

What's new in tankers?

A roundup of the latest developments in tanker design, construction, equipment and services

Jo Sequoia, latest parcel tanker for Jo Tankers

Jo Tankers has taken delivery of Jo Sequoia, a 37,600 dwt chemical parcel tanker with 41 stainless steel cargo tanks, from the Kleven Maritime AS shipyard in Norway. The newbuilding, which is able to handle over 800 different bulk liquid cargoes, is a sistership to Jo Sycamore.

Following the naming ceremony in Bergen, the tanker proceeded to the Baltic to load cargo for delivery to US East Coast ports. Jo Sequoia, together with the other large-size chemical parcel tankers in the fleet, will enhance the Jo Tankers service in the Pacific Indian Ocean Basin.

Each of the cargo tanks on the ship is equipped with its own deepwell cargo pump and stainless steel pipeline to an individual manifold crossover amidships. This arrangement ensures that the ship is able to carry up to 41 different cargoes simultaneously and in a fully segregated manner. The centre and deck cargo tanks are designed to take cargoes with specific gravities up to 2.15, including heavy acids.

Jo Tankers is also in the process of building up the medium-sized portion of its fleet. There are currently four chemical parcel tankers, plus three options, in the 20,000-30,000 dwt size range under construction at two Japanese shipyards for delivery between now and January 2004. The two ships under construction at the Kitanihon yard are owned by Jo Tankers while those building at Watanabe are owned by the shipyard. Jo will take them on 8-year charters and hold purchase options.

All the Japanese newbuildings will have 28 fully stainless steel cargo tanks. "The vessels will not replace existing tonnage but will increase the service and flexibility level provided to our customers," report Johan Odvar Odjell and Rick van Westenbrugge, joint managing directors of Jo Tankers. "These medium-sized tankers are intended to operate chiefly in the Atlantic Basin, but can also serve in other areas."

The Jo Tankers fleet comprises 40 chemical parcel tankers in the 3,000-40,000 dwt size range and totalling 900,000 dwt. There is one other new ship earmarked for the pool on order - a 16,000 dwt stainless steel ship under construction in Italy for domestic owners De Poli and delivery in the first quarter this year.

The majority of the fleet is owned and managed by Jo Tankers, a family-owned company which names their ships after trees in recognition of its origins in the shipping of lumber. The remaining part of the fleet consists of pooled and time-chartered vessels. Jo Tankers is responsible for the commercial management of the entire fleet, and all vessels comply with the stringent safety and environmental protection requirements laid down in the company's common operating standards.

Until recently, Jo Tankers concentrated on serving the deepsea parcel tanker trades. However, in November 2002 it was announced that Jo had linked with the Korean company Dongkun Shipping to launch a new small chemical tanker pool focusing on the transport of chemicals in North East Asia, including imports into China's many shallow-draft ports.

The new pool is managed by Jo Tankers Dongkun Ltd, a 50/50 joint venture, out of Seoul in Korea. The operation has been started off with three stainless steel coastal chemical tankers in the 2,600-3,600 dwt size range.

Hamworthy KSE record pump order

Hamworthy KSE's Singapore office has received its largest-ever single order for engine room pumps, from Daewoo Shipbuilding and Marine Engineering (DSME) in Korea. The \$1.35 million order calls for the supply of Hamworthy KSE pumps for three 138 000 cu m LNG carriers building for Exmar.

Uniquely, these ships are to be fitted with onboard regasification plants to enable them to moor in deep water, regasify their cargo and pump the natural gas via an offshore buoy to a subsea pipeline linked to the onshore natural gas distribution grid. The ships are earmarked for the delivery of gas to the US where achieving the necessary permits for new onshore LNG import terminals is extremely difficult due to opposition from local community public action groups. The ships are due to be delivered in 2004 and 2005.

Each shipset of Hamworthy KSE pumps comprises three ballast pumps and three heating water circulating booster pumps, each with maximum capacity of 5,000 cu m/hour at 30 metres head. The low net positive suction head required (NPSHr) specification is met by Hamworthy KSE's CAD 500 pump which has a double suction impeller of the type required on large vessels when the distance between ballast tank and pump is extended.

Other recent Hamworthy KSE contract wins in the Asian market include engine room pumps for a floating storage and offloading (FSO) vessel for Phillips Petroleum under construction at Samsung, and for semi-submersible drilling rigs for RB Falcon built at Hyundai Offshore.

NEWS TITLE Toftejorg under new ownership

The Danish Toftejorg Group, manufacturers of tank cleaning equipment for the marine and food industries, has been acquired from Homarus Holding A/S by Alfa Laval. Alfa Laval is involved with the supply of a wide range of other types of equipment to the marine and food industries, including centrifugal separators, heat transfer and fluids handling devices, pumps, valves and fittings, and sees the acquisition as a strategic element in its global growth strategy.

Toftejorg has an annual turnover in the region of \$25 million and in the marine sector supplies cleaning machines for crude oil, chemical and product tankers. Homarus Holding also owns 45 per cent of Toftejorg Technology A/S and 100 per cent of Iso-Mix A/S. Toftejorg Technology A/S is engaged in the global sales of equipment for the automatic cleaning of crude oil and fuel tanks. Iso-Mix A/S is a newly established company seeking to develop a market for a new, patented mixing system based on the use of rotary jet heads. These two companies, as well as other activities handled by Homarus, are not part of the sales of Toftejorg to Alfa Laval.

Hellespont ULCC in laden Suez transit

Hellespont Alhambra, the first in the series of four ultra-large crude carriers (ULCCs) building at Daewoo for the Piraeus-based Hellespont Group, delivered a full cargo of Middle East crude to Rotterdam at the beginning of February via the Suez Canal.

"The fixture demonstrates the flexibility and economies of scale offered by these 442,000 dwt vessels," stated Alex Papachristidis-Bove, president and co-chartering manager of Seatramp Tankers, Hellespont's commercial manager. "The quality of the design and build of these ships, their structural soundness, and the high quality of the hand-picked crew allow us to do these voyages."

Hellespont Alhambra lifted over 400,000 tonnes of crude at Kharg Island and Juaymah in early January and delivered the cargo in Rotterdam some 26 days later, giving a voyage average speed of 16.5 knots. The voyage via the Suez Canal was made possible by part-discharging cargo at Ain Shukna and reloading at Sidi Kerir following transit of the waterway.

Hellespont Alhambra and her sistership, Hellespont Metropolis, have been constant employed since delivery in early 2002. Hellespont Alhambra was the largest tanker ever to discharge in the Santa Catalina Gulf, 20 miles off Long Beach, California in May 2002 on her maiden voyage. ITALICS Hellespont Metropolis ITALICS recently became the first ULCC to lift a cargo of fuel oil in Rotterdam for delivery to Singapore. Both vessels have also lifted a number of cargoes from the Arabian Gulf for discharge in the US Gulf.

Hellespont Tara, the third in the series, was delivered in November 2002, and Hellespont Fairfax, the last in the ULCC series, is scheduled for delivery this month. The ships are classed by both Lloyd's Register and ABS.

STN Atlas in product tanker link

Hamburg-based STN Atlas Marine Electronics has signed a collaborative agreement with STX Corporation of Changwon in Korea under which it is to supply South Korea's leading manufacturer of medium-size diesel engines with a complete range of standardised automation systems via its established PartnerShip association with Lyngsø Marine.

The agreement covers the supply of ISO 9001-certified bridge manoeuvring, engine safety, electronic governor and alarm monitoring system modules in addition to software support. STX will assemble systems locally as part of integrated shipborne propulsion packages while also retaining responsibility for testing, sea trials, class acceptance and maintenance.

Major customers of STX Corporation include STX Shipbuilding in Chinhae, which is currently building 45 product, chemical and oil tankers worth an estimated \$1.25 billion for delivery between this year and 2004. Amongst recent orders at STX are a series of four 70,500 dwt product tankers for Safmarine. Each of the ships will have space for 85,000 cu m of cargo, giving them one of the highest cubic capacity per deadweight ratios for this size of product tanker. STX Shipbuilding has set itself a \$3 billion sales target for 2003.