

## DAILY SHIPPING NEWSLETTER 2002 – 071



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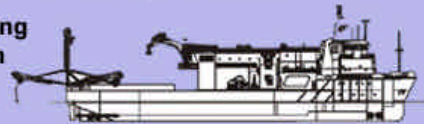
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## EVENTS, INCIDENTS & OPERATIONS

### 5 Japanese ships sail for "research whaling"

Five Japanese ships for the project of "research whaling" in the Antarctic Ocean sailed from Shimonoseki port in Yamaguchi Prefecture, western Japan, on Friday.

According to Kyodo News, the vessels in the country's Institute of Cetacean Research (ICR) mission, which will last for six months, include a 7,575-ton mother-ship, a observation ship and three regular ships.

## DAILY SHIPPING NEWSLETTER 2002 – 071

The ships are expected to catch about 400 minke whales in the Antarctic Ocean during the operation and make records of the numbers and habitation of the whales, Kyodo said.

The mission is also expected to collect biological and environmental data concerning the whales in the area and report them to the science subcommittee of the International Whaling Commission, it said.

Japan started its so-called scientific whaling in the Antarctic Ocean in 1987 to gather biological data on whales and conduct environmental surveys.

Many governments and organizations worldwide condemn such expeditions as a cover for commercial whaling, noting that meat from caught whales is later sold in Japan for consumption, Kyodo added.

## Japanese victims in ship collision with US Navy submarine to sign settlement

The families of 33 victims of last year's collision between a Japanese high school fishery training ship and a US Navy submarine will sign settlement accords with the Navy next week in Tokyo.

According to a report by Kyodo News on Friday, the kin of 26 survivors and seven of the nine people killed in the collision off Hawaii between the ship and the sub will sign an agreement on Thursday at the US Embassy. The US Navy is expected to pay the 33 families a total of about 13 million US dollars, Kyodo said, adding that they reached the agreement in September to October.

The amount includes compensation for the fatalities and costs for medical treatment, including those for post-traumatic stress disorder, Kyodo said. Three high school students, two teachers and two ship crew members were killed in the Feb. 9, 2001 collision between the 499-ton fisher **Ehime Maru** and the 6,080-ton sub **Greeneville**.

Nine students and 17 crew members were rescued, Kyodo said. The two other victims are a student and a crew member of a fisheries school in Ehime Prefecture, western Japan. The **Greeneville** hit the ship while conducting a rapid surfacing maneuver as a demonstration for civilian guests aboard, Kyodo added.

## Smit wins offshore heavy lift projects



Large-scale offshore projects have stimulated heavy transport demand and SMIT Transport's 2003 schedule is looking healthy, with charters for projects in The Netherlands, Norway and Denmark, reported the company in a recent statement.

Left : **Giant 4** in Amsterdam  
Photo : **Piet Sinke** ©

In the first quarter of next

## DAILY SHIPPING NEWSLETTER 2002 – 071

year, SMIT's semi-submersible barge **Giant 4** is booked for a three-week charter for marine contractors Heerema. In late January, the barge will load modules at Zwijndrecht for delivery to Heerema's assembly site in Europort. Heerema is fabricating a 28,000 tonnes platform for Esso's Kizomba A deepwater development in Angola. The platform will be installed in a water depth of 1,250m.

In addition, Italian Saipem has awarded two contracts to SMIT. The first involves a 90-day charter for **Giant 2**, to transport a drill tower from a Norwegian yard to the Kvitebjorn gas/condensate field in the Norwegian sector of the North Sea. This contract will also be performed in the first quarter of next year. The second contract requires heavy transport support during the development of a Danish oil field. The operator is Dansk Olie and Naturgas A/S, the state-owned oil and gas company.

Meanwhile, SMIT's Giant barges are enjoying brisk business this year. During August, **Giant 3** commenced a 120-day charter on behalf of Vancouver's Seaspan. The barge will transport a jacket from Johore to offshore Malaysia and modules from Korea to Qatar, for the development of Qatar Petroleum's Al Shaheen Field (Block 5). Lead contractor Maersk Oil Qatar is drilling new production and water injection wells to boost the field's output.



Top : Loaded **Giant 2** – Photo : Hans van der Ster ©

During this July, **Giant 2** completed a 30-day assignment for Heerema, in the UK sector of the North Sea. The barge delivered piles, topsides and a mono tower jacket to the Juno Field.

Demand has been steady for SMIT's two semi-submersible docktype "E-Class" vessels - **SMIT**



**Explorer** and **SMIT Enterprise**. Both

have enjoyed high utilisation this year.

**SMIT Explorer** has been contracted for two consecutive voyages, delivering desalination modules from Changwon, Korea, to Fujairah,

UAE. The outward leg, from Fujairah to Korea, has been completed and the vessel is now preparing for

## DAILY SHIPPING NEWSLETTER 2002 – 071

the second voyage. Each leg involves a 30-day voyage.

During June, **SMIT Enterprise** loaded drill tender barge "Charley Graves" in West Africa, for a voyage to Singapore. This barge has large dimensions and anchor racks were removed to facilitate accommodation within SMIT Enterprise's dock. The barge was delivered on August 2.

After bunkering at Singapore, this E-Class vessel headed for Batam to load dredging equipment before proceeding to Port Rashid. At Port Rashid, **SMIT Enterprise** additionally loaded the cutter suction dredger Amazone plus auxiliary equipment.

SMIT expects demand to grow during 2003. SMIT Transport Sales Manager Barend Mulder says: "The outlook is brighter for the heavy transport sector. After a slow 2001, there has been a modest yet distinct lift in the market this year, with demand increasing for transportation services. We expect this trend to continue next year, particularly in the offshore market; the market is strengthening for the transport of jackets and topsides."

## CASUALTY REPORTING ALEXANDROS (GREECE)

Lloyd's Casualty representatives in Piraeus report: , tug Alexandros (141 gt, built 1960) sank while towing general cargo Trinity, one nautical mile outside the port of Thessaloniki. Thessaloniki Port Authority vessels immediately proceeded to render assistance and were successful in collecting the four crewmembers of the tug. The crew were transported to a local hospital where the death of motorman Ioannis Markoulis was ascertained. The remaining three crew are in good health, however they remain in hospital for the time being. Thessaloniki Port Authority is performing an investigation into the incident.

## Eddystone grounds during trials

THE 10,000 dwt ro-ro carrier **Eddystone** , which is under construction at Flensburger Schiffbau-Gesellschaft for the British Royal Navy, touched ground during trials in the Baltic Sea earlier this week. The yard said the ship has now gone to Fredericia in Denmark for repairs, as FSG does not have a dock.

## Fatal accident onboard Far Sailor

Farstad, the Norwegian owned operator of OSVs says that, during the transfer of an anchor between **Far Sailor** and another vessel, two ABs were seriously injured on the aft deck onboard the **Far Sailor**.

The two AB's, a Brazilian and a Norwegian, were transferred to a near by rig, for further medical first aid. The Brazilian AB, was shortly after reported to have died. The Norwegian AB is currently in a onshore hospital in Brazil, and his condition is reported to be critical but stable.

An investigating committee has been established with Petrobras as operator, together with the relevant authorities and Farstad Shipping. The main purpose will be to investigate the cause of the event.

A counseling crisis team has also been established for the officers and crew of the **Far Sailor**.



## **SHIPYARD NEWS**

### **Bender to build KMM PSV for Naviera Tamaulipas**



Kvaerner Masa Marine (KMM), part of the Aker Kvaerner Group, has announced that Bender Shipbuilding and Repair Co of Mobile, Alabama has been awarded a construction contract by Naviera Tamaulipas SA of Tampico, Mexico for a 202ft Platform Supply Vessel designed by KMM and based on the K220, part of KMM's new K-series of Platform Supply Vessel designs.

The 202ft x 54ft x 19ft vessel was designed by Kvaerner Masa Marine (KMM) in consultation with Bender and Naviera Tamaulipas and incorporates the specific needs of the owner for operation in the Mexican offshore market and includes some of the latest industry technology and trends such as oblong liquid mud tanks outboard of the center line bulk mud tanks, 600 HP A/C electric motor driven CPP tunnel thrusters, two in the bow and one in the stern.

The vessel will be certified by ABS DPS1 and will be equipped with a 5300 GPM fire monitor driven by an A/C electric motor. Propulsion consists of two Caterpillar 3516B DITA diesel engines driving fixed pitch open propellers.

The vessel design is based on the KMM standard K200 series K220 that KMM developed specifically for the Gulf of Mexico market. The K200 series consists of PSVs where the second two digits represent the design deadweight in hundreds of tons. The design has been tailored to the facilities and construction philosophy at the Bender shipyard.

### **Volkswerft Stralsund targets repair work to stave off drought**

EASTERN German shipyard Volkswerft Stralsund, a member of the AP MØller group, is to move into naval maintenance and repair work in a bid to overcome a growing drought in merchant shipbuilding orders.

The Baltic Sea yard, which specialises in boxships and offshore vessels, has previously only carried out occasional naval work. A Volkswerft spokesman said: "We are participating in every tender for repair and maintenance work for the German navy."

He added that it was nearly impossible to enter the naval newbuilding sector, because the market was divided up between big players such as HDW and the Thyssen Krupp yards. At present Volkswerft has two offshore supply vessels for AP MØller as well as three 3,000 teu boxships in its orderbook or now under construction.

This means that the yard is fully employed until the end of 2003. He declined to comment on whether the container vessels are for Maersk Sealand, adding that the owner did not want to be named

## Kvaerner beset by newbuilds dearth

A DROUGHT of new shipbuilding orders continues to hang as a dark cloud over Kvaerner, the restructured Norwegian group that unveiled a swing to a third-quarter net profit of Nkr155m (\$20.8m) yesterday.

The result was a turn-around from the net loss of Nkr4.23bn reported in the same period of 2001, when a host of loss provisions brought the group to the brink of bankruptcy and enabled its antagonist and main shareholder, Kjell Inge RØkke, to wrest control.

Mr RØkke inherited weak markets all around, including Kvaerner's traditional bastions of shipbuilding and oil and gas.

The effects have not yet worn off. The shipbuilding division saw its order reserve as of September 30 dwindle to Nkr7.1bn, less than half the Nkr16.1bn level of a year ago.

Two orders — a \$220m two-ship order at Kvaerner Philadelphia and a yet-to-be-confirmed E 300m (\$294m) cruise ferry order at Kvaerner Masa-Yards — are not included in the 2002 figure.

A strong performance from Masa-Yards enabled the shipbuilding division to return earnings before interest, tax and amortisation (ebita) of Nkr95m in the third quarter, compared with a deficit of Nkr24m in the corresponding 2001 period.

Masa-Yards accounted for an ebita of Nkr165m, compared with losses of Nkr55m and Nkr15m, respectively, at Kvaerner Philadelphia and Kvaerner Warnow.

A new bombshell was dropped at Kvaerner Philadelphia, which won a hard-fought two-containership order worth \$220m from Matson Navigation of San Francisco earlier this year only to unceremoniously sack the man who won it, former chief executive Ron McAlear.

The parent group has charged Nkr35m against Kvaerner Philadelphia in third quarter accounts, to reflect "reduced productivity on the first [Matson] containership".

The ship is already costing the yard \$150m to build as against its Jones Act price of \$110m.

The latest jolt appears certain to derail Kvaerner Philadelphia's projected break-even point, which is currently set at the fourth containership in the series.

The Philadelphia yard has recorded negative ebita of Nkr321m since the start of 2001.

## DAILY SHIPPING NEWSLETTER 2002 – 071

Meanwhile, things do not look that rosy for the shipbuilding group as a whole. The third-quarter ebita of Nkr95m marks a declining trend, as several newbuildings left yards in Finland and Germany. Masa-Yards, for all its glamour, needs to get orders in quickly to ensure continuity beyond its present delivery schedule of four cruiseships through to the end of 2003.

The yard has already signalled a reduction of workers to match reduced capacity utilisation.

Kvaerner Warnow, the German subsidiary, is preparing to forge a de facto merger with Aker MTW, a fellow yard in the former East Germany that is controlled by Mr Røkke's private Aker Yards.

In oil and gas, the flagship division that has been officially combined with Mr Røkke's Aker Maritime, Kvaerner returned a third-quarter ebita of Nkr154m, a 39% improvement over the pro forma figure from 2001, while the orderbook doubled to Nkr22bn over the same period.

Group revenues for the nine months were Nkr32.17bn, slightly weaker than the corresponding 2001 figure, while the bottom line reflected a Nkr585m profit as against the Nkr4.08bn loss of last year.

Helge Lund, group chief executive, told an analyst conference call yesterday that Kvaerner was now focused on the future, and its equity ratio (25.2%) and liquidity (Nkr4.56bn) were both a far cry from the penniless days of 2001. Kvaerner's Oslo share value, working off an impoverished base, was able to boast a 9% gain yesterday, though the big picture still showed that it was worth a mere Nkr3.69.

## Swedish yard completes conversion of Far Saga

Gotaverken Cityvarvet in Sweden has completed the conversion of Farstad Shipping's supplyvessel **Far Saga** to enable her to conduct subsea installation and service work. **Far Saga** is now capable of operating as a Multifunctional Platform Supply and Subsea Service Vessel.

The Swedish yard said the work included 200t of new superstructure (including a control room, workshops, and a ROV hangar), extensive electrical installations for remote control and signal/video distribution, additional hydraulic units and systems as well as other large pipe installations, installation of helideck and numerous other new equipment including A-frames, winches, ROVs, and relocation of cranes and the main mast, plus opening up a moonpool.

On completing the conversion this summer, **Far Saga** sailed for the North Sea to start work in her new role on behalf of Norsk Hydro.

## Grampian Surveyor launched by Astilleros Balenciaga

North Star Shipping's new ROV survey vessel, the Grampian Surveyor, was launched in October by Astilleros Balenciaga shipyard in Spain.

The vessel remains on schedule for delivery.

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### **OOCL to continue to use Singapore as hub**

HONG Kong-based shipping conglomerate Orient Overseas Container Line (OOCL) Ltd has decided its southeast Asian headquarters is to remain in Singapore.

The carrier, the 14th largest in the world as ranked by operating capacity, signed a long-term Virtual Terminal Agreement (VTA) with the city state's port operator, PSA Corp., at the close of the week.

The companies said in a joint statement the extension agreement means OOCL vessels will continue to call at PSA's terminals in Singapore - one of the largest cargo handling facilities in the world.

The VTA is an agreement that the PSA offers to shipping lines hubbing in Singapore. Under this agreement, the companies explained, the PSA will offer OOCL a suite of services based on its volume commitment. Customised to OOCL's requirements, PSA will accord priority and preferential treatment to OOCL's vessels, for example on berth - on arrivals, guaranteed productivity and service levels.

Jolland Lau, managing director of OOCL Ltd, said: "OOCL has enjoyed a long and fruitful partnership with PSA in the past two decades. OOCL will continue to use Singapore as our key hub for South-east Asia. We are confident that with a new and flexible approach, PSA could help OOCL achieve superior service quality and cost competitiveness. We are pleased with PSA's highly customised services and focus on operational excellence. PSA offers excellent connectivity and frequency of sailings and allows OOCL to gain a competitive advantage in terms of time-savings like a shorter time to market for our shippers."

Stephen Lee, chairman PSA, said: "PSA is most honoured that OOCL has chosen to continue with PSA as its preferred port of call for the region. We are happy that OOCL finds PSA to be the most cost effective solution for its business needs. We look forward to deepening this long-term partnership even further





Referring to the article last week about the 2 newbuildings for the Port of Amsterdam , the names are as follows : **HD 7 POSEIDON** and the **HD 8 HEPHESTOS** and this 2 vessels are commissioned into service October 26<sup>th</sup>. [Info : Jan Plug](#)

## Seabrokers describes "October outburst"

In its latest monthly report, Seabrokers reports that, after a shaky year, confidence in the North Sea market climbed considerably in October, as it was the first time this year that owners were able to enjoy a period of sustained high rates.

The month as a whole was characterized by tight availability, resulting from a frantic period of rig move activity that managed to draw almost the entire AHTS fleet out from port.

This scramble for vessels during the first fortnight led to a rapid escalation of day rates for the large AHTS vessels with the market peaking at **£35,000** on one fixture. The market weakened slightly during the middle of the month, however a late surge of activity maintained the rates for rig moves.

Rates for PSVs also fared well during the month even though the spot market saw the introduction of three large newbuilds and the return of a further eight vessels from term charters. On a bright note, one owner commented that they had managed to maintain 100 per cent utilisation for one of their spot vessels.

## Skandi Navica set to work for BP

Subsea 7 is to install pipelines and an umbilical for BP Exploration Operating Company Limited in the Schiehallion Phase IV (Claw) Development, which is located 7km from the Schiehallion FPSO (floating production storage and offloading unit), West of Shetland in water depths of up to 450m.

The contract, valued in excess of \$15 million is for 1 x 10in rigid production pipeline of 6.20km, 1 x 10in rigid water injection pipeline of 5.20km, 1 x 12in rigid water injection pipeline of 2.77km and 1 x 8in rigid gas lift pipeline of 5.25 km.

The Claw development will comprise subsea wells with oil production tied back to the FPSO through a subsea rigid pipeline and a combination of tie-ins of gas lift and water injection lines to existing risers and subsea infrastructure local to the Schiehallion FPSO.

Project preparations are ongoing with the offshore programme scheduled to commence in May 2003. In addition to **Skandi Navica** for rigid pipelay, Subsea 7 vessel, **Nordica**, will undertake the pipelay support and umbilical installation.

## Recent sales and purchase activity in the North Sea region

The SV **Lamnalco Teal** (1982 - 3200 BHP) has been sold within the Middle East for a price in the region of \$2,300,000.

PSV **Seacor Clipper** (1983 - 6,000BHP) has been purchased by Aries Marine on private terms and renamed **Elsa Leigh**. She will be have DP installed.

The standby vessels **Putford Sea Mussel** (1974 - 2,500BHP) and **Putford Acasta** (1972 - 3400BHP) have been sold to Middle East Buyers on private terms.

PSV **Miclyn Bay** (1974 - 4400BHP) has been purchased by Middle East Buyers on private terms.

## Saipem awards FPSO contracts

Offshore Shipbrokers Limited reports that Saipem has been awarded two contracts relating to FPSOs.

The first contract is for Bouygues Offshore, a company owned by Saipem, to supply an FPSO for the Erha field, Nigeria, by Esso Exploration & Production Nigeria Limited. The FPSO will consist of a 285m long, 63m wide and 32m high hull and 24,000 metric tons of production modules and living quarters.

The vessel 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 is scheduled to arrive on the Erha field mid- 2005, in line with planned year end start-up. Engineering and procurement services will be performed in France and Nigeria. The hull and production modules will be fabricated in South Korea, Singapore and Nigeria.

The second contract is to Saibos, a joint venture between Saipem and Bouygues, from MobilProducing Nigeria Unlimited (MPN) for production facilities to develop the Yoho and Awawa fields.

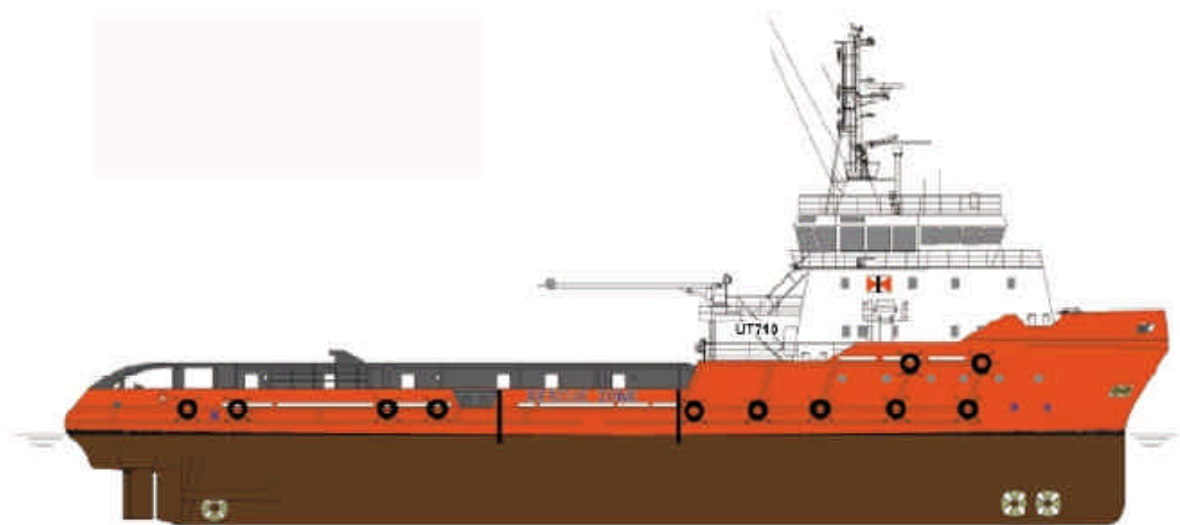
The contractual scope of work includes: project management, engineering, procurement, construction, transportation and installation, hook up and commissioning of one Production platform, pipeline laying and the other facility installation. The contract is expected to be completed by the end of 2004.

## Agip takes dip with Stream

ASCO sublet PSV UT745 **Stream Truck** was fixed to AGIP in October for a one well period, estimated at 65 days, to support the Semi-Sub Jack Bates.

The rig was moved to UK Block 164/27-1 during the month to start spudding on Cambo field.

## Swire takes delivery of Pacific Worker



The newbuild UT710 **Pacific Worker** AHTS was delivered in early October to owner Swire Pacific Offshore by Aker Brevik yard in Norway. Since delivery, the vessel has been steaming towards the South African region, but is currently still uncommitted. At 68.3m overall, she has a free deck area of 471m<sup>2</sup>, 10,800bhp, a bollard pull of 143t, is a DP2 ship and is fitted with a Brattvaag 300t pull winch.

## Seacor's Aquarius in new venture

Seacor Marine's PSV UT705 design the **Stirling Aquarius** has been chartered by Aberdeenbased Venture Production plc for support of the Jack up Transocean Shelf Explorer, which began drilling on Annabel field (UK Block 48/10) recently.

The requirement was for four wells plus 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.

## Petrobras extends Normand Neptun

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 committedon this

charter until October 2003. It is understood that this contract is worth around 45 million Norwegian Kroner.

## **NAVY NEWS**

### **U.S. Military Charters**

### **Bollinger/Incat TSV**

The U. S. Military Sealift Command has chartered a 319-ft. (97.22M), high speed catamaran theater support vessel (TSV), now under construction at Hobart, Tasmania, Australia from Bollinger/Incat USA, LLC, for use as a test platform by the U. S. Navy's Mine Warfare Command. The one-year lease has options for up to an additional 47 months and is the third similar vessel chartered from Bollinger/Incat by elements of the U. S. Department of Defense. "We are delighted with this new contract," said Chris Bollinger, President of Bollinger/Incat, "as it is an affirmation of positive, on-going test results of Incat hull 050, **JOINT VENTURE (HSV-X1)**, the first vessel chartered by the U. S. Army's TACOM (Tank Automotive and Armament Command) for tests and evaluations by the Army, Navy, Marine Corps, Coast Guard and SOCOM (Special Operations Command). We are confident these programs will lead to contracts for construction of these types of vessels at one of our Gulf Coast shipyards." Bollinger/Incat USA announced the charter of a second vessel, Incat hull 060, **SPEARHEAD (TSV-1X)** on October 29. It is in the final stages of construction in Australia and is being modified to meet certain U. S. Army requirements before its delivery in November, 2002. The third, and latest ship chartered, Incat hull 061, is also still under construction in Australia. Like the others, it was originally designed as a high speed, wave-piercing ferry capable of carrying a mix of hundreds of passengers, cars, trucks and other cargos over long distances. Though yet unnamed, it is anticipated that its hull number will be **HSV-X2**, according to Navy spokeswoman Lt. Elissa Smith. It will be nearly identical to **SPEARHEAD** with a 319-foot (97.22M) length, 87.3-foot (26.60M) beam, and maximum depth of 11.15 feet (3.40 M). It will be powered by four Ruston 20RK270 marine engines, driving four Lips 120E waterjets through Reintjes gearboxes. It is scheduled for delivery in June 2003, and is expected to serve as an interim replacement for the USS INCHON (MCS-12), a Navy mine countermeasure ship. The new ship is expected to deploy in September 2003 as the mine warfare and control ship according to Lt. Herlinda Rojas, a spokeswoman for the Mine Warfare Command. Within five months thereafter, the vessel will participate in exercises with the Atlantic Fleet Joint Task Force, the Pacific Fleet Joint Task Force, and in the Gulf of Mexico where it will serve as a platform for conducting a series of exercises and demonstrations for the Navy Warfare Development Command (NWDC) and the Marine Corps Combat Development Command (MCCDC). The sleek ship will be capable of maintaining an average speed of 35 knots or greater, loaded with 500 short tons, consisting of 350 personnel and military equipment. A minimum operating range of 1100 nautical miles at 35 knots is required by the contract, as is a minimum transit range of 4,000 nautical miles at an average speed of 20 knots. It must also be capable of 24-hour operations at slow speeds (3-10 knots) for small boat and helicopter operations. It will also be fitted with a stern ramp capable of on/off loading directly astern or to the starboard quarter. The ramp will be capable of loading and unloading a multitude of military vehicles up to and including battle tanks of up to 140,000 pounds. The ramp will also be capable of launch and recovery of amphibious assault vehicles. To achieve this, the ramp tip end will be submerged allowing the amphibious vehicles to drive on and off the ship. The ship will also be capable of launching and recovery of small boats and unmanned vehicles up to 23,000 pounds while underway and in higher sea states than HSV-X1. A NAVAIR certified helicopter deck is also being installed for operation of MH-60S Knighthawk multi-role, CH-46 Sea Knight medium-lift, UH-1 utility, and AH-1 Cobra attack helicopters. This deck will be capable of handling two helicopters, whereas HSV-X1 can accommodate one helicopter. A protected hanger for storage and maintenance of two MH-60S helicopters each equipped with a Carriage Stream Tow and Recovery System (CSTARS). The helicopter deck will have the capacity to transfer equipment up to 6,000 pounds to and from the vehicle deck. The NWDC will



evaluate the vessel's modular mission packages, launch and recovery capabilities for vehicles and undersea vehicles, mine warfare, anti-submarine warfare and defense against swarming small ships, according to Cmdr. Dean Chase of the NWDC. Lt. Smith said the Marine Corps will exercise the ship in seabasing operations, transferring equipment and personnel from a Maritime Prepositioning Force to developed and austere ports, causeway operations, and to support maneuvers in littoral and riverine operations.

## Submarine going home



Damage to a nuclear-powered submarine which ran aground off the Scottish coast will **take months to repair**, the Royal Navy has said.

Two crew members were injured when HMS Trafalgar hit a rock three miles north west of the Isle of Skye on Wednesday. Divers inspected the hull at Faslane naval base on the Clyde before the £300m Trafalgar was due to return to her home base at Devonport.

The Royal Navy said the examination found that there was no impact on the submarine's safety and no damage to the nuclear reactor. The sub was taken to Faslane. A spokeswoman for HM Naval Base Clyde said a detailed damage assessment of HMS Trafalgar had been carried out.

"The damage assessment has confirmed that there is no damage to the submarine's pressure hull or the nuclear reactor," she said. "The incident continues to pose no safety threat to the public nor to the environment."



"The damage found on inspection was very much as previously reported and consisted of damage to the forward sonar and one ruptured ballast tank."

**Rear Admiral Derek Anthony, Scotland's senior naval officer, did not rule out that a trainee may have been at the helm at the time of the accident.**

He said: "Naturally we are concerned at any navigational incident of this nature and can't comment any further on that until we know what happened. "An investigation into the incident has already begun. "Until the findings of the investigation are known, it would be wrong for me to speculate on the circumstances surrounding this incident, nor will I do so."

The vessel, which had 130 crew members on board, was travelling at a speed of about 15 knots at a depth of 50 metres at the time of the accident. one of the crewmen suffered a broken nose and the other strained his back.

The accident happened at 0758GMT on Wednesday near a chain of rocks known as Fladda Chuain.



## DAILY SHIPPING NEWSLETTER 2002 – 071

An official Board of Inquiry has been set up to establish the full facts surrounding the incident.



Top : File picture of the **TRAFALGAR ( 07-1998 )** with numerous missing anechoic tiles

## MOVEMENTS



The Smitwijs tugs **SMITWIJS SINGAPORE** and the **SMITWIJS LONDON** departed assisted by a lot of harbour tugs Sunday morning from Rotterdam with the newbuilding FPSP BONGA bound for the Tyne. **Photo's : Piet Sinke ©**





## RIJNMOND WEATHER

**V**ooruitzichten: MAANDAG T/M DONDERDAG:

**Aanhoudend wisselvallig!**

Half tot zwaar bewolkt en van tijd tot tijd regen.

|                      | MA-11  | DI-12   | WO-13 | DO-14 |
|----------------------|--------|---------|-------|-------|
| Maximumtemperatuur:  | 11     | 11      | 11    | 11    |
| Minimumtemperatuur:  | 8      | 8       | 8     | 8     |
| Zonnekans in %:      | 30     | 20      | 20    | 20    |
| Neerslagkans in %:   | 50     | 60      | 60    | 60    |
| Windrichting kracht: | ZW-3-5 | ZZW-4-6 | Z-4-6 | Z-3-5 |