

DAILY SHIPPING NEWSLETTER 2002 – 058



Number 058 ***DAILY SHIPPING NEWSLETTER*** Wednesday 16-10-2002

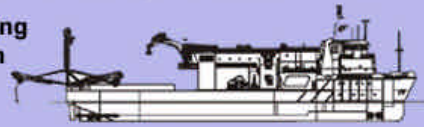
THIS NEWSLETTER IS BROUGHT TO YOU BY :



Smit-Oceaneering Cable Systems

inquiry@socsys.com www.socsys.com

Vessel & ROV operations - Cable & Umbilical Installation - Plowing
Subsea Excavation - Salvage Support - Underwater Intervention
Seismic Support - Cable Burial - Subsea Construction Support
Speciality Tooling & Hardware - Specialized Personnel



**Operation
Enduring Freedom**



EVENTS, INCIDENTS & OPERATIONS

Ship to spend stay on the rocks until Thursday at least

The stranded bulk carrier **Tai Ping** will stay where it is until either Thursday or Friday - two days longer than announced last week.

DAILY SHIPPING NEWSLETTER 2002 – 058

The 16,000-tonne ship hit rocks in the town's fog-shrouded harbour last Tuesday.

The Maritime Safety Authority assumed regulatory control after the grounding, adopting an easy-as-she-goes approach to minimise the chance of either its urea cargo or heavy-fuel reserves spilling into the harbour.

But although salvors on Friday announced the vessel might be refloated by tomorrow or Wednesday, the authority said yesterday that the Tai Ping would stay where it was until at least Thursday morning.

Authority spokesman Lindsay Sturt said problems getting tugs from Lyttelton and Timaru meant tomorrow was a little optimistic. Both vessels were not due in Bluff until tomorrow night.

In addition, salvors had removed only just over 2000 tonnes of urea from the hold by last night, and the extra days would give them time to barge a further 2500 tonnes to shore.

Mr Sturt said heavy rain on Saturday meant the barge was laid up for several hours, but the 40km/h winds that whipped through the harbour had had little effect on the well-ballasted Tai Ping.

About 280 tonnes of heavy fuel had been moved to wing-tanks further from the hull, and 64 tonnes of diesel were being transferred to tanks on deck.

"Clearly now that the fuel has been moved to a safer area, the threat of contamination has been greatly reduced. So at the end of the day, there is no hurry to move the ship."

Mr Sturt said most of the 60-odd emergency response personnel placed on standby on Tuesday had been stood down. If anything did go wrong, a team would be assembled quickly.

A soundings vessel continued to amass sonar information throughout the day yesterday.

Meanwhile, the authority investigation into the grounding will continue alongside the salvage operation. The Tai Ping's master and crew have been spoken to but Mr Sturt could not confirm whether the South Port pilot, who is still working, had been formally interviewed.

MetService ambassador Bob McDavitt said the salvors would enjoy a week of light winds, with nothing approaching the 40km/h gusts that buffeted exposed areas over the weekend.

French tanker bombers wanted to strike US frigate

ISLAMIC terrorists blamed for blowing up a French supertanker off the coast of Yemen last weekend claimed yesterday that their intended target was an American warship.

As French and American investigators said that they had found traces of TNT on the shattered hull of the Limburg, a known militant group with links to al-Qaeda boasted that it had carried out the suicide attack. The Islamic Army of Aden claimed, however, that it had been aiming for a US Navy frigate off the port of Mina al-Dabah.

The claim came after a visit to Yemen by Scotland Yard officers to investigate reports that terrorists supporting Osama bin Laden were plotting to attack a British cruise liner and Royal Navy warships.

DAILY SHIPPING NEWSLETTER 2002 – 058

The Yemeni-based terrorists said that when they could not reach the American ship, they sailed a dinghy packed with explosives into the tanker. The tactic was the same as that used in the suicide attack on the USS Cole in Aden Harbour in October 2000, in which 17 sailors were killed.

A spokesman for the Islamic Army of Aden told the Asharq al-Awsat newspaper yesterday: "We would have preferred to hit a US frigate, but no problem because they are all infidels." The group claimed to have carried out the attack to avenge the execution of one of its leaders, Abu Hassan, for the 1998 kidnapping of 16 Western tourists.

Yemeni authorities want to know why Abu Hamza, a London-based militant cleric, claimed that he had evidence that the Islamic Army was behind the attack five days ago. Ministers in the capital, Sanaa, will ask Britain again to take action against him.

The Yemeni Government still says that the explosion on the Limburg was an accident and US Navy officials said that there was no American warship near the Limburg. But the French officials said last night that they had no doubt that a suicide squad was to blame.

Michèle Alliot-Marie, the Defence Minister, said that French investigators had found traces of TNT and fragments of another boat.

ELIZABETH >> DMS FALCON

By : Chris Jones



The **"old" Elizabeth** (picture above on left side) - a Damen shoalbuster 2409 has been renamed **DMS Falcon**, now operated by Damen Marine services. Her previous owner, Visser now has what

would have been the **Shoalspirit** a Damen shoalbuster 2509. They purchased her a month before she was completed. She is now called Elizabeth and is currently working in the Middle East.



Top : The “new” **ELIZABETH** in Dubai – Photo : Eric Visser

Jakarta to release 3 sand dredgers detained in Riau

Three of the growing number of sand dredgers detained on allegations of stealing sand from Riau will reportedly be released by Indonesian officials, while other frustrated owners have heightened legal campaigns to free their vessels.



Belgian owners Jan de Nul and Dredging International agreed to pay a US\$4,900 fine per vessel to secure the release of three dredgers - the **Lange Wapper**, **Vasco da Gama** and **Alexander von Humboldt** – (Photo left) Fairplay reported.

They are among seven vessels detained since July 27, but are just a handful of a growing list of arrested dredgers stuck in the area on similar charges - that sand cargo destined for Singapore had been taken illegally.

Meanwhile, Shipping Times understands another contractor Samsung - the owner of

two detained vessels - has stepped up its legal challenges in frustration over Indonesia's apparent reluctance to release the remaining fleet.

DAILY SHIPPING NEWSLETTER 2002 – 058

But the permission to depart with such a small fine comes as an about-face by Indonesian authorities, who recently announced they would release nine detained vessels - including the three now freed - only if owners posted bail equivalent to 50 per cent of the ship's value and its contents.

Fairplay cited unconfirmed reports the Belgian vessels would not resume their contracted work in Singapore, because the government is not prepared to guarantee similar problems can be avoided in the future.

Despite all the sand in question being dredged by contractors for Singapore's vast land reclamation projects, authorities here have so far avoided intervening in the worsening situation, saying that all the incidents involved commercial disputes between private parties.



2002 has proved a harrowing year for Singapore dredging contractors. In May, the Indonesian Navy opened fire on two dredgers - the Panama-flagged **Queen of Penta Ocean** (photo left) and the Netherlands-flagged **Volvox Hansa** - in the Singapore Straits. About 100 rounds were shot at the vessels, which fled to safe anchorage in Singapore's port.

Singapore authorities later confirmed Indonesia's military was behind the aggressive attack, which is understood to be linked to similar sand smuggling accusations.

Just last month, Jan de Nul was awarded main contractor on three sections of the gas pipeline from Indonesia to Singapore, and is already involved in the Changi East reclamation project for Pulau Ubin and Pulau Tekong. Dredging International is a key contractor in the massive phase 4 expansion of Jurong Island and Tuas, and both have other vessels in the area.

The flare-up in dredging disputes began in May, when a presidential decree was issued for Indonesia's central government to assume responsibility from provincial authorities for the issuing of sand mining licences. The move was made to help curb illegal quarrying - allegedly encouraged by provincial administrations in return for 'unofficial payments'.

CASUALTY REPORTING

Petrobras P-34 Platform In Trouble



The **Petrobras P-34** is listing due to and electronics systems failure. All 76 crewmembers have been evacuated safely. The rig is located in the **Barracuda-Caratinga Field** in the Campos Basin area 50 miles offshore Brazil's Rio de Janeiro in approximately 2,800 feet of water

The FPSO is currently stabilized at a 32 degree angle. A support vessel is on site with 7 specialists that will enter the ship to close valves and isolate the tanks, and then pump water to

stabilize the ship. The cause of the incident is unknown, however, a major fault in the electrical system suspected. It is not clear how the power blackout affected the tanks in a way that caused the ship to list. Petrobras said that the ship is stabilized and without any risk of sinking.

The rig produces 34,000 barrels of oil per day and 195,000 cubic meters of gas from more than 50 subsea wells. The P-34 is an FPSO that was based on a converted tanker. It was upgraded for operations in 1993 and installed on the Barracuda Field in 1997.



Tanker freed after 'near miss'

A fuel tanker which ran aground near the entrance to a Scottish harbour Aberdeen has been freed.

The Gibraltar-registered **Eastgate** was carrying about 3,000 tonnes of gas-oil when it got into difficulties near Aberdeen Harbour.

There were fears of a major pollution incident if the tanker had been holed or began leaking oil.

Emergency services were put on standby in the event of a spillage.

However, a support vessel managed to pull the **Eastgate** from the rocks at about 0730 BST and the vessel was able to make it safely to Aberdeen Harbour under its own steam.

Coastguards said it appeared that the vessel was not holed or leaking oil.

A coastguard spokesman described the incident as a "near miss".

The tanker was expected to be inspected after its return to the harbour.

The alarm had been raised by harbour authorities at about 0530 BST on Monday.

Several tugs took part in the effort to free the tanker after it became stuck in sand, and coastguards were also involved in the operation.



No oil leaked from the tanker

Slick crews mop up small oil spill

No serious injuries but damage heavy

DAILY SHIPPING NEWSLETTER 2002 – 058

Emergency work crews have mopped up about 100 litres of oil that spilled in the St. Lawrence Seaway Saturday night, following a collision between two ships just east of the Mercier Bridge.

Both vessels were heavily damaged in the forceful collision, but there were no serious injuries, a Canadian Coast Guard spokesman said.

Transport Canada safety inspectors and investigators with the Transportation Safety Board visited both ships yesterday to learn the cause of the accident.

"We don't know what happened," Martin Grégoire, of the Quebec Marine Communications and Traffic Centre, said yesterday. "But, based on the damages, it was a near head-on collision."

The mishap occurred at 7:25 p.m. as the **Canadian Prospector**, a 222-metre-long Great Lakes carrier, headed eastbound to Port Cartier, near Sept-Îles, with a shipment of grain.

The **Stellanova**, a 95-metre-long vessel registered in Holland, was headed westbound with a cargo of machinery for a port in the Great Lakes.

Following the collision, both ships began taking on water, Grégoire said, and the Stellanova leaked oil from an 800-litre reservoir of oil used to lubricate the propeller shafts.

The Seaway, which normally operates 24 hours a day, closed overnight as mop-up crews from SIMEC, a company under contract with the government, installed booms to contain the spill and spread



The **Stellanova, a 95-metre-long vessel registered in Holland, is towed toward the St. Lawrence Seaway's Saint Lambert lock after colliding just east of the Mercier Bridge with the bulk carrier Canadian Prospector. The mishap occurred Saturday night.**



absorbent materials to soak up the oil.

The Seaway reopened yesterday morning at 8:55, Grégoire said, but one boom will remain in the Seaway for several days to collect residual materials. Crews will also inspect the shore for oil.

"As far as we know, there was no pollution damage - that's because of the rapid cleanup."

Ship owners carry insurance to cover cleanup costs, Grégoire noted. The two damaged ships headed under their own steam to the Port of Montreal.

DAILY SHIPPING NEWSLETTER 2002 – 058

"Divers are at work checking the hulls, and inspectors will decide whether to let the ships proceed or send them for repairs."

The accident marked the third shipping mishap in the region within three days.

A bulk carrier, loaded with steel, hit a boat tied up at Côte-Sainte-Catherine on the South Shore earlier Saturday, after an engine failed and the captain lost control of his vessel.

No one was seriously hurt in the accident, Grégoire said, and damages were minimal.

Another ship went aground Friday in the river, halfway between Trois-Rivières and Quebec City, after a generator faltered and the captain lost control of the steering. There were no serious injuries or damages.

ALVA STAR (BAHAMAS)

Lloyd's Casualty representatives in Piraeus report: At 0835 hrs, Oct 13, c.c. Alva Star was refloated and shifted to a safe anchorage for inspections.

JOLLY RUBINO (ITALY)

Approximately half of the hazardous cargo onboard the grounded ro/ro Jolly Rubino' has been airlifted off the casualty in the last nine days. SMIT Salvage personnel have removed 1000 barrels from the deck by air, as well as six empty 20-foot cargo containers - giving them access to those containers still on deck deemed to contain the balance of the hazardous cargo. This operation is ongoing and is expected to be completed by the end of the week. One hundred and forty tonnes of oil skimmed off the water surface in the engine-room since the beginning of last week has been collected and is awaiting transfer to the storage tanks on tug/supply Pentow Service. It is expected that predicted good weather and sea conditions will facilitate fuel removal operations from tomorrow. High swells prevent Pentow Service from taking transfer of the collected fuel today. The removal of the balance of the oil onboard, including oil displaced into the cargo holds when the port and starboard fuel tanks were breached and became open to the sea, remains a high priority. Salvage personnel report that the onboard fire is still smouldering in certain places on the casualty, 31 days after the fire began. -- [SMIT Salvage BV](#)

STELLANOVA (NETHERLANDS)

General cargo Stellanova (4962 gt, built 1996), upbound into the Great Lakes, struck bulk Canadian Prospector (18526 gt, built 1964), loaded with soyabean, bound Port Cartier, bow to bow on Oct 12. Canadian Prospector's forepeak is crushed in, torn open and tidal. The forecastle store is buckled and torn. Minor temporary repairs are in hand and vessel will depart late Oct 13 for her discharge port. After that it will have to have full permanent repairs carried out afloat. The Stellanova was towed to Montreal. Forepeak and bow thruster buckled, torn open and tidal. Also the rudder stock is reported to be twisted. Divers' survey is in hand. It is expected that permanent repairs will be required in dry dock before it can continue voyage with project cargo.

SHIPYARD NEWS

Dubai Drydock expands for extra workload

DAILY SHIPPING NEWSLETTER 2002 – 058

Dubai Drydocks is about to complete a yard extension programme that will substantially increase its steel throughput capability and make more workshop space available, writes Alan Thorpe.

The programme has been prompted by the yard winning two major FPSO conversion contracts, a contract to build a floating dock and a continuing high level of general repair and modification work.

The two FPSO conversion projects, which are Dubai Drydock's first venture into this specialised market, are both from Monte Carlo's Single Buoy Moorings Inc. The two ships involved are the VLCC Mosscliff (renamed Atlantic for the conversion period) and the smaller Mystras 11 (renamed FPSO Mystras).



Both will be delivered next summer into operations off the west African coast, the Atlantic for Exxon/Mobile and the Mystras for Agip (the conversion being carried out for a joint venture between SBM and Italy's Saipem).

Atlantic will utilise the turret mooring system and Mystras spread mooring.

Dubai Drydock is completing all the necessary marine work on both ships, the turret system and all the topside modules being supplied from outside subcontractors.

When entering this complicated market, the company planned certain extensions within the yard, well ahead of winning the contracts. These have included the conversion of the old stores building to a new pipe shop, including new pipe cutting and cnc pipe-bending machines.

The steel shop, which previously included the pipe shop, has been extended by 30% in terms of area and virtually 400% in capacity terms.

This workshop has also had a number of new welding stations installed. The workforce is also being increased by 500 to 4,500. The steel capability of the yard is now up to 2,000 tonnes/month.

The additional steel capacity will be sorely tested next year when the drydocking of the two FPSO conversions is carried out, because the operation includes two 900 tonnes sponsons being fitted to each side of Mystras to increase her oil storage capacity.

At the same time work on the jack-up rig Deep Sea Matdrill will be carried out, and the yard is also building a specially-designed floating dock for Saudi Aramco for drydocking jack-ups in Dammam. This floating dock will have a lifting capacity of 15,000 tonnes and dimensions of 100 m x 42 m, and is expected to be completed during August next year.

Dubai Drydock is also becoming more active in newbuildings. Having just completed a small lube oil tanker for Gulf Agency, the yard is now working on two diving support vessels for Matowere and is looking to conclude a contract for an anchor-handling tug for Seaways.

So far this year, despite a slower market over recent weeks, Dubai Drydock has repaired a total of 15 VLCCs and 14 VLCCs with an additional four in the shipyard and another four due within the next few weeks.

ROUTE, PORTS & SERVICES

Zhongda to Built 100,000-ton Passenger Liner Wharf

DAILY SHIPPING NEWSLETTER 2002 – 058

Wu Wen, assistant to general manager of Zhongda Passenger Liner Co., Ltd. states that they are filling a vacancy in China mainland passenger liner business. It is reported that as the first passenger liner enterprise in mainland, on the basis of investment on the "Holiday" liner, they will purchase 4 or 5 giant luxurious passenger liners. The company also plans to take the Shayuyong Port to the east of Shenzhen as its base to built a large passenger liner wharf and a five-star hotel.

If the plan is successful implemented, Shenzhen City will have a 100,000-ton passenger liner wharf and more business opportunities in the east part of the city.

It is said that the each luxurious passenger liner Zhongda plans to buy will exceed 30,000 tons with the cost exceeding USD 10 millions. The company has signed the shifting stock equity agreement of Shayuyong port regions with Shenzhen Longgang Investment Management Co., Ltd. They have obtained permission to built the wharf in the region. Besides, Zhongda Passenger Liner Co., Ltd. has held talks with various foreign famous hotels about the drafted resorts hotel with 500 rooms.

The company does not reveal the total investment, but insiders estimate that the total investment of purchasing liners, construction of wharf and the hotel must be over RMB 5 billions

BONGA TRANSPORT

By : Chris Jones

The [Smitwijs Singapore](#) came into the river Tyne Monday night to pick up the crews that had been de-ballasting the Bonga. The pilot boat picked them up from the [Bonga](#) and took them to the Smitwijs Singapore but they said they wouldn't transfer over unless it was inside the piers. No decision has been taken about when the [Bonga](#) will come in, they've decided to wait and see what each day brings. The forecast over the next week is very poor with strong winds expected again, when there's no wind there's too much swell caused by the wind.



Chris took this photo Monday just to show you what the [Bonga module](#) looks like, it's being built at AMEC, Wallsend yard.

Star Cruises to add three new vessels



STAR Cruises aims to add three more 2,000-passenger capacity vessel to its fleet by 2005 bringing the total number of ships to 23.

The cruise liner has already added a 2,000-passenger capacity purpose-built vessel for its subsidiary Norwegian Cruise Lines' (NCL) under the 'Freestyle Cruising' concept.

The vessel will be delivered to Star Cruises in early 2004.

In addition to expanding its fleet, Star Cruises is also in the

process of mapping out new, extended routes for its 2003 itinerary.

"We are still in the planning stages at this point. Ideally, our aim is to berth at every port of call along the Straits of Malacca, to be in line with the present and ongoing Cuti-Cuti Malaysia tourism campaign, but we still have to get permission from the various ports around the country to be able to berth there.

"We hope to launch the newly expanded routes for our 2003 itinerary by the year-end," Star Cruises vice-president (corporate communications) Jane Poh said.

To coincide with the newly expanded routes, Poh said that the cruise liner company would also add extra days to its current package deals.

"The four day-three night package deal is one of the more popular local deals. We are looking towards expanding this package to make it more attractive to the local tourists who want to go on a cruise but feel that the four day-three night package is too short and the 10-day package too long," said Poh.



The new six day-five night package deal was launched at the **SuperStar Virgo's** new cruise season on Sept 29, and offers package trips from its homeport in Singapore to Langkawi Island, Phuket, Malacca, and Port Klang.

Since the launch, the response to the new package deal has been positive, said Poh, adding that new entertainment has been added to the activities line-up.

"Many of our customers have been satisfied with the package deal, as it was developed over what our customers wanted and it was tailor-made specially for them," she said.

Poh said that Star Cruises' expansion strategy in Asia-Pacific, mainly in China, has encouraged the company to extend many of its liners' routes in the Asian region.

DAILY SHIPPING NEWSLETTER 2002 – 058

"More people in Asia are becoming exposed to the idea of going on a cruise. Ten or 15 years ago, the idea of going on a cruise was reserved for Europeans or Americans only, or if Asians were to go on a cruise, they had to be of a certain social status.

"Now, the attitude is changing, and almost everyone from various backgrounds go on cruises," she said.

Poh added that Star Cruises' expansion strategy in Asia-Pacific would influence the NCL and Star Cruises brands in the region while providing Star Cruises Group exposure in the Asia-Pacific.

"With this strategy, Star Cruises Group will be able to capitalise on future fleet deployment, marketing, and seasonality synergies in the group's global expansion and operations," she said.

"There are currently about 30% Asia-Pacific passengers to about 70% European and American. With greater push in the area, we might be able to match Asia-Pacific's passenger numbers with that of their American and European counterparts," she added.

At its financial year ending June 2002, Star Cruises recorded a growth of 14.5% from the previous year, garnering a turnover of RM758mil.

"We hope that the next financial year will be as successful as last year's," Poh said.

Star Cruises currently owns and operates **19 cruise ships**.

Gent wacht op groen licht voor nieuwe zeesluis in Terneuzen

"Deze regio heeft recht op een nieuwe, grotere sluis! Die is nodig om de economische dynamiek in zowel Gent als Terneuzen te ondersteunen." Met die krachtige uitspraak sloot havenscheper Daniël Termont vrijdagavond in het Gentse stadhuis de academische zitting af naar aanleiding van de publicatie van drie vervolgstudies over de aanleg van een nieuwe zeesluis in Terneuzen. Die sluis moet de deur naar de achterhaven van Terneuzen en naar de Gentse haven- en kanaalzone openzetten voor grotere schepen, maar in een eerste fase vooral vermijden dat toenemende congestie aan de intussen al 35 jaar oude en druk benutte Westsluis de economische expansie van die regio in het gedrang zou brengen of dat het uitvallen van die sluis de achterliggende havens op maritiem vlak zou afsluiten van de buitenwereld. Een verdere aanpassing van het zeekanaal naar Gent - met een verruiming en verdieping tot 18 meter van de vaarweg tot aan het Rodenhuizedok - kan volgens Termont in een later stadium ten gronde bekeken worden. Vlaams minister van Openbare Werken Steve Stevaert kreeg een formele toezegging dat de sluis er wel degelijk komt, niet over zijn lippen, maar beloofde dat het dossier in het licht van de Lange Termijnvisie (LTV) voor het Schelde-estuarium grondig geanalyseerd zou worden en dat de hiervoor bevoegde Scheldec commissie op korte termijn met een "stappenplan" voor de dag zou komen die de weg naar een definitieve beslissing afbakt.

Crowley to Christen its Newest ATB This Friday

Vessel Management Services, Inc., a Crowley Maritime Corporation subsidiary and part of its corporate services segment, will christen its newest Articulated Tug-Barge (ATB) tank vessel this Friday in Sturgeon Bay, Wis. The ATB, comprised of the 9,280 HP-tug **Ocean Reliance** and 155,000-barrel

DAILY SHIPPING NEWSLETTER 2002 – 058

barge 550-3, is the third of four such vessels the company will take delivery of this year. The ceremony will be held at the Bay Shipbuilding Company at 11 a.m. Molly Crowley, who serves as a director on Crowley's board, will christen the Ocean Reliance. Intrepid Ship Management, a subsidiary of Marine Transport Lines, will charter the Manitowoc Marine-built ATB from Vessel Management Services and operate it. Marine Transport is a Crowley subsidiary and part of its oil and chemical distribution and transportation segment. "We are looking forward to placing this new ATB into service with our other ATBs completed earlier this year," said Tom Crowley Jr., Chairman, President and CEO of Crowley Maritime. Already in service are the Sea Reliance and barge 550-1, and the Sound Reliance and barge 550-2. "We have one more ATB to go in this particular new-build program," he said. "The Coastal Reliance and barge 550-4 are scheduled for completion by Manitowoc in December." "These vessels are state-of-the art and will provide many years of safe operation for our customers," Crowley said. "The vessel designs have been put through rigorous testing and have proven that they can withstand stress under dynamic conditions." An ATB has an articulated, or hinged, connection system between the tug and barge, which allows movement in one axis, or plane in the critical area of fore and aft pitch. The ATB tank vessel was jointly designed by Vessel Management Services and the Manitowoc Marine Group to incorporate the latest advances in environmental and safety while addressing increased efficiencies in hose handling, anchoring, mooring, discharge and loading of product. "Building the Ocean Reliance tug/barge was an excellent opportunity for two long-standing companies who are deeply committed to the maritime industry to work together on a high-profile project," said Terry D. Growcock, President and Chief Executive Officer of The Manitowoc Company, Inc. "It also afforded us the opportunity to showcase our multi-yard shipbuilding expertise by building the barge in Sturgeon Bay and the tug in Marinette. Being able to leverage the strengths of our workforce and facilities has resulted in an innovative vessel that will complement the reputation and heritage of the Crowley fleet for many years to come." The 550-3 is double hulled and the tug is double sided for maximum environmental protection and safety. The barge, built, documented and maintained to the requirements of American Bureau of Shipping (ABS) SafeHull, has an inert gas system as well as an enhanced cargo system and a fully redundant ballast system. The Ocean Reliance meets all SOLAS (Safety of Life at Sea) and ABS criteria, and has a foam capable fire monitor; twin fuel efficient, reduced emission electronic diesel engines; a noise reduction package and other upgrades to increase crew comfort. And the communication and navigation equipment is among the most technologically advanced in the industry today.

MARAD Approves Transfer and Sale of Vessels

The U.S. Maritime Administration (MARAD) issued a Bulletin stating that it has approved three applications under Section 9 of the Shipping Act, 1916. Sales of the liquid sulfur carrier **MARINE DUVALL** and the tanker **PATRIOT** for scraping were approved. Transfer of the offshore drilling unit **PRIDE WEST VIRGINIA** to Vanuatu registry and flag, without change in ownership, was also approved.

NAVY NEWS

HMS NOTTINGHAM

"HMS Nottingham" left Newcastle NSW for Sydney Monday in tow of Adsteam's tugs "Woonah" and "Wonga". The warship will then be prepared for the piggy back ride to the UK on board the "MV Swan" arriving in UK waters on about the 12th December. Photo : S.Kline ©



HMS Nottingham is towed backwards into Sydney Harbour on Tuesday to be prepared for shipping back to the United Kingdom. The Royal Navy destroyer ran aground on well chartered rocks near Lord Howe Island in July and will be carried back to Britain on the back of a heavy lift ship in the next few weeks.

Amerikaans schip in de Eemshaven



Boven: USNS Stephen W. Pless – foto : Coll Piet Sinke

DAILY SHIPPING NEWSLETTER 2002 – 058

Sinds een paar dagen ligt een Amerikaans militair bevoorradingschip afgemeerd in de Eemshaven. Het gaat om de **Major Stephen W. Pless**, een vrachtschip met een laadvermogen van 51.000 ton en een 26-koppige bemanning. Waaruit de huidige lading van het schip bestaat is onduidelijk. Mogelijk dat de komst van het schip naar de Eemshaven iets te maken heeft met Amerikaanse voorbereidingen voor een aanval op Irak.

Hr Ms BUYSKES



Hr Ms Buyskes arrived Monday late afternoon of the “Berghaven” in Hoek van Holland to land 1 person, upon completion of the transfer the Buyskes departed again to sea – **photo : Piet Sinke ©**

MOVEMENTS ALPHONSE LETZER



The **ALPHONSE LETZER** completed her works near Trinidad with the **HERMOD** of Heerema and is at present free running enroute to Europe.

PRESIDENT HUBERT



The **PRESIDENT HUBERT** departed from Trinidad with the **HERMOD** and is at present enroute Curacao and will return to Europe free running after delivery of the **HERMOD**.

BOXER



The tug **BOXER** connected up Tuesday morning to the **KATJA** of Arklow Shipping in position 50.12,7 N / 000.09,55 W (Le Havre range) and is at present enroute with the Katja to the Belgian port of Gent

ZEUS

The **AHT ZEUS** arrived on the river to Rotterdam Monday afternoon and proceeded to the Parkkade, her next job is the tow out of the jack up rig **PRIDE ROTTERDAM** from Verolme this week (weather permitting)

RIJNMOND WEATHER

VOORUITZICHTEN: WOENSDAG T/M VRIJDAG:

Aanhoudend wisselvallig!

Half tot zwaar bewolkt en af en toe regen of enkele buien. Zaterdag af en toe zon en kans op een bui. Middagtemperatuur dalend naar slechts 10 graden.

	WO-16	DO-17	VR-18	ZA-19
Maximumtemperatuur:	15	12	11	10
Minimumtemperatuur:	8	10	8	5
Zonnekans in %:	20	20	20	40
Neerslagkans in %:	60	60	60	30
Windrichting kracht:	ZZW-4-7	W-3-5	W-3-5	WNW-3-4

.....AIRCRAFT NEWS

Airbus Beats Out Boeing for EasyJet Order

Europe's Airbus has beaten rival, Boeing, for a **120-plane** order from Europe's no-frills airline EasyJet by offering the airline a discount worth at least 30 percent.

The order for 120 A-319 aircraft with options for another 120 is a blow to Boeing. The deal worth at least \$4 billion loosens the U.S. manufacturer's grip on the European low-cost airlines market.

The combination of the September 11th-related fall in air travel and problems in the airline industry overall put EasyJet in the driver's seat during negotiations. EasyJet will introduce the first Airbus planes in Switzerland beginning in August 2003.

.....FIXTURES.....

The large PSV / UT745 '**Stream Truck**' (ASCo Sublet) has been fixed to support a one well (circa 60 days) drilling programme West of Shetlands with the 'Jack Bates' commencing late October. The rate is estimated to be around the GBP 8,000/8,250 level. The vessel recently completed a circa 12 month sublet in the Norwegian sector with Havila Supply Ships / Norsk Hydro.

The vessel is on long term contract with ASCo until October 2004.

Kerr McGee have chartered the large PSV '**Skandi Hav**' for one year plus options commencing in the first half of December to support their installations in the UKCS.

DAILY SHIPPING NEWSLETTER 2002 – 058

The large DP/II/MPSV **'Normand Vester'** (UT745) has been supporting Kerr McGee's drilling programmes with the 'NTVL' & **'Stena Dee'** in the Northern North Sea since the first half of September and is likely to be retained until late November at least.

The large PSV **'Stirling Aquarius'** (UT705) was chartered to support a one well (circa 60 days) programme with the 'Transocean Shelf Explorer' on the 'Helvellyn Field' in the South North Sea commencing early September. The rate is private.

The large anchor handler **'Olympic Supplier'** was chartered for 2-4 wells to support a drilling programme with the 'Ensco 85' in Liverpool Bay commencing in the first half of September. The rate is estimated to be around the GBP 5,250/5,500 level and if, as expected, all the options are declared the vessel could potentially be retained until approximately April next year.

The Large PSV **'Stirling Aquarius'** (UT705) has been fixed to support a four well (circa 200 days) drilling programme in the South North Sea with the 'Transocean Shelf Explorer' commencing around early November in direct continuation to the ATP contract. The rate is private.

The large PSV **'Far Grimshader'** (UT706L) has an 'LOI' for one well (circa 60 days) plus four options to support a drilling programme on the 'Anglia Field' in the South North Sea with the 'GSF Adriatic XI'. The contract is scheduled to commence late October and could stretch to around April next year if the majority of the options, as expected, are declared. The rate is private.

BP fixed the large anchor handler **'Maersk Beater'** (ME909) for around three months from early September for heading control duties at the 'Schiehallion FPSO' and the large PSV **'Havila Trader'** (UT705) was fixed by Consort Resources to support a short workover programme (circa 3 weeks) with the 'GSF Adriatic XI' in the South North Sea. The latter contract commenced in the second half of September and the rate level was estimated to be around the GBP 5,000 level.

PetroCanada are scheduled to release the medium sized PSV **'Torm Kestrel'** (UT755) around mid October on completion of a one well (circa 45 days) programme with the 'J.W McClean' on the 'Clapham Field' in the Central North Sea.

Talisman Energy released the small anchor handler **'Brodospas Sun'** early September on completion of a circa five month charter supporting the 'Buchan Field' in the Central North Sea.

The medium sized PSV / UT755 **'Stout Truck'** (ASCo sublet) is scheduled to complete a two well (circa 150 days) contract around mid October with ConocoPhillips. The vessel has primarily been supporting a drilling programme with the 'Maersk Gallant' on the 'Judy Field' in the Central North Sea. ASCo have the vessel on contract until April 2003 and will transfer her to the South North Sea on completion of the ConocoPhillips contract to support their clients' installations in the Southern basin.

ConocoPhillips's other vessel - namely the large PSV **'Highland Star'** (UT705) - has been supporting the 'GSF Galaxy I' since October last year for an extended drilling programme on the nearby 'Jade Field'. Although the vessel is only contracted until the first half of November it is likely that she will be retained until March 2003 as the rig has been extended to this point.

ASCo / Waveney Shipping agreed to cancel, by mutual consent, the contract of the medium sized PSV **'Waveney Castle'** (UT755) in order to facilitate the sale of the vessel to BUE Marine (see later). The contract had been scheduled to run until May 2004 but due to the above agreement the vessel was released by ASCo (Great Yarmouth) at the end of August and subsequently mobilised to the Caspian Sea.

DAILY SHIPPING NEWSLETTER 2002 – 058

Presumably ASCo were delighted to curtail the contract of the **'Waveney Castle'** as they have to dramatically reduce their vessel fleet in light of BP's decision to go their own way from the first quarter of 2003. The **'Highland Piper'** (UT755) & **'Highland Champion'** (UT705) were also released in September on completion of long term contracts and they will be joined by the **'Mercury Bay'** (UT755) when her charter expires around mid October. At this point ASCo's UK fleet will be reduced to 17 medium/large PSV's but a further ten vessels could potentially be released between March & August 2003

The **'Far Sky'** (14400 BHP) & **'Far Turbot'** (10560 BHP) commenced their final six month season with the Coastguard Agency at the end of September providing emergency towing assistance from their base ports of Falmouth and Dover respectively. Klyne Tugs will only provide two tugs this winter (stationed at the Pentland Firth & Stornoway) but from early April 2003 they will provide tugs at all four locations as part of their long term/year round contract with the Coastguard Agency.

EMC released the large PSV's **'Highland Champion'** (ASCo sublet) & **'Far Grimshader'** (UT706L) at the end of August/September respectively. The large PSV **'Skandi Hav'** (Statoil sublet), which commenced this contract early in August, will be retained until late October for on-going support of the pipelay barge 'Castoro Sei' alongside the anchor handlers **'Aldoma'** / **'Northern Comrade'** & **'Lancillotto'**.

Shell/Seacor have mutually agreed to the early redelivery of the medium sized PSV **'Stirling Pegasus'** (UT706). The contract had been scheduled to run until February next year but the vessel will now be released around mid October which enabled the owners to charter the vessel to Petersons for a contract in the Dutch sector. Furthermore, the **'Normand Drott'** (12000 BHP) and medium sized PSV **'Highland Drummer'** (UT755) will be released around mid/late December respectively on completion of two year contracts. At this point Shell's medium/large PSV fleet supporting their Central/Northern North Sea installations will be reduced to eight units. These will be augmented by the large anchor handler **'Stirling Iona'** (15000BHP) which is contracted until December 2003.

The newbuilding large DP/II/MPSV **'Olympic Orion'** (MTI6016) has been chartered for one well (circa 90 days) to support the 'Scarabeo 5' commencing in the first half October. The rate is private but estimated to be around the GBP 9,000 level.

On the debit side the anchor handlers **'Far Saltire'** (16300 BHP) / **'North Crusader'** (12000 BHP) were released around end September on completion of one well (circa 45 days) / eight month contracts respectively. In addition, the large PSV/UT745 **'Stream Truck'** (ASCo sublet) was released in the second half of September on completion of a circa 12 month contract. The vessel had effectively been acting as a forerunner to the large newbuilding PSV **'Havila Tampen'** (UT745E) which has been chartered by Hydro for a minimum of five years.

They are also tendering for a large PSV for 1-4 months from early November although this requirement is against the UT745 **'North Mariner'** (ASCo Sublet) which has been working for Hydro since April.

The Norwegian market remains very quiet as the sector's largest charterer - Statoil - is in the process of releasing several vessels in response to a significant reduction in drilling activity.

The large anchor handler **'Northern Crusader'** (15600 BHP) / medium sized PSV's **'North Challenger'** (UT755) / **'Troms Steggen'** (UT755) and supply/standby vessel **'Gro Viking'** have/will be released between end September and end October on completion of long term contracts.

The large anchor handlers **'Normand Borg'** (UT722L) & **'Skandi Bergen'** (UT712) could also be released in December and February respectively on completion of long term contracts. In addition, the large PSV **'Skandi Hav'**, which has been sublet to EMC since early August, will be released around mid November. The vessel has been acting as a forerunner (since late February) to District Offshore's

DAILY SHIPPING NEWSLETTER 2002 – 058

newbuilding large PSV which has been contracted by Statoil for a minimum of five years. The newbuild vessel will be christened the **'Skandi Sotra'** (MT6000).

BUE Marine **purchased** the medium sized PSV **'Waveney Castle'** (UT755) for an undisclosed sum and subsequently chartered the vessel to BP for seven years plus options to support their operations in the Caspian Sea. The vessel has been renamed the **'Castle'** and departed the region in the first half of September.

BUE have also purchased the 2002 built large anchor handlers **'Stirling Islay'** & **'Stirling Jura'** (15000 BHP) although they will not take delivery of these units until late February next year. Both vessels will then mobilise from the North Sea to the Caspian Sea to commence contracts of a similar duration with the same charterer.

The **'Pacific Blade'** (12240 BHP) arrived back in the North Sea at the end of September on completion of an FPSO installation project offshore Gabon. Maersk have been awarded a two year contract by Shell to provide two large anchor handlers to support their **'Bonga FPSO'** offshore Nigeria commencing later this year. As both vessels have not been nominated it is unclear whether Maersk will/can cover the contract locally or will have to mobilise a unit from the North Sea.

The medium sized PSV's **'Oil Traveller'** (ME202) & **'McKenny Tide'** (UT755L) have been extended for two years by Agip from December for on-going support of the drillship Saipem 10000.

The **'Portosalvo'** (12720 BHP) has been fixed to support Agip's two well (circa 120 days) drilling programme offshore Italy with the **'Southern Cross'**. The vessel commenced the contract at the end of September after being charter free in the Mediterranean for a month or so. Agip also fixed the small anchor handler 'Brodospas Star' to support a 5/6 month drilling programme offshore Libya commencing in September.

Repsol are tendering for two anchor handlers (120 tonnes bollard pull +) for 2-3 wells commencing in December but with little prospect of prompt work in the Mediterranean the **'Havila Champion'** (10000 BHP) was mobilised speculatively to West Africa early in September.

Although not confirmed it is rumoured that the anchor handlers 'Havila Charisma' (16000 BHP) / **'Normand Jarl'** (12000 BHP) and the medium sized PSV **'Sable Sea'** are on the verge of being fixed for a one well (circa 75 days) contract to support a drilling programme with the 'Sea Explorer' for TotalFinaElf (Libya). If confirmed all three units are likely to mobilise from the North Sea towards the end of October.

The **'Sable Sea'** only recently returned to the North Sea on completion of a one well (circa 90 days) contract with El Paso (Canada). The large anchor handler **'Maersk Challenger'** (14400 BHP) will reportedly mobilise in the opposite direction around mid October although the charterer is unknown at this point.

The **'Havila Crown'** (UT722 / 16800 BHP) arrived in Brazil at the end of September to commence a two year charter with Petrobras bringing to three the number of vessels Havila have on charter to the same operator. In addition, Petrobras recently extended the contracts of the large anchor handlers **'Normand Neptun'** & **'Far Sailor'** by one/two years respectively. The medium sized PSV **'ASSO 21'** (UT755) was extended for a further two years from early October and the similarly specified **'Highland Piper'** will leave the North Sea early in October for a contract of the same duration.

The large PSV **'Russell Tide'** (UT745) could be available in Brazil at the end of October on completion of a one well (45 days) contract supporting Agip's drilling programme with the 'Sedco Energy'.

DAILY SHIPPING NEWSLETTER 2002 – 058

In the Far East, the large anchor handlers **'Boa King' / 'Boa Queen'** and large PSV **'Burch Williams'** (UT745) are likely to be retained to late November at least for on-going support of Murphy Petroleum's drilling programme with the 'Ocean Baroness' offshore Malaysia. The contracts commenced in March this year.

The small PSV **'Highland Legend'** mobilised speculatively to South East Asia from the North Sea at the end of September and the anchor handler **'Pacific Battler'** (12240 BHP) is reportedly available on completion of a long term contract with BP (Vietnam). The **'Boa Herkules'** (18500) completed a short term contract with EMC (Vietnam) in the second half of September but is scheduled imminently to commence a contract with Clough Engineering which should keep the vessel employed in the region until the end of the year.

The **'Katun'** & **'Ocean King'** are potentially available at the end of October on completion of a long term contract supporting Inpex's drilling programme with the drillship 'Energy Searcher' offshore Indonesia.

Dutch logistics provider Petersons – Supplylink released the small PSV **'Oil Onyx'** at the end of September on completion of a circa seven month charter but on the credit side, the medium sized PSV **'Stirling Pegasus'** (UT706) has been chartered for 5 ½ months plus options from mid October. The rate is private for this contract and will ensure Peterson's retain a vessel 'pool' of eight small/medium PSV's until the first half of November at least when the **'Waveney Fortress'** (UT755) could potentially be released on completion of a circa five month charter.

Danish State Oil Company, DONG, chartered the large DP11/MPSV **'Northern Canyon'** (UT745) from the end of September until January primarily to support their drilling programme with the 'Ensco 70'. The vessel was delivered in June from the Norwegian shipyard and subsequently commenced a three year contract with ROV contractor Canyon Offshore. However, due to the lack of suitable ROV work Canyon have been active subletting the vessel in supply mode to ASCo/BP Norge and latterly DONG. She will join DONG's other large PSV **'SBS Cirrus'** (UT705) which is contracted until end June 2003.

Thereafter, DONG have fixed the newbuilding large PSV **'Stril Myster'** (VS490) for one year plus options from January when the vessel delivers from the Norwegian shipyard. The rate is private but estimated to be around the GBP 7,250/7,500 level.

Maersk Oil & Gas are tendering for two medium sized PSV's from late October on the basis of 1-3 years and also for a large PSV from June 2003 on the same basis. The first requirement is essentially against the **'Northern Genesis'** (ME202) / **'Highland Patriot'** and the latter is against the **'Edda Frende'** and possibly the **'Maersk Frontier'** (UT745). Maersk currently operate a vessel 'pool' of four medium/large PSV's.

Enterprise (Shell) are scheduled to release the **'Tor Viking'** (18300 BHP) late October on completion of their one well (circa 75 days) drilling programme off the West Coast of Ireland with the 'Jack Bates'.

The high number of high specification newbuildings (typically equipped with DP11/III, extended accommodation, large offshore cranes) that have or will be delivered over the next six months or so are struggling to find homes that match their high capabilities. They are being forced to trade downwards on the supply vessel market where operators will not typically pay a premium for facilities that they do not need. The majority of the subsea/ROV contractors currently appear to have adequate in-house tonnage so demand is subdued at a time when availability of vessels is rapidly increasing. The problem of overcapacity is compounded by the collapse in the cable sector as numerous vessels gravitate back to the more traditional offshore industry.

DAILY SHIPPING NEWSLETTER 2002 – 058

Canyon Offshore have been encountering this problem as they search for subsea/ROV work for their newbuilding DP11/MPSV **'Northern Canyon'** (UT745) which is on contract for a minimum of three years. Since they took delivery of the vessel in June Canyon have sublet the vessel to a variety of operators in supply mode, the latest of which will keep the vessel employed until January

Thales have mobilised the DP11 / UT745 **'Highland Navigator'** to West Africa for a contract with Smit Octo which should keep the vessel in the region until year end.

Beleaguered Stolt Offshore have mobilised the MPOV **'Northern Admiral'** (UT741) back to Egypt to complete trenching work on the 'Scarab/Saffron Field'. The unit has been on contract to Stolt Offshore since February for a variety of worldwide projects and is unlikely to return to the North Sea before the second half of November.

Stolt Offshore have/will release the **'Ernest Shackleton'** & **'Polarbjorn'** on completion of seasonal charters. The former vessel has now mobilised for her long term seasonal contract with British Antarctic Surveys although both Polar Shipping operated units could return to the subsea contractor for the 2003 season.

The EMC / Saipem controlled MPOV **'Far Sovereign'** (UT741) is due back in the North Sea at the end of October after completion of a pipeline project in Vietnam with the 'Semac I'.

Workshop Contractors have been awarded management of the DP11/ROV vessel **'Akademik Golitsyn'** which is currently available in Rotterdam. The vessel was previously on long term charter to Sonsub/Saipem to support the 'Bluestream' project in the Black Sea.

NEWBUILDINGS / SALE & PURCHASE

As stated earlier, BUE have purchased the medium sized PSV **'Waveney Castle'** (UT755) and large anchor handlers **'Stirling Islay'** / **'Stirling Jura'** to support BP's operations in the Caspian Sea. They also took delivery in September of their newbuild multi-purpose ice-breaking vessel **'Tulpar'** from the Ulstein Verft in Norway. The vessel subsequently mobilised to the Caspian Sea to commence a minimum ten year contract with Agip/KCO.

After selling the **'Waveney Castle'**, Waveney Shipping ordered a UT755L from the Aukra shipyard with delivery slated for early September 2003. They also have a further UT755L under construction at the same shipyard for delivery in April next year. Both vessels are currently uncommitted.

Gulf Offshore's latest addition to the fleet is due for delivery from the Brattvaag shipyard in the second half of October. The medium sized PSV will be christened the **'Highland Bugler'** (UT755) and is currently uncommitted. Gulf have a further five vessels under construction at the same shipyard for delivery between 12/2002 & 12/2003. These include three large anchor handlers of the UT722L design which are all believed to be charter free.

District Offshore have placed a further order for a large PSV of the popular MT6000 design against a minimum five year charter awarded by Kerr McGee. The vessel is slated for delivery in October next year from the Fitjar shipyard. District Offshore have/will take delivery of four similar designed vessels this year – all of which were/are contracted for a minimum of five years to Shell UK (X2) / ASCo UK & Statoil.

As reported last month, Dutch shipowner **Vroon B.V** placed a speculative order for two medium sized PSV's in China for delivery in the 1st / 2nd quarter 2004. Toisa have now also signed up for two medium sized DP11/MPSV's at the Wuhu shipyard. The vessels will have extended accommodation and will

DAILY SHIPPING NEWSLETTER 2002 – 058

reportedly have helidecks permanently installed. Toisa also have a large MPSV (Global 1000) due for delivery in January from the Appledore shipyard which is also believed to be currently uncommitted.

Although slightly delayed the DP11 / MPSV's '**Edda Fjord**' (VS498) & '**Northern Wave**' (UT745) delivered early October from the Flekkefjord and Havyard shipyards in Norway respectively. Both vessels are currently uncommitted.

Swire Pacific recently took delivery of the '**Pacific Worker**' (UT710/10800BHP) from the Brevik shipyard in Norway and have mobilised the unit overseas although it is not clear if a charter has been secured as yet. Swires are currently in the midst of a huge fleet renewal process which, when completed in June 2003, will mean they will have taken delivery of 24 anchor handlers (5440 BHP – 12240 BHP) from various Norwegian/Far Eastern shipyards since April 1997.

NOTICE : THE NEXT SHIPPING NEWSLETTER WILL BE PUBLISHED AT THE END OF THE MONTH

**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)