

DAILY SHIPPING NEWSLETTER 2003 – 070



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The **RPA 16** departs from the port of Hoek van Holland – **photo : Piet Sinke ©**

EVENTS, INCIDENTS & OPERATIONS



North Korean freighter **Su Yang San** berths in Japan. The ship is suspected of drugs running

Frans Hogewind redt drenkelingen van verdrinkingsdood

De nieuwe reddingboot van het Terschellinger station Paal 8, de **Frans Hogewind**, heeft de eerste redding erop zitten sinds de in dienst stelling in februari. Twee drenkelingen werden vorige week woensdagavond gered van de verdrinkingsdood na een melding van de bemanning van de veerboot Oost-Vlieland van Rederij Doeksen.

Gemeld werd dat een jachtje gezonken was ter hoogte van de boei BS 2a in de Blauwe Slenk en dat men nog net het topje van de mast boven water uitzag. De reddingboten Arie Visser, Frans Hogewind, Poon en Graaf van Bylandt waren evenals schepen van Rederij Noordgat snel ter plaatse. Voor een begin werd gemaakt met zoekslagen, ontdekte de bemanning van de Frans Hogewind twee mensen in het water en pikte ze op. Het waren de opvarenden van het jachtje, een man en een vrouw die flink onderkoeld waren, omdat ze al een uur in het water hadden gelegen. Met de Arie Visser zijn de drenkelingen naar Harlingen gebracht, waar twee ambulances hen naar het ziekenhuis brachten voor nader onderzoek. Het scheepje, de 7 meter lange stalen zeilschouw Lytske, een huurboot uit Friesland, is in een stevige bui gekapseisd en gevolgen. Het lag op 7 meter diepte in de vaargeul en is donderdag geborgen door het bergingsbedrijf Noordgat. Daarvoor is een kraanschip, dat op Vlieland lag, gebruikt.

CASUALTY REPORTING

Grounded container ship to be refloated

EXPERTS are confident that the container ship which ran aground near Singapore on Thursday does not pose any environmental threat, so they are turning their attention to refloating the vessel.

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Once a strategy that is agreeable to all parties involved is developed, a salvage contractor will be engaged to refloat the MV **APL Emerald**, according to the container ship's London-based managers, Zodiac Maritime Agencies.

The 40,077-tonne ship ran aground on some rocks about 1.3km south of the Horsburgh Lighthouse on Pedra Branca at about 2.40am on Thursday, spilling about 150 tonnes of fuel oil.

Six divers conducted a survey of the ship's underwater condition

The findings are now being reviewed by structural and salvage experts, as well as insurance underwriters and the ship's classification society, Lloyd's Register.

'We hope to bottom out, in the next 48 hours, all the variables that require consideration in developing a refloating procedure,' said Mr Paul Shields, Zodiac's director of operations. Among the steps being considered are moving the cargo and transferring fuel from its tanks and pumping air into them.



The ship ran aground on some rocks south of the Horsburgh Lighthouse on Thursday.

EXPLOSION ONBOARD THE CHASSIRON



An army helicopter escorts French oil tanker the **Chassiron**, Friday, June 13, 2003, arriving at Bayonne harbour, southwestern France. An explosion shook the tanker early Friday, about 60 kilometers (38 miles) off the southwestern coast, killing a Senegalese 35-year-old seaman aboard. The cause of the blast was under investigation, as the tanker, capable of carrying 10,000 tons of fuel, was empty of oil. The tanker returned to port in Bayonne accompanied by two tow boats and an army helicopter





An undated but recent file photo of the ship '**Cabin Fever 1**' involved in an Irish reality television series, which ran aground Friday June 13, 2003. Rescue services helped seven people to safety after the boat featured on the TV show Cabin Fever hit rocks near Tory Island, Co Donegal, Northern Ireland

SHIPYARD NEWS

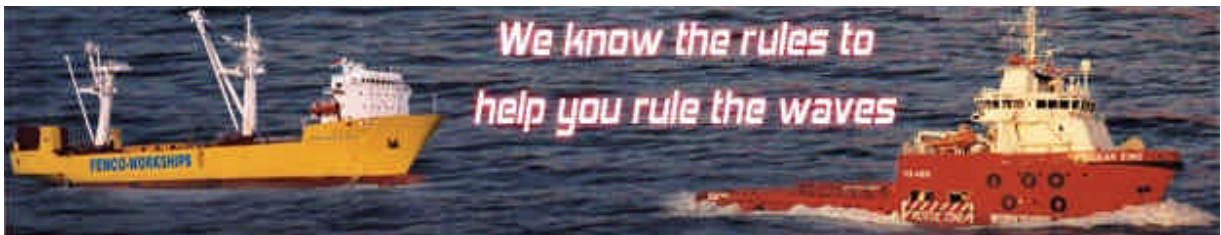
LLOYD WERFT LENGTHENS AMERICAN HULL

LLOYD WERFT in Bremerhaven (LWB) is lengthening the first of its two 'Project America' ships and will also complete her earlier than scheduled for regular customer Norwegian Cruise Line (NCL). LWB told Shipping World & Shipbuilder that the Norwegian owner wanted the 256m long hull lengthened by 25m to 281 m. The yard said two further diesel engines would also be installed, raising the total to six. Reports said that was to increase speed. LWB also told Shipping World & Shipbuilder that the first unnamed ship will be delivered by the end of 2003. Earlier reports said the 2,000 passenger ship would take 14 months to complete and be delivered in Spring 2004. NCL last year bought all the materials and equipment, along with work preformed to date, on the two '**Project America**' vessels under construction at Northrop's Ingalls shipyard in the USA. LWB organised Atlantic towage to Bremerhaven of the 65 percent completed hull of the 72,000gt vessel previously named Queen of Americas, and of the materials for the second ship, which is reportedly 90 percent built but unassembled. What will happen to the second ship was still not clear. It seemed unlikely that materials would be assembled at LWB, which is not a newbuilding yard. Earlier reports spoke of Meyer Werft and an unidentified German yard being interested in some of the work. NCL said once completion of the first ship was under way, it "will explore the feasibility of completing the second vessel based on the word in progress and materials that have been purchased.

ROUTE, PORTS & SERVICES

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OFFSHORE CHARTERS

The large PSV **'North Vanguard' (UT705)** has been chartered to support a one well (circa 60 days) programme with the 'Belford Dolphin'. The deepwater drillship has recently arrived in European waters in readiness for this contract that commenced in the first half of June. The rate is private but estimated to be in around the GBP 7,500 level.

The **'A.H San Fruttuoso'** (under Viking Supply Ships management) has been chartered to support a one well (circa 70 days) programme with the **'Sedco 711'** on the 'Cong' prospect West of Ireland. The rig is currently drilling a well for Ramco Energy on their 'Seven Heads' development off the South Coast of Ireland and is expected to transfer to Statoil around mid July. The rate is private but estimated to be in excess of GBP 10,000.

The newbuilding DP11 medium sized PSV **'Grampian Explorer' (UT755L)**, which delivered from the shipyard in March, has been chartered for 1-2 years from late April. In addition, the large PSV **'SBS Cirrus' (UT705)** has been chartered for the same duration but commenced the charter at the end of May. The rates for both contracts are private.

The 1976 built medium sized PSV **'Northern Viking' (UT706)** has been chartered to support a one well (circa 90 days) plus option programme with the 'Stena Dee' on the 'Sycamore Field' in the Central North Sea. Commencement is scheduled for the second half of June and although private the rate is estimated to be around the GBP 6,000 level.

Venture have also fixed the **'Far Spirit' (UT706)** via ASCo (who have chartered the vessel on a sublet basis from BP Norway) to support a two well (circa 120 days) plus three options drilling programme with the **'Noble Ronald Hoope'** on the 'A' Block in the South North Sea. The contract commenced at the end of May.

UK ROUND-UP

ASCo's current fleet consists of 11 medium/large PSV's (including the 'Far Spirit') of which three are effectively sublet to third party charterers – namely the 'North Stream' (ExxonMobil Norway) / **'North Mariner'** (Allseas) / **'Skandi Buchan'** (TFE UK). They have recently released the **'Toisa Intrepid'** (VS483) / **'Highland Pride'** (UT705) / **'Far Swan'** (UT745L) but their fleet is expected to contract even further in the second half of July when the **'Far Scotia'** (UT755) & **'Stirling Tay'** (VS483) are scheduled to be released on completion of long term contracts. TFE released the **'Safe Truck'** (UT755) around mid May on completion of a multiyear contract and will now support their UKCS operations with just two vessels. The **'Skandi Buchan'** (MT6000/Asco sublet) & **'Troms Falken'** (UT755L) are both contracted until January next year at least. Seaforth (AMLA) released the **'Monarch Bay' (UT755)** at the end of May on completion of a one well (circa 45 days) contract supporting EDC's drilling programme with the **'Ocean Princess'** in the Central North Sea. The **'Smit Lloyd Fame'** could also be released early next month on completion of a five year charter which would reduce Seaforth's vessel 'pool' to just two units - namely the medium sized PSV **'Highland Patriot'** and the larger **'Stirling Spey'** (VS483). BP are scheduled to release the medium sized anchor handler **'Esvagt Gamma'** at the end of June on completion of a circa 75 day contract supporting various projects in the UKCS. On the credit side, BP took delivery of a fourth large Maersk PSV in the second half of May – namely the **'Maersk Forwarder'** (UT745) which had formally been under long term contract to cable contractor, Global Marine Systems. The vessel joined the similarly specified **'Maersk Fighter' /**

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'Maersk Feeder' & 'Maersk Fetcher' which all commenced minimum 18 month contracts with BP in January. As scheduled, the 'Stirling Esk' commenced a one well (circa 100 days) contract with GlobalSantaFe towards the end of May after being released by Dutch logistics provider Petersons Supplylink on completion of a long term contract. The vessel is supporting Centrica's drilling programme with the 'GSF Galaxy I' on the 'Rose Field' in the South North Sea. Shell UK currently have a medium/large PSV 'pool' of eight units supporting their Central / Northern North Sea installations but they have been relatively active since the beginning of the year in subletting their excess tonnage on a short/medium term basis to third parties. The 'Gargano' (UT755L) has been sublet to Dutch logistics provider Petersons Supplylink for 1-2 months from the end of April and the large PSV 'Skandi Marstein' (MT6000) commenced a sublet (to pipelay contractor Allseas) of a similar duration in the first half of June (see earlier). The 'Skandi Marstein' & medium sized PSV 'Edda Fram' had been sublet to Allseas & Petersons respectively for short/medium term contracts earlier this year and Shell's long term chartered anchor handler 'Stirling Iona' (VS473) is invariably available as a sublet on the 'spot market'. However, this may not be the case much longer if she is released in October on completion of a two year contract. The medium sized PSV 'Highland Drummer' (UT755) was chartered for 1-2 months from early May to support Maersk Oil & Gas (UK) Ltd's drilling programme with the 'Stena Dee' in the Central North Sea. The vessel effectively replaced the large DP11/MPSV 'Ocean Commander' (UT745) which was released in order to deliver to Maersk's counter-part in the Danish sector for a 1-3 year contract. The 'Stena Dee' programme commenced around mid December and was envisaged to have a duration of around two months but has significantly overrun and is now not scheduled to complete until the second half of June.

VIKING LINE STARTS SERVICE TO TALLINN WITH M/S ROSELLA



Viking Line's 1,700 passenger M/S Rosella, built in 1980, begins sailing to Tallinn on August 17, 2003, offering cruises and scheduled voyages. In recent years, M/S Rosella has been sailing the route from Stockholm to Mariehamn and during the summers the route from Turku to Kapellskar. In August the ship will be transferred to Helsinki and starts serving two round trips to Tallinn daily. Viking Line has earlier experience on regular traffic to Tallinn from the mid-90s when the company catamarans served the route during three summers. Due to this new route, Viking Line will be able to provide a larger selection of services in Finland, and at the same time the Estonian market will become a new sales area. The versatile schedule of our new service to Tallinn enables a wide product selection. The departure from Helsinki at noon is ideal also for passengers arriving from outside the Helsinki

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area. The early bird departure from Tallinn, on the other hand, is planned especially with the Estonian market in mind. Rosella is a comfortable ship offering all that is needed for a successful trip. On board Rosella you can find the traditional Viking Buffet restaurant, the Sea Side Cafe' and the Bar-B-Q House that is famous for its "largest peppered steak on the Gulf of Finland"! On board is also "the Smuggler's Inn", a pub with an Irish atmosphere. The nightclub Fun Club offers versatile entertainment: competitions hosted by the music master, dancing, live performances, karaoke, bingo etc. And, on deck 5, you will find the Tax Free shop and the Pearl Beauty Shop

NAVY NEWS

MOD TAKES DELIVERY OF FULL RO-RO SHIP SERVICE TWENTY MONTHS EARLY

The Ministry of Defence has taken delivery of its Strategic Sealift service 20 months ahead of its target date, following delivery of the final Roll-On Roll-Off (RoRo) cargo vessel to the contractor.

Each of the six RoRo ships almost as big as an Invincible Class aircraft carrier and the MoD has been using its new capability to help support Allied forces in the Gulf. Today she is being loaded with equipment and vehicles from 19 Mechanised Brigade all bound for the region.



Defence Minister Lord Bach saw the 20,000 tonne vessel being loaded with armoured vehicles at the Sea Mounting Centre at Marchwood, Hants. **Hurst Point** has three decks, each deck nearly the length of two football pitches. Laid out in line the decks would stretch to nearly 15 Km. Lord Bach said:

"The Strategic Defence Review identified the need for the UK's Joint Rapid Reaction Forces to have a strategic sealift capability, able to deploy, sustain and then recover the many vehicles they need during operations. "Strategic sealift is the key to moving vehicles and equipment to the theatre of operations quickly and efficiently and I am delighted that this vital service has been delivered some 20 months ahead of the date set at the beginning of the project. "We need four ships for routine work. Under the PFI arrangements the MoD has access to additional shipping when needed. The taxpayer gets value for money; this is Smart Acquisition at its best." The PFI contract with AWSR will run until December 2024 and the full cost of the service will be approximately £950 million, subject to usage. Designed with transporting military equipment in mind the vessels can dock at a wide variety of ports, loading from either the stern or side. The ships also carry a 45 tonne crane, have enhanced stability and have ice breaking capabilities.

KEARSARGE ENROUTE LIBERIA



The U.S. amphibious assault ship **USS Kearsarge** was ordered to the West African coast for a possible evacuation of American citizens from the war-torn nation of Liberia, said a Pentagon spokesman on June 13, 2003.

Left :

A Guppy-class sub in Taiwan's naval yard. These US-made submarines are over 50-years-old and the US has promised to replace them with more modern equipment

MOVEMENTS

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P&O's **ROYAL PRINCESS** arrived Saturday morning in Rotterdam — photo's : Piet Sinke ©



Top : The **PETER PAN** seen here departing from Travemünde bound for Trelleborg
photo : Henk vd Lugt ©

RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

RUSTIG ZOMERWEER!

Perioden met zon en dinsdag kans op een bui. Middagtemperatuur tussen 21 en 24 graden maar langs de kust iets lager.

© Ed Aldus 2003	ZA-14	ZO-15	MA-15	DI-15
Maximumtemperatuur:	22	21	22	24
Minimumtemperatuur:	11	11	12	13
Zonnekans in %:	50	60	60	50
Neerslagkans in %:	30	10	10	30
Windrichting kracht:	NO-3-4	N-2-4	ONO-2-4	OZO-3-4

.... PHOTO OF THE DAY



The **VIKING SURF** - photo : coll. Maart Barnhoorn

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