

DAILY SHIPPING NEWSLETTER 2002 – 041



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A detailed illustration of a cable-laying vessel, showing its complex rigging and equipment for subsea operations.

EVENTS, INCIDENTS & OPERATIONS

Nomis to re-name Stirling Spica in early 2003



Nomis Shipping took delivery of the UT 734 AHTS vessel Stirling Spica in August. The vessel will continue on its term charter with Saibos supporting the barge Castoro 8, and when the charter completes in early 2003, Nomis will then rename the vessel DeaSignal.

Left : The **Dea Conqueror** and the **Dea Champion** anchored off Singapore

Photo : Piet Sinke ©

Seabrokers notes that Nomis Shipping is the largest UK supply vessel owner with the following vessels in their fleet. Dea

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Signal ex Stirling Spica; Dea Sound ex Smit Lloyd Sound; Dea Captain ex Smit Lloyd 47; Dea Champion ex Smit Lloyd 71; Dea Conqueror ex Smit Lloyd 73; Dea Chancellor ex Chain Supplier; Dea Hunter ex



Triumph Sea; Dea Trader ex Terra Nova Sea.

Nomis has three multi AHTS/rescue vessels working in the North Sea. These vessels have retained towing winches and cargo capacities and are: Dea Challenger ex IBIS 6; Dea

Commander ex Normand Gard; Dea Skipper ex Smit Lloyd 105. (photo above)

Nomis has five ERRVs: Aberdonian ex Starmi (AHT); Dea Fighter ex IBIS 3 (AHTS); Dea Mariner ex Nortruck (PSV); Dea Pilot ex Bass Shore (AHTS); and Dea Supporter ex MASTODON(AHTS).

Blue Marlin set to become world's largest semi-submersible heavy lift vessel



Dockwise, the Belgian heavy lift company has confirmed that it has signed a letter of intent with Korean shipbuilder Hyundai Mipo to enlarge the semi-submersible heavy lift vessel **Blue Marlin**, making it the largest semi-sub vessel of this type in the world.

The **Blue Marlin** will be widened by 21 m, thereby increasing its beam to 63m and creating a deck area of 11,227m².

The conversion is scheduled for the second half of 2003 and will include the installation of additional

propulsion and a ballast system upgrade with the vessel's capacity increasing to 78,000dwt.

Torch Offshore announces initial job for the Midnight Hunter

Torch Offshore says the initial contract for the utilization of the Midnight Hunter has been finalized with Sonsub for work on the Canyon Express project in the Gulf of Mexico. The Midnight Hunter will install flowline jumpers in water depths of up to 7,200ft over a period of approximately four weeks. The work will commence as early as next week after final modifications are made to the vessel to prepare it for such work.

The Midnight Hunter, a 340ft deepwater pipelay vessel on a three-year time charter, became available to Torch on August 18th when it arrived in New Orleans, Louisiana. In order to prepare the vessel for this subsea construction work, Torch is currently equipping the vessel with a 60-ton crane as well as project specific equipment.

US Navy denies collision

THE Pentagon is denying reports that a US Navy ship collided with a Chinese fishing vessel in China's exclusive economic zone in the Yellow Sea.

Lieutenant Commander Jeff Davis said the **USNS Bowditch**, an oceanographic survey ship, had been in bridge-to-bridge communication with a Chinese National Marine Bureau patrol boat earlier this month that was demanding that the US ship leave the area.



Top : **USNS BOWDITCH** departing from Singapore Sept 1998 – Photo : **Piet Sinke** ©

But, he said: "There was no collision and this appears to be some sort of a misunderstanding."

Davis said the **Bowditch** was operating inside China's 200-mile exclusion zone, but well beyond its 12-mile territorial waters.

A Chinese Y-12 aircraft overflew the US ship on several occasions as well as being accosted by the patrol boat, he said.

"There were a number of communications with the China fisheries patrol vessel and our ship and in the communications they made it clear they didn't like us being there and wanted us to leave," he said.

However, he said: "Nothing the Chinese did was threatening or unsafe."

He said the Bowditch had "every right" to be in the exclusion zone so long as it was not exploiting protected resources.

CASUALTY REPORTING

Hundreds lost as Senegal ferry sinks

More than 700 people are thought to have died after a passenger ferry capsized during a fierce storm off the coast of Gambia.

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Eighty-eight bodies have been recovered and another 670 people are feared drowned after being trapped under the vessel.



More than 30 have been rescued by ships in the area.

The ferry, which was travelling from Ziguinchor in the south of Senegal to the capital, Dakar, had only recently resumed service after undergoing repairs - and officials are checking out reports that it was overloaded.

The state-owned ferry was equipped to carry a maximum of about 550 people, according to reports.

Security officials at the port in Dakar had to put up barriers to hold back the hundreds of anguished relatives who have gathered there, waiting for news.

The Senegalese Government has declared three days of national mourning.

Going by a boat is a popular method of transport between Dakar and Ziguinchor because a civil war has made the route by road treacherous.

Survivor Moussa Ndong, speaking to the Associated Press by telephone from a hospital in Gambia, said the boat began tipping over to one side as a storm brewed.

'It was horrible'

Water rushed into the cabin. When the lights went out, he said, passengers screamed. "We managed to swim out of the water, yelling for help," he said. Survivors stayed on top of the capsized boat for two hours, until fishing boats arrived to pluck them off.



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"It was horrible, because we were hearing people screaming from underneath," he said. "The boat went down so fast. It was so unbelievable - in just three minutes, the boat went down."

Praying and chanting

Many of the Joola's passengers are from the Joola people, based mainly in Casamance.

The BBC's Chris Simpson in Dakar says the mood is one of anger at the quayside in the capital.

He says people are frustrated and anxious because they have been given little information.

Some families quoted by the AFP news agency put the blame on transport officials. They said the Joola had been put back into service prematurely.



A large group of Joola women have been praying and chanting by the waterfront while other friends and relatives listen to local radio reports and trade information about the sea voyage and how the shipwreck had happened.

TECHNICAL DETAILS LE JOOLA

LENGTH OVER ALL	79,50 m
LENGTH ON WATERLINE	73,60 m
LENGTH BETWEEN PERPENDICULARS	71,65 m
BREADTH MOULDED	12,50 m
DEPTH	4,10 m
DRAUGHT	3,10 m
DEADWEIGHT	500 t
PASSENGERS	536
CREW	44
SPEED	14 kts

PROPULSION 2 MAN 12V 20/27	2 x 1200 kW
CHARACTERS OF CLASSIFICATION	BV + I 3/3 E Coastal Ferry " African Coastal Service "

SHIPYARD NEWS

Number of newbuildings continues to swell

Seabrokers reports that the newbuilding market for offshore related tonnage had continued to grow to a total of 105 units under construction worldwide as of the end of August.

Of interest to North Sea operators was the announcement of another DOF MT6000 newbuilding at Fitjar. This vessel will service their five year Kerr McGee contract and cost NOK 190m.

Other recent newbuilding announcements include: Gulfmark switched a previously placed UT755 (PSV) to UT719 Mk II (AHTS) at the Estaleiro yard in Brazil to honour a new Enterprise five year deal; Sealion placed an order for two DP II PSVs with 60 man accommodation and a LOA of 80m from the Wuhu Yard in China; Trico placed an order for a UT722L at the Eisa yard in Brazil for US\$36m; Pacific Richfield Marine placed an order at a local yard in Singapore for an AHTS delivering in quarter 4 2003.

Kleven hands over PSV to Havila



Kleven Verft in Norway has handed over an advanced platform supply vessel to Havila Supply Ships AS.

Havila Tampen has been taken on long term charter by Norsk Hydro and will work in the North Sea. The design is a UT745E from Rolls-Royce, the diesel electric version of the popular UT745 PSV. It incorporates azimuth thrusters for main propulsion and is built to DP2 class and DnV Clean and Comf-C3 notation.

Rossetti benefits from Augusta order

Augusta Offshore has placed an order for a UT755L at Rosetti yard in Italy. The delivery date is scheduled for late 2003. It is understood that owners are in the final stages of securing a long-term charter for the vessel

Singapore yard to build pair of anchor handlers

Pan-United Shipyard in Singapore has been awarded contracts worth \$10 million to build two anchor handlers for Pacific Richfield Marine. The 66.6m, 4,000hp vessels are due to be delivered in late 2003 and first quarter of 2004 respectively.

Australian yard delivers crewboat

Wavemaster International in Australia has delivered the first of a quartet of new aluminium crewboats to Abeer Marine Services in Singapore. The 34m design is capable of transporting 124 rig personnel and equipment at speeds of up to 30kt.

ROUTE, PORTS & SERVICES

Subsea 7 to dispose of diving support vessel Aquamarine

Derrick Offshore has been appointed by Subsea 7 to offer the mixed gas diving support vessel Aquamarine for sale. The vessel is an 83metre Class II saturation diving support vessel with a 12 man diving system rated to 230m water depth. Built in 1980 at Wartsila Shipyard, Turku, Finland the vessel meets current requirements for diving operations in the North Sea market and is currently the only Class II DSV operating in that area.

MSV Challenger 1 for sale

The survey vessel MSV **Challenger 1**, owned by Bluewater Recoveries, is available for sale through brokers Derrick Offshore. The vessel is currently charter free Singapore where inspection can be arranged through DEROFF.

The vessel is in excellent condition for her age. This is due in part to the mid-life refit in 1995 and to the ongoing commitment from the owners and managers Northern Marine Management to maintain her excellent condition at all times

Petrobras confirms charter extension for Far Sailor



Brazilian oil company, Petrobras, has formally confirmed a two year extension of the charter contract for the anchor handler/supply vessel **Far Sailor**. The contract value is approximately \$12 million.

Waveney Castle set for Caspian work with BUE

Seabrokers reports that August saw the North Sea wave goodbye to the [Waveney Castle](#). The long-term contract with ASCO was terminated at the owner's request. The UT 755 has now been purchased by BUE and its future will not be in the North Sea but on a long-term commitment based in the Caspian. This 1999 built UT755 came off hire from ASCO during week 35, and transferred over to the new owners immediately.

Havila Crown bound for Brazil for two years



Seabrokers reports that on 20 August, Havila got final approval that [Havila Crown](#) was going to Brazil with Petrobras for two years, beginning 01 October.

The UT 722 anchor handler first checked into dry-dock for a little maintenance.

The contract value is understood to be 120 million Norwegian Kroner.

Highland Warrior back on the spot market

The UT705 PSV [Highland Warrior](#) returned to the spot market in August when it was released by EMC. The vessel was on daily options with EMC undertaking pipe haul duties, but due to market conditions and availability of larger vessels, EMC decided to release the vessel. The vessel now trades the spot market.

Pacific Raider delivered to Swire Pacific

Swire Pacific has taken delivery of the UT 738 DP1 vessel [Pacific Raider](#) from the INP Ulsan yard in South Korea. The vessel then immediately commenced a term charter with TFE in Brunei. The next vessel in Swire's R class is due for delivery in October.

NAVY NEWS

Luchtmacht en Marine samen in oefening "Falcon Nut"

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De Koninklijke luchtmacht en de Koninklijke marine nemen van maandag 30 september tot en met vrijdag 4 oktober deel aan de jaarlijkse maritieme oefening "Falcon Nut". Deze oefening, waarbij de twee krijgsmachtdelen hun onderlinge samenwerking trainen, vindt voor een belangrijk deel op de Noordzee plaats. In het kader van de oefening is het toegestaan om boven een deel van Noord-Nederland lager te vliegen dan normaal.



De **Jacob van Heemskerck** op 5 september op weg naar de Rotterdamse havendagen

Foto : **Henk van der Lugt** ©

Tijdens "Falcon Nut" wordt een crisissituatie van aanvallende vliegtuigen gesimuleerd, waartegen een groep NAVO schepen zich moet verdedigen. De schepen die hieraan meedoen zijn: het luchtverdedigingsfregat **Jacob van Heemskerck**, de multipurpose fregatten **Van Nes**, **Abraham van der Hulst**, **Van Amstel** en het Belgische fregat **Westdiep**. Afhankelijk van de uit te voeren missie doen twee tot zes F-16's mee van de vliegbasis Leeuwarden, Twente en Volkel. Verder nemen ook Duitse, Engelse, Amerikaanse en NAVO-eenheden deel aan de oefening en opereren drie Engelse helikopters met waarschuwingsradars vanaf de vliegbasis Leeuwarden.

Dodelijk ongeval in Rotterdamse haven

ROTTERDAM - Een 38-jarige man uit Krimpen aan de Lek is vrijdagmiddag door een arbeidsongeval in de haven van Rotterdam om het leven gekomen.

De man klom in de Elbehaven in Europoort via de laadarm van een bunkerschip naar een zeeschip om een tros over te brengen. Door nog onbekende oorzaak verloor hij bij het overstappen z'n evenwicht en kwam hij op het dek van het bunkerschip terecht. Hij overleed ter plaatse aan zijn verwondingen, aldus de politie.

.... STORY OF THE DAY

America's mothballed ships prepare for sea

NORFOLK, Va. - Richard Allan was in a strange engine room, surrounded by crew members he'd never met, facing problems he'd scarcely had time to contemplate. The military cargo ship Cape Ann had been ordered back to life after more than a year in mothballs, and the three days since Allan climbed aboard were a blur of steel, grease, oil and steam like he'd rarely known in his quarter-century at sea.



"The biggest problem? They want us to sail Sunday morning," said Allan, a merchant seaman from Severna Park enlisted as the Cape Ann's temporary chief engineer. "That's always on our minds. If things break, we fix them; but everything is focused on leaving the pier Sunday morning."

Similar scenes have taken place inside gray-hulled ships in ports and shipyards around the country in recent weeks as the Navy conducts one of the largest tests ever of the nation's dormant

military cargo vessels. Over the past month, 23 ships such as the Cape Ann have been ordered, without notice, to hire crews, power up and put out to sea to prove they are ready for war.

Pentagon officials say that the tests are routine and that the timing has to do with the end of the federal fiscal year, not any impending need to haul war supplies to the Persian Gulf.

But the ships being tested would be critical to waging war in Iraq, representing the country's only means of moving large mechanized Army divisions from the United States to the Middle East. The vessels, used extensively during the gulf war of 1991 but mostly idle since, have been ordered on more surprise drills in the past four weeks than they are in a normal year.

"A test is fairly standard, but it's also prudent, given the current situation," said retired Navy Vice Adm. Jim Perkins, former commander of the Military Sealift Command. "If we're going into Iraq, we'll need those ships."

The Pentagon keeps about 95 empty cargo vessels in ports around the country, some with skeleton crews aboard, others watched only by electronic alarms. Most, like the Cape Ann, are part of the Ready Reserve Force, managed by the U.S. Maritime Administration.

In late August, the U.S. Transportation Command ordered 10 vessels in the Ready Reserve Force to hire full crews, leave port and conduct drills at sea. In mid-September, it ordered the test activation of 13 more. The test was the largest activation drill of the Ready Reserve Force since 29 vessels were called up in 1998.

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The recent tests highlighted the improved condition of the ships. During the Persian Gulf war, some mothballed vessels were in such bad shape that they never left port. The federal government has spent \$200 million or more each year since then keeping the vessels cleaned and maintained.

The Cape Ann, for instance, should have been one of the worst ships in the fleet. It has no permanent crew performing maintenance, and it spent the past year and a half tied up in the James River "ghost fleet" near Norfolk. When activated Sept. 13, the vessel had to be towed to a Norfolk shipyard so its machinery could be restored and temporary plating removed from its hull.

When Chief Mate Richard Alcott arrived, he expected the worst. Not only had the ship been subjected to the elements, but it is also 40 years old. His worries proved unfounded.



"This ship looks better than the one I'm on all the time," said Alcott, who normally works on grain-haulers. "There's hardly any rust, everything is greased, everything works. Somebody's been doing all the right things."

Alcott and other crew members were thankful for the ship's condition because the task of turning a dead ship into a military cargo platform - in just 10 days in the Cape Ann's case - is a daunting one. Once in the shipyard, the vessel became a swarm of crewmen, shipyard workers, contractors and government regulators, all at work assembling a floating warehouse inside the

empty steel shell.

Safety equipment was unpacked and inspected, lifeboats were tested and repaired. The sewage, sanitation, heating and air conditioning, electrical and ventilation systems had to be flushed out, cleaned off and made ready. The sheets, silverware, pots, pans and china had to be cleaned and inventoried.

Machines, pumps and motors were reassembled, greased, tested or overhauled where necessary, with particular attention to critical systems such as steering gear, the anchor windlass, and navigational and

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communications equipment on the bridge.

Halfway through the process, Capt. Francis Goodwin was in his office, wearing blue jeans and a polo shirt and sprawled over a deskload of paperwork. Only the anchor tattooed on his right forearm betrayed his 17-year career at sea.

Asked what he was doing, Goodwin walked over to a file cabinet - empty until days before - and revealed an ever-thickening folder of documents, payroll records and other paper traces of the ship's brief, yet active new life.

"That's about half of it," he said.

Crew shortages

The drills also underscored what is considered the greatest weakness of the military's cargo fleet - the shortage of qualified crew members. The activation required some crewmen to work aboard more than one vessel, so each ship had an adequate crew to sail.

On the Cape Ann, crew members were assembled from Florida, Maine, Maryland, Massachusetts, Texas and Puerto Rico - wherever they could be found. Some came straight from ships that had already completed their drills, a tactic that wouldn't work during a crisis, when all the vessels would be expected to sail simultaneously. Allan flew home from a drill on the West Coast and was asked to report to the Cape Ann a day later. Chief Steward Charles Archie said the Cape Ann's was his fourth activation drill this year.

The Pentagon can do little to resolve the shortages quickly because military cargo ships like the Cape Ann are not operated by Navy sailors but by civilian mariners from the U.S. Merchant Marine. And the merchant marine has withered so badly over the past decade or more that only a few thousand qualified mariners remain.

The Marine Engineers' Beneficial Association, a union of licensed engineering officers, posted a notice to members last week that it was having difficulty finding enough deck officers for service in the Ready Reserve Force. The 23 ships activated represented barely a quarter of the reserve fleet.

The Pentagon also keeps more than 30 ships loaded with military supplies and "pre-positioned" around the globe. Under most war scenarios, those vessels - many stationed at Diego Garcia in the Indian Ocean - would be the first deployed.

But the pre-positioned ships could outfit only a light division or small invading force. Moving the real firepower of the American military - tank-laden divisions like the 24th Mechanized Infantry or the 1st Armored Cavalry - would require dozens, perhaps hundreds more cargo ships. During the gulf war, more than 200 commercial and military cargo vessels were used, including 79 from the Ready Reserve Force. And the build-up lasted for nearly six months.

"If you want to go into Iraq with the big Army divisions - the real take it and hold it power - then you're going to need the Ready Reserve Force to get them there," Perkins said. "The notion that we're going to sneak an armored division into Iraq and wake up one morning ready to fight is just crazy.

"I wouldn't be surprised to see the entire RRF activated," he said. "But then the question becomes: Where will they find the guys to operate it?"

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'A lot to do'



Top : some laid up ships at the Suisun Bay Reserve Fleet – **Photo : Collection Piet Sinke**

A dead ship such as the Cape Ann is bare of anything hazardous or perishable, so food, paint, fuel, and cleaning supplies were all brought on anew. Drinking water had to be purified and certified by inspectors. New charts and computers were brought aboard. The steam plant was brought on line slowly, and only after the boiler water was purified, the environmental safeties certified, and fire-fighting and emergency breathing devices checked.

Coast Guard inspectors were aboard for much of the drill, certifying that the ship was safe, pollution-free, and that its crew was trained and competent. Other federal officials were on hand to advise and observe.



"It's really amazing what they can accomplish, because there are so many opportunities for things to go wrong," said Art Fritz of the Maritime Administration. "It could even be something you wouldn't consider critical, like the pump that pushes water for the toilets. If that breaks, you can't go to sea."

Top : Photo made during 1996 of the James River Reserve Fleet – **Photo : Collection Piet Sinke**

Said Alcott: "We're our own fire department, our own medical department, our own cooks, our own mechanics. There's a lot to do."

Only one vessel failed to activate on time during the tests - because it hit a bridge while being towed into port. The Cape Ann, with 10 days to get under way, needed only nine.

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"There's always something going wrong, always something that has to be fixed, some crisis," said Allan, shouting above the whine of the ship's diesel generator, which had been turned on earlier that day when the ship overloaded its circuits and lost shore power.

"But that's just the way it is on any ship. We'll be ready when it's time to go."



Top : a few vessels of the James River reserve fleet 1996 – **photo : Collection Piet Sinke**

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)