

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Friday 03-05-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

No money to repatriate deceased

LAWYERS in the US, representing crews from two arrested bulkers, are struggling to raise money to transport home to Greece the body of one of the ship's masters who died ten days ago. The bulkers were arrested in New Orleans. Capt Nick Sofiadis died on board the **Libra Three** from natural causes waiting for wages owed to him and the rest of the crews by Greek owner George Skarvellis's North and South American Shipping. New Orleans lawyer Steven Psarellis said neither the owner nor the P&I club is willing to help repatriate the body. The Greek seamen's union contacted by US-based, Greek diplomats has also not been helpful, he said. Psarellis said he is hopeful that private negotiations with Greek religious and business leaders will deliver the master's remains to his family in Greece. He said the mainly Ukrainian crews of the **Libra** and **Sakura One** are owed up to \$200,000 and he will seek a federal court order in Louisiana next week to sell the ships.

'Franse Bouygues wil HBG kopen'

Het Franse bouw- en telecomconsortium Bouygues wil de Rijswijkse bouwonderneming HBG overnemen en onderhandelt daarover met HBG's Spaanse moederbedrijf Dragados. De eveneens Spaanse bouwer ACS, die eind vorige week een beslissend belang in Dragados kocht, heeft volgens verschillende bronnen geen belangstelling om met HBG door te gaan.

Dat meldden vanochtend verscheidene Spaanse financiële dagbladen. Zowel HBG als Bouygues ontkennen de berichten. „Wij gaan gewoon op de ingeslagen koers verder“, zegt een HBG woordvoerder. „Als we iets beginnen, maken we het ook af.“ Volgens de Bouygues-woordvoerder is het concern „echt niet geïnteresseerd“ in een overname van HBG. ACS kocht vorige week op verrassende wijze een 23,5-procents belang in Dragados. Daarmee is Dragados, sinds vorige week eigenaar van HBG, in handen gekomen van ACS. Diens topman, tevens voorzitter van voetbalclub Real Madrid, F. Pérez heeft de aanhoudende geruchten over een mogelijke verkoop van HBG niet ontkent. De aankoop van HBG is gerealiseerd door de inmiddels opgestapte Dragados- bestuursvoorzitter S. Foncillas. Volgens *La Gaceta de Negocios* zou binnen enkele dagen een overeenstemming over de verkoop mogelijk kunnen zijn. Daarmee zou de Spaanse bouwer ACS zich bevrijden van een deel van de schuldenlast. ACS was vanochtend niet bereikbaar voor commentaar.

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Inmiddels is A. García Ferrer benoemd tot de nieuwe bestuursvoorzitter van Dragados, waar hij al werkte. Na het aftreden van de vorige bestuursvoorzitter Foncillas werd gevreesd dat ACS de post zou opeisen bij Dragados voor een bestuurder uit eigen gelederen voor. ACS heeft eerder zeven van de dertien commissariaten bij Dragados opgeëist. De Spaanse mededingingsautoriteiten hebben bepaald dat de aankoop van het Dragados aandelenpakket door ACS niet leidt tot een monopoliepositie. Wel wordt overwogen ACS een boete op te leggen omdat het bedrijf de aankoop van Dragados niet tijdig heeft gemeld.

Reddingsstation Veere zoekt redders aan de wal

VEERE - De Koninklijke Nederlandse Redding Maatschappij (KNMR) moet meer redders aan wal krijgen. Door vaartochten in reddingsboten, videopresentaties en rondleidingen in boothuizen hopen de Walcherse reddingsstations Veere en Westkapelle meer donateurs te trekken. Alle 38 reddingsstations langs de Nederlandse kust zijn morgen van 10.00 tot 16.00 uur open voor publiek.

Het reddingsstation Veere heeft dit jaar een bijzondere open dag. Voor het eerst wordt de dag in het nieuwe drijvende boothuis gehouden. Dit boothuis is vanuit het Friese Workum naar Zeeland gebracht. Op het programma staan een vaartocht en een demonstratie van modelreddingsboten in de jachthaven Oostwatering. Een videopresentatie geeft de bezoekers een indruk hoe er bij de KNRM gewerkt wordt. De open dag in Veere valt samen met een internationale zeilwedstrijd die georganiseerd wordt door watersportvereniging de Arne. Kees den Hollander van reddingsstation Veere hoopt op extra drukte rond het boothuis. Met de open dag wil hij donateurs strikken. De nieuwe donateurs krijgen de benaming redders aan wal. Voor hen is als welkomsgeschenk het boek Redders weggelegd. Op het reddingsstation zijn nu tien vrijwillige bemanningsleden actief. De leden oefenen om de veertien dagen met navigatie, communicatie en EHBO.

Kanon

Een kanon met lijn en wippertoestel moet mensen morgen naar het boothuis aan de Zuiderhoofdweg in Westkapelle trekken. Om het uur wordt door het kanon lijnen afgeschoten naar de reddingsboot. Vervolgens kan het publiek al bungelend boven het water via de lijn bij het schip komen. Bij mooi weer kan gevaren worden met de reddingsboot

Bokkenboeren van Zuid bouwen verder



Zijn kantoor staat op een fraaie plek, pal aan de Nieuwe Maas, maar directeur Peter Leenheer werkt het liefst met zijn rug naar de rivier. Te veel afleiding anders, te veel schepen met potentiële klandizie. Zware lading bijvoorbeeld die van boord getild moet worden of die kranen op de kades niet aankunnen. Eén belletje en een drijvende kraan van Bonn&Mees kan weer aan de slag. Maar meestal bellen de havenbedrijven zelf. Voor een zware machine die van een schip op een vrachtwagen gezet moet worden; voor het zetten van kadewanden; voor het vervangen van

laadarmen in chemiehavens waar geen kranen op de kades mogen. Of voor de berging van een omgeslagen of gezonken boot: „Vaak hangen ze 's ochtends aan de lijn of we dezelfde dag nog een bok kunnen sturen“, zegt de 35-jarige Leenheer die in 1996 zijn vader opvolgde.

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Hij is de vierde Leenheer op rij die de scepter zwaait bij Bonn & Mees. Meneer Bonn en meneer Mees zijn allang verdwenen. In 1937 kocht overgrootvader Pieter Leenheer de divisie drijvende bokken van de scheepswerf Bonn&Mees op en bouwde het bokkenimperium geleidelijk uit. Vlak na de Tweede Wereldoorlog waren er nog 14 bedrijfjes die met drijvende bokken voeren, nu zijn alleen Smit Tak (nu gewoon Smit) en Bonn & Mees overgebleven. Beide bedrijven zijn zo'n beetje even groot in de Rotterdamse haven, als het op bokken aankomt tenminste. Met ongeveer acht bokken heeft Rotterdam een 'luxeprobleem', zegt Leenheer. „Behalve Nederland hebben alleen Korea en Japan er zo veel. Bedrijven weten dat. Als ze zware lading hebben, komen ze naar Rotterdam.”

Gelukkig wordt de lading steeds zwaarder. Zo worden er bijvoorbeeld dieselmotoren van 1000 ton ontwikkeld. Een bedrijf als Bonn & Mees moet daarop inspelen, want zijn drie bokken kunnen nu maximaal 400 ton per keer tillen. Twaalf jaar geleden - Leenheer werkte net voor zijn vader - begon het bedrijf aan het ontwerpen van een nieuwe bok. Maar de plannen bleken te duur om op dat moment uit te voeren en dus werd een joint venture gesloten met Smit Tak. Totdat beide partijen na drie jaar constateerden dat de gezamenlijke bok te weinig werd gebruikt omdat beide bedrijven - als het even kon - eigen materiaal inzetten.

Hij en zijn vader haalden de oude tekeningen uit de kast en besloten een bok met een vermogen van 1500 ton te laten bouwen. Kosten: enige tientallen miljoenen guldens, een forse investering voor een familiebedrijf. De **Matador 3**, zoals de nieuwe aanwinst gaat heten, zal de grootste van Europa zijn. Tenminste, als Smit de Asian Hercules, met een hefvermogen van 3200 ton de op één na grootste ter wereld, naar Singapore terugbrengt. Leenheer: „Daar hoop ik wel op.” Smit laat weten dat er nog geen besluit is genomen.

Leenheer stelt het zelf vast: hij heeft het vaak over Smit, de grote broer aan de noordkant van de Nieuwe Maas. „Wij worden de bokkenboeren van Zuid genoemd, zij gewoon Smit. Prima hoor.” Een overname door Smit ziet hij niet gebeuren: „Het mag hoor, maar ze hebben niet zo veel aan onze activiteiten.” Met glimlach: „Zes jaar geleden, toen het even rustig bij hen was, hebben we gekscherend gevraagd wat het hele zaakje moest kosten. Daar waren ze toen heel boos over.”

Reddingboot Harder onder modern dak



NEELTJE JANS - Het boothuis L.L. Bergsma. Zo is het nieuwe onderkomen van reddingboot Harder op KNRM-station Noordland/Burghsluis gedoopt. Het boothuis is verleden week vrijdag officieel in gebruik genomen. Afgelopen zaterdag konden belangstellenden er tijdens de Nationale Reddingbootdag een kijkje nemen.

De Koninklijke Nederlandse Redding Maatschappij is afhankelijk van giften; het is gebruikelijk dat schepen en boothuizen worden vernoemd naar de weldoener die het benodigde

kapitaal voor bouw verschaft. Dat is ook met het boothuis voor de Harder gebeurd. Lieve Laurens Bergsma overleed in 1995 op 94-jarige leeftijd en had bepaald dat een deel van zijn kapitaal naar de KNRM moest gaan. Executeur testamentair R. Auer vervulde de laatste wens van Bergsma. Tot vreugde van de bemanning van de Harder want die heeft, stelde voorzitter van de plaatselijke KNRM-commissie burgemeester J. Asselbergs, het lang met zeer matige onderkomens moeten doen.

Eerst was er helemaal geen bemanningsonderkomen. De mannen haalden hun pakken op en gingen per auto naar de Harder. Later kwam er een strandhuisje, maar dat bleek erg populair bij ratten en muizen. Daarna kwam er een container, maar die rotte weg. „Nu beschikt de KNRM hier over een hypermoderne accommodatie”, aldus Asselbergs.

Voortgang berging torpedo's onderzeeër Seehund voor de kust van Egmond-Binnen

De damwanden rond de onderzeeër zijn door Woud Wormer funderingswerken geplaatst. De afmeting van de zogenaamde "werkkuip" is ongeveer 18 bij 14 meter. Ter versteviging van de kuip is een stempelframe aangebracht. Het water is inmiddels uit de kuip gepompt en de kuip is verder waterdicht gemaakt.



De verwachting is dat vrijdag 26 april met het afgraven van het zand wordt begonnen. Op de werkbrug boven de kuip komt een graafmachine te staan.

Tijdens de graafwerkzaamheden moet de onderzeeër gestabiliseerd worden. Bij gunstige weersomstandigheden en onvoorziene zaken wordt op donderdag 2 mei en vrijdag 3 mei 2002 gestart met de demontage van de explosieven.

Wordt het weer slechter of doen zich onvoorziene omstandigheden voor dan zijn de demonteerdagen 6 en 7 mei 2002.

Noodverordening blijft van kracht

De noodverordening die op 13 maart 2002 van kracht is geworden blijft gehandhaafd. Dat betekent dat in een straal van 1800 meter rond de onderzeeër het gebied gesloten is verklaard en niet voor publiek toegankelijk is.

CASUALTY REPORTING

ALSERBACH (NETHERLANDS)

London, May 1 -- Following received from Coastguard Yarmouth MRCC, timed 2349, UTC, Apr 30: **Bulk/c.c. Alserbach** now under tow by tug **Fairplay 23**, bound IJmuiden. No ETA given.

INSIKO 1907 (INDONESIA)

Honolulu, Apr 30 -- Tank **Insiko 1907** is presently under tow of tug **American Quest** bound Barbers Point deep-draught harbour, ETA May 2.

SEAFIGHTER 1 (ST. VINCENT & GRENADINES)

London, May 1 -- Following received from Malta Radio, timed 1330, UTC: There have been no further sightings of general cargo **Seafighter 1**. We have requested all vessels to keep a look-out and report latest position.

TERRA AUSTRALIS (CHILE)

Santiago, Apr 30 -- Passenger **Terra Australis** had a fire on board west of Farellones Los Lobos, at the north of Mansa Bay, Osorno Province, at approximately 0330, Apr 26. The fire broke out in the engine-room, and one person died of asphyxiation. There were no passengers on board at the time.

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The cause of the fire has not yet been determined. The remaining 21 crew members were rescued by personnel from Valdivia Maritime Government, and were taken to Valdivia on board the general services launch Corral. Terra Australis drifted and struck rocks in the Mansa Bay area. Maritime Authorities from Valdivia are evaluating the condition of the vessel.

UTOKU MARU NO.5 (JAPAN)

London, Apr 30 -- Following received from Japan Coast Guard, timed 1530, UTC: Tank **Utoku Maru** No.5 has been renamed Woo Dock, South Korean flag. Vessel experienced generator trouble at 2000, Apr 25, but has already effected repairs and proceeded to Busan.

SHIPYARD NEWS NIEHUIS & VAN DEN BERG



Not a usual sight, the 2 large tugs **SMITWIJS LONDON** and the **SMITWIJS ROTTERDAM** at the same time at the Niehuis & van den Berg Shipyard in Rotterdam

Photo's : Jan Simons



Newbuilding prices set to rise

The shipbuilder pointed out that ship price had shown "continuous" improvement until the first half of 2001 increasing between 15 to 20 per cent depending on the type of vessel. Prices, however, fell following September 11 leading to a fall in newbuilding enquiries. Current prices are lower by ten to 15 per cent compared with those prevailing in the first six months of 2001. The trend is now set to reverse, Hyundai said adding that the yard is well positioned to cash in on rising demand due to its strong equipment base and design capability. Its relatively high purchasing power also gives HHI an edge in reducing costs, the company stated

YARDS £2.9BN LIFELINE

Scottish sites bid for piece of the action to build two super-carriers

CLYDE yards yesterday staked their claim to the lion's share of a £2.9billion shipbuilding boom.

Defence contractor BAE Systems, who run the Govan and Scotstoun shipyards in Glasgow, launched their bid to assemble the Navy's new generation of super-carriers. Two other Scots yards, Rosyth, in Fife and Nigg, in Ross and Cromarty, are also in the running. But BAE Systems yesterday insisted they had the skills and the facilities to put the finished vessels together on the Clyde at Greenock.

They showed off the Inchgreen dock at Greenock, where the towering sections would be assembled.

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The move would mean the Clyde launching two of the biggest ships in Royal Navy history, bringing in hundreds of jobs. As well as the Scots sites, English yards, including Portsmouth, are also expected to bid. But whoever wins the race, substantial building work looks almost certain to come to Scotland.

Throwing their hat in the ring, BAE's head of sea systems, Brian Phillipson, said: "The workforce and facilities together on the Clyde are what are special about this." There is not another workforce like the workforce on the Clyde with warship experience. This is a warship centre of excellence. "Count how many skilled warship builders there are around Nigg - or ask how many want to move there." If the Greenock bid succeeds, giant carrier sections would be floated on barges from other UK yards to be assembled. The MoD are planning two super-carriers to replace three now in service.

But the new ships will dwarf **HMS Invincible**, **Ark Royal** and **Illustrious**. They weigh in at 20,000 tonnes and carry 22 aircraft. The super-carriers will displace at least 50,000 tonnes and carry 50 aircraft. The cost of building the two ships is put at £2.9 billion.

The decision on where they are assembled could rest on which company is named prime contractor.

The two firms in the running are BAE Systems' parent company and the French defence giant Thales Naval Systems. The winner will be selected this time next year.

The prime contractor will be in charge of design and management of the huge project, choosing which yards get to build separate sections of the ships, the one to assemble them, and the one to maintain them over the next 30 years.

It is thought that Nigg's chances would be boosted if Thales get the contract, after the firm formed an alliance with the oil rig giant's owners.

Bosses from the French firm are due to visit the facility later this month. But a Thales spokesman said: "They are all viable options." BAE Systems will bid to assemble the carriers whichever firm is put in overall charge. Even if the bid fails, it is highly likely they will build some of the sections. Sections could also be built at Swan Hunter, in Newcastle, Harland and Wolff, Belfast, Vosper Thornycroft, Portsmouth, and BAE Systems, in Cumbria. Work is due to start in 2006 and the new carriers are expected to enter service in 2012 and 2015. Clyde union leaders were delighted to see BAE Systems bid to assemble the carriers. Govan convener Jamie Webster said: "If we are building at Rosyth and building at Nigg, I'm happy with that. But we want the lion's share for the Clyde. The carriers should be assembled here." But unions believe the carrier project will safeguard thousands of jobs even if the assembly bid fails.

Webster said: "We still build the best ships on the Clyde. We've got an excellent future. I'm talking boom time. It's true we have a short-term difficulty on the Clyde and are losing jobs, but we'll recover those jobs and supercede them." Enterprise Minister Wendy Alexander, who visited the Inchgreen dock yesterday, said: "Five years ago, maintenance was the main area of work for Scottish yards and major contribution to carrier projects looked unlikely. "However, we now have the skills and infrastructure in place to be a real contender. It is heartening to see that Scotland's shipbuilding industry is now in a position to play a major role." BAE Systems are shedding 475 jobs on the Clyde but have healthy order books from next year when work starts on six new Type 45 destroyers. A spokesman for Babcock, which operates the Rosyth yard, said: "It's no secret we are bidding for the assembly work.

"We see ourselves as having the ideal site at Rosyth for putting the blocks together, for outfitting and for through-life support. "Our skills are crucial. We see ourselves in a very strong position." The yard is working on a refit of carrier **HMS Invincible** and will begin a refit of sister ship **HMS Illustrious** later this year.

WEIGHT: They will displace 50,000 tonnes compared to 20,000 tonnes in existing carriers.

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AIRCRAFT: The new carrier will carry 50 aircraft, including 30 Joint Strike Fighters developed in the US.

CREW: Each carrier will have 750 crew members, an increase of 65 personnel.

ROUTE, PORTS & SERVICES



April was another month that saw the **cable market shrink again**. CTC confirmed that they would not be taking their options on the Northern River and is now enroute to the North Sea from Korea. Upon arrival in May the vessel will start to convert back to supply vessel mode. The vessel is expected to be available in supply vessel mode circa early July. The **Northern River** was originally working for ASCo but in June 2000 the vessel was substituted with

the **Northern Gambler** to allow owners to obtain the CTC charter. The **Northern River** was then mobilised to Singapore and converted to cable mode. Part of the conversion was to lengthen the vessel by 8.6m. The **Northern River** now has a clear deck area of 1097m². Meanwhile the **Northern Gambler** continues to provide logistic support to ASCo.

Nile Dutch opens Angola run

NILE Dutch Africa Line (NDA) will inaugurate a new liner container service between South Africa and Angola on May 30 on the arrival of the first of two ships, the 790-TEU NDA Benguela, previously Contship Asia. A second ship, believed to be the 478-TEU Porer will be re-named NDA Pretoria and will join the service to provide a ten-day rotation between Durban, Cape Town, Luanda and Lobito. Containers for Namibe, Pointe Noire, Libreville and Douala will be accepted on a transshipment basis, said an NDA spokesman. The line is being represented in South Africa under its own name by a new company, Nile Dutch South Africa (NDSA), affiliated to Foreshore Ships Agency. According to NDSA MD Keeran Sullivan, the two ships will be able to accept refrigerated and open-sided containers. "We can accept containers for Angola from other lines originating elsewhere such as South America or India," he added. NDAL is able to manage containers to Angola without the delays customarily experienced because it has exclusive rights to the uncongested Unicargas terminal in Luanda, he said.

Thailand starts formal study on Kra Canal project

Ambitious plan would offer numerous benefits to Thai economy

Efforts to get the long talked about Kra Canal project underway in Southern Thailand inched forward recently with the initiation of a formal feasibility study.

The centuries-old idea now in modern form is to dig a nearly 100 km long, sea-level, twin-lane canal 400 metres wide and 25 metres deep across the narrowest stretch of southern Thailand's Isthmus of Kra.

This would provide a direct shipping link between the Indian Ocean, by way of the Andaman Sea, with

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the South China Sea via the Gulf of Thailand. The study was initiated recently after being postponed in the wake of the Sept 11 terror attacks in the US, which saw potential investors and academics involved in the study pull out, according to the Kra Canal Development Study Group. Proponents of the ambitious plan, estimated to cost between US\$18 and \$21 billion, say it would offer numerous economic benefits to both the global shipping industry and the Thai economy.

The canal would shorten sea journeys by as much as 1,000km, shaving up to five days off a voyage through the Malacca Strait and saving anywhere from US\$37,000 to US\$120,000 per voyage. Canal supporters also say navigation would also be safer than current routes, because it would reduce the danger of running aground or collisions with other ships in the shallow and congested Malacca Strait, where up to 100,000 vessels transit annually. It would also solve the nagging problem of piracy in the Strait. It would also provide direct employment for nearly three million people over its 10 years of estimated construction period.

Completion of the canal could also herald a new era for Thailand's maritime and export industries, including shipbuilding and repair, bunkering as well as boosting the country's key Laem Chabang container transshipment port.

This would of course seriously undermine similar industries located in both Singapore and southern Malaysia. But the canal, first proposed in 1677 and revived repeatedly over the years only to slip into obscurity time and again, has come under intense fire on many fronts including environmental, social and financial. An assortment of studies have generated no less than 10 possible routes for the canal with the 102km, '5A route' between Satun and Songkhla reportedly being the hot favourite because it runs largely across flatlands, lessening the need for water locks.

The Thai Cabinet has directed the study to conclude within two years in order for the project to potentially begin by 2005. Its aim is to review all previous studies, covering the wide ranging views on the project including commercial, environmental, social, international law and security aspects as it narrows down proposals. Japan has been a keen supporter of the project, with the Global Infrastructure Fund (Gif) - a consortium of influential Japanese corporations - supporting many of the studies to date.

NAVY NEWS



The Defense Department said April 30, 2002 it approved the possible sale to Japan of the sophisticated Aegis anti-aircraft system and associated equipment in a deal valued at up to \$578 million. Aegis-equipped U.S. warships participate in a military exercise in the Atlantic Ocean off the coast of Florida in this February 6, 2001 file photo.

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Defense contractor Northrop Grumman won a contract worth \$2.9 billion to design the DD-X, the lead ship in a new family of smaller U.S. destroyers, the U.S. Navy said April 29, 2002. The project replaces the \$25 billion DD-21 program of land-attack destroyers that was scrapped last fall. The destroyer is shown in an artist's rendition.



Van der Aa commandant der zeemacht



DEN HELDER - **Schout bij nacht J. van der Aa** wordt de nieuwe commandant der zeemacht in Nederland. Hij volgt vice-admiraal L. Buffart op, die begin vorige week overleed. Van der Aa wordt vrijdag bevorderd tot vice-admiraal. Momenteel is hij nog plaatsvervangend bevelhebber der zeestrijdkrachten, naast vice-admiraal C. Duyvendijk. Jacobus van der Aa (55) kwam in 1966 bij de marine, waar hij onder meer op de onderzeebootjagers Overijssel en Amsterdam en het fregat Evertsen voer. Tussen 1977 en 1987 diende hij onder meer als eerste officier op de fregatten Piet Heyn en De Ruyter. Tijdens de Golfoorlog was hij commandant van het fregat Witte de With. Na Haagse functies werd hij in 1994 voor twee jaar commandant van het fregat Tromp. Daarna volgden opnieuw functies in Den Haag.

MOVEMENTS



SEEKER

HM Customs launch "**Seeker**", was at Ullapool at the weekend

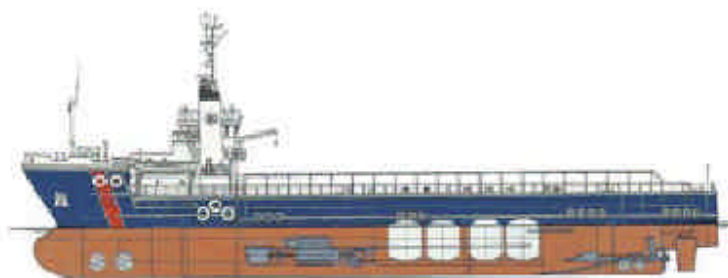
Photo : Robert McGechie

SEABULK



Seabulk had fixing success this month with their **Seabulk Arizona** and **Seabulk Conquest** to TFE Nigeria to support the Amenam project. The **Seabulk Arizona** departed the US Gulf during week 17 and headed to Nigeria. The vessel is understood to be primarily used as a mud storage the vessel for drilling operations in the area. It is understood vessel will be on charter until end 2002, with options. The vessel has a LOA of 62.5m, beam of 14m , deck area of 475m², mud capacity of 3,244 barrels, and was built in 1997. The **Seabulk Conquest** has been chartered for a 2 year period.

Sable Sea to Enterprise



Enterprise Oil was on the chartering trail this month, and fixed up the Sable Sea. The vessel went on hire on the 15th of April for 6 weeks firm + 2 x 1 month options, primarily to support the Nelson platform. The rumoured charter rate was GBP 9000 per day. The vessel was built in 1986 in Germany and has a total deck area of 570m². It is not clear if the options charter of the Tor Viking.

TUMCHA



Workships of The Netherlands enjoyed chartering success with their Neftgaz managed vessel **Tumcha**. The vessel has been chartered to Conoco Nigeria for 6 months, for tanker assist and general duties. The vessel has 7200 BHP and a bollard pull of about 86 tonnes, and was built in 1990.

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SOLSTAD

After a very short spell on the spot market, Solstad Shipping fixed their newbuild **Normand Ivan** VS480 AHTS to Prosafe for FPSO operations in West Africa. The vessel departed in early April and is expected to return to the North Sea in July or August.

Stout Stays



Phillips Petroleum concluded their charter requirement for a drilling support vessel this month. The **Stout Truck** was the lucky one. Previously the vessel was on charter with Phillips from September 2001 until the 17th of April 2002 supporting the J W McLean. This new charter will commence mid May and is for 1 well firm plus 2 x 1 well options. The vessel will support the jack up rig **Maersk Gallant** on the Judy development programme.

Lui Leaves

The **Rigdon Tide** UT755 came off charter from ASCO on the 9th of April, completed name change to the **Lui Tide** on the 11th of April and sailed to Angola on the 12th of April. The vessel is scheduled to commence a longer term charter with ExxonMobil in West Africa. The Lui Tide is part of the Sonatide alliance.

Rigdon Gone

Tidewaters newbuild UT755 **Rigdon Tide** that is due for delivery ex Norway in July is also destined to head to West Africa. It is understood the vessel will sail directly from the yard to West Africa to join the Sonatide alliance and commence its ExxonMobil charter.

Maersk Canada



Maersk had fixing success in Canada again this month with the **Maersk Chancellor**. The vessel had previously been transferred to the books of Maersk Canada with importation duties paid to fully Canadianise the vessel for its previous Marathon Canada charter. The vessel was released by Marathon in February, and subsequently returned to the North Sea. But now being a fully paid up member of the Canadian club, Maersk were able to obtain a new charter with ChevronTexaco Canada for a 1 well period supporting the drillship

Deepwater Millennium. The drillship is scheduled to arrive in Canada mid to late May and the **Maersk Chancellor** will leave the North Sea in early May. The **Maersk Bonavista** will also join the **Maersk Chancellor** on this charter after it completes its present charter with PanCanadian.



Legend Leaves Liverpool

Gulf Offshore made a strategic decision to take the **Highland Legend** out of lay up in Liverpool. The vessel hit the Aberdeen market on the 17th of April. This now takes the total number of vessels in lay up to two.

Grimshader Gets Grabbed



Farstad were quick off the blocks and have fixed the **Far Grimshader** to EMC for pipe haul duties in the North Sea when the vessel returns from its present pipe haul charter with Saipem on the Blue Stream project. Contract period is 60 days firm + 90 daily options, it is most likely the vessel will deliver directly to EMC in mid June.

Dutch Esk



The **Stirling Esk** will head to Petersons in the Netherlands shortly after being released by Seaforth. The **Stirling Esk** will replace the **Stirling Dee** with Petersons. The **Stirling Dee** (photo) has a long term Supply / Standby charter with Shell ex Great Yarmouth, and will be renamed **Putford Voyager**. Petersons have declared their one year option with Stirling, but allowed the Dee to be replaced by the Esk. The **Stirling Esk** is now firm with Petersons until end April 2003. The **Stirling Esk** had previously been on charter with

Seaforth since the 1st of April 1998.

Guardman Gone

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SMS were in a buoyant Brazilian mood this month, with the conclusion of the fixture of the **Guardsman** to Kerr McGee in Brazil. The vessel has been chartered for 1 well plus options starting in June. It is anticipated the vessel will depart the North Sea in May.

Departures

Vessels which have recently left or are due to leave the North Sea:

Dea Hunter AHTS Tunisia
Oil Traveller PSV W Africa
Toisa Conqueror PSV Brazil
Far Viscount PSV Brazil
Stirling Spica AHTS Stolt Egypt
Edda Freya PSV ROV Market
Lui Tide PSV West Africa
Rigdon Tide PSV West Africa
Statesman AHTS UK Coast Guard
Englishman AHTS UK Coast Guard
Normand Pioneer AHTS Back to CSO for season support
Normand Ivan AHTS West Africa
Havila Champion AHTS Greece
Zeus AHT Greece
Maersk Chancellor AHTS Canada – May
Guardsman PSV Brazil – May
Havila Clever AHTS Brazil

Arrivals

Vessels which have recently arrived on the spot market.

Olympic Hercules AHTS Newbuild
Stirling Jura AHTS Newbuild
Stirling Islay AHTS Newbuild
Far Saltire AHTS Newbuild
Malaviya 16 PSV Newbuild
Northern Chaser AHTS Trinidad
Far Turbot AHTS UK Coast Guard
Far Sky AHTS UK Coast Guard
Stirling Aquarius PSV Released by Shell
Maersk TBN AHTS Newbuild
Normand Carrier PSV Mid May from N Hydro
Northern River PSV Released from CTC

DAILY SHIPPING NEWSLETTER



The world's biggest car ferry **Ulysses** sails towards Dublin Port in Ireland on April 22, 2002. The Irish used to go down to the sea in small, canoe-like hide-covered boats called currachs, taking a poke at fate and the rough Atlantic seas. Today, this island nation of less than four million people boast the world's biggest car ferry and the world's largest fishing vessel, **Atlantic Dawn**

AIRCRAFT / AIRPORT NEWS



NATO said May 1, 2002 that it was ending its unprecedented operation to patrol the skies of the U.S. launched after the Sept. 11 attacks, because U.S. air defense security had been improved. NATO used seven airborne warning and control system planes, consisting of international crews, to watch over American skies and free up U.S. planes for operations in Afghanistan. A NATO E-3A is seen over the rotodome of another as it departs the NATO Air base in Geilenkirchen, Germany in this October 10 file photo

DAILY SHIPPING NEWSLETTER



HL7704 Korean Air 737-900 seen in approach flare to BFI runway 31 at Seattle - Boeing Field (BFI) after pre-delivery test flight.

Photo : Joe G Walker

RIJNSMOND WEATHER

vrijdag 3 mei

9 uur 's ochtends :
temperatuur: 8 graden
kans op neerslag: 20%
wind: matig (19 km/u) uit NNW

5 uur 's middags :
temperatuur: 11 graden
kans op neerslag: 15%
wind: matig (28 km/u) uit N

HAVE A LOOK AT THE FOLLOWING **SITES** FOR SHIPPING INFO AND PICTURES OF SHIPS
AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>

DE KURSK - DE BERGING

13 APRIL 2002

13 OKTOBER 2002



Nationaal Sleepvaart Museum

Hoogstraat 1-3
Maassluis

