

DAILY SHIPPING NEWSLETTER 2002 – 083



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EVENTS, INCIDENTS & OPERATIONS

Oil giants still hire cheaper, older ships

Big oil companies such as Shell, BP and ExxonMobil are continuing to charter ships of a similar age to the Prestige, according to statistics compiled by the Guardian with the help of a London shipbroker. While Shell and others are keen to trumpet their commitment to the environment, shipping industry experts say their records suggest they are mainly choosing vessels on the basis of price. Older ships are considerably cheaper to hire than modern ones.

A review of tankers hired by big oil companies in recent weeks shows that the big three companies, plus others such as Chevron Texaco of the US, Lukoil of Russia and Repsol of Spain, are all using elderly, single-hulled ships. Shell shows up more than others.

For instance, Shell hired the 24-year-old **Enalios** on November 3 to carry 80,000 tonnes of oil from the Baltic to Singapore, while on October 23 it chartered the 24-year-old **Aptera M** to carry a similar cargo to Singapore. Meanwhile BP on November 8 chartered the 22-year-old **North Sea** to carry 80,000 tonnes from Mina al Bakr in Iraq to the Mediterranean.

Shell said last night that it vetted vessels more than 15 years old under a strict regime. This looked in detail at maintenance standards and factors such as steel corrosion. BP and Exxon Mobil also said they chartered tankers only after a rigorous safety process.

Deense loods: 'Prestige niet zeewaardig'

WNF wil APK-keuring



Een Deense loods die begin november aan boord van de tanker **Prestige** was, heeft met eigen ogen gezien dat het schip niet zeewaardig was en dat de bemanning regels overtrad. Hij vertelde dat in de krant Jyllands Posten van vandaag. J. Thuesen leidde de Prestige begin deze maand door de Grote Belt.

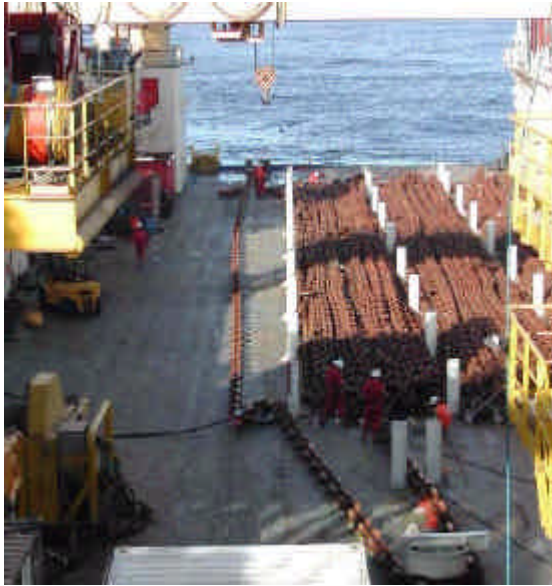
Hij constateerde dat de radar en andere instrumenten die kunnen helpen aanvaringen te voorkomen, defect waren. Volgens hem had het schip nooit toestemming mogen krijgen om uit te varen. Hij schatte dat de totale toestand van het schip kritiek was.

Thuesen vertelde dat de bemanning een jas over het radarscherm had gehangen omdat dat zulk schel licht gaf. Met de Griekse kapitein was volgens hem 'zeer moeilijk samen te werken'. „Het was zo dat hij of geen Engels sprak of echt seniel was."

Door de ramp met de Prestige is ongeveer driehonderd kilometer van de kustlijn van de Spaanse provincie Galicië vervuild geraakt met olie. Door de storm is een tweede olievlek op de stranden terechtgekomen. De opruimingswerkzaamheden zijn nog niet hervat vanwege het slechte weer.

Lidstaten van de Europese Unie moeten Europese schepen die gevaarlijke stoffen vervoeren periodiek keuren. Dat voorstel heeft het Wereld Natuur Fonds (WNF) gedaan naar aanleiding van het vergaan van olietanker Prestige op de Atlantische Oceaan. Ook de EU zei gisteravond de lidstaten de controle op schepen beter moet uitvoeren.

Om toekomstige olierampen te voorkomen wil het WNF dat de wereldzeeën alleen nog maar worden bevaren door schepen die daadwerkelijk veilig en zeewaardig zijn. „Wat ons betreft wordt zo spoedig mogelijk overgegaan tot een verplichte APK voor schepen die zich begeven in de Europese wateren, die varen onder Europese vlag of in het bezit zijn van Europeanen," aldus Carel Drijver, manager oceanen en kusten van de natuurorganisatie.



CSO DEEP PIONEER

By : Capt. Hans Bosch

The **CSO Deep Pioneer** departed from Capetown for the installation of the **Glas Dowr** in the Sable Field, the job is done in combination with the **CSO Constructor** and the **Pacific Brigand** for the tensioning, also the **Omega** is in the field on top of one of the wells

The **CSO Constructor** is installing at present the last wires and will return to Capetown to load a part of the flowlines, The **CSO Deep Pioneer** will proceed afterwards to West Africa.



The **PACIFIC BRIGAND** departs from Capetown



The **CSO DEEP PIONEER** departs from Capetown enroute the Sable Field

Smit chief hits back at Spanish claims



HEAD of Smit Salvage, [Hans van Rooij](#) has hit back at the Spanish government concerning allegations by the deputy prime minister Mariano Rajoy that the company was only keen to take the Prestige into a safe port in a bid to make money out of the disaster.

Mr van Rooij said: "I can't understand what they are saying, it just shows the lack of expertise on their side."

At the very first meeting with the Spanish authorities, the Dutch salvage company, based in Rotterdam, had suggested the Spanish find a safe haven because Smit did not want to 'jeopardise' the existing strength of the tanker.

"In the first instance, we knew Prestige was damaged in a certain way and five days in rough seas would threaten the integrity of the vessel and it would become more and more weak."

The request for a safe port was flatly denied. Smit had even been told in writing to tow the ship away from the Spanish coast.

Smit Salvage had used all of its years of experience when it made the request and felt the best option was to get the vessel to a sheltered area where the oil could have been pumped out in a controlled way.

Spain had asked for guarantees but it was never possible to provide 100% guarantees in these situations, he pointed out.

He expressed frustration that there was still no real policy to deal with these incidents. "It is always the Spanish and French that shout the loudest, yet it has been known for hundreds of years that there are disasters along these coastlines and it will happen again."

Greece distances itself from 'Prestige' disaster

GREECE is the latest country to distance itself from mounting accusations that European ship inspectors ought to have singled out the ill-fated [Prestige](#) prior to her break up off Spain.



Minister of merchant marine George Anomeritis acknowledged that one of the latest calls that the ship logged in the Paris Memorandum region was at the southerly Greek port of Kalamata. But he said "all necessary controls were carried out".

Facing questions in parliament, Mr Anomeritis stated that "the ship stopped at Kalamata port in transit, did not conduct any commercial acts and therefore she was not inspected."

He noted that there was not any kind of complaint filed against the ship.

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The tanker was last inspected in October by the Russian inspection authority and prior to that in Rotterdam in 1999.

Voicing his own regret over the pollution in Spain, Mr Anomeritis said vessels failing to comply with IMO and European Union standards on safety, quality, manning and environmental protection "should not be allowed to call at EU ports"

CASUALTY REPORTING



A Civil Protection officer watches the Liberian-registered container vessel '**Vantage**' being maneuvered by tug boats into Malta Freeport in Birzebbuga Bay after running aground on November 21, 2002. The 294 meter long vessel ran aground on the opposite side of the bay in heavy seas, but is believed to have suffered no serious damage. No crew members were reported injured. The exact cause of the incident remains unknown

VANTAGE (LIBERIA)

Valletta, Nov 21 -- C.c. Vantage grounded at the bow in eight metres of water, outside the turning basin, with water depth of 17 metres at the stern. Vessel refloated by deballasting and then a combination of its own and tug power. --

SHIPYARD NEWS

President Marine Delivers First Of Two Asd Tugs To Rimorchiatori Napoletani

President Marine Pte Ltd. has recently delivered the first of two motor tugs to its Italian client Rimorchiatori Napoletani SRL of Napoli, the biggest tug operator in Italy, at its Pandan yard in Jurong.

Mr Gianni de Domenico, Chairman of Rimorchiatori Napoletani SRL and the Lady Sponsor Mrs Eva Gargiulo Scarpati were there to grace the Blessing and Christening ceremony, the tug was named **AANACAPRI**".

Vuyk Kenton Singapore Pte Ltd, an established naval architect consultant designed the 32m ASD Tugs which are RINA Class to comply with the Italian Port requirements.

ANACAPRI is powered by 2 x 2,200 hp main engines and achieved a maximum speed of 13 knot during sea trial.

President Marine, a privately owned shipyard was incorporated in 1977. It has, over the years delivered more than 260 vessels from the rudimentary flat top barge to harbour tugs, Crew boats, Ferries, landing crafts, Product tankers, Bitumen tanker, Anchor Handling/Supply vessels and the latest newbuildings are two purposed-built 75m Salvage/Towing tugs for Semco.

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President Marine has earned extensive international accolades for quality and customer satisfaction. It has served local clients as well as clients from Malaysia, Philippines, Middle East, Europe Latin America and Papua New Guinea.

Being strategically located between Singapore's Eastern and Western Anchorages, it occupies an extensive area with a 450-metre water frontage and has a massive fabrication area exceeding 10,000 square metres.

President Marine owns an impressive range of equipment comprising heavy cranes with lifting capacities of up to 300 tonnes, flanging and shearing machines, generators up to 400 KVA, a rolling machine, air-compressors, plate-bending machine, auto-cutters, welding and transformer sets. All these plus efficient manpower ensures smooth work flow.

Mr. K. K. Ang, Managing Director of President Marine said, "We pride ourselves for our technological vantage, as well as our horizontal expansion into off-shore operations, ship husbanding, agency services, vessel chartering, hiring of equipment and submarine cable-laying."

"Our greatest strength comes from our strong management team and skilled crew, we try harder to reach out further into the international market, with a singular aim to give our marine industry that added boost."

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Actie tegen verhoging loodsgeld

De loodstarieven voor schepen die Nederlandse havens aandoen, dreigen erg uit de pas te gaan lopen met die voor Vlaamse havens.

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De Nationale Havenraad wil dat minister De Boer van Verkeer en Waterstaat daarom een aangekondigde verhoging van de loodsgelden in Nederland verbiedt.

De Rotterdamse haven komt nog het beste weg. Daarvoor is een verhoging voorgesteld van 1,9 procent, terwijl voor andere havengebieden, waaronder Vlissingen en Terneuzen, is ingezet op een stijging met 3,5 procent. De loodsdiensten in Rotterdam draaien winst, die in Zeeland verlies. Voor Rotterdam is het echter onverteerbaar dat in Vlaanderen, met de grootste concurrent Antwerpen, de loodstarieven met 1 procent omlaag gaan. En die tarieven zijn al lager dan in Nederland, onder meer omdat de kosten van loodsbotten niet worden doorberekend

STENA BRITANNICA



The brandnew **STENA BRITANNICA** during builder trails, this vessel will replace the vessel with the same name at the Hoek van Holland – Harwich route. **Photo's : via Rob de Visser**



Petroplus wishes to increase its stake in Tango

Petroplus International wishes to increase its stake in the Tango unmanned filling stations from less than 75 per cent to 95 per cent by acquiring the shares held by the Van den Donk family.

Petroplus is also in negotiations to take over the Dutch oil trader Gedo from the Van den Donk family. Gedo currently supplies all Tango stations in the Netherlands and Belgium. Petroplus expects to have to

pay the Van den Donk family up to 14.5 million euros for the two transactions combined, 6.4 million euros of which will be in the form of shares. Furthermore, the oil company has plans to take over Nynas Petroleum's Antwerp refinery, which is part of the Nynas Petroleum Group, for 22 million euros. The refinery is adjacent to a Petroplus production site. Long-term contract. On the other hand, Petroplus is considering selling its Swiss bitumen activities to Nynas Petroleum, also for approximately 22 million euros. A long-term contract has been signed for supplying Nynas with bitumen from the Petroplus Cressier refinery. The oil company booked a net loss of 16.6 million euros in the first half of this year. The Rotterdam oil company expects the result to improve slightly in the third quarter.

NAVY NEWS

Hr Ms WALRUS



Hr Ms WALRUS moored in the port of Dubai for some rest & recreation after patrolling the Persian Gulf.

Below : **Harald Libregs**, the commanding officer of the **Walrus** looks through the periscope during a patrol.



The frigate **Hr Ms van Nes** also moored in the port of Dubai, the **van Nes** departed from Den Helder naval base October 28th and is a present accompanying the **Walrus** in the Persian Gulf.

FRIGATE'S FOR SOUTH AFRICA

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Top : drawing of the new **MEKO A-200 SAN** Frigate



The first of the four **Meko A-200 SAN** frigates **F 145** for South Africa during the undocking at the Blohm & Voss yard June 2002

MOVEMENTS

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The **FAR SOVEREIGN** arrived in the port of Rotterdam Wednesday morning

Photo : Jan Simons ©



The **JADE FISH** of Seacor moored in Capetown – Photo : Capt Hans Bosch ©

RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

Vrij zacht!

Af en toe zon en meestentijds droog. Op maandag bewolkt en enige tijd regen.

	ZA-23	ZO-24	MA-25	DI-26
Maximumtemperatuur:	10	10	9	9
Minimumtemperatuur:	6	6	6	7
Zonnekans in %:	40	40	10	20
Neerslagkans in %:	30	20	60	30
Windrichting kracht:	ZO-3-4	ZO-3-5	OZO-3-5	Z-3-4

.... STORY OF THE DAY

Just how big can mega ships be built?

**Heights of bridges, depths of
waterways, limit their size**

THE **Shanghai Express**, with a length overall of 320 metres, is longer than the Eiffel Tower is tall. She is broad in the beam - measuring 43 metres across - and carries up to 7,506 TEU (Twenty-foot Equivalent Units) in rows stacked 17 containers wide.

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A member of the exclusive Hamburg Express Class of container vessels, she and her sister ship, **Hamburg Express**, built a year earlier in 2001, are the largest box carriers afloat, pipping the previous record-holder, the 6,600 TEU 'S' Class vessels operated by Maersk Sealand.

But plans for the next generation of floating giants are already on the drawing board. These leviathans, according to naval architects, will be up to 30 per cent larger, measuring as much as 450 metres in length overall (LOA) and capable of loading 10,000-12,000 TEU in rows of up to 22 containers across.

Since containerisation became the standard means of shifting non-bulk cargoes around the world, the average box ship size has increased more than three-fold from little more than 2,000 TEU in the mid 1970s.

In comparison with the present-day fleet of Ultra Large Crude Carriers (ULCCs) even the proposed new 'mega vessels' containerships are relatively modest in size. But containerships face a very specific set of constraints.

If containerships were merely to circle the ocean depths, size limits would be irrelevant. But the main trade routes are a function of the world's leading markets. The major producers are in Asia, particularly China. The bulk of consumers are in western Europe and North America.

As Thomas Ward, Principal Terminal Planning and Analysis of the JWD Group, points out: the major freight routes of the early 21st Century tend to move between South Asia, South-east Asia, East Asia, the Mediterranean, northern Europe and the east coast of the USA, via the Suez Canal.



Therefore the waterways and approaches to these major markets have to be taken into account.

The Panama Canal is already out of bounds to containership in excess of around 4,000 TEU, a limit breached in the mid-1980s and

overcome by a logistical solution.

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Ship operators send smaller feeders through the canal, serving the big ships that sail the world's major waterways, the Pacific and Atlantic oceans, and call at hub ports, capable of servicing these giants. But other waterways are not so easily bypassed.

The Malacca Straits

A future generation of containerships on the computer screens at Delft University of the Netherlands has already been dubbed the 'Malacca Class' in reference to the depth of the Malacca Straits - the world's second busiest commercial shipping land (the Dover Straits off Britain is No 1). The depth of the Malacca Straits varies from over 70 to less than 10 metres. The main through channel is about 23 metres deep, imposing a draft limit on the new mega ships.

Approximately 800 km long, the straits form the shortest trade route from the Indian Ocean to the South China Sea. Ships would otherwise have to pass through Indonesia's Lombok Straits, a far longer route that can add about two days to the trip from East to West.

The Suez Canal



At present, the main channels of the canal are dredged to a depth of about 20 metres which is more than enough for even the biggest of the potential ships on the drawing board. It can accommodate ships with a beam of up to 64 metres and a maximum draught of 16 metres.

Connecting the Mediterranean Sea to the Gulf of Suez and then to the Red Sea, the canal is 163 km long, and has a width of a maximum of 60 metres. It cuts through three lakes: lake Manzala in the north, Lake Timsah in the middle and the Bitter Lakes further south. The Bitter lakes make up almost 30 km of the total length of the artificial waterway.

In 1858, French engineer, Ferdinand de Lesseps, acquired the rights from his friend, Said Pasha, Viceroy of Egypt, to build a canal. On Nov 17, 1869, the Suez Canal was opened with great ceremony at the northern terminus, Port Said, which was named for Said Pasha. The 19,950-km voyage from London around South Africa to Bombay, India, was shortened to 11,670 km.

The Suez Canal, although twice the length of the Panama Canal, was easier to construct because the terrain is flat and requires no locks and because much of it was dredged through lakes.

Ships move through the canal under their own power, but larger vessels must be accompanied by a tug. The trip takes roughly 12 to 18 hours. To prevent accidents, vessels must travel in convoys at fixed speeds, fixed intervals, and fixed distances between passing ships. Convoys going in opposite directions are usually timed so they will pass each other in the Great Bitter Lake where there is long double channel.

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Daily movements comprise two convoys from south to north and one convoy from north to south, with a maximum total of 80 vessels a day. Yearly traffic numbers about 20,000 ships.

Height

The important aspect here is the height of bridges at the approaches to the world's major ports versus the ship's air draft - the distance from the waterline to the highest point on the ship. The master must be able to see over the tier of containers.

The maximum air draft on present-day containerships is around 40 metres (including the radio masts) - which is dangerously close to the draft of some bridges spanning the approaches to major ports, including the Gerald Desmond Bridge in Long Beach, California and the Bayonne bridge in New York.

This is less than the **Titanic**, which from the top of the funnel to the keel, measured 175 feet or 53 metres. The new passenger liner, **Queen Mary 2** will feature 17 decks and tower 200 feet or 62 metres above the waterline, equal to the height of a 23-storey building. The overall height will be limited by the need to pass under the Verazano Narrows bridge. With a clearance of 215 feet (6 metres), the suspension bridge connects New York's Staten Island to Brooklyn.

Bridges over principal shipping lanes are being built higher. The draft at the new bridge over the Suez Canal is 65 metres and the bridge over the Bosphorus is 62 metres. But these are unusually tall.

Container stacking height

The ship's draft is limited by the stacking height. The maximum configuration at present is seven high above the deck and nine to 10 below deck. But these must include some empty boxes to limit the maximum down and dynamic weights given the stresses and strains imposed by the motion of ocean waves and currents.

The trend over time recently, has been to make ships wider in the beam rather than longer. However, naval architects say the limits of width are approaching and it is inevitable that ships will start to get longer as they grow in size.

Ships at sea face a whole series of stresses and strain. However, these are divided into two main factors: Static weight, which is the weight of the cargo bearing down (gravity) and Dynamic weight resulting from the motion at sea.

Over time and distance, waves can generate immense rolling forces. In the Atlantic, an average wave can be about 6 metres tall, 180 metres long and reach speeds in excess of 60 kmh, generating huge and varied stresses on a ship ploughing through water.

Economics

The primary reason why bigger equals better is due to the economies of scale achieved by moving more boxes per voyage. The per container cost on a 4,400 TEU vessel, for example, is about half that of a 2,500 TEU vessel. The unit costs of a 6,000-plus TEU ship over a 4,400 TEU vessels are about 10 to 15 per cent lower.

But in order to achieve these savings the ship must keep moving and keep turnaround times to the minimum. The greater the value of the cargo (due to carriage of more boxes), the costlier the delay.

Speed

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While military vessels can reach sustained speeds in excess of 37 knots, and the new mega passenger ships can cruise at nearly 30 knots, the speed range of the big new container ships remains at only 25-28 knots. This is function of fuel economy.

At present, containerships are powered by a single engine, propelled by a single screw or propeller and fuelled by bunkers - - the cheapest product in the petroleum cracking process. Bunker, or marine diesel, is well down the chemical chain from the more refined and thus purer products such as aviation fuel or the gasoline products that drive cars.

To increase speed would required double engines or double screws, increasing costs exponentially and cutting into the savings achieved by carrying more containers per voyage.

Until recently, higher speeds were achieved by increasing the size and efficiency of the screw (propeller). But engineers say screws are now testing the envelop of size, measured in terms of material strength and propeller hydrodynamics. Which begs the question: Just how big can these ship get? Are they reaching their technological limits?

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)