

DAILY SHIPPING NEWSLETTER 2003 – 091



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Above picture show's the Pilot's view from the navigation bridge of the **EVER RACER** (293 mtr) when swinging the vessel off the Amazonehaven June 18th in the Beerkanaal (R'dam-Maasvlakte)

photo : Pilot Ben Meerburg ©

EVENTS, INCIDENTS & OPERATIONS

EX WINSTON CHURCHILL SOLD FOR SCRAP

"MAYAN EMPRESS, ex WINSTON CHURCHILL, has been sold to Indian breakers for 1.5 million USD. She is to be certified for one final one way sailing to Alang from her current moorings in Norway.

Geen geld voor Smit-logo op URS-sleper

Rotterdam/Antwerpen - Topman B. Vree van het Rotterdamse sleep- en bergingsbedrijf Smit heeft in Antwerpen de overname van de Unie van Reddings- en Sleepdienst (URS) beklonken.

De overname levert Smit een vloot van vijfenveertig schepen en ongeveer vijfhonderd personeelsleden op. URS is, net als Smit, actief op het gebied van havensleepdiensten, transport en berging.

Smit heeft vorig jaar nog overwogen om het belang in URS af te stoten. Het Rotterdamse concern zat slecht bij kas. Smit zit inmiddels ruimer in de middelen. Vree: „Daarbij komt dat URS na twee reorganisaties nu ook veel beter presteert."

Vree verhuult niet dat de aankoop van het resterende belang URS een defensieve operatie is. „Hiermee houden we Antwerpen dicht voor de concurrentie," geeft hij aan. Het is een publiek geheim dat het Deense sleep- en bergingsbedrijf SvitzerWijismuller aast op uitbreiding van haar positie.

Smit is voorlopig niet van plan veel bij URS te veranderen. „Dit en volgend jaar wordt er zelfs geen verf gekocht om het Smit-logo op de schoorstenen van de URS-schepen te schilderen."



Two unidentified people look at the corpse of a whale at the Gross Schwansee beach, Baltic Sea, northern Germany on Friday, July 4, 2003. The animal with a length of seven meters stranded overnight

Pay & Brinck plays key role on Boa newbuild

Pay & Brinck Motor, the Norwegian supplier of marine propulsion equipment, has provided OSO with details of equipment is contracted to supply for Boa's newbuild AHTS/construction vessel, **Boa Deep C**

The new vessel was designed by Vik-Sandvik in Norway to meet the ever more demanding needs of the offshore construction sector, where deeper and deeper exploration requires more powerful, capable and sophisticated vessels in order to operate successfully.

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The dynamically positioned vessel will be working in the sub-sea market, tackling subsea installations, mooring systems and pipeline repairs, as well as template and anchor pattern installations anywhere in the world. The innovative vessel will allow this work to be performed at previously inaccessible sea depths of up to 2000m.

Boa Deep C will be equipped with two Caterpillar(r) 3616 V16 296 litre engines rated at 8,158hp (6000kW), each driving a propeller shaft via a Scana Volda gearbox and a propeller of 4.4 m diameter. A PTO on each gearbox will power shaft generators to allow power take-off for vessel consumers during steaming and maneuvering.

There are also two banks of generator sets, arranged in what are two completely separate and independent engine rooms to provide total redundancy in line with the requirements of the DP3 and RUTAR classification.

These generator sets each consist of a Caterpillar(r) in-line 8 cylinder 148 litre 3608 engines rated at 3025 kVA and a Caterpillar(r) in-line 6 cylinder 111 litre 3606 engines rated at 2275 kVA, as well as a Caterpillar 3508 (V8 34.5 litre) generator set rated at 894 kVA for harbour duties and a Caterpillar 3306 generator set, 213 kVA for minimal on-board power requirements.

Siemens Norway has been Pay & Brinck Motors counterpart in developing a functional power pack taking care of the interface on PMS, control and monitoring systems.

Luxury cruises keep spirits up in the downturn

THE luxury cruise ship **Hebridean Spirit** returned home to Glasgow after a challenging, but still successful, two years sailing the world's oceans.



The liner, rededicated exactly two years ago by Princess Anne, tied up at the King George V Dock in Govan.

Despite worries over foot-and-mouth disease, the terrorist attacks in America, and, more recently, the war in Iraq and concern over the SARS outbreak, the Hebridean Spirit, originally registered in Glasgow, has in that time carried some 5,000 well-heeled passengers, paying up to £12,000 for a suite.

Ahead of a four-night trip, Taste of the Western Isles, with prices of up to £4,870 for a suite, David Rodger, the managing director of the parent company, Hebridean Island Cruises, said that the global economic downturn had restricted expansion.

As visitors sipped champagne in one of the luxurious lounges, Mr Rodger said the economic situation had affected the market. "We go as far north as Norway and as far south as Madagascar, and the development of those routes has been slowed by major events such as the terrorist attacks and subsequent conflicts." He added that bookings for the winter season, when the ship will be cruising in the Indian Ocean were slower than was hoped.

He added: "This is certainly not unique to us, the entire trade is feeling the same." No more than 77 passengers are carried at any one time, with almost one crew member for each to tend to their needs.

The baronial house feel is cemented with exquisite, large rooms and five-star cuisine. Unlike the brash

and bold nature of other cruise lines, there is no casino, no disco and the freedom of doing as much or as little as one likes.

About 94 per cent of passengers are from the UK, with an average age of 60, although Mr Rodger said he hoped to broaden the appeal to a younger clientele. Captain Brian Larcombe, who has guided the ship since its dedication, said: "We are very different.

"We don't have all the glitz, but our forte is more cultural and gastronomic. "People come here and they leave rested and relaxed. It may not sound right to some people, but we will not discount, as we need to cater to our clientele. "No matter how many or how few, we will always sail."

SHIPYARD NEWS

Zamacona to build standby vessels for Esvagt

Esvagt in Denmark has confirmed that it has ordered a pair of 44m standby support vessels from Spanish shipyard Astilleros Zamacona. Reports suggest that the US\$15.5 million contract will see the vessels delivered in late 2004. The contract also includes options for further vessels.

Keppel Singmarine secures order for Chuan Hup anchor handlers

Keppel Singmarine shipyard in Singapore has won four newbuildings orders valued at US\$24.5 million. Keppel will build two AHTS vessels for Chuan Hup Offshore to be delivered in August and October 2004 and two harbour tugs for Maju Maritime in the first quarter of 2004.

SADRA to build three VS473s for Iran National Oil Company

Iranian National Oil Company is reported to have ordered a trio of VS473 anchor handlers from Sadra shipyard in Iran.

Designer Vik-Sandvik said the vessels will 15,000bhp ships with a bollard pull of 180 tonnes, length overall of 74.4m and accommodation for 34.

Brattvaag to upgrade PSV for Farstad

Aker Brattvaag AS has signed a contract with Farstad Shipping to upgrade the platform supply vessel **Far Scotia**.

Far Scotia, a UT755 PSV, will arrive at Brattvaag on July 20th and will be upgraded and modernized to satisfy the requirements of a charter agreement between Farstad and the Mexican offshore service company Arrendadora Ocean Mexicana SA. An additional accommodation module for 40 persons will be installed, as well as additional equipment, such as a new DP system and new 40 tonne crane

Bollinger delivers first of three for Seacor



Bollinger Shipyards in the US has delivered the [Seacor Madison](#), the first of three 207ft, 4,750bhp supply boats to Seacor Marine.

It will be followed by two others of Seacor's new President Class offshore support vessels (OSV), the [Seacor Washington](#) and [Seacor Jefferson](#).

The boats are part of Bollinger's new 220 Class OSVs that are designed to provide more cargo capacities, more versatility, more options and lower operating costs than larger vessels. "For example," said Mike Ellis, chief operating officer of Bollinger, "the Seacor Madison can carry 6,223 barrels of liquid mud and has 6,000 cubic feet of storage for dry bulk mud. Combine these capacities usually found in OSVs from 220-240 feet with the lower operating costs of a 207ft vessel and you have a boat that will be very efficient. It has separate pump systems that can handle different liquid mud products without danger of contamination. And, all pump systems can be operated through a central control system in the pilothouse, which also accommodates the boat's ABS (American Bureau of Shipping) classed DPS2 dynamic positioning system."

Ellis said: "The design is a result of close cooperation with Seacor and Bollinger's design and engineering teams." The pilot house is located further forward and features 360 degree visibility free from interference by stacks and includes touch screen computer displays for the boat's dynamic positioning system and other control systems.

He added: "Seacor's successful experience with Bollinger's repair facilities and past new build programs was a big factor in the decision to team with us on these large capacity 220 series vessels. Bollinger has a long-standing relationship with Seacor and we will continue to pursue innovative solutions to their needs domestically as well as internationally."

Seacor's President, Milt Rose, said the ship and her sister vessels were designed to provide maximum capacities of key cargoes such as liquid mud, as well as to provide redundancy in transfer and operating systems so as to assure cargo deliverability. In addition to the vessel's cargo capabilities, great care has gone into the design of the vessel to incorporate features that will significantly minimize the possibility of spills of fuel and liquid mud cargoes.

Overall, Seacor Madison is 207ft long, 53ft wide and 19ft deep. Light draft is 6.5ft; loaded draft is 16.2ft. Two Caterpillar 3516B diesels developing a total of 4,750bhp at 1,600rpm driving two Steerprop SP25 azimuthing propulsors supplied by Karl Senner, Inc, provide propulsion. Two generators driven by

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two Caterpillar 3408 diesels produce electricity. The boat is also equipped with a 95 kW generator as part of its Safety of Life At Sea (SOLAS) classification. Two 1,000hp SMI bow thrusters driven by two Caterpillar 3508B diesels aid manoeuvrability and station keeping. Bow thruster noise is reduced by a Sound Down noise damping system. All of the Caterpillar engines were supplied by Louisiana Machinery, Inc.

The ship has a cargo deck has a clear area of 6,525 square feet capable of carrying 1380 long tons. Some other capacities are: 169,774 gallons of drill water; 106,129 gallons of ballast water; 155,313 gallons of fuel oil; 2,296 gallons of lube oil; 1,155 gallons of hydraulic oil, and 2,498 gallons of sewage.

A partial list of electronics and controls includes: a Simrad DPS-2 vessel control; a Furuno GPS; Steer Prop engine controls; two JRC radars; an A3 GMDSS radio system; a Bogen public address system; OFE Globe Offshore internet E-mail; a Standard Horizon VHF and loudhailer, and a JRC speed log.

Other equipment includes a Coastal Marine anchor windlass, a Stang 1,900 GPM fire monitor with a Crane Demming pump driven by a Caterpillar 3508B diesel; six (6) 16-man inflatable life rafts; a SOLAS rigid inflatable boat (RIB) with a 50 HP motor, and a Headhunter 36-person marine sanitation device.

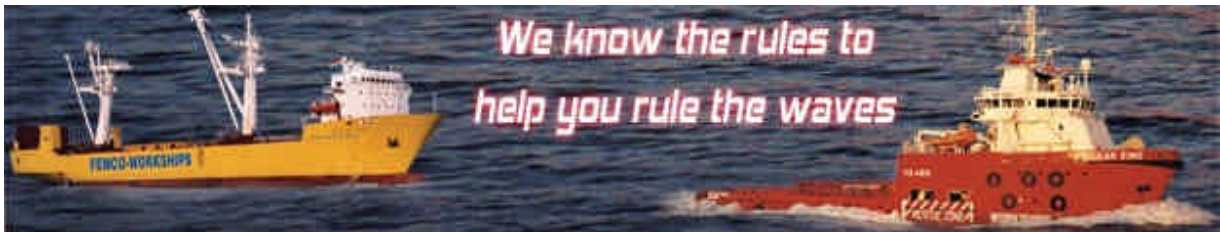
Air-conditioned and heated accommodations are provided for 26 people in 11 cabins, all with private heads. A double bed hospital is also included and the boat's galley can serve 12 persons at a time.

Seacor Madison is US flagged and classed by the ABS Maltese Cross A1, AMS, DPS2.

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REGINA OLDENDORFF Bulker, GT 18121. IMO No 8120703. Built in China 1986. Picture taken while the ship was unloading steel beams at the port of Oshawa Lake Ontario. This was the Regina Oldendorff's second visit to Oshawa since the start of the 2003 Shipping season.

Photo : Jim Gallacher ©



Fred Olsen's **BARLOVENTO** arrives at one of the Canary Islands
The **BARLOVENTO** was built during 1976 as the **VIKING VOYAGER**, was later renamed **PRIDE OF CHERBOURG** and during 1994 in **PRIDE OF CHERBOURG II**, later she was renamed **BANADEROS** and since 2000 is named **BARLOVENTO**

Photo : Tommy Bryceland ©

Technip-Coflexip wins flowlines contract for Oseberg South

Technip-Coflexip's Norwegian affiliate Technip Offshore Norge AS has been awarded the EPCI contract for the Oseberg South - J Structure flowlines and umbilical by Norsk Hydro.

The contract, valued at 23 million euros, includes 2 off 8in rigid flowlines (production and water injection) and one umbilical running from the new Oseberg J template to the Oseberg South platform.

Stolt Offshore awarded contracts in Trinidad

Stolt Offshore has announced that it has been awarded two contracts by BHP Billiton, one for the installation of an offshore platform and the other for the installation of pipelines in Trinidad and Tobago. The contracts, valued at approximately US\$60 million, are for the installation of one shallow water offshore platform and approximately fifty miles of pipelines of eight to thirty-inch diameter in the Angostura field. The scopes of work will be undertaken using the derrick lay barge DLB 801 during the fourth quarter of 2003 and the middle of 2004.

GlobalSantaFe takes delivery of Constellation 1

GlobalSantaFe Corporation has announced that it has taken delivery of its new, high- performance jackup rig, **Constellation I**. Equipped with a dual activity pipe handling system and state-of-the-art drilling capabilities, the rig is designed to reduce critical path time to drill wells.

Constructed in the PPL Shipyard in Singapore, the Constellation I is capable of drilling to 30,000ft in water depths of up to 400ft. A 75ft reach cantilever with a combined drilling load capacity of 2.6 million pounds, enables the rig to operate over a large drilling pattern. The **Constellation II**, an identical rig, is scheduled to be delivered in the first quarter of 2004. Constellation I is contracted for a three-well programme offshore Myanmar that is expected to commence in late July. The contract, estimated to take four months to complete, is valued at approximately \$8.8 million.

Eidesvik takes over VS 470 at Westcon yard

Norwegian shipowner Eidesvik has taken over a VS 470 PSV that is being built at Westcon shipyard in Norway. Westcon delivered a sister vessel in December 2003, the **Viking Surf**, Eidsurf AS, a company partly owned and managed by Eidesvik. The hull was built in Poland and the outfitting will take place at the Westcon yard in Ølensvåg outside Haugesund. The vessel will be outfitted and equipped for operation in West Africa and is scheduled for delivery in January 2004.

NAVY NEWS



The guided missile cruiser **USS Anzio (CG 68)** approaches the pier at its homeport at Norfolk Naval Base, Norfolk Va., after a six-month deployment to the Arabian Gulf in support of Operation Iraqi Freedom

MOVEMENTS

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The **GURRONG** arrived and departed again from Rotterdam, the Australian homeport is changed now in “**London**” – photo : Jan Simons ©



The Dutch newbuilding frigate **EVERTSEN** was shifted from the building dock by the tugs **MULTRATUG 9** and **SCHOUWENBANK**, **VLB 7** and **VLB 8** to Scheldepoort for outfitting .

Photo 's : Willem Kruit ©





The storage unit **NJORD B** left the Aker-Kvaerner yard Friday after some weeks in the drydock. Assisted by the tugs **Bison**, **Haabull** and **Belos**. The **AHTS Far Grip** also assisted and will also tow her to the Njord oilfield.

Photo's : Terje Moen ©



.... PHOTO OF THE DAY

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The **STENA SHIPPER** – photo : Rob de Visser ©



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