

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Friday 15-03-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

PSD zet boten te koop op internetsites



VLISSINGEN - Het provinciale veerbedrijf PSD heeft zich verzekerd van zes domeinnamen op het internet om in de loop van volgend jaar de veerboten op de Westerschelde aan de man te brengen. Tegen elk aannemelijk bod zijn ze te koop. In volgorde van leeftijd de Prinses Christina (1968), de Prins Willem-Alexander (1970), de Prinses Juliana (1986), de Koningin Beatrix

(1993) en de Prins Johan-Friso (1997).

Bij de keus van de domeinnamen heeft het veerbedrijf Provinciale Stoombootdiensten geprobeerd zich voor te stellen op welke manier een potentiële koper van een tweedehands veerboot op het internet een schip gaat zoeken. De kans is groot dat de schepen buiten het Nederlandse taalgebied zullen worden afgezet. Dat is ook gebeurd met de twee laatste boten die zijn verkocht. Beide zijn op een veertraject in China ingezet.

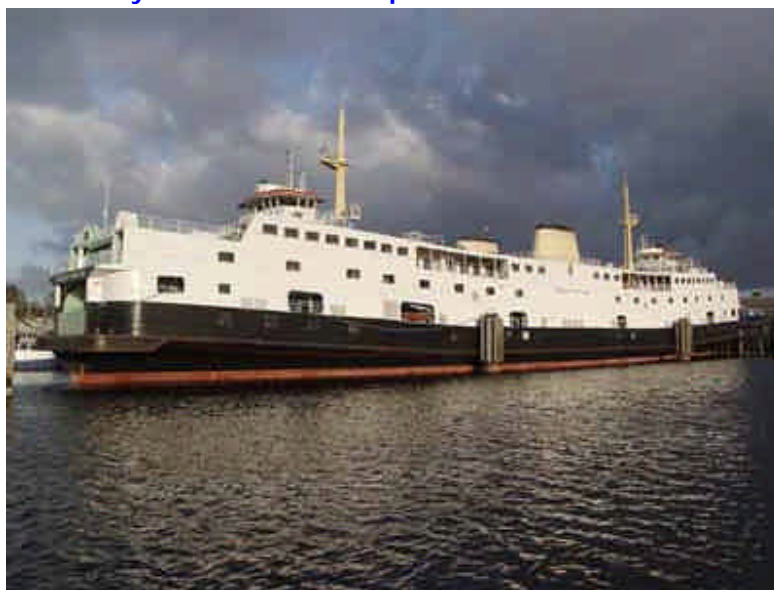
Met het oog op buitenlandse belangstelling is zijn de namen en ook de tekst van de internetpagina's

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Engels. Dus: www.psderry.com, www.ferriesforsale.com, www.carferryforsale.com, www.twindeckferry.com, www.doubleendedferry.com en ook www.psdzeeland.com. Voor com-adressen is gekozen, omdat die het eerst worden getoond bij zoekmachines op het internet.

Al deze namen verwijzen naar dezelfde pagina's: Ferry for sale - PSD. Het veerbedrijf ziet de presentatie op het internet als een methode om de toekomstige beschikbaarheid van de schepen breed onder de aandacht te brengen. Daarom bevat de site naast wat algemene informatie over de omstandigheden waaronder de schepen in Zeeland zijn ingezet en de reden waarom ze van de hand worden gedaan, veel technische informatie en flink wat foto's. Prijzen worden niet genoemd.

Behalve op de vijf veerboten wijst de PSD ook op de veersteigers in Vlissingen, Breskens, Kruiningen en Perkpolder. Die zijn weliswaar van het Rijk. Na de opheffing van de PSD vervullen ze geen functie meer. De steigers zouden een koper goed van pas kunnen komen. Ze zijn immers precies aangepast aan de dubbeldeks veerboten.



BARGARTH

The Single screw tug **BARGARTH** has been sold by WIJSMULLER MARINE Ltd in South Wales to TUSKAR SHIPPING Ltd in Waterford, Built in 1966 by Richards Shipyard Ltd at Lowestoft she is a vessel of 161 gross tons and 28.96 mtr in length , powered by a Lister Blackstone main engine of 850 HP, a 500 HP fully retractable bow thruster was installed during 1986.

ResidenSea finally has the whole World in its hands



RESIDENSEA has finally taken delivery of **The World**, the oceangoing dreamship that has caused its promoter Knut Kloster Jr countless nightmares since the mid-1990s,

Fosen Mekaniske Verksteder, the Norwegian shipbuilder, handed the ship over to ResidenSea at midnight on Tuesday. The shipyard and owner had fallen out over the quality of the finish, which ResidenSea argued was not up to the standards expected by the multi-millionaire owners of the onboard apartments.

A compromise appears to have been struck, with

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ResidenSea undertaking to put the finishing touches itself in lieu of a discount on the purchase price.

ResidenSea was withholding the final instalment on the \$262m ship, believed to be 10%, until the ship's finish met its specifications. The company said yesterday that the financial closing would happen tomorrow.

ResidenSea's vice-president of sales Nikki Upshaw, who made the announcement at the Seatrade Cruise Shipping Convention in Miami, did not have details of the shipyard where the work will be completed, or the amount ResidenSea had demanded as a discount.

But Ms Shaw confirmed that The World's ambitious US sailing itinerary has been trimmed.

Apartment owners are now to be given possession of their floating properties on March 28, when the ship will commence her maiden voyage from Oslo.

This will not leave time for the christening ceremony that was originally planned for New York in April, Ms Shaw said. She said the christening will now take place in Europe, at an unspecified place and time.

The World's first "revenue voyage" will be from May 2, from Lisbon to Venice.

CASUALTY REPORTING

Vessel capsized and sank



General cargo **EDISONGRACHT** (8448 gt, built 1994) came into contact with fishing HEISHINGO (10 gt) lying at anchor off Meshima, Fukue City, Nagasaki Prefecture, at 0730, local time, Mar 6. Heishingo capsized and sank with three crew missing. EDISONGRACHT is to be investigated upon arrival at Ulsan.

Photo : Nautiek.nl

CAMADAN (Turkey)

Valletta, Mar 12 — Following received from Malta Radio, timed 1650, local time, today: Following received from Maltese port authorities at 1608 hrs: General cargo *Camadan* has sunk in lat 35 51.3N, long 14 53.7E. — Lloyd's Agents.

ELBWOLF (Liberia)

Genoa, Mar 13 — At about 0900, Mar 12, upon discharge from c.c. *Elbwolf* (32221 gt, built 1999), berthed at SECH Terminal of Calata Sanita at Genoa port, the container number TPHU 621463-8 was leaking some liquid. All loading/discharging operations have

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been temporarily stopped. It has been ascertained that the container was stuffed with 126 drums of triphosgene, five of which broke during voyage and contents corroded and holed the container. On opening the container, a lethal toxic gas escaped, but apparently no victims were reported among attending people (chemical expert, fire brigades, vessel's crew, port authorities' representatives, coast guards, customs' representatives, sanitary authorities' representatives, etc.). Understand container was coming from Shanghai, China, with final destination Milan. In order to avoid further issue of gas, the container has been sealed by fire brigade and unloaded from vessel into a protected area at Calata Sanita terminal and eventually wrapped by a specialised firm, waiting for onforwarding to safer and more appropriate place. Understand part of SECH terminal at Calata Sanita will not be operative for about a couple of weeks. — Lloyd's Agents.

ERIDAN (Ukraine)

Istanbul, Mar 13 — C.c. *Eridan* is still lying "as is". There has been no progress towards refloating her. — Lloyd's Agents.

EVERLAST (Canada)

NORMAN MCLEOD (Canada)

London, Mar 12 — A press report, dated today, states: Yesterday morning tug *Everlast* (1361 gt, built 1977) and barge *Norman Mcleod* (6809 gt, built 2001) stopped with engine trouble and anchored at the entrance of the Detroit River in Lake Erie. At 1000 hrs the crew reported to be running on the starboard engine only and were getting under way for Monroe, Michigan. The tug and barge arrived about 1300 hrs. Early this morning the pair remained in Monroe. The tug and barge started their first season together in late February.



IEVOLI SUN (Italy)

London, Mar 13 — A press report states: French maritime safety experts have blamed the loss of the Italian chem.tank *Ievoli Sun* on human error and poor condition of equipment. The vessel sank in heavy weather off the Channel Islands in October 2000. In a report on the incident the French Maritime Accident Investigation Office said various problems had been noted on the vessel during a port state control inspection in Rotterdam only a week before the loss. Among the various items of malfunctioning equipment were watertight doors that did not close properly. A further inspection was due to be carried out a fortnight after the sinking.

JODY F.MILLENNIUM (Panama)

Wellington, Mar 13 — Bulk *Jody F.Millennium* is likely to leave Tauranga within a few days, without her cargo or rudder and with her propeller shaft locked to stop it turning. The rudder was cut off and stowed in the No. 1 hold on Sunday (Mar 10) after the vessel was towed to Tauranga a week ago. Several small splits in the hull had been repaired by salvage workers in Tauranga but the biggest crack in the No.5 water ballast tank would also have a concrete box poured over it from the inside, United Salvage chief Ian Hoskison said. "We will redeliver to the owners when the cement box is set and we would expect (that to be) today or tomorrow. "The owners have to satisfy the Maritime Safety Authority and then she can go." The vessel is likely to be towed to a south-east Asian port, possibly Singapore, for permanent repairs. It is understood the repair tender has yet

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to be let and she is likely to get her final destination after the sea tow has started. Mr Hoskison said the lack of a rudder would not affect the tow and the vessel had got off relatively lightly with no obvious structural damage. Maritime Safety Authority deputy director Bruce Maroc said yesterday that the authority had been asking for 10 days for safety documents on the water ballast tanks, which now held heavy fuel oil. The documentation arrived yesterday and was being analysed. If the authority was not satisfied with that, the oil would be removed, which could lead to a delay of several days, he said. — Lloyd's Agents.

KOTA HADIAH (Singapore) - A.M.VILLA



Kota Hadiah in Hong Kong waters — Photo : Dennis Shum

London, Mar 13 — Following received from Hong Kong MRCC, timed 0842, UTC: C.c. *Kota Hadiah* (13272 gt, built 1997) and coastal dredger *A.M. Villa* in collision north of Lantau Island, lat 22 12.2N, long 114 02.10E, at 2140, Hong Kong time, 1340, UTC, Mar 12. The dredger, with a crew of 15, capsized after the collision. Seven Russian members of the dredger crew were rescued. One person dead and seven still missing this morning. Twelve divers currently trying to find missing people. (Note — *Kota Hadiah* arrived Hong Kong Mar 13 from Shekou.)

London, Mar 13 — A press report, dated today, states: At least eight people, including six Russians, remain missing after dredger *A.M. Vella* (also reported as *A.M. Villa*) and c.c. *Kota Hadiah* collided off the north-west coast of Hong Kong yesterday. "The search and rescue operation is still going on for the eight missing people," including two Hong Kong men, after the dredger sank after colliding with the container vessel in Kap Shui Man, late yesterday, a spokeswoman for the marine department said today. A male body was discovered by a passing vessel early today, but the marine department said it could not yet confirm if the body was one of the missing seamen. So far a total of seven Russians have been rescued, one of them was trapped inside the dredger for six hours. The marine department has launched an investigation into the collision which resulted in the Hong Kong-registered dredger *A.M. Vella* capsizing with all 15 crew on board. A fleet of marine police launches, fireboats, vessels from the marine department and a helicopter from the Government Flying Service are still conducting search and rescue operations in the vicinity. The dredger was heading for Sha Chau, west of Lantau island, to unload sand and mud. Director of Marine, Mr Tsui Shung-yiu has gone to the accident scene.

London, Mar 13 — A press report, dated today, states: C.c. *Kota Hadiah* and dredger *A.M. Vella* were in collision yesterday in waters off Hong Kong, police said. An air and sea search was under way for the missing crew from the dredger, including five Russians and two local people, near outlying Lantau Island. One body was found in the water early

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today by a passing vessel, said police spokeswoman Suzanne Lee. Lee said the man worked as an electrical engineer on the dredger. Early investigation showed the accident might have been caused by miscommunication between the two masters, who talked to each shortly before the collision, said Hong Kong's marine chief, Tsui Shung-yiu. The *Kota Hadiah* was slightly damaged, with a small hole above the water line but no injuries to her 23 crew members.

MELTEMI (Malta)

London, Mar 13 — A press report, dated Mar 10, states: The Greenpeace blockade of general cargo *Meltemi* (6788 gt, built 1977), 12 miles off the Spanish coast near Sagunto, Valencia, was broken by the Spanish police this afternoon. The protest by Greenpeace lasted over 60 hours. Riot police in two vessels and one inflatable boat overpowered Greenpeace activists close to *Meltemi*. Over 12 activists were seized by police and three Greenpeace inflatable boats were confiscated. Greenpeace's flagship, the *Rainbow Warrior*, which was close to the vessel, attempted to interfere with the police operation. The *Meltemi* then proceeded to port, with four Greenpeace climbers still up the two masts of the vessel. The climbers will remain on the vessel as long as possible. Climbers from the *Rainbow Warrior* boarded the *Meltemi* off the coast of Spain, 30 kilometres north of Valencia, early on Mar 9. Greenpeace had previously boarded the *Meltemi* off the Mediterranean coast of France near Sete, five nights ago. The vessel was found to be carrying hundreds of logs from Liberian tropical forests. "We demand that the Spanish government, currently holding the European Union presidency, take urgent action to deal with this crisis before it is too late. As a first step they should immediately ban the import of all ancient forest products coming from illegal and destructive logging operations. The world's great apes, including chimpanzees and gorillas, will be extinct very soon if governments do not act and stop the chainsaws now," said Tim Birch, Greenpeace forests campaigner on board the *Rainbow Warrior*. The actions today are part of a series of Greenpeace protests highlighting the illegal and destructive nature of the global timber trade, and the role of importing nations around the world in driving this unscrupulous industry. With only 20% of the world's original forests left, those that remain are also in danger of disappearing, with industrial logging posing the single largest threat to their survival.

TROPIC

Nicosia, Mar 13 — A press report, dated Mar 7, states: A gang of ten sea pirates were arrested Tuesday (Mar 5) and thirty more are to be arrested, Mutwal [Sri Lanka] Police Crimes Division IP, Sumith Perera said. Investigations have revealed that this gang had been attacking ships travelling in the deep seas and plundering goods for a considerable time and the last attack was Tuesday (Mar 5) where the gang had plundered fishing material and transmission sets worth around rupees two million from the unidentified fishing *Tropic* travelling in deep seas close to Mutwal. Ten boats used by these sea pirates have also been taken into custody. Mutwal Police carried out this raid under the directions of Chief Inspector of police, Upali Bandara. — Lloyd's List Correspondent.

WINDOC (Canada)

London, Mar 12 — A press report, dated today, states: Bulk *Windoc* was pulled free this morning from the spot where she grounded in Hamilton Harbour on Sunday (Mar 10). Three tugs from McKeil Marine completed the move back to Pier 8. There appears to be no additional damage to *Windoc*.

WINDWARD ISLE (Canada)

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London, Mar 12 — Following received from the Vancouver-based owners of fishing *Windward Isle* (71 gt, built 1970): Vessel grounded on mud and clay at Steveston Harbour, B.C. at about 2030, Mar 8. No other vessels involved in the grounding. Grounding regarded as minor. No injuries and no damage to the vessel which refloated on the next high tide, the same day and resumed normal service.

SHIPYARD NEWS

New container vessel for Maersk Sealand



On Saturday, 9 March 2002 Odense Steel Shipyard presented another newbuilding in the series of large post-panamax container vessels built for AP Moller. Mrs Lulu Topholm, wife of Mr Jan Topholm, Managing Director of Topholm & Westermann ApS, honoured the owner by naming the Yard's newbuilding **CHARLOTTE MÆRSK**.

CHARLOTTE MÆRSK adds to the series of large container vessels with a capacity of approx. 6,600 TEU (twenty-foot containers), which also includes a considerable number of reefer containers. The rational and automated ship is equipped with a 12-cylinder HSD-Wärtsila Sulzer diesel engine manufactured in Korea.

After delivery, the vessel will enter Maersk Sealand's worldwide liner service. She is registered in Fredericia and will be commanded by Captain Torben Bjørn Christiansen with Gert Planch Jørgensen as Chief Engineer. The vessel will have a crew of 15.

Hellenic safe with HDW

GERMAN shipbuilder HDW has reassured Athens that it remains committed to acquiring and operating Hellenic Shipyards. The German yard was responding to concern expressed by Greek government officials and state-bank ETBA — owner of Hellenic — over the future of Hellenic's sale to HDW in the aftermath of the German company's buy-out by One Equity Partners. An ETBA statement yesterday said that HDW was adhering to its decision to acquire the largest Greek yard, which it valued as a major factor in its future European shipbuilding strategy. The euro6M (\$5.5M) Hellenic sale now awaits EU approval.

Barkmeijer drops new yard plan

DUTCH shipbuilder Barkmeijer Stroobos is cancelling its project to build an assembly yard in the new industrial harbour of Harlingen because of the current poor prospects for new orders. Shipyards in the Netherlands are suffering not only from reduced newbuilding demand because of world-wide economic downturn, but also because on January 1 the Dutch government withdrew tax benefits for private shipbuilding investor groups. A revised regime was promised, but so far has not materialised. Barkmeijer intended to build the assembly yard some years ago, but could not go ahead because of a dispute over construction of the new industrial harbour. As a result, Barkmeijer also considered buying the ailing Frisian Shipyard Welgelegen in Harlingen which was eventually acquired last year by Bodewes Volharding.

ROUTE, PORTS & SERVICES

Evergreen adds new service

In May 2002, Evergreen Marine Corporation will launch a new service linking its Caribbean hub port in Coco Solo, Panama with five ports in Colombia, Ecuador, Peru and Chile. The carrier is currently in the process of appointing agents in the latter three countries.

Four ships will be employed on this new Panama - West Coast South America (PWS) service. They are the 1555TEU sisterships LT Africa and LT Europa plus the 964TEU Uni-Forever and 956TEU Uni-Fortune.

They will provide a fixed-day weekly service with the following port rotation:
Coco Solo - Buenaventura - Guayaquil - Callao - Iquique - Valparaiso - Callao - Guayaquil - Buenaventura - Coco Solo.

The Colon Container Terminal (CCT) in Coco Solo currently features on two mainline Evergreen schedules, the AUE and NUE services with calls both eastbound and westbound, and is also the base port for a comprehensive Caribbean and Central American regional feeder network based around the line's CAN and CAS services.

The AUE and NUE services provide CCT with twice weekly connections to both Asia and the East Coast of North America while the NUE service also provides weekly connections to California and to North Europe.

The first sailing will depart Coco Solo on 2 May and Evergreen will be accepting cargo in Asia, North America and Europe for West Coast South American destinations from early April onwards.

SeaFrance bounces back



FRENCH ferry operator SeaFrance says improvement plans are starting to pay off, after announcing promising preliminary results for 2001. The Channel operator expects to post only a marginal loss compared with a euro3.5M (\$3.2M) deficit in 2000, and saw a strong increase in turnover last year. Provisional figures indicate turnover was up 12.5 per cent to euro200M compared with euro175M in 2000. Traffic grew by 12 per cent on average, ending with 2.7M passengers, 520,000 cars and about 500,000 trucks. The company increased its

transport capacity by 20 per cent with the introduction of the 1,900-passenger, 25-kt newbuilding **SeaFrance Rodin**. This year the company may boost capacity further, "especially in the freight sector." SeaFrance also plans to convert its ro-pax SeaFrance Nord Pas de Calais with a view to increasing passenger capacity significantly and eventual further newbuilding is not ruled out.

Dutch to further develop Vlissingen

ZEELAND Seaports and Rotterdam Municipal Port Management (RMPM) have agreed to extend their existing co-operation in Port Scaldia by collaborating also to develop and exploit all other undeveloped areas in Vlissingen. The 100 ha Port Scaldia development was agreed in 1995 when Vlissingen and Rotterdam set up the 50:50 Schelde-Maas development joint venture ESM. RMPM was interested in participating because Rotterdam then lacked space for new bulk cargo activities, while Vlissingen lacked the finance to develop the new harbour alone. The new agreement, ESM-2, covers all other areas in Vlissingen for

which no firm lease agreements have yet been made. These are the Nieuwland area (110 ha, west of the Sloehaven), the Westerschelde Container Terminal (80 ha) and about 200 ha of other unallocated land.



New Norwegian owner orders nine

NEW Norwegian ship owner Viking Seaways plans to order four cruise ferries and five freight ro-ro ships and to start operations with chartered tonnage this summer. The company plans to order two 48,600 GT cruise ferries with accommodation for 1,850 passengers and 300 cars. One will be used in a service between Port Manatee in Florida and Yucatan, Mexico, while the other will make a seven-night round trip from the Florida port to Mexico, Guatemala, Honduras and Costa Rica. Five ro-ro newbuildings are planned for the same trades. Two further 48,600 GT cruise ferries are intended to link Arendal in southern Norway with Bremerhaven in Germany. All the newbuildings are intended to enter service in 2003 and 2004, while the freight service is expected to start with chartered tonnage this June, Viking Seaways and the Port of Manatee said in a joint statement.

New tugs as South China Towing racks up 15 years

HARBOUR tug operator South China Towing Company (SCTC) is pressing ahead with a fleet renewal programme as it marks 15 years in business.

A 4,000-BHP (brake horse power) newbuilding tug is due to be delivered in November this year, with another new tug to be launched in 2003.

Speaking at a reception to celebrate the company's fifteenth anniversary, SCTC chairman M Saito reviewed the company's rise to its position as second largest tug operator in the world's busiest port, Hong Kong.

"In 1987 we started out as a joint venture between Sembawang Maritime, MOL and Tokyo Kisen. SCT then was a small venture with uncertain future. However over the 15 years we have served 33,426 vessels with 100,279 tug moves.

"Furthermore, over the years SCT has taken part in major construction projects such as Kap Shui Mun and Tsing-Ma bridges and our tugboats, having ocean going capability, have been engaged in coastal

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towage and salvage," he added. Like many companies in the industry, SCTC felt the effects of the economic downturn and the September 11 terrorist attacks last year. Despite this, 2001 was a year of growth for the company, taking on a succession of Singaporean joint venture partners from Sembcorp Logistics to heavyweight port operator PSA. "With the People's Republic of China joining the WTO, Hong Kong enters into a new era. So does South China Towing Company," said Mr Saito. "We see more opportunities ahead. Building upon our experience we would like to seek business opportunities to better utilise our expertise to serve this emerging market," he continued. "Our mission is simple. That is to ensure maritime safety for ships. As a veteran tug man of nearly 40 years, I firmly believe in the role of the tugboat in preserving maritime safety and traffic efficiency and protecting the marine environment," he concluded.

NAVY NEWS

HMS SOUTHAMPTON SAILS HOME



The Portsmouth-based warship [HMS Southampton](#) returns home later this week after helping fight the war against terrorism in the Middle East. The Type 42 destroyer was due home before Christmas but was tasked to help with the anti-terrorism mission after the events of September 11. She set sail from Portsmouth in September for a major joint exercise with Omani forces in The Gulf. Along with several other British warships on the exercise, she remained in the region as part of the fight against international terrorism. HMS Southampton's specific role was to act as the eyes and ears for the aircraft carrier HMS Illustrious.

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The eventful deployment also included a dramatic rescue mission - HMS Southampton's crew saved 23 refugees drifting at sea without food or water. Ship spokesman Lieutenant Commander Nick Richardson said:

"This has been an eventful deployment for the whole of the ship's crew. When we sailed from Portsmouth in September we thought we would be back for Christmas after the two-month exercise with the Omanis. But obviously that all changed and we are all delighted to be coming home to be reunited with our families and a busy but successful deployment."



USS Essex, USS Juneau (LPD 10), USS Germantown (LSD 42), and USS Fort McHenry (LSD 43) with the 31st Marine Expeditionary Unit (MEU) embarked, practices formation steaming during the semi-annual amphibious integration training exercise known as "Blue-Green Workups." The Essex ARG is forward deployed to Sasebo, Japan.

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Planned port visits of Dutch warships and Foreign warships in Dutch Ports

Colour code : Submarines NATO Squadrons Fleet Reviews

15 Mar 02	HNLMS Zierikzee	M 862	Kristiansand
15 Mar 02	HNLMS Maassluis	M 856	Leith
17 Mar 02	USS Oscar Austin	DDG 79	Rotterdam
17 Mar 02	USS Briscoe	DD 977	Rotterdam

Van 17 t/m 20 maart 2002 zullen de USS OSCAR AUSTIN en de USS BRISCOE afgemeerd liggen aan de Holland Amerikakade en zijn NIET opengesteld voor het publiek.

MOVEMENTS



Kitty Hawk Commences Sea Trials

USS KITTY HAWK, At Sea (NNS) -- America's only permanently forward-deployed aircraft carrier, USS Kitty Hawk (CV 63), left Yokosuka, Japan, March 12 to begin sea trials in preparation for the ship's scheduled upcoming extended sea period.

The ship recently completed an intensive 11-week Ship's Restricted Availability period, receiving upgrades to its defensive systems and scheduled maintenance to its flight deck and engineering plant. "Hawk's" departure marks the first time the ship left Yokosuka since returning in December from its last mission in the North Arabian Sea supporting special forces in Operation Enduring Freedom.

"Sea trials are all about identifying small problems and taking the appropriate measures to correct them before they become major problems," said Capt. Thomas A. Hejl, commanding officer.

"The sea-trial period, scheduled to end (later this week), is to test equipment in various departments and train new crewmembers by presenting them with real-life scenarios and drills," said Lt. Tanya Wallace, Hawk's radar and missile control division officer.

According to Wallace, the combat systems department plans to test all of its equipment. "Our goal is to make sure all of our equipment is 100-percent operational. Now is the time to locate problems,

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because we can't afford to have problems when we're given an order to follow," Wallace said.

Testing of equipment and getting necessary at-sea qualifications aren't the only priorities for Hawk Sailors. For some, it will be their first time underway, and this period will be more of a learning experience for these Sailors.

"I haven't been aboard long and I'm still learning my job, but I intend to obtain as much knowledge as I can while underway for this short period," said Seaman Dwayne Piper of Hawk's deck department.

Many Sailors who were on board during Hawk's time at-sea in support of Operation Enduring Freedom don't know what to expect during this sea-trial period either, because that mission was unlike any mission previously undertaken by a naval aircraft carrier, according to Lt. Kevin Sandlin, Hawk's assistant navigator. He also said sea trials are the most opportune time for new Sailors to apply the training they received in service schools.

RIJNMOND WEATHER

vrijdag 15 maart

9 uur 's ochtends:
temperatuur: 5 graden
kans op neerslag: 20%
wind: matig (27 km/u) uit OZO

5 uur 's middags:
temperatuur: 11 graden
kans op neerslag: 35%
wind: matig (24 km/u) uit OZO

.... SHIP OF THE DAY

RANFORM BANFF

The **Ramform Banff** is a Floating Production, Storage and Offtake (FPSO) system purpose-designed to produce from Conoco's 60 million barrel and 39 billion ft³ gas Banff field in the North Sea, 200km east of Aberdeen. At the same time, it provides flexibility to reconfigure processing packages, either to fit the changing needs of the reservoir,



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or to manage a new reservoir with different requirements.

The vessel hull was fabricated at the Hyundai Mipo yard in Ulsan, South Korea and was the first use of the Ramform wedge-shaped hull design as a floating production system.

DESIGN



The hull, which has a characteristic delta shape, provides both a large load bearing capacity (up to 16000t) and a stable work platform. This delta-shaped hull form is more fuel efficient at speeds of about 15 knots than similar specification conventional vessels.

The double hull design has a storage capacity of 120,000 (onboard) plus 500,000 barrels to be provided by a distant moored Floating Storage Unit (FSU) and later a shuttle tanker. The hull is 395ft long by 175ft wide. The

vessel weighs around 10,000t, excluding topsides module and helideck. The load bearing capacity is 16,000t. The octagonal steel helicopter deck measures 22.2m by 22.2m and is suitable for EH101 type helicopters.

CARGO SYSTEMS

The Banff topsides contain a 3,500t process facility (capable of producing 60,000 barrels of oil per day and 90,000 barrels of fluid per day) which was installed in the Aker McNulty yard at South Shields, UK. The topsides module also contains equipment for gas dehydration, compression and export, as well as water injection, produced water treatment and disposal systems. Also included are metering, stabilised crude export, utility systems, process/well control and shutdown systems.

The fully weather-vaning turret mooring can accommodate up to 15 risers, although Banff will use only seven. The toroidal swivel can be customised for liquids and gases to meet requirements for varying sized product lines, flow rates and pressures, and can be pumped or extracted simultaneously. Electrical power and control line sliprings can be included in the swivel stack, in addition to pneumatic control rings. A key feature of the swivel stack is its self-alignment capability, which significantly reduces seal wear. Eight anchors provide the turret mooring system for the vessel.



PROPULSION

The vessel is powered by two 3530kW fresh water-cooled diesel generator sets. The propulsion package comprises three azimuthing thrusters, three 2800kW Lipstronic units aft, delivering a thrust of around 70t compared with some 50t for similar conventional vessels. The vessel is fitted with a heading control thruster system. In operation, it will be turret

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moored and hooked up to the field's subsea cluster via flexible flowlines and a dynamic riser system.

An electrical power generation plant was installed comprising of 11kV diesel generator sets and a GT35 gas turbine, suitable for unattended service. This power plant serves all equipment such as thrusters, deck cranes, winches, lightings etc.

AUTOMATION AND CONTROL

The Ramform Banff has a power management system that controls synchronising, closing generator circuit breaker systems and load sharing between generators.

The GMDSS radio equipment for sea areas A1, A2 and A3 is installed in a dedicated console in the radio room. Aerials for all communications, navigational and broadcast equipment minimise cross talk, cross modulation and interference between equipment, such as the telephone system paging and public address system.

The turret positioning system includes vessel sensor equipment, including 2 gyro compasses, 2 vertical reference sensors and 2 wind sensors; a surface position reference system (Artemis, Gyro, 2 current meters); and a surface reference system.

Op zaterdag 16 maart 2002 zal vanuit de
bouwloods van scheepswerf Van der Giessen-
de Noord, een schip te water worden gelaten.
Hierdoor is de scheepvaart gestremd vanaf
ongeveer 07.00 uur tot na de tewaterlating.

HAVE A LOOK AT THE FOLLOWING **SITES** FOR SHIPPING INFO AND PICTURES OF SHIPS
AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>