

DAILY SHIPPING NEWSLETTER 2002 – 068



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**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

South African army joins rescue exercise with French navy

A South African task force left Durban for Reunion Island to take part in a joint "rescue" exercise with the French navy next week, South African National Defense Force spokesman Lieutenant-Colonel Piet Paxton said.

The South African task force would comprise two navy strike craft, a combat support ship, two C130 transport aircraft and an Oryx helicopter under the command of Captain Nick Snyman, the South African Press Association reported.

The French navy would provide seven vessels supported by three search and rescue aircraft.

Paxton said the scenario for the rescue exercise would involve an "explosion" on a passenger liner carrying 300 passengers.

In terms of the scenario the liner would lose all power and communications, although the ship's captain would transmit a mayday signal to Maritime Rescue Coordinating Center at Reunion, which is situated between Madagascar and Mauritius.

Paxton said South Africa's participation formed part of its responsibility as laid out in an international treaty on sea rescues.

CASUALTY REPORTING



British nuclear submarine **HMS Trafalgar** (L), flanked by three tugboat vessels, arrives back at Faslane Submarine Base in Scotland on November 7, 2002. **HMS Trafalgar** returned to Faslane after running aground off the North West Coast of the Isle of Skye on November 6 while taking part in a military exercise

SHIPYARD NEWS

Hyundai Heavy Industries signs ESSO FPSO

Hyundai Heavy Industries (HHI) has secured the contract to build the hull for a massive Floating Production, Storage and Offloading (FPSO) unit destined for operation off West Africa.

Contracted by French contractor Bouygues Offshore the FPSO is intended for deployment on Esso's Erha field, which lies offshore Nigeria in 1,200 metres of water. Commercial details of the contract were not disclosed.

The VLCC capacity FPSO will have principle particulars of 285 metres in length and a beam of 63 metres. The vessel will have a storage capacity of 2.2m barrels and an initial daily production capacity of 165,000 barrels.

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Delivery from HHI's Ulsan yard is scheduled to take place some time between the first and second quarters of 2004 at which point the hull will be towed to Sembawang Shipyard in Singapore for the integration of the topsides.

The completed FPSO is scheduled to arrive on the Erha field mid-2005 in line with a planned year-end start-up.

The Erha contract is HHI's fourth major floater newbuilding project. Last year HHI delivered the 343,000-dwt Girassol FPSO - the largest vessel of its kind ever ordered.

The contract marked the first time Bouygues Offshore had worked with HHI on an FPSO newbuilding project.

HHI won its second major floater project in the autumn of 2000 when it secured a \$150m contract to 2.4m-barrel storage capacity unit for TotalFinaElf for deployment offshore Nigeria.

Then in August last year HHI secured the largest single overseas order ever received by the yard with the contract to build a VLCC capacity floating, production, storage and offloading (FPSO) vessel for US oil major ExxonMobil worth \$800m.

Compared with the other three projects, the ExxonMobil contract marked a first for the shipbuilder. Hyundai will be the main contractor for the project.

HHI has set itself a target of winning \$2.8bn work of offshore projects this year. This compares with \$2.1bn last year and \$1bn in 2000.

ROUTE, PORTS & SERVICES

Staking in Spaanse havens op 19 november

Op 19 november zullen de Spaanse dokwerkers een 24u-staking houden om te protesteren tegen de Europese ontwerprichtlijn over de liberalisering van de havendiensten. Deze actie zou moeten samenvallen met de officiële voorstelling van de nieuwe havenwetgeving tijdens een seminarie in Madrid. De regeringsverantwoordelijken en de havenautoriteiten van dit land zijn voorstander van deze Europese richtlijn, zo benadrukte José Llorca, voorzitter van de organisatie Puerto del Estado, onlangs nog tijdens de laatste Euro-Med-conventie in Italië.

"Hong Kong Express" giant container ship named in HK

"**Hong Kong Express**," a German ship that can carry a maximum of 7,506 standard containers and is among the world's largest containerships, was named Thursday at the Modern Terminals of Hong Kong.

"We have good reasons for our choice of Hong Kong as naming venue, as we have been closely linked with this great city for over a hundred years," said Michael Behrendt, chairman of the executive board of Germany's Hapag-Lloyd Group, which owns the ship.

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The 320-meters-long and 43-meters-wide vessel, on which a maximum of 17 containers can be stowed side by side on deck and upto 16 layers be stacked vertically, is the third new building in the latest series of Hapag-Lloyd ships, which are traditionally named after major cities.

The first two vessels of the series were the "**Hamburg Express**" and "**Shanghai Express**," while the fourth ship is expected to be named "**Berlin Express**" in spring next year.

These four ships are designed for deployment between Europe and the Far East. A round voyage takes about 56 days. Hapag-Lloyd has a comprehensive network of branches in the region with headquarters in Singapore. In China, it has branches in Hong Kong as well as Shanghai, Xiamen and Shenzhen.

Gunther Casjens, CEO of Hapag-Lloyd Container Line said Asian exports, particularly from the Chinese mainland and Hong Kong ports, bound for Europe or North America, are an important part of the Hapag-Lloyd business. "Hapag-Lloyd will boost export volume in Asian services by about 12 percent and by as much as 19 percent on services with China this year. We are thus continuing to grow faster than the Asian market on average, which will expand by 4 to 5 percent," he said.

"It will transport about 800,000 containers in its Asia services this year, with 300,000 originating from China," he added. "Hong Kong, with a huge growth in exports from southern China, especially from Pearl River Delta Area, will remain a strategic port for Hapag-Lloyd," said the CEO.

Lykes Lines adds Europe-Africa-S. America service

Lykes Lines said it will begin operating a new service between Europe, Africa, and the East Coast of South America later this month. The 1,100-TEU **Lykes Tracker** will make its first call at Rotterdam on Nov. 14 in the service which sails once every 10 days. "The new service has features that will appeal to different customers depending on their location," says Tony Bruno, vice president, commercial.

"Whilst shippers in North Europe will appreciate the fast direct service to Portugal and the Canary Islands, for example, Portuguese shippers will find this service a convenient link to their traditional markets, especially West Africa and Brazil. The service will also be welcomed by other shippers across Europe looking for a fast link to the West Coast of Africa.

"We have deliberately incorporated the port call at Fortaleza for Brazilian exporters shipping products such as fruit or shrimps to North Europe in temperature-controlled containers. This northbound leg of the service, from Fortaleza direct to Rotterdam, offers one of the fastest transit times available, just 10 days." The full port rotation for the Europe-Africa-ECSA service is: Rotterdam, Hamburg, Antwerp, Le Havre, Lisbon, Las Palmas, Dakar, Abidjan, Santos, Paranagua, Itajai, Rio de Janeiro, Fortaleza, Rotterdam.

NYK closes Ceres deal

The Japanese shipping company Nippon Yusen Kaisha (NYK) says it has concluded the purchase of Ceres Terminals. Yuji Hirano, executive vice president of NYK said that all legal and regulatory formalities had been concluded and the purchase of Ceres Terminals by NYK was closed Oct. 25.

"The purchase of Ceres Terminals forms part of the carrier's ongoing drive to join the upper tier of global terminal operators," he said during a Tokyo press conference. "NYK wants to see its port-related

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business evolve from being merely a cost center serving only the line's and alliance partners' own tonnage, to being a world-class terminal operator attracting significant third-party users."

"Now that we have come under the umbrella of NYK, which also enjoys a strong reputation, we intend to develop our operations on a global scale and continue to make great strides in the years ahead," said Christos Kritikos, Ceres Terminals founder and president, who was also present at the press conference. He and his management team remain with the company.

POSITIONS ITC TUGS



KIGORIA - Offshore Falmouth. Prompt available

SIROCCO - Towards Rotterdam towing AMT Explorer. ETA 25/11.

SOLANO - From Iskenderun to Gibraltar towing AMT Trader

SABLE CAPE - From Karachi to Fujairah. ETA 9/11.

SIMOON – At Singapore

SANDY CAPE - Offshore Nantong for towage Bulk Irony to Piombino.

SUMATRAS - From Mokpo to Qatar towing Giant 3.

SUHAILI - Towards Charleston for towage Patriot to Alang. ETA 13/11

ELIZABETH - Operating offshore Dubai - Palm Island project account ACZ van Oord

NAVY NEWS

Defence Chiefs Launch Probe after Nuclear Sub Runs Aground

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An investigation was under way today after a nuclear submarine ran aground while taking part in a military exercise. The Ministry of Defence said **HMS Trafalgar** struck rocks at 7.58am Tuesday on the north-west coast of the Isle of Skye. Two crew members were injured in the collision, but the sub's nuclear reactor was not damaged. The "hunter-killer" submarine was involved in the first wave of attacks against Afghanistan last October.

It was deployed alongside **HMS Triumph** and **HMS Superb** and at least one of the subs fired Tomahawk cruise missiles. Commenting on yesterday's incident, an MoD spokeswoman said:

"There is no damage to the pressure hull and a core integrity assessment of the nuclear reactor has been conducted. "There is no risk to the public or crew." On the cause of the collision, the spokeswoman added: "An investigation into this incident is under way.

"Until the findings of that investigation are known it is unhelpful to speculate on the circumstances surrounding this incident." The submarine was taking part in a joint maritime training exercise and surfaced immediately after the incident. One of the crewmen suffered a broken nose and the other strained his back. HMS Trafalgar, which was commissioned in 1983, was last night making its way back to Faslane naval base on the Clyde.

It was expected to arrive at Faslane this afternoon, where the damage will be assessed fully. The 4,750-ton submarine was travelling under her own power, but escorted by a Royal Navy warship. Local MP and Liberal Democrat leader Charles Kennedy last night discussed the incident with Defence Secretary Geoff Hoon and asked to be kept informed of the investigation. In a statement, Mr Kennedy said: "The first reaction to this news must be one of relief that no hull breach or damage to the nuclear reactor has occurred, and no lives have been lost. "But when a nuclear submarine is involved in an incident of this nature, with the potential for disastrous consequences, it is essential that a full investigation is undertaken, the conclusions of which must be made public.

"The public require reassurance on this matter and the Government must provide it." Meanwhile, anti-nuclear campaigners said the incident raised a number of serious questions. Carol Naughton, chairwoman of the Campaign for Nuclear Disarmament (CND), said: "We are calling for an independent assessment of this accident. "Our question is this – has this incident been caused by another design fault? If so, will all hunter-killers be called back into port?"

She added: "Most of all this, for us, is confirmation that the Navy was preparing for war in the Gulf." Jane Tallants, vice-chairwoman of the Scottish CND, said: "It is very worrying that these submarines, which are supposedly precision machines, couldn't miss something the size of Skye." The Royal Navy has 16 submarines in its fleet, 12 of which – HMS Trafalgar included – are nuclear-powered attack subs.

The MoD said the fleet maintained a "high level of readiness", but would not confirm how many subs were on standby at any one time. Today's incident is the second major embarrassment to hit the Royal Navy this year. In July the warship **HMS Nottingham** ran into rocks off Australia's east coast,



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USS Elliott (DD 967) steams off the coast of California. The San Diego-based destroyer is conducting routine operations in the Southern California operating area

Navy knew of sub's flaw Documents reveal brass was aware of problem before sub's sea-trial trouble

The Canadian navy knew a vital piece of emergency gear in its four used submarines was not working properly long before **HMCS Corner Brook** went to sea.

About 1,500 litres of water flooded **Corner Brook** July 2, 2002, off the coast of Scotland after one of its two small torpedo tubes used to launch signal flares failed. But the sub's crew — including about 50 Canadians — managed to surface and return to port without injury.

Documents obtained under the Access to Information Act show the submerged signal ejectors “never achieved formal Royal Navy acceptance whilst in-service due to a number of safety issues.” The documents are dated March 13, 2002 — nearly four months before **Corner Brook** went to sea. They were prepared by Cmdr. Bill Irvine, then head of the Canadian Submarine Detachment at Barrow-in-Furness, England.

Canada is leasing the four used diesel-electric subs from Britain for \$750 million over eight years, with an option to buy them after that for one British pound. Two of them are now in Halifax, but none of the vessels is currently operational.

The subs were in use for just three years before Britain mothballed them in 1994 to concentrate on developing a nuclear fleet. Before the subs were laid up, the British Defence Ministry cleared the submerged signal ejectors for manual use only, Irvine says. That limitation was to remain in place until “the implementation of the safety modifications required” to fix the problems.

“Unfortunately, the withdrawal from service of the **Upholder Class** submarines resulted in a suspension of effort to achieve (the modifications),” Irvine says. The subs have been plagued with other problems this year, including two floods, cracks in numerous hull valves, and one, **HMCS Victoria**, has a dent in it the size of a pizza pan. Canada may be willing to accept **Corner Brook** before

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all the sub's troubles are solved, according to Aug. 12 briefing notes prepared for Defence Minister John McCallum.

"There are other similar defects that fall into a fix now/fix later framework," says the document obtained by The Daily News. "Insistence on their rectification now would delay the eventual handover of the submarine." The navy could accept the sub as is and bill the Brits later for repairs, says the document.

"The major risk in this plan may be the the incorrect perception that we are accepting damaged or inferior goods. In the larger sense, however, we are instead extracting maximum use of the vessel at minimum overall cost," it says. "One underlying tenet that is non-negotiable, though, is the issue of safety. Any concession for work to be done later under warranty credit cannot be for a system or defect that affects the safety of the vessel or crew in any way."

Corner Brook — which is still under British command and goes by the name **HMS Ursula** — is slated to head to sea again once the signal ejectors are fixed. The navy hopes the sub will sail into Halifax before Christmas.

MOVEMENTS



New build STANTUG arrived in Rotterdam Thursday , named **TASSINA 1** (?) Photo : Jan Simons ©



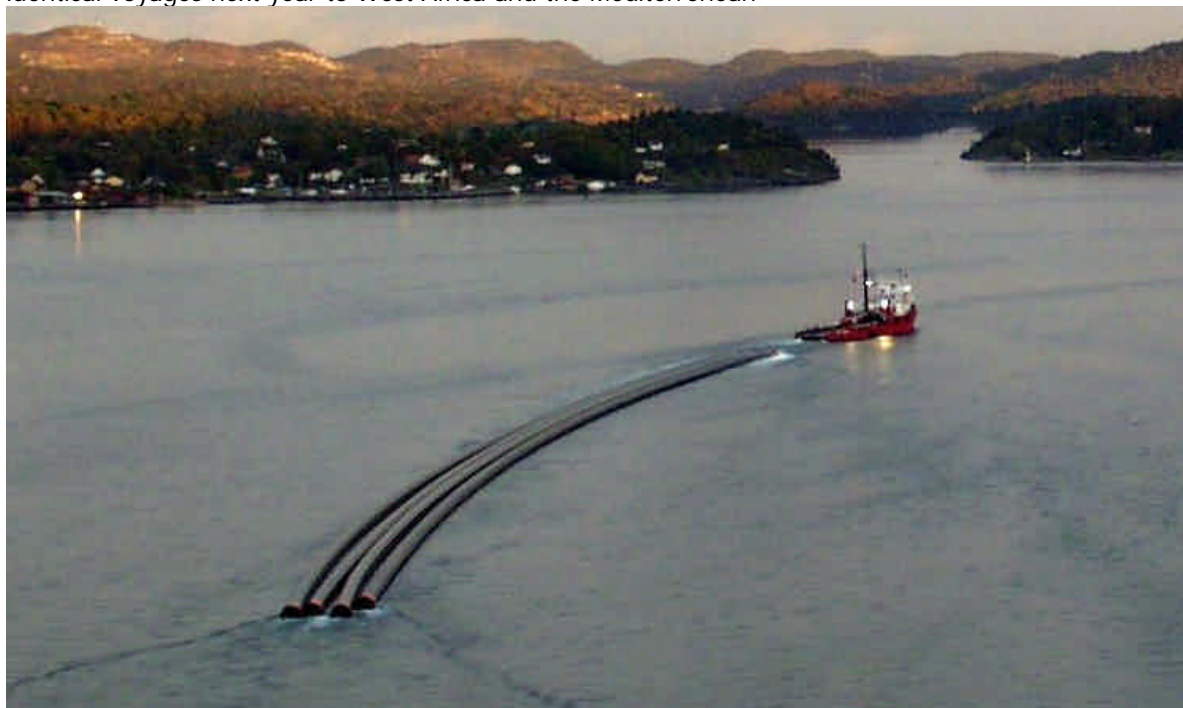
THOMAS DE GAUWDIEF



The Dutch tugboat "[Thomas de Gauwdief](#)" (44 ton bollard pull) has arrived safely 5th November 2002 in Porto de Suape (just south of Recife) in Brazil, with an extra-ordinary tow of four so-called PE-pipes in tandem tow, each having a length of 400 metres. This tow was connected in Brevik, Norway, on October 4th, 2002 and the "Atlantic Crossing" from Norway to Brazil over a distance of 4.650 nautical miles was completed at a remarkable average speed of 6.45 knots. Tug "[Thomas de Gauwdief](#)" was chartered for this specific voyage due to her good seagoing capabilities and her extremely large bunker capacity, so that he/she could do the voyage without any bunkering stop "en route", which with this type of tow should

have been problematic.

The PE-pipes are being used as outfall-pipes from Puerto de Suape and Recife into the Atlantic Ocean and - according the latest information - "[Thomas de Gauwdief](#)" will be chartered for two more identical voyages next year to West Africa and the Meditterreanean



AIRCRAFT / AIRPORT NEWS



An Indian Airlines aircraft seen from outside the Bombay airport compound. India's two main domestic carriers, Indian Airlines and Jet Airways, said they would increase fares by 10 percent from November 10 to meet higher aviation fuel costs and other charges.

RIJNMOND WEATHER

VOORUITZICHTEN: ZATERDAG T/M DINSDAG:

Aanhoudend wisselvallig!

Morgen wisselend bewolkt en een enkele bui. Zondag veel bewolking en perioden met regen. Volgende week veranderd er weinig in het wisselvallige weerbeeld, wel wordt het wat zachter.

	ZA-09	ZO-10	MA-11	DI-12
Maximumtemperatuur:	10	9	11	13
Minimumtemperatuur:	7	5	8	8
Zonnekans in %:	40	20	30	30
Neerslagkans in %:	50	80	50	50
Windrichting kracht:	NW-4-6	ZO-3-5	ZW-4-6	ZW-4-6

.... SHIP OF THE DAY

SCOT MARINER



The *Scot Mariner* was built at the Dutch shipyard of Tille Scheepsbouw Kootstertille for the UK-based company Scotline. The vessel is planned to operate in the packaged timber market, travelling to the UK and Ireland from a number of Scandinavian ports. It is single-decked and has a cargo capacity of 5,267m³.

VESSEL DESIGN

The *Scot Mariner* has an overall length of 89.99m and measures 84.98m between perpendiculars. It has a moulded breadth of 13.75m and the depth to main deck is 6.25m. It has a 1.47m wide double-skin at the side and a 1m wide outer skin at the bottom. This volume contains water

ballast, although the remainder of the ship's 1,460m³ water ballast total lies in the main storage tanks located in the fore and aft peaks. The coaster also carries 265m³ of diesel oil.

The *Scot Mariner* registers 2,560 gross tonnes, has a displacement of 4,636t, a design deadweight of 3,300dwt and a scantling deadweight of 3,350dwt. It has a 4.85m design draught and a 4.92m scantling draught.

The main hold extends 61.8m in length by 10.8m across the ship and stands 7.925m high. This affords sufficient space for containers - of lengths between 20 and 45ft - to be stowed in the hold three-tiers high. A total of 102 containers can be carried in the hold. The containers enter through a single hatchway extending the length of the coaster. These are enclosed by electric-hydraulic hatch covers manufactured by Rodenstaal.



A Coops & Nieborg travelling gantry crane is used to handle these covers. The covers themselves can also support two tiers of containers providing they don't obstruct the line of vision. Once the covers are put on, 40 units can be housed on the first tier and another 20 on the second tier. This gives a total of 162 units, evenly loaded to a maximum of 14t each.

SHIP PROPULSION

The main power is provided by a single engine - a low-Nox type Wartsila model 6L26A. This gives an output of

1,950kW/1,000rev/min. This is linked to a single Flender model AG525 Gearbox, which gives an output speed of 224rev/min. This is in turn connected to a Kamewa Nickel-aluminium-bronze controllable pitch propeller, which is 2.8m in diameter.

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This gives the *Scot Mariner* a service speed (90% MCR and 3% gearing loss) of 13 knots in good weather. For manoeuvring in port, there is a Promac FP400-1050 bow thruster, which has an output of 300kW at 660rev/min. Mooring is carried out by a SEC mooring winch/windlass and capstan assembly.

There is a power take-off on the gearbox to feed the Newage Stamford/UCM alternator. This generates 434kW of power at 1,500rev/min. There is also a pair of diesel-driven alternators - one for power and one for emergency. These are Newage Stamford HCM-434C units and are driven by Cummins 6CTA 83D(M) engines. The Alternators have an output of 147kW/1,500rev/min each.



The *Scot Mariner* is manned by three officers, three crew, two trainees and two others. There are eight single rooms and one double room located in the poop deck and two tiers of deckhouse. There is an Ajax fire detection and CO2-based prevention system, in the hold and the control room. The hold has a mechanical ventilation system.

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)