

## DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Friday 21-06-2002



**Operation  
Enduring Freedom**

## EVENTS, INCIDENTS & OPERATIONS JUMPING JACK



Thursday June 20<sup>th</sup> during the afternoon at the Mammoet yard in Schiedam the newbuilding jack-up platform JUMPING JACK of Mammoet van Oord was presented to the public , this platform is constructed to support in the construction of offshore windmill parks.



See ship of the day  
below



## **Four Indonesian sailors kidnapped in Philippines**



ZAMBOANGA, Philippines: Four Indonesian tugboat crewmen were kidnapped in waters off the southern Philippines by suspected Muslim Abu Sayyaf guerrillas, officials said on Tuesday.

The tugboat, with a crew of 10, was towing a barge carrying coal from Indonesia to the central island of Cebu when it was intercepted off the coast of Tamuk island near the rebel stronghold of Basilan.

Regional military chief Major General Ernesto Carolina said the tugboat and barge, together with six remaining Indonesian crewmen, had been located and were being brought to this southern city.

The defense department in Manila identified the four kidnapped crewmen as skipper Muntu Jacobus Winowatan, his chief officer Julkipli (eds: one name), second officer Ferdinan Joel and chief engineer Pieter Lerrech.

The Indonesian embassy in Manila declined comment for the time being, but reports said two staff members from its consulate in the southern city of Davao would be sent Wednesday to the military's southern command headquarters.

The six crewmen told army officials that 11 gunmen, using three motorboats, had boarded the tugboat, taken their four compatriots hostage and stolen some of the vessel's communications equipment.

The gunmen then sped off towards the Sulu group of islands, also a known stronghold of the Abu Sayyaf, a ruthless band of kidnappers linked to Osama bin Laden's al Qaeda network.

In Manila, presidential palace spokesman Silvestre Afafe stressed that the gunmen had yet to be identified and said the incident was "being investigated".

Afafe said the kidnapping was "unfortunate," just 11 days after the military rescued American hostage Gracia Burnham from Abu Sayyaf guerrillas in the Zamboanga peninsula. Her husband, Martin, and a Filipina nurse were killed in the bloody rescue attempt.

"I'm sure the authorities can handle the situation and be able to gain an early solution to this problem," Afafe said.

Two MG-520 attack helicopters were promptly dispatched to conduct an aerial search over Sulu for the kidnappers.

Carlos Bigamoy, representative of World Mariners Inc. which contracted the tugboat, said coal supplier, Singapore-based Noble Energy, had identified the kidnappers as members of the Abu Sayyaf. He would not elaborate.

Military intelligence sources in the south also pointed the finger of blame at the Abu Sayyaf, which the military says has split into small group to evade a massive manhunt.

"We cannot categorically say if this was Abu Sayyaf or just ordinary bandits," Carolina said, adding the attack could have been mounted to "relieve the pressure" on their fellow members under an intensified military assault in the south.

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Defense department spokesman Melchor Rosales cautioned against prematurely apportioning blame on the Abu Sayyaf, noting that armed pirates also operate in the area. He said the same tugboat operator was the victim of a seajacking five years ago "and pirates were responsible for it". He did not elaborate.

Following the bloody rescue earlier this month, President Gloria Arroyo vowed to crush once and for all the rebels amid a stepped up military campaign in the islands of Basilan, Jolo and the Zamboanga peninsula.

Military and police officials had warned the Abu Sayyaf could seize more hostages to use as shields in order to ward off the military offensive.

Over a thousand US troops are deployed in the south, helping local forces in the campaign against the Abu Sayyaf, but they are barred from taking part in combat except in self-defense.

On Monday, suspected Abu Sayyaf rebels also attacked US military engineers in Basilan, triggering a brief gunbattle but no casualties. It was the first time since the joint operations began in January that the rebels had directly engaged US forces.

### Kidnapped crew member escapes

ONE of the four abducted officers of the Singapore tug SM 88 has escaped and is now 'safe', a spokesman for the vessel's owner has confirmed. Second officer Ferdinand Joel was found in a village near Jolo Island yesterday. It is not known where the tug's three other officers - the master, chief engineer and chief officer - are. The four officers, all Indonesians, were kidnapped on June 17 by seven men, suspected to be Islamic guerrillas belonging to the notorious Abu Sayeef outfit. The tug was towing a coal-laden barge Labroy 179 belonging to the same owner to the central Philippine island of Cebu. Labroy operates about 35 tugs and barges during the peak season in the volatile route. The incident, the first since the company began servicing the region four years back, would not stop Labroy from operating there, the spokesman said.

### Bulker detention raises protest

CHETTINAD Group, the Chennai-based owner and manager, has protested against Chinese Port State Control rules after one of its bulk carriers was detained for safety deficiencies. The group, which claims that its 42,592-DWT bulker Chettinad Prince had adhered to all safety norms as per the Indian Merchant Shipping Act, has written to India's Director-General of Shipping asking that the matter be taken up at an international forum. "The vessel had just dry-docked in Chengxi Shipyard, and was loading coal from a Chinese port when it was detained," a senior official said. "The vessel had provided for two life rafts, as per Indian regulations, one on either side of the vessel, but the Chinese authorities were not happy with that." According to the spokesman, the Chinese also complained that the life rafts were looking dirty "because the vessel was loading coal." Chettinad is currently planning to sell one of its four bulk carriers.

### Greek seafarers strike to go on

STRIKE action by Greek seafarers is to continue for a further 48 hours, the Panhellenic Seamen's Federation (PNO) decided today. Union leaders are to meet on Friday to review the situation and consider further action. PNO secretary general Giannis Halas claimed unprecedented success for the union's action, pointing out that no Greek flag ship had sailed from any of the country's ports during the first two-day strike period. He said the seafarers were determined to abstain from work until their demands were met. PNO's demands include improved pensions and unemployment benefits. The local

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ferry and cruise operators have appealed to the government for a solution underlining the disastrous impact of the strike on their already cash-scraped sector. Andreas Potamianos, president of Greek Passenger Ship Owners Association, said travel agents were cancelling cruise bookings because of the strike. The situation has forced a premature return of shipping minister George Anomeritis from Luxembourg where he was participating in the EU council meeting.

### Food rationing starts on trapped German ship

More than 100 people on board a German ship trapped by an ice drift in Antarctica have started rationing food. Rescue boats on their way to the scene have been slowed down by bad weather.

Rescue officials say they should reach the ice by Sunday but they warn that once they arrive, it could take another five to seven days to push through to the trapped vessel.

### Veerboten in Europa moeten veiliger worden

Luxemburg - Scherpere veiligheidsnormen voor grote veerboten moeten een ramp zoals die met de „Estonia” in september 1994 voorkomen. De Europese verkeersministers zijn het maandag over die normen eens geworden. De stabiliteitseisen worden opgevoerd naar het stringente niveau dat voor passagiersschepen in noordelijke havens in de Europese Unie al sinds 1997 geldt.

Vooraf Griekse veren, die elk zomerseizoen duizenden toeristen vervoeren, hebben een slechte reputatie. Volgens consumentenorganisaties is het schrikbarend gesteld met de veiligheid van die schepen. De partners zijn echter clement voor de Grieken, en ook de Italianen. „Tussen nu en vijftien jaar moeten alle schepen aangepast zijn”, aldus vertrekkend minister Netelenbos voor wie het haar laatste EU-ministerraad was.

Bij de ramp met de Estonia kwamen meer dan achthonderd opvarenden voor de Finse kust om. Zulke zogenoemde roro-schepen, waarbij auto's en vrachtwagens via een klep het schip binnenrijden, zullen voortaan meer drijvend vermogen krijgen. Lekken, waardoor water op de dekken komt, hoeven dan niet meer zulke fatale gevolgen te hebben. Het Europees Parlement moet overigens nog met de afspraken instemmen voordat ze van kracht worden.

## CASUALTY REPORTING

### SHIPYARD NEWS

#### Ailing yard rejects Rodriguez bid

TRADE unions at Intermarine (La Spezia), the ailing Edison Group shipyard specialising in naval units that is currently up for sale, have rejected the take-over offer from Rodriguez Cantieri Navali of Messina and yesterday went on strike. “We are not convinced that Rodriguez’s offer is the best one to ensure a healthy future for all 290 employees. In choosing a buyer, Edison must consider more than the highest price,” a spokesman said. Rodriguez MD Gianni Morace responded: “Our group has production plants in Messina, Savona, Huelva (Spain) and Louisiana in the US making a euro80M [\$76M] turnover and can certainly give all guarantees to Intermarine’s employees. We are expanding and therefore have no intention of reducing activity at the Sarzana facility, though Intermarine’s staff is certainly redundant at the moment because of past mistakes”. Fairplay understands that the unions favour an offer made by a local alliance led by Termomeccanica of La Spezia.

### Malta denies yard closure plan

PROF Josef Bonnici, Malta's economic services minister with responsibility for the shipyards, wrote to General Workers Union drydocks section secretary Tony Coleiro yesterday informing him that the government had no intention of closing either Malta Drydocks or Malta Shipbuilding. Last week Coleiro gave Bonnici one week to deny in writing reports that the government intended to close Malta Shipbuilding after media reports said leaked internal government correspondence suggested as much. In his letter Bonnici said the government's position on the yards was contained in the restructuring plan, which had been discussed within the task force on which the union was also represented. This included plans to integrate the two yards and with a view to winning contracts for construction of parts of vessels instead of whole ships.

### Daewoo yard wins US\$96m order

(SEOUL) Daewoo Shipbuilding & Marine Engineering Co, the world's second-largest shipbuilder, said it won a US\$96 million order from Naviera Fernandez Tapias, a Spanish fuel shipping company, to build two oil tankers. The South Korean shipbuilder has won US\$1.25 billion worth of orders so far this year in terms of contracts signed, accounting for 63 per cent of its 2002 target of US\$2 billion, the company said in a statement.

## ROUTE, PORTS & SERVICES

### GIE Dragages Ports Take Delivery of TSHD

French owner GIE Dragages Ports recently took delivery of a 5,000 m3 TSHD (Trailing Suction Hopper Dredger), built at Spanish IZAR Gijon shipyard with yard number C365 and named Daniel Laval. This self-propelled trailing suction hopper dredger is intended to operate in water depths ranging from 1 to 3 meters under the keel, and mainly in the Seine river estuary and in Dunkerque, according to shipowner sources. The order was placed on May 24, 2000, and delivered on February 26th, taking 21 months to be built. Jacques Paul, member of the board of GIE Dragages Ports, told French magazine *Le Marin*<sup>1</sup> that out of the shortlisted shipbuilders French Chantiers de l'Atlantique, Netherlands<sup>1</sup> IHI Caland and Gijon yard the Spanish offer was technically superior although not the lowest in economic terms.

### Ecu-Line recruits CargoLine

ECU-LINE, the European carrier group, has signed a franchising agreement with CargoLine Switzerland to deliver a range of services that include Swiss Customs clearance, warehousing, unloading/loading at the terminals of Basle/Muttenz, Zurich/Embrach, and Geneva.

Established in 1997 and located in Sempach, outside Lucerne, CargoLine acts as a neutral NVO carrier. It also offers international groupage service via Antwerp

### Seabulk to change owners, seeks fresh credit



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SEABULK International, an energy and chemicals US carrier group which repeated a net 2000 loss in the first quarter, is to be sold in two separate deals valued at US\$142 million or more, and is raising \$180 million in fresh loans.

In the first transaction with DLJ Merchant Banking Partners III - a Credit Suisse First Boston Private Equity fund - and affiliated entities, and Carlyle/Riverstone Global Energy and Power Fund I, Seabulk is issuing 12.5 million shares priced at \$8.00 each.

On completion of the deal, the \$100 million private placement gives the new investors about 51 per cent control of the company and majority representation on its board, Seabulk said in a recent announcement.

The investment is subject to shareholder

approval, the refinancing of Seabulk's senior credit facility, certain regulatory approvals and satisfaction of other customary conditions.

The new shareholders have also agreed to purchase, for \$8.00 a share, all of the shares and warrants beneficially owned by accounts managed by Loomis, Sayles & Co, LP, a Securities and Exchange Commission-registered investment advisor.

These accounts collectively represent about 49 per cent of Seabulk's outstanding shares, the equivalent of 5.2 million.

Taken together, the two transactions would give the new investors about 73 per cent of the pro forma, fully-diluted shares.

Seabulk has in the meantime signed a commitment letter with Fortis Capital Corp. and NIB Capital Bank as arrangers for a \$180 million senior secured credit facility. Proceeds from the new loan and equity investments, totalling \$280 million, would be used to repay Seabulk's existing bank debt, repurchase or redeem its outstanding senior notes, and provide growth capital for new initiatives, Seabulk said.

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As a condition to the closing of the new investment, Gerhard Kurz, the president and CEO, has agreed to a five-year extension of his employment contract with Seabulk.

### UK approves P&O Princess-RCCL

UK Trade and Industry Secretary Patricia Hewitt has given her approval to the proposed merger of P&O Princess Cruises and Royal Caribbean Cruises. In its report published today, the Competition Commission highlighted the growth, variety and opportunities for new companies to enter the cruise market. The number of UK passengers carried more than tripled between 1990 and 2000 and around a third of the berths provided in 2000 were being offered by operators that did not enter the business until 1995 or later, it said. "Given this diversity and choice, and the widespread view among industry commentators that cruising capacity will continue to grow, [the commission] did not conclude that the proposed merger was likely to have a significant impact on competition." The proposed merger still needs to gain regulatory approval from the US Federal Trade Commission, which is not expected until August 19, together with the backing of shareholders. The move will be a blow for Carnival Corp, which has made a hostile bid for P&O Princess. That bid is being considered by the European Commission, and a decision is also expected on August 19.

### Extended service Vanuden RoRo

The Dutch RoRo liner service "Vanuden RoRo", operating from the North Continent and SC/UK to the Eastmed has decided to extend their service to Sweden with, for the time being, a monthly sailing from Uddevalla.

First sailing from Uddevalla on the 8th of July with their roro "Maximahaven" calling Piraeus - Alexandria - Limassol - Lattakia - Mersin - Tripoli - Beirut - Tyr.

Agents for Sweden: Messrs. Melship Ab, Gothenburg

As from August this year Vanuden RoRo will put their 4th roro vessel in this service

## NAVY NEWS

### WHICH FOREIGN NAVY SHIPS WILL VISIT DUTCH PORTS & WHICH PORTS ARE VISITED BY DUTCH NAVY SHIPS

28 Jun 02	HNLMS Tjerk Hiddes	F 803	Amsterdam
28 Jun 02	HNLMS Tydeman	A 906	Terneuzen
09 Jul 02	HNLMS Tydeman	A 906	Amsterdam
12 Jul 02	HNLMS Van Amstel	F 831	Den Helder
12 Jul 02	HNLMS Abraham Van Der Hulst	F 832	Den Helder
12 Jul 02	FS Vulcain	M 611	Amsterdam
16 Aug 02	HNLMS Hellevoetsluis	M 859	Vlissingen
21 Aug 02	HNLMS Jacob Van Heemskerck	F 812	Devonport

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# GUIDED MISSILE DESTROYER SHOUP TO BE COMMISSIONED



Top : The **USS SHOUP** during trails — Photo : Coll Piet Sinke  
The U.S. Navy will commission Arleigh Burke class guided missile destroyer, **Shoup (DDG 86)**, on Saturday, June 22, 2002, during an 11 a.m. PST ceremony at Port Terminal 37 in Seattle.



## RFA WAVE RULER

The new **WAVE RULER** was shifted at the builders yard on the Tyne.

Photo : GAVIN STEWART



## **MOVEMENTS**



The Abora 2, a reed boat, is docked next to modern yachts in Cyprus's Larnaca marina. A German-led team is sailing the Abora 2 in the eastern Mediterranean to prove that prehistoric man mastered fixed-course navigation 5,000 years ago. The Abora, made by indigenous Aymara Indians of Bolivia, is a replica of prehistoric wall paintings found in Egypt, Mesopotamia and the Canary Islands

## **AIRCRAFT / AIRPORT NEWS**

### **SOUTH AFRICAN AIRWAYS ANNOUNCES FLEET PLAN**

South African Airways (SAA), has ordered 38 new Airbus aircraft to be delivered between 2002 and 2012. A further three aircraft comprising Airbus A340-600s will be leased from International Lease Finance Corporation (ILFC). The order consists of six A340-600s, six A340-300Es, 11 A319s and 15 A320s.

The A340s will replace SAA's existing fleet of Boeing 747s and 767s whilst the A320s and A319s will replace Boeing 737-200s and 737-800s on African flights.

## ENDEAVOUR



The Space Shuttle Endeavour deploys its drag chute upon landing at Edwards Air Force Base in California June 19, 2002. The Shuttle had been scheduled to land at the Kennedy Space Center 2 days ago, but those landings were aborted due to weather concerns. With weather still questionable in Florida, shuttle managers moved today's landing to Edwards

## .... SHIP OF THE DAY .... JUMPING JACK

### **Mammoet and Van Oord ACZ combine their strengths for the construction of offshore windfarms**

Mammoet and Van Oord ACZ have joined forces in the field of offshore windfarm installation. The new venture will operate under the name Mammoet Van Oord. To this end, a Jackup Installation Barge has been developed and built. Apart from Mammoet and Van Oord ACZ, other shareholders are Hovago Cranes (a member of the Baris group) and Marine Construct.

The first contract has already been won. For MT Højgaard, Mammoet Van Oord will transport and install 80 165-tonne, 33-meter high wind turbine foundations for the world's largest offshore windfarm. The "Horns Rev" windfarm, operated by Elsam, will be built off the Danish coast and will have a total capacity of 150 megawatt.

#### **Combining powers**

Mammoet is a worldwide specialist in complex heavy lift and transport projects, both onshore and offshore. A prestigious project carried out last year was the salvage of the 9,000-tonne nuclear submarine, Kursk. Van Oord ACZ is a major contractor in the field of dredging, and offshore and marine construction works.

By combining the knowledge, expertise and equipment of both companies, the new venture will be able to offer a total package for the installation of offshore windfarms. Hovago Cranes is one of the world's leading companies in the field of cranes and Marine Construct is a marine lifting business in inshore and coastal waters. All participants have their origins in family-owned businesses, and the joint venture will maintain their innovative, flexible and effective culture.

#### **One-stop shopping**

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The new venture faces the challenge of installing the enormous wind turbines at sea. Mammoet Van Oord's expertise and the Jackup Installation Barge, however, will provide a turnkey solution for the quick, safe and efficient construction of offshore windfarms. Apart from the installation of complete wind turbines, Mammoet Van Oord's activities will comprise all onshore transport, the installation of scour protection around the wind turbines and the installation of power cables between the wind turbines and the shore. An important advantage for the clients will be the availability of a single point of contact throughout all phases of the project.

### Jumping Jack

The Jackup Installation Barge, named Jumping Jack, is 91 meters long, 33 meters wide and 7 meters high. The four enormous legs (40 meters each) will lift the barge out of the water to keep the vessel steady on the seabed and create a stable working platform for the installation work.

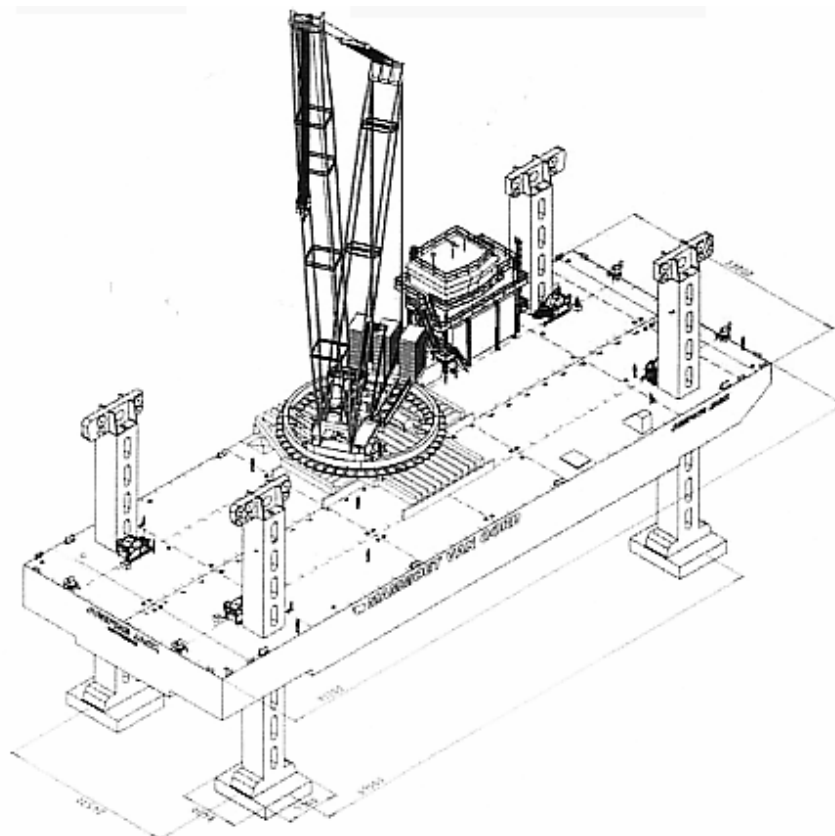
During the development of the Jumping Jack, two criteria played decisive roles: speed and efficiency. The barge has several distinctive features. Its reduced vulnerability to the weather will lower the risk of unnecessary delays. An ingenious hydraulic winching system will allow the barge to raise and lower its legs while it has a load on deck. The barge can therefore move quickly from one wind turbine to another with the additional advantage that it can continue working in rough seas.

Jumping Jack will be deployed in several ways during the different phases of a project. The pontoon can carry various heavy loads (up to 4,000 tonnes) from and to port without needing auxiliary transport pontoons. In addition, Jumping Jack, now equipped with a 1,200-tonne crane, can be fitted with various cranes to satisfy the specific requirements of a particular client or project.

Mammoet Van Oord has every confidence that through the combination of strengths the new venture will offer the offshore windfarm installation market a significant value added.



As mentioned above, Thursday afternoon the new **JUMPING JACK** was presented to the public .



## Specifications

Photo's : Piet Sinke



### General

Name	: Jumping Jack
Owner	: Mammoet Van Oord
Classification	: Det Norske Veritas
Class Notation	: 1A1 Self Elevating Offshore Support Unit
Flag	: The Netherlands

### Technical particulars

Length oa.	91.20 m	Total nett deck load	4000 (jackable)
Beam	31.00 m	Jack-up speed	0.50— 1.00 m/min
Moulded Depth	7.00 m	Wave limits jacking	Hs 2.0 m
Deck load	20 t/n.	Operating waterdepth	< 30m / 50m optional
Free Deck Space	2500 m3		





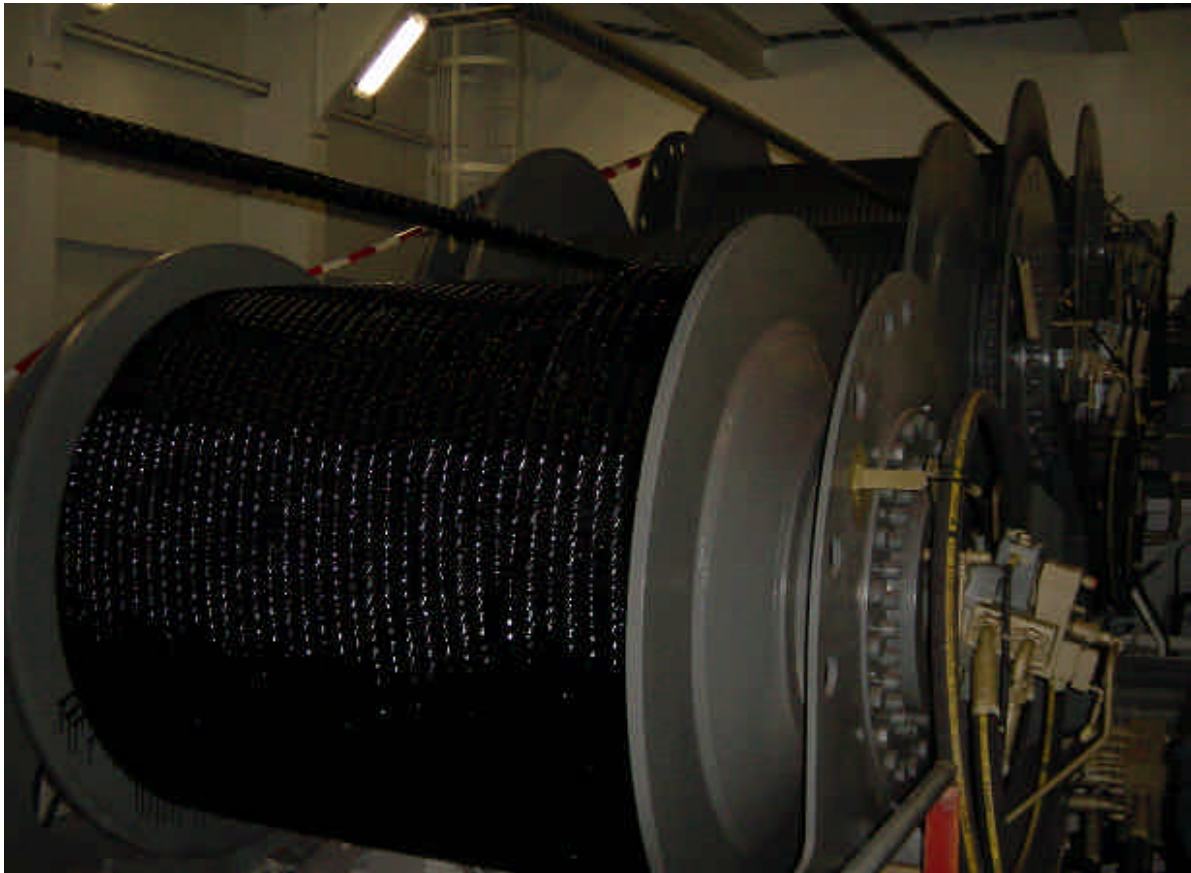
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### Jack-leg System

No- of legs	4
Jacking System	Winch driven
Length jack-legs	42m / 75m optional
Jack-leg dim.	3.50 x 3.50 m
Spud cans	8.30 x 7.70 m

### Jacking Winch Specifications

No. winches	12 (below deck)
	8 for jacking / 4 retracting
Winch line pull	60 ton each
Spooling capacity	1400 m
Elevating load (lifting)	2500 t/leg
Holding load (static)	3750 t/leg



### Mooring & Anchor System

6 point mooring system — hydraulic driven	
Winches	4x Skagit / 2x Zollern
Winch power	4x 150t break / 100t line pull 2 x 38 t break / 38t line pull
Wire lengths	4 1000m / 2x 500m
Anchors	4x Delta Flipper 10 ton

### Hydraulic System

No. Hydraulic Power Units	8
HPU Diesel driven - DEUTZ DFBM — water cooled	
Back-up system Cross-over linked	

### Ballast System

Ballast pumps	2 units — electric driven
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2x Delta Flipper 75t ton

Pump capacity 1000 m<sup>3</sup> / hr total



### Crane specifications

Type Manitowoc M 1200R

1300 tons ringer crane

Main Boom Lengths 46.6 m — 122.8 m

Jib Lengths 30.5 m — 76.2 m

Ringer Radius 18.3 m

