

## DAILY SHIPPING NEWSLETTER 2002 – 062



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**THIS NEWSLETTER IS BROUGHT TO YOU BY :**

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**Operation  
Enduring Freedom**

## EVENTS, INCIDENTS & OPERATIONS Nation's Oldest Buoy Tender to Work Last Buoy

After 50 years of service, Coast Guard Cutter **Cowslip**, the oldest in the Coast Guard fleet will be going out on the Columbia River to work its last buoy, Friday. The Cowslip maintains more than 160 buoys along the Oregon and Washington coasts, home to some of the U.S. coastline's most hazardous sea conditions. The buoys help military ships, merchant ships, fishing boats, and recreational boats navigate safely. These buoys are especially important to the safe operation of a port and thereby directly affect the economic impact a port has on a local community. Cowslip is responsible for buoys located on the Columbia River, and along the coast from Coos Bay, Ore. to Grays Harbor, Wash. The Cowslip decommissioning was rescheduled for Dec. 11, 2002, after increased Coast Guard efforts to heighten port security in Oregon and Washington delayed the original decommissioning date of Sept. 27, 2001. Cowslip's crew will begin the extensive decommissioning process in November and then conduct a ceremony for the ship in Astoria.

## SHELL

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De Koninklijke/Shell Groep heeft in het derde kwartaal van dit jaar een winst geboekt van €2,286 miljard. Dit resultaat, op basis van geschatte actuele kosten en exclusief bijzondere posten, ligt 17 procent lager dan in dezelfde periode vorig jaar, zo meldde het concern.

### EXXON VALDEZ



Crude oil from the tanker **Exxon Valdez**, top, swirls on the surface of Alaska's Prince William Sound near Naked Island in this April 9, 1989 file photo, taken less than three weeks after the tanker ran aground, spilling millions of gallons of oil and causing widespread environmental damage. The oil tanker cannot return to the Alaskan sound it fouled 13 years ago with nearly 11 million gallons of crude, a federal appeals court ruled Thursday, Oct. 31, 2002. The 9th U.S. Circuit Court of Appeals upheld the OilPollution Act, which among other things prohibits any ship from operating in Prince William Sound if it has spilled more than 1 million gallons of oil anywhere. The 1990 act has prohibited 18 vessels from sailing into the sound, Justice Department spokesman Charles Miller said

### Diver dies at wreck of Navy ship Tui

A man has died after a Northland shipwreck dive. The Timaru man died yesterday on Wednesday diving near the sunken naval boat Tui in about 32m of water off the Tutukaka coast. He was Raymond John Rathgen. The 40-year-old was part of a group diving from the charter vessel Hendrik J, operated by Dive! Tutukaka, New Zealand's largest dive charter operator.

Mr Rathgen was reported to have risen quickly to the surface despite other divers trying to slow him.

Dive! Tutukaka spokesman, and president of the New Zealand Underwater Association, Jeroen Jongejans, said conditions for the dive had been ideal with good visibility and little swell.

Thirty-two metres was considered a safe depth for a recreational dive. Mr Jongejans said it was the first diving death in Tutukaka in two years and the third in the past four years. "For some reason he became uncomfortable and tried to do a rapid ascent. "Our staff tried to slow him down, but when he hit the surface he was unconscious." Mr Jongejans said the death was the first problem associated with a dive at the Tui after hundreds of dives to the vessel since it was sunk in 1999. International research showed an accident such as Wednesday's happened about once in every 12,000 dives.

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"In the past four years close to 50,000 dives have taken place (from out of Tutukaka) and we have had three fatalities in that time," he said. The area of the dive was a "very safe" environment, but Mr Rathgen had apparently become uncomfortable. He appeared to still have had air in his diving tanks when he surfaced, Mr Jongejans said. Charter boat operators and ambulance staff tried for 35 minutes to save the him using cardio-pulmonary resuscitation and oxygen. Mr Jongejans said the man was not an inexperienced diver.

Occupational Safety and Health service is investigating the death because it occurred on a commercial dive.

## Navy escort for ships in S'pore Straits

Small high-speed boats packed with explosives, similar to those which rammed a United States warship in 2000 and a French oil tanker last month, both off Yemen, are among the sea-borne threats that maritime security agencies here are on the look-out for.

Making sure something like this does not happen in the Singapore Straits, one of the world's busiest sea lanes, with about 140,000 vessels a year passing through, is the top priority of three agencies - the Republic of Singapore Navy, the Police Coast Guard and the Maritime and Port Authority of Singapore (MPA). Yesterday, they lifted the veil of secrecy from their operations during a combined exercise at the MPA Port Operations Control Centre along the West Coast Highway.

At its nerve centre, computers tracked the positions of up to 5,000 ships in the Singapore Straits, through a network of nine radars planted along Singapore's southern coast and on offshore islands. What the land-based radars fail to catch, the patrol craft will monitor using their own radars and electro-optic cameras, 24 hours a day. Lieutenant-Colonel Nicholas Teo, the head of operations for the Navy's Coastal Command said the navy's 12 ships, armed with missiles and machine guns, serve on the front line.

They are there to detect and be ready to counter any potentially dangerous small boats. Lt-Col Teo said that the escorts provided for high value merchant vessels were not a daily routine, but an additional measure taken if the threat level goes up.



Singaporean high speed patrol vessel **P78 – SEA DRAGON** during a patrol in the Singapore Straits  
**Photo : Piet Sinke ©**

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The mainstay of Navy and Coast Guard operations involves patrolling the waters around Singapore.

The Police Coast Guard said that since the Sept 11 attacks, the number of patrol boats deployed has gone up by 30 per cent. And they are still looking to upgrade surveillance capabilities and acquire more patrol boats as well.

Aside from the escort operations and patrols, more restrictions have been placed on vessels in Singapore waters.

Sensitive areas such as the waters around petrochemical installations and the approaches to them used by tankers are out-of-bounds to all other traffic. The number of designated anchorages, where vessels have to stop for onboard immigration clearance, has also been increased from two to six.

Assistant Superintendent of Police Jarrod Pereira, head of operations and security, said: 'Our combined efforts have helped keep Singapore waters free of sea robberies for the last 12 years.'

## CASUALTY REPORTING



Even it is old news , I would like to mention that last Saturday ( October 26<sup>th</sup> ) the under Saudi Arabian flag ferry **BARAKAT** which was enroute to the Wilton haven in Schiedam discovered that the fuel was finished offshore Hoek van Holland, the vessel deployed her anchor, and 2 tugs towed the vessel later that day to the Wilton haven, the BARAKAT is the formerly ST.CLAIR of P&O and sailed on the route ABERDEEN – LERWICK – she is sold now to unknown owners, build at SAU 1971 Schichau Unterweser Bremerhaven GT 8696 dwt 1065 Pass 600 160 cars Loa 118m Bm 19.6m ex Travemunde-81, Mjegos-84, Tregastel-91, Treg-92, St. Clair-02 – **Photo & tekst : Jan van der Klooster ©**



Top : Picture of the **BARAKAT** moored in the Wilton haven in Schiedam – **Photo : Rob de Visser ©**

## **SHIPYARD NEWS**

### **Joint ownership for German yards**

Aker Kvaerner and Aker RGI have entered into an agreement to establish a joint ownership for their wholly owned shipyards in Germany, respectively Kvaerner Warnow Werft and Aker MTW.

Among other conditions, the agreement is dependent on approval from Aker Kvaerner's and Aker RGI's lenders. The aim is to implement the new ownership by the end of 2002. Aker Kvaerner will own 40 per cent of the two yards.

In February Aker Kvaerner and Aker RGI began working closely together in shipbuilding.

At that time the parties set up a jointly owned management company, Aker Kvaerner Yards, which has since managed the companies' 14 shipyards in Europe, USA and Brazil. Together these yards constitute one of the largest shipyard groupings in the world.

Both Aker RGI and Aker Kvaerner have stated that they share an ambition to combine their shipbuilding activities when the time is right. Now the two Groups take the first step by merging their German shipbuilding activities, in which immediate synergies have been identified.

Since February, the management company Aker Kvaerner Yards and the management at each yard have studied alternative forms of cooperation. A joint leadership team was established earlier this year. Cooperation between the yards will now move one step further through the establishment of a joint ownership, and the German shipyards will further strengthen their competitiveness.



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Aker Kvaerner will own 40 per cent in the structure, while Aker RGI will hold the remaining 60 per cent through its subsidiary Aker Yards.

The division of ownership has been determined in negotiations between the parties. Aker Kvaerner has obtained 'fairness opinions' from both Orkla Enskilda Securities and DnB Markets, which confirm the valuation of the two yards. The transaction is conditional on a due diligence investigation of the two yards.

From the date of the combination Aker Kvaerner will account for the investment using the equity method. The transaction as such has no accounting effects for Aker Kvaerner.

All outstanding issues between Aker Kvaerner and the European Commission concerning subsidies will remain with Aker Kvaerner after the merger, according to a company press release.

Aker Kvaerner's Chairman of the Board, who controls Aker RGI, has not participated in Aker Kvaerner's handling of the combination of the two yards.

Status US and Finnish yards Aker Kvaerner Yards plays a central part in the improvement work under way at all Aker Kvaerner's shipyards. Since February the US yard Kvaerner Philadelphia has made considerable progress in its conversion from a naval yard to a commercial shipyard. There has been a positive trend in productivity development and an important agreement has been reached with the trade unions at the yard covering pay and working conditions in the period up to 2006.

In May Kvaerner Philadelphia signed a contract with US shipowner Matson for the delivery of the first two container vessels, which are now under construction. In addition the yard has met about USD 80 million of its obligations to the authorities in the region with respect to the expansion of the yard.

In Finland improvement initiatives continue at Kvaerner Masa-Yard's facilities at Helsinki and Turku. The two yards have already improved their operation, with positive results so far this year. At present the yards are engaged in the construction of four cruise-ships. The Norwegian owner Color Line recently confirmed an agreement of intent for a new cruise-ferry order for delivery in 2004. Nevertheless there is a need for further orders, the press release states.

## **ROUTE, PORTS & SERVICES**

### **STOLT OFFSHORE AWARDED \$60 MILLION CONTRACT IN NORWAY**

Stolt Offshore S.A. announced the award of a \$60 million EPIC contract from Norsk Hydro for the Vigdis Extension.

The Vigdis Extension project includes two new templates and two new satellite structures that will be tied back to the existing Vigdis subsea infrastructure. Stolt Offshore will provide engineering, procurement and installation of 23 km of 6-inch and 12-inch water injection and production flowlines and umbilicals. Engineering work has commenced and offshore work is due to be carried out in the third quarter of 2003. The Vigdis Extension field is located in water depths ranging from 220m to 280m in block 34/7 of the Norwegian Section of the North Sea some 170km north west of Mongstad.

Niels G. Stolt-Nielsen, Chief Executive Officer said, "This is a significant EPIC award for the Norwegian

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Sector of the North Sea in which we have a long history of successful construction and maintenance work for Norsk Hydro and other operators."

Stolt Offshore also announced today that following a request from the Oslo Stock Exchange, the value of the contract award reported on October 18 from Esso Exploration and Production Nigeria Limited for the flowlines and risers on the Erha field offshore Nigeria, is in excess of \$250 million.

Stolt Offshore is a leading contractor to the offshore oil and gas industry, specializing in technologically sophisticated deepwater engineering, flowline and pipeline lay, construction, inspection and maintenance services. The Company operates in Europe, the Middle East, West Africa, Asia Pacific, and the Americas.

This news release contains forward-looking statements as defined in the U.S. Private Securities Litigation Reform Act of 1995. Actual future results and trends, including the amount of revenues actually derived from the project, could differ materially from those set forth in such statements due to various factors. Additional information concerning these factors is contained from time to time in the Company's U.S. SEC filings, including but not limited to the Company's report on Form 20-F for the year ended November 30, 2001. Copies of these filings may be obtained by contacting the Company or the U.S. SEC.

## NAVY NEWS

### Constellation Battle Group Set to Deploy in Support of OEF



SAN DIEGO (NNS) -- More than 8,000 Pacific Fleet Sailors will commence a six-month deployment in support of Operation Enduring Freedom when Naval forces of the USS Constellation (CV 64) Carrier Battle Group depart San Diego Nov. 2.

The Constellation Battle Group, based in San Diego, will deploy with the following San Diego-based ships: guided-missile cruisers USS Bunker Hill (CG 52) and USS Valley Forge (CG 50); guided-missile destroyers USS Higgins (DDG 76) and USS Milius (DDG 69), and guided-missile frigate USS

Thach (FFG 43). Other units include the fast attack submarine USS Columbia (SSN 771), based in Pearl Harbor, Hawaii, and the fast combat support ship USS Rainier (AOE 7), based in Bremerton, Wash.

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The crew of the San Diego-based destroyer USS Kinkaid (DD 965) will participate in the Navy's innovative Sea Swap program – they join the Constellation Battle Group, but their ship won't. In coming months, Kinkaid's crew will decommission their ship in San Diego and then fly overseas to swap out with the crew aboard the destroyer USS Fletcher (DD 992), currently deployed with the Abraham Lincoln Battle Group in the Arabian Gulf. Fletcher's crew will fly home, while their ship – now manned with Kinkaid's crew old crew – will join up with the recently arrived Constellation Battle group.

### Mine Warfare Ships Arrive for Crew Training



YOKOSUKA, Japan (NNS) -- Sailors aboard the mine-countermeasures ships USS Guardian (MCM 5) and USS Patriot (MCM 7) skillfully guided their vessels to the Japanese port city of Yokosuka, seemingly unfazed by the aggravating rain and somewhat choppy seas.

The ships' crew members, known for mastering multiple shipboard skills due to the small crew size, are here to get even more training.

Forward-deployed to Sasebo, Japan, the crews spent their first week in Yokosuka undergoing numerous ship-wide drills and inspections. They'll also take advantage of the various training schools offered on base.



A Standard Missile Two (SM-2), Block IVA is fired from the guided missile destroyer **HIGGINS (DDG 76)** during a live missile fire exercise October 18th. Higgins is part of the USS Constellation (CV 64) Battle Group, which is conducting operations in support of a Joint Task Force Exercise (JTFEX) prior to its scheduled six-month deployment. Live fire operations gives the ship's crew the experience of launching operational weapons and honing their war-fighting skills



## **MOVEMENTS**

The URS tug **PRESIDENT HUBERT** which was enroute Europe is re-routed back to the Thialf in the Gulf of Mexico.

The **ALPHONSE LETZER** arrived yesterday with a barge in Flushing and was scheduled again to depart again with a barge from Flushing to Rotterdam.

The **BOXER** is departed iwith the **RAMBIZ** from Dunkerque to Zeebrugge and will stay stand by in Zeebrugge

Wednesday the **ONRUST** recovered the anchor and chain (total weight 45 tons) at the anchorage of Dunkerque which was lost by the mv **ALPHA ACTION**.

The **JOHN ROSS** which departed from Rotterdam last Monday is economical with a speed of 17 knots enroute the Gulf of Mexico to tow the H 851 together with the **SMITWIJS ROTTERDAM** to Europe.

The **SEAWAY FALCON** which is enroute from Algeciras to the Gulf of Mexico passed last week the Azores islands ( [see Port,Route and Services section above](#))



Top : The **KIGORIA** moored in the Merwehaven in Rotterdam – [photo : Piet Sinke ©](#)



Left :  
The Damen newbuilding **WADI HASSAN** during trails

[Photo : Jas Louwen ©](#)

## **AIRCRAFT / AIRPORT NEWS**

A US Airways Airbus takes off from Greater Pittsburgh International Airport, Thursday, Oct. 31, 2002, in Imperial, Pa. The bankrupt airline, that has cut about 11,000 jobs since Sept. 11, 2001, has announced plans to cut an additional 2,100 jobs by the end of the year. The jobs will most likely be lost from the airline's three major hubs: Pittsburgh, Charlotte, N.C., and Philadelphia



## **RIJNMOND WEATHER**

**VOORUITZICHTEN: ZATERDAG T/M DINSDAG:**

**Wisselvallig!**

Veel bewolking en af en toe regen. Na het weekend slechts af en toe zon en op maandag een bui. Dinsdagochtend kans op mist.

	<b>ZA-02</b>	<b>ZO-03</b>	<b>MA-04</b>	<b>DI-05</b>
Maximumtemperatuur:	14	13	11	11
Minimumtemperatuur:	10	9	8	6
Zonnekans in %:	20	20	30	30
Neerslagkans in %:	40	60	50	30
Windrichting kracht:	ZW-3-5	ZW-4-6	ZW-3-4	VAR-2-3

**.... SHIP OF THE DAY ....**  
**UNION MANTA**

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At the Orskov shipyard (Denmark) the newbuilding for the URS named the **UNION MANTA** was launched October 18<sup>th</sup>.



After the launch the superstructure was positioned at the hull by a floating sheerlegs



### DIMENSIONS

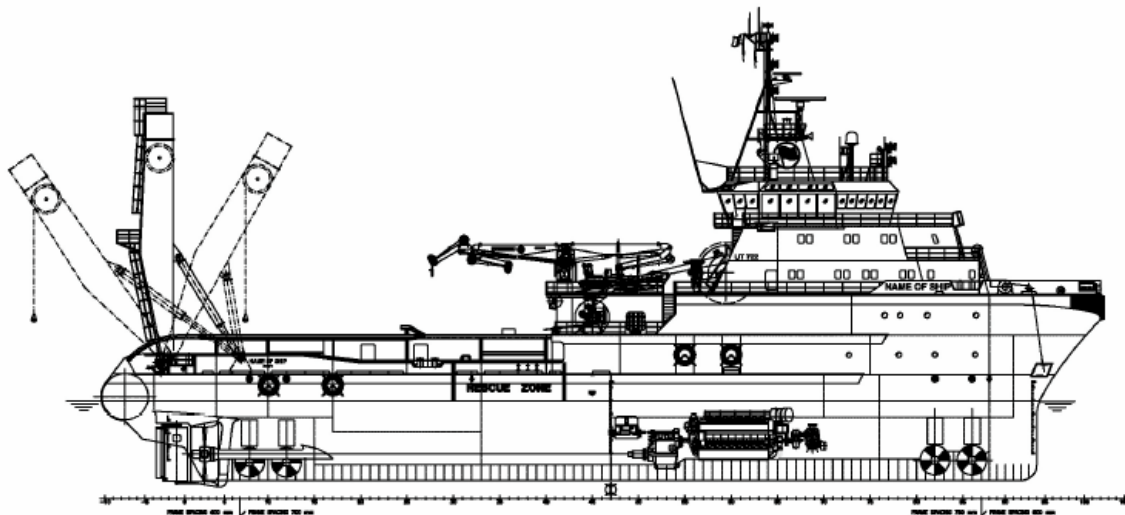
Length o.a. 75.00 m , Length p.p. 64.40 m  
Breadth (moulded) 18.00 m  
Depth main deck 8.00 m  
Design draught 6.00 m

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Maximum draught 6.60 m  
Dead-weight at 6 m 1750.00 tons  
Gross tonnage 2900.00 GRT

### CLASS

Det Norske Veritas + 1A1 ,Tug, Supply Vessel, DYNPOS



AUTR, SF, E0, Unlimited trade.

### PERFORMANCES

Max. speed 17 kn  
Bollard pull + 210 tonnes

### TANK/CARGO DATA

Ballast/drill-water 1350 m<sup>3</sup>  
Freshwater 380 m<sup>3</sup>  
Fuel oil (IFO 30) 1850 m<sup>3</sup>  
Cargo fuel tanks/GO cargo 550 m<sup>3</sup>  
Rig chain lockers/GO cargo 500 m<sup>3</sup>  
Cargo deck area (30 x 15.2 m) 450 m<sup>2</sup>  
Max. deck cargo 800 T

### PROPULSION

2 x WÄRTSILÄ, totalling 2 x 7360 kW at 750 rpm, running on IFO 30 cSt, driving 2 main propellers and 2 shaft generators.

### STEERING

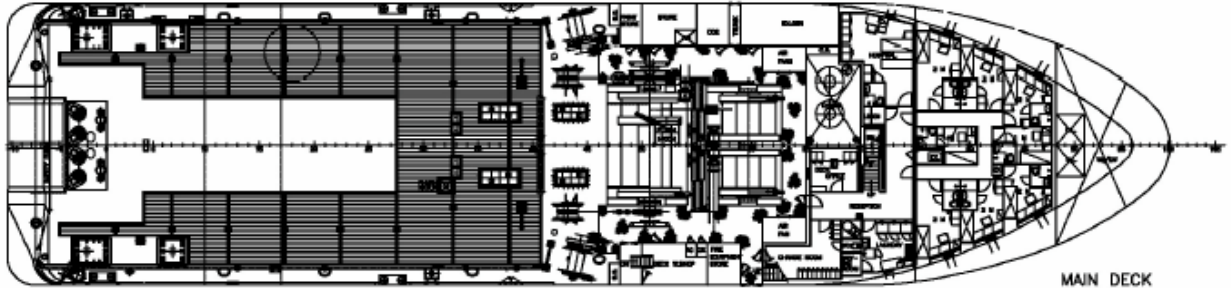
2 x four-bladed, controllable pitch propellers, make KAMEWA/ROLLS-ROYCE, dia. 4100 mm, with KORT nozzle.  
2 x High Lift Flap rudders, make ULSTEIN/ROLLS-ROYCE.  
4 x side thrusters (2 bow, 2 stern), CP propellers, make KAMEWA/ROLLS-ROYCE, dia. 2000 mm, each driven by electrical motors of 883 kW.

### DYNAMIC POSITIONING



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DP-system KONGSBERG-SIMRAD SDP 21, class II, dual redundancy.



### DECK EQUIPMENT

Anchor handling/towing winch (aft) (1) - 2-speed, make BRATTVAAG/ROLLS-ROYCE, power 500 tonnes (1. layer) @ 14.1 m/min, brake holding load 625 tonnes (1. layer), wire capacity 8000 m x dia. 76 mm on 1 drum with socket pocket.

Towing/working winch (fwd) (2) - 2-speed, make BRATTVAAG/ROLLS-ROYCE, power 500 tonnes (1. layer) @ 14.1 m/min, brake holding load 625 tonnes (1. layer), wire capacity 2 drums of each 3000 m x dia. 76 mm. Secondary winches (top) (2) - 2-speed, make BRATTVAAG/ROLLS-ROYCE, power 65 tonnes (1. layer) @ 14.5 m/min., dynamic braking up to 80 tonnes at max. speed.

A-frame (astern) (1) - make HYDRALIFT, SWL 200 tonnes, free height above main deck 15 m, working angle 40° over stern, with max. outreach 5.25 m from stern.

Stern roller (1) - split type, make ROLLS-ROYCE, SWL 500 tonnes, length 2 x 3000 mm, dia. 3500 mm.

Anchor handling tong units (2)

1 retractable AH tong - SWL 750 tonnes, 2 retractable towing pins for securing of wire, height above main deck 0.8 m - SWL 330 tonnes.

Tugger winches (2) - main deck amidships, 1 at PS, 1 at SB, max. pull 20 tonnes. Sundries

2 capstans with warping head - max. pull 15 tonnes,

2 pop-up pins on stern, 2 recesses for holding of towing wire, guiding arrangement for rig chains to/from lockers.

### CARGO EQUIPMENT

Cargo fuel pump (1) - var. speed, 200 m<sup>3</sup>/hr at 9 bar.

Fresh water pump (1) - 2-speed, 200 m<sup>3</sup>/hr at 9 bar.

Ballast/drill water pump (1) - 2 speed, 200 m<sup>3</sup>/hr at 9 bar.

### NAVIGATION EQUIPMENT

1 S-band radar, RACAL-DECCA Bridgemaster.

1 X-band radar, RACAL-DECCA Bridgemaster.

1 Video slave plotter for both radars.

2 DGPS Satellite navigator.

2 Gyro compass systems, LITTON.

1 LBL/USBL hydro-acoustic system, SONARDYNE.

1 Fanbeam laser system, MDL.

1 echo-sounder, FURUNO.

1 speed log, FURUNO.

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- 1 Autopilot system, LITTON.
- 1 ECDIS system, KONGSBERG-SIMRAD SPS 2000.
- 1 Video surveillance system for winch operation.
- 1 AIS system, SAILOR.

### COMMUNICATION EQUIPMENT

- All radio equipment complying GMDSS Sea area A3.
  - 1 SATCOM F with telefax and phone, THRANE&THRANE.
  - 1 SATCOM C with telex and EGC receiver, SAILOR.
  - 1 EPIRB.
  - 2 SART.
  - 1 NAVTEX receiver, NAV-5.
  - 1 VHF system with DSC and portables - SAILOR.
  - 1 integrated command-, loudhailer-, telephone system.
- ELECTRICAL SYSTEM
- 3 x 440 V @ 60 Hz.
  - 220 V AC.
  - 24 V DC.

### Power delivery:

- 2 shaft generators of 2800 kVA each.
- 2 auxiliary generator sets of 438 kVA each.
- 1 harbour/emergency generator set of 188 kVA.

### ACCOMMODATION

- Total 37 persons
- 17 single cabins
- 10 double cabins
- Mess & separate day room
- Galley
- Provision stores (+10/+4/-25°C)
- Hospital
- Ship office
- Change room

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)