

DAILY SHIPPING NEWSLETTER 2002 – 061



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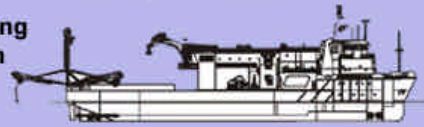
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**Operation
Enduring Freedom**



Flight deck crew on the **USS Constellation** prepare two F/A-18 Hornets for launch as a smoke trail for from another plane is left on the deck Monday, Oct. 28, 2002, during training exercises in the waters off of Southern California. The USS Constellation and its battle group will leave San Diego later this week for a six-month Persian Gulf deployment.

NOTE :

The wordings of Mr Mertens of the URS in the 3 articles about the financial situation of SMIT in the yesterdays newsletter, are copied (read : quoted) from some press reports and NOT written by the editor himself of this newsletter, The editor can not be held responsible for the press reports written / copied and if this reports are correct or not.

EVENTS, INCIDENTS & OPERATIONS

Distinguished Journalist Joan Lunden to Be Godmother to ms Zuiderdam, Holland America Line's Newest Ship

SEATTLE, Joan Lunden, long-time co-host of ABC's Good Morning America and current host of A&E's Behind Close Doors & The Real Story, will serve as godmother to Holland America Line's first new Vista-class ship, the ms **Zuiderdam**, in a ceremony in Fort Lauderdale, Florida, on Dec. 14.

Tugs of War

The arrival in Cape Town of the world's biggest ocean-going salvage tug is a starting gun due to set off the biggest battle in the region's salvage industry.

Greek salvors **Tsavliris** have thrown down the gauntlet as they join forces with local company Cape Diving and Salvage Projects to compete head-on with established salvage giants **Smit**.

Underlining its intent is the huge salvage tug **Nikolay Chiker**, owned by the Russian navy and operated by Tsavliris.

The Nikolay Chiker will be stationed in Cape Town and is currently alongside Number Two Jetty in the Victoria and Alfred Waterfront.

Smit in Cape Town, formerly known as Pentow Marine, developed into an international force when it was bought recently by Dutch salvors Smit International.

It has had a virtual monopoly in the local ocean salvage business for decades and has benefited from numerous government contracts.

And it is those contracts that will be at the centre of a bruising fight.

Speaking shortly before a well-executed presentation and launch yesterday , Greek salvage boss Andreas Tsavliris said he had brought his company to Cape Town with a view to staying **for the long haul**.

"We are aware that contracts currently held by the other salvage group here are coming to an end and that new tenders may be issued," he said.

"We are here to compete for those tenders and we have the world's largest and most powerful tug to bring into the equation."

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Cape Diving and Salvage Projects, a company formed out of the underwater contractor of the same name and a black empowerment group, aims to add its services in a package that closely matches that developed by Smit.

Government contracts include coastal environmental protection, wreck removal and coastal salvage response.

Smit owns and operates the salvage tugs **John Ross** and **Wolraad Woltemade** and operates the **Kuswag** pollution control vessels on behalf of the government.

Recently, it has also been contracted to crew and manage the Department of Environmental Affairs fleet, which includes the polar supply vessel **SA Agulhas**.

The **Nikolay Chiker**, built in Finland in 1990, boasts the latest shipboard technology.

It has four engines in two separate engine rooms, together producing 40 000 horsepower.

Sources in the shipping industry believe that while it is a powerful and modern ship, it will also be costly to run.

The ship runs on more expensive gas oil rather than the cheaper so-called black oil, and carries a large crew.

But its capabilities are legion and it offers facilities that tug owners around the world dream of.

The looming battle for salvage supremacy promises to be a hard one, as it is recognised throughout the industry that there is not enough work for two large salvage companies.

The lack of direct salvage work is what forced Smit to diversify into offshore and inshore marine services.

ROUTE, PORTS & SERVICES CP Ships earns \$17M

LONDON (CP) — Acquisitions and increased shipping business helped CP Ships Ltd. earn net profits of \$17 million US in the third quarter, reversing a loss in the same period last year.

The big Canadian shipping company reported today it earned 19 cents a share for the three months ended Sept. 30, compared with a loss of \$9 million US or 11 cents a share last year. In the 2001 quarter, the company was still part of the Canadian Pacific conglomerate based in Calgary.

Revenues rose to \$704 million from \$663 million as the company benefited from acquisitions in the quarter that increased its fleet to 92 ships from 73.

"Stronger than expected volume particularly in the transatlantic and generally improved average freight rates led to better results for the quarter," CP Ships' chief executive Ray Miles said in a release.

CP Ships was spun off from CP Ltd. a year ago into a publicly traded company with executive offices in London. The freight carrier reports its finances in U.S. dollars.

Gaz Grabs Grimshader

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Farstad's PSV UT706L **Far Grimshader** received a boost when Gaz de France decided to charter the vessel for a 1 well + 3 option wells charter to support the jack up drilling rig Glomar Adriatic XI. The vessel is expected to work out of Great Yarmouth, of which she is no stranger, having worked out of Great Yarmouth with ASCO from 1997 to 2000. The initial well is estimated to be 60 days, the second, the third and the fourth wells are estimated at being 20, 65 & 65

days respectively.

Havila Supply's UT705 design **Havila Trader** secured a 150-day charter with 2 x 60 day options with ASCO Great Yarmouth. Before the charter commenced at the end of October, the vessel undertook a period of maintenance here in Aberdeen.

Peterson's Pounce on Pegasus

Seacor Shipping secured a term charter for their PSV UT706 **Stirling Pegasus**. The vessel had been on longterm charter with Shell and was due to complete this charter in December. After gaining an interest from Petersons, Seacor requested an early release, which was granted by Shell. The vessel commenced the charter on the 15th of October. The charter period is 5½ months with 2 x 1 year opts. Whilst it is good to see a vessel obtain a long-term charter, Petersons have recently released the Oil Onyx, Stirling Aquarius and the Waveney Fortress. So, unfortunately the general trend is still downward.

Vikings verve North with Hutton

Two ME808 AHTS, the **Balder** and **Vidar Viking** vessels were chartered this month by Northern Maritime to tow the Hutton TLP to the Murmansk/White Sea area. The tow duration is expected to take about a month. Both the AHTS UT728 **Far Saltire** and the AHTS UT712 **Normand Drott** were fixed later in the month to assist the unit in it's mooring at destination.



Freya Fixed For Four



Ostensjo's 1270m2 deck PSV **Edda Freya** was fixed for four weeks firm with a further six weekly options for cargo work this month by the BP-ConocoPhillips marine pool. If the charterer does not take up any of the aforementioned options we can expect to see the DP II equipped Freya back in action in Aberdeen around the middle of November.

Aquarius in New Venture

Seacor Marine's PSV UT705 design the **Stirling Aquarius** was chartered by Aberdeen based Venture Production plc for support of the Jack up Transocean Shelf Explorer, which began drilling on Annabel field (UK Blk 48/10) recently. The requirement was for 4 wells + options which should see the vessel employed until Mid-March. The charter rate was rumoured to be around £6000. The vessel had previously been supporting the same rig whilst it had



been drilling for ATP Oil.

Neptun Nobbled



Solstad's AHTS UT740, the **Normand Neptun**, has been extended for a year by Petrobras. The 18,400 BHP anchor handler is employed for all duties, based in Brazil and is now committed on this charter until October 2003. It is understood that this contract is worth around 45 million Norwegian Kroner.

HIGHLAND BUGLER



GulfMark Offshore's UT755 newbuild was christened **Highland Bugler** on the 18th October 2002 in Aberdeen. The 5450 BHP platform supply vessel cost US \$ 12 million and has already been successfully employed in the North Sea spot market.

North Star Shipping's new ROVSV, the **Grampian Surveyor**, was launched this month from the Balenciaga Shipyard in Spain. The yard commented that the launch was completed successfully – as the river is very narrow opposite the yard. The vessel remains on schedule for delivery.



NAVY NEWS

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The guided missile cruiser, **USS Monterey (CG 61)**, departs Souda Bay after a brief port visit. Monterey is deployed as a part of the USS George Washington (CVN 73) Battle Group in support of Operation Enduring Freedom. Modern U.S. Navy guided missile cruisers perform primarily in a Battle Force role.



Tugboats assigned to Fleet Activities Yokosuka assist the aircraft carrier **USS Kitty Hawk (CV 63)** in getting underway for a scheduled sea period to conduct routine training. Kitty Hawk is the Navy's only permanently forward-deployed aircraft carrier and operates out of Yokosuka, Japan

The ballistic missile submarine **USS Pennsylvania (SSBN 735)** arrives at her new homeport at the Naval Submarine Base, Bangor, Wash., following a voyage from her previous base at Kings Bay, Ga. Strategic deterrence has been the sole mission of the fleet ballistic missile submarine (SSBN) since its inception in 1960. The SSBN provides the nation's most survivable and enduring nuclear strike



capability. The *Ohio*-class submarine, of which *Pennsylvania* is one, replaced aging SSBNs built in the 1960s and is far more capable

MOVEMENTS

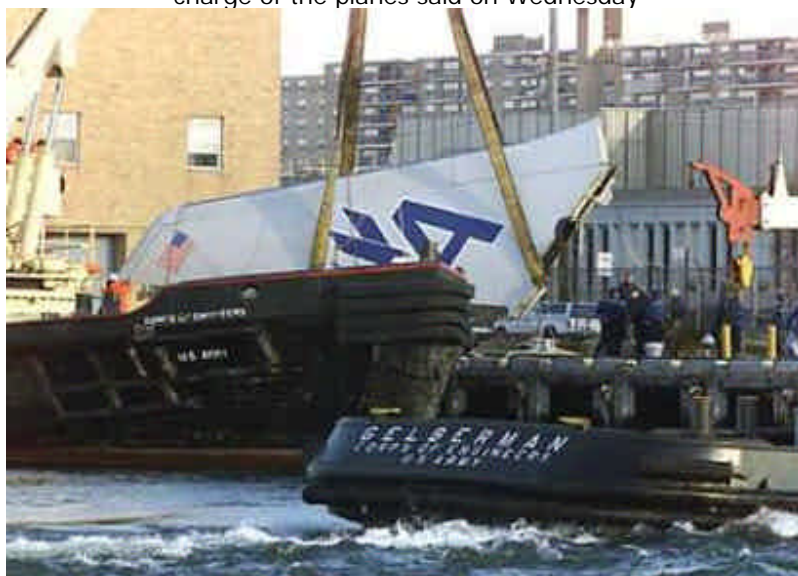
French naval ship visits Shanghai

SHANGHAI, Oct. 30 (Xinhuanet) -- The French naval frigate, **F.S. *Prairial***, arrived Wednesday, at the beginning of a six-day goodwill visit to the east China city. Captain Xavier Baudouart and other officers on board met with local government and military officials. The frigate with 90 officers and seamen, is visiting Shanghai for the sixth time.

AIRCRAFT / AIRPORT NEWS



A B-2 Spirit stealth bomber approaches an Air Force KC-10(A) tanker plane for refueling in the skies over Missouri October 30, 2002. The U.S. is preparing to deploy B-2 bombers to Britain and the Indian Ocean island of Diego Garcia, in time to lead an attack on Iraq if necessary, the commanding officer in charge of the planes said on Wednesday



American Airlines defended its pilot training on October 30, 2002 as investigators scrutinized crew action and turbulence in the crash of American Flight 587 last year in New York that killed 265 people. With dangerous rudder swings a focus of National Transportation Safety Board hearings into why the tail fin snapped off the Airbus A300-600, a top training executive at the airline testified the carrier has always taught its pilots to judiciously employ the rudder to control planes. This Nov. 12, 2001 file photo shows a portion of flight 587's tail section being lifted from Jamaica Bay

Air India flight evacuated after bomb hoax

All 178 passengers on board an Air India flight bound for Hong Kong were evacuated from the aircraft at New Delhi airport on Thursday after a bomb threat that turned out to be a hoax, an aviation official said.

An Air India spokesman said a threatening call was received by Hong Kong immigration authorities who informed Air India.

"It was a hoax. We were given names of two people on board who were said to be carrying a bomb. We checked the manifest. They were not on it," a civil aviation ministry official said.

Passengers were safely evacuated from the flight, which was travelling to Hong Kong from Bombay via New Delhi, after the aircraft landed normally in New Delhi.

The airline spokesman said he did not know when the plane would resume its journey.

Two days ago, a British Airways flight from Singapore to London with 178 passengers made an emergency landing in the Indian capital after a package containing a toothbrush sparked a bomb scare

Taiwan seeks compensation from SIA over 2000 crash

Taiwan's aviation authority said on Thursday it plans to seek compensation from Singapore Airlines (SIA) over a deadly crash two years ago that it says caused T\$3 million (US\$86,200) in damage to Taipei international airport.

More than 80 people were killed when the Los Angeles-bound SQ006 exploded in a fireball at Taiwan's Chiang Kai-shek International Airport after hitting construction equipment on a partially closed runway during a fierce storm.

Civil Aeronautics Administration (CAA) officials said the authority had sent SIA a letter outlining the damage claim.

"The reason we sent the letter is to tell them how much damage the accident had caused and to ask them to compensate our losses," said an official of the Civil Aeronautics Administration (CAA), who declined to be identified.

The Taipei office of Singapore Airlines confirmed it had received the letter but said the matter would be handled by its Singapore headquarters and lawyers.

"We will wait and see how they respond before taking further actions," a Taiwan CAA spokesman said.

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Taiwan's Aviation Safety Council issued a report in late April that said pilot error and bad weather were the most probable causes for the crash.

Singapore disputed some of the findings and said operations at the airport were also to blame.

RIJNMOND WEATHER

Vooruitzichten: **VRIJDAG T/M MAANDAG:**

Wisselvallig!

Veel bewolking en van tijd tot tijd regen of en bui. Middagtemperatuur oplopend naar 14 graden bij een doorstaande zuidwestenwind.

	VR-01	ZA-02	ZO-03	MA-04
Maximumtemperatuur:	13	14	13	12
Minimumtemperatuur:	6	11	10	8
Zonnekans in %:	20	20	20	20
Neerslagkans in %:	40	60	60	40
Windrichting kracht:	ZZW-3-5	ZW-4-6	ZW-4-6	ZW-4-5

.... STORY OF THE DAY

BONGA seeks shelter in Rotterdam



Prior to reaching her scheduled destination of Wallsend on Tyne in the UK, the 305 meter long FPSO

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BONGA has been diverted to another harbour. Extreme weather conditions rendered a safe entrance into Wallsend on Tyne impossible. The towage company Smitwijs, who are contracted for the transportation of this record breaking transport, have decided to divert the BONGA to the safety of Rotterdam's harbour.

The BONGA departed from South Korea four months ago, was built in South Korea at the Samsung Heavy Industries yard and is destined for operations in Nigeria for Shell. The tow of this enormous FPSO included a passage through the Suez Canal. The successful completion of this passage through the Suez Canal entered the BONGA into the record books as the largest object ever to pass through the Canal under tow.



On 18 June 2002, FPSO BONGA departed from South Korea under tow of the Global Towing Alliance tugs Smitwijs Singapore of Smitwijs Towage, John Ross of Smit Pentow and De Da of COESS. At the yard of AMEC integration and completion will take place of the deck modules for production, storage and export, before on towage to Nigeria in 2003. SMIT Heavy Lift will be involved in lifting the modules on top of the BONGA.

The tow by Smitwijs' powerful tugs was planned to transit through the South China Sea, Java Sea, Selat Sunda, South Indian Ocean along latitude 8° south via the Suez Canal to U.K. This route was chosen to avoid the prevailing SW monsoon weather on the North Indian Ocean in the summer with monsoon winds and counter currents.



With an average towing speed, under normal circumstances of 5 knots, the monsoon would have

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significantly hampered progress. The longer distance would be offset due to the shorter transit time as a result of avoiding monsoon weather and the expected benefits of favourable trade winds and favourable currents on the Indian Ocean and under the Somali coast. Under the Somali coast, for certain periods, speeds in excess of 11' were achieved in the strong seasonal Somali Current. Prior to continuing up river for delivery at the Amec facilities, the Bonga Hull draft requires adjusting, subject to weather conditions. Based on bad weather conditions the captain of the transport decided to look for shelter. At the Verolme facilities in Rotterdam the BONGA will stay until the weather conditions improve.

The dimensions of the BONGA are:

L.o.a. : 305.1 m.
Width (maximum) : 74.0 m (incl. Helideck)
Depth : 32.0 m.
Displacement : 150412 T.
Capacity : 316.000 m3

Bonga photographs by: Hans de Jong Maritime Pictures © 2002

**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)