

DAILY SHIPPING NEWSLETTER 2003 – 197



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The former lifeboat **PRINSES MARIJKE** seen in Elburg – [photo : Rob de Visser ©](#)

EVENTS, INCIDENTS & OPERATIONS

STEVNS POWER ACCIDENT

Danish off-shore oil service vessel, tug/supply **Stevns Power**, has sunk in the Atlantic Ocean off the coast of Nigeria with the loss of all 11 sailors on board, rescue officials and the vessel's operator said today. **Stevns Power** went down Sunday (Oct 19) more than 92 kilometres off the southern Nigerian oil city of Port Harcourt with six Filipinos, three Danes and two Congolese aboard, Danish state television reported. "I can't understand why no crew member was able to get off the ship, which sank suddenly for as yet unexplained reasons," owner Niels Hoejlund of Nordane Shipping told the regional Danish daily *Fyens Stiftstidende*. A spokesperson for Nigeria's National Maritime Authority, Ilyasu Dhacko, said that three search and rescue vessels had set off for the scene but had not yet reported back. Hoejlund told the Danish newspaper that the "strange and incomprehensible" sinking had been witnessed by the crew of another Danish vessel, **Maersk Terrier**. **Stevns Power** had been dropping anchor next to a much larger oilfield service vessel when it capsized without warning and sank in 80 metres of water, according to the Danish reports. The weather was fine and the wind blowing at a moderate 10 kilometres per hour. **Stevns Power** was working with other support vessels alongside the world's largest vessel for laying pipelines and erecting floating cranes, the **Castoro Otto**, in the oil-rich waters of the Gulf of Guinea

Six Filipino seamen missing off Nigeria

SIX FILIPINO seamen were reported missing after their tugboat capsized off the coast of Nigeria on Monday.

Reports reaching the Department of Labor and Employment identified the six as chief engineer Crispin Nieto, second engineer Herminio Mata, oiler Rod Delgado, cook Gerry Gelario and able seamen Alfredo Terana and Honorio Mabale Jr.

The six were part of the crew of MV "**Stevns Power**," an anchor-handling tugboat used in an operation off the coast of Nigeria. The boat sank Sunday afternoon at 5:30 p.m. According to a report sent by the seamen's manning agency to the Philippine Overseas Employment Administration (POEA), a rescue operation had begun, with divers, several ships and rubber boats looking for survivors.

The six Filipinos were recruited by manning agency Crystal Shipping Inc. Three Danes and two Congolese were also aboard the tugboat, the ship's Danish leasing firm, Nordane, said. "We assure your good office that we will attend to all the necessary arrangements to the family and their compensations as stated in the POEA standard contract," Genie Modelo, vice president for operations of the manning agency, said in a letter to the POEA.

The spokesman for the National Maritime Authority (NMA) of Nigeria, Ilyasu Dhacko, told reporters that no bodies had yet been recovered after the accident, and there was no hope of finding anyone alive. "The speed with which it sank indicates the volume of water that pulled it down. At this speed it's too short for them to get out. The rescue teams will search for the bodies," he said.

The NMA's initial report into the accident said: "There was no sign of any debris around the area, no sign of a visible mast as the area is very deep (70 meters). No corpse of any crew member has been recovered. "It is suspected that there might have been an explosion and sudden listing of the ship which resulted in the sinking within just five minutes," it said.

The **Stevns Power** is a 44-meter long, 766-ton ocean-going tug, which has worked in the world's offshore oil fields since 1976.

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It was in the Gulf of Guinea off Nigeria's southern Atlantic coast supporting the work of the *Castro Otto*, the world's largest pipe-laying barge at 33,863 gross tons. On Sunday the seas in the area were calm, with a wind speed of only 10 kilometers (six miles) per hour, and the sudden sinking of the vessel has perplexed its owners and oil workers' unions.

Nordane's managing director Niels Hoejlund told the regional Danish daily *Fyens Stiftstidende*: "I can't understand why no crew member was able to get off the ship, which sank suddenly for as yet unexplained reasons."

According to the NMA, the **Stevns Power** was lying three nautical miles from the Bonny off-shore oil terminal, one of Nigeria's largest oil facilities some 50 km (30 miles) south of the city of Port Harcourt

Berging slachtoffers veerboot Le Joola dichterbij

De Senegalese president Wade wil toch proberen de stoffelijke resten te bergen uit de vorig jaar gezonken veerboot **Le Joola**. Bij de ramp voor de kust van Gambia, dat geheel wordt omgeven door Senegal, kwamen 1863 mensen om, onder wie de twee Nederlanders Roel en Lisette Arendshorst uit Groningen. In een gesprek dinsdag in Straatsburg met PvdA-europarlementariër M. van den Berg liet de president het idee van een zeemannsgraf varen, meldden de nabestaanden van de twee Nederlandse slachtoffers. Berging kost naar schatting 3 miljoen euro. Alleen met steun van de EU zou Senegal de operatie kunnen betalen.

Van den Berg, die de belangen van de Europese slachtoffers behartigt, spreekt van „een doorbraak” omdat Wade eerder vasthield aan een zeemannsgraf. „Hij is nu bereid mee te werken en dat is voor mij een grote verrassing.” Het is de bedoeling dat een maritiem instituut in Senegal samen met een Amerikaans offshore bedrijf bekijkt hoe het schip kan worden geborgen en wat de kosten zijn. Een comité van nabestaanden en vertegenwoordigers van de EU moet dit vervolgens beoordelen en de financiën bij elkaar brengen.

Volgens Van den Berg is de financiering geen zaak van het Europese parlement maar van de lidstaten zelf. Onder de slachtoffers van de scheepsramp zijn ruim dertig Europeanen.

Sea Empress spill saga ends after mediation

MILFORD Haven Port Authority has agreed to pay the International Oil Pollution Compensation Fund £20m (\$32m) over the Sea Empress oil spill, halting legal action brought by the fund and Skuld P&I Club over the accident.

The agreement was reached following a two-day mediation ordered by the court as a means of avoiding protracted legal proceedings. An eight-week trial was due to start next year.

The recourse action was to recover amounts in compensation paid out after the Sea Empress spilled 72,000 tonnes of crude oil off Milford Haven in 1996.

The total amount of compensation paid to victims of the incident was £36.8m, of which the fund paid £29.9m. Skuld paid the remaining £6.6m as part of the owner's obligations under the Civil Liability Convention.

Of the total £23.3m was paid to those involved in the clean-up operations, about £10m to fishing and related industries for loss of earnings and £2.3m worth of claims to businesses in the tourism industry that were affected by the spill.

As a matter of policy, the fund tries to claw back amounts it has paid in compensation for pollution damage from those it believes were at fault in causing the pollution.

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The fund and Skuld started proceedings in the Admiralty court against the port authority alleging that Milford Haven was negligent in failing to monitor properly vessel entry, that its system of pilot allocation and training was defective and its response to the grounding was negligent.

International Oil Pollution Compensation Fund members were locked in meetings all yesterday and were unable to comment, but reaction is likely to be positive as the fund retrieves £20m — about two-thirds — of what it paid out in claims.

Ted Sangster, chief executive of Milford Haven Port Authority, said: "After seven years, we have at last drawn a line under the financial consequences of the Sea Empress.

"These are full and final settlements of the outstanding claims, and they mark a fresh chapter in the history of the port.

"There can be no further action against the port because the deadline for claims relating to the Sea Empress expired one year ago.

"Reaching these settlements is a huge weight off our collective minds, and we now look forward to this busy, successful and very beautiful Haven being known for something other than the Sea Empress."

Mr Sangster said that the £36.8m claim from the IOPC Fund was estimated, with costs plus interest, to reach nearly £55m.

Commenting on the £20m payout to the IOPC Fund, reached through legal mediation, Mr Sangster added: "We and our insurers are very pleased about the settlement." Milford Haven would not disclose details of the separate settlement with ChevronTexaco claim that was reached with recourse to legal mediation.

The Welsh port estimates that the total ChevronTexaco claim for cargo compensation, with costs plus interest, was in the region of £15m.

Mr Sangster, who joined the port in the months following the Sea Empress grounding, could not put a final figure on the financial cost of the incident.

"All our our costs relating to the claims have been met by our insurers, although we did have to pay a fine of £750,000 in an action brought by the Environment Agency in the criminal courts."

But Mr Sangster was able to give some distant hope on the one legal issue that remains unresolved after the Sea Empress inquiry by Lord Donaldson.

Lord Donaldson said a salvor, in salvaging a stricken vessel, could be prosecuted under the Water Resources Act 1991 if it caused pollution.

However, if the salvor refused to undertake the salvage operation because of this risk, it could also be prosecuted under the Merchant Shipping Act 1995.

Mr Sangster said sources close to the issue had told him that the government remains committed to implementing Lord Donaldson's recommendation to amend the Water Resources Act.

CASUALTY REPORTING

HOANG DAT 35 (VIETNAM)

Following received from Hong Kong MRCC, timed 0010, UTC: General cargo [Hoang Dat 35](#) (1047 gt,

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built 1986) is listing heavily and sinking in lat 11 18N, long 111 13E. Rescue operations are under way; 14 crew have been rescued but two are missing.

EUROCARRIER (ST. VINCENT & GRENADINES)

Ro/ro Eurocarrier (7662 gt, built 1975) had a blackout while leaving Marseilles Oct 19. The vessel was taken in tow a quarter of a mile from Marseilles and towed back to Marseilles by tug Marseillais 4 under Lloyd's Open Form. Eurocarrier subsequently sailed Marseilles yesterday morning for Algiers.

JAMBO (CYPRUS)

The wreck of general cargo **Jambo**, which sank after hitting rocks off the north west coast of Scotland, is to be left where it foundered, along with its cargo of zinc sulphide. An operation to remove the 3,000 tonnes of zinc from **Jambo** has been dogged by problems. Salvage crews tried to pump the substance to the surface but it proved so heavy that much of it was sinking back onto the ship, which is lying in 60 feet of water at the mouth of Loch Broom. The waters around the ship will continue to be monitored for pollution

OFFSHORE SUPPLIER (CAYMAN ISLANDS)

Resolve Marine Group of Fort Lauderdale are the contractors appointed to clear the wreck of tug **Offshore Supplier**. Two vessels of Resolve Marine called at George Town on Oct 16 en route to Little Cayman to commence the wreck removal. They are utility vessel **Lana Rose** and **crane barge JO 603**. It is planned to cut the wreck of **Offshore Supplier** in two and dispose of the pieces in deep water. Barge **Rebecca VII** was salvaged and towed to Cienfuegos, Cuba, where it was repaired. It is now back in service with Thompson Shipping.

REPUBBLICA DEL BRASILE (ITALY)

Ro/ro **Repubblica del Brasile** (51925 gt, built 1998), en route to discharge at Zarate, grounded yesterday at km 12 near the entrance of the Mitre river (? Emilio Mitre Canal), Argentina. **SMIT Salvage** immediately mobilised tug **Luciano B.** to assist the vessel. **Repubblica del Brasile** refloated (unassisted) at 2230, local time, last night. It steamed for about 1.5 hours upriver and stopped to complete the necessary Coast Guard formalities after which it will resume its voyage.

SHIPYARD NEWS

Aker orders from German owners

THE two Aker shipyards in Germany have won orders for a further four 2,500 teu ships, once again from German owners. Reederei Thomas Schulte and Reederei Hartmann both ordered a pair of these ships for \$75m. They will be delivered between the end of 2004 and mid-2005, meaning that the utilisation of the shipbuilders is secured "in the longer term", a spokesman said.

The ships will be built at the premises of Aker MTW in Wismar and Aker Warnow in Rostock, which were combined earlier this year under the joint trademark Aker Ostsee. The two most recent orders bring the number of orders received during this year alone to an astonishing 13. The total orderbook stands at 22 ships, all of them of 2,500 teu size with the last delivery at the end of 2005.

Reederei Hartmann now has seven ships on order at the Aker yards plus another pair at ThyssenKrupp's Nordseewerke.

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- DS Torm, the tanker and bulk carrier company, has exercised two options on LR2 aframaxs for delivery in the first half of 2007.

The order, placed with Dalian New Shipbuilding Ltd, means Torm has seven product tankers on order as part of its fleet renewal strategy.

Chief executive Klaus Kjærulff declined to specify the price, but market sources say \$38m-\$39m per ship is a likely price. With these two, Torm has seven product tankers for delivery, representing an investment of more than \$250m.

Mr Kjærulff said the company's strategy of having a quality, modern fleet means the average age is around six years. "I believe it's the youngest fleet in the world," he said.

Mr Kjærulff said the company expected to have 75 product tankers under operation this year or next, and 100 by the end of 2004.

Shipbuilding under strain as yards start to run out of work

Shipbuilding in Italy is suffering to the same extent, if not more, than other yards in Europe.

With one or two notable exceptions, the small and medium-sized Italian yards are all running out of work. Several have already closed or have moved into more profitable areas such as yacht construction.

The rate of decline has been increasing, to judge by market share. Figures from Italian industry association Assonave show Europe's share of worldwide newbuilding orders plummeting from around 20% in 2000 to 15% in 2001, 10% last year and just 6% in the first few months of this year.

"In the last 12 months, unfortunately, the state of health [of European shipbuilding] has deteriorated beyond levels we feared," says Assonave president Corrado Antonini.

"With a few exceptions, workloads are drying up."

Orderbooks in most yards will be completed within a year, Mr Antonini adds. Yards throughout Europe have been forced to lay off thousands of workers this year.

In Italy, Ancona's Morini yard has already pulled out of the commercial market by selling to Milan-listed yacht maker Ferretti. Livorno's Fratelli Orlando yard has been fighting for more than a year to stave off bankruptcy and is also redirecting its efforts towards leisure, ship repairs and property development. The Smeb yard in Messina did not answer its phone when called by Lloyd's List and was described by Assonave as "basically lost".

Other smaller yards, such as Genoa's T Mariotti, are surviving on repair and conversion work, amid complaints about the lack of newbuilding orders on the market.

In the shiprepair industry, too, the picture is bleak say brokers. There is evidence that owners are increasingly attracted by the low steel prices on offer in Asia.

"When you compare prices of \$3 per tonne in Europe to \$1.20 in the Black Sea and \$1 in China or Korea, sometimes 90¢ or 80¢, the difference is too large to ignore," says Alberto Noli, who heads the maritime agency arm of Genoa's Banchero Costa.

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Asian yards, and in particular yards in South Korea, are reportedly the root cause of Europe's demise. The rock-bottom prices on offer in South Korea have even attracted Italian owners traditionally loyal to their local market. Of the orders placed by European shipowners in the past 18 months (around half the world total) 64% have gone to South Korea, Assonave points out. These orders have allegedly been won with recourse to 'dumping', or at prices below cost. The cost differential has been exacerbated by the rise of the euro against almost all major world currencies, in particular the dollar, the won and the yen.

"By leveraging particularly attractive prices, the Koreans have captured the lion's share of all demand and have tripled, in particular, their already consistent presence in the market for medium and high technology ships (chemical carriers, gas carriers, ro-ros), which have traditionally been the domain of European Community yards," Mr Antonini told the annual Assonave assembly earlier this summer. While admitting that the yard industry can still improve efficiencies, the Assonave president reiterated his association's belief that the EU's response to this growing crisis has been inadequate. Convinced of the association's arguments, Italy went as far as an official letter of protest to the European Commission. Current levels of support to European shipbuilding are inadequate and are aimed at the wrong sectors, said Transport Minister Pietro Lunardi.

The EU's existing system of 'temporary, defensive' aid to shipyards was not working, Mr Lunardi told competition commissioner Mario Monti in a letter also signed by Industry Minister Antonio Marzano.

Aid levels of 6% of production value have been permitted by the European Commission in certain industry sectors while a World Trade Organisation dispute panel considers the Commission's dumping claims against South Korea.

European shipbuilders have been critical of this policy, saying that the level of support is not sufficient to close the gap with Asian competitors. As a rough guide, the price differential for most types of vessel is reported to be 20%.

Italy believes aid should be channelled towards sectors where Europe is still competitive, such as roll-on roll-off ships, said Mr Lunardi. Aid is current permitted in sectors which have already largely migrated to Asia, such as container ships.

The limitations placed on EU aid have rendered the policy largely ineffective, Mr Antonini told the Assonave assembly. "If this had to be the level of aid, then it would have been better to reserve it for high-tech typologies for which European yards are relatively more competitive," the association president said.

Rather than a reintroduction of straightforward 'subsidies' — a word European industry seems loath to use — EU shipyards are now pushing for increased 'support' for research and development.

The Committee of EU shipbuilders' Associations has put together a long-term plan ambitiously entitled 'Leadership 2015.'

The document, says Assonave, proposes realistic solutions to the "emergency" situation in European yards.

As well as new R&D spending, Cesa is pushing for the establishment of a 'level playing field' (or rather the elimination of unfair practices by competitors); new shipbuilding finance guarantees; increased emphasis on environmentally safe ships; more EU defence co-operation; greater protection of intellectual property rights; and spending on industrial education.

EU environmental legislation introduced in the wake of the Erika oil spill encouraged tanker owners to renew their fleets, Assonave points out, but almost all these new orders went to Asian yards. Any

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newbuilding programme spurred on by the EU's desire to implement 'Sea Highways' should benefit EU yards this time, the association suggests.

Mr Lunardi's determination to get a better deal from Brussels no doubt went down well with Assonave associates.

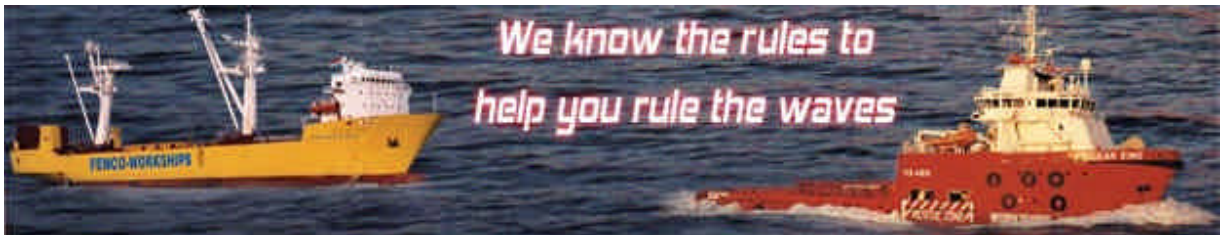
But even in Italy, the industry complains that it receives little attention from its national government. Cetena, the Genoa-based research institute, has had its government support cut to zero in the latest budget, and attempts to stimulate sea highways have taken a step backwards following cuts to tax breaks for coastal trade operators.

Leadership 2015, if approved by EU minister along with appropriate funding, will help companies like state giant Fincantieri stay ahead of the pack as far as cruise ship construction is concerned. R&D spending is however probably not enough to fill European yards on its own. Without legislation specifically aimed at narrowing the wide divide with Asian yards, 'leadership' in world shipbuilding may be overly ambitious. And given the recent slide in European newbuilding orders, it is worth asking if there will be a shipyard industry at all in 2015.

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Birka Paradise's keel laid

Aker Finnyards and Birka Line have signed 20 November 2002 a contract for the building of a 1,800 passenger cruise vessel. The worth ca EUR 155 million vessel is laid down October 20th 2003 and is to be delivered in autumn 2004 and gives 1,200 man years of work for the yard.

The 177 m long and 28 m wide cruiser which will get the name **Birka Paradise** can with good reason be called as the most environmentally friendly vessel on the Baltic Sea -- it fulfils two very new classification criteria:

DNV's Clean Design rule defining several environmental solutions as to the ship structures, and the Comfort Class rule securing a noiseless and vibration free environment for the passengers.

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In addition, the vessel of course complies with the same environmental quality standards as the already sailing [Birka Princess](#), i.e. equipped with catalyzers and closed sewage treatment systems, with atoxic bottom painting etc.



A novelty is also the energy saving automation in the cabins, which for the time being has been seen in some hotels.

The cruise ship designed mainly for year around service in the Baltic Sea comprises eleven decks, of which five are dedicated to passenger accommodation and three for the passenger public spaces: conference area, dance lounge, several restaurants and bars, casino, shopping area, children's playroom etc.

Birka Line Abp situated in Mariehamn, Åland is registered on the Helsinki Stock Exchange and operates since 31 years passengers transportation between the ports of Stockholm and Mariehamn.

Torm inks contract for two more aframaxes from Dalian

DANISH bulk shipping group Torm has ordered a further two high specification aframax product tankers from China's Dalian New Shipbuilding. The order for the 110,000 dwt (LR2) newbuildings is based on the two options granted when Torm placed an initial order for two vessels in June. The latest pair are due to be delivered in the first and second quarter of 2007. Torm retains an option for a further two vessels. The company's seven outstanding newbuildings will be delivered in 2003-7 and represent an investment of more than \$250m.

Prometheus ro-pax sold to Italian operator

CRETE-based ferry operator Minoan Lines has clinched a deal to sell its two-year-old ro-pax Prometheus to an Italian buyer. Caronte & Tourist SpA, which chartered the ship for three months with an option to purchase outright, has opted to buy the vessel and has already paid the 10% deposit.

The Messina-based operator is believed to be paying about \$65m for the 30-knot ship, although the price has not been officially confirmed.

Minoan has now sold two of a series of three Korean-built sisterships in a bid to reduce debt and strengthen liquidity.

Piraeus-based Masters Shipping, which acted as brokers in the charter and purchase agreement, said the physical delivery of the vessel can take place at any time until mid-January at the buyers' option.

Minoan said the price achieved was a "satisfactory" one. The move was a "positive development" in the company's overall financial strategy. C&T has deployed the ship on the Livorno-Catania sea route.

MOVEMENTS

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The **MIGHTY SERVANT 1** arrived with the **KIZOMBA-A** platform in Luanda

Photo : Herman de Kuijer – Heerema ©

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The **GIANT 3**, **SMIT LUMUT** and **ROCKWATER 2** working on mooring leg installation in the Belanak field.

Photo . Capt. Cees de Graaff. ©



The **GIANT 3** arrived back at Smit Singapore yard after completion of the Belanak project for deck cleaning following the Belanank project – **photo : Tan Ju Lin** ©

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The tug **HUA AN** whilst letting go the barge **OCEAN SEAL** in Rotterdam

Photo : Gijs Versluis ©

The **EXPRESS HERMES** (ex **PRINSESSE ASTRID**, **BARI EXPRESS**) has been beached October 20th in Alang and is now awaiting demolition.



The **SEABULK EMERALD** departed from Cape Town enroute the **Belford Dolphin** which is anchored in Table Bay no 1 anchorage.

photo : Ian Schiffman ©



The **KAPITONAS STULPONAS** arrived in Rotterdam and was assisted by the tugs **SMIT FINLAND** and **KWINTEBANK** to her berth at the EBS Laurens haven

Photo : Hans de Jong – Maritime pictures ©

OFFSHORE

AVERAGE SPOT MARKET RATES – SEPTEMBER 2003

AHTS - BHP 16,000 + (RIG MOVE) – GBP 5,000

AHTS - BHP 12,000 - 15,999 (RIG MOVE) - GBP 4,500

AHTS – BHP 9 -11,999 (RIG MOVE) – GBP 4,500

LARGE PSV's – GBP 5,500

MEDIUM PSV's – GBP 5,000

The large PSV '**Highland Star**' (UT705) has been chartered to support a circa 12 month drilling programme on the 'Forties Field' in the Central North Sea. The contract is scheduled to commence in the first half of November and the vessel will initially support the '**GSF Galaxy I**' followed by the '**GSF Galaxy III**' from the first half of January. The rate is private.

The large PSV '**North Mariner**' (ASCo Sublet) has been fixed for 6-9 months from late October for support of CNR's Northern North Sea installations – namely the 'Ninian' & Murchison' fields. As expected, the large anchor handler '**Torm Heron**' (KMAR404) was released in the second half of September on completion of a one well (circa 30 days) programme with the '**Transocean John**

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Shaw' on the 'Polkerris' prospect in the French sector/South West Approaches. The large PSV **'Highland Pride'** (UT705) had also been supporting this programme but was retained for a further well (circa 60 days) on the 'Jude Field' (near Ninian) in the Northern North Sea. Both the rig/vessel are likely to be kept busy until late November.

Burlington Resources are scheduled to release the large anchor handler **'Olympic Supplier'** (ME303) at the beginning of November on completion of a five well (circa 200 days) contract supporting a drilling programme with the **'Ensco 85'** in the Morecambe Bay area.

SBS/Venture Production released the medium PSV **'Northern Viking'** (UT706) in the latter part of September on completion of a drilling programme with the 'Stena Dee' on the 'Sycamore Field' in the Central North Sea that originally commenced in June. Venture also have the medium sized PSV **'Far Spirit'** (BP Norge Sublet) on charter via the ASCo Group for support of a multi-well drilling programme with the **'Noble Ronald Hoope'** on the 'A Block' in the South North Sea. This contract originally commenced in May and is now estimated to complete in the first half of November.

Including the **'Far Spirit'** (UT706), ASCo currently have nine medium/large PSV's under long term contract to support their operations in the UK sector but several have been sublet to third parties. The **'Skandi Buchan'** (MT6000) is currently on a minimum one year sublet to Total UK that runs until January next year at least and the **'North Mariner'** (UT745) will commence a 6-9 month sublet later this month with CNR (see earlier). ExxonMobil have reportedly extended their integrated logistics contract with the ASCo Group for another 3-5 years. The contract originally commenced in 1998 and means that ASCo will continue to have responsibility for the chartering of supply/standby/AHTS vessels required to support ExxonMobil's UKCS installations/drilling programmes.

Shell Expro released the large anchor handler **'Balder Viking'** (18300 BHP) in the first half of October on completion of a two well (circa 150 days) deepwater drilling programme with the **'Jack Bates'** in Irish & British waters. Shell are also scheduled to release their other large anchor handler - **'Stirling Iona'** (VS473) - imminently on completion of a two year contract. Thereafter, Shell will have a medium / large PSV fleet of eight vessels supporting their numerous Central/Northern North Sea installations.

The large PSV **'Toisa Intrepid'** (VS483) replaced the **'Toisa Independent'** (G1000) in the second half of September for the remainder of a PetroCanada contract that is scheduled to complete around mid November. The **'Toisa Independent'** had been supporting a drilling programme with the **'JW McClean'** on the 'Clapham Field' in the Central North Sea since April but is now trading the spot market.

Seaforth (AMLA) are now scheduled to retain the medium PSV **'Highland Patriot'** until early December on a contract that originally commenced in February. The vessel was contracted primarily to support BG's three well (circa 270 days) drilling programme with the **'GSF Arctic IV'** on the 'Blake Field' in the Outer Moray Firth. Seaforth only have one further vessel on long term contract – namely the large PSV **'Stirling Spey'** (VS483) – which is scheduled to complete a five year charter in March 2004. This unit is primarily utilised to support CNR International's 'Ninian' & 'Murchison' fields in the Northern North Sea.

Transocean are expected to retain the medium sized PSV **'SBS Nimbus'** (VS470mkII) until late November on a contract that originally commenced in the first half of September. The vessel is supporting EnCana's drilling programme with the **'Sedco 714'**, which has been contracted for two wells plus six options, in the Central North Sea.

Kerr McGee are scheduled to take delivery of the newbuilding large PSV **'Skandi Caledonia'** (MT6000), which is contracted for a minimum of five years, in the second half of November. The vessel will effectively replace the large PSV **'Skandi Hav'** which has been supporting Kerr McGee's Central/Northern North Sea installations since December 2002.

In the Irish sector, the large anchor handler **'San Fruttuoso'** is now likely to be retained by Statoil (Ireland) until early December. The vessel is supporting their one well (circa 120 days) drilling programme with the **'Sedco 711'** on the 'Cong' prospect which is located off the West of Ireland.

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Staying in Ireland, Schlumberger Oilfield Services are likely to retain the large anchor handler **'Far Sky'** (ME303) until around mid November for on-going support of Ramco Energy's 'Seven Heads' development. The vessel originally mobilised to the South Coast of Ireland in April and is currently supporting the **'Stena Spey'** which is providing accommodation support in the area for Ramco.

AIRCRAFT / AIRPORT NEWS



With the Capitol in the background, a US Airways plane lands at Washington's Reagan National Airport Monday, Aug. 12, 2002. US Airways Group Inc. reported Tuesday, Oct., 21, 2003, a narrower third-quarter loss of \$90 million as the nation's seventh-largest airline posted a small gain in operating revenue and continued cutting costs.

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Wednesday 22-10 21:30 hrs

PRESENT WIND DIRECTION / FORCE	:	ENE 5 - 10	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	E-ly 10	KNOTS
PRESENT BAROMETER READING	:	1011.9	hPa
MIN TEMP LAST 24 HRS	:	5.4	°C
MAX TEMP LAST 24 HRS	:	10.6	°C
OUTDOOR HUMIDITY	:	78	%
DEWPOINT	:	3.2	°C
WINDCHILL	:	2.4	°C

.... PHOTO OF THE DAY

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Top : The **SEAROVER** - photo : coll Bas Overdulse ©

1949 RODE ZEE - 1966 NEPTUNIA - 1971 SEA ROVER - 1981 SALVADOR - 1983 SEA GLORY

Registered: IMO 5298341

500 GRT, 108 NRT, L48,67m(45,49), B8,84m, D4,55m(4,96)

diesel 2tew 6cyl B & W, 1700hp-2500ihp-2000bhp-1300rhp, bp 24t

1948 -09/03: Launched as **RODE ZEE** by "Scheepswerven van J. & K. Smit" at Kinderdijk (YN 810)

1949 -16/05: delivered to "L. Smit & Co's Internationale Sleepdienst" at Rotterdam

1966 -xx/06: To "Overseas Towage & Salvage Co Ltd" at London (GBR), renamed **NEPTUNIA**

1971: To "Union de Remorquage et de Sauvetage" at Antwerpen (BEL), renamed **SEA ROVER**

1974: To "URS - Unie van Redding en Sleepdienst" at Antwerpen (BEL)

1977: laid up

1979: To "Versteegh Shipping & Renovation" at Ede (NLD)

1979: To "Okalia SA (A.G. Alfrink, Haarlem)" at Panama

1981 -06/03: arrested and brought to Newhaven (GBR) during trip from Morocco to Boulogne-sur-Mer, released on bail and sailed to Zaandam

1981: To "Anton Shipping Ltd (Pollux Holding SA)" at San Lorenzo, renamed **SALVADOR**

1983: To "Pavillion Shipping Ltd" at Amapala, renamed **SEA GLORY**

1989: for disposal

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SCHEEPVAARTBERICHTEN

ADMIRALENRGACHT 21 te Manila,
ALBLAS 21 te Londen,
ALBLASGRACHT 21 t a Dampier,
ALDEBARAN-12 21 te Nykoping Mors,
ALERT 21 te Ipswich,
ALLIANCE 3 te Domsjo,
ALSERBACH 21 te Corinth,
AMSTELGRACHT 20 290 no Sao Miguel nr San Juan,
ANJELIERSGRACHT 21 55 z Ibiza nr Civitavecchia,
ANTJE K 20 te Barcelona,
ARKLOW RAMBLER 21 vn Cuxhaven nr Rotterdam,
ASSI SCAN LINK 21 pas Skagen nr Terneuzen,
BALTIC 21 20 w Rotterdam nr Antwerpen,
BASTIAAN BROERE 21 5 o Withby nr Antwerpen,
BETTINA K 30 verw te Rotterdam,
BOTERDIEP 21 100 n La Coruna nr Gandia,
BOTHNIABORG 20 30 n Azoren nr Montreal,
BRO GALAXY 20 te Saltend,
BRO GEMINI 20 te Rotterdam,
BRO GENIUS 20 te Aarhus,
BRO GLOBE 21 te Milfordhaven,
BRO GLORY 20 te Malmö,
BRO GRACE 22 verw te Grangemouth,
CAPRICORN 21 nr Ludington,
CHRISTINA 21 45 w Oulu nr Tornio,
CLIFFWATER 21 40 zzw Cabo Finisterre,
COMOROS STREAM 20 250 zw Highchurch nr Antwerpen,
CORAL ISIS 21 vn Lobito nr Luanda,
CORAL MEANDRA 20 65 w Esbjerg nr Brofjorden,
CORAL RIGIDA 21 te Chiba nr Kaohsiung,
DAEMON 21 te Uusikaupunki,
DANIEL 21 te Setubal,
DEO VOLENTE 21 thv Dover nr Rouen,
DEPENDENT 21 15 z Almeria nr Sevilla,
DIEZEBORG 21 te Golf van Biscaye nr Ravenna,
DOCK EXPRESS-11 21 580 ozo Bermuda nr Port Everglades,

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DOGGERSBANK 21 40 w IJmuiden,
DUTCH AQUAMARINE 21 30 nw Cherbourg nr Antwerpen,
DUTCH FAITH 21 80 zw Brest nr Rotterdam,
DUTCH MARINER 20 pas Grimbsby nr Antwerpen,
DUTCH PILOT 21 te Stade,
DUTCH PROGRESS 21 te Stade,
EEMSHORN 21 60 nw La Coruna nr Setubal,
EENDRACHT 20 t a Sark,
EGELANTIERSGRACHT 20 100 z New Britain nr Naha,
EKEN 20 te Heroya,
ELKE K 27 verw te Hoensaeter,
ERASMUSGRACHT 20 120 z Nova Scotia,
ESTIME 21 pas Bosporus nr Rotterdam,
EUROGRACHT 20 te Algiers,
FAIRLANE 21 te Brindisi,
FAIRLIFT 21 8 no Dellys nr Pt Said,
FAST SUS 21 35 zzw Malaga nr Vado Ligure,
FLINTERHAVEN 21 te Nador,
FLINTERSKY 21 100 o Cape Fear nr Pt Alfred,
FLINTERZEE 21 te Brunsbittel nr Hamburg,
FRIESEDIIK 20 pas Gibraltar nr Tilbury,
GENUA EXPRESS 20 60 w Ajaccio nr New York,
GRACHTBORG 21 vn Queenborough nr Teesport,
GRIEND 21 pas Kiel Kanaal,
HAM-316 21 te Durban,
HANSA BREMEN 21 te Civitavecchia,
HANSA LYON 20 57 n Cabo Finbisterre,
HANSEATIC SCOUT 26 verw te Tartours,
HAPPY RIVER 21 40 zw vn Kandla nr Bombay,
HEEREBRUG 21 vn Rotterdam nr Porto Torres,
ICE STAR 20 te Rotterdam,
IJssel TRADER 22 verw te Kwangyang,
INGER 20 te Genua,
IRINA 21 vn Bilbao nr Pasajes,
ISABEL 21 te Mo i Rana,
ITASCA 20 te Pietarsaari,
IVER EXAMPLE 31 verw te Le Havre,
IVER EXCEL 21 te Panama Kanaal,
IVER EXPERIENCE 20 te St Croix,
JACOBUS BROERE 21 vn Pt Torres nr Antwerpen,
JO CALLUNA 20 330 w Bordeaux nr Las Palmas,
JO CEDAR 20 te Tartous,
JO CLIPPER 23 80 o Delaware Bay nr Philadelphia,
JO EIK 20 325 wzw Brest nr Le Havre,
JOHN PAUL K 27 te Gaeta,
JUMBO SPIRIT 20 vn Marina di Carrara nr Pto Marghera,
KAAPGRACHT 20 250 zo Lagos nr Abidjan,
KIRSTEN 21 te Figueira Da Foz,
LADON 21 20 nw Rotterdam nr Esjberg,
LECKO 21 te La Spezia,
LEMMERGRACHT 21 t a Saganoseki,
LEVANTGRACHT 21 pas IJmuiden nr Gandia,
LOOTSGRACHT 21 te Brisbane,

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LUMARE 21 te Drogheda nr Swansea,
MAASBORG 20 240 nw Santa Marta,
MAKIRI GREEN 21 pas Brindisi nr Ravenna,
MARINUS GREEN 21 260 zw Lagos nr Rotterdam,
MARION GREEN 21 t a Suez,
MARISSA GREEN 21 300 w Havana nr Manaus,
MARJOLEIN 21 nr Leith,
MARJOLEIN 21 pas Dover nr Leith,
MARLENE GREEN 21 90 ono Shanghai nr Singapore,
MARNEBORG 21 te Philadelphia,
MATHILDE 20 te Tornio,
MERWEBORG 21 70 no Gotland nr Lappohja,
MERWEDIEP 23 verw te Malta,
MICHIGANBORG 21 400 nw Azoren nr Muuga,
MISSOURIBORG 21 te Pasajes,
MORRABORG 22 55 n Oran nr Izmir,
NEDLL AFRICA 22 310 ozo Colombo,
NEDLL AMERICA 20 360 ozo Aden nr Jeddah,
NEDLL CLEMENT 20 140 z Arica nr Valparaiso,
NEDLL EUROPA 21 170 no Dronen,
NEDLL OCEANIA 20 105 o Malta nr Cagliari,
NES. 20 vn Rotterdam nr Hamburg,
NONA 21 te Norrkoping,
NORA 21 20 zw Goteborg nr Vaasa,
NORMED BREMEN 21 pas Algiers nr Gemlik,
NORTHERN EXPLORER 21 385 zo Kyushu nr Tokyo,
NOVA FRIESIA 20 16 n Soudha Bay nr Sheerness,
P&O NEDLL AUCKLAND 20 op Lawrence River nr Le Havre,
P&O NEDLL BUENOS AIRES 20 25 ozo Aruba nr Cartagena,
P&O NEDLL KOWLOON 20 240 zw Kobe nr Hongkong,
P&O NEDLL VERA CRUZ 20 te Balboa,
PACIFIC 20 750 z Acapulco nr Los Angeles,
PALEISGRACHT 20 te Sydney,
PIJLGRACHT 21 120 n Azoren nr Alexandria,
POLAND 21 vn Riga nr Kotka,
POLAR SEA 100 n vn La Coronna,
PRINCE HENRI 20 pas Dover nr Pt Jerome,
PRINCE SEAS 21 vn St Petersburg nr Gandia,
PRINS JOHAN WILLEM FRISO 21 vn Moerdijk nr Bordeaux,
PRINSENBORG 20 830 w Azoren nr Philadelphia,
RAPP BORNRIF 21 pas Kiel Kanaal nr Gdynia,
RIFGAT 21 te Kubikenborg,
ROELOF 21 vn Sagunto nr Tarragona,
RUFINIA 20 te Tilbury,
SABINIA 20 te Kaskinen,
SCHELDEDIJK 21 pas Cuxhaven nr Hamburg,
SCHIPPERSGRACHT 21 190 zw Halifax nr Matane,
SCHOUWENBANK 21 30 zw Hanko nr Dalsbruk,
SIROCCO 20 te Basse Indre,
SIRRAH 21 vn Bremerhaven nr Hamburg,
SMARAGD 21 vn Stavanger nr Tofte,
SMITWIJS LONDON 21 225 z Ilha da Trindade nr Rio de Janeiro,
SNOEKGRACHT 19 te Avonmouth,

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SNOW STAR 20 te Lysekil,
SPIEGELGRACHT 20 560 no Nassau nr Jacksonville,
SPUIGRACHT 21 vn Kotka nr Rauma,
STELLA POLARIS 21 325 o Sao Miguel nr Punto Delgada,
STELLA POLLUX 21 10 nw Le Havre nr Petit Couronne,
STELLA PRIMA 20 210 nw Manila nr Kure,
STELLA WEGA 21 200 n Sao Tome nr Pt Gentil,
SYLVIA 21 140 zw Brest,
TORNE 21 pas Oland nr Kokkola,
UAL AFRICA 21 thv Pt Gentil nr Pt Harcourt,
UAL TEXAS 21 te Lobito,
VAASABORG 21 60 z vn Cartagena nr Antwerpen,
VARNADIEP 21 90 w Kreta,
VEDETTE 21 te Lowestoft,
VELOX 21 te Setubal,
VICTORIABORG 21 pas Straat vn Gibraltar nr Dordrecht,
VIRGINIABORG 21 nw Casablanca nr Cartagena,
VISCOUNT 21 te Livorno,
VLIEBORG 21 pas Gothenborg nr Sevilla,
VLISTBORG 20 te Moerdijk,
VOORNEBORG 21 200 wnw Sao Miguel nr Casablanca,
WAAL TRADER 21 te Busan nr Vostochny,
WALSERTAL 20 te Rotterdam,
WESTERHAVEN 21 te Oran,
ZEUS 21 50 no Oran nr Mantyluoto,
ZILLERTAL 20 te Motril.