

DAILY SHIPPING NEWSLETTER 2002 - 033



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**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Protest greets UK nuclear shipment's return



TWO flotillas of yachts organised by environmental campaign Greenpeace confronted two nuclear carriers off the coast of northwest England yesterday.

The vessels — bound for Barrow-in-Furness — are carrying a consignment of nuclear fuel sent back from Japan after British Nuclear Fuels admitted that its employees had falsified data.

Around 10 yachts, led by Greenpeace vessel Rainbow Warrior, met the Pacific Teal and the Pacific Pintail.

According to the activists, the ships opened fire with water cannon.

DAILY SHIPPING NEWSLETTER 2002 - 033

A second flotilla will meet the ships at their destination, with arrival scheduled for 1000 hrs today. About 700 anti-terrorist personnel, joined by the biggest ever single deployment of police in Cumbria, will be on hand.

A Royal Naval surface vessel was also expected to join the ships for the final leg of their journey.

However, the environmentalists have pledged not to cause any danger.

"We are peacefully protesting against the two nuclear freighters," said a spokeswoman.

"We will not be impeding the safe navigation of either ship but we will make sure that the ships see us."

Both nuclear carriers are owned by BNFL subsidiary Pacific Nuclear Transport and managed by James Fisher and Sons, and left Japan with their returned cargoes last July.

Many governments have protested that the consignment of mixed uranium and plutonium fuel makes a tempting target for terrorists, and could provide enough material to make 50 bombs.

Malcolm Miller, BNFL's head of marine transport, said: "We recognise that individuals and groups have the right peacefully and lawfully to protest about our activities."

The company added that such shipments had been undertaken for 30 years without mishap, and it does not accept that there is a security risk.

NEW CABLESHIP COMMISSIONED

Asean Cables Ship Pte Limited (ACPL) has taken final delivery of the \$38M cable laying ship **CS Asean Explorer**. The vessel employs the latest in technology and was designed by BMT Shipdesign under contract to Jurong Shipyard, a subsidiary of SembCorp Marine. The design was based on a concept hull design developed through BMT's R&D programme. This ship represents the culmination of a 23-month relationship between BMT and Jurong Shipyard and encapsulates the operating experience of the ACPL.



Although designed for long haul cable laying, the vessel is as efficient in repair and maintenance operations as well as the laying of a short repeaterless cable system. She is also capable of meeting future marine installation challenges such as deep burial. CS Asean Explorer has a cable tank capacity of 5,760 tons, can lay approximately 5,000 kilometres of light weight cables in one go, can accommodate a 3 metre plow and a 3 metre working class ROV.

David Connolly, Business Development Director at BMT Shipdesign, commented: 'As an engineer it is always pleasing to witness the evolution of a design from concept to reality. We've again demonstrated BMT can deliver a sophisticated design in an extremely tight timeframe. The project has been a real success thanks to great teamwork. It has been a pleasure to work with Jurong Shipyard and we look forward to continuing our relationship with this highly successful yard.'

Nieuw zeeschip vaker onder vreemde vlag

DAILY SHIPPING NEWSLETTER 2002 - 033

Door het gebrek aan Nederlandse officieren en dan met name kapiteins brengen Nederlandse rederijen hun nieuwbouw nu soms al rechtstreeks onder buitenlandse vlag. Hierdoor loopt het Nederlands register extra schepen mis, naast het groeiend aantal Nederlandse schepen dat door het gebrek aan Nederlandse officieren wordt uitgevlagd naar onder meer de Nederlandse Antillen en Noorwegen. Dit is mede een gevolg van de nog steeds geldende nationaliteitseis voor kapiteins, aldus de reders.

Rederij Vroon heeft twee nieuwe tankers rechtstreeks onder de vlag van de Marshall Eilanden gebracht, terwijl de Nederlandse vlag oorspronkelijk de bedoeling was. Ze varen nu met Indiase officieren. Bij Jo Tankers komen er volgend jaar twee nieuwe tankers aan. Het is nog niet bekend of deze onder Nederlandse of Noorse vlag gaan varen. Jo Tankers heeft vorig jaar al de Jo Palm en Jo Maple onder Noorse vlag gebracht, zodat het bijvoorbeeld kan varen met een volledig Filipijnse bemanning. Dit jaar werd de Jo Birk Noors. Er varen bij Jo Tankers nu nog tien tankers onder Nederlandse vlag, op een totaal van 39 eigen en gecharterde tankers.

Beide rederijen hebben het varen met Nederlandse officieren hoog in het vaandel staan. 'Maar', zegt René Kruidenier van Jo Tankers, 'naast het feit dat er krapte is op de arbeidsmarkt, begint nu ook de vergrijzing van het officierskorps mee te tellen. Dat kan over drie, vier jaar een probleem worden. Aan de andere kant, als het economisch wat minder gaat, blijven de officieren misschien wel langer varen.'

CASUALTY REPORTING



Smoke is visible from fires burning aboard the grounded Italian freighter Jolly Rubino near South Africa's St. Lucia Wetlands Park September 17, 2002. Salvagers prepared the beached freighter for a risky refloating attempt that could break up the ship and spill hundreds of tons of oil into the St. Lucia wildlife sanctuary

Blazing ship refloat ruled out



SALVAGE workers have abandoned efforts to refloat a blazing ship grounded off South Africa's coast after discovering the vessel's cracks are worsening.

Instead, the workers will focus on pumping oil off the ship in an effort to protect an ecologically sensitive estuary nearby before the boat breaks up.

The Italian ship, the **Jolly Rubino**, was abandoned last week after an engine fire blazed out of control. It ran aground 300 metres off Cape St Lucia, about 600km east of Johannesburg.



A crack in the 30,000-tonne, 190-metre ship has leaked a small stream of oil and diesel fuel just inside the boundaries of the Greater St Lucia Wetland Park, where mangroves, crocodiles, hippos and a turtle nesting area are found.

Officials said the ship was carrying 1.2 million litres of fuel oil and 300,000 litres of petrol

SHIPYARD NEWS

DOUBLE HULL BARGES

Bollinger Shipyards (Lockport, Louisiana, USA) has delivered **DBL101**, the first of four Oil Pollution Act of 1990 (OPA'90) double hull, ocean service, oil tank barges to K-Sea Transportation. The unmanned barge features an eight-foot high trunk deck to increase cargo capacity, and is designed to carry Grade A oil and other petroleum products in ten tanks with capacities from 9,700 BBL to 10,300 BBL each. DBL101 is American Bureau of Shipping classed A1, Maltese Cross oil tank barge, unlimited ocean and U. S. Coast Guard sub-chapter D approved.

The DBL 101 is equipped with vapor recovery and Metritape closed gauging and alarm systems and can load cargo at a maximum rate of 17,500 BBL per hour, with a discharge rate of 4,900 BBL per hour from each of its two diesel driven deepwell pumps. The barge is also equipped with a Byron Jackson ballast system with two hydraulic deepwell pumps. Detroit Diesel Series 60 engines power the cargo and ballast pumps and a Detroit Diesel Series 71 engine powers the generator.



ROUTE, PORTS & SERVICES



The GULF FLEET No 36 which is at present supporting the Seaway Flacon offshore Egypt

Photo : Oddgeir Refvik – Seaway Falcon

MSC neemt CMA CGM aan boord op twee Atlantische diensten

CMA CGM en Mediterranean Shipping Company hebben een samenwerkingsovereenkomst ondertekend waarbij de Franse rederij slots huurt aan boord van de twee Atlantische diensten die MSC al enkele jaren vanuit Noord-Europa verzorgt. Zoals verwacht heeft CMA CGM een punt gezet achter zijn overeenkomst met Mærsk Sealand, dat op zijn drie Atlantische diensten 550 TEU per week in beide richtingen ter beschikking hield van de Franse operator. De nieuwe samenwerking tussen MSC en CMA CGM gaat begin november van start.

This new Guide was recently developed by American Bureau of Shipping for the Classification of Liftboats and specifies the requirements for design, construction and survey after construction of the Liftboat for use by designers, builders, owners and operators in the offshore industry. A liftboat is a self-propelled, self-elevating vessel with a relatively large open deck capable of carrying equipment and supplies in support of various offshore mineral exploration and production or offshore construction activities. A liftboat also has the capability of rapidly raising its hull clear of the water on its own legs so as to provide a stable platform from which maintenance and construction work may be conducted.

The Guide includes requirements for hull structure, equipment, and machinery systems and is applicable to self-propelled steel liftboats intended for unrestricted service. It became effective immediately after its publication in August. The Guide makes reference to the Rules for Building and Classing Steel Vessels, the Rules for Building and Classing Steel Vessels Under 90 meters (295 feet) in Length and the Rules for Building and Classing Mobile Offshore Drilling Units. ABS will consider special arrangements or details of hull, equipment or machinery which can be shown to comply with standards recognized in the country in which the liftboat is registered or built, provided they are not less effective.



MOST POWERFULL CATAMARAN DELIVERED

Australian shipbuilder Austal Ships will design and build the world's most powerful diesel-powered catamaran for Canadian American Transportation Systems (CATS). The ferry will be fitted with MTU's 20V 8000 M70 engines, each rated at 8200kW. Each engine will drive a steerable waterjet via a ZF gearbox. With a speed of 42 knots, the 86 metre vehicle-passenger ferry will be the first of its type on the Great Lakes. It will operate on Lake Ontario between the cities of Rochester in New York State, USA and Toronto in Canada, with a voyage time of two hours and 15 minutes.



Scheduled to arrive in Rochester in late July 2003, the CATS ferry will have the capacity to carry 774 passengers and 238 cars or up to 10 trucks and fewer cars. The garage features a drive-through vehicle deck design, with hoistable mezzanine decks to allow the carriage of trucks and other overheight vehicles, without sacrificing maximum car capacity. Although it will be the seventh Auto Express 86 vehicle-passenger catamaran built by Austal Ships, the CATS vessel will be different in a number of ways. This includes structural and design changes in accordance with the latest IMO HSC Code 2000 requirements and to allow operation in limited ice conditions.

MSC wordt groter dan P&O Nedlloyd

Na het inhuren van extra schepen van gemiddeld 3.500 teu staat MSC op het punt om P&O Nedlloyd in te halen als op een na grootste containerreder ter wereld. Volgens het Franse Alphaliner bedroeg de capaciteit van alle MSC-schepen samen gisteren 405.132 teu. De capaciteit van de P&O Nedlloyd-vloot bedroeg 407.668 teu. In de MSC-cijfers werd de capaciteit van de nieuwbouw **'MSC Donata'** al meegeteld.

Na de overdracht van de **'Conti Singa'** en **'Conti Chiwan'** zal MSC echter over P&O Nedlloyd springen. In de rangschikking van Containerisation International heeft MSC overigens al de Brits-Nederlandse carrier ingehaald. De positie van 's werelds nummer een blijft onbedreigd. Na de overname van Torm Lines bedraagt de vlootcapaciteit van Maersk Sealand en haar zuster Safmarine volgens Alphaliner nu 799.675 teu, wat dus bijna dubbel zoveel is als MSC of P&O Nedlloyd.

NAVY NEWS

US marines to land in Kuwait

US Marines will stage an amphibious landing in Kuwait during a month-long exercise in the Gulf that coincides with US diplomatic efforts to keep the pressure on Iraq.

"Eager Mace 02" will involve up to 2000 Marines from an amphibious assault force led by the helicopter carrier **USS Belleau Wood**.

"It is an amphibious exercise that is scheduled for later in September," said Lieutenant Commander Nick Balice, a spokesman for the US Central Command, who said it was expected to last three to four weeks.

A Pentagon official said it would involve amphibious, ground, air and surface naval forces.

Although it is an annual event, the exercise will put US force on display amid a building showdown with Iraq over what Washington says is a secret program to develop and acquire chemical, biological and nuclear weapons.

The US remains highly sceptical about an Iraqi decision yesterday to allow the resumption of UN weapons inspections.

Other US forces are also on the move in Kuwait.

The army has begun moving troops as part of a six-month rotation of its armoured units in Kuwait, where it has two armoured brigades engaged in training near the Iraqi border.

The New York Times has reported that the United States has also asked Britain for permission to set up portable, climate-controlled shelters for B-2 stealth bombers at its airbase on the Indian Ocean island of Diego Garcia.

Pentagon officials would not comment on the report.

Two US aircraft carriers, the **USS Abraham Lincoln** and the **USS George Washington**, have brought the number of US navy ships with Fifth fleet in the region to 20.

AIRCRAFT / AIRPORT NEWS

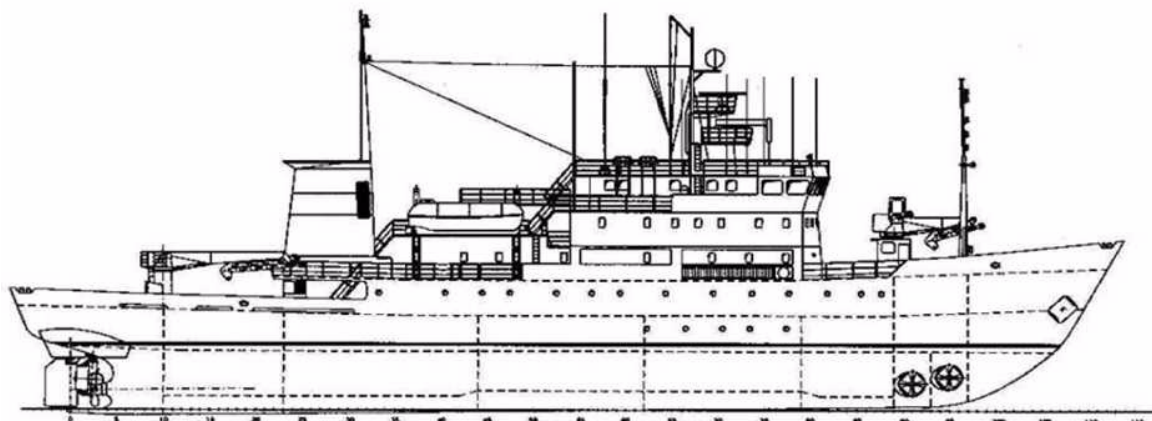
Air France en KLM onderzoeken toenadering

Air France en KLM voeren gesprekken om nauwer te gaan samenwerken. "Van een aandelenruil, zoals enkele kranten melden, is echter geen sprake", zegt KLM-woordvoerder Frank Houben, die beklemtoont dat voorlopig alleen nog maar verkennende en zeker geen formele gesprekken worden gevoerd. Toch zijn speculaties over een eventuele alliantie tussen KLM en Air France niet uit de lucht gegrepen.

.... SHIP OF THE DAY

WORKSHIPS BV

DAILY SHIPPING NEWSLETTER 2002 - 033



Workships Contractors B.V. has become the Technical and Commercial Manager of the DP II ROV / Survey Vessel "**Akademik Golitsyn**".

The vessel is prompt available Rotterdam for charter.



The **Akademik Golitsyn** is commissioned in service at 22-02-1984 on that time for the Russian Ministry of Geology for seismic survey duties, she is one of the 9 ships of the **Modified Shuleykin class** and build at Laivateollisuus, Turku in Finland.

After the Russian "empire" collapsed the most of the "white" ships which were widely used for spying all over the world became useless and were laid up all over the world, and were chartered out the western world.



The **Akademik Golitsyn** became temporarily a passenger vessel which made cruises / expeditions to Antarctica out of Argentina, together with her (near) sister the **Professor Molchanov**
Photo Left :
Both vessels in Argentina

DAILY SHIPPING NEWSLETTER 2002 - 033

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

<http://www.scheepvaarthoek.nl>

And the renewed site of the National Tugboat Museum at :

[http:// www.nationaalsleepvaartmuseum.nl](http://www.nationaalsleepvaartmuseum.nl)