

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 07-05-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS SANDFSFOOT CASTLE



Portland Towage has re-commissioned the tug **SANDSFOOT CASTLE** following a long period of refurbishment and repair. The 2200 bhp single screw tug has a bollard pull of 30 tons, the company operates now a fleet of three tugs which also includes the **MAIDEN CASTLE** (40 tons bollard pull) and the **RUFUS CASTLE** (16 tons BP).

REDERIJ WATERWEG

Dutch towage contractor **Rederij Waterweg** has taken over **Van Laar Scheepvaart** a family owned marine contracting business located at Dordrecht, with this latest acquisition the size of the Waterweg fleet has increased to 45 vessels.

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KLYNE TUGS

Klyne tugs have sold the 5750 bhp anchor handling tug **ANGLIAN EARL** to Suffolk Petroleum Services for use in Port Harcourt,



Also leaving the UK based fleet is the 6000 bhp **LADY HAMMOND** (photo) owned by Classic Marine and managed by Klyne Tugs. The later has been bareboat chartered to Al Bawardi of Abu Dhabi for 2 years with an option to purchase.

ZEEVALK

By : Capt Hans Koster – MV ZEEVALK / ZEEAREND



The Coast Guard / Custom vessel **ZEEVALK** which was commissioned on November 21st 1981 at the Damen shipyard at Gorinchem will be decommissioned after more then 20 years service on Friday May 10th , May 22nd the newbuild **ZEEAREND** will be commissioned in service and will arrive in het new homeport Hoek van Holland on May 24th .

The Zeevalk is reported for sale, she is in a excellent condition with all the

navigation equipment not older then 3 years

CASUALTY REPORTING

STENA DISCOVERY

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The **STENA DISCOVERY** arrived back in Hoek van Holland Sunday afternoon with damage to her main **KELVIN HUGHES radar**, a mobile crane of Boekesteijn from Maassluis was mobilized to put the radar back up for repair. Later a tent was built at the monkey island to continue with the repairs overnight.

Photo's : Piet Sinke

ANNA C. (U.K.)

London, May 5 -- Following received from Coastguard Holyhead MRSC, timed 1812, UTC: General cargo Anna C., bound Workington in tow of tug Vanguard, in position lat 53 57.2N, long 04 12.2W, at 1800, UTC. Co-ordination handed over to Liverpool Coastguard.

CONTI SEATTLE (GERMANY)

Port Everglades, May 4 -- C.c. Conti Seattle, situation report at 0830 today: A 30-man crew from Resolve Marine Group and Resolve Towing and Salvage Inc successfully removed the vessel from Government Cut. Resolve conducted some high-risk manoeuvres to refloat the vessel. "The channel only allowed us to back up 200 feet and then the vessel had to make a 45-deg turn. Pulling with 18,000 total horsepower, the vessel could have easily grounded across the channel," said Joe Farrell, Salvage Master for Resolve Marine Group. Resolve removed 25 containers totaling about 500 tons, deballasted an additional 500 tons, and shifted fuel to different tanks inside the vessel. "We would have liked to have removed more weight from the vessel, but we had to get it off at the 0300 hrs high tide, in order to let the cruise ships come in," said Farrell. Removing more weight would have made

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the pulling manoeuvre easier and less risky but time was a factor. At 0245, EDT, tug Moby Ruth and a barge loaded with containers taken off the Conti Seattle left the vessel en route to Dodge Island. The towing vessels Tug Z1, Tug Z2, Dorothy Moran, Peter Turecamo and Coastal Florida began their pull at 0315 hrs and the vessel was considered completely free at 0330 hrs, 40 minutes prior to the arrival of the first cruise vessel into Miami. "We averted a major disruption in the cruise line industries Itineraries. Should we not have gotten this vessel refloated in time, its probable that the mega cruise vessels would have had to been diverted to another port causing travel disruptions for thousands of passengers," Farrell said. According to Farrell, "This has been one of our challenging projects because of the direction the Conti Seattle was in the channel and the time constraints but the project was highly successful because of the teamwork between Resolve Marine Groups Salvage team, the US Coast Guard, the Conti Seattle's crew, and the towing vessel crews. There were no environmental damages and no accidents during the operations." The vessel now sits at Miami Anchorage while divers conduct a complete underwater hull survey. The Resolve team will reload the containers from the barge back on to the vessel this afternoon and the vessel will then enter the Port of Miami to discharge cargo.

FLORA (ANTIGUA & BARBUDA)

London, May 5 -- Following received from Coastguard Humber MRSC, timed 1343, UTC: General cargo Flora (3081 gt, built 1978), Grangemouth for Felixstowe with containers, reported engine breakdown 24 nautical miles north-east of Spurn Head, in lat 53 57.8N, long 00 29.9E, at 1158, UTC. Vessel was advised to anchor, as there was a jack-up gas platform three miles south of its position. Vessel is now anchored and tug Lady Laura is proceeding from the River Humber, ETA on scene 2000, UTC.

London, May 5 -- Following received from Coastguard Humber MRSC, timed 2100, UTC: General cargo Flora: Tug Lady Laura arrived on scene just before 2000, UTC, and took vessel in tow. They are proceeding to the River Humber, probably Immingham, with ETA around midnight.

London, May 5 -- Following received from Coastguard Humber MRSC, timed 2221, UTC: General cargo Flora towed into the River Humber by tug Lady Laura. Search and rescue operations terminated at 2215, UTC.

SHIPYARD NEWS



Dalian Shipyard holds an order from STENA for a serie of 12.300 dwt ro-ro freight ferries of the FORERUNNER MK2 class. Three of them are seen on the picture during October 2001 at the outfitting quay.

A total of 3000 lane meters of ro-ro space is split over a main deck, upper deck and lower hold. Four 6000 kW Sulzer ZA4OS medium speed diesel engines are installed to give a fast service speed of 22.3 knots.

ROUTE, PORTS & SERVICES

Tanker rates at seven-year low

Charter rates for supertankers are now facing seven-year lows as they languish below operating costs, but there are signs of a mild improvement later this year.

In November last year, day rates for very large crude carriers (VLCCs) going from the Arabian Gulf eastboard was around US\$85,000 a day, against an average of US\$13,000 a day in March this year.

At this rate, operators of a modern vessel were not covering costs, the *Financial Times* quoted New York-based broker Poten & Partners as saying.

Timecharter rates for large container vessels in the 40,000-50,000 deadweight tonnes range fell nearly 20% in 2001, according to London-based Drewry Shipping Consultants.

While container shipping demand in Asia, described as a key driver for the sector, was improving, the rates have yet to follow.

However, indications suggest improvements later in the year if the US economy continues to grow.

Tanker rates have been affected by the slide in the oil market, which began in May last year, which saw global demand of 76 million barrels a day scarcely exceeded 2000.

There are signs of an improvement in the tanker industry, according to Drewry Shipping Consultants in its latest quarterly report, and with a global economic recovery on the cards, rates are likely to be better.

"New building orders are down, second-hand sale levels are steady, if a little lacklustre, but more importantly sales for demolition have spent a second successive quarter at higher-than-normal levels," Drewry said in its report.

The *FT* quoted the report as saying that new building orders this quarter are down to 31 ships against 44 vessels in the last quarter, and the global fleet declined for the third successive quarter in the first three months of this year, to stand at 275m dwt.

However, in recent months substantial orders has come on to the market and the surplus of supply over demand is forecast to continue rising until at least the third quarter of 2003, said the report.

Union victory in MoD ro-ro crewing fight

MARITIME unions have won an important concession from the government over the crewing of six ro-ro ships being built for the military.

The ministry of defence has confirmed that the ships will be manned by British crews at all times, a reversal of original proposals to use multinational crews when the vessels were being used for commercial work.

Dr Lewis Moonie, under-secretary of state for defence, announced the change of policy in a written reply to questions from member of parliament Stephen Hepburn, who believes the tender process was flawed and should be reopened.

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In response to Mr Hepburn's request for information on crewing arrangements, Dr Moonie said that, "although not mandated by MoD, British crews will man the ships being used in commercial trade".

The safeguard of British seafarer jobs was welcomed last week by Numast, the merchant officers' union, which had been lobbying against the employment of foreign nationals on the six ships. "We now have an acceptable agreement," said Numast spokesman Andrew Linington.

The new jobs guarantee comes at a time when Numast is openly criticising the government for not taking a harder line on crewing with shipowners who are switching to the British register and entering ships into the tonnage tax system.

However, the government's acknowledgement of a policy change on the MoD order for six ro-ro ferries covering a 20-year period raises questions about the original decision to award the contract to a consortium headed by Andrew Weir Shipping.

The successful bidder won the contract on the basis of using sponsored reserve crews on the six ships when in MoD use, but a multi-national crew when the vessels were in commercial service. Maersk Co, the unsuccessful bidder, had based its proposal on the use of British crews at all times.

Michael Hassing, managing director of Maersk Co, said on Friday that it was too early to comment on the latest twist in the saga, but conceded he was following developments "with interest".

Dr Moonie said subsequent negotiations with the Andrew Weir consortium on detailed terms and conditions of the contract "were able to take into account the implications and benefits of the government's British Shipping: Charting a New Course.

This recognised the need to preserve seafaring employment, not just as an end in itself, but in order to preserve maritime skills needed elsewhere in the economy.

NAVY NEWS



Firefighters look on as smoke pours from a building in the **Charlestown Navy Yard**, in Boston, Saturday, May 4, 2002. The two-story building, heavily damaged by the nine-alarm fire, was once used to make rope for America's warships

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MOVEMENTS



The newbuild **BUE ORKNEY** – photo: Kevin Blair

The **BUE Orkney** arrived in Aberdeen on 26th March from the builders in Poland. She is the first of four standby's owned by Seatankers Management and operated by BUE. They were old hulls of the Viking Sentinel type which had been around for approx 10 years. The **BUE Stronsay** arr Aberdeen on 28th April and **BUE Gairsay** and **BUE Westray** will deliver later in the year

Text : Dave Dodds



Flying Spindrift and **Yarm Cross** towed **Phoenix Cross** out of Tyne Dock and to the tug base May 5th. It seems that the colour scheme has changed again.

Photo : Kevin Blair

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SMITWIJS LONDON



The **SMITWIJS LONDON** departed from Rotterdam with the **GLAS DOWR** in tow bound for South Africa – **Photo : Elizabeth Sinke**

THOMAS DE GAUWDIEF



The **THOMAS DE GAUWDIEF** arrived Monday morning from Kirkeness at the Maas Pilot Station with in tow the barges **MAR** and **GON** owned by Mammoet from Schiedam , this barges where used in Murmansk to lift the combination of Giant 4 and Kursk high enough to enter the PD-50 floating drydock. – **Photo's : Jas Louwen**



RIJNMOND WEATHER

dinsdag 7 mei

9 uur 's ochtends :
temperatuur: 10 graden
kans op neerslag: 10%
wind: zwak (10 km/u) uit ONO

5 uur 's middags :
temperatuur: 17 graden
kans op neerslag: 5%
wind: matig (18 km/u) uit NO

.... SPECIAL REPORT



Swedish Navy's stealthy Visby could be prototype for relatively low cost "Streetfighter" now being discussed in Navy circles

**NEW SORT OF WAR,
NEW SORT OF NAVY?**

"We've put all our eggs into a few, expensive baskets."

That's the view of Professor Thomas G. Mahnken, who teaches at the Naval War College in Newport, R.I. "If there was a lesson from the Cole incident," says Mahnken, "it's that we're vulnerable, whether it's a terrorist bomb or an underwater mine."

Mahnken says those baskets include ship platforms that are heavy on weapons and sensors, such as the Arleigh Burke Class destroyers, which cost \$340 million apiece, Ticonderoga Class cruisers (\$1 billion a copy) or Nimitz Class air carriers, (a staggering \$4.5 billion a pop).

He says one solution would be to distribute the capabilities of these larger, more expensive platforms among a group or squadron of lower-value ships. One such warship being debated in Navy circles is the Streetfighter, a name coined and concept championed by Vice Admiral Arthur K. Cebrowski.

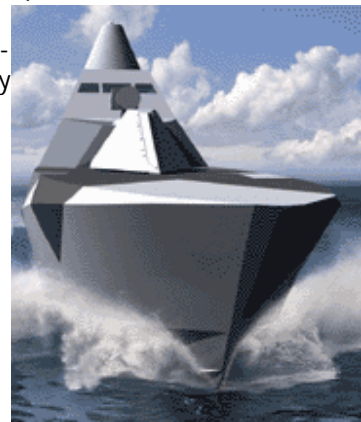
Mahnken says swarms of Streetfighters, either working with a mothership or self-deployable, would be used in the littoral environment and heavily leverage emerging IT systems. One such IT system, called Cooperative Engagement Capability (CEC), allows ships in a battle group to share a common, tactical, real-time picture of the battle space. When an enemy aircraft or missile threatens any one of them— they all see it and track it in real-time. Then, whoever is in the best position can knock it out of the sky while others can hold their fire. It also allows ships to operate in spread out formations, presenting a more difficult target.

CEC is part of a move to what the Joint Staff calls "network-centric" warfare, which has already been used in exercises by the Navy.

A platform like the Streetfighter might carry a price tag of \$100 million to \$200 million, according to some estimates. The repairs alone to the Cole will cost \$250 million.

VISBY COULD BE STREETFIGHTER PROTOTYPE

While it's anyone's guess as to what a Streetfighter might look like, Mahnken says a platform like the Visby, a Swedish Navy corvette, is promising. Delivered by Kockums AB (whose parent is Germany's



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Howaldtswerke-Deutsche Werft) in June 2000, the Visby is the first of six 73 m corvettes that incorporate the latest stealth technology. The vessel's lightweight hull, which is made from carbon fiber reinforced plastic, has large, flat angled surfaces, which results in a very favorable reflection of radar waves. Additionally, air defense systems and other types of sensors are concealed behind specially designed hatches within the hull, further minimizing the vessel's radar signature. A highly adaptable, the Visby Class can fill many roles that would otherwise require the procurement of several mission-specific platforms. It can be outfitted for Anti-Submarine Warfare (ASW), Anti-Surface Warfare (AsuW), mine countermeasures and patrol.

Propulsion for the Visby is supplied by four gas turbines, rated at 16,000 kW total at high speed operation, and two diesel engines, rated at 2,600 kW total, for low speed operation. The engines are connected to two gearboxes that drive a pair of waterjets. Top speed is in excess of 35 knots.

KOCKUMS WORKS ON VISBY FOR EXPORT

Kockums began working with its parent, HDW, in August 2000 on Visby Plus, a flexible stealth-adapted surface vessel for the export market. The new concept is based on principles common to the Visby project, but includes work from Kockums' earlier projects within this field. At the same time, HDW will use its experience in weapons and management systems to optimize the concept.

The new type of vessel represented by this concept is expected to attract growing interest on the global market. In recent years, several countries have been engaged in an intense analysis of their defense organizations and the nature of their future roles, an analysis that in many cases has led to major restructuring and a review of strategic priorities. The reason, of course, is the changing threat scenario.

Well before the USS Cole was mangled by a terrorist bomb in the Port of Aden, Yemen, in October last year, the U.S. Department of Defense was embroiled in an intense, internal debate about what shape its future fighting force should take to meet the changing threat scenario.

The wheels of that debate were set in motion in 1997 by the Quadrennial Defense Review. At the time, then Defense Secretary William S. Cohen said that since "the prospect of a horrific, global war has receded, new threats and dangers—harder to define and more difficult to track—have gathered on the horizon.

"It is the duty of America's policy makers to comprehend the nature of these threats and devise appropriate strategies and programs to defuse or defeat them."

Mahnken says an indirect impact of the terrorist attacks on the World Trade Center and the Pentagon



is that they might "break the logjam on innovative projects" in Washington. "The thinking here [at the Naval Warfare College] has already undergone a change," says Mahnken. "There's quite a bit of creative thought here. The question is whether that will filter down to the Navy in Washington."

That change may already be taking place the DOD is already evaluating the sealift capabilities of two

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Australian-built high-speed catamarans. It's not too hard to imagine a small combatant like the Streetfighter would be too far over the horizon. Time will tell !!!!