

DAILY SHIPPING NEWSLETTER 2002 – 063



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THIS NEWSLETTER IS BROUGHT TO YOU BY :

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A detailed illustration of a cable ship, showing its complex rigging and equipment used for subsea operations.

**Operation
Enduring Freedom**



EVENTS, INCIDENTS & OPERATIONS

World's First Newbuild LPG FPSO

The world's first newbuild liquefied petroleum gas (LPG) FPSO, slated for operation offshore Angola, has been announced with ABS selected as the classification society of record. The vessel, to be named the **SANHA LPG FPSO**, will have a daily production capacity of 6,000m³ and storage capacity of 135,000m³. The SANHA will include LPG storage tanks and LPG production plants such as gas separators, gas refrigerators and boil-off gas reliquefaction units on the upper deck or topsides.

The vessel will utilize Ishikawajima Harima Heavy Industries (IHI) Self-supporting, Prismatic-Shape, IMO Type-B tank system or SPB. ABS has previously classed the only LNG carriers to use this

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containment system and also classed the first LPG FSO newbuild, the Escravos, which is fitted with SPB tanks. Unlike LNG, which is primarily methane that must be stored at extremely low temperatures (-260o F), LPG is primarily propane, which can be stored at a much higher or warmer temperature (-56o F). Although the main gas compound is different, the key issues for safe storage and transportation for both gases in the liquefied form are storage temperature and the gas containment system. The SPB gas containment system is recognized by industry as particularly effective for liquid gas storage on an FPSO or FSO because of its internal tank stiffening structure and suitability for partial loading.

Mitsui & Co. Ltd. and IHI have signed the contract for the construction of the [SANHA](#). The project is scheduled for completion mid 2004 with the first product shipped the beginning of 2005.

Bouygues Offshore wins Erha FPSO deal

Bouygues Offshore has announced that it has signed a turnkey contract with Esso Exploration and Production Nigeria Limited for a floating production, storage and offloading vessel for the Erha field, offshore Nigeria.

The contract includes engineering, procurement, construction, towing and commissioning of the FPSO and the supply of anchor chains. The company said the Erha FPSO will be 285m in length, with a breadth of 63m and will have a storage capacity of 2.2 million barrels of oil and an initial production capacity of 165,000 barrels of oil per day. The FPSO should arrive on the field in mid-2005

Horizon Offshore wins Gulf of Mexico pipeline contract

Horizon Offshore has announced that its subsidiary Horizon Offshore Contractors has been awarded a contract by Williams Oil Gathering, LLC to install 49.96 miles of 20in pipeline in the Gulf of Mexico for the Mountaineer Shallow Water Pipeline System, which is a part of the Devils Tower project being constructed by Williams.

Horizon will utilize the pipelay barge [Lone Star Horizon](#) and lay/bury barge [Pecos Horizon](#) for this project, which will be installed in water depths ranging from 8-270ft.

The Mountaineer project is expected to commence installation during the fourth quarter of 2002 with completion scheduled during the first quarter of 2003.

Highland Legend bound for the Far East

The [Highland Legend](#) PSV has returned back to the North Sea after having completed a three and a half month charter supporting the Ensco 85 in the Irish Sea.

After a brief spell on the spot market the vessel is believed to be heading to the Far East.

Chouest newbuild due next month

Edison Chouest Offshore will take delivery of the **world 's largest anchor handler** in November of this year from North American Shipbuilding in Louisiana.

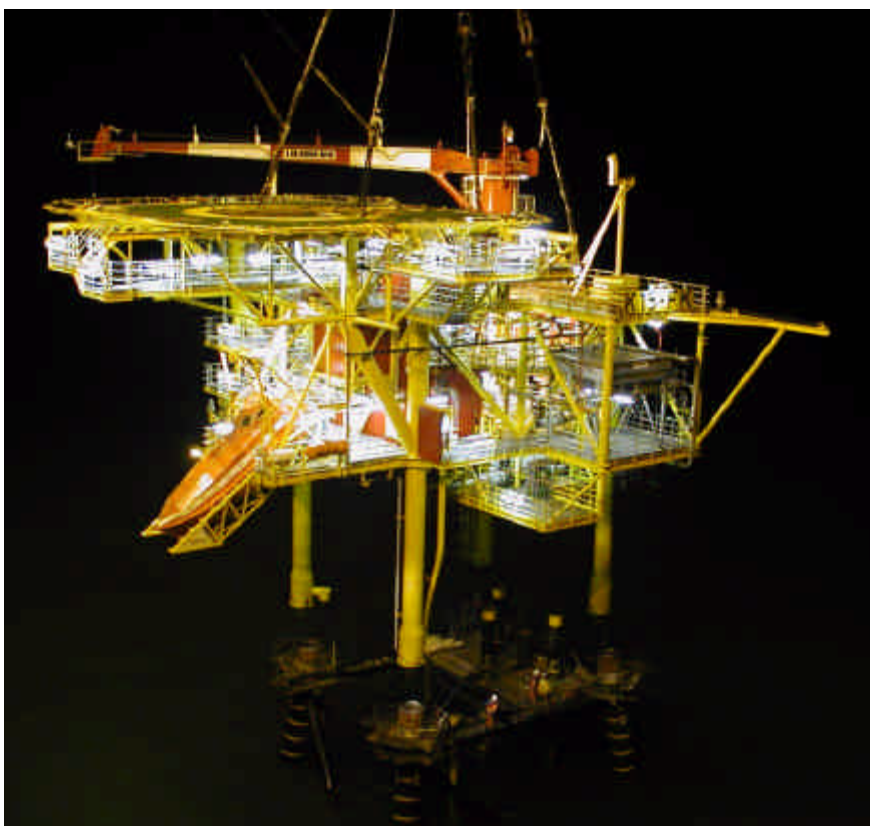
The 106m [Laney Chouest](#) will then begin work laying permanent moorings for the Na Kika semi-submersible, based in the Gulf of Mexico in water depths of between 1,770m and 2,130m.

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As Rolls-Royce Marine noted recently, such a large anchor-handler requires a large winch, and she will therefore be equipped with a Rauma Brattvaag low pressure hydraulic unit capable of 600 tonnes of pulling power.

The four drums will have a brake holding load of no less than 700 tonnes, and will each be able to hold 3,350m of 127mm wire. The vessel will also be equipped with four drums capable of holding 1600m of 127mm synthetic rope each.

THIALF



Heerema's **THIALF** installed Friday November 1st the topsite at the K15 jacket.

CASUALTY REPORTING

BARBAROS KIRAN (TURKEY)

Bulk Barbaros Kiran arrived at anchorage off Brest at 1000 today. A French Navy tug is alongside rendering assistance in the pumping of water from the engine-room.

CENTURY LUCK (ST. VINCENT & GRENADINES)

A press report, dated today, states: General cargo Century Luck, which ran aground near Sakhalin on Oct 18, will be towed for repair to the port of Vanino, reportedly at the wish of the owners. The press service of the Sakhalin wreck-rescue administration reported on Wednesday that this was the wish of the ship's owner. Tug Atlas began towing Century Luck to Vanino today. Century Luck was refloated on

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Oct 28, but a storm began. Atlas kept the vessel a safe distance from the coast for two days. This morning, the wind began falling and a decision was made to tow Century Luck to the repair plant in Vanino

DAWN MERCHANT (UNITED KINGDOM)

Ro/ro Dawn Merchant has changed over from Isle of Man to United Kingdom flag and is registered in Liverpool.

DIAMOND PRINCESS (LIBERIA)

Understand that repairs to passenger Diamond Princess have commenced and will be completed around Aug 2003. Delivery of the vessel is expected to be in May 2004.

NIMBUS (SWEDEN)

Product tanker Nimbus brought afloat 0700, local time, today, with help from tug Taucher O.Wulf 3

SHIPYARD NEWS

Another UT-vessel contract award to Rolls-Royce

Rolls-Royce Marine has entered into a contract for the delivery of design and equipment to one UT 721 anchor-handling vessel. The contract has been made with the French shipping company SURF and has a value for Rolls-Royce Marine of around NOK 100 million.

The contract contains all ship equipment that Rolls-Royce Marine can deliver, and especially the Rauma Brattvaag winches make a considerable part of the contract

ROUTE, PORTS & SERVICES

Far Sky and Far Turbot back with Coastguard



The AHTS [Far Sky](#) (ME 303 MK 2) and the AHTS [Far Turbot](#) (UT 708) returned to their Maritime & Coastguard Agency charters on the 1st of October.

The Farstad anchor handlers have spent the past four winter seasons in Falmouth (Sky) and Dover (Turbot) and will be returning for their last winter season. This will leave Farstad with two vessels on the spot market this winter, the PSV UT 706 [Far Grimshader](#) and newbuild AHTS UT 728 [Far Saltire](#).

Tidewater issues earnings guidance for quarter ended September 30th

Tidewater has announced that it expects its second quarter financial results to be below current analysts' earnings expectations.

For the three months ended September 30, 2002, the company is currently estimating diluted earnings per share of \$0.37 to \$0.40. The Thomson First Call consensus estimate is currently \$0.43 per share.

Tidewater said continuing weak levels of domestic drilling activity have kept vessel utilization under pressure throughout the quarter, resulting in lower domestic vessel revenue.

Tropical Storm Isidore also had a slight negative impact on US earnings.

In addition, short periods of lower utilization for some of the company's large foreign-based equipment reduced anticipated growth in international earnings in the quarter.

First vessel contract in Trinidad for ASCO

ASCO plc has announced the award of its first vessel-chartering contract in Trinidad from BP Trinidad and Tobago.

The contract, which has a staggered start, commences this month and is for the charter and marine management of six vessels to support BP Trinidad and Tobago's operations off the East Coast of Trinidad and includes three platform supply vessels and three anchor handlers.

The initial term of the contract is for six months with a view to entering into longer-term contracts in the beginning of 2003.

ASCO takes delivery of 'state of the art newbuild'

ASCO plc has taken delivery of the [Skandi Buchan](#), a new build MT6000 which is going to be on charter to ASCO for a period of five years.

The Skandi Buchan is not only the first MT6000 to join the fleet, but is the company's first diesel electric vessel which is environmentally friendly and 'clean class' accredited.

Steve Marples, Chief Operating Officer of ASCO Europe commented: "ASCO is delighted to welcome this MT6000 into the term fleet which will be supporting our Northern North Sea operations from Peterhead. By choosing the MT6000 design, this demonstrates ASCO's commitment to securing modern quality tonnage which incorporates state of the art technology such as 'diesel electric propulsion', 'clean class' and 'comfort class' accreditations."

"This is our first term fixture with District Offshore, a company that is renowned for an excellent safety approach and performance and we look forward to working with them in the future. This long-term charter is a clear demonstration of ASCO's desire to provide cost effective, safe and environmentally friendly marine solutions for our customers."

Waveney takes up option on newbuild

Waveney Shipping of Lowestoft in the UK has taken up an option with Aker Aukra yard in Norway for a UT755L PSV.

Seabrokers reports that the vessel is scheduled for delivery in August 2003, and the price is rumoured at NOK 130 million.

More details on Sealion newbuilds at Wuhu

Sealion announced in September that it had placed an order for two newbuild multi-purpose vessels with the Wuhu yard in China.

The vessels are a modified version of the **Toisa Crest class** and will be outfitted with DP2, ROV and dive support capability.

Both vessels are scheduled for delivery in early 2004.

Stirling Clyde and Stirling Forth re-named

Two sister platform supply vessels, the **Stirling Clyde** and **Stirling Forth**, have been renamed the **Inver Clyde** and **Inver Forth**. Management of these vessels transferred to Harrisons (Clyde) Ltd.

These PSV VS 483 designs were not part of the sale to Seacor, and Harrisons (Stirling) are taking them back in house.

Both vessels will continue on their present Shell term charters which are firm until 2004.

Trico orders on back of Petrobras deal

Trico, who recently ended up as one of the successful parties in the recent Petrobras newbuild tenders, has placed an order for an AHTS UT722L design with the Eisa shipyard in Brazil, which is controlled by the Jurong group.

The build price is rumored to be \$36 million and delivery is scheduled for mid /end 2005.

The vessel will support locations in Rio de Janeiro 's Campos Basin.

More newbuilds delivered to Hornbeck Offshore

Hornbeck Offshore has announced that it has taken delivery of two more newbuilds, in addition to the supply vessel Brimstone, which was delivered during the second quarter of 2002.

The **Brimstone**, a 265ft vessel was delivered on June 13th and immediately commenced service under a fixed time charter with one of the company's existing customers, a large international exploration and production company.

The first of latest pair of newbuilds delivered to the company is the **Stormridge**, a 265ft class DP-2 offshore supply vessel, which was built by Alambama shipyards and has also commenced service under a fixed time charter with a major oil company, the contract having an initial three-month term.

More recently, Hornbeck Offshore also took delivery of the **Sandstorm**, another 265ft class DP-2 vessel.

In May Hornbeck Offshore Services signed a definitive agreement with Leevac Industries for the construction of the first four vessels of its recently announced eight-vessel newbuild program. The contract provides for the delivery of an initial four 240ftDP-2 class deepwater offshore supply vessels during the second half of 2003.

SAVANNAH DELIVERED

LOCKPORT, La...Bollinger Shipyards, Inc., Lockport, La., has delivered the 4,000 HP, Z-Drive tug **SAVANNAH**, to Crescent Towing, New Orleans. It is the second Z-Drive tug in the Crescent Towing fleet, which now totals 24 tugs.



SAVANNAH is 96 feet long, with a 34-foot beam and a 14.75-foot depth. It is powered by two Caterpillar 3516B diesel engines developing a total of 4,000 HP. They drive two Ulstein 1650H Z-Drives connected to nibral propellers in nozzles. Each Z-Drive unit can be operated independently through 360

degrees giving the tug exceptional maneuverability.

"She is Crescent's first tractor (tug) in Savannah," said Ed Bazemore, Crescent Towing vice-president and port manager in the Georgia city. "This vessel and its technology are needed here. Upon her arrival she will be used to work LNG and container ships. Ships are becoming larger and growing in length, beam and draft...she has the power we need and will be a workhorse and utilized heavily. Her captain, Walt Schaaf and William Cazaubon, chief engineer, are totally excited and honored to be aboard."

After SAVANNAH had completed sea trials, Keith Kettenring, Crescent executive vice-president said, "I have all good things to say about the boat. She's fantastic, gorgeous, fast, powerful and everything we had hoped."

The name "Z-Drive" is derived from the drive shaft configuration which is horizontal off the engine, vertical through the hull, and horizontal at the propeller hub, thus forming a rough outline of a letter Z. Z-Drives do not require rudders and are rapidly becoming the preferred propulsion system for many ship-assist and line-haul tugs.

Electricity for the boat's hotel loads and other systems is produced by two Caterpillar generator sets, each supplying 90Kw.

Designed by Jensen Maritime Consultants, Inc., Seattle, SAVANNAH's pilothouse has 360-degree visibility, which is unencumbered by exhaust stacks or other equipment. Inside the pilothouse is a full complement of electronic and control equipment including: main engine and vessel controls; depth recorder; GPS; radars; radio and public address systems; and speed log.

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A 2000 GPM fire monitor is located atop the pilothouse to fight off-ship fires.

SAVANNAH's fore deck is fitted with a Coastal Marine Equipment Model 1E28-200A3-247-21 double drum escort winch and her aft deck is equipped with a single capstan, Coastal Marine Equipment Model C35-20-93-11.

The new tug has accommodations for six persons in three cabins and a galley that serves six. A Red Fox sanitation system is installed for effluent control.

SAVANNAH is classed ABS load line and U. S. Coast Guard certificated Subchapter C. Some of the tug's capacities are: 47,015 gallons fuel oil; 6,700 gallons fresh water; 550 gallons lube oil; 230 gallons Z-Drive oil; 550 gallons hydraulic oil; 575 gallons dirty oil, and 1,300 gallons oily bilge.

New Orleans-based Crescent Towing is part of the Cooper Group of companies (www.coopertsmith.com). Its 24 tugs provide harbor towage for vessels on the Mississippi, Mobile and Savannah Rivers.

Family owned and operated since 1946, Bollinger Shipyards, Inc., Lockport, La., (www.bollingershipyards.com) has 14 shipyards strategically located between New Orleans and Houston with direct access to the Gulf of Mexico, Mississippi River and Intracoastal Waterway. Bollinger is a leading designer and builder of offshore oil field support vessels, tugs, rigs, liftboats, inland waterways and ocean-going double hull barges as well as fast military patrol boats and other steel and aluminum products. Bollinger is also the largest vessel repair and conversion company in the Gulf of Mexico region with a total of 42 dry-docks.

NAVY NEWS

Hr Ms TROMP

The latest new Dutch warship **Hr Ms TROMP** which is at present visiting several European ports, made a visit to the Port of Rotterdam, enclosed two pictures of this visit.



Top : The new Hr Ms **TROMP** passing Hoek van Holland October 18th inward bound for Rotterdam.

Photo : Jas Louwen ©

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and departed again after the weekend
Photo : Bram Plokker – Ineke de Kok

MOVEMENTS



The tug **SHORNE** operating in the Port of London area, the **SHORNE** is the former **DEFT** of the Dover Port Authorities seen here passing Woolwich – Photo : Kenneth Smith ©



The Bluewater FPSO **GLAS DOWR** moored at Cape Town where the preparations take place for the installation of the FPSO at the Sable Field

Photo : Capt Hans Bosch – OMC



The URS tug **ZELZATE** operating in the TERNEUZEN area – **Photo : Jas Louwen ©**

KIGORIA



The ITC tug **KIGORIA** is due to depart Monday morning 08:00 hrs from the Merwehaven outward bound.

Photo : Piet Sinke ©

RIJNMOND WEATHER

VOORUITZICHTEN: ZONDAG T/M WOENSDAG:

Licht wisselvallig!

Veel bewolking, ook af en toe zon en van tijd tot tijd wat regen of een bui.

| | ZO-03 | MA-04 | DI-05 | WO-06 |
|----------------------|--------------|--------------|--------------|--------------|
| Maximumtemperatuur: | 13 | 11 | 11 | 11 |
| Minimumtemperatuur: | 11 | 8 | 5 | 6 |
| Zonnekans in %: | 20 | 30 | 30 | 30 |
| Neerslagkans in %: | 60 | 30 | 40 | 70 |
| Windrichting kracht: | ZW-4-5 | W-3-4 | ZW-3-4 | WZW-4-6 |

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HAVE A LOOK AT THE FOLLOWING *SITES* FOR SHIPPING INFO AND PICTURES OF SHIPS
AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

And the renewed site of the National Tugboat Museum at :

[http:// www.nationaalsleepvaartmuseum.nl](http://www.nationaalsleepvaartmuseum.nl)