

DAILY SHIPPING NEWSLETTER 2003 – 148



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Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



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The **SMITWIJS ROTTERDAM** seen here passing Hoek van Holland Thursday afternoon inward bound to participate with the Wereldhavendagen 2003 in Rotterdam this coming weekend.

Photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS

Farstad comments on the market

Farstad, the Norwegian owner and operator of offshore support vessels, says demand for supply vessels in the North Sea so far in 2003 "was about the same level" as for the same period in 2002.

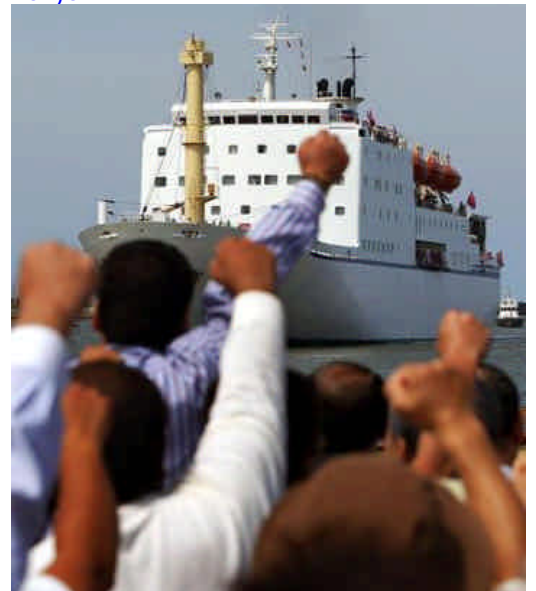
"However," said the company in a recent statement, "we have seen a change from term to spot employment. The number of term contracts is much reduced compared to 2002. As a consequence the rate level in the spot market has been very low."

Farstad said the large number of vessels delivered during the first half of 2003 has not resulted in an increase in the number of units in the North Sea. "This has made the average utilisation ratio for the entire North Sea tonnage of approximately 90 per cent for the half-year, which is lower than for the same period last year," said Farstad. "During the second half-year a number of newbuilds, especially PSVs, will be delivered. Therefore it is not expected that the 3rd or 4th quarter will give an improvement in the rate level."

Farstad said that in Australia/The Far East the level of activity during the first half-year has remained on the same level as for 2002 and it is expected to remain stable for the second half-year. Brazil and West Africa will require additional tonnage, said Farstad. "The activity in these and other markets outside the North Sea gives reason to expect a lift in the rates in the North Sea market in the second quarter of 2004," the company said.



Protesters clinch their fists while North Korean ferry Mang Gyong Bong-92 enters Niigata port, 250 kilometres (155 miles) north of Tokyo



Midnight Wrangler completes major project for Mariner Energy



Torch Offshore has announced that its vessel **Midnight Wrangler** has completed its first project for Mariner Energy. The vessel successfully installed a subsea tree onto an existing wellhead in Mississippi Canyon Block 66 Area. The water depth for the project was 1,200ft.

The company has signed a Letter of Intent for the vessel to work on a project for Entré Holdings Company in the Gulf of Mexico Eugene Island Block 294 Area. The Midnight Wrangler will install one 4.5in and two 3.5in coiled tubing flowlines in 200ft waterdepth. Each flowline is 8,000ft in length.

The three flowlines will originate from a newly installed Entré Holdings Company platform and tie-in to an existing platform. The work was due to commence in late August, 2003.

Torch Offshore took delivery of the **Midnight Wrangler**, a DP2, 341ft deepwater construction/pipelay vessel in March 2003. The company equipped the vessel with a 125 ton crane and a 60 ton crane. When in pipelay mode, the vessel can accommodate up to four 9.2m reels as part of its modular lay system.

In addition, Torch Offshore and Sonsub signed an alliance partnership for subsea remote intervention support on the vessel with the 200 hp INNOVATOR 12 ROV (Remotely Operated Vehicle) on board.

Tidewater names supply vessel after US soldier



Tidewater has announced the naming of a supply vessel in memory of 1st Lt Jonathan Rozier and the contribution of \$5000 to the Justin David Rozier Scholarship Fund for the benefit of Lt Rozier's infant son.

Lt Rozier, 22, was slain in Iraq on July 27 when his military vehicle was hit by rocket-propelled

grenades. He is survived by his 22 year-old wife, Jessica, and their 9-month old son, Justin. He was assigned to B-Company, 270th Armor Battalion, 1st Armored Division.

The **Jonathan Rozier**, an offshore supply vessel under construction at Bollinger Shipyards of

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Lockport, Louisiana, was specially designed for high speed, efficient performance, and large cargo capacity.

When the ship is delivered in March 2004, a christening ceremony will be held to honour the memory of Lt Rozier. The ship will service oil production platforms in Louisiana, Texas, and around the world. Three more sister vessels are currently under construction at Bollinger Shipyards with deliveries beginning in October 2003 and ending in May 2004.

Tidewater's contribution will be made to the Justin David Rozier Scholarship Fund. The fund was created by friends of the Rozier family to provide for the future financial needs of Lt Rozier's infant son. Tidewater's contribution will be added to amounts received from Lt Rozier's family, friends, and the community.

Production gets underway on Sable Field

The Bluewater group and Petroleum Oil and Gas Corporation of South Africa (PetroSA (Pty) Ltd), have announced that Bluewater's **FPSO Glas Dowr** commenced production on 7 August 2003 on the Sable field.



Top : The **GLAS DOWR** at this file picture arriving in Rotterdam 24-03-2002 – photo : Piet Sinke ©

The Sable field is located in the Bredasdorp basin offshore South Africa about 150 km Southwest of Mossel Bay. Field Operators are PetroSA (Pty) Ltd. and Dallas-based partner company Pioneer Natural Resources South Africa (Pty) Limited.

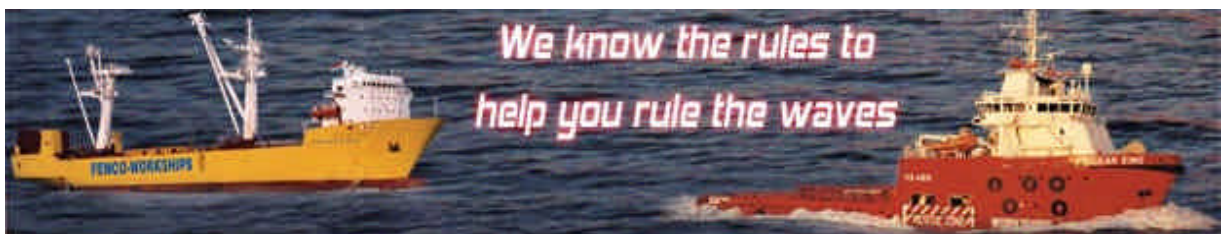
Prior to commissioning, Glas Dowr's production and processing facilities were upgraded and modified in a Cape Town-based construction yard. Bluewater expects to operate the floating production, storage and offloading (FPSO) vessel, shuttle tanker and subsea equipment for the duration of the Sable field's productive life. The term of the service agreement is ten years, unless terminated earlier, with a minimum term of three years.

Bluewater contracted Technip France for the design, supply and installation of the subsea facilities at the Sable field, including all production risers and umbilicals, in-field flow lines and associated equipment. Technip France also completed the installation and hook up of the vessel.

ROUTE, PORTS & SERVICES

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Workships Contractors bv





K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : post@workships.nl
Telex : 24390 wosh nl

Turnover is up at Groupe Bourbon

Groupe Bourbon is France has confirmed an increase in turnover for the first six months of 2003, but did not provide profit figures.

The group's offshore support vessel operations had revenues of Euro 83 million, compared to Euro 62 million in the same period the year before.

Farstad releases results 2nd quarter results

Farstad Shipping, the Norwegian owner and operator of offshore support vessels, says it achieved a cash flow of NOK 146.3 million in the second quarter of 2003 compared with NOK 130.8 million in the second quarter of 2002. Operating income was NOK 339.5million (NOK 319.2 million) and operating profit (EBIT) was 93.8 million (NOK 116.6 million).

IN a recent release, Farstad said the North Sea market was "weak" during the 2nd quarter, but noted that markets outside the North Sea have absorbed the increase in the number of supply vessels in the first six months of the year. "The activity in thesemarkets is still expected to be good," said Farstad, "therefore an improvement in the rate level in the North Sea market can be expected in 2004."

Aker Kvaerner reports weak profits, strong order intake, good cash position

Aker Kvaerner says that, as previously forecast, profits remained relatively weak throughout the first half of 2003, due to weak market and correspondingly low order intake in 2002. "Meanwhile, the time has been well spent streamlining the organisation, and focusing sales and marketing activity has resulted in a steady flow of new orders," said the company in an end of August statement.

In the second quarter, the order reserve continued to grow from the record low at the end of 2002. Important orders have been booked in both oil and gas and engineering and construction. In engineering and construction the backlog has now recovered to the same levels as at the beginning of 2002. The total order intake in the second quarter was NOK 9.7 billion, in line with the strong first quarter.

The value of awards announced after the second quarter and letter of intents which have not yet been booked to the order reserve amounts to NOK 3.6 billion. This does not include up to two Ultra-Voyager cruise vesselsat Kvaerner Masa-Yards for which a conditional agreement has been signed.

Operating profit before interest, tax, goodwill and pension amortisation (EBITA) for the first six months was NOK 85 million. This includes a NOK 440 million charge in the second quarter, covering costs and provisions relating to Kvaerner Philadelphia, the shipyard in Pennsylvania, US.

Norskan acquires Trico UT722

NorSkan Offshore Limitada, which is owned 50/50 by Solstad Offshore ASA and DOF ASA, has purchased 100 per cent of the shares in Trico Offshore Limitada in Brazil.

The company's only asset is an anchor handling-vessel of UT 722 L design that is under construction at EISA shipyard in Rio de Janeiro. The company has an eight-year contract for the vessel with Petrobras for anchor handling work in deep water on the Brazilian Continental Shelf.

The purchase is subject to approval from EISA and Petrobras. The new vessel is scheduled to be delivered from yard in December 2004 and the charter with Petrobras starts thereafter.

Stril Pioner named in Stavanger



The name giving ceremony for **Stril Pioner**, built by Kleven Verft in Ulsteinvik, Norway, took place at Skagenkaia in Vågen, Stavanger on 16th August.

Photo : Terje Moen ©

Stril Pioner is a large Platform Supply Vessel (PSV), and the world's second vessel to use LNG as fuel, in a dual fuel solution. Stril Pioner is the sister vessel of Viking Energy, delivered by Kleven for Eidesvik of Bømlo, Norway on 25th April this year.

The vessel is 94.9m long, 20.4m wide and has a deadweight of 4,000 tonnes. Having been delivered, the vessel went straight to work for Statoil on a 10 year charter.

The hull for Stril Pioner was built in Romania, and outfitted at Kleven's yard at Ulsteinvik. Major suppliers include Wärtsilä, Kongsberg Simrad, Hareid Elektriske, Rolls-Royce, ABB and Hydrakraft.

Farstad's Brazilian JV orders UT722Ls

Brazilian state oil company Petrobras has awarded Brazil Offshore Services (BOS) long term charters to operate one vessel under the Petrobras 12 000 contract and another under the Petrobras 15 000 contract. BOS is a Brazilian joint venture company owned 50/50 by Farstad of Ålesund in Norway and Petroserve of Brazil.

BOS in turn has selected Rolls-Royce design and equipment packages worth altogether about NOK 270 million for the two vessels. Both will be to the UT 722L design, but specifications vary to suit the two operating contracts, each of which has an eight year period. Estaleiro Itajai in Brazil has been chosen as the builder of these vessels, which will be of a very high standard. Deliveries are scheduled for 2005.

The UT722L is a multi-function anchor handling tug supply vessel, and is a lengthened version of the UT722. Farstad ordered the first example of each design; the UT 722 **Far Grip** which entered service in 1993 and the UT722L **Far Senior** in 1998, and currently has three UT 722 and two UT 722L AHTS in its fleet.

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Ship Technology - Ulstein in Rolls-Royce is responsible for the designs and associated comprehensive equipment packages. The main role for the vessels will be setting out anchors and laying and maintaining moorings for floating oil installations in the Brazilian deep water offshore fields. They will therefore have powerful and complex Rauma Brattvaag low pressure hydraulic winch outfits for handling chain, wire and synthetic fibre rope. Supply capacity will be secondary to towing and anchor handling, but the two vessels are to be equipped to FiFi II standard for firefighting and will also have equipment and a substantial tankage for oil recovery.

The main difference in specification is in the engine power and machinery layout. The vessel for the Petrobras 12 000 contract will have a bollard pull of over 150 tonnes, and will have a twin engine installation - two Bergen 12 cylinder BVM-series units. The other is to have a more powerful four engine father-and-son layout, using an eight cylinder Bergen B32:40 longstroke engine and a six cylinder unit of the same type driving each of the two Kamewa Ulstein CP propellers. In this case the bollard pull will be in excess of 180 tonnes. Dynamic positioning to IMO DP1 has been specified, and to achieve this the CP propellers and high lift rudders will be assisted by two Kamewa Ulstein tunnel thrusters at the stern, each rated at 736kW, an 883kW tunnel bow thruster and a 1,120kW Ulstein Aquamaster swing-up azimuth thruster under the bow.

There is to be accommodation for a total of 30 people, and in accordance with its usual practice, Farstad has stipulated very low levels of noise and vibration. Similar winch systems have been chosen for each vessel. The main anchor handling winch will be a two drum unit, rated at 350 tonnes pull on the first layer, which is less than some of the other AHTS in the fleet, but balanced by a higher hauling speed. Chain lifters for up to 165mm chain will be provided and there will be very large rig chain lockers totaling 560m³. Four secondary winches will be stacked in pairs above and ahead of the main winch, each with a 125T pull and 170T brake rating, intended for fibre rope. When the two vessels enter service Farstad and BOS will have altogether 12 offshore support vessels operating for Petrobras in Brazilian waters.

Farstad has chosen UT-Designs since 1987 and to date has put into service examples of the UT 705, UT 712, UT 722, UT 722L, UT728, UT 730, UT 745, UT750, UT 755 and UT 755L designs, in some cases several of each or the first of the type. At present the company has a UT728L under construction at Itajai for its Brazilian BOS joint venture, a second UT712 due for delivery in July 2003 from Simek in Norway for the IOS joint venture, following [Lady Caroline](#) which was handed over in March of this year, and a UT 755 at Brevik also for IOS.

NAVY NEWS



Taiwan's navy launches a missile from a warship during the annual Han Kuang, or Chinese Glory, exercises, designed to test the military's combat readiness on the island's northeastern coast of Ilan, September 4, 2003. Taiwan and China have been military and political rivals since a 1949 civil war split. The United States has warned Taiwan to spend more on its own defense, saying the balance of power could shift in China's favor by 2005.



The L12 **HMS OCEAN** arrived in Rotterdam for the Wereldhavendagen 2003
photo : Jan vd Klooster ©

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>



The car carrier **HUAL TROVE** arrived in Amsterdam – photo : Joop Marechal ©

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The Dutch **L 800 ROTTERDAM** enroute Rotterdam for the Wereldhavendagen 2003
photo : Bram Plokker / Ineke de Kok ©



The Dutch frigate **F 802 DE ZEVEN PROVINCIE** enroute Rotterdam for the wereldhavendagen 2003
photo : Ton Duivstein ©



The new **VIKING CINDERELLA** during her first arrival to her new homeport Stockholm
Photo : Micke Asklander ©

AIRCRAFT / AIRPORT NEWS



A fleet of US-made F-16 jet fighters of Taiwan air force fly in formation past the podium at a naval base to salute President Chen Chen Shui-bian at the end of the island's biggest ever wargame held in Litzechien, northeastern Ilan county. At least 6,000 soldiers participated in the drill codenamed "Han Kuang 19" (Han Glory) presided over by Chen

Nederlandse piloot verongelukt in India

De 34-jarige piloot D. de Graaf uit Nuenen is bij een vliegtuigongeval in Calcutta in India om het leven gekomen. Zijn familie heeft dit donderdag meegedeeld. Het ongeval gebeurde vorige week woensdag. Het slachtoffer werkte als piloot voor de luchtvaartmaatschappij Southern Cross International. Het bedrijf is gevestigd in Eindhoven en voert wereldwijd testvluchten uit. Ook levert het piloten om toestellen van de ene naar de andere plaats te vliegen. De Graaf was met een leeg achtpersoons propellervliegtuig met twee motoren onderweg van Eindhoven naar Singapore met de nodige tussenstops. Vlak na vertrek van de luchthaven van Calcutta meldde hij technische problemen en keerde terug, maar heeft het vliegveld niet op tijd kunnen bereiken. Wat de aard van de technische problemen was, is niet bekend. Het stoffelijk overschot is inmiddels overgebracht naar Nederland.

KLM-topman positief over toekomst prijsvechters

SCHIPHOL (ANP) - De luchtvaartmaatschappijen waarmee reizigers tegen erg lage tarieven kunnen vliegen, blijven voorlopig doorgroeien. Dat is de mening van KLM-topman L. van Wijk. Hij is positief over de toekomst van de zogenoemde prijsvechters, omdat ze tegen veel lagere kosten vliegen dan de traditionele maatschappijen. De komende dertig tot veertig jaar blijven deze grote vervoerders opereren in een gereguleerde omgeving, waarin het erg moeilijk is om goedkoper te vliegen, aldus Van Wijk donderdag.

Uiteindelijk zullen in Europa alleen de echt goedkope maatschappijen overleven. De onderlinge concurrentie tussen bijvoorbeeld Ryanair, easyJet en Virgin Express is enorm en neemt alleen maar toe. Hierdoor komen de inkomsten onder druk te staan, stelt de topman.

KLM lijdt behoorlijk onder de concurrentie van de prijsvechters. Vooral op de korte routes binnen Europa zijn ze een geduchte vijand. Op de lange afstanden ziet Van Wijk geen toekomst voor EasyJet en Ryanair. De hele luchtvaartsector heeft het momenteel zwaar te verduren door vooral de economische malaise. Om financieel gezond te worden, heeft KLM besloten om zeker 4500 banen te schrappen. Bovendien is de onderneming op zoek naar een partner. Waarschijnlijk wordt dit de Franse maatschappij Air France. De voordelen van een alliantie voor de reiziger bestaat volgens de KLM-directeur vooral uit betere en meer verbindingen tussen vluchten. Ook de ticketprijzen kunnen omlaag.

RIJMOND WEATHER

Vooruitzichten van vrijdag t/m maandag:

LICHT WISSELVALLIG!

Zaterdag bewolkt en enkele buien mogelijk met onweer, in de namiddag en avond opklaringen. Zondag af en toe zon en op de meeste plaatsen droog. Middagtemperatuur dalend naar 19 graden.

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© Ed Aldus 2003	VR-05	ZA-06	ZO-07	MA-08
Maximumtemperatuur:	24	21	21	19
Minimumtemperatuur:	9	13	13	13
Zonnekans in %:	80	30	40	20
Neerslagkans in %:	10	60	20	80
Windrichting kracht:	ZO-2-3	ZW-3-4	ZZO-2-3	Z-3-5

.... PHOTO OF THE DAY



The UASC container vessel **DEIRA** seen at the Flushing pilot station – photo : Willem Kruit ©

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com

