

DAILY SHIPPING NEWSLETTER 2002 - 031



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A detailed illustration of a cable laying ship, showing its complex deck structure and various equipment used for laying cables.

EVENTS, INCIDENTS & OPERATIONS

Offshore projects awarded to Jan De Nul



A number of projects related to installation of offshore pipelines have recently been awarded to Jan De Nul in Belgium. The projects have a total value of more than \$130 million.

The first project involves three sections of the gas pipeline from Indonesia to Singapore. Jan De Nul is main contractor on this project on an EPC basis. Trench dredging in hard soil and more than 2 million tons of rock dumping for pipeline protection form the major part of the work. The work also includes provision of line pipe and coating which is procured from Europipe, and pipeline installation

which has been subcontracted to Global Industries.

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Other recent projects awarded to Jan De Nul include seabed pre-sweeping works for Allseas in front of the pipelay vessel Solitaire in the Irish Sea, and landfall works in Qatar and Saudi Arabia for Mc Dermott.

Jan De Nul has also been involved in the largest offshore windfarm in Europe in Denmark where scour protection around the windmill foundations has been installed using the rock dumping vessel Pompei.

North Sea supply vessel market update

Offshore Shipbrokers Ltd (OSL) in Aberdeen reports that charter rates in the North Sea were generally poor during August.

At the beginning of the month cargo runs were down to £3,000 levels whilst some rig moves were being fixed at £4,000-5,000.

OSL says these poor rates are a reflection of negative government tax changes that is forcing operators to cut back on their drilling programmes.

In addition delivery of new buildings, sublets as well as contracts not being renewed all contribute to an uncertain outlook.

BP's award of a four vessel (rates are being suggested in the £7,500 / £8,000 range) contract to Maersk against their PSV requirement has a knock on effect.

CASUALTY REPORTING

Bid to drag leaking Jolly Rubino off sandbank



SALVORS will attempt to pull the multipurpose carrier Jolly Rubino off its sandbank today, the owner reported, as part of a continuing battle to reduce environmental damage to the South African coast from the vessel's leaking cargo.

Onboard fires have been extinguished, said a spokesman for Italian owner Ignazio Messina, though high temperatures – up to 300°C – continue to impede the salvage effort. Crew from the 1978-built, 1,107 teu, 31,262 dwt, ro-ro/container vessel abandoned ship last Tuesday when an engine room fire began to spread to the

rest of the ship. No injuries were reported.

On Friday, Smit Salvage reported a 10 m-wide slick of around one mile in length just off South Africa's eastern coast, near the environmentally sensitive Saint Lucia estuary. Pollution control vessels were this weekend attempting to contain the slick, while land-based conservationists looked to dam the mouth of the River Umfolozi to prevent oil drifting into the World Heritage site.

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It is feared that a large part of the vessel's 1,100 tonnes of fuel oil and 225 tonnes of gas oil has already leaked into the sea.

The vessel is reported to be badly damaged as the result of the fire, the grounding and onboard explosions.

Further information is due to be released today regarding the vessel's cargo of chemical products, said Ignazio Messina spokesman Daniele Bo.

Local reports suggested containers of the toxic substance phenol have been washed overboard.

Messina reported that the ship's dog, Chicca, had been rescued. All Messina vessels have an onboard mascot.

Ship with danger cargo on fire

A SHIP carrying "hazardous cargo" is on fire off the south-east coast of Britain. The [Wester Till](#), a 4000-tonne vessel bound for Tunisia, is ablaze about 15km off the coast of Beachy Head, in East Sussex. Sussex firefighters called to help put out the fire said the exact nature of the ship's cargo was not specified.

A lifeboat and a helicopter had both been sent to help the vessel, a coast guard spokesman said.

ATLANTIC FOREST (LIBERIA)



After the repairs to the starboard main damage were completed barge carrier Atlantic Forest left Ponta Delgada outer roads yesterday, Sep 12, resuming the voyage to New Orleans.

HAI DA 105 (BELIZE)

Following received from Taipei RCC, timed 0044, UTC: General cargo Hai Da 105 has been repaired and refloated. Vessel has no power and requires a tug to tow it to port for serious engine repairs.

SEA MARINER (CYPRUS)

Following received from Aarhus RCC, timed 1647, UTC: Product tanker Sea Mariner was refloated and taken to a safe position off Copenhagen harbour, where she will undergo a diver survey. This will probably be carried out tomorrow

SHIPYARD NEWS



Top : The newbuilding **MSC Lirica** mentioned in the yesterdays newsletter seen here at the fitting out quay at Chantiers de l'Atlantique in St.Nazaire (**Photo : David Waller ©**)

Evergreen reaffirms vows to Mitsubishi

EVERGREEN Group Chairman, Dr Chang Yung-fa, has promised Mitsubishi Heavy a big piece of his next newbuilding programme when it kicks off in two years..

Dr Chang confirmed a major shipbuilding programme was on the horizon "after this brief separation, we hope we can expect the same quality of work and some very good prices".

In return, Mitsubishi Heavy chairman, Nobuyuki Masud, noted that the **Hatsu Ethic** was the final unit of 38 containerships his shipyard has built for the Evergreen Group since 1992.

"This is an unprecedented relationship between shipyard and ship owner," said the Japanese shipbuilder.

In interviews, Dr Chang had suggested that it would conduct a more open tender for the 20 4,000 teu shuttle container ships it now has on the drawing board.

IMC boosts tanker order from Dalian

IMC Shipping has increased its chemical tanker order at Dalian Shipyard up from six to eight ships. The deal for the additional pair of 45,000 dwt IMO Type-II ships was done at what brokers estimate to be in the range of \$26.5m to \$30m per ship.

HUAL inks one PCTC Cido charter

NORWEGIAN car carrier firm HUAL AS will take a long-term charter contract with Cido Shipping for a 6,100-unit PCTC (pure car/truck carrier) newbuilding. The vessel was contacted with Shin Kurushima Dockyard and subcontracted to Kanasashi Co for February 2003 delivery.

HUAL said it was expanding the fleet to accommodate pressure on capacity. The contract appears to be for ten years.

K Line at risk of slipping from top 10

K Line hangs onto its top 10 position among the world's largest container lines with the addition of a 13th 5,600-teu ship, but others behind have enough on order to knock it down several notches.

The 13th vessel in the series, the **Genoa Bridge**, was completed on September 9 and will be assigned as one of eight ships in an Asia to Europe loop. The first of the ships was delivered in July as one of seven from Hyundai Heavy Industries. The Genoa Bridge was one of six built by Imabari Shipbuilding.

Containerisation International fleet details show that K Line is the 10th largest container line, but only has two ships totalling 6,608 teu on order.

By contrast companies in the eleven through thirteen rankings, that is NYK, OOCL and China Shipping, all have order books of ten times that and sufficient to knock K Line out of the top 10.

Room for more newbuildings

Clarkson's sees more room for tanker newbuildings. The London broker said its research indicates the tanker "phase out" fleet is now down to 56.2m dwt, covering 90% of the orderbook.

"So maybe there's still room for a few more newbuildings if you are an optimist about trade growth," said Dr Martin Stopford. The tanker order book of 62.6m dwt looks very high considering that the business only grew at around 7m dwt per annum in the 1990s.

"But as everyone knows, there are lots of old ships to replace," he commented, contrasting this to the "trickier" container field where the orderbook covers only three years growth at the medium term growth of around 6% per annum. An economic recovery could bring higher container growth and make the current order book "rather tight".

Chongming Island facility start

Work is starting on a long-awaited newbuilding facility project on Chongming, an island at the mouth of the Yangtse River.

Shanghai Shipyard hopes that to be able to move from its existing facility in downtown Shanghai by the end of 2004. The company has more work that it can handle at the original facility.

Some Greek owners ordering at the yard had been delaying completion of ships, but Shanghai Shipyard is reportedly back on schedule.

IHC re-structures Van der Giessen de-Noord; unveils latest results

IHC group in the Netherlands says its half year profit increased from €38.4 million to €41.3 million, and new order intake to 30 June was €1.5 billion compared to €1.1 billion in 2001, but has announced plans for a major re-structuring at Van der Giessen de-Noord shipyard.

IHC said €25 million was required to restructure van der Giessen-de Noord, to focus the Group's shipbuilding capacity more towards dredger building.

Brazilian yard ahead of schedule with AHTS

FELS Setal, the Brazilian subsidiary of Singapore's Keppel Offshore & Marine, says it has laid the keel for an anchor handler its is building for Brazilian operator Delba Maritime two months ahead of schedule.

The vessel in question is the second of three ordered by Delba Maritime. All three are Rolls-Royce UT 722s and will be chartered to Petrobras for a period of eight years.

ISLAND PRINCESS UNDER CONSTRUCTION



Left :

The Princess cruises newbuilding **ISLAND PRINCESS** under construction at Chantiers de l'Atlantique in St Nazaire

photo: David Waller ©

Keppel FELS to build AHTS for Pacific Richfield

Pacific Richfield Singapore has placed an order for an AHTS with 140 tonnes bollard pull at Keppel FELS in Singapore for delivery end 2003.

AKER YARD DELIVERS THE HROSSEY



Aker Finnyards, an experienced builder of passenger ships, delivered the second of the new vessel trio ordered by NorthLink Orkney & Shetland Ferries Ltd.

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The 125 m long passenger/ro-ro ferry Hrossey means a new era in traffic between Scotland and the Northern Isles. It has been named honouring the famed Viking history of Orkney: Hrossey is the old Norse name of the island.

The modern 12,000 brt ro-ro passenger vessel has a length of 125 metres and beam of 19.5 metres. It is designed to operate on short sea international routes carrying passengers, private cars, trucks and road trailers.

The voyage from the Scottish mainland to Shetland takes about 12 hours, so special attention has been paid to passenger comfort. The ship restaurants and lounges have a seating capacity of 600 persons, and there are 100 cabins with a total of 300 beds.

All cabins are en-suite, most of which are two berth with a number of four-berth cabins for families. The vessels also incorporate cabins which have been especially adapted for disabled passengers. On board you can find a choice of restaurants, bars and lounges, children's play area and a cinema.

Trailers are carried on one cargo deck. Access from shore to the main deck is provided by stern and bow doors. There is a fixed ramp to the lower hold arranged for cars.

Main machinery consists of four medium-speed heavy fuel oil diesel engines, each pair driving a controllable pitch propeller through a gearbox. In addition the vessel has two auxiliary heavy fuel oil diesel engine generator sets, as well as two shaft driven generators.

Hrossey with sisterships, revolutionalising the ferry services to the remote but important island groups of Shetland and Orkney have been specifically designed for this service and the weather conditions, complying with the latest safety rules.

The islanders and tourists are provided with better service as to timetables, too. With a maximum speed of 24 knots, the new ships make more frequent service possible, along with better departure times, accelerated crossings and more choice.

ROUTE, PORTS & SERVICES

CMA CGM puts new vessel to work on NCX service

WITH the phasing in on September 10 of the CMA CGM Puget, the North China Express (NCX) service is now run using nine of the same type of vessel, with a speed of 24 knots.



The 4,367-TEU **CMA CGM Puget** was ordered in November 2000 from Korea's Hanjin Heavy Industries.

The NCX service is the second service operated by the CMA CGM group that connects North Europe and Asia.

Together with the **CMA CGM Normandie, Ville d'Antares, Lykes Tiger, Northern Dignity, Ville de Virgo, Peninsular Bay, ANL**

Indonesia and **Norasia Hamburg**, this vessel will offer a regular, weekly fixed day service between Southampton, Hamburg, Rotterdam, Zeebrugge, Le Havre, Damietta, Jeddah, Port Klang, Pusan, Kwanyang, Xingang, Dalian, Qingdao, Xiamen, Singapore, Port Klang, Jeddah; Malta, Southampton. With a homogenous fleet, capacity and speedwise, the NCX service will offer very attractive transit

times to its customers, according to the company.

In 2004, CMA CGM will receive a further eight container vessels of 5,700 TEU, which have recently been ordered from Samsung Heavy Industries. These new units will be also deployed on the NCX service, the company said.

Eirik Raude leaves for sea trials



Ocean Rig ASA has announced that the company's second semi-submersible drilling rig, Eirik Raude, has now left Irving Shipyard in Halifax to commence a four week period of sea trials. The rig will first undergo inclination testing followed by thruster and various system tests. These will be performed in sheltered waters. Eirik Raude will thereafter move offshore for the remainder of the testing program, which will be carried out close to the rig's first drilling location in deep water outside Nova Scotia.

Ocean Rig says it expects that Eirik Raude will complete the sea trials and start operations under the EnCana drilling contract in October.

Record earnings; more newbuilds for Jaya Holdings

Buoyant offshore business and demand for fleet renewal lifted Jaya Holding's full-year earnings to a record \$25.1 million, said Jaya Holdings, releasing details of its financial performance in the period ending 30th June 2002.

Jaya said that its net profit for the year ended June 30 was up 43 per cent from 2001 on a marginal rise in turnover to \$77.5 million.

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The company has proposed a dividend of 13 per cent or 1.3 cents a share, which with its interim dividend of 7 per cent, or 0.7-cent a share, makes for a total payout of 20 per cent or two cents a share.

Left : The [Jaya Pearl](#) operating in the Port of Singapore

Photo : Piet Sinke ©

Strong chartering demand in the offshore marine sector and newbuilding interest from fleet owners resulted in the take-up of 17 vessels from 26 in Jaya's

three-year, newbuilding programme initiated last March.

Nine vessels have confirmed charters at a hire rate of US\$37,252 per day, while eight have been sold for a total of \$75 million.

Robust oil prices are a key to strong offshore vessel demand, while an ageing global fleet is an important counterbalance to any slide in oil prices that would have an adverse effect on exploration.

"The need for efficient and modern vessels to meet increasingly stringent safety and performance standards is getting more acute," said Jaya managing director Pang Yoke Min.

"Even if oil prices should drop tomorrow, for the yards we still have this renewal work that is ongoing, and I think that would keep us busy for the next three to five years."

Jaya's full-year revenue contribution from offshore shipping rose to 48 per cent from just under 39 per cent previously, while conventional shipping's share shrank to just over 25 per cent from almost 36 per cent as seven vessels were sold.

Shipbuilding activity remained virtually flat at 26 per cent of total turnover.

Continuing offshore demand has also stimulated the need for another new building programme, with Jaya announcing a \$155 million eight-vessel fleet expansion to be completed during FY2003 and FY2004.

The eight vessels include six anchor-handling tug-supply vessels and two accommodation cum work barges.

With the company's Singapore and Batam yards already at full capacity for the next 15-18 months, Mr Pang said, seven of the newbuildings will be outsourced to shipyards in China for steel fabrication and hull construction.

More details on UT737L for Island Offshore

Rolls-Royce has revealed more details of the UT737L that is being built for Island Offshore.

The 106m long vessel - now under construction - can undertake a variety of offshore support tasks including sub sea installation; well intervention; ROV operations; diving support and supply work.

UT737L is the first design to be built to the DNV rules for ship-shaped well intervention units for worldwide service and also meets NMD requirements for Mobile Offshore Units.

It builds on experience from more than 400 UT series offshore service vessels and is a development of the Island Offshore's UT737 [Normand Flower](#).

The first UT737L, [Island Frontier](#), is now being built for Island Offshore at the Søviknes shipyard in Norway for delivery in 2003. It has been designed from the outset as a DP3 class vessel with full redundancy and logically planned subdivision, and is to a standard well in excess of 'comfort' and 'clean' class notations.

Two moonpools are provided, with the 7m x 7m main pool optimally positioned for minimum motions. Operations such as module handling, sub sea lubrication and wire-lining will use this moonpool, while the pool further forward is for inspection and ROV work.

The hull is 106m long overall and has a beam of 21m. A deadweight of about 4,600 tonnes is available on a draught of 6.2m, of which about 3,400 tonnes can be taken on deck. Tank testing indicates extremely low motions, helped by the roll reduction system using four passive tanks. High freeboard and full height rails ensure good working conditions on deck. A pumped anti-heeling system is fitted, independent of the roll-reduction tanks, to counteract the heeling effect of the 100 tonne long-outreach offshore crane which is installed on the starboard side of the working deck.

In view of the many modes of operation, a diesel electric propulsion system has been selected, using four of the new Bergen C25:33 engines each rated at 2,100kW to power the generators. Two electric azimuth thrusters are used for main propulsion, supplemented by 883kW Ulstein Aquamaster swing up azimuth thrusters fore and aft and two super silent tunnel bow thrusters. Frequency control is used throughout to give speed control while minimising energy use, and very large amounts of electric power are available on deck.

Accommodation to a high standard is provided for a total of 64 people in single and twin berth outside cabins in the Island Offshore UT 737L. The main public spaces also have windows or ports. Floating decks and other noise control measures ensure quietness. A reserve accommodation with five 4-man cabins can also be used, except when in well intervention mode. If required, the accommodation in the generic UT737L design can be extended by fitting an air-conditioned module for 44 people above the ROV hangar.

Toisa orders newbuilds in China

Offshore Shipbrokers Ltd reports that Toisa has ordered two plus two options for DP2 vessels in China. The vessels will be 80m x 18m and have a helideck fitted.

Trico orders UT722L in Brazil

Trico has ordered an AHTS of the UT722L design at Brazil's Elisa Shipyard at cost of approximately \$36 million. The vessel has an eight year contract with Petrobras from end 2005.

Gulfmark orders UT719-2 AHTS

GulfMark has ordered a UT719-2 AHTS at Estaleiro Promar Brazil at a cost of \$24 million. The vessel will work with Enterprise Oil Brazil from delivery.



NAVY NEWS

Sindugosh Indian Navy's submarine seen in the warf of Zvyozdochka [Little Star] military wharf where it is being repaired by Russian shipbuilders. It is a diesel electric "Kilo" class torpedo submarine built in the former U.S.S.R. This is already the third submarine of Kilo class to be repaired in Russian dockyards.

MOVEMENTS

DF 37



The French Custom vessel DF 37 **Vent d'Aval** moored in Hoek van Holland Monday morning.

Photo : Piet Sinke ©

Survey vessel sold

The survey vessel **STM Mirfak** has been sold for inshore transportation work in Norway for a reported price of NOK 1,600,000, reports Offshore Shipbrokers Ltd.

Standby vessel Strilos sold to German interests

The standby vessel **Strilos** has been sold to German buyers. The price is thought to be in the region of NOK 4,500,000.

Pacific Blade leaves North Sea

The anchor handler **Pacific Blade** has left the North Sea to West Africa for short job to assist the FPSO Petroleo Nautipa, reports Offshore Shipbrokers Ltd.



Waveney Castle heads for Caspian Sea

The PSV Waveney Castle has delivered to BUE against its contract with BP Caspian. The vessel immediately left for Istanbul where it will have its bridge removed in preparation for its canal transit into the Caspian.

Offshore Shipbrokers Ltd (OSL) says to watch for further vessels to follow - it could be Stirling Jura and Stirling Islay.

BUE purchased Waveney Castle (which was built in 1999) for a reported price of £11,000,000.



Monday afternoon the **Multratug 7** departed with the dredger **BOCAS DE CENIZA** from Rotterdam bound for Antwerp. — photo's : Piet Sinke ©



The **BOCAS DE CENIZA** was built at the IHC yard under yard number co1137 during 1980 under the name **COSMOS**, she was sold to Colombian interest during 1988 and renamed **BOCAS DE CENIZA**, she arrived back in Rotterdam under tow 20-11-2001 and was laid up in Schiedam in the Wilhelmina haven until the departure today. The

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vessel measures 113.6 x 20.1 x 8.4 mtr , has 2 engines / propellers which could give the vessel a speed of 13 knots in better days , the Mutratug 7 departed for Antwerp, the faith of the BOCAS is unknown.

.... NOTICE

New edition Anchor Handling, Tugs and Supply Vessels of the World published

The new 9th edition of "Anchor Handling, Tugs and Supply Vessels of the World" has been published by Oilfield Publications Limited (OPL) price £195 (\$332 & €322).

The new edition which, say OPL, is the most comprehensive to date, includes full information on over 2,400 vessels, a complete directory of all owners and managers, current fleet lists for all owners, an index of present and former vessel names and the latest edition of Noble Denton's Towing Vessel Register with details of the approvability scheme.

All essential classification, dimensions, specifications and performance data is provided in the new register for; 245 anchor handling tugs (AHT), 947 anchor handling tug supply vessels (AHTS), 395 supply vessels, 418 platform supply vessels (PSV), 126 offshore support vessels (OSV), 174 standby vessels and 135 dedicated salvage tugs.

According to OPL this 750 page register, now in its ninth year of publication, is still the world's only specialist reference on the subject and will be indispensable for anyone interested in marine support for oil and gas exploration, field development and production offshore.

Further details on the new 9th edition of Anchor Handling Tugs and Supply Vessels of the World are available from Oilfield Publications Ltd. at 15 The Homend, Ledbury, Herefordshire, HR8 1BN England. Tel: +44 (0) 1531 634563. Fax: +44 (0) 1531 633744. Email: opl@oilpubs.com or by visiting the company's website www.oilpubs.com.

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