

DAILY SHIPPING NEWSLETTER 2002 – 078



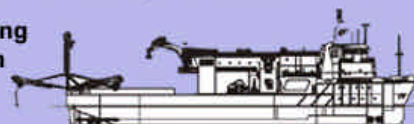
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**Operation
Enduring Freedom**



Cmdr. Brian Toon, "Air Boss" aboard the **USS Abraham Lincoln**, keeps a close watch on all activities on and above the flight deck of the aircraft carrier. Abraham Lincoln is on a regularly scheduled six-month deployment conducting combat missions in support of Operation Enduring Freedom and Operation Southern Watch

EVENTS, INCIDENTS & OPERATIONS

Olietanker dreigt te breken

MADRID - Een golf slaat over het dek van de met 77.000 ton dieselolie geladen tanker Prestige. Het schip, dat in een storm voor de Spaanse kust in moeilijkheden kwam, kan in tweeën breken als het weer verslechtert. Dat meldt woordvoerder Lars Walder van het Rotterdamse bergingsbedrijf Smit. De weersvoorspellingen zijn ongunstig. De tanker sloeg woensdag lek en verloor naar schatting al 1500 ton olie.



Volgens Walder zit er een groot gat in de zijkant. Hij omschrijft de situatie als zeer gevaarlijk. Smit heeft het schip op verzoek van Spanje weggesleept tot zo'n 100 kilometer uit de kust. Waar het heen moet, is onduidelijk. Spanje weigert het gevaarte toe te laten. De bemanning is inmiddels van boord gehaald, de kapitein is gearresteerd.



An oil slick from the stricken Bahamas registered tanker Prestige, loaded with 70,000 tonnes of fuel oil, reaches Muxia in the northwestern coast of Spain, November 16, 2002. Tugs have towed the 26-year-old Prestige, damaged during a violent storm on Wednesday, more than 65 miles from the unspoiled stretch of Galician shore. A salvage team battles to prevent the ship breaking in two amid high seas.

Smit probeert lekkende olietanker te draaien

LA CORUNA/ROTTERDAM - Bergers van Smit gaan zondag proberen de lekkende olietanker Prestige die woensdag in problemen kwam voor de noordwestkust van Spanje, te draaien. Zij zetten daarvoor een sleepboot in die aan de achterkant vastmaakt en probeert het schip te keren, zei een woordvoerder van het Rotterdamse bedrijf zaterdagavond.

De bergers zijn zaterdag tot het invallen van het duister aan boord geweest van het 243 meter lange schip. De situatie is in de loop van de dag niet gewijzigd. Het gevaar bestaat nog steeds dat de tanker in tweeën breekt, maar hij drijft nog steeds.

Stabiel

Het gat in de romp van de Prestige zit aan de rechterkant. Aan die kant beukt hevige golfslag op het schip. Door het vaartuig een halve slag te draaien, komt het gat aan de luwe kant, wat de stabiliteit ten goede komt. Als het schip goed ligt en niet meer lekt, proberen de bergers het verder in

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zuidwestelijke richting te slepen. Smit hoopt maandag of dinsdag te weten waar de tanker naartoe kan, nu is daar nog absoluut geen duidelijkheid over. De tanker lekt nauwelijks meer, omdat de kapotgeslagen tank vrijwel leeg is, aldus de woordvoerder van Smit. De Prestige wordt heel voorzichtig al in zuidwestelijke richting getrokken door de twee sleepboten die aan de voorkant hebben vastgemaakt. Deze beweging helpt ook om het schip stabiel te houden.

Materiaalmoeheid

De Prestige is in 1976 in Japan gebouwd en vaart onder de vlag van de Bahama's. Het schip was op weg van Letland naar Gibraltar. De tanker werd in 1999 voor het laatst nagekeken. De Spaanse autoriteiten spreken over materiaalmoeheid en slecht onderhoud als oorzaak van het lek.

De Prestige is gebouwd onder de naam GLADYS, en zij heeft onder deze naam gevaren tot 1988 waarna zij PRESTIGE is genoemd.

COSTA CLASSICA SECTION

By : Hans van der Ster

Thursday November 14th the midsection of the **COSTA CLASSICA** which was transported from the UK to Rotterdam onboard the semi-submersible barge GIANT 2 was offloaded and moored for further demolition.



Top : During the heavy gale in October some tugs and pushertugs are assisting the Giant 2 with the section in the Heysehaven , in front the tug **BANJAARDSBANK**

Henk Poot (demolition company HAPO) purchased the section from the builders yard and transported the section to Holland for demolition, according Mr Poot he sold the Wartsila diesel engines to Heerema which will use the engines for additional power for thrusters for one of the floating cranes.

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The Engine room is further complete equipped with auxiliary equipment, such as Pumps, Airconditioning units, sewage plant, all brand new

The section was loaded in September in Liverpool and after arrival in Rotterdam the GIANT 2 was submerged to a draft of 7.80 mtr and about 1 month ago HAPO started with the demolition whilst the



section was still on the pontoon.

Because at present SMIT is talking about selling the pontoon Giant 2 , HAPO was forced to continue with the demolition by another method, the section is now moored in the Heysehaven for further demolition.

According HAPO the intention is to convert the double

bottom into a transport barge for further use.

CASUALTY REPORTING

SHIPYARD NEWS

NEWBUILDING ORDERS

Odfjell Tankers (Norway) ordered two 39,500 DWT Chemical Tankers from **Stocznia Szczecinska Nowa Shipyard** (Poland).

BP Shipping (UK) plans to order max. twelve(6+6) MR Tankers, at worth of approx. US\$ 372mill.

Hanjin Heavy Industries (Korea) contracted four 4,900 TEU Container carriers with **Nordcapital** (Germany).

Kyushu Kyuko Ferry company (Japan) plans to order a Ro-Ro ship from **Shin Kurushima Dockyard**.

Chin Fu Shipyard (Taiwan) contracted two 4,200 BHP Tug ships with a Japanese ship-owner.

Hanjin Heavy Industries (Korea) contracted a 13,000 displacement tons LPX ship with the **Navy**.

Cosco Shipping Co. (China) plans to order six Panamax Tankers from **Chinese Shipyards**.

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Bernhard Schulte (Germany) ordered four(2+2) 1,700 TEU Container Ships from **Guangzhou Wenchong Shipyard (China)**, at worth of approx. US\$ 21.1 mill/ship.

P&O Nedlloyd Co. ordered eight 7,400 TEU Container Ships from **Ishikawajima-Harima Heavy Industries (Japan)**.

China Steel Express (CSE) ordered a 200,000 DWT Bulk carrier from **CSBC Shipyard (Taiwan)**.

Shanghai Edward Shipyard (China) contracted a 13,600 DWT Chemical Tanker with **Tarbit Shipping Co. (Sweden)**.

HMD (Korea) contracted six 37,000 DWT Product Carriers with **Tsakos Shipping & Trading (Greece)**, at worth of US\$ 160mill.

Bijlsma Shipyard (Netherlands) contracted a 6,384 DWT Oil/Bitumen/Chemical Tanker with **Tarbit Co.(Sweden)**.

Royal Niestern Sander Shipyard (Netherlands) contracted two 16,000 CBM IMO II Tankers with **Petromarine Co.(France)**.

DSME (Korea) contracted six Panamax Container Ships with **Hamburg Sud Co. (Germany)**, at worth of US\$ 348mill.

Hamburg Sud Co. (Germany) ordered four 2,532 TEU Container Ships from **Kvaerner Warnow Werft (Germany)**, at worth of US\$ 130mill.

PDV Marina (Venezuela) invited three final tender for three 27,000 DWT Asphalt carriers, at worth of approx. US\$120mill. The final tenders are Izar (Spain), Ferrostaal (Germany), and Merwede (Netherlands).

Volvo Penta has signed an agreement with the Italian power boat manufacturer Sessa Marine regarding deliveries of approximately **1,000 engines** and drive systems over three years.

Mitsubishi profit masks impact of vessel fire

MITSUBISHI Heavy Industries posted a turnaround net profit in the first half of 2002 and put on a brave face to dispel the cloud of the P&O Princess luxury cruiseship fire.



The group net profit of ¥602m (\$4.9m) in the six months through September follows a year-earlier loss of ¥8.26bn.

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For the present fiscal year ending March 31, the company has kept intact its expectation of a group net profit of ¥45bn.

The half year through September did not reflect the impact of the early October fire and a Mitsubishi Heavy official said the company needs more time to fully calculate the impact of the ship fire. Although the incident may lead to a special loss of several billion yen in the second half, any impact on the overall earnings will be relatively small, he said.

Orders in the shipbuilding division were ¥71.5bn, about the same as last year, while operating income of ¥500m was exactly identical. At sales of ¥123.4bn, the unit accounts for slightly more than 10% of results.

Elsewhere better results in power systems and aerospace are also generating greater financial contributions. Notably, the half-year dividend will rise ¥1 to ¥3.

ROUTE, PORTS & SERVICES

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B&W: havenbedrijf moet overheids-NV worden



Het Gemeentelijk Havenbedrijf van Rotterdam gaat per 1 januari 2004 verder als overheids-NV.

Burgemeester en wethouders hebben definitief voor deze vorm van verzelfstandiging gekozen. Het havenbedrijf moet zo slagvaardiger kunnen werken. De gemeenteraad moet het plan nog wel goedkeuren en bespreekt de plannen volgend jaar..

Bourbon streamlines tug operations in French ports

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Operator plans to sell activities in five French ports to new group run by director Guy Chambon to pursue investment in offshore sector

DOMINANT French tug operator Groupe Bourbon is planning to withdraw from five French ports due to a lack of sufficient profitability.

The group intends to sell its activities in the Channel ports of Calais, Cherbourg and Dieppe, the Mediterranean port of Sete and the port of Noumea in New Caledonia to a company headed by former Marseilles tug and offshore operator Guy Chambon.

Mr Chambon, 57, was head of the 130-year- old family-owned Chambon group, which Bourbon took over in stages in 1991 and 1996.

He stayed on with Bourbon after the takeover, and is at present deputy managing director of its tug subsidiary, Les Abeilles, in charge of overseas activities.

He will remain in this post until the end of the year, moreover, when the transaction between Bourbon and his company, Saint Victor, is expected to take effect.

If it is confirmed, the operation, which is now in the final stages of negotiation, as well as being subject to consultations with Bourbon employee representatives, will see Saint Victor acquire activities employing 30 people and a dozen tugs.

For Bourbon, the sale represents only 1.7% of its E 111m (\$109m) towage turnover last year.

It opens up the French towage market to a third operator, however, with the future new operator and Rouen-based L Thomas & Cie accounting between them for 10%-15% of the market. Bourbon managing director Christian Munier said that the group had no intention of withdrawing from the tug sector generally but that it had decided that its operations in a certain number of ports no longer fitted in with the way it had organised its business.

"It is a problem of profitability and size," he said. "We have a size which no longer allows us to perform well in the small ports."

He added that the company had comparable problems at the Channel port of Boulogne-sur-Mer and at the port of Bayonne in southwest France, for which it was looking for solutions.

Bourbon, which is also an operator of offshore service vessels and handysized bulkers, became France's leading towage operator after it took over the Les Abeilles group in 1996.

Since then, it has carried out a 21-vessel newbuilding programme, which has left it with a towage business operating an owned fleet of 79 vessels and generating E 111m in revenues last year.

It has indicated, however, that it is not expecting strong growth in its towage and bulk businesses and is concentrating new investment on the deep offshore service sector, where it sees strong prospects.

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a picture of the **DON ANDRES** which was mentioned in newsletter 076, this vessel is working as a container feeder ship between the several Dutch Antilles Islands and reported fire last week in which



case the Dutch Coast Guard cutter Jaguar assisted.

photo : Reinier van de Wetering ©

Adsteam expects fall in results



Top : The **TRAFALGAR** of ADTEAM – Photo : Philip Parker ©

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TOWAGE group Adsteam Marine's trading for the first four months of the year was mixed and first half profits are likely to fall 10%-15%.

"Trading has been mixed in difficult conditions," said chairman Bruce Corlett.

"On a consolidated basis the half year to December 31 is expected to be 10%-15% lower than last year at the net profit after tax and before goodwill line."

British earnings before interest and tax were below last year as better weather cut tug usage, but the division was still expected to beat its previous full year result.

Trading conditions in North America were soft and full year earnings for that division would be down.

Adsteam said agency business was also down on the year and the Australian trading environment was subdued although performance of its domestic operations was better than last year .

NAVY NEWS

Typhoons being repaired to operate until 2010

Russian navy may face nuclear-free seas by 2010; repairs Typhoon class submarines to use them as test platforms for weapons, which are still in design.



A Typhoon class submarine — Arkhangelsk (**TK-17**) — left the docks of Sevmas shipyard (Severodvinsk, Arkhangelsk county) and headed to its home base in Zapadnaya Litsa at the Kola Peninsula on November 9th 2002. The submarine has been under repairs and upgrade for one year.

The first submarine within Typhoon class — TK-208 — commissioned in 1981 has been under repairs in Severodvinsk since 1990. Its repairs and upgrade seem to near the end as the submarine was taken out of the dry dock and is undergoing pre-sea trial testing. During this long 12-year

resting period submarine's ID-number TK-208 was replaced with name Dmitry Donskoy. The sea trials of the submarine are scheduled for spring 2003.

The longish repairs of Dmitry Donskoy were apparently not caused only by the lack of funding. As recently as this year Russian admirals started to refer to Dmitry Donskoy as to the submarine of the forth generation. This submarine built in early 1980 belonged at that time to the third generation. No submarines of the forth generation have been constructed in Russia so far.

There were also reports that Typhoons, or at least upgraded Dmitry Donskoy, will be used as testing platforms for new weaponry. The type of weaponry is a big dilemma for the Russian navy, however.

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It all started, when the first forth generation submarine — starting from this year it is referred to as the fifth generation submarine — Yury Dolgoruky, Borey class armed with ballistic missiles, was laid down at Sevmash in 1996.

The initial plans suggested that **Yury Dolgoruky** would be carrying Bark missiles. The maker of Bark class missiles was the Makeev Design Bureau, which designed almost all Soviet/Russian sea-based ballistic missiles. The Bureau had been working on this missile since 1982. The Bark-class missiles were a dramatically modified version of

the SS-N-20 currently installed on Typhoon class submarines. But after a number of unsuccessful tests, Bark missiles were discarded in 1998. The design of a new ballistic missile system was given Moscow Institute of Thermo-equipment (MIT), which designed land based solid fuel ballistic missiles of Pioneer, Topol and Topol-M classes. The new missile system was nicknamed Bulava-30.

Back in 1996, it was said that **Yury Dolgoruky** would completed in 2002. Today a new date — 2007 — is set, given Bulava-30 is ready by that time. And here enter Typhoons. Out of six originally built Typhoons, three, as Russia's Navy officials maintain, are slashed for decommissioning. In 1996, **TK-12** and **TK-202** and in 1997 **TK-13** were taken out of regular service and placed on reserve.

TK-202 arrived to Severodvinsk first week of July 1999 for decommissioning. The work on this submarine is being funded by the US Cooperative Threat Reduction program, or CTR. This autumn spent nuclear fuel was to be unloaded from **TK-202** reactors at the Zvezdochka shipyard (Severodvinsk) defuelling site. The construction of the defuelling site was also financed through CTR. **TK-12** and **TK-13** are lining up for their turn to be scrapped.

The remaining three Typhoons, **TK-208**, **TK-17** and **TK-20** may be used to ensure that by 2007 Russian navy is not having nuclear-free-seas situation and finally commissions the fifth generation submarine.



2 Typhoons in Severodvinsk left the **TK -17** and right the **TK-12** (08-2001)
Photo : Coll Piet Sinke ©

Norwegian ship collides with US nuclear sub



The Norwegian tanker "**Norman Lady**" is thought to have collided with a US nuclear submarine just east of the Strait of Gibraltar last Wednesday afternoon. None of the 30 crew members onboard the tanker were hurt in the accident.

We are not sure that it was the US sub we collided with, but the sub has also reported damage following a collision, and it was in the same area. It is therefore most likely that this was the submerged object which was hit by our vessel, says Director of the Leif Hoegh Line, Thor

Joergen Guttormsen The US Navy confirms that the periscope and the command tower of the submarine "**Oklahoma City**" was damaged in a collision east of the Strait of Gibraltar. No one onboard the 110 meter long sub was hurt.

The Norwegian tanker, which can carry 87,000 tons of **liquid gas**, had just unloaded at Barcelona. The ship has a double hull, and the outer shell was damaged and the double bottom filled with water. The ship is now in the Gibraltar harbour for inspection.

MOVEMENTS



The tug **RUFUS CASTLE** taking position near the **RFA ARGUS** in Portland Harbour
14-11-2002

Photo : **Damian Lockie** ©

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The **AMADON TIDE** arrives at Cape Town – Photo : Capt Hans Bosch ©



The **SMITWIJS LONDON** arrived back from the Tyne (Bonga Transport) in Rotterdam
Photo : Piet Sinke ©

RIJNMOND WEATHER

Vooruitzichten van maandag t/m donderdag:

Aantrekkende wind!

Veel bewolking, ook af en toe zon en vooral morgen en donderdag kans op een bui. De zuidoostenwind zal langs de kust aantrekken tot windkracht 6.

| | MA-18 | DI-19 | WO-20 | DO-21 |
|----------------------|--------|-------|--------|--------|
| Maximumtemperatuur: | 10 | 8 | 8 | 10 |
| Minimumtemperatuur: | 6 | 5 | 3 | 6 |
| Zonnekans in %: | 20 | 40 | 30 | 20 |
| Neerslagkans in %: | 30 | 20 | 20 | 40 |
| Windrichting kracht: | ZW-2-4 | O-3-4 | ZO-4-5 | ZO-4-6 |

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)