

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Sunday 03-02-2002



Operation Enduring Freedom



A helicopter hovers over the British aircraft carrier HMS Illustrious, front, and the American warship USS John C. Stennis Friday, Feb. 1, 2002 in the Arabian sea. They are among over 120 Ships of 12 Nations involved in the coalition operation against terror

EVENTS, INCIDENTS & OPERATIONS

Stelmar takes delivery of M/T PEARLMAR

Stelmar Shipping Ltd. has taken delivery of the M/T Pearlmar, a newly built 69.200 dwt Panamax tanker from the Daewoo Shipbuilding and Marine Engineering Company Limited in South Korea. The first of a series of four sister ships being constructed for the Company by Daewoo, the M/T Pearlmar vessel has entered into a previously announced two-year time charter with Adam Maritime Corporation.

Peter R Goodfellow, Chief Executive Officer and President commented, "We are pleased to have received delivery of the M/T Pearlmar ahead of schedule. In the first and second quarters of 2002, our company will receive delivery of three more new Panamax tankers and one more Handymax product

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tanker, all of which are on time charters. Including these vessels, we now have twenty vessels on time charter.

As we entered the first quarter of 2002, Stelmar has secured almost 63% of its 2002 net operating days on time charters, which provides our shareholders with significant earnings visibility."

Including the three other Panamax tankers and the product tanker, which are all scheduled to be delivered in the first half of 2002, Stelmar has 27 ships with a total of 1,526,178 dwt cargo carrying capacity. The fleet, together with the newbuildings, includes seventeen double side and double hull Handymax product tankers, six double side Panamax tankers, three double side and one single hull Aframax tankers, with an average age of approximately 9 years.

Smit's new wreck removal cutting system



Smit Salvage has developed a new, patented wreck removal cutting system. This technology was used for the first time during the Kursk recovery last year. The new system utilises a special abrasive cutting wire - a series of grit-covered bushes mounted along a high-tension steel cable. This wire can be positioned over a wreck and connected up to a drive system producing a sawing motion. This efficient cutting system can be used instead of chain-cutting.

The development of the cutting system was undertaken in association with Widia Nederland, a Rotterdam-based manufacturer of tungsten carbide tools, and TNO Nederland. The prototype was conceived as a surface-based system for tackling shallow-water wrecks at depths of up

to 30m. Following the award of the Kursk contract, Smit modified the system for deep-water work and added an underwater drive system. In addition, the cutting wire was strengthened, to increase wear resistance. Prior to its deployment for the Kursk operation, the system's high efficiency was demonstrated during trials in Rotterdam, when it was used to cut an obsolete dredger into scrap. The Kursk and her crew were lost in the Barents Sea in August 2000, following an explosion. The submarine's bow suffered severe damage and had to be removed prior to the lift. This proved challenging due to the water depth (108 m), adverse weather conditions and the thickness and hardness of the submarine's hull.

The cutting commenced with the positioning of the wire over the Kursk's bow. The wire was then connected to two anchor points on the seabed, positioned 20 m to each side of the hull. Each anchor point consisted of a hydraulic cylinder and suction pump. The action of the pumps caused the anchors to "bury" themselves into the seabed. As they penetrated into the seabed, pressure was exerted on the cutting wire, which moved in a sawing motion across the submarine's bow section.

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The system coped well with adverse conditions during the cutting operation, which totalled 31 hours. The seabed's high stone content created significant friction - causing a number of guide cables to part. These cables passed through the sheave assembly - which connected the sawing wire to the cylinders. This problem was soon overcome by installing closing plates around the sheave assembly, so preventing direct contact with the seabed. At the same time, the cutting wire showed greater wear resistance than indicated in the initial tests. It was replaced after 12 hours of intense cutting. The operation to sever the bow was completed on September 13.

Damaged Stolt tanker awaits repairs

DOCKSIDE observations made in Durban today suggest that permanent repairs have not yet commenced on the Stolt-Nielsen products tanker **Stolt Topaz**, which arrived in the port early on January 23 with underwater damage resulting from striking a reef in the region of Krakatoa, near Java. If anything more than temporary repairs to the vessel's hull are deemed necessary, it will take a day or two before a cofferdam can be assembled from which repairs can be made while the ship remains alongside. Durban's dry dock is fully booked at present. The Stolt Topaz is carrying a cargo of petrochemicals and is due to take on more cargo at Richards Bay and Saldanha before proceeding to New Orleans. Attempts to obtain confirmation of the repair have been unsuccessful, with everybody involved in the contract clamming up and saying nothing. This follows something of a witch-hunt overnight, as attempts were made to find the source of Fairplay's news story yesterday. The report's accuracy has not been denied. NOTE: yesterday's story attributed the comment that a decision on the nature of repairs had still to be taken to DNV's Peter Hamer. None of the other information in the report came from Hamer.

Arklow builds Dutch presence

WICKLOW, Ireland-based Arklow Shipping has consolidated its presence in the Netherlands by changing the name of its Dutch subsidiary from Hanno Shipping to Arklow Shipping Nederland. Arklow started its Dutch operations in 1999 with the purchase of six 4,200 DWT vessels owned at the time by Hanno, which managed the vessels initially as an independent company and subsequently as an Arklow subsidiary. Arklow Nederland currently has a fleet of nine vessels of between 3,100 and 4,273 DWT under the Dutch flag, with three 4,500 DWT ships under construction for delivery this year. It plans to order three more vessels soon to replace three 1977/78-built ships. The Irish parent company owns 28 vessels, of which five are under the Dutch flag, with two further vessels to be added this year. Both companies are involved in the commercial management of the fleet, which operates from Ireland, the UK, Rotterdam, the Baltic and the Mediterranean Sea.

Russian navy to lift fragments of Kursk in summer

MOSCOW: As Russian investigators continued to search through the wreckage of the **Kursk** nuclear submarine, a senior Cabinet member said Friday that the government has worked out a plan to raise some of its fragments that have remained on the Barents Sea floor. Deputy Prime Minister Ilya Klebanov said the operation to lift fragments of the Kursk's front section would be carried out by the Russian navy and is expected to be completed in July or early August, the Interfax and ITAR-Tass news agencies reported. Klebanov said that experts have already determined what parts of the submarine's bow would be raised, but refused to elaborate. He said that the navy would also take measures to prevent the fragments that will remain on the sea bed from posing a threat to the environment. The Kursk's bow, disfigured by explosions that sank the submarine in August 2000, was

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sawed off before the rest of the vessel was lifted last October. Dutch and Russian experts decided to leave it on sea bed, fearing it could break off and destabilize the salvage operation. They also pointed at unexploded torpedoes in the bow as another threat to the lifting. Klebanov said that no foreign companies would take part in raising the fragments of the bow. He spoke after holding talks with Igor Spassky, the head of the Rubin submarine design bureau, which played an active role in the initial salvage effort and is to lead this year's lifting. Rubin spokesman Gennady Sorokin on Friday refused to give a cost estimate or any details of the planned effort, saying they are still being worked out. Russian investigators have retrieved the remains of 94 out of the Kursk's 118 crew members, all of whom died in the disaster. A total of 90 bodies had been identified as of Friday. Investigators have also been looking for clues to the disaster's cause. Officials have said that an explosion of a practice torpedo, which set off combat weapons in the bow, caused the sinking. However, they have not yet determined whether the initial blast was caused by a flaw in the torpedo or a collision with another vessel, possibly a Western submarine. Officials say the bow fragments are also likely to contain clues.

CASUALTY REPORTING

Crew saved as vessel goes down

FOURTEEN crew from the German owned and operated 8,224 DWT cargo ship [Sjard](#) were rescued after their ship sank during a raging snowstorm off the coast of Newfoundland yesterday. The crew abandoned the 1989-built vessel, owned and operated by Brieze Schifffahrts of Leer, in 10 m-high seas after reporting to the Rescue Co-ordination Centre in Halifax that the ship was taking on water. A Spanish trawler was radioed by the Centre and asked to search for the crew, and later reported that it had picked up the seafarers. None was seriously injured.

Cargo ship in trouble off the coast of Cornwall

A cargo ship is adrift in high seas off the coast of Cornwall (Feb 2nd)

The RAF rescue centre at Kinloss says a Royal Navy helicopter and a lifeboat have been scrambled. Squadron Leader Nash says they are on their way to the Kodima, a timber-carrying ship with 16 crew. The boat was listing 30 degrees in high seas 20 miles off Fowey on the south coast of Cornwall. "It's a worsening situation", he added.

SHIPYARD NEWS

Manitowoc launches coast guard cutter



The Manitowoc Company, Inc. has successfully launched the US Coast Guard Cutter [OAK \(WLB 214\)](#), the eleventh ship in a series of 16 seagoing buoy tenders being built at Manitowoc's Marinette Marine subsidiary. This 225-foot [Juniper-class](#) vessel is part of a series of contracts, which were awarded to Marinette in 1993 and 1998.

Left : Juniper class vessel

The US Coast Guard Cutter OAK will homeport in Charleston, South Carolina, under the command of LCDR James M. Cash. It will have

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a complement of six officers and 34 enlisted personnel. OAK and her sister cutters now operating in both the Atlantic and Pacific Oceans are equipped to perform search and rescue, law enforcement, pollution response, and domestic icebreaking missions, as well as servicing aids to navigation.

Besides its buoy tender construction program for the US Coast Guard, Marinette Marine is constructing three 310-foot passenger ferries for the City of New York and two 127-foot oceangoing tugs for a commercial customer. In October 2001, the company was awarded an \$82.4-million contract to build a new Great Lakes icebreaker that will replace the USCGC MACKINAW.

FBM Babcock Marine Gets Order from SMIT

FBM Babcock Marine has been awarded an order for six 86-ft. aircrew training vessels by **SMIT International (Scotland) Ltd.** The order follows the U.K. MOD award of a contract following competition under the Public Private Partnership Program to SMIT International for the provision of aircrew training and firing range safety services. The FBM Babcock Marine vessels will be used by SMIT International to train military aircrew in marine survival techniques and be delivered within 16 months. The vessels will be funded by way of a structured lease with Lombard Corporate Finance, a member of the Royal Bank of Scotland Group plc. The vessels are an adaptation of FBM Babcock Marine's 86-ft. patrol vessel, with accommodation and layout modifications to fulfill SMIT International's operational requirements. The design includes an aft docking well for a RIB or for torpedo recovery, a full width stern training platform and clear deck areas for helicopter winching drills. Additional removable equipment profiles will be supplied to allow the simulation of a variety of typical helicopter winching conditions. The vessels are of aluminum construction, powered by twin engines to propellers and an additional center-line engine to waterjet. The addition of the waterjet allows the vessels to operate economically at slow speed for long periods of time, whilst also providing outstanding maneuverability. Accommodation is provided for six crewmembers. To construction will be split between Babcock BES's Rosyth dockyard and the FBMA Babcock Marine yard in the Philippines. Design and project management is being undertaken from FBM Babcock Marine's Southampton Head Office

Specialised tonnage ordered by BUE Marine

BUE Marine in the UK has awarded an order to Ulstein Verft in Norway for the construction of a unique, shallow draft, icebreaking offshore support vessel.

Designed by BMT Ship Design in the UK, the newbuilding is intended for operation in the Caspian Sea and is due to be delivered in September of 2002.

The vessel will be capable of breaking 60cm ice with its bow and 100cm ice with its stern and will have a draft of less than 4.0m and 2.5m when icebreaking.

The newbuild has been built on the basis of a charter from Agip KCO.

Once built, the vessel will be transported through the canal system in Russia from St Petersburg to the Caspian Sea.

With a length overall of 94m, moulded breadth of approximately 21m and depth from the main deck of approximately 5m, the vessel has a design draft of 4m.

Ulstein Werft delivers first A101

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Ulstein Verft in Norway has formally christened and handed over the anchor handling tug supply vessel **Olympic Hercules** to Olympic Shipping AS, the first vessel built by the yard based on its newly developed **A101** design.



The **Olympic Hercules** is designed to undertake a wide range of duties, including laying and handling of anchors and mooring lines, towing of production platforms, handling and installation of subsea construction blocks and equipment, and trenching for pipelaying. She also has considerable capacities for liquid cargo and deck cargo.

With a length overall of 92.1m and length between perpendiculars of 72.70m, the Olympic Hercules has a moulded breadth of 20m, depth to main deck of 9.5m, draft (maximum) of 7.5m, and design draft of 7.0m. With a speed of approximately 19kt, she has a bollard pull of 270 tonnes.

Another vessel of the same type is due to be delivered to Olympic Shipping in December 2002

Meyer Werft hit by cruise slowdown

GERMAN shipbuilder Meyer Werft is reportedly planning to move 250 employees, representing ten per cent of its workforce, because of the lack of recent newbuilding orders. About 100 design engineers will temporarily switch to production departments. The Leer-based daily Ostfriesen-Zeitung today cites the yard's spokesman Peter Hackmann, who said: "The market has not recovered since the terror attacks in September." Germany's largest cruise ship builder is currently undergoing restructuring, including the introduction of team-orientated group work, to improve productivity. This also comprises an increase in sub-contracting to other companies above the current 70 per cent level, but a simultaneous reduction in the number of sub-contracted workers. Only a small number of redundancies are expected.

ROUTE, PORTS & SERVICES

New contract in Brazil for DSND Subsea

DSND Subsea has signed a two year contract with the Brazilian company Petrobras for the vessel **DSND Surveyor**.

The contract will commence in March and is worth \$14 million.

The vessel will be upgraded somewhat prior to commencing the contract

CNOOC orders FPSO from China

CNOOC has signed a contract with the China State Shipbuilding Corporation (CSSC) to build a Floating Production, Storage & Offloading (FPSO) vessels with 150,000t storage capacity. The FPSO would be equipped with main five 7,500kW engines and will be capable of handling 4.5 million tons of crude oil a year. The FPSO will be used for the Fanyu Oilfield.

Shanghai Waigaoqiao Shipbuilding Company Ltd, a subsidiary of CSSC, will build the vessel.

It is due to be delivered in 2003.

Terra Nova production underway

Petro-Canada, operator of the Terra Nova oil field offshore Newfoundland, says it is continuing to bring the field's first production wells on stream using the Terra Nova Floating, Production, Storage and Offloading (FPSO) vessel.

Production commenced on January 20th following completion of engineering, construction and commissioning of the Terra Nova FPSO.

Although first oil is on board the vessel, it is expected that production may be intermittent in the coming weeks as systems are fully tested and wells brought on stream.

Terra Nova is expected to reach a sustained average production rate of 125,000 barrels of oil per day by year-end 2002, and produce for 15 to 18 years. The forecast pre-production capital cost of the Terra Nova development is \$2.8 billion CDN.

The Terra Nova oil field is located 350km east southeast of St John's, Newfoundland

Navion Odin converted back to tanker



Navion ASA has confirmed that it has converted the Navion Odin, its multi-purpose shuttle tanker (MST), back to a conventional tanker, having failed to find work for the vessel as a Floating Production, Storage & Offloading (FPSO) vessel.

The vessel was built by Izar (formerly Astilleros Espanoles) at their Puerto Real yard in Spain and was delivered towards the end of last year, but has now been converted back to the conventional tanker role at Verolme Botlek repair yard in the Netherlands.

The conversion work mainly consisted of

removing some of the ship's bow thrusters (Photo : Jan van der Klooster)

Specialised drillship launched

A highly specialized drillship, the **Chikyu**, was launched 18 January by Mitsui Engineering & Shipbuilding (MES) in Japan. The vessel is being built for the Marine Science and Technology Centre in Japan and will be capable of drilling in water 4,000-7,000m deep

April delivery for Solstad PSV

Ulstein Verft shipyard in Norway says it will deliver the first of two new vessels it is building for Solstad Offshore ASA in April.

The first vessel is an Ulstein P103 multifunction DP3 platform supply vessel; with diesel electric

propulsion, low fuel consumption and low noise levels. It will be equipped with a 100t crane, moonpool, intervention tower, double ROV hangar, helideck and accommodation for 69 persons

Kleven makes progress with PSVs

The Kleven Maritime Group, of which Kleven Werft is one of three yards - the others being Kleven Floro and the well known Myklebust yard Norway tells Offshore Shipping Online that is currently building a number of offshore vessels.

The vessels in question are a pair of Platform Supply Vessels (PSVs) for District Offshore, which, is due to be delivered in April of this year; a PSV for Heroy Supply Invest, which is due to be delivered in July; a PSV for Solstad Shipping, which is due for delivery in October 2002; and a Multipurpose PSV (MPSV) for Eidesvik, which is due to be delivered in December 2002.

New records for Singapore

THE Port of Singapore achieved a new record for shipping tonnage when it hit 960.1 million gross tons (GT) in 2001. This is 5.5 per cent higher than the 910.2 million GT handled in 2000. With the new benchmark, Singapore looks set to remain the world's busiest port in terms of shipping tonnage. Containerships were the primary contributor with 337.2 million GT or 35.1 per cent of the total shipping tonnage. Next highest were tankers with 304.3 million GT (31.7 per cent of total shipping tonnage). Bulk carriers contributed 166.4 million GT (17.3 per cent of total tonnage), according to figures from the Maritime and Port Authority of Singapore (MPA). In terms of vessel arrivals, the port attracted a total of 146,265 calls in 2001, up 0.6 per cent from 2000.

In the area of bunker sales, a total of 20.4 million tonnes of bunker were sold in 2001. This new achievement surpassed the previous record of 18.9 million tonnes sold in 1999. The 9.1 per cent increase outstripped 1999's bunker sales growth of 4.6 per cent.

The new record bolstered Singapore's top bunkering port status in the world last year. It also reaffirms the island republic's continuing attraction as a major bunkering port.

For container traffic, Singapore handled a total of 15.6 million TEU in 2001, down 8.9 per cent from 2000's 17.1 million TEU. The total cargo handled for 2001 was 313.3 million tonnes, down 3.8 per cent from 326 million tonnes in 2000.

On the port's performance, Chen Tze Penn, director general of the MPA, said: "2001 was a tough year for the Singapore port set against a backdrop of poor economic conditions and regional competition. In spite of the economic downturn, the port did turn in a commendable performance.

"While Singapore's box and cargo throughput dipped, they were bolstered by our impressive growth in shipping tonnage and bunker sales."

NAVY NEWS

Hr.Ms. Philips van Almonde in Dubai na drukke 1e patrouille



Het marinefregat **Hr.Ms. Philips van Almonde** is na een eerste patrouilletocht van bijna vier weken binnengelopen in de haven van Dubai. Daar blijft het fregat tot 6 februari wanneer de volgende patrouilletocht begint. De "Almo" zoals het schip in de wandelgangen wordt genoemd, was het eerste fregat van de marine dat werd uitgezonden in het kader van de internationale strijd tegen het terrorisme. Inmiddels verblijft ook de Hr.Ms. Van Amstel in de wateren rond het Arabisch Schiereiland.

De bijna vier weken durende patrouilletocht van Hr.Ms. Philips van Almonde werd gekenmerkt door verschillende gebeurtenissen. Afgezien van het observeren van het scheepvaartverkeer in de wateren rond het Arabisch Schiereiland, werd het fregat door het Amerikaanse Central Command ondermeer belast met de begeleiding van het vliegkampschip USS Theodore Roosevelt en het amfibisch aanvalsschip USS Bataan. Daarnaast kreeg het fregat opdracht deel te nemen aan een zoektocht naar een neergestorte Pakistaanse straaljager.

Hr.Ms. ABRAHAM VAN DER HULST



Het marinefregat **Hr. Ms. Abraham van der Hulst** is 25 januari de haven van Willemstad (Nederlandse Antillen) binnengelopen. Hierdoor beschikt de Koninklijke Marine in het Caribische gebied gedurende zes maanden over een tweede fregat voor de strijd tegen illegale drugstransporten in het Caribische gebied. **Hr. Ms. Willem van der Zaan** was al aanwezig in de West als regulier stationsschip.

Het normaal aanwezige stationsschip patrouilleert in de wateren rond de Nederlandse Antillen en Aruba in het Caribische gebied en houdt zich vooral bezig met zogenoemde "counterdrugs-operaties" voor de Kustwacht voor de Nederlandse Antillen en Aruba en de Amerikaanse Counterdrugsorganisatie Joint Inter Agency Task Force East. Vorig jaar is, in het kader van de internationale strijd tegen het terrorisme, afgesproken dat tijdelijk een tweede Nederlands fregat in de West wordt gestationeerd.

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Ook werd afgesproken dat het aantal vliegtuigen voor de P3C-Orions aanzienlijk wordt verhoogd. Als gevolg hiervan opereert een derde P-3C Orion vanaf het militaire deel van het vliegveld Hato. Hr. Ms. Abraham van der Hulst wordt de komende tijd voornamelijk ingezet op locaties waar de Amerikaanse Coast Guard momenteel niet aan patrouilleren toekomt. Veel van deze Amerikaanse eenheden zijn inmiddels teruggetrokken naar de eigen havens en worden daar ingezet in de strijd tegen het internationale terrorisme. Hr. Ms. Willem van der Zaan blijft patrouilleren in de wateren van de Nederlandse Antillen en Aruba. De aansturing van beide schepen vindt plaats vanaf de marinebasis Parera op Curaçao waar zowel het Operatiecentrum van de Commandant der Zeemacht in het Caribische Gebied, als het Rescue and Coordination Centre van de Kustwacht voor de Nederlandse Antillen en Aruba is gevestigd.

Aust Navy ship depart for Afghanistan

Two Australian Navy ships, [HMAS Manoora](#) and [HMAS Newcastle](#) departed Sydney together with a detachment from the Air Defence Regiment to join the international coalition in Afghanistan .

The two vessels will replace the Kanimbla, the Sydney and the Adelaide. HMAS Canberra will depart Perth soon. It is the first of a planned rotation of ships and crew to the area.

MOVEMENTS



De sleepboot BAOBAB onderweg naar de Waalhaven op 30 januari 2002.

De onlangs nog in Le Havre gesignaleerde sleepboot BAOBAB (8016782) kwam, varende onder de vlag van de Cayman Eilanden, uit die haven naar Rotterdam. Het schip is onlangs door Les Abeilles Internationales uit Le Havre Cedex verkocht naar vermoedelijk Remorqueurs d'Abidjan. Deze zgn. firefighting-coastal/harbour tug werd als ABEILLE 31 in 1981 door de werf Dubigeon uit Grand Quevilly (Bn 2562) gebouwd om dienst te doen in de oliehaven Antifer. De afmetingen bedragen GT 766, dwt 231 ton bij een lengte van 44.90 meter en een breedte van 12.60 meter. De voortstuwing geschiedt

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door twee Voith-Schneider propellers, aan gedreven door twee hoofdmotoren van het fabrikaat Crepelle met een totaal vermogen van 4890 bhp. Zoals te zien beschikt de BAOBAB over een zeer omvangrijke brandblusinstallatie

(Foto en tekst : Jan van der Klooster)

RIJNMOND WEATHER

zondag 3 februari

9 uur 's ochtends :

temperatuur: 8 graden

kans op neerslag: 5%

wind: vrij krachtig (31 km/u) uit Z

5 uur 's middags :

temperatuur: 13 graden

kans op neerslag: 5%

wind: vrij krachtig (29 km/u) uit Z

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

<http://www.scheepvaarthoek.nl>