

DAILY SHIPPING NEWSLETTER 2002 – 051



Number 051 ****DAILY SHIPPING NEWSLETTER*** Wednesday 09-10-2002

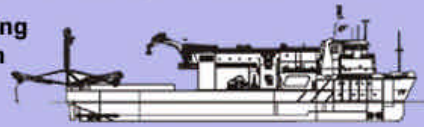
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**Operation
Enduring Freedom**



EVENTS, INCIDENTS & OPERATIONS CAPT SLOOTS LAST TRIP



Monday afternoon the **STENA HOLLANDICA** departed from Hoek van Holland with a lot of noise, **Capt Sloots** made his last trip before his retirement after 40 years service , the **STENA HOLLANDICA** was escorted by the Hoek van Holland lifeboat **KAPITEINS HAZEWINKE** and 1 patrol vessel of the Rotterdam Port Authorities to give the Master a last salute !!!!!

Photo's : Piet Sinke ©



Tanker blast 'was terrorism'



The owners of a French supertanker that exploded off the coast of Yemen Saturday night said they thought terrorists were behind the blast.

The explosion on board the **Limburg** sent smoke billowing into the clear skies above the Arabian Sea. The tanker was carrying 397,000 barrels of Iranian crude and was due to load more at Mina al-Dabah, a port 500 miles south-east of the Yemeni capital Sana'a.

"In my opinion this was a terrorist attack," Jacques Moizan, a director of Euronav, which owns the tanker, said. "The crew saw a high-speed vessel approaching on the starboard side ... an explosion followed."

The Maritime Liaison Office, which co-ordinates communication between the US Navy and commercial shipping in the area, issued an advisory in September warning of the possibility that al-Qa'ida was planning attacks on oil tankers. And last night an audio tape purporting to carry a message from Osama bin Laden was broadcast on the Qatar-based al-Jazeera satellite television channel. It warned that Muslim youth would carry out more attacks.

France was preparing last night to send investigators to Yemen, President Jacques Chirac's office said, following a phone call between Mr Chirac and the Yemeni President, Ali Abdullah Saleh

French oil tanker blown off Eastern coast of Yemen, 12 wounded, 13 missing

The French embassy in Sanaa said that 12 persons were wounded in a French oil tanker explosion off the eastern coast of Yemen.



The diplomat said that 12 members of the crew were wounded and admitted to hospital but gave no explanations on the fate of the other 13 persons of the crew.

He added that some 16 of the 25 crew members are of Bulgarian nationality.

A French diplomat in Sanaa said that a terrorist act might be behind the blowing off the French oil tanker on Sunday at dawn off the Eastern

coast of Yemen.

The deputy Consul at the French embassy in Sanaa, Marsal Gongalivs, said that the tanker was hit by a small boat carrying explosives and the incident seems like an attack similar to that against the American warship USS Cole in 2000.

Oil sources said that the French oil tanker in which fire erupted following an explosion that took place on its deck was on its way to the Yemeni Shahr port on the Red Sea and was loaded with 397,000 barrels of crude oil.

Navigation sources said that the explosion took place in the fourth reservoirs of the tanker when it was in Shahr port, in al-Mukalla area which is 750 Km to the southern east of Sanaa,



for fuel supplies and that the crew drove it away from the port.

Oil sources indicated that 11 members of the tanker's crew threw themselves to the sea when the explosion took place, while other 14 fought the fire with the support of the Yemeni authorities.

Eye- witnesses said that intensive smoke was seen coming from the tanker.

However, a Yemeni official ruled out any terrorist objectives to be behind this incident or to be planned for.

Reddingsactie na 'may day' zonder resultaat

Drie reddingsschepen, een Orion patrouillevliegtuig en een reddingstruck zijn gistermiddag drie en een half uur op de Noordzee aan het zoeken geweest naar een motorkruiser. Het schip is niet gevonden.



Boven: de Doris Rijkers uit Den Helder gedurende de vlootdagen 2002 – foto : Piet Sinke ©

De boot zond rond twee uur een noodbericht (may day) uit. Dat werd opgepikt door het kustwachtcentrum in Den Helder. Daarop werden de reddingsboten **Doris Rijkers** uit Den Helder, de Texelse **Jacoba Elisabeth** en **De Gul** uit Callantsoog gealarmeerd. Het schip zou aan de zuidkant van zandplaat de Razende Bol in moeilijkheden zijn gekomen. De reddingsboten kregen hulp van een Orion patrouillevliegtuig van de Koninklijke Marine, omdat er geen radiocontact gemaakt kon worden met het in noodverkerende schip. Door het gebrek aan informatie was het voor de reddingsschepen moeilijk de motorboot te traceren. Een reddingstruck uit Callantsoog probeerde de cruiser vanaf het strand en de dijk bij Den Helder te lokaliseren.

Na drie en een half uur intensief zoeken werd de actie zonder resultaat door het kustwachtcentrum beëindigd en keerden vliegtuig en reddingsboten terug naar hun stations. Over het lot van de motorkruiser is niets bekend.

Bourbon in plan for 10 US platform supply ships



Photo BDL

FRENCH offshore shipping operator Bourbon Maritime, is planning to build 10 platform supply ships for use by an American partner in the Gulf of Mexico.

The partner, Rigdon Marine, a company set up by former Tidewater vice-president Larry Rigdon, is seeking US regulatory approval for the project.

The 10 hi-tech intermediate-size vessels will be owned by Bourbon but will be operated in the US on charter by Rigdon Marine.

Marseilles-based Bourbon, which is represented in the offshore sector by its subsidiary, Surf, says that the

project will nevertheless enable it to achieve its objective of positioning itself in the Gulf of Mexico deep offshore market.

It adds that it would have the option of operating the vessels on its own account outside the US, in which case it would conclude a contract for use of the vessels with Rigdon Marine.

Bourbon, which is bidding for a leadership position in the fast-developing deep offshore shipping market, is already established in the West African and Brazilian markets but needed to establish a presence in the Gulf of Mexico to complete its deployment in what it has called the deep offshore "golden triangle".

Rigdon Marine is seeking regulatory approval for the project from the US coastguard, which is thought to be scrutinising it closely to ensure that it conforms to the provisions of the Jones Act.

Both Rigdon and Bourbon are adamant that their project is not to be compared to others designed to allow non-US shipowners to gain control of Jones Act-compliant vessels via charter-backs from US partners.

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Offshore Shipping Services

Head of Bourbon Maritime Christian Munier said, however, that, given the financial commitment his company was preparing to make, it was essential that the legality of the project was confirmed in advance by the US administration.

"We have asked for confirmation from the US coastguard that the arrangement we have made corresponds to US law," he said.

"Which is the case but we want confirmation because we are talking about a major commitment on our part. "

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Bourbon Maritime's parent, Groupe Bourbon, indicated recently that it was preparing a major venture to accelerate its growth in the deep offshore market. It is already devoting 86% of a E 600m (\$592m) investment programme over the period 2002-06 to deep offshore and said that its spending in the sector will be revised upwards markedly if its plans come to fruition.

The group believes that there is a place for it among the leaders in the deep offshore market on the grounds that the leaders in the classical offshore supply market have been slow to date to position themselves for the fast-growing but more hi-tech deepwater market.

Bourbon operates 10 deep offshore supply vessels of various types and has another nine under construction or on order. Its classical offshore supply fleet comprises 15 vessels. The company also has three offshore tugs in service and three under construction and 73 crew boats in service and another 15 under construction or on order.

DIAMOND PRINCESS (LIBERIA)

Passenger **Diamond Princess**: According to Nagasaki fire station the total burned area of the vessel was about 50,295 square metres and the source of the fire is considered to be in cabin 320 and its vicinity.

CASUALTY REPORTING

LIMBURG (FRENCH SOUTHERN TERRITORIES)

Wijismuller Salvage BV are assisting crude oil tanker Limburg, following an incident yesterday morning at Ash Shihr Terminal, off the Yemeni port of Mina al Dabah. Tug/supply Riyan is on scene. During yesterday, the Riyan used its fire monitors to fight the fire on board Limburg and cool the adjacent hull areas. Overnight, Riyan succeeded in connecting up to Limburg and towed the vessel from a position some four miles off the coast to a location around 17 miles off, to prevent the possibility of the casualty grounding. During the night, a seven-man salvage team, led by a salvage master and including engineers, firefighters and divers, arrived in Yemen from Amsterdam, and is now proceeding to Mina al Dabah. On arrival, the salvage team will board Limburg and carry out a salvage assessment. The immediate options include anchoring the vessel and rigging for firefighting on board the casualty. A salvage plan will be prepared on the basis of this assessment. Meanwhile, more salvage resources are being mobilised. The salvage team will be reinforced by additional salvage personnel from The Netherlands and Singapore. Salvage equipment will be flown from Amsterdam to the scene, in response to the salvage master's requirements. Tug 22 May is proceeding to assist in the salvage operation, ETA Wednesday morning (Oct 9). The damage to Limburg is centred on cargo tank No 4 starboard, penetrating the double hull at the waterline. There is some cargo outflow from the damaged tank. The incident occurred while the vessel was mooring. The vessel has a part cargo of 50,000 tonnes of crude oil, loaded in tank No 2 centre and the wing tanks No 4 port and No 4 starboard. --
Wijismuller Salvage BV.

Ship runs aground

A HONG Kong-registered bulk carrier has run aground while trying to leave a harbour on New Zealand's South Island.

The Maritime Safety Authority said the 16,000-tonne **Tai Ping** was under pilot control leaving Bluff Harbour around 5am local time (2am AEST) when it got into trouble.

Conditions were foggy but the sea was calm. Nobody was hurt in the incident.

The ship is carrying urea fertiliser.

SHIPYARD NEWS

Harland & Wolff to cut most of remaining workforce

HARLAND & Wolff has said it plans to cut most of the jobs at the shipyard.



It said that against the backdrop of prevailing weak market conditions, it would consolidate future operations into a single project management organisation, making 265 out of 386 employees redundant.

"It is the intention to have the workforce reductions completed by mid-January 2003," Harlands said in a statement.

The cash-stripped shipyard, once the bulwark of Northern Ireland's economy said it had issued 90-day protective notices of intention to 197 operators and 68 staff at the yard, cutting operations to a minimum.

It said it was "pursuing future business opportunities on a number of fronts" in order to create a competitive company, but that "it has been unable to secure sufficient firm workload to maintain current employment levels".

It also said it would seek to offer voluntary redundancy packages for the employees.

China bulker ordered for Setaf

FRENCH service shipping specialist Groupe Bourbon has ordered a 55,000 dwt bulker from China's NACKS shipyard in Nantong and taken an option on a second identical vessel.

The group, which has until the end of the year to take up its option on a second vessel, has ordered the new vessel for its bulk shipping subsidiary, Setaf.

It wants the company to have owned shipping capacity capable of transporting 20% its total annual carryings.

The new order follows the completion in July of a series of three 48,900 dwt vessels for Setaf by NACKS, bringing the company's owned fleet up to five vessels.

Bourbon Maritime chief executive Christian Munier said that the decision to build up Setaf's owned fleet had been taken partly to offer its customers greater security and partly to give it some hedging against the vagaries of the ship charter market.

Setaf does not operate on the spot market, preferring to strike up pluri-annual contracts with a limited number of industrial customers.

Mr Munier said that the company was not a simple transporter or shipbroker but rather a logistics specialist offering made-to-measure services for its customers, which include the Lafarge cement group and the Charbonnages de France coal group.

"We have a niche strategy," he said. "We are not looking to be worldwide."

Izar launches Exmar FPSO at Fene

SPANISH shipbuilder Izar launched the E 115m (\$113m) floating production, storage and offloading unit **Farwah** at its specialist offshore yard in Fene yesterday.

The FPSO was built for Belgium's Exmar Offshore and will be chartered to France's TotalFinaElf for work on the Aquitaine field in the Mediterranean off Libya.

A number of specialist companies were involved in the project, with both construction of the hull and integration of the topside processing plants handled at the Galician yard.

The FPSO will be delivered by the end of January 2003 and installed on site off Libya during the first quarter of next year.

It has a storage capacity of 900,000 barrels and has been built in just over a year. The first steel for the unit arrived at the Fene yard in July last year, with cutting starting mid-September.

Fene is now preparing to start work on an LNG barge for Norway's Statoil and its Snohvit project, a contract valued at around E 20m.

The Spanish yard is also tendering for the contract to handle construction of the barge's topside equipment and is also chasing new FPSO contracts off West Africa.

Its order book is also being propped up by work on blocks for an LNG carrier being built at Izar's Puerto Real facility in the south of the country.

Izar officials say that sharing the work helps Fene to keep its workers busy through quiet periods in the offshore market, while enabling Puerto Real to tighten delivery schedules for the various gas carriers it has on order.

Separately, the offshore yard is also investing substantial sums into research projects looking at new FPSO designs geared toward deepwater operations, with specific emphasis on the Gulf of Mexico. That region has just been opened up to FPSO operations.

ROUTE, PORTS & SERVICES

BAM zoekt koper voor baggerbedrijf

AMSTERDAM - Bouwer BAM heeft baggerdochter Ballast HAM Dredging in de etalage gezet. De bouwer uit Bunnik zoekt samen met huisbankier ING naar mogelijkheden om de schuldenlast te verlichten.

Volgens bestuursvoorzitter Daan de Waard van Ballast HAM Dredging (BHD) wordt gesproken over een gedeeltelijke verkoop, die begin volgend jaar zou kunnen worden afgerond. Gesprekspartner is een buitenlandse industriële partij, die een minderheidsbelang in het baggerbedrijf zou moeten krijgen.

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Goed ingevoerde bronnen zeggen echter dat BAM op aandringen van huisbankier ING aankoopt op een volledige verkoop van de baggerdochter aan een financiële partij, om de schuldenlast substantieel te verlichten. ING zit voor euro 925 mln in BAM en zoekt naarstig naar mogelijkheden die positie te verkleinen. Het dossier staat op de agenda van het hoogste ING-echelon.

Bestuursvoorzitter Wim van Vonno van BAM zegt desgevraagd dat momenteel alle opties onderzocht worden. Hij erkent dat de zoektocht is ingegeven door financiële motieven. 'Toen het Ballast-belang erbij kwam, heb ik meteen gezegd dat het allemaal een beetje veel werd.'

De bouwer kondigde half juni aan de veel grotere branchegenoot HBG over te willen nemen. Met die transactie is een bedrag van minimaal euro 715 mln gemoeid. De afronding van de overname wacht nog op goedkeuring van mededingingsautoriteit NMa. BAM wilde die overname voor een belangrijk deel financieren met nieuwe aandelen, maar een emissie is gefrustreerd door het aanhoudend slechte beursklimaat.

De financiële nood van BAM is verder gestegen door de onverwachte verkoop van Ballast Nedam van het 33%-belang in BHD aan HBG. Het eveneens zwaar gefinancierde Ballast dwong HBG een maand geleden om zijn minderheidsbelang in de combinatie voor euro 210 mln over te nemen. Dat geld moet binnen drie maanden worden overgemaakt. Ballast HAM Dredging was de uitkomst van de omstreden fusie van de baggeractiviteiten van Ballast en HBG (66%).

Volgens De Waard praat de van HBG afkomstige bestuurder Carel Jan Reigersman met een buitenlandse industriële partij. Het zou gaan om een internationaal bouwconcern dat niet uit België, Duitsland, Spanje of Azië komt. Voor de hand ligt Bouygues, het grootste Franse bouwconcern dat door BAM werd afgetroefd toen de Spaanse moeder Dragados HBG eerder dit jaar te koop aanbood. Bouygues is kapitaalkrachtig, maar deed onlangs wel aanpalende offshore activiteiten van de hand.

'Er zijn momenteel geen industriële partijen met geld', zegt een ingewijde. 'De grote Europese bouwers maken juist een terugtrekkende beweging en kiezen eerder voor diensten en concessies.'

Vlissingen waarschuwt intensiever voor vloedgolven



De gemeente gaat het aantal borden op het strand van Vlissingen dat waarschuwt voor het gevaar van hoge vloedgolven verdubbelen. Volgens strandwachtcoördinator A. Dijkstra is dat nodig omdat mensen regelmatig worden verrast. Afgelopen zondag nog spoelde er op het Vliessings strand een kind uit een wandelwagen en moeders met kinderen stonden plotseling tot

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hun middel in het water. Dijkstra heeft verder met burgemeester A. van Dok-van Weele afgesproken de zaak te bespreken met het Schelde Coördinatiecentrum (SCC) en de loodsdiensten. Dat is vorig jaar ook al gebeurd. Toen heeft het SCC toegezegd schepen te vragen hun snelheid te matigen. Ook de loodsen zouden bij de scheepsbegeleiding waar mogelijk lagere snelheden aanhouden. Het SCC geeft de strandwachten verder een sein wanneer grote en snel varende schepen in aantocht zijn, zodat ze badgasten kunnen waarschuwen en kinderen uit het water kunnen halen. Dijkstra vermoedt dat de loodsdiensten er geen rekening mee houden dat er ook buiten het zomerseizoen, wanneer er geen strandwacht paraat is, mensen argeloos op het strand wandelen. Hij verwacht daarom dat overleg over de kwestie met het SCC en de loodsdiensten de veiligheid op het strand nog iets kan verbeteren.

Dijkstra realiseert zich dat het risico op een vloedgolf op het Vlissingse strand nooit helemaal is uit te sluiten. Zo zijn er schepen die geen snelheid kunnen minderen omdat ze dan moeilijker te besturen zijn.

Van Dok-van Weele wijst ook op de eigen verantwoording van strandbezoekers, die naar haar mening niet altijd de waarschuwingsborden lezen. „Mensen moeten zich er van bewust zijn dat ze aan zee lopen en niet aan een of andere recreatieplas”. Volgens Dijkstra kampt het strand in Hoek van Holland met dezelfde problemen als Vlissingen. Van die zijde is inmiddels om een voorbeeld van de waarschuwingsborden gevraagd. De strandwachtcoördinator betreurt het overigens uit oogpunt van veiligheid dat nogal eens een waarschuwingsbord van zijn 'strand verdwijnt. „De borden zijn erg gewild bij studenten.”

NAVY NEWS

Britain to cash in on sunken ship's £2.5bn treasure

A US firm of treasure hunters and the British government have agreed to split the proceeds from the wreck of a British warship lying off Gibraltar.

The deal, for what is believed to be the world's largest sunken bounty, between the Ministry of Defence and Odyssey Marine Exploration of Tampa, Florida, is expected to be announced today. The treasure could amount to more than £2.5 billion.

HMS Sussex, went down with 500 hands in the Mediterranean, east of Gibraltar, in a storm in 1694. The treasure, thought to be about nine tons of gold coins, was intended to buy the loyalty of the Duke of Savoy, a shaky ally in Britain's war against France. The loss of the ship led to the foundation of the Bank of England, which then helped out the government with a loan.

Odyssey first traced the wreck in a series of expeditions, carried out with the approval of the British government, between 1998 and 2001.

The agreement requires cultural artefacts to be handled in line with modern archaeological standards.

Greg Stemm, Odyssey's co-founder, said: "There are those who thought such an agreement would be impossible, but this proves the public and private sector can work together."

Landing ship & retirement ends its LST design



The Navy's last Newport-class amphibious landing vessel, the **USS Frederick**, made its final voyage last week as it prepared to leave active service after nearly 33 years.

However, none of its six diesel engines were "lit" and it only had a skeleton crew as the tank landing ship (LST) was towed from the Pearl Harbor Naval Shipyard to another pier to await its final assignment – decommissioning was October 5th, and the vessel is old to the Mexican navy.

Left : A photo of the **LST 1184 USS FREDERICK** whilst she get moored in Honolulu October 3rd to get decommissioned October 5th.

Photo : Collection Piet Sinke

Opnieuw twee "boardings" Hr.Ms. Van Galen

Het marinefregat Hr.Ms. Van Galen heeft opnieuw twee schepen onderzocht in de Golf van Oman. Inmiddels heeft het fregat al zo'n dertig schepen doorzocht. De eerste "boarding" vond plaats op de dhow "Al Amir Kirmani", bij de tweede ging het om het motorschip "Inga". Omdat er geen onregelmatigheden werden geconstateerd, mochten beide schepen na het onderzoek hun reis voortzetten.

De onder Indiase vlag varende dhow was onderweg van Sharjah in de Verenigde Arabische Emiraten naar Sikotra Muttraha in Jemen. Het motorschip "Inga" was onderweg van Jebel Ali in de Verenigde Arabische Emiraten naar Aden in Jemen. Dit schip vaart onder de vlag van Antigua.

Hr.Ms. Van Galen vertrok op 20 mei 2002 uit Den Helder en patrouilleert sindsdien in de wateren rond het Arabisch Schiereiland.

French warship docks at Benoa port

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The French Navy warship, the **Nivose**, is scheduled to dock at Benoa Port in Bali on Tuesday as part of its journey back from the French naval base in the Indian ocean.

The French Embassy said in a statement on Monday that the 3,000-ton frigate is equipped with the Exocet missile and a panther chopper to conduct its patrol duties around the Pacific ocean.

The crew of 90, including 13 commanding officers, is scheduled to stay in Bali for four days, and the crew will host volleyball and soccer matches with Indonesian Navy personnel.

French Ambassador to Indonesia Herve Ladsous will also hold a reception on board the warship on Tuesday

MOVEMENTS



Hr Ms MAASSLUIS departed from Maassluis enroute Den Helder - **photo : Piet Sinke ©**

The **TOG MOR** departed Monday evening behind the **Lady Laura** from Rotterdam

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The **7 Seas** departed from Rotterdam bound for West Africa, the **7 Seas** is the former **PACIFIC RAPIER** of SWIRE offshore in Hong Kong, and bought by rederij Groen in Scheveningen.
photo : via Jacco van de Nieuwenhuyzen



The Jack-up rig **WEST EPSILON** departed from Verolme Botlek Monday morning in tow of 2 anchorhandlers, 1 was the ESVAGT GAMMA but I was not able to read the name of the second tug.

Photo : Elizabeth Sinke ©

Monday evening a newbuilding tug of Damen past Hoek van Holland outward bound, was not able to read the name , does somebody knows the name
????

Photo : Piet Sinke ©



AIRCRAFT / AIRPORT NEWS



The space shuttle Atlantis lifts off from the Kennedy Space Centre in Cape Canaveral, Florida October 7, 2002. The space shuttle made a flawless launch through clear skies with a new side-mounted camera that sent back spectacular views of the Kennedy Space Center and Florida coast as it receded from view

.....PHOTO OF THE DAY.....



The tanker **ORKNEY SPIRIT** arrived in the Europort and was assisted by the **Fairplay 24**, **Fairplay 25** and the **Smit Rhone** towards her berth.

Photo : Piet Sinke ©

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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>