeks which of them controls the future employment of the six tankers.

Sources close to the bond holders said that if the court ruled in their favour, it would cancel a charter that First International had lined up with oil major Shell and try to sell the ships, possibly to Stelmar.

Return to Atlantis

Supermajor BP will spud another appraisal well on its deep-water Atlantis discovery in Green Canyon blocks 699 and 743 of the US Gulf in the next two months, according to partner BHP Petroleum.

'Maastricht krijgt Marinedagen, maar zonder fregatten'

De Limburger: "Terroristen op de Maastrichtse Maas ter hoogte van het Griendpark! Ze houden op een boot mensen gegijzeld. Onverschrokken mariniers komen hen te hulp en enteren het schip per touw - spectaculair! - vanuit een helikopter. Vanaf de oevers en de Wilhelminabrug kijken duizenden mensen ademloos toe. Gewoon een van de demonstraties die gepland zijn op 19, 20 en 21 april, als de eerste Maastrichtse Marinedagen worden gehouden."

CASUALTY REPORTING

MARINE

ANDHIKA ARYANDHI (Indonesia)

London, Apr 6 — Understood m dredger *Sulawesi II* (3,934 gt, built 1974) was towed into Singapore at 0900, Apr 5, following a collision with m tanker *Andhika Aryandhi* (4,301 gt, built 1983) off Pasir Gudang at 1150, Mar 31. The dredger experienced ingress of water and her crew were taken off. Lloyd's Standard Form contract was signed with Semco Salvage the same day and salvage assistance commenced Apr 1.

ARCTIC ROSE (U.S.A.)

London, Apr 5 — A press report, dated today, states: The search for mfv *Arctic Rose* that sank without warning with 15 crew members aboard has been suspended, the Coast Guard said today. Efforts to find the 92-foot vessel and the crew were halted shortly after

DAILY SHIPPING NEWSLETTER

2230 yesterday, well past the best-case survival time, the Coast Guard said in a news release early today. The searchers endured 25-foot seas, 42-knot winds and low temperatures, the statement said. Heavy icing forced the sister ships *Alaskan Rose* and *Bering Rose* to leave the search area. The body of the skipper, David E. Rundall, 34, was recovered by the crew of the *Alaskan Rose*. The body of a second crew member was spotted but could not be recovered from the rough seas. Bodies of the other 13 crew members were not spotted. An oil sheen that is believed to have come from the catcher-processor was located and some debris was recovered yesterday, but no other trace of the vessel or crew was found, the statement said. The Coast Guard said there had been no formal determination that the missing crew members are presumed dead, but said the decision to call off the search anticipated such a finding. The search covered about 2,500 square miles, mostly in stormy weather. The Coast Guard has estimated that a crew member in a survival suit could survive for about 36 hours in the 38-degree water, although some people have lasted longer. The first sign of distress was an emergency locator beacon that was triggered automatically. The Coast Guard will assemble a three-member marine board of investigation to try to determine the cause of the sinking, the statement said. (See issue of Apr 6.)

BALTIC CARRIER (Marshall Islands)

London, Apr 5 — Following received from the German-based managers of an oil/chemical tanker *Baltic Carrier*: Lightering operations are now complete. Vessel is still at anchor five miles north of the casualty scene. Bad weather is preventing further cleaning of the vessel. Vessel should be ready for towing within the next 24 hours. (See issue of Apr 6.)

BETTY NELO (Nigeria)

Brest, Apr 5 — M tanker *Betty Nelo* completed repairs to her main engine cooling system and subsequently sailed Brest Apr 4 bound for Bilbao. — Lloyd's Agents. (See issue of Mar 20.)

BULK TRADER (Malta)

London, Apr 6 — Following received from Corsen MRCC, timed 0452, UTC: Mv *Bulk Trader* is still drifting. Position at 0435, UTC, lat 49 05.8N, long 04 42.2W. Tug due on scene at 0700, UTC. (See issue of Apr 6.)

HAMILTON ENERGY (Canada)

London, Apr 5 — A report from Boyne City, Michigan, dated today, states: On Apr 1, an bulk carrier *Utviken* collided with fuel storage m tanker *Provmar Terminal II*, in the Hamilton, Ontario, causing her to sink. The *Provmar Terminal II* is a fuel transfer vessel, permanently docked at Pier 24, Hamilton. Also damaged in the accident was small delivery m tanker *Hamilton Energy*, docked at the Provmar Terminal. The collision ripped a hole about 13 feet in the stern of *Provmar Terminal II*, near the engine room. The hole missed the oil-filled cargo hold, but caused the stern of the vessel to sink rapidly. Divers were called to assess the damage to the *Provmar Terminal II* and plans will be made to raise her. *Utviken* was reported to have sustained damaged in the incident and is being repaired in Hamilton. *Utviken* was carrying slab steel from Brazil, and was being guided by tugs into Pier 23. (See issue of Apr 6.)

London, Apr 6 — A press report, dated today, states: Yesterday evening the *Provmar Terminal II* was afloat at Pier 24 in Hamilton Harbour. Damage to the Terminal is visible with considerable damage to the fuel transfer ship's aft cabins.

London, Apr 6 — As at Apr 5, an bulk carrier *Utviken* was secured at Pier 10, Hamilton, undergoing hull repairs.

HARVEST REAPER III (United Kingdom)

London, Apr 6 — Following received from Coastguard Stornoway MRSC, timed 1128, UTC: Mfv *Harvest Reaper III*, sank alongside at Breasclete pier and subsequently raised by salvors: Vessel, in tow of m tug *Kintore*, departed East Loch Roag at 0724, UTC, today, bound Leith. She is expected to arrive on Apr 8. (See issue of Feb 1.)

IEVOLI SUN (Italy)

DAILY SHIPPING NEWSLETTER

London, Apr 6 — Attempts to salve the fuel oil and part of the cargo on board sunken m chemical tanker *Ievoli Sun* are to get under way off the French coast at the start of next week. M barge carrier *Smit Pioneer*, the vessel from which the operation is to be run, is due in the port of Cherbourg Apr 8 and is expected to begin underwater reconnaissance of the wreck on Apr 10 using a remotely operated vehicle. Marine surveyors Brookes Bell Jarrett Kirman, who are advising the Standard P&I Club on the operation, said it hoped the recovery of potential pollutants 4,000 tonnes of styrene and 180 tonnes of bunker oil by pumping could be completed within 40 days. The controlled release into the sea of biodegradable products — 2,000 tonnes of isopropanol and methyl ethyl ketone and 60 tonnes of diesel oil — is still under discussion with the French authorities, however, and is expected to take place after the removal of the styrene and bunker oil. It is estimated that this second phase of operations could last 10 days, although Brookes Bell point out that estimates of the likely duration of operations are subject to weather conditions in the Channel. The operation is to be carried out by Smit Tak and Norwegian pump specialist, Frank Mohn, using a system developed by the company which is fully automated and makes no use of divers. It will use a remote offloading system piloted by a remotely operated vehicle to drill holes in the hull of the *Ievoli Sun*, fit valves and pump the contents of the vessel's tanks up to the collecting vessel on the surface. Alex Sinclair of Brookes Bell said the method chosen for recovery the styrene and bunker oil from the *Ievoli Sun* had been used elsewhere and was considered to be quick and efficient. (See issue of Mar 27.)

LUNDENES (Gibraltar)

London, Apr 5 — Mv *Lundenes*, which arrived Gdynia Dec 25 for repairs after grounding, has now left port, arriving Copenhagen Apr 4 and sailing same day. (See issue of Mar 8.)

MEXICAN REEFER (Panama)

Las Palmas, Mar 27 — Refrigerated mv *Mexican Reefer* arrived Las Palmas on Mar 25, from Dakar. — Lloyd's Agents. (See issue of Mar 16.)

NICO (Norway)

London, Apr 5 — Information received from Sandnes, dated today, states: A diving-inspection showed a 50-cm-by-70-cm hole in the bow section of mv *Nico*. Vessel was under way from Karmoy to Stord with asphalt. M tug *Haabull* is in the area and had pumps on board the vessel. The weather was good, but there was some fog when the vessel grounded on Notlandsvaag. (See issue of Apr 6.)

OOSTENDE (Germany)

London, Apr 5 — Information received from Flushing, dated yesterday, states: Inland barge *Oostende*, Barge number 4029710, 1,341 gt, 80 metres long, cargo salt, had engine problems in the River Scheldt near Terneuzen, yesterday afternoon. Due to high waves, sea water had entered into her oil fuel tanks, causing her main engine to stop. Three tugs towed her to Terneuzen. Repairs were completed at Terneuzen and vessel was able to continue her voyage.

POL DAISY (Vanuatu)

Gdynia, Mar 31 — Mv *POL Daisy* is still under repair at Gdynia. — Correspondent. (See issue of Mar 8.)

PROVMAR TERMINAL II (Canada)

London, Apr 5 — A report from Boyne City, Michigan, dated today, states: On Apr 1, m bulk carrier *Utviken* collided with fuel storage m tanker *Provmar Terminal II*, in the Hamilton, Ontario, causing her to sink. The *Provmar Terminal II* is a fuel transfer vessel, permanently docked at Pier 24, Hamilton. Also damaged in the accident was small delivery m tanker *Hamilton Energy*, docked at the Provmar Terminal. The collision ripped a hole about 13 feet in the stern of *Provmar Terminal II*, near the engine room. The hole missed the oil-filled cargo hold, but caused the stern of the vessel to sink rapidly. Divers were called to assess the damage to the *Provmar Terminal II* and plans will be made to raise her. *Utviken* was reported to have sustained damaged in the incident and is being

DAILY SHIPPING NEWSLETTER

repaired in Hamilton. *Utviken* was carrying slab steel from Brazil, and was being guided by tugs into Pier 23. (See issue of Apr 6.)

London, Apr 6 — A press report, dated today, states: Yesterday evening the *Provmar Terminal II* was afloat at Pier 24 in Hamilton Harbour. Damage to the Terminal is visible with considerable damage to the fuel transfer ship's aft cabins.

London, Apr 6 — As at Apr 5, m bulk carrier *Utviken* was secured at Pier 10, Hamilton, undergoing hull repairs.

SULAWESI II (Indonesia)

London, Apr 6 — Understood m dredger *Sulawesi II* (3,934 gt, built 1974) was towed into Singapore at 0900, Apr 5, following a collision with m tanker *Andhika Aryandhi* (4,301 gt, built 1983) off Pasir Gudang at 1150, Mar 31. The dredger experienced ingress of water and her crew were taken off. Lloyd's Standard Form contract was signed with Semco Salvage the same day and salvage assistance commenced Apr 1.

UTVIKEN (Bahamas)

London, Apr 5 — A report from Boyne City, Michigan, dated today, states: On Apr 1, m bulk carrier *Utviken* collided with fuel storage m tanker *Provmar Terminal II*, in the Hamilton, Ontario, causing her to sink. The *Provmar Terminal II* is a fuel transfer vessel, permanently docked at Pier 24, Hamilton. Also damaged in the accident was small delivery m tanker *Hamilton Energy*, docked at the Provmar Terminal. The collision ripped a hole about 13 feet in the stern of *Provmar Terminal II*, near the engine room. The hole missed the oil-filled cargo hold, but caused the stern of the vessel to sink rapidly. Divers were called to assess the damage to the *Provmar Terminal II* and plans will be made to raise her. *Utviken* was reported to have sustained damaged in the incident and is being repaired in Hamilton. *Utviken* was carrying slab steel from Brazil, and was being guided by tugs into Pier 23. (See issue of Apr 6.)

London, Apr 6 — A press report, dated today, states: Yesterday evening the *Provmar Terminal II* was afloat at Pier 24 in Hamilton Harbour. Damage to the Terminal is visible with considerable damage to the fuel transfer ship's aft cabins.

London, Apr 6 — As at Apr 5, m bulk carrier *Utviken* was secured at Pier 10, Hamilton, undergoing hull repairs.

SEIZURES & ARRESTS

CARLO R. (Italy)

Naples, Apr 5 — Ro-ro t-e ferry *Carlo R.* is still laid up awaiting orders at Naples. — Lloyd's Agents. (See issue of Nov 16.)

EL PHOS (Panama)

London, Apr 5 — Understood m tanker *El Phos* arrived Iwakuni on Mar 24, sailing later the same day. (See issue of Mar 15.)

Jakarta, Apr 5 — M tanker *El Phos* was held up in Riau for almost a week in early March over a dispute with locals which took a Supreme Court ruling to resolve. — Reuters.

PRIME-1 (Malta)

Karachi, Apr 3 — Mv *Prime-1*, ex *Rio G.*, 9HTK3, which arrived Karachi Mar 24 from Hodeidah, is currently under arrest here. — Lloyd's Agents.

SEA SHUTTLE (Malta)

Naples, Apr 5 — Mv *Sea Shuttle* is currently still under arrest at Naples due transportation of illegal cigarettes. — Lloyd's Agents. (See issue of Mar 16.)

BLACK SEA SHIPPING

London, Apr 6 — M passenger vessel *Odessa*, presently lying at Naples, will be sold at auction May 8 by order of the Court of Naples. (See issue of Mar 16.)

POLLUTION

MIAMI BEACH, FLORIDA, UNITED STATES

London, Apr 5 — Understood mv *Wouri* departed Miami on Apr 4, bound Callao. (See issue of Apr 2.)

SHIPYARD NEWS

Daewoo piles on the gas carriers

Korean shipbuilder Daewoo could see its gas-carrier berth space fill up until the end of 2005 if the current stack of pending orders pans out.

The yard looks set to secure two orders from John Fredriksen's Osprey Maritime and may yet wrap up a deal extending the number of options available to Belgian gas player Exmar.

In addition Daewoo is expected to secure an order from oil major Shell for one vessel with an option on a second. This deal is due to be finalised within the next few days.

These vessels come on top of recent confirmation that Mitsui OSK Lines (MOL) and its partners will go ahead with two vessels after being confirmed as the winning consortium for India's Petronet LNG tender.

Daewoo has been particularly successful in scooping LNG export orders.

So far the yard has netted three vessels from Exmar, two from Bergesen, one from Naviera F Tapias and another for Australia's North West Shelf project.

As berth space is beginning to get crowded at Daewoo, the picture is also hotting up for fellow Korean yard Samsung Heavy Industries.

Owners say Samsung has more scaffolding on order, which ought to help it increase its LNG-carrier productivity. But recent talks, rumored to be with oil majors with owners such as ChevronTexaco, could see the yard's gas-carrier berths full into 2005.

Samsung has just signed for a third LNG carrier with BP. The oil major has two optional vessels outstanding at the yard.

In addition the yard is building a ship for SK Shipping and Japan's Iino Kaiun Kaisha, which is ordered on the back of a Korea Gas Corp charter.

Conversie Balder kost 400 miljoen

ROTTERDAM, 6-4-2001 - Offshore aannemer Heerema Marine Contractors steekt ongeveer 400 miljoen gulden in de ombouw van het kraanvaartuig Balder. Het project wordt uitgevoerd in het mammoetdok van Verolme Botlek. Het is voor deze werf het grootste verbouwingsproject uit de geschiedenis. De uitvoering vergt één miljoen manuren.

De Balder is één van de drie half afzinkbare kraanvaartuigen van Heerema. Het vaartuig, ooit ontworpen door Gusto Engineering, heeft twee grote hefkranen met een hefcapaciteit van respectievelijk 3000 en 4000 ton. In tandem kunnen ze 7000 ton tillen.

Met de Balder zijn wereldwijd al talloze platformen in zee geïnstalleerd, waarbij menig wereldhefrecord is gevestigd. Hoewel het vaartuig al meer dan twintig jaar oud is, denkt Heerema het zeker nog een jaar of vijftien offshore te kunnen inzetten. Maar dan moet het vaartuig wel flink worden opgeknapt. De vakterm voor deze levensduurverlengende werkzaamheden is 'lifetime enhancement'. Tevens krijgt het vaartuig een geavanceerde pijpenlegtoeren, die wordt gebouwd bij Huisman Itrec uit Schiedam.

DAILY SHIPPING NEWSLETTER

Deze 120 meter hoge installatie komt aan de bakboordszijde van het schip te hangen en is bedoeld om pijpen in diep water te leggen. Van de 400 miljoen gulden die Heerema in de conversie steekt, is 150 tot 200 miljoen bestemd voor het werk dat onder verantwoordelijkheid van Verolme Botlek wordt uitgevoerd.

Totaalpakket

Volgens Heerema's projectleider Arjen Kraaijeveld wordt, gelet op de groeiende vraag naar installatievaartuigen voor diep water, vaart achter de ombouw van de Balder gezet. Het in Leiden gevestigde bedrijf heeft uitvoerig de toekomst van de diepwater offshoremarkt onderzocht. De resultaten waren van dien aard, dat Heerema besloot op die marktontwikkeling in te spelen. 'Wij gaan ons presenteren als total marine deepwater installation contractor. Dus niet alleen zwaar hefwerk, maar ook pijpleidingen leggen. Daarom wordt de Balder omgebouwd tot multipurpose deepwater construction vessel (MDCV). Zo bieden we de oliemaatschappijen een totaalpakket voor hun projecten in waterdieptes van 2000 meter en meer', stelt Kraaijeveld.

Heerema heeft overigens al een eerste stap op dit terrein gezet. Met BP Amoco is een raamcontract gesloten voor diepwaterinstallatiewerk in de Golf van Mexico. Het contract loopt van 2002 tot begin 2005. In dat tijdsbestek is voor de Balder al circa 800 dagen werk gepland. Ook ons kraanvaartuig Thialf zal onder dit contract enkele hefoperaties in de Golf van Mexico uitvoeren. Het leeuwendeel van het werk komt echter voor rekening van de Balder, die onder meer wordt ingezet bij het Mardi Gras project. Hiervoor moet 540 kilometer pijpleiding worden gelegd voor het transport van olie en gas. De leidingen krijgen buitendiameters van 16 tot 28 inch en komen in waterdieptes van 150 tot 2000 meter. Verder zal de Balder bij de projecten Holstein, Mad Dog en Crazy Horse speciale productie installaties afmeren. Met de order van BP Amoco is 400 miljoen dollar gemoeid.

Heerema sluit niet uit dat nog één van haar kraanvaartuigen wordt omgebouwd tot MDCV. Op termijn denkt de contractor circa zestig procent van de omzet uit diepwaterwerk te kunnen halen.

Uitdaging

Projectleider Harold Linssen van Verolme Botlek beschouwt het Balder project, zowel qua omvang als complexiteit, als een uitdaging. 'Het is voor de werf het grootste conversieproject uit de geschiedenis. Nog groter dan destijds de ombouw van het kraanvaartuig Saipem 7000.'

Linssen hecht sterk aan een nauwgezette planning. Op piekdagen zijn zo'n 600 mensen tegelijk op het kraanvaartuig bezig. Daarnaast is rond dok 7, waarin de Balder is drooggezet, een nieuwe infrastructuur opgezet met kantoren, kleedruimtes, opslagfaciliteiten en een kantine. Verder staat op het werkdek van de Balder nog een kantine voor 300 mensen.

Voor de uitvoering heeft Verolme Botlek zich verzekerd van subcontractors als VDMC voor de engineering, GTI en Croon voor het elektrische gedeelte, Fabricon, Sicon en GTI Mechanical voor het leidingwerk en Heinen en Hopman voor de ventilatiesystemen.

Over de belangrijkste werkzaamheden zegt Linssen: 'Er komen zes nieuwe machinekamers met elk een 4320 kW MaK dieselmotor. Verder maken we zeven zogeheten thrusterrooms voor de zeven dp thrusters, waarvan er zes onder de floaters komen te hangen. Ook installeren we een nieuw dynamisch positioneringssysteem van Kongsberg en een scheepsmanagementsysteem. Dat vraagt 200 kilometer elektrische kabel en twintig kilometer leiding.' Na een haalbaarheidsstudie stapte Heerema in de tender. Volgens Kraaijeveld hadden ook de werven Harland & Wolff en Dubai Drydocks ingeschreven. Verder werden in het voortraject gesprekken gevoerd met Damen Schelde in Vlissingen, maar deze werf zag uiteindelijk af van inschrijving. Verolme bood wat betreft kwaliteit, doorlooptijd, prijs en aanpak het beste plaatje. De ombouw van de Saipem 7000 tot MDCV was hierbij een goede referentie. Over de voortgang van het project zegt Kraaijeveld: 'Begin oktober 2000 zijn de voorbereidingen voor het droogzetten begonnen en 28 december werd de Balder daadwerkelijk gedokt. Op 1 november moet we haar weer opleveren. Aansluitend wordt ze verhaald naar een put in de Europoort om de thrusters onder de floaters te hangen. Daarna gaan we proefvaren. Op 11 januari 2002 moet alles gereed zijn voor vertrek. Ze gaat eerst enkele installatieprojecten uitvoeren voor Vastar en Shell en tussen de bedrijven door wordt in april de pijpenleginstallatie uitgetest. Medio oktober kunnen we dan voor BP Amoco in de Golf van Mexico aan de slag.'

Toren

'De pijpenlegtoeren krijgt een staalgewicht van 2300 ton en een hoogte van 120 meter, wat te

DAILY SHIPPING NEWSLETTER

vergelijken is met een flatgebouw van veertig verdiepingen', vertelt woordvoerder Anne de Groot van Huisman Itrec. 'In de toren worden zo'n honderd hydraulische cilinders verwerkt. Afhankelijk van de waterdiepte komt de toren geheel rechtop of onder een bepaalde hoek te staan. In totaal kan de installatie zo'n vijftien graden kantelen. Naar verwachting kan hiermee per dag zo'n vier kilometer pijp worden gelegd.

'De toren kan gewichten aan van 1600 ton. Voor het legwerk worden 72 meter lange pijpsecties gebruikt. Die worden volgens de zogeheten J lay methode gelegd, wat betekent dat zij in een J vorm naar de bodem worden geleid. Dit is een beproefde methode voor legwerk in diep water.'

Ook voor Huisman Itrec is dit de tweede conversie van een kraanvaartuig. De onderneming uit Schiedam leverde ook de pijpenlegtoeren voor de Saipem 7000. (PS)

ROUTE, PORTS & SERVICES

DFDS Tor Line strengthens Ferrymasters tie

A new co-operation agreement between P&O Ferrymasters and DFDS Tor Line will come into effect mid-May 2001. The co-operation will comprise P&O Ferrymasters' use of the DFDS Tor Line services between the UK and Sweden, Norway, Denmark, Germany and Holland.

The charter between DFDS Tor Line and P&O Ferrymasters for the m/v ELK, acquired by DFDS Tor Line from P&O Ferrymasters end 2000, will cease when the new co-operation agreement becomes effective. The vessel will be employed by DFDS Tor Line elsewhere.

The very considerable P&O Ferrymasters door/door volume between the UK and Sweden will as part of the new agreement be shipped by the existing DFDS Tor Line services from Immingham and Harwich to Gothenburg.

The new agreement will have a duration of approximately three years with a possibility of extension. The major benefit for DFDS Tor Line will be related to the AngloBridge service UK/Sweden.

NAVY NEWS

USS Greenville returns

The USS Greenville is back in the water after repairs costing the navy \$2M and almost six weeks in dry dock, officials said. The crew is preparing for a series of refresher training exercises, reports said.

The sub is expected to commence sea trials around the Hawaiian island by mid-April. Prior to the collision with the Ehime Maru, where nine people drowned, the nuclear-powered sub had been scheduled for deployment around the Western Pacific. That schedule is now being reviewed.

A new Commander has been appointed, Capt Tony Cortese, in place of Cmdr. Scott Waddle. Lt Cmdr Gerald Pfeifer and Lt Michael Coen, the two other officers who were investigated after the accident, are also onboard.

The navy is also determining the potential environmental risks involved in salvaging the Japanese trawler, lying 600 meters deep off Diamond Head, Hawaii.

USS CONSTELLATION

USS Constellation (CV 64) arrived in the port of Sydney, Australia, April 5th 2001 for a visit prior to continuing on to the Arabian Gulf. Constellation is enroute to the Gulf to relieve USS Harry S. Truman (CVN 75) in operations in support of Operation Southern Watch.

MOVEMENTS



The newbuilding tug SCZIMAN on trails 06-04-2001
(Photo : Piet Sinke)

....AT LAST BUT NOT LEAST

Was America hunting for a new killer submarine?

Global Intelligence Update

Summary

Amid all the hullabaloo between the United States and China over the downed surveillance plane, it is pertinent to ask just what the plane was doing in the first place. A series of incidents, stretching back several years, indicate that the US has been hunting for signs of a breakthrough in Chinese submarine technology - one that poses a serious threat to America's most powerful conventional weapon, the aircraft carrier.

Analysis

The loss of the EP-3E aircraft means the demise of some of the United States' capabilities to eavesdrop along China's coastline. It also could eventually spell more trouble for relations between the two countries.

Both observations beg the question: What was a US spy plane doing down there in the first place? True, missions are flown routinely along the China coast. But a series of incidents, stretching back several years, indicate that the United States has been hunting for signs of a breakthrough in Chinese submarine technology - one that poses a serious threat to America's most powerful conventional weapon, the aircraft carrier.

There have been a rash of arrests of Western defense attaches in China. And recently a US vessel was chased from an exercise area. Both actions suggest China is close to a breakthrough in its long-stalled

DAILY SHIPPING NEWSLETTER

efforts to build an effective submarine threat. Sources in China confirm the Chinese military reaction to the EP-3E incident was sharp because the military is trying to safeguard its submarine secrets.

There are two vessels at issue. The People's Liberation Army Navy placed a new version of the Russian-designed Kilo-class submarine into service on April 4, 2000, according to a brief report in the Hong Kong-based Sing Tao Jih Pao. The new Kilo is equipped with anti-ship weapons and has conducted recent drills simulating combat with carrier-type warships, according to the paper, which cited sources in the People's Liberation Army. It takes up to a year to qualify a new vessel and crew for duty at sea.

But the Chinese navy may have made a more significant breakthrough. It has been working for years on a variant of the larger, more powerful Victor III submarine. This submarine, known in China as a Type 093 and which was due for completion some time in late 2000, was designed to launch cruise missiles while submerged. That would allow the Chinese to threaten the pre-eminent American weapons system in the region, the aircraft carrier.

The flight of the EP-3E along China's coastline suggests it was monitoring transmissions of navy vessels and coastal installations. The aircraft may have been looking for signs of either of these two submarines as well.

It appears the US Navy was taking an intense interest in a recent exercise far to the north in the Yellow Sea - not far from the port where the new boat has been under construction. That's where the US vessel was chased away.

It is an unusual coincidence that the damaged American EP-3E made an emergency landing on Hainan Island. The island lies at the epicenter of China's efforts to extend its naval force far beyond its coastline. By doing so, it can interdict the sea lanes that bring oil to Northeast Asia. The Chinese also could put an end to their worst nightmare, realized in 1996, when American carriers were just off the Chinese coast.

To the north of the island is the headquarters of the South Sea Fleet at Zhanjiang. Zhanjiang is a likely target for collecting Chinese signals from telephone calls and other transmissions because it controls operations into the hotly contested Spratly Islands. Two submarine flotillas operate out of the South Sea Fleet, according to a recent version of Jane's Security Assessment. Hainan hosts a naval base at the northern port of Haikou.

It appears likely the new Kilos not only have entered service but also may have been certified to take part in deep-water operations, ostensibly against American carriers in the case of war.

The US Defense Department estimated last year that the Kilos will be adapted to use Russian technology in sonar as well as weapons systems. In a report last year, the department estimated China "is expected to begin arming some of its submarines with submerged launch cruise missiles". The Chinese navy is also emphasizing its own anti-submarine operations, especially training.

"As a result, China's submarine fleet could constitute a substantial force capable of controlling sea lanes and mining approaches around Taiwan," the US military report concluded, "as well as a growing threat to submarines in the East and South China Seas".

Operations in the South China Sea are the key for China to break out of its largely defensive naval posture. From the South China Sea, the Chinese can intercept an opposing force - far away from the mainland. Such a force can harass shipping, particularly ships carrying petroleum, to Japan and South Korea. The Chinese military appears to feel the United States, keenly interested in the submarine

program, is moving to counter this threat by bringing its own weapons closer to the coast.

Whale Research Vessels Return to Port

TOKYO, April 6 /CNW/ -- Japan's whale research vessels are scheduled to return to the ports in Japan next week having completed the 14th year of the research program in the Antarctic. "We are pleased to welcome home the fleet. The research is producing valuable information for the management of Antarctic marine resources," the Director General of The Institute of Cetacean Research, Dr. Seiji Ohsumi, said. "The number of minke whale schools sighted during this year's Japan Antarctic Research Program (JARPA) was the highest recorded so far. While Antarctic minke whales are usually distributed in high concentrations in the area close to the ice edge, this year's research observations showed a high concentration in the northern part of the research area as well." Dr. Ohsumi said that these results and the results of biological analysis of samples would help the IWC's Scientific Committee provide an up-to-date assessment of the Antarctic minke whale population.

"Japan's whale research program together with the IWC's Southern Ocean Whale and Ecosystem Research (SOWER) program provide the only long-term whale research programs in the Antarctic. These programs complement each other and are required to monitor changes in the Antarctic ecosystem and to provide a scientific basis for the management of Antarctic resources," Dr. Ohsumi said. The Government of Japan provides the research vessels, researchers and crew for the IWC's SOWER program, the latest results of which will be released at this year's annual IWC meeting.

Dr. Ohsumi noted that in 1990, the IWC estimated the Antarctic minke whale population at 761,000 and in 1992, based on its Revised Management Procedure, calculated that 2,000 could be taken from the population each year for one hundred years without any risk to the population. "Clearly, our research take of 440 animals is small and poses no risk to the population." Japan's whale research program involves both non-lethal research such as sighting surveys and biopsy sampling as well as research that requires the take of minke whales. The International Whaling Commission's Scientific Committee has commended both the quality and quantity of data from this program and noted that the program has "provided considerable data which could be directly relevant for management."

"While opponents of sustainable whaling characterize our research program as 'commercial whaling in disguise' the IWC Scientific Committee says that using only non-lethal means to obtain this information are unlikely to be successful in the Antarctic," Dr. Ohsumi said. Dr. Ohsumi reiterated also that the Convention requires the by-products of the research be processed. "The fact that the whale meat is sold is actually a requirement of the whaling treaty to ensure that resources are not wasted. Income from the sale of by-products (meat) is used to help offset the cost of the research."

"Criticism of Japan's whale research program based on emotional reasons ignores both science and international law and is a rejection of the basic principle that resources should be managed on a scientific basis," he said. "Sustainable use and proper management of all marine resources should be based on scientific findings. Indeed, the International Convention for the Regulation of Whaling requires that its regulations be based on scientific findings." Dr. Ohsumi said Japan's whale research program is legal under the terms of the Convention, which provides that IWC member countries can issue permits for the killing of whales for research purposes. "The Southern Ocean Whale Sanctuary and the IWC moratorium apply only to commercial whaling, and not to research."

Japan's research program in the Antarctic, which began with feasibility studies in 1987/88 and 1988/89 in response to claims of uncertainty of scientific information, has four objectives:

1. Estimation of biological parameters to improve the stock management of the Southern Hemisphere minke whale,
2. Examination of the role of whales in the Antarctic marine ecosystem,
3. Examination of the effect of environmental changes on cetaceans, and

DAILY SHIPPING NEWSLETTER

4. Examination of the stock structure of the Southern Hemisphere minke whales to improve stock management.

The research fleet consists of the main research base, the Nisshin maru, together with three sighting and sampling vessels and one dedicated sighting vessel. This year's research which was conducted in the Antarctic waters between 130 degree E and 145 degree W longitude, involved a total sighting distance of 19,878 miles, non-lethal collection of biopsy samples from blue, fin and humpback whales and the taking of 440 minke whales. More than 100 data records and samples are taken from each minke whale and these are used to estimate age and reproductive rates and natural mortality of the population. Other data are collected on morphology, migration, growth, physiology, ecology, feeding and oceanography.

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

<http://home.soneraplaza.nl/qn/prive/j.vander.klooster/index.html>