

DAILY SHIPPING NEWSLETTER 2002 - 030



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A detailed illustration of a cable ship, a large vessel with multiple masts and complex rigging, used for laying and maintaining submarine cables.

EVENTS, INCIDENTS & OPERATIONS

BP To Shutdown Some U.S. Gulf Platforms due to Tropical Storm Hanna



packing winds of 45 miles per hour.

BP has evacuated one shallow water production platform and a few deep water facilities in the northern Gulf of Mexico due to safety concerns from Tropical Storm Hanna. Production at these facilities has been halted. "Due to the storm threat, we have evacuated some facilities and shut in production," said Lorena Guilanshah, a BP spokeswoman. The names of the facilities and their production rates were not immediately available.

Tropical Storm Hanna is located off the Louisiana and Mississippi coastlines heading north and

Several other operators such as Chevron Texaco Total Fina Elf and Taylor have also taken precautions against Tropical storm Hanna. The storm is expected to make landfall sometime tomorrow.

Minerva Platform Successfully Installed



John Brown and Heerema successfully completed the installation of the Minerva Platform - 9 days ahead of schedule.

John Brown, responsible for the detail design and the procurement of major equipment, started work on September 20, 2001. The platform sailed away from Heerema's Hartlepool yard on August 7, 2002 and was installed on August 11, 2002, 9 days ahead of a very demanding schedule.

The overall Juno Project is a development of five gas fields in the Easington Catchment Area of the Southern North Sea. These fields are Minerva, Apollo, Artemis, Whittle and Wollaston. The partners in the Juno development, or the "joint development team" are BG, Amerada Hess and BP.

The platform that Heerema and John Brown Hydrocarbons Limited have designed and built is part of the Juno development and is called the "Minerva Hub". It is located approximately 13 km to the west of the existing Cleeton offshore complex.

Minerva is a minimum facility, normally unattended platform, incorporating two local wellheads as well as sub-sea tie-ins from the Apollo and Artemis fields. Fluids from these fields will be commingled on Minerva and the gas and liquid production will be exported by pipeline to the ECA Riser Tower platform, which is part of the Cleeton complex. The Whittle and Wollaston sub-sea completions (by others) are routed direct to Cleeton.



The platform topsides weighs approx. 800 Tons and the 4 legged jacket approximately 850 Tons.

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John Brown Hydrocarbons Limited was responsible for the detail design and the procurement of major equipment and Heerema for the fabrication and onshore commission. Heerema Marine Contractors (part of the Heerema Group) were responsible for the installation of the topsides and jacket.

John Brown and Heerema successfully completed the project in just 11 months from start to finish. This was an exceptional achievement, particularly as the design phase started in parallel with the final sub-surface appraisal. It has meant a lot of hard work by a lot of people to meet the very demanding "fast-track" schedule.

End of a veteran



The São Tomé-flagged vessel, which has been lying in a privately owned Maltese shipyard for the past two years, was towed to her final destination in Turkey for breaking up.

Launched in 1962 as the **Kalle**, the ferry, which was re-named **Ghawdex** — Maltese for Gozo — in 1979 operated on the Malta-Gozo crossings and was also deployed on the Malta-Catania run in the mid-1980s. The ferry could carry 1,000 passengers and 120 cars.

However, when the first of the new ferries built at Malta Shipbuilding Co, the Ta' Pinu, was introduced on the Malta-Gozo run two years ago the Ghawdex was sold to a local company, Mira Towage, for \$180,000.

It was re-named **Virgem de Fatima** and resold to Portuguese owners who intended using it as a cargo carrier.

However, they could not take over the vessel and Mira Towage decided to sell it to Turkish breakers.

Americas Colombian Navy Seizes Four Tons of Cocaine

The Colombian Navy says four tons of cocaine worth \$120 million have been seized from a jungle area near the border with Ecuador.

Authorities said Friday that the drug turned up in a speedboat that had been hidden in thick vegetation in the Cabo Manglares (Cape Mangrove) area.

The Navy says it believes right-wing paramilitaries were responsible for the drug because an armband belonging to them was discovered at the scene. Paramilitaries, along with their Marxist guerrilla enemies, profit from cocaine trafficking.

Officials tell the Reuters news agency the drug bust was one of the largest so far this year in the world's largest cocaine-producing nation. It is believed that the drug was destined for the United States. Colombia's Navy has seized 46 tons of cocaine this year alone.

CASUALTY REPORTING

Eco-disaster fear over trapped ship

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JOHANNESBURG: The **Jolly Rubino** which ran aground off a protected wetland area has begun leaking oil and is in danger of breaking up, conservation officials and a salvage company say.



The 30,000-tonne Italian ship, the **Jolly Rubino**, was abandoned by its crew last week after an engine fire.

Carrying hazardous chemicals and more than 1.5 million litres of fuel oil and petrol, the ship is trapped inside the Greater St Lucia Wetland Park, a world heritage site.

Conservation officials are worried about possible damage to the ecosystem. An oil slick could pollute the nearby Umfolozi River's sensitive estuary and could also devastate nearby mangroves and crocodile and hippopotamus habitats.



Heavy winds blew the ship aground 300m off Cape St Lucia.

A light 10m-wide strip of oil was spotted near the ship, according to SMIT Salvage, which is trying to rescue the vessel.

The cargo includes acetone, methanol and the toxic chemical phenol, with 70 containers already reported as falling overboard.



Vietnamese cargo ship catches fire in Melaka Straits

A Vietnamese cargo ship "**MV PHU XUAN**" caught fire in the Straits of Melaka, about nine nautical miles from the Tanjung Biru coast in western Malaysia.

Melaka State's Public Order and Traffic Chief Najib Mohamed told reporters in Melaka Saturday the fire occurred in the engine compartment while the ship, laden with mixed cargo, was on its journey from Singapore to Vietnam Friday evening.

On being alerted about the fire, personnel from the Harbor Master's Department, marine police and policemen from the district police headquarters swung into action to rescue the crew members, he said, adding the captain and 24 crew were not injured.

Fire-fighting operations continued throughout the night to ensure the international sea route was safe for passing vessels, he said.

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He said passing vessels, which were near to the burning ship, provided food and drinks to the affected crew.

Meanwhile, Port Dickson Marine Officer Insp Abdul Rahman Munaf said several explosions were heard during the rescue operations, prompting rescuers to transfer some of the crew members to a rescue boat. He said the fire was completely put out at about 3.30AM Saturday.

Abdul Rahman said the situation was under control and all the crew members had gone on board despite being warned against doing so.

He said the captain believed the ship was safe and want to remain on board until a barge arrived from Singapore.

Based on information gathered from an engine room crew member, the fire was believed to have been triggered by a red hot equipment, he said. The equipment had been used for too long, he added.

Melaka Straits is one of the world's busiest sealanes, through which about 63,000 ships pass up and down the straits yearly.

Grounded products tanker to refloat

Attempts continue to refloat the 1991-built products tanker [Sea Mariner](#) which has grounded in Denmark's Oresund Strait near Copenhagen. The Cypriot-flagged tanker, managed by Interorient Navigation, is being lightered in two lots of 1,300 tonnes and refloating is expected to take place soon. So far there has been no evidence of any escape from the hull of the vessel's fueloil cargo, en route from Klaipeda in the Baltic to Copenhagen.

ROUTE, PORTS & SERVICES

Statoil Strike Escalates

A total of 43 Statoil employees in the Norwegian Association for Salaried Employees (Nofu) will be downing tools on Monday September 16. This represents a further escalation of the strike under way since August 29th, which has already affected the group's Mongstad refinery near Bergen since midnight on September 9th. The new batch of strikers work in corporate services (KTJ) on procurement, document services, post, payments and invoice handling at Statoil's offices in Stavanger and Bergen.

"We'll be able to cope with this escalation, although it will mean delays and reduced service in some areas," says senior vice president Randi Grung Olsen in KTJ. Chief Statoil negotiator Jostein Gaasemyr finds it deplorable that more employees of the group are being drawn into the stoppage. "This is particularly incomprehensible when the main barrier to a solution appears to be pay terms in Esso which we have no opportunity to influence," he says.

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Since the Mongstad facility was hit by the labor dispute, shipping traffic to and from its associated port has been sharply reduced. Shuttle tankers delivering crude oil from Norwegian offshore fields will be rerouted if necessary.

Production at the refinery is lower than normal as a consequence of the stoppage, but will probably be maintained until the planned turnaround shutdown starts on September 18. Statoil is working to ensure deliveries of fuel and heating oil in Norway should the strike prove long-lasting.

VAN GOGH's Gift



The Royal National Lifeboat Institution, (RNLI) which is funded entirely by voluntary donations and to provide a 24-hour service around the coast of the UK and Republic of Ireland, reported a surge in donations from VAN GOGH passengers. Passengers, crew and staff aboard VAN GOGH, operating on a summer charter by cruise company Travel Scope sailing out of Falmouth, Cornwall, have been donating around GBP400 on each cruise. One theory put forward by volunteer fund-raisers for the Falmouth RNLI branch is that spending days on

the sea has focused the attention of passengers on marine safety issues. A total of GBP2,800 was handed over by the VAN GOGH's Captain Gregor Livov to Falmouth lifeboat coxswain Alan Barnes. In appreciation the Falmouth crew took Captain Livov and other cruise personnel on a spin around the harbour aboard their Severn-Class lifeboat **RICHARD COX SCOTT**

R5 Out of Blue Cocoon



The French port of Marseille remains host to five former Renaissance cruise ships owned by US cruise group Renaissance, which was declared bankrupt on the day after the September 11, 2001 terrorist attacks. The five liners were acquired by Cruise Invest Management, based in the Marshall Islands. They have since been cocooned at Marseille at a cost of 305,000 euros a month. The first to sail will be the former **R5**, chartered for six months by Spanish cruise line Pullmantur, who

currently operate **OCEANIC**. (photo above)

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A second ship, **R8**, has been chartered by Swan Hellenic to sail as **MINVERA II** starting in April 2003

MSC Names New Liners

Mediterranean Shipping Cruises has announced the names for its two new cruise ships being built at Chantiers de l'Atlantique in France. The first of the 56,000 ton liners is to be delivered in the Spring of 2003 with the second following by a year. The names for the new ships **MSC LIRICA** and **MSC OPERA**

"Love Boat" To Retire



P & O Princess have announced that 1970-built **PACIFIC PRINCESS** (ex SEA VENTURE), known to many as the original "Love Boat" from the television series, is currently sailing from New York to Bermuda until the end of October. Following a transatlantic voyage to the Mediterranean departing New York October 27, 2002, the ship will then be retired from the Princess fleet. Her name will pass to a newer ship, the 1999 built former R3

MAERSK REGISTERS FIRST TANKER UNDER US FLAG

Danish shipping behemoth Maersk has registered its first tanker under the US flag in a move that will enable it to compete more advantageously for US military or government cargoes.

The 35,000-dwt products carrier **Maersk Rhode Island** (built 2002) has been transferred from Maersk UK to Norfolk-based Maersk Line Ltd under new US Maritime Administration (MARAD) rules designed to speed up the reflagging process.

"We're very committed to growing our fleet, but we are taking a gamble here," said Maersk Line's senior vice president Stephen M Carmel.

Maersk is understood to have been studying the potential market for a US-flagged tanker for more than a year. In the past the lack of US-operated vessels has forced the Military Sealift Command to charter in foreign-flagged tonnage.

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US flagged ships received first refusal on certain military or government cargoes. But the price is higher manning costs and stiffer environmental standards. A US flagged ship is said to cost an average of \$6,000 more per day to operate than a foreign-flagged vessel.

However, Marad has tried to help owners defray the additional costs through its Maritime Security Program, which provides \$100m annually to offset the budgets of 47 US-flagged vessels.

"We need to create incentives for the US companies, because they do have higher costs," said Marad's associate administrator for national security James Caponiti.

The move looks to be a shrewd one by the Danish shipping line as the tempo of hostilities by US forces against Iraq increases daily and so does its requirement for the transportation of aviation fuel.



Top : Photo of the Maersk Rhode Island

While this is Maersk's first tanker to enter Marad's Cargo Preference program the company already has some twenty-three containerships and three con-bulkers registered under the scheme out of its fleet of 54 US-flagged vessels.

This is only the latest in a series of deals which increases Maersk's already close ties with the US military.

Last month Maersk signed a lucrative ship management deal with the US military to operate and maintain eight US government-owned ships in a five-year deal potentially worth \$400m.

NAVY NEWS



The Dutch frigate **Van Galen** receiving fuel from **USS GEORGE WASHINGTON** during Operation Enduring Freedom.



Photo's : Dutch Navy

US Navy Awards \$5 Billion Warship Contracts

WASHINGTON (Reuters) - The U.S. Navy said on Friday it had awarded General Dynamics Corp. and Northrop Grumman Corp. a total of \$5 billion in contracts to build 10 guided missile destroyers.

Navy Secretary Gordon England said that award of the contracts to build the ships over the next three years would save American taxpayer more than \$500 million.

The Bath Iron Works unit of General Dynamics received a \$3.17 billion contract to build six DDG-102 guided missile destroyers and Northrop Grumman's shipbuilding system received \$1.97 billion for four DDG-51 guided missile destroyers.

The General Dynamics work will be done at the Bath Iron Works yard in Bath, Maine, and the Northrop Grumman work will be done at the former Ingalls Shipbuilding yard in Pascagoula, Mississippi.



Causes of Kursk tragedy finally surface

Negligence, incompetence, defective equipment and breaches of military rules and safety procedures may have contributed to the sinking of the Russian nuclear submarine Kursk, a Russian government newspaper said yesterday.

Photo : Piet Sinke ©

MOVEMENTS



Sunday morning the [ESVAGT GAMMA](#) arrived with the Jack Up rig [PRIDE ROTTERDAM](#) at the River to Rotterdam enroute for Verolme Botlek.

The [ESVAGT GAMMA](#) departed again later during the day

Photo : [Jan van der Klooster](#) ©

AIRCRAFT / AIRPORT NEWS

Boeing delaying 500 jet deliveries

US planemaker has pushed back 40% of entire backlog since Sept 11 attacks

(SEATTLE) Boeing is to reschedule deliveries of 500 jetliners - more than a year's worth of production - since the Sept 11 attacks sent many of its airline customers into a tailspin.

Boeing's Seattle-based commercial jet unit, which has fired 30,000 workers and cut production in half over the past 12 months, has now pushed back deliveries of 40 per cent of its entire backlog of 1,232 aircraft.

'We negotiated over 500 airplanes on their delivery timing (after Sept 11, 2001) and moved them out to the right because the US airlines couldn't take them,' Boeing commercial jet boss Alan Mulally told employees in a speech this week.

The company shipped 527 jetliners in 2001 but plans to deliver just 380 this year and as few as 275 in 2003 as many airlines fight for their survival in the wake of a devastating travel slump.

Mr Mulally noted that three-fourths of Boeing's 2003 deliveries are slated for carriers outside the US, up from about 60 per cent in 2001.

Mr Mulally cited those international deliveries to dispute a popular theory that the company wants a strike by its 26,000-member machinists union, which could walk out over a contract dispute as soon as tomorrow.

The International Association of Machinists and Aerospace Workers (IAM) - and some Wall Street analysts - have asserted that Boeing may benefit from a strike by saving millions in salaries at a time when many airlines can wait for new planes.

'So if we put up a sign, say we are going to take a little strike, (then) every one of those airplanes slides (to the right) ... How do you think that is going to go over?' Mr Mulally said.

Boeing officials have warned that a strike could push some customers to go with rival Airbus SAS, which could overtake Boeing as the world's largest commercial jet maker for the first time in 2003.

Mr Mulally cautioned IAM members that a strike would only make things worse for employees and could cause the company to weaken its current three-year contract offer.

'It is not going to get any better, and you know (it) is going to be substantially worse. If we weaken Boeing by letting down the customers, there is not (going to be) money around, and we are going to do whatever we do,' Mr Mulally said.

IAM members voted yesterday and will vote today on an offer including an 8 per cent signing bonus plus wage increases of 2 per cent and 2.5 per cent in years two and three as well as a 20 per cent increase in pension benefits.

Union leaders have urged members to reject the contract, demanding bigger pension increases and citing a lack of job security and increased employee health care costs in Boeing's offer.

NEW 747-400ER FOR QANTAS



Top : N60659 The first 747-400ER to be delivered to Qantas, and the second off the production line, This plane will be registered VH-OEF once in Australia. — Photo : [Chris Banyai-Riepl](#) ©

Dutch plane bound for Israel receives bomb threat

A Dutch flight with 122 people on board flying to Tel Aviv from Amsterdam made an emergency landing in Bucharest on Sunday after a bomb threat, Romanian officials said.



Top : a Boeing 737 of Transavia Airlines descending at Schiphol Airport (Photo : [Ramon Berk](#) ©)

"The Boeing 737-800 belonging to Transavia made an emergency landing at Otopeni at 3:45 (0045 GMT)," authorities from Bucharest's Otopeni airport said in a statement.

Romanian Transport Ministry spokesman Adrian Ionescu told Reuters that Romanian bomb experts searched the plane but no security problem had been found.

Ionescu said an air hostess found something suspicious on board the flight and alerted the crew.

"The aircraft captain decided to make an emergency landing in Otopeni after a stewardess discovered a written note threatening a bomb. The note was in the plane's toilet," the Otopeni airport statement said.

A spokesman for the Dutch border guard service at Schiphol airport in Amsterdam confirmed that a

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Dutch plane had made an unscheduled landing in Bucharest due to a security problem on board.

The Otopeni statement said all the passengers and their luggage were taken off the Transavia plane and it was flying back to Amsterdam empty.

Otopeni airport authorities later told Reuters the Transavia passengers boarded a regular Bucharest to Tel Aviv flight on Israeli air carrier El Al and have left the country.

.... HAPPINESS



SMIT Salvage lifted August 30th, the **Happiness** with several floating sheerlegs and assisted by the Salvage vessel Jacomina and tug Taktow 1 from the riverbed.

The Belgian **Happiness** loaded with fertilizer sank after a collision with the pusher tug combination Veerhaven VII, the skipper and his wife were rescued by another vessel named Spaarnestroom but the AB was still missing after the accident.

Photo's : Hans de Jong Maritime Pictures ©



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