



**Number 006 \*\*\*\*DAILY SHIPPING NEWSLETTER\*\*\* Monday 08-07-2002**



## **EVENTS, INCIDENTS & OPERATIONS**

### **Heerema wins recognition for Cyrus installation**

Heerema has been congratulated on its expertise and commitment to safety from ChevronTexaco for the installation of the Cyrus project.

ChevronTexaco thanked HMC and its personnel for the success of the project, in particular, the excellent planning and team work by all members of the Heerema Installation Team. The entire installation was incident free.

The Cyrus project was performed by SSCV Hermod.

## **World record achieved on Horn Mountain SPAR installation**

Heerema Marine Contractors has established a world record during the installation of an offshore SPAR mooring system.

The BP Horn Mountain SPAR project set the new record with its mooring line system, which was installed in 1,650m (5,500ft) of water off the Gulf of Mexico.

The SPAR project, installed in two phases, saw the world record broken during the first phase of the project, with the installation of the mooring line system.

The mooring line system consists of nine piles, each pile being 5.5m in diameter and 27m long. The length of each mooring line is 2,300m and is made up of three sections, a single section consisting of 75m of chain link (each link being 14cm in diameter) and two sections of heavy steel wire also 14cms in diameter.

The world record breaking project was the first project to be carried out by the semi-submersible construction vessel Balder after its deep water conversion.

## **British nuclear power company faces storm over ship**

Britain's state-owned nuclear power company BNFL faced international criticism today for sailing rejected nuclear fuel back from Japan, but insisted the shipment was safe from terrorists or environmental catastrophe.

The embattled industry also faced embarrassment over a government report that the cost to taxpayers of cleaning up waste and mothballing old plants would be billions of pounds more than previously estimated.

Two lightly armed BNFL ships set sail from Japan on Thursday, bearing fuel the company had shipped to Japan three years ago but agreed to take back in a scandal after it emerged that BNFL had falsified some documentation.

The shipment of potentially weapons-useable material has provoked a storm of outrage from environmental groups, and from countries that fear the shipping route -- undisclosed for security reasons -- might pass nearby.

Its journey is being monitored by a New Zealand air force plane as Defence Minister Mark Burton said the Government had been advised the two vessels would travel through international waters between New Zealand and Australia.

"We have now honoured the commitment we gave to our Japanese customers to return the fuel," BNFL head Norman Askew said in a statement promising to seek new sales to Japan, where the flap over the bogus documentation had caused widespread public anger.

It was the first transport of its kind since the September 11 attacks on the United States, and environmental groups and third party governments say the nuclear material could be a tempting target for militants on the high seas.

The company said armed guards on board, and safety measures to prevent a leak of radioactive material, had satisfied British, Japanese and US regulators that the shipment of so-called MOX mixed uranium and plutonium oxide fuel was safe.

"We're confident, as are the governments of the UK, Japan and the US ... that the plans are sufficient to meet the credible risks," said BNFL spokesman Paul Vallance.

"These are frankly the right people, rather than people with an axe to grind, to lay down the standards which we meet. These shipments are safe and secure. There's no question about that."

He said security measures were covered by international agreements, and had been reviewed since September 11.

Irish Environment Minister Martin Cullen said the shipment posed an "unacceptable risk to the environment of Ireland and the health and economic wellbeing of its population".

## DAILY SHIPPING NEWSLETTER 2002 - 006

Its destination, the British reprocessing plant at Sellafield, is only 180km across the Irish Sea from Ireland, on England's northwest coast.

Foreign Affairs Minister Phil Goff said the air force had been called in to ensure the shipment did not enter New Zealand waters.

"While acknowledging the safeguards which have been put in place, these do not eliminate risks posed by accident or by terrorist attacks," he said.

New Zealand had informed both Britain and Japan of its opposition to such shipments in the Pacific Ocean and wanted "the transport states to accept full responsibility and liability for any accident that might occur", he said.

Yesterday two Greenpeace protesters scaled the roof of the Japanese embassy in Canberra, Australia and unfurled a banner criticising the shipment.

A fleet of yachts is also due to leave New Zealand tomorrow to join a flotilla in the Tasman Sea to protest against the shipment.

The launch of the shipment came as Britain's Energy Minister Brian Wilson published a policy paper outlining plans to reform the creaking nuclear power industry.

A new state agency would be responsible for paying to clean up existing waste sites and mothball old plants, taking on huge liabilities from BNFL in what industry experts see as a move toward privatising the remaining profitable bits of the company.

Wilson estimated the total liabilities to be assumed by the new agency at nearly £48 billion (\$152.81 billion) -- between £8 billion and £13 billion more than previous estimates.

The BNFL's Vallance said it was in the public interest to sweep liabilities for mothballing decades-old plants off the state-owned operating company's books, allowing it to attract investment for newer, cleaner nuclear power projects.

But Greenpeace wrote: "The creation of a new authority to bail out the nuclear industry from the £48 billion bill for cleaning up waste and decommissioning old power stations will free ... (BNFL) to expand its nuclear business and create more deadly radioactive waste."

## SHIPYARD NEWS

### AMFELS lays keel of jack-up ahead of schedule

AMFELS Inc, the wholly-owned subsidiary of Singapore's Keppel Corporation Limited through Keppel Offshore & Marine Ltd, has laid the keel for new jack-up rig, Tonala, one month ahead of schedule.

The \$83 million contract for the rig was signed in April 2002 with Mexican company, Perforadora Central SA de CV.

Tonala is a KFELS MOD V "B" class jack-up, enhanced with Keppel's proprietary jacking and fixation systems developed by its research and technology arm, Offshore Technology Development.

## DAILY SHIPPING NEWSLETTER 2002 - 006

Due for delivery in the first quarter of 2004, Tonala is the fourth "B" class rig ordered in two years. The first "B" class, Chiles Discovery, was delivered by Keppel FELS in Singapore. Its sister rig, Chiles Galileo, now under construction at AMFELS for the same owner, Chiles Offshore, is due to be delivered in September 2002. The third rig, Atwood Beacon, is currently being built in Keppel FELS for Atwood Oceanics Pacific Limited and is due to be delivered in June 2003.

Texas-based AMFELS is part of the Keppel Offshore & Marine group headquartered in Singapore.

## ROUTE, PORTS & SERVICES PANAMA CANAL



A container ship passes through the Miraflores locks on the Pacific side of the Panama Canal, June 26, 2002. Some 2.6 million gallons of water flood the Miraflores locks in just eight minutes to pull the massive ships up to 56 feet from sea level to make the 50 mile crossing between the Pacific and the Atlantic Oceans

## Kongsberg Simrad and ABB to collaborate

Kongsberg Simrad AS and ABB AS have entered a worldwide co-operation agreement on joint marketing, sales and technology development to marine and offshore vessels.

As part of this agreement there will be a transfer of ABB's business related to dynamic positioning to Kongsberg Simrad.

The two companies have established themselves as leading international suppliers with complementary products and systems and say they aim to become the leading vendor of vessel automation systems, dynamic positioning, electric power, propulsion, and thruster systems to marine and offshore vessels.

## **Goldeneye contracts awarded**

Shell UK Limited, on behalf of Goldeneye co-venturers Esso Exploration and Production UK, Lasmo (TNS), Paladin Expro Limited and Petro-Canada UK, has announced the award of two contracts for the installation of pipelines for the Goldeneye Venture.

European Marine Contractors Limited (EMC), a Saipem group company, has been awarded a £40 million contract for the engineering and construction of the 105km long 20in and 4in diameter offshore pipelines to be installed between the Goldeneye field and the Shell/Esso St Fergus Gas Plant.

The second contract, for the installation through the landfall/onshore section of the two pipelines and worth almost £5million, has been awarded to Van Oord ACZ Limited. Van Oord ACZ will carry out engineering and design work in the UK and start preparatory activities on site during late summer 2002. Following a break during the winter, the main construction work will be completed during the first half of 2003.

The Goldeneye offshore platform will be located in the Shell operated UKCS Block 14/29a, 105 km from Northeast Scotland in the South Halibut basin area of the Outer Moray Firth. The field is expected to be in production from 2004 for between 7 and 10 years.

## **Contract awarded for Kvitebjørn hook-up**

The Spanish shipyard group Izar Construcciones Naval is to build the barge which will carry the process equipment for the Snøhvit project's gas liquefaction plant at Melkøya in the north of Norway.

The operator Statoil and its partners in the Snøhvit licence signed a contract with the yard on 28 June. The contract is worth about NOK 170 million.

The barge - 154m long, has a breadth of 54m and is 9m high - will be built at Izar's yard in Ferrol, Spain. Following completion in August 2003, the barge will be towed to an outfitting yard where about 24,000 tonnes of process equipment for the gas liquefaction plant will be installed.

The gas liquefaction plant will convert natural gas from the Snøhvit field into liquefied natural gas (LNG).

Snøhvit will start production in 2006. About 70 cargos of LNG per year will be shipped out from Melkøya.

\*region::North-West Europe

The NOK 124 million job of hooking up and testing systems on the Kvitebjørn platform in the North Sea has been awarded to ABB Offshore Systems by operator Statoil on behalf of the licensees.

ABB is building the deck and processing facilities for the installation, and project director Bjarne Bakken reports that the additional job was an option in this contract.

The work is due to be completed by 01 August 2003.

Plans call for the Kvitebjørn platform jacket to be put in place this September, with the topsides - including the drilling package - being lifted into place next March.

## DAILY SHIPPING NEWSLETTER 2002 - 006

Kvitebjørn is due to deliver gas from 01 October 2004, the output being piped to the Kollsnes treatment plant operated by Statoil near Bergen.

Condensate (light oil) from the field will travel by pipeline to the Mongstad refinery in the same area for further processing.

### Eirik Raude completed

Ocean Rig's second rig, Eirik Raude, was completed on 21 June, and the company has taken delivery of the rig from Irving shipyard in Canada.

The rig will now enter a new phase of commissioning and testing, and is currently due to start drilling on 01 September.

### Cal Dive to acquire Coflexip Subsea well operations business

Technip-Coflexip and Cal Dive International (CDI) have reached an agreement whereby CDI will acquire the Subsea Well Operations Business Unit of CSO Ltd, a fully owned subsidiary of Technip-Coflexip. The transaction is in line with Technip-Coflexip's programme of disposals of non-core assets.

Under the terms of the agreement, CSO Ltd will transfer to Well Ops (UK) Ltd, a wholly owned subsidiary of Cal Dive, all activities and resources dedicated to subsea well intervention, including the specialized, dynamically positioned vessel Seawell as well as assignment of current client and vendor contracts.

Purpose built for well operations, the Seawell, a 111m, DP3 vessel, was recently upgraded for coiled tubing deployment and well testing.

Engineering, project management and specialized CSO Ltd personnel dedicated to its Well Operations Business Unit will join Cal Dive. To ensure the continuity of the business and its operations with the highest standard of quality and safety, CSO Ltd will provide, for an interim period, a number of support services, particularly in the areas of vessel management and diving support. In return, the vessel will be made available to CSO Ltd through a cooperative agreement to support its contracting needs.

### Second H type heavy lift ship enters service

Dutch heavy lift shipping company Jumbo has taken its second H-type newbuilding into service, bringing the Jumbo fleet to a total of 11 vessels.

**MV Fairlane** - sister to MV Jumbo Vision, which was delivered last year - has a combined lifting capacity of 800 tonnes safe working load (SWL).

### Thialf gets a thruster upgrade

Heerema Marine Contractors has upgraded the semi-submersible construction vessel Thialf's thrusters. The work followed close behind the major conversion of the SSCV Balder as a deepwater construction vessel.



## DAILY SHIPPING NEWSLETTER 2002 - 006

The multi million dollar thruster project took five months to complete.

A spokesman for HMC added: "This major investment project is part of our programme to maintain our vessels to the highest standards. It will ensure that Hereema Marine Contractors can meet the exceeding demands of the industry." Since the completion of the thruster project in April, Thialf has performed several successful installations contracts in the North Sea.

### OFFSHORE NEWS



June saw **Allseas** charter the DP PSV MT6016 **Olympic Orion** and DP PSV VS498 **Edda Fjord**. Both



vessels have been fixed for 25 days firm + 35 daily options for pipe haul duties supporting the LB200 in the Irish sector. Delivery is scheduled between mid July to early August. Both these newbuild vessels are scheduled to deliver from the yards in early July. The Olympic Orion will deliver from the yard minus the heli-deck and crane for this charter. Market rumours suggest the day rates are in the region of GBP 17000 per day.



The **Maersk Beater** completed her term charter with BP in June. The vessel promptly went to Dong in Denmark. The vessel is expected to remain with Dong in support of their drilling activities until the end of July 2002.



After Tunisia's world cup exploits, they are about to have the **McNee Tide** tackle them with the semi sub drilling rig Pride North Sea. Tidewater obtained the tow of this rig in June and will commence the tow in early July, after the vessel completes the Kerr McGee Hutton TLP tow charter

## DAILY SHIPPING NEWSLETTER 2002 - 006



The **Maersk Challenger** secured the tow of the Glomar Grand Banks from Invergordon to Canada. The Maersk Chancellor had been on charter with Dong in Denmark since January this year, but with a bit of swapping around with the Maersk Beater the vessel headed to Canada with the Glomar Grand Banks in tow. The rig is due to commence drilling operations in Canada with Husky. Maersk are keeping quiet on the vessels commitments after the tow, but it is

thought the vessel will remain in Canada.

---



The **Asso 22** arrived back in the North Sea this month after its trip down to West Africa. The UT722 AHTS left Aberdeen to tow the Sovereign Explorer to West Africa back in late January. Once the tow was completed she carried out a tanker assist charter for Conoco Nigeria and then went on to carry out general support duties for Triton Energy. After arriving back in sunny Aberdeen the Italian vessel has traded the spot market and will continue to do so until further notice.

---

Seaforth extended the UT745 PSV **Maersk Forwarder** for a further 1 well period with a further 1 well option. The vessel has been with Seaforth since December supporting the Galaxy 3 drilling rig, as well as other Seaforth pool clients. If all options are taken it is thought that the charter period is likely to last until December. The vessel has a deck area





## DAILY SHIPPING NEWSLETTER 2002 - 006

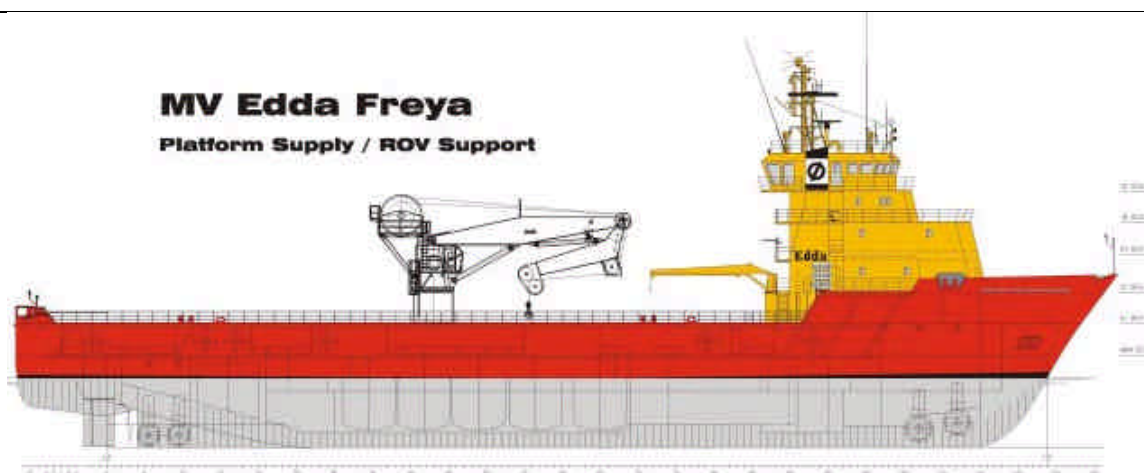
of 906 m2. The vessel is on sublet charter from Global Marine Systems.

---



Petersons were extending this month. The **Field Express** was extended for 3 years, and the vessel is now firm until April 2005. This UT 714 AHTS has 320m2 of deck, 89 tns bollard pull and was built in 1984.

---



PSV **Edda Freya** underwent some modifications for Deep Ocean earlier this year. The vessel has been upgraded to include; ROV Hanger, Helideck, Offshore Crane and extended accommodation, however this has resulted in a decreased area from 818m2 to 650m2. The vessel has been conducting ROV duties on behalf of Norsk Hydro, but a gap in her schedule has appeared and the vessel will be found trading the spot market for the next 6 weeks.

---



EMC took delivery of the **Highland Champion** this month for pipe haul duties, they will also take delivery of the **Far Grimshader** in early July. The Highland Champion is on sublet from ASCo and is firm with them until September, the Far Grimshader is firm with EMC for 60

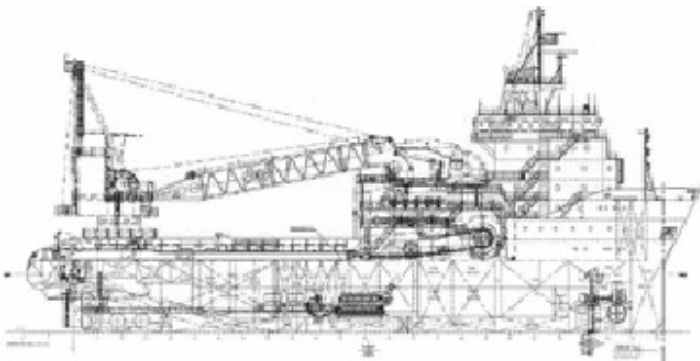
7/7/2002

## DAILY SHIPPING NEWSLETTER 2002 - 006

days plus options. The **Maersk Handler** has also been chartered for barge handling duties for up to 9 days.

---

June saw Trico deliver the DP PSV UT745 **Northern Canyon** to Canyon Offshore. The vessel delivered in Bergen in glorious sunshine. Since delivery Canyon have been trading the vessel on the spot market. Canyon have already secured a 4 week charter plus options with ASCO.



Maersk have decided to install a large heave compensated offshore crane onto one of their **"A" class** vessels that are presently being built in Stralsund Germany, to increase the vessel's lifting muscle. The vessel is due for delivery in the second quarter next year. The Kenz EHC200/4500 crane will have a lift capacity of 200 m/t, max radius of 36m and maximum working depth of 2000m.

---

Brazil Offshore Services had a fixing frenzy this month with Petrobras. B.O.S is a joint venture between Farstad Shipping and Petroserv and have obtained a total of 3 newbuild contracts with Petrobras. The charter period for each vessel will be 8 years. The total value of all three contracts is said to be worth Nok 1.45 billion. All vessels will be built in Brazil and Brazilian flagged. One vessel will be a UT728 design.

---

Petrobras have issued a letter of intent to Trico for the charter of a newbuild anchor handler for a period of eight years. The UT 722L vessel will be built in Brazil and is expected to begin its charter by the end of 2005 or in early 2006. This means it will start around the same time as the three other Brazilian Offshore Services anchor handlers chartered to Petrobras.

---

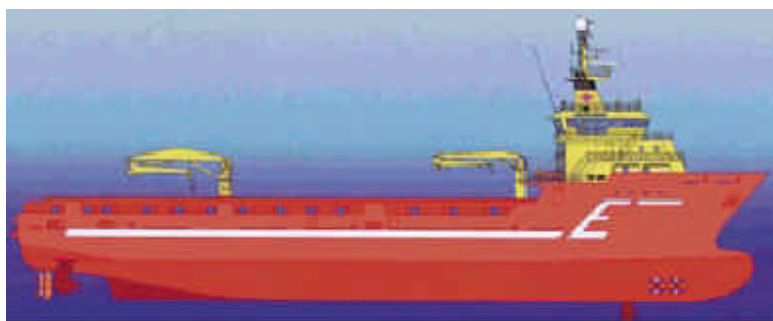
## DAILY SHIPPING NEWSLETTER 2002 - 006



Boa took delivery of their new build AHTS VS480 vessels from yard in China and started trading. The **Boa Giant** was the first one to deliver, whilst the **Boa Hercules** is presently on trials and expects to be on the market very shortly. Both vessels had some build delays in China, however, better late than never as they say.

Main particulars Meters  
Length o.a. 81m  
BHP 18,204 BHP  
Beam 20m  
Deck 650m<sup>2</sup>  
Draught 8,2m max

---



Eidesvik will take delivery of their newbuild VS490 PSV the "**Viking Dynamic**" in week 27. The vessel will then be delivered to Statoil to act as a front run vessel for their newbuild VS4403 vessel that is due for delivery in January 2003. When the 4403 delivers the Viking Dynamic will be available on the market.

Main particulars Meters  
Length o.a. 90 m  
BHP 12,400 BHP (Diesel Electric)  
Beam 19 m  
Deck 985 m<sup>2</sup>  
Draught 7m max

---



Hornbeck Offshore Services delivered a 6780 BHP platform supply vessel in the third week of June. The DP 2 certified vessel has an 811 square metre deck and is named **HOS Brimstone**. She cost US \$ 22 million and is now working for BHP in the Gulf of Mexico.

---

Schlumberger Oilfield Services has launched its Galaxie designed advanced well stimulation vessel to expand its subsea well intervention fleet. The new vessel is bound for deepwater projects in west Africa, where operators including TotalFinaElf, Shell and Amerada Hess are requiring more advanced stimulation alternatives. The 220 ft vessel incorporates new deepwater stimulation designs and technology, including dynamic positioning.



## **NAVY NEWS**

### **Navy man in helicopter crash**

AN Australian naval officer has escaped unharmed after a US helicopter rolled off the deck of an American warship during operations in the Persian Gulf. The accident happened as the helicopter hovered over the flight deck of the destroyer *USS Cushing*. An Australian Defence Force statement said the helicopter lost tail-rotor control, then rolled off the deck into the sea. Seven personnel, including the Australian, were rescued before the helicopter sank. Two Australian Navy medical officers from *HMAS Melbourne* were flown to *USS Cushing* to help. The Australian naval officer was examined and found to be unhurt. He has returned to duty. Two of the seven passengers aboard the helicopter, both from the US Navy, sustained minor injuries and were flown to hospital.



The U.S. Navy cruiser **USS Normandy (CG 60)** underway while transiting the Straits of Gibraltar with the aircraft carrier **USS George Washington (CVN 73)** battle group. The Norfolk, VA, based cruiser is on a scheduled six-month deployment supporting missions in support of **Operation Enduring Freedom**





The Danish **HDMS Hvidbjørnen (F 360)**, British **HMS Chatam (F 87)**, and U.S. guided missile cruiser **USS Cape St. George (CG 71)** cruise in formation during the joint combined exercise BALTOPS 2002.

## **MOVEMENTS**

### **SPSL EARL**



The **SPSL EARL** Berthed in William Wright dock Hull 6/7/02, later entered dry dock.

**Photo :**  
**Patrick Hill ©**



## ENSCO 100



Sunday morning the Tug **ZEUS** with the Jack Up rig **ENSCO 100** arrived the entrance of the Nieuwe Waterweg enroute the Verolme shipyard in the Botlek .

Photo's : Piet Sinke ©



## ZEEAREND



The **ZEEAREND** departs from Hoek van Holland for another patrol along the Dutch coast.

Photo : Piet Sinke ©

## AJAX



The **Ajax** seen at Fawley handling the tanker **Nordic Spirit**.

Photo : Krispen Atkinson ©