

## DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : [Sunday 30-03-2002](#)



Contracted by the U.S. Military Sealift Command, a French-made SA-330J "Super Puma" delivers cargo to the flight deck from the Military Sealift Command ship **USNS Spica (T-AFS 9)**. John C. Stennis and Carrier Air Wing Nine (CVW-9) are deployed in support of [Operation Enduring Freedom](#).



## EVENTS, INCIDENTS & OPERATIONS

### DNV and Gulf Offshore comment on North Mariner

Classification society DNV and owner Gulf Offshore have commented on the new supply vessel [North Mariner](#), the first British-ordered vessel to be built to DNV's new environmental class.

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DNV says companies, organisations and the public at large are now realising the importance of limiting ships' emissions to the air and sea that have the potential of adversely affecting the environment.

This focus has caused a trend among leading companies of implementing an environmental management system. DNV says that assigning an environmental class notation such as CLEAN or CLEAN DESIGN "tells the market something about a company's environmental performance and efforts and addresses issues such as reducing the amount of waste produced and emissions to the air and sea".

The North Mariner was designed and built in Norway to Det Norske Veritas's main class notation (+1A1) and new voluntary CLEAN class notation. It will shortly be commissioned to join Gulf Offshore's worldwide fleet of supply vessels.

Gulf Offshore currently operates/manages 33 vessels in the North Sea, 13 vessels in Singapore, three in Brazil and three in West Africa, and is expanding. Further new ships will be commissioned this year.

In providing offshore marine services, primarily to companies involved in the offshore exploration and production of oil and natural gas, Gulf Offshore is committed to delivering a safe, environmentally clean and cost-effective service.

Duncan Anderson, Operations Manager at Gulf Offshore North Sea Ltd, said: "We are a quality and environmentally conscious organisation. Our modern and technologically advanced fleet is operated in accordance with our Safety Management System, which complies with the International Code for Safe Management of Ships and Prevention of Pollution (ISM Code) and BS EN ISO 9002. We achieved ISM through Det Norske Veritas long before it was mandatory. But more than this, we recognise the importance of limiting adverse effects on the environment, and decided to opt for DNV's environmental class."

## McDermott awards Bayu Undan work



McDermott has contracted with Thales GeoSolutions (Australasia) Ltd to provide Survey and ROV services for the Bayu Undan Gas Recycle Project. McDermott has recently been awarded the contract for the Installation of WP1, CPP Substructures, Bridges & FSO Anchor System and Installation of Pipeline Systems, FSO Mooring System and FSO.

The survey phase was due to start on 9th of March, with the ROV phase to begin on 18th March, with completion of the project scheduled

for August 2002.

Thales will utilise two of Heavy Work Class Sealion ROVs with McDermott providing the vessel **Derrick Barge 30** for the project.

## Engine maker Deutz deeper in the red

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DEUTZ, the Cologne-based manufacturer of diesel engines for construction machines, trucks and ships, posted a hefty loss for 2001 due to last year's global economic slowdown.

Deutz said its loss for 2001 widened to E 31.8m (\$28m) from a loss of E 8.9m in 2000. Deutz' sales also fell 10% to E 1.18bn, while new orders were down 15% to E 1.13bn.

The company had already forecast last autumn that the slowdown would cause it to remain unprofitable in 2001, despite a likely slight recovery in the fourth quarter.

Still, Deutz managed to remain profitable on the operating level in 2001, lifting earnings before interest and tax (EBIT) to E 27.9m from E 15.6m in 2000.

Sales of Deutz diesel engines for big and small ships also posted increases last year. Andreas Menke, spokesman for the company, told Lloyd's List that sales of engines for smaller vessels rose 33% to E 11.2m, while sales of engines for larger ones, buoyed by strong demand in Asia and Europe, were up as much as 44% to E 68.3m.

In 2002, Mr Menke said Deutz aimed to return to profitability thanks to the anticipated economic recovery in the US.

## BP cutting 500 jobs in the North Sea



BP has confirmed that it plans to axe 500 jobs in the UK. The company says the redundancies are necessary to "safeguard the future of its investment in the North Sea".

"Streamlining our business now is critical if we are able to create a successful and sustainable future," BP said in a statement. "We also need to reverse the current trend of rising costs".

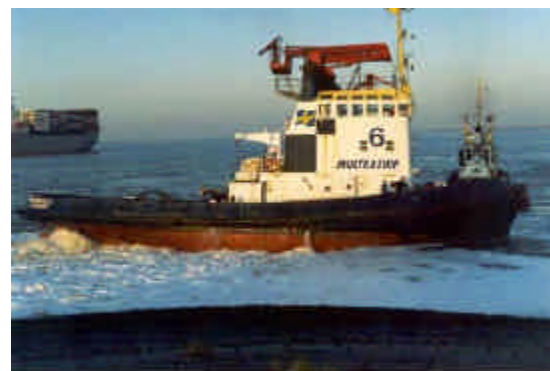
## CASUALTY REPORTING



**Leendert Muller** van Multraship was snel ter plaatse en probeerde de **Multratug 6** direct vlot te trekken, maar dat mislukte. Rond middernacht zou, bij opkomend water, opnieuw een poging worden gewaagd. Volgens een woordvoerder van het sleep- en bergingsbedrijf werd de sleper niet of nauwelijks beschadigd.

Fotos : Tollenaar

Sleepboten van het Terneuzense sleep- en bergingsbedrijf Multraship hebben donderdag tevergeefs geprobeerd een collega-sleper van de westpier van de voormalige Veerhaven vlot te trekken. De sleper **Multratug 6** liep omstreeks zes uur bij het binnenvaren van de haven vast op de pier. Dat gebeurde na een verkeerde manoeuvre. Ter plaatse staat zware stroming, die bij afgaand water nog toeneemt. De sleepboot liep enkele uren voor laag water vast. De sleepboot



## **SHIPYARD NEWS**

### **Langsten to build Field Support Vessel**

**LANGSTEN**



hangar.

Aukra Industrier AS has entered into a newbuilding contract with Simon Mokster Shipping AS for a stand-by vessel for operation in the Halten/Nordland oil fields off the coast of Norway.

Construction will be handled by Aukra's sister company Langsten Slip & Btbygggeri AS for delivery June 2003.

The vessel is based on a design from Vik-Sandvik, and has been developed in close cooperation with the shipowner and Aukra.

The vessel will be a combined Rapid Intervention/Rescue Vessel and Multipurpose Field Support Vessel, with a stern slipway and FRDC

### **News FPSO contract for IHC Caland**

IHC Caland has announced a new FPSO lease and operate contract for the development of an oil field offshore West Africa. The contract was signed recently with Single Buoy Moorings Inc (SBM), a wholly owned subsidiary of IHC Caland, and a major oil company.

As reported previously, SBM has been authorised to commence engineering work and other critical path activities for the generic FPSO. The contract is now signed for a nominal seven year charter and carries a number of options for purchase or lease extensions.

The unit is to be based on a VLCC-size tanker - 307,000dwt

### **Indian PSV delivered by Brattvaag**

Brattvaag Skipsverft AS, part of the Aker Brattvaag Group, has delivered the yard's newbuilding no 74 to its owner, The Great Eastern Shipping Co Ltd, Mumbai, India.

The vessel is a UT-755L Platform Supply Vessel developed by Rolls-Royce Marine's design division and has a length overall of 72m.

The hull was built by Aker Brattvaag's subsidiary Aker Tulcea in Romania, and a number of local suppliers were involved in the building of the vessel.

### **Two offshore vessels delivered by Aker Brattvaag**

S>viknes Verft AS, part of the Aker Brattvaag Group, delivered a UT 745 offshore vessel to Gulf Offshore on 27 February, a design developed by Rolls-Royce Marine's design division in Ulsteinvik. The vessel has a total length of 84m, has accommodation for 50 persons and is made ready for several additional functions. The hull was built by Aker Tulcea in Romania. S>viknes Verft has also now delivered newbuilding no 138 to the same owner. The vessel was subcontracted to Simek AS in Flekkefjord, and another UT 745.

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Gulf Offshore in Aberdeen is a subsidiary of the US based company GulfMark Offshore Inc. The company currently operates vessels in the North Sea, South-East Asia, Brazil and West-Africa.

### Largest Korean order for TTS-Norlift

TTS-Norlift in Norway signed what is its largest single order from Korea in the form of a contract for five main cranes for the offshore vessel Bayu-undan, which is being built by Samsung Heavy Industries.

The vessel, ordered from the Korean yard by Phillips Petroleum Company, is 246m in length and has a deadweight of approximately 172,500 tonnes. Delivery of the cranes is due to take place shortly.

Another major order for the company was signed with Flekkefjord Slipp & Maskinfabrikk AS at the end of last year. This contract covers the delivery of a large, specialised crane for a new vessel for owner Østensjø Rederi, who are based in Haugesund, Norway.

### Dubai dry dock deaths reach 26

TWENTY-SIX workers were killed and three are still missing, also feared dead, after a wall of water flooded into a giant dry dock in the Gulf emirate of Dubai, the official news agency WAM said.

Four more bodies were fished out since a toll given yesterday by Dubai DryDocks of 22 dead and seven missing.

Neither police nor the company have given the nationalities of the victims of Wednesday's accident, but most of the workforce are Asians, mainly Indians, Filipinos, Bangladeshis and Sri Lankans.

Dubai DryDocks has said the reason for the accident was still under investigation by police and the safety department of the Drydocks, one of the largest facilities in the world for ship repairs.

The company employs around 3,500 workers and lays claim to being the premier ship repair yard between Europe and the Far East.

## ROUTE, PORTS & SERVICES

### Norwegian firm says market was "better than expected"



Farstad, the Norwegian offshore vessel operator, reports that the market for supply vessels in the North Sea during the 4th quarter was "better than expected".

This was due to a higher than expected level of demand and a net reduction of tonnage in the North Sea. The demand for supply vessels was for a large part of the quarter on a par with the demand in the 2nd and 3rd quarters, but fell back somewhat towards the end of the year.



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Altogether the demand for supply vessels in 2001 was around 3 per cent higher than in 2000. The number of vessels in the North Sea at the end of 2001 was slightly higher than a year ago, says the company.

The average utilisation ratio for the entire North Sea tonnage was 94% in 2001 compared with 90% in 2000. The average for the 4th quarter was 93%, while it was 95.5%, 97.5% and 90% for the 3rd, 2nd and 1st quarters respectively.

Farstad says rates on the spot market remained high throughout the period, but fell back somewhat towards the end of the year. This trend continued in January. February has seen an improvement in the market.

The outlook for the rest of 2002 in the North Sea will continue to depend on the supply of available tonnage on the market, notes Farstad. The expected levels of activity both in and outside the North Sea are expected to result in a good market in both the 2nd and 3rd quarters.

The relatively large number of vessels still being constructed together with a certain degree of uncertainty regarding the future development of oil prices means that we have more moderate expectations for the 4th quarter and 2003.



The levels of activity in the markets outside the North Sea (Brazil, West Africa, and The East/Australia) have also remained at a good stable level. We still expect the demand for supply vessels to increase in these markets. New demand for vessel services will to a great extent have to be met by transferring vessels from the North Sea.

## Maersk Sealand sticks with newbuild plans

MAERSK Sealand's huge newbuilding programme is unlikely to be derailed by depressed container trades.

The Danish carrier, **which is heading into the red this year**, is believed to have another six large post-panamax ships on order at AP MØller's Odense shipyard for delivery by the end of 2003.

These are in addition to four due to be completed this year.

There are no plans to adjust the orderbook in response to market conditions, AP MØller chief executive Jess SØderberg said yesterday.

Each business within the AP MØller group works on an arms length basis and newbuilding contracts placed by Maersk Sealand with its sister company "are as firm as with any other yard," Mr SØderberg insisted.

Neither are there any plans to change ship specifications.

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**Johannes Maersk** moored at the Maersk terminal at Algeciras – Photo : Piet Sinke

Altering the size of the ships to be built could be done "theoretically", Mr SØderberg told Lloyd's List. "But in practice, no".

AP MØller has never publicly confirmed the order for a further six ultra-large box ships that are thought to have a capacity of at least 8,000 teu

Mr SØderberg was speaking the day after AP MØller had warned that Maersk Sealand, the world's largest container shipping line, was expected to make a loss in 2002.

This would be the first time AP MØller's container activities have been unprofitable, with weak freight rates responsible for the slide into the red.

There are now signs of market recovery, Mr SØderberg said.

"Hopefully, we are over the worst".

A hiring freeze has already been imposed, and changes made to the network, as part of cost-cutting efforts, and Mr SØderberg said he hoped there would be no need for further action.

But if rates do not improve, "then we will have to do other things," Mr Soderberg warned, including possible adjustments to Maersk Sealand's coverage.

The admission that Maersk Sealand will probably lose money this year shocked analysts who claimed the company had not done enough to cut overheads.

Furthermore, its large fleet of post-panamax vessels limits the carrier's options, said Stephen Rammer, an analyst with Handelsbanken Markets.

"There's no doubt flexibility has been reduced by going for very big ships," Mr Rammer claimed.

## Stena' new cruise ferry sets new standards on Irish Sea

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Stena Line's new generation of Irish Sea superferry, **Stena Europe**, which has undergone a €6.35 million refurbishment, has just entered service on the Rosslare to Fishguard route.

The 24,800 tonne high-tech craft, which has been totally rebuilt, offers travellers digital satellite coverage for access to a broad range of interactive services, for mobile phones usage, use of ATM cash machines throughout the crossing, video conferencing and ultimately on-board real-time TV.

The vessel has capacity for 1,400 passengers, 500 cars and freight vehicles.

Together with hotel-style cabins, an all-new Food City restaurant concept, spectacular music video wall, wider choice of shopping, bars and luxurious Stena Plus Lounge, the vessel is the most sophisticated cruise-ferry on the Irish Sea.

The Stena Europe's freight capacity and that of the route is also being significantly increased to 1300 lane metres bringing much needed extra space to meet the growing demands of the freight market.

Stena Line route director Mary Gallagher commented Dublin Port to Holyhead and Dun Laoghaire to Holyhead; Rosslare to Fishguard; and Belfast to Stranraer. The company carried nearly 3.3 million passengers in total on these routes in 2001.



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### NAVY NEWS



An Aviation Boatswain's Mate directs a Republic of Korea (ROK) UH-60P helicopter as it performs Deck Landing Qualifications (DLQ) on the flight deck of the **USS ESSEX (LHD 2)** on March 25<sup>th</sup>, 2002. DLQ's were being conducted as part of Exercise Foal Eagle, an annual joint and combined field training and maritime exercise between the U.S. and Republic of Korea (ROK) armed forces. The exercise is designed to strengthen relationships and improve interoperability between both nations through real world training scenarios

### MOVEMENTS

### AFON CEFNI



The brand new "**Afon Cefni**" in Alexandra dock, Hull 29-03-2002.

Believed launched 28-03-2002 at Hepworths, Paull as yd no 156.

**Photo / Text : Patrick Hill**

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# PRESIDENT HUBERT



The **PRESIDENT HUBERT** operating together with the **BALDER** in the Gulf of Mexico  
Photo : Arno Post onboard the **Balder**

# HR MS JAGUAR



**Hr Ms Jaguar (P810)** departs from Curacao on Drugs patrol  
Photo : Henk van Raaij – Master Smitwijs London

## AIRCRAFT / AIRPORT NEWS

Workers place mattresses under a 1940s-era Boeing passenger plane as it's loaded onto a barge after being carefully hoisted from Puget Sound, Friday, March 29, 2002, one day after engine failure forced a veteran test pilot to ditch the aircraft. Damage is visible on both starboard engines. The Boeing 307

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Stratoliner will be taken to a terminal along the Duwamish River, where it will be thoroughly washed before being transported to a hangar at Boeing Field



## Royal Netherlands Air Force participating in Operation Enduring Freedom

Two Royal Netherlands Air Force transport aircraft will soon be taking part in Operation Enduring Freedom in Afghanistan. One [C-130 – Hercules – photo right](#) will operate from Kyrgyzstan and a [KDC-10 - photo below](#) will operate out of Qatar. In anticipation of these developments, a quartermaster unit consisting of 22 military personnel from the Hercules detachment is departing from Eindhoven





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# .... SHIP OF THE DAY ....

## AEOLOS KENTERIS



The **Aeolos Kenteris** is a Corsair 14000 type ferry. It was built at Alstom Leroux Naval's yard at Saint-Nazaire (Loire-Atlantique) and completed at Lorient (Morbihan). It is operated by NEL Lines on the Piraeus-Chios-Lesbos route. The total sailing time is ten hours - four to Chios and six hours to Lesbos.

The vessel has a length of 140m or 126m between perpendiculars. It has a width of 21.8m, a maximum draught of 3.62m (and a further 1.7m for the stabilisation foil). Its maximum deadweight of 1,300t makes it one of the largest monohulls in the fast ferry market. It is designed to operate in a sea state corresponding to a significant wave height of 6m without any voluntary speed reduction.

The designers opted for a deep-V shaped hull. It is constructed from AH 36 high tensile steel. The superstructure is built of a lightweight aluminium alloy and attached to the steel structure by bi-metal joints

### PASSENGERS

The Aeolos Kenteris can accommodate up to 1,742 passengers. It has five main lounges. The three tourist-class lounges contain a total of 1,350 seats.

Furthermore, on the upper deck, there are also two business-class lounges with seating for 450 passengers.

Behind the forward tourist lounge is a bar lounge, which contains a further extra 140 seats. There is an equivalent amount behind the business lounge. There is also a food area behind the main tourist-class lounge.

### VEHICLES

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The Aeolos Kenteris can accommodate 442 cars (with average dimensions of 4.5m by 1.8m and an average weight of 1.1t). It can also carry 80 motorbikes. In total, the ferry has a capacity of 360 lane metres.

The vehicles are accommodated on three garage decks. Garage access is permitted via two weathertight stern doors/ramps.

Access to the upper levels from the main deck is by means of two aft internal slewing and hoistable ramps. This gives access to 7 garage areas allowing accommodation for lorries and coaches underneath. It can accommodate coaches up to 20t or lorries up to 32t.

The vehicles can also gain access via two slewing and hoistable access ramps. The clear height for main garage deck is 2.7m, 2m on the upper garage deck, and 1.9m on the lower hold.

### PROPULSION AND POWER

At the centre of the Aeolos Kenteris is a 66.2MW CODAG propulsion plant. This is arranged in two engine rooms, which are separated by a watertight compartment.

Power is derived from twin MTU-packaged GE LM2500+ gas turbines, which are each rated at a maximum 25,000kW at 3,600rpm. Each turbine is linked to a two-stage Renk BS 210 gearbox, reducing the turbine speed from 3,590rpm to 423rpm. These each drive a Kamewa 200 511 steerable and reversible waterjet.

There are also two Pielstick 20PA6B STC engines, which each generate an output of 8,100kW at 1,050rpm. Each of these is linked to a Renk AUSL 72-reduction gearbox linked to a seven-bladed Kamewa 140 511 steerable and reversible waterjet. There are also two electrically-driven bow thrusters for fine movement.



The Aeolos Kenteris has a service speed of more than 42 knots assuming a 650t deadweight, with all main diesel engines running at 90% MCR and gas turbines running at 95% MCR. At this rate, the fuel consumption equates to 13.7t/hr Up to 360m<sup>3</sup> of fuel is



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stored in its tanks.

To maximise stability, there are three devices; at the front there is T-foil measuring 13 m<sup>2</sup>; on the sides, there are two pairs of fins measuring 3.5m<sup>2</sup> and, lying perpendicular to the hull, are two dynamic trim-fins, each with an area of 13.4m<sup>2</sup>.

**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>