

DAILY SHIPPING NEWSLETTER 2002 – 086



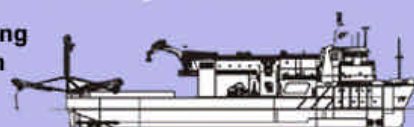
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**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Spanje legt schuld olieramp bij Smit



Spanje heeft de schuld voor de olieramp door de ondergang van de tanker Prestige in de schoenen geschoven van de Nederlandse berger Smit. Volgens de Spaanse minister van Milieu, Jaume Matas, is de enorme milieuvervuiling op zee en langs de kust van Galicië te wijten aan de bergingsmaatschappij.

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De bewindsman zei zondag in het dagblad La Razón dat de Spaanse overheid niets valt te verwijten. De bergers lieten de olie wegstromen. Het besluit van de regering de Prestige zo ver mogelijk van de kust te laten slepen was kordaat, afgewogen en op basis van technisch en wetenschappelijk advies, aldus Matas. Volgens hem heeft de regering een ramp van nog veel grotere omvang voorkomen.

Olie overpompen

Smit legt de kritiek naast zich neer. "Dit soort dingen gebeurt nu eenmaal met een lekkend schip op volle zee", aldus een woordvoerder. Smit klaagde eerder dat Madrid om politieke redenen de zinkende tanker Prestige ver op zee liet slepen. De bergingsmaatschappij had het schip liever naar een baai gesleept om in rustig water de olie te kunnen overpompen. "Dan had er ook wel olie gelect, maar gecontroleerd. Bovendien hadden we dan waarschijnlijk ook het schip kunnen redden", stelde de Smit-zegsman zondag.

Zware slag voor visserij

Volgens de Griekse kapitein van de Prestige, Apostolus Magouras, verging de tanker dinsdag nadat er een gat in de romp was geslagen door een rondrijvende container. De Spaanse autoriteiten hielden de kapitein aan omdat hij volgens hen onvoldoende meewerkte om zijn schip drijvende te houden. Magouras ontkent dat ten stelligste. "Ik heb mijn leven gewaagd om de slepers en bergers te helpen", aldus de kapitein. De Prestige verloor volgens schattingen tussen de 10.000 tot 20.000 ton olie. In het noordwesten van Spanje is inmiddels 300 tot 500 kilometer kustlijn vervuild. Daarmee is een zware slag toegebracht aan de regio, die voor een groot deel op de visserij leunt.

Olivlekken

Portugese en Spaanse autoriteiten bevestigden zondag dat er opnieuw olie uit de tanker vrijkomt. Spanje sprak eerder nog de hoop uit dat de resterende 50.000 tot 60.000 ton olie in de tanker op de bodem van de zee zou blijven. Zeker vier grote olivlekken drijven op zee waarvan er twee de kust dreigen te bereiken. Naa aanleiding van de ramp gaan Spanje en Portugal de Europese Unie vragen de vaarroutes langs hun kusten verder op zee te leggen. De bestaande drukke vaarroute langs het Iberisch schiereiland moet veel verder dan de huidige 3,7 kilometer van de kust gaan lopen, vinden Madrid en Lissabon.

Farstad comments on market



Norwegian OSV operator Farstad says demand for supply vessels in the North Sea continued to increase during the third quarter of 2002 compared to the first and second quarters, but says demand was approximately 3 per cent lower than for the same period last year.

In spite of delivery of several newbuildings the number of vessels in the North Sea fleet has decreased since last year and markets outside the North Sea continue to absorb the growth in the worldwide fleet.

Statistics for the total North Sea tonnage show an average utilisation of 91 per cent for the first six months, compared to 94 per cent for the same period in 2001. The average for the third quarter was 94 per cent compared to 96 per cent for

the third quarter last year.

The anticipated tightness in the market - with higher spot rates in the North Sea - did not materialize during the second or third quarter. This was primarily due to a lower activity than expected, reported the company. In addition some of the oil companies probably had too many vessels on long-term contracts. The result has been that surplus tonnage has been re-let to other oil companies or employed in the spot market.

Activity in markets outside the North Sea looks likely to increase next year, says Farstad, and activity in the North Sea looks likely to increase a little too.

Cal Dive terminates interest in DSND

Cal Dive International (CDI) in the US has confirmed that it made an offer to the DSND Board to acquire the share capital of DSND.

The offer was rejected and no discussions were held between the companies.

The recently announced refinancing plan by the DSND Board alters the capitalization of the company and shareholder issues to the point that Cal Dive has no interest in DSND Inc.

As a result, Cal Dive will not submit another offer.

Owen Kratz, Cal Dive Chairman and Chief Executive Officer, stated, "The offer to DSND was made as an alternative to refinancing options for their Board to consider. Cal Dive's strategic plan could have had compelling value for both shareholder groups. Cal Dive has added significant assets in recent years that command our full focus and we have no interest in being distracted by a hostile situation."

Sea Eagle FPSO to commence production offshore Nigeria

In December, production is due to start from the floating production unit Sea Eagle, Nigeria's first newbuild FPSO.

The FPSO will initially collect oil from 20 wells in Shell Petroleum Development Nigeria's EA field in shallow waters off Niger Delta.

The gas will be transported via pipelines to the Bonny Island Nigeria LNG plant.

Production is expected to reach 140,000 b/d of oil and 100 MMcf/d of gas by 2003.

Portugal says leaks from sunken tanker slowing

Oil leaks slowed on Sunday from a storm-damaged oil tanker that sank off Spain last week, polluting hundreds of kilometres (miles) of coastline, the Portuguese navy said.

Captain Augusto Ezequiel, technical director of the navy's Hydrographic Institute, said an overflight by navy aircraft showed only slight traces of oil in the area 220 km (135 miles) off northwest Spain where the tanker Prestige sank on Tuesday.

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The Presitge, a 26-year-old, single-hulled tanker, broke up and sank after spilling nearly 11,000 tonnes of fuel oil. Its original 77,000-tonne cargo was twice the amount of oil spilled when the Exxon Valdez ran aground in Alaska in 1989, creating an environmental disaster.

"There is an area of about four or five km (2.5 or three miles) a side where there are very insignificant signs or traces of fuel oil," Ezequiel said. "That would indicate that the upwellings are tending to lessen, that the quantity of fuel oil that is coming to the surface is less." He added that the small slicks suggested the oil was beginning to stabilise in the frigid depths of the Atlantic.

Spain had disputed early Portuguese navy's reports that the tanker was still leaking. Deputy Prime Minister Mariano Rajoy said on Saturday there was only a thin film of oil where the tanker went down.

A Portuguese warship, along with ships from the Netherlands and France, is also monitoring a slick about 10 km (six miles) on a side some 125 km (80 miles) off Spain's Cape Finisterre, Ezequiel said.

CLOSER CONTACTS

Portugal's Foreign Minister Antonio Martins da Cruz said he had proposed to Spain that the two countries set up more formal contacts to help prevent more wrecks like that of the Prestige.

"All of us have the idea that in the first hours there were some malfunctions, perhaps because either on one side or the other the technical responsibilities were not well identified," he told private TSF radio. The Prestige was holed in a storm off northwestern Spain 11 days ago. Tugs towed it out to sea for five days before it broke into two and sank on Tuesday in seething Atlantic waters.

A Portuguese warship turned back the ship when it tried to enter Portuguese waters. Portugal and Spain also barred the Prestige from their ports. Oil from the Prestige has led to a ban on fishing along nearly 500 km (300 miles) of Galician coastline, killed or polluted hundreds of seabirds and endangered the area's rich shellfish resources, vital to the region's economy.

Spain stepped up its cleanup efforts on Sunday. The number of people cleaning up the sludge coating 136 beaches reached 600 as volunteers were drafted in and will rise to at least 1,000 in the next few days, the government said. Some 1,245 tonnes of fuel oil have so far been picked up from Spanish beaches, out of the 11,000 tonnes that the government estimates leaked from the Prestige.

VACUUMING UP OIL

A break in the storms that have pounded the Galician coast for several days allowed specialised ships to get to work vacuuming up some of the oil on Sunday. Spanish, French and Dutch cleanup ships were working about 150 kms (90 miles) off the Spanish coast, where the slick has broken into about 100 fragments in an area 19 kms by 29 kms.

Ships from Germany, Britain, Belgium and the Netherlands are due to join the effort this week. Some 25 kms of floating barriers are in place to try to stop new slicks reaching Spanish shores and that length will nearly double with promised aid from the European Union, officials said. Spain's Development Ministry said on Saturday there remained a grave risk that the coast could be contaminated by the new slick, but the government said on Sunday the risk that the slick would hit Portugal or so far untouched areas of southern Galicia was diminishing.

Steady winds from the southwest have kept the oil from Portugal's fishing grounds and coast, whose beaches are a major draw for the 12 million tourists that visit each year.

CASUALTY REPORTING

Burning tanker: Fear of blast



A tanker carrying 20 000 tons of liquefied petroleum gas caught fire in Chinese waters east of Hong Kong on Sunday, risking a huge explosion, authorities said, though the wind drove flames away from the ship's cargo area.

The crew of 34 on the Panamanian-registered gas carrier "**Gaz Poem**" was rescued and there were no casualties after fire broke out in the engine-room of the vessel, about 40km from Hong Kong and far from

residential areas, authorities said.

"If the fire was to keep burning with 20 000 tons of liquefied petroleum gas, there would be a major, major explosion," Captain Ravi Dewan, head of the Maritime Rescue Co-ordination Centre, told reporters.

The incident comes less than a week after a tanker broke in half and sank off the northern coast of Spain, spewing out an estimated 11 000 tons of fuel oil, and taking down with it roughly six times that.

Firemen from Hong and China battled the blaze on the "**Gaz Poem**", but Dewan said he expected it to burn for some hours yet, after raging for more than half a day.



The fire broke out in the engine room in the early hours of Sunday, a Maritime Search and Rescue spokesperson said. Local television showed footage of flames licking the superstructure.

The vessel had left Hong Kong on November 20, headed for the southern Chinese port of Yan Tian.

"The fire is still on, but luckily in the back part of the ship, away from the cargo area," Dewan said. "The head of the ship is into the wind so the wind is pushing the fire back to the back side rather than towards the cargo area."

Dewan said the ship was "very far away" from the Daya Bay nuclear power plant in southern China, or any residential area.

"We are keeping everybody far away from the ship," he added.

Ship, Tanker Collide Off China Coast

A Chinese ship collided with a Maltese-registered oil tanker, spreading an oil slick across a swath of the Bohai sea, state media reported Monday.

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The collision took place early Saturday about 25 miles east of the northern Chinese port city of Tianjin, the official Xinhua News Agency reported in a story posted on its Web site.

No one was injured. The Tianjin Maritime Bureau sent seven vessels to clean up the spill at the accident site, the report said.

Preliminary inquiries indicate the **Tasman Sea** tanker, which was bound for Tianjin carrying 80,000 tons of oil, was anchored off the coast when the accident took place, the report said.

As a result of the collision, an oil slick 2.5 miles long and 1.4 miles across spread from the damaged tanker into the Bohai Sea, the report said. It was not immediately known how much of the oil had spilled.

The Chinese ship, **Shunkai No. 1**, had just left the port when the accident took place. The collision "seriously damaged" the bow of the Chinese vessel causing it to take on water. However, the vessel was in no danger of sinking, the report said.

The collision was the second major accident reported in Chinese waters in the past few days. Officials in Hong Kong said Monday that firefighting teams were attempting to douse a blaze on board a liquefied petroleum gas tanker in the South China Sea.

Rough seas were hampering attempts to put out the fire aboard the Panamanian-registered **Gaz Poem**, which was carrying 20,000 tons of liquefied petroleum gas.

SHIPYARD NEWS

Dutch round on their government

DUTCH builders and ship owners have strongly criticised their government for failing to show consistency and clarity as regards maritime legislation. The issue of an anti-fouling solution following the phasing out of TBT-based coatings is now a real concern to both sectors.

Rob Wildschut, MD of Koninklijke Niestern Sander in Delfzijl, told Fairplay his yard had towed a tanker under construction to a German shipyard 25 km away in order to coat it with an alternative anti-fouling. This operation cost euro 50,000, he said. "We were tempted to fill in false specifications for anti-fouling, which might have been allowed under Dutch law, but we feared the consequences, starting with a fine of at least euro450,000." Shipbuilders' association representatives said lack of clear legislation had forced Van der Giessen-de Noord to have the ferry **Mont St Michel** coated against algae at a French ship yard – "at a multiple of euro 50,000" – after which the vessel had to be towed back to Rotterdam for further construction. The Dutch government is due to be replaced on January 22 after losing an election; the current caretaker administration is adopting virtually no new policies.

Hanjin mulls Masan yard sale

KOREAN shipbuilder Hanjin Heavy Industries is planning to sell Masan yard (formerly known as Korea Tacoma) which is being used to fabricate blocks. The yard, which is equipped with three building berths and a slipway, was used to build naval ships before Hanjin acquired the yard in March 1999. The Korean government has charted out plans to develop Masan into a free trade area. "If terms and conditions are met, Hanjin may sell Masan facility," a Hanjin spokesman said.

Chantiers expects new orders 'soon'



PATRICK Boissier, chief executive of Alstom Marine, is confident that Chantiers de l'Atlantique will soon win new orders for cruise vessels and possibly other ship types. Responding to growing fears of unemployment in the research and development department and in the hull division within six months, Boissier said: "We have ships to deliver until 2005. The cruise industry is in better shape and operators needing new ships by, say, 2006, will have to place their orders very soon. Whether in three months, six months or a year is hard to say, but new orders will come, for sure." The yard

has not won a cruise ship order since late 2000, and P&O Princess Cruises recently dropped its option for two 2,390-passenger-capacity vessels at the yard, but Chantiers is said to be holding talks with cruise operators that could result in new orders very soon. On November 15, Chantiers launched the luxury 550-berth [Crystal Serenity](#), being built for NYK subsidiary Crystal Cruises.

AMFELS delivers ENSCO rig

AMFELS shipyard in the US has delivered the self-elevating mobile offshore drilling unit [Ensco 105](#) to a subsidiary of Ensco International.

The rig is a KFELS MOD V 'B' class and is the second new generation deep-well unit to be completed to date. The first, Chiles Discovery (now re-named Ensco 104) was built and delivered in by AMFELS' parent company in Singapore in March this year.

VT Haltermarine wins \$10.2 million order for OSV

VT Halter Marine has disclosed its first newbuilding order since acquisition of the former Halter Marine by Singapore Technologies.

The contract is for an OSV for an undisclosed owner and is worth in excess of S\$18 million (US\$ 10.22 million). The contract also includes options for six additional vessels which, if exercised, could bring the total contract value to exceed S\$ 120 million (US \$68 million).

The 220 ft x 46 ft x 17 ft OSV has a liquid-mud capacity of 4,700 barrels and a dry bulk mud capacity of 8,420 cubic feet. The main-propulsion system consists of two, 2,000 hp Z-drives. The vessel will be equipped with an automated cargo-control system and a dynamic-position system. It will be classed by ABS and U.S. flagged for international service.

The vessel is expected to be delivered in approximately 13 months.

Korean yard names shuttle tanker for Ugland Nordic

Samsung Heavy Industries in Korea has named a new 93,000dwt shuttle tanker for Ugland Nordic Investment. The [Petro Nordic](#) is the first of two shuttle tankers ordered in June 2000.

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DOF acquires a MT6009

District Offshore (DOF) ASA in Norway has entered into an agreement to purchase an offshore supply vessel that it currently under construction at Myklebust Verft AS shipyard in Norway. The vessel will be delivered in December 2003. The ship is an **MT6009 design PSV**, which is some 73.5m overall, with a deadweight of about 3,300 tonnes. The ship will be the first ever medium sized vessel, in this region, equipped with diesel-electric propulsion, an environmentally friendly solution which is expected to achieve a fuel saving of approximately 30 per cent, compared to similar sized conventional ships. This saving has been proven on larger DOF owned vessels of MT design.

Presently, DOF has not signed any charter contract for this vessel, but has options to employ her via existing contracts. The management also foresees good possibilities to employ her in new contracts in the North Sea region, as well as globally.

STENA LINE

Last Friday evening the newly painted **STENA TRANSPORTER** arrived back in the Europort from the yard in Poland, and the **IDEWAY** discharged her cargo only on Saturday morning and departed also for Poland for the renaming operation, the **TRANSPORTER** took over the schedule of the **IDEWAY**.



At the photo is the **IDEWAY** departing for Poland passing the **STENA TRANSPORTER**

Photo : Rob de Visser ©

Midnight Express conversion delayed by shipyard selection process

Torch Offshore in the US says the process of selecting a shipyard for the conversion of the **Midnight Express** has been delayed, but remains a major priority of the company.

"Negotiations with a few select shipyards are in their final stages and discussions with financial institutions for the financing of the vessel have commenced," said the company.

"We expect to announce a final decision concerning the selection of the shipyard once all of the negotiations have been completed. The announcement of the financing arrangement should follow shortly thereafter," said Torch Offshore.

On conversion, the Midnight Express will be a 520ft multipurpose DP-2 vessel capable of subsea development and working in various water depths, including the deepwater arena. The vessel should be ready for work in the fourth quarter of 2003 or early part of 2004.

"We have been extremely careful in the shipyard selection process for the Midnight Express to ensure that the company is selecting the right shipyard for this conversion job. We have spent countless hours discussing various aspects of the contracts internally, and with shipyard officials, government officials and lenders as there are various aspects of the conversion and financing plans that must be considered," said Torch.

"This delay in the shipyard selection process should only delay us to the fourth quarter of 2003 or early part of 2004 for delivery of the vessel. We are excited about the conversion process and the outlook of the deepwater market for the Midnight Express at that time," said the company.

Stena's new route performing well



Top : The **STENA TRANSPORTER** in her new "STENA LINE" colours, the **TRANSPORTER** is the former P & O **PRIDE OF FLANDRES** which sailed also for a short while under the name **FLANDRES**
photo : Rob de Visser ©

STENA Line lifted the number of freight units carried on its North Sea services by 30 per cent in the ten months to October 31. The increase follows two months of operations of its new Harwich-Rotterdam route, regional freight manager Frank Nieuwenhuys told Fairplay today. "I'm sure we are close to having all the [P&O North Sea] business, even though we didn't have access to [P&O's] customer information," he said. Stena purchased three P&O vessels operating from Felixstowe to Zeebrugge earlier this year and transferred them to the new route when P&O closed its Zeebrugge service. Nieuwenhuys said the line is now offering seven sailings a day in each direction, which was a similar frequency to that posted on the Dover-Calais route. Although that run is shorter, it is further from shippers in the UK's north and midlands regions. Regarding recent threats of terrorist activity, Nieuwenhuys said the line and the ports served are on a heightened state of awareness, but there has been no delay to sailings.

Ferry operator files for bankruptcy



SWEDISH freight ferry company **Botnia Link**, operating a service in Kvarken, the narrowest point in the Gulf of Bothnia, has filed for bankruptcy after a long spell of financial trouble. The company located in Harnosand, had used the 13,700-GT passenger/freight ro-ro **Transparaden**, chartered from Engship in Turku, Finland, on its service between Harnosand, Vaasa and Umea. The service faced competition from RG-Line, which operates

a passenger ferry between Vaasa and Umea. Freight volumes have been low and the business has struggled for most of its short existence. Botnia Link started operations after Silja Line withdrew from the region, following the abolition of duty free sales in 1999

Note of the editor : the Transparaden is the former ROSE BAY which sailed in charter for STENA at the route Hoek van Holland – Harwich.

Viking cuts jobs as duty-free goes



VIKING Line, the Åland Islands cruise ferry group, is to axe more than 30 jobs at its call centre in Helsinki ahead of Estonia's membership of the European Union, which will greatly reduce the company's operations from the Finnish capital. The company had decided earlier to

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reposition its largest vessel, the 46,300-GT **Cinderella**, to a 20-hour cruise service between Stockholm and Mariehamn, capital of the Åland Islands, which are outside the EU's tax regime. Its place on the Helsinki-Tallinn service will be taken by the 16,000-GT **Rosella** which, according to Viking Line director Boris Ekman will mainly cater for the transport rather than leisure sector of the business. Viking Line operates an overnight service to Stockholm from Helsinki via Mariehamn in addition to its Tallinn service, and a small team will remain at Helsinki to handle group bookings. It wants individual passengers to use the Internet to book their tickets. Estonia and several other countries are expected to join the EU in May 2004.

Havila Supply provides update on fleet



Top : The **HAVILA CHARMER** in Kirkenes during the Kursk salvage – Photo : Piet Sinke ©

Havila Supply says it currently has at its disposal a fleet of 24 vessels and a newbuilding contract (RRV UT 527) with delivery due mid November 2003 (this vessel will go directly into a ten year charter with Norsk Hydro Produksjon AS, and after the fixed period the charterer has an option for three two year periods).

The Havila Supply fleet consists of eight AHTS, seven PSVs, seven multipurpose vessels and two cable laying vessels. One of the anchor handling vessels, MV **Havila Chieftain** is hired in on a bareboat contract, with purchase option after 3, 5 and 8 years, first option 5th January 2003.

Island Offshore II KS/AS which owns MV **Havila Crown** has ordered two anchor handlers of the UT 722 LX design at Langsten AS. Delivery of these vessels will be January and March 2003 respectively. The Havila Supply Group owns 24.5 per cent of this company and has the management for the three vessels in Island Offshore II KS/AS.

For the remainder of the year 2002 approximately 82 per cent of the fleet is engaged on term contracts, whilst the average contract coverage for year 2003 is approximately 65 per cent. The value of the company's contracts is more than NOK 1,450 million, which represents the highest contract coverage and contract value in the company's history.

Havila says this reflects a strategy related to stabilising income and not being that dependent on the North Sea spot market.

Thales wins SMIT construction support contract

Thales GeoSolutions has deployed its new DP11 vessel, the [Highland Navigator](#), to the Djeno field, West Africa to complete a significant contract recently won with SMIT Terminals West Africa Ltd.

Voyaging across the equator for the first time and having recently arrived in Luanda, West Africa, the vessel is currently mobilising SMIT Terminals' saturation and air diving spreads. Offshore operations with SMIT are expected to continue with sub-sea support activities through to the end of October of this year.

A recent addition to the Thales GeoSolutions' fleet, in March this year, the [Highland Navigator](#) is a high-quality, versatile platform, comprehensively equipped with ROV and survey systems and is currently available for a variety of projects in West Africa on completion of the SMIT Terminals support work.

Since its introduction, the vessel has had a busy and successful season in the North Sea. Performance on a variety of offshore construction support roles has already gained the vessel a very good reputation within the industry.

Commenting on the latest contract success, Martin Berry, Thales GeoSolutions' regional director for Europe and Africa, said: "This project is an excellent example of where the Group provides added value for its customers. In this case, Thales GeoSolutions ROV and Construction centre of excellence in Aberdeen working closely with the regional office in Cape Town to provide a quality solution to a valued customer."

Technip-Coflexip and Subsea 7 win trunkline contract in Australia

Technip-Coflexip and Subsea 7 have announced that their Australian subsidiaries Technip-Coflexip Oceania and Subsea 7 (Australia) Pty Ltd have been awarded a contract by Woodside Energy Ltd for the subsea installation part of the Trunkline System Expansion Project.

The Joint Venture contract, worth around US \$55 million, is for the subsea offshore works associated with the new second trunkline from the Goodwyn and Rankin gas condensate fields on the North West Shelf. The second trunkline will facilitate an increased production from existing and potentially new fields in the area.

The scope of work includes the tie-in of Woodside's second trunkline into the existing infield facilities near the North Rankin A platform, via hyperbarically welded and flanged spoolpieces and a 350Te valve manifold. The second trunkline work also includes the dewatering and conditioning of the trunkline and stabilisation of the trunkline by installation of approximately 900 concrete gravity anchors. Following start up of the second trunkline, extensive pipeline system modifications on the existing first trunkline at North Rankin A platform will be carried out.

Engineering has just started and the offshore works will be carried out in three phases during the period August 2003 to April 2004. Technip-Coflexip's vessel **CSO Venturer** will be used for the offshore works.

Research/utility vessel to become survey/support vessel

Marcon has reported that the 106.25ft x 26ft x 13.3ft Research/Utility Vessel **Wm A McGaw**, built in 1984 by Waller Marine, Mississippi, was sold by longtime owner Ocean Enterprises to SNS Consulting Ltd of the Bahamas.

The buyer plans to sail the vessel from the US West Coast via the Panama Canal to the Bahamas where she will be slightly modified and employed as a survey and support vessel.

Torch Offshore wins major contract from Stolt

Torch Offshore has signed a contract with Stolt Offshore to provide pipeline installation support in the Boston, Massachusetts Harbor for a unit of Duke Energy. The contract will commence in the fourth quarter of 2002 and should last for a period of five to six months.

The contract calls for the Midnight Rider to work outside of Gulf of Mexico waters for the duration of the contract. Included in the contract are payments for the mobilization and demobilization of the vessel in addition to the pipelay and burial work to be completed by the Midnight Rider.

Prosafe wins new contracts in Gulf of Mexico



Ocean Oil Construction and Services Ltd has awarded Prosafe contract extensions for the use of the company's semi-submersible offshore support rigs **Safe Britannia** and **Safe Lancia** for accommodation services in Mexico.

The **Safe Britannia** contract has a duration of 234 days and runs from 9 October 2002 and the **Safe Lancia** contract has a duration of 173 days and runs from 12 October 2002. The

contracts have a combined value of \$15.8 million

Farstad updates status of its fleet



Norwegian OSV operator Farstad says there were no changes in its fleet during the third quarter of 2002, but five ships are on order.

Four of the company's vessels in the North Sea have traded the spot market during the third quarter. **Far Senior** left the North Sea at the end of August for a two year contract for Petrobras in Brazil. Far Sailor was awarded an extension of a contract with Petrobras for another two years. At present the company has eight vessels in Brazil. The IOS owned vessels in Australia/The Far East have all been fully employed in this quarter. The company has five vessels under construction at Norwegian yards for delivery during the period from December 2002 until September 2003. Four of these vessels are built for IOS. In addition three AHTS vessels will be built for Farstad's Brazilian Joint Venture (BOS) at Brazilian yards for delivery at the turn of 2005/06. These vessels have long-term contracts for Petrobras.

MOVEMENTS

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In the Port of Rotterdam is Monday the Stantug 1600 **GEORGI VATAEV** loaded onboard the **MAY** by a sheerlegs of Bonn & Mees, the tug is build by Damen for the port Authority of Poti in Georgia, the loading, seafastening etc was awarded by Damen to **"Landfall Transport & Towage"**



The **NAVION ODIN** moored in the 4th Petroleum harbour in Rotterdam
Photo : Dirk van Wolveren sr ©

RIJNMOND WEATHER

Vooruitzichten van dinsdag t/m vrijdag:

Voorlopig nog vrij zacht! Woensdag perioden met zon en droog. Donderdag veel bewolking en enige tijd regen. Vrijdag half tot zwaar bewolkt en kans op een bui.

	DI-26	WO-27	DO-28	VR-29
Maximumtemperatuur:	10	9	9	10
Minimumtemperatuur:	6	3	5	6
Zonnekans in %:	20	50	20	30
Neerslagkans in %:	30	10	70	30
Windrichting kracht:	W-2-4	Z-3-5	ZO-3-5	ZZW-3-4