

DAILY SHIPPING NEWSLETTER 2002 - 010



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Operation Enduring Freedom



09-07-2002 - The fast combat support ship **USS Seattle (AOE 3)** provides fuel and cargo to the guided missile frigate **USS Underwood (FFG 36)** and to the aircraft carrier **USS John F. Kennedy** during a replenishment at sea (RAS). The Kennedy Battlegroup is on a regularly scheduled deployment conducting combat missions in support of Operation Enduring Freedom.

EVENTS, INCIDENTS & OPERATIONS

Prinses Margriet misschien verkocht

Zeker is het nog niet, maar het zit er dik in dat het motorschip Prinses Margriet van het Maritiem Instituut Willem Barentsz woensdagochtend voorgoed de Terschellinger haven heeft verlaten. Het schip is al geruime tijd te koop en sinds kort is er serieuze belangstelling van een koper.

Deze wil het schip op het droge zien alvorens hij besluit het te kopen en woensdagochtend om 9 uur is het schip naar de werf in Harlingen vertrokken. Adjunct-directeur Gerrit van Leunen heeft er alle vertrouwen in dat deze inspectie positief uitvalt, omdat het schip vorig jaar tijdens een keuring in orde is bevonden. Wie de koper is, wil Van Leunen nog niet zeggen. Wel wil hij kwijt dat de koper het schip weer wil gebruiken om met passagiers te varen.

Hoewel directeur Stephen Cross vorig jaar aankondigde dat er wellicht een ander opleidingsschip zal worden aangekocht door de NHL voor de zeevaartschool, is dit vanwege bezuinigingen bij de NHL niet zeker. Er is dit jaar voor de stage door zeevaartschoolstudenten gebruik gemaakt van het motorschip Van Kinsbergen, het opleidingsschip van de Koninklijke Marine.



Boven : [Hr Ms van Kinsbergen](#) passeert Hoek van Holland – [Photo : Jan van der Klooster](#) ©

Machinist loopt brandwonden op aan boord

De 38-jarige Peter van Suijlekom, machinist van het betonningsvaartuig Terschelling, is woensdagmorgen aan boord gewond geraakt.

Hij is met brandwonden aan polsen en gezicht met de reddingboot Arie Visser naar het Academisch Ziekenhuis in Groningen gebracht. Het schip lag afgemeerd in de werkhaven van Terschelling. Bij het openen van een elektriciteitskast in de machinekamer ontstond een steekvlam, waarschijnlijk door kortsluiting. De kast brandde volledig uit. Op het moment van het ongeval waren acht personeelsleden aan boord.

NZ ship fire extinguished

NEW Zealand Navy personnel joined around 30 firefighters aboard the 18-m-long American Samoan vessel [Sinisferre](#), which caught fire while drydocked at the Babcock NZ facility in Devonport, Auckland

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yesterday. No injuries were reported, according to a St Johns Ambulance spokesman. The fire began in the vessel's forward cargo hold. It took an hour to bring it under control.

CASUALTY REPORTING

BORC (NORWAY (INT. REGISTER))

London, Jul 11 -- A press report, dated Jul 10, states: General cargo Borc (20139 gt, built 1972), fully laden with 22,000 tons of pig iron, ran aground in the shipping channel off the port in Morehead City at approximately 1930, local time, Jul 9. Pending an investigation by the Coast Guard Marine Safety Team, the specific cause of the grounding is unknown, although mechanical failure may have been a contributory factor, said Lt. James Martin of the Wilmington Marine Safety Office. The cargo, destined for the Nucor Steel plant in Hertford County, is being unloaded onto barges from where the vessel now sits. The Coast Guard is broadcasting a notice to mariners to warn them that the vessel is partially blocking the channel. It is not known how long the investigation will take, but attempts will be made to refloat the vessel this evening at high tide. No injuries or pollution were reported from the incident. London, Jul 11 -- Following received from Coast Guard Portsmouth, Va, timed 1000, UTC: General cargo Borc remains aground. Refloating attempts last night were called off due to bad weather. Another attempt will be made around midnight, UTC, tonight, on the high tide.

FAR SERVICE (ISLE OF MAN)

London, Jul 11 -- According to information received from Farstad Shipping, the owners of supply Far Service, the body of the worker was recovered from the vessel yesterday. Also yesterday it became possible for the first time to enter the engine-room to assess the damage, whereupon P&I representatives and shiprepairers were invited to inspect same. Quotes are being obtained from various shipyards and it is hoped next week to move the vessel to a repair yard

KODIMA (MALTA)

Falmouth, Jul 11 -- General cargo Kodima has been renamed Redstone and moved back to King's Wharf.

MAGDALENA OLDENDORFF (LIBERIA)

London, Jul 10 -- A press release from the South African Ministry of Environmental Affairs and Tourism, dated today, states: The 18 crew members of general cargo Magdalena Oldendorff are still awaiting the arrival of icebreaker Almirante Irizar, which will clear the ice to free the vessel. The icebreaker is expected to arrive on scene Jul 11.

MISS RENEE (U.S.A.)

London, Jul 10 -- Following received from Coast Guard New Orleans, timed 1425, UTC: Tug Miss Renee is still aground and salvage crews are currently working to remove water from it. Vessel traffic in the Channel is open but restricted to one way

OCEAN VOYAGER (BERMUDA)

Muscat, Jul 10 -- Research Ocean Voyager sank about 150 miles north-east of Muscat. All crew members are believed to be safe and are being brought to Port Sultan Qaboos by another survey vessel, research Miclyn Searcher, which was in the vicinity. Miclyn Searcher is expected to reach Port Sultan Qaboos by tomorrow morning. Ocean Voyager had sailed from Port Sultan Qaboos at 1400, Jul 9

SAFARI QUEST (U.S.A.)

London, Jul 11 -- Following received from Coast Guard Juneau, dated Jul 9: Juneau-based Coast Guard investigators are determining the cause of an engine-room fire that occurred yesterday on passenger Safari Quest (97 gt, built 1991) while transitting Fredrick Sound with 29 people on board. The crew of Safari Quest contacted the Coast Guard at 1710 hrs, reporting the port engine disabled as a result of the fire. Still under its own power, the vessel entered into Petersburg at 2010 hrs where Coast Guard investigators will rendezvous with it today.

ZOGRAFIA (MALTA)

Piraeus, Jul 11 -- Bulk Zografia was redelivered to its owners off Korsor at 1215 today. -- Tsavlis Salvage (International) Ltd

SHIPYARD NEWS

Austal Sells Second Vessel into NY Market

Austal USA has signed a contract with Cloud Nine of New York to construct a 135ft. dinner cruise monohull. This is the second sale by Austal USA to the New York market this year and will further showcase the company's ability to deliver a high quality, customised product. Austal's Managing Director, Bob McKinnon said the sale of the new monohull is a strong indication of the immediate success of Austal USA in delivering vessels to the US domestic market. "We are very pleased to see that orders for Austal USA are progressing well," Mr McKinnon said. "There is certainly a very active market for this type of vessel and our US yard is well placed to deliver them." Cloud Nine specialise in offering private, luxury dinner cruises for social and corporate groups and have developed a large base of repeat customers. The New York based company currently operate a 95ft dinner cruise monohull and this new larger Austal USA vessel, due for delivery to New York during April 2003, will enable Cloud Nine to cater for larger groups. The new vessel will operate at a service speed of 16 knots offering their trademark "New York Skyline Tours" departing from Queens (near the Shea Stadium) or Manhattan (at East 23rd St). The cruises typically operate for a period of four hours and incorporate the East River and part of the Hudson River. One of the typical highlights is a close run by the Statue of Liberty. New itineraries are also planned with this new vessel. Capable of accommodating up to 149 guests, the aluminium monohull will be particularly suited to private and corporate functions and will feature a large galley for full on-board catering, two bars, dance floors and a bridal suite for the very popular wedding functions held on board. The vessel will be designed and built to 46 CFR Subchapter T regulations and features 2 x Cummins KTA 38M0 diesel engines rated at 800bhp each and a 100 hp tunnel thruster forward. Cloud Nine has obtained finance from CitiCapital in New York to fund the purchase of the vessel from Austal USA.

Flender hands over ferry for Superfast

FLENDER Werft has finally delivered the first of two 29,000 gt ferries for Greek owner Superfast Ferries. The **Superfast XI** and **Superfast XII** had originally been scheduled for delivery in January and May. Penalty payments resulting from repeated delays of the vessels, which had been sold below cost price anyway, had forced the Lübeck yard to file for insolvency in June.

Owner Superfast said that the Superfast XI had performed extremely well during test trials in the Baltic Sea and should now be transferred to the Adriatic as soon as possible. Superfast XII will follow later this year, the ferry operator added.

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Meeting the final deadline set by Superfast was crucial for the future of the yard. The head of the Flender works council, Dieter Schumacher, said he had received positive signals from the insolvency administrator, Walter Peters, who had managed to secure financing for the present projects.

In addition to the second Superfast ferry, Flender is also building a ro-pax ferry for the Faeroe Islands and a boxship hull for Portugal. But this gives the yard full utilisation only until the end of September. The sequestrator is thus trying to convince shipowners Claus-Peter Offen to have at least one 3,600 teu boxship built completely at Flender.

Originally, the yard, in which Mr Offen is also a shareholder, was asked to do assembly work only, while the hulls would be constructed by Mangalia Shipyard in Romania.

Mr Schumacher said the works council kept up its demand that chief executive Dirk Rathjens step down.

ROUTE, PORTS & SERVICES KOOREN TUGS



Ko-tug in the port of Rotterdam commissioned recently two new (second hand) tugs into service, both tugs were purchased from Germany , the FARGE was purchased from Unterweser (URAG) and renamed **VS HAMBURG** and the ADRET was purchased from Lutgen & Reimers and renamed in **VS ROTTERDAM**

Left the **VS ROTTERDAM**
Photo : Jan Simons ©

SAIPEM / BOUYGUES OFFSHORE

Saipem completes acquisition of majority stake in Bouygues Offshore and files a standing offer for the remaining shares Montigny-le-Bretonneux, France, July 10 2002 - Bouygues Offshore (NYSE: BWG-PARIS: BOS.PA) announces that Saipem, an Eni company, has completed the acquisition of Bouygues Construction's 50.8% stake in Bouygues Offshore and that it has filed with the French market authorities a standing offer ("garantie de cours") for the remaining shares held by the public. The cash offer price of Euro 60.08 per share, has been unanimously recommended by the Board of Directors of Bouygues Offshore and it is equal to the price paid to Bouygues Construction for the acquisition of the majority stake. This offer price represents an approximately 25% premium over Bouygues Offshore's one-month average share price prior to the announcement of Saipem's deal with Bouygues Construction and values 100% of Bouygues Offshore at approximately Euro 1billion. This transaction, which last week received antitrust clearance from the European commission, represents the largest cross-border acquisition in Europe in the oilfield services sector. The combination of Saipem's recognised construction capabilities and Bouygues Offshore's powerful engineering and project management expertise will create a new, truly worldwide group with a superior competitive positioning in the provision of EPIC services to the oil industry. The integration of Saipem and Bouygues Offshore

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will be facilitated by seven years of successful cooperation through the SaiBos joint venture, joint projects, and other projects performed jointly. Pietro Franco Tali, Chairman and CEO of Saipem, commenting on the deal, said: "We are confident that Bouygues Offshore shareholders will react positively to this offer, which is a full and fair one. We are excited about the prospect of combining and developing further the expertise of the two groups to create a worldwide leader in the provision of services to the oil industry"

Herve Le Bouc, Chairman of Bouygues Offshore, said: "We are convinced that there is a strong industrial logic behind this transaction and that the offer is in the best interests of Bouygues Offshore, its shareholders, its employees and its customers." The French standing offer is limited to non-U.S. holders of shares. As the shares of Bouygues Offshore are also listed on the New York Stock Exchange (in the form of ADSs), Saipem currently intends to launch a separate tender offer in the United States, open only to holders of shares resident in the United States and all holders of ADSs, concurrent with the French standing offer. Both offers are expected to commence in the second half of July, following approvals from the French market authorities, and will remain open for twenty business days.

Saipem is being advised by Morgan Stanley & Co. Limited and by Cleary Gottlieb Steen & Hamilton.

Brisbane assesses own towage option

THE port of Brisbane in Queensland, Australia is examining the possibility of providing its own towage service, according to the port's general manager of operations, Greg Smith. Smith, who was addressing a Productivity Commission hearing on towage in Brisbane today, said any port-controlled towage operation would need to be profitable and be able to guarantee sufficient shipping volumes. However, he said the market for second-hand tugs was currently a good one. The port executive expressed the concern that Brisbane's existing towage provider, Adsteam Marine, was "moving into a monopolistic pricing situation", although a new tug operator, Australian Maritime Services (AMS), which started operating in Melbourne on May 11, is poised to begin operations in Brisbane and Sydney. A representative from Queensland Sugar told the hearing that towage rates in the ports of Cairns, Mourilyan and Lucinda were causing serious concern to the sugar exporter and claimed the rates had "not been tested in the market place".

IHC Delta en GHA lossen geschillen rond nieuwe havendienstboten op

IHC Delta en GHA lossen geschillen rond nieuwe havendienstboten op De problemen met de calamiteitenbestrijdings en patrouilleschepen **Poseidon** (Havendienst 7) en **Hephaistos** (Havendienst 8) zijn opgelost. Het Havenbedrijf van de Gemeente Amsterdam (HGA) neemt ze binnenkort af van IHC Delta Shipyards in Sliedrecht. De schepen voldeden in eerste instantie niet aan alle eisen uit het bestek. Vorige week donderdag is het laatste probleem, de stuwkracht van de boegschroefinstallatie, opgelost. De 28 meter lange en acht meter brede schepen zouden oorspronkelijk in januari in de vaart komen.

'Alle veertien geschilpunten zijn de afgelopen maanden stuk voor stuk besproken en keurig opgelost, het kostte alleen tijd', zegt Aart Hiemstra van het Gemeentelijk Havenbedrijf Amsterdam. 'Wij hebben daarbij regelmatig water bij de wijn gedaan.' Hiemstra is niettemin trots op de schepen. 'Het zijn goede schepen. IHC Delta is een hard werkende werf en wat ze doen, doen ze goed. Tijdens het bouwtraject is de werf altijd meegaand geweest bij tussentijdse veranderingen. Het is misgegaan bij de projectbegeleiding. Het aansturen van de onderaannemers en het op elkaar afstemmen van alle bij de bouw betrokken bedrijven

NAVY NEWS

Chile studies VL Mica for Leander frigates

The Chilean Navy (Armada de Chile) is assessing the retrofit of the MBDA Vertical Launch (VL) Mica point defence missile system into three modernized Leander-class frigates.

Sonar 2076 for UK's Astute SSNs

BAE Systems Astute Class Ltd, prime contractor for the UK Royal Navy's (RN's) Astute-class nuclear attack submarine (SSN) programme, has awarded a long-awaited contract to Thales Underwater Systems (TUS) for the supply of the Sonar 2076 integrated sonar suite to the Astute programme.

Russia's Amur diesel electrics will follow Kilo class in hunt for exports

The latest non-nuclear submarine produced by the Russian naval shipbuilding industry is the leading boat of the new 'Amur' 1650/Lada class of diesel-electric submarines. The 2,650t (submerged) vessel, St Petersburg, is expected to be launched by June next year in St Petersburg. An official-style inauguration ceremony featuring the new submarine, to be commissioned into the Russian Navy possibly on a lease basis, will likely take place on the occasion of the planned Naval and Maritime Exhibition there at the end of June 2003. This is to be held to honor the Baltic city's 300th anniversary.

Salvors look for new deal to save HMS Nottingham

UK salvage experts and naval architects were yesterday examining damage to HMS Nottingham at Lord Howe Island, and deciding how and when the ship can be moved to Australia for repair, writes Lloyd's List DCN in Sydney .

The Royal Navy issued a worldwide tender for towage to eastern Australia, and other marine support for the Nottingham, within hours of Sunday night's collision with Wolf Rock.

Salvage industry sources say that the terms that the UK authorities offered in the initial tender are not attractive and any commercial salvor is likely to want considerable renegotiation before accepting the work.

The accident is a rare example of a major warship at risk of loss by shipwreck in peacetime.

The tender includes a minimum 3,000 kW, 60-tonne bollard pull tug, as well as a dive support vessel able to support 12 hardhat divers in cutting, welding, and patching work.

A geared barge able to lift heavy ammunition from the ship is also required.

Royal Navy sources in London last night said that the tender is a pre-emptive move to see what assets are available.

A tug and a dive-support vessel would allow both temporary repairs and onward towage, but the source said it should "not be assumed" that towage will be an immediate option.

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Heavy swells and 40-50 knot southwesterly winds were forecast in the area south of Lord Howe Island today. Towing the weakened ship through deep swells could damage her even more severely, the navy source said. Lord Howe Island has no anchorage that is safe in all wind and weather conditions.

But the Royal Navy may still prefer to wait for a weather window off Lord Howe while the ship is still sheltered from the present southeasterlies, rather than risk a tow any time soon. There is also the possibility of using a semi-submersible barge to lift and carry the 3,500 tonne ship, as the US Navy did with the bomb-damaged USS Cole in 2000 and the USS Stark in 1987.

Chris Green, of Adsteam's United Salvage, said the company contacted UK authorities before the tender went out. A tow will require both a primary tug and a standby tug. Adsteam's units in Sydney are by far the closest and are on four hours' notice.

NADAEYUNG



The Republic of Korea submarine **Nadaeyung (SS 069)** surfaces while conducting training exercises during "Rim of the Pacific" (RIMPAC) 2002. RIMPAC 2002 is designed to improve tactical proficiency in a wide array of combined operations at sea, while building cooperation and fostering mutual understanding between participating nations. Countries participating this year are: Australia, Canada, Chile, Peru, Japan, the Republic of Korea and the United States

MOVEMENTS HMS SOMERSET

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The tug **Hr Ms Rotte** of the Royal Netherlands Navy assists the **HMS Somerset** during the mooring in Den Helder- **Photo : Piet Sinke ©**

AIRCRAFT / AIRPORT NEWS



A plane taxis on a runway at Washington Ronald Reagan National Airport with the U.S. Capitol in the background, Wednesday, July 10, 2002. Pilots could carry guns in the cockpit to defend their planes against terrorists under a bill the House passed overwhelmingly Wednesday despite opposition from the White House and airlines