Lloyd's List, 69-77 Paul Street, London, EC2A 4LQ

Keep Suez Canal open

THE revolution, it turns out, is being televised after all. Whatever sympathies one might extend to the Egyptian people in their justified demands for greater democracy, shipping people will have been watching broadcasts of the dramatic events now unfolding there with an anxiety not shared by colleagues in other sectors.

One way or another, what happens to the Suez Canal is of vital interest for everyone who makes a living from the maritime industry. It handles 7,5% of world trade and almost 5% of oil shipments.

Students of modern history will be aware of many previous occasions when the canal has occupied centre stage, from the failed Anglo-French intervention of 1956 that symbolically called time on the British Empire to the eight-year closure that followed the Six Day War of 1967.

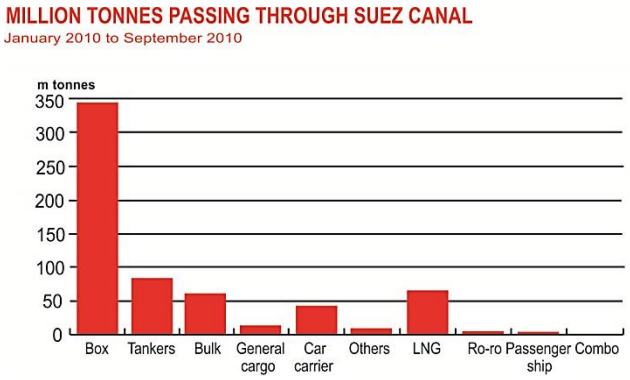
If this key waterway shuts down, we will live. There are alternative routes; size constraints and the threat of Somali piracy see many ships go round the Cape of Good Hope anyway. But other ways of doing things take longer and — at a time of rocketing bunker bills — often cost more money. While global economic recovery remains only partial, neither factor should be ignored.

There is a risk — and analysts are presumably attempting to quantify it even as you read this — that extended disruption could push the world back into recession. Stock markets may collapse, governments may default, and sharp increases in food and energy costs may trigger political upheaval in many emerging markets.

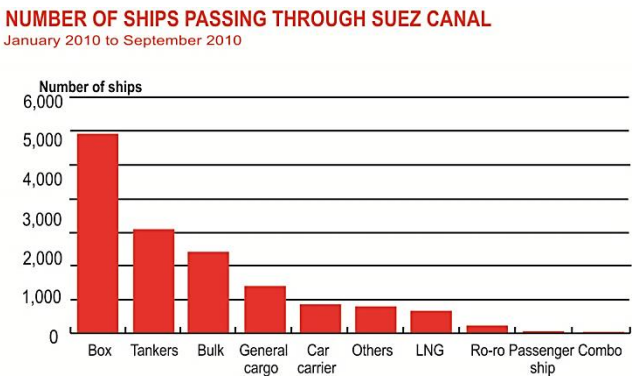
Shipping sources in Egypt stress that the canal zone is tightly in the grip of the military. There are conflicting reports as to whether or not any convoys have been cancelled, but any impact so far has thankfully been minimal.

Whatever the outcome of the current crisis and the future of the Mubarak regime, Egyptian society as a whole has a clear self-interest in ensuring the continuing safe passage of merchant shipping, if only because the Suez Canal is a major revenue earner. We trust that the country's armed forces will not lose sight of this priority.

ADDENDUM TWO – QUESTION 1.4



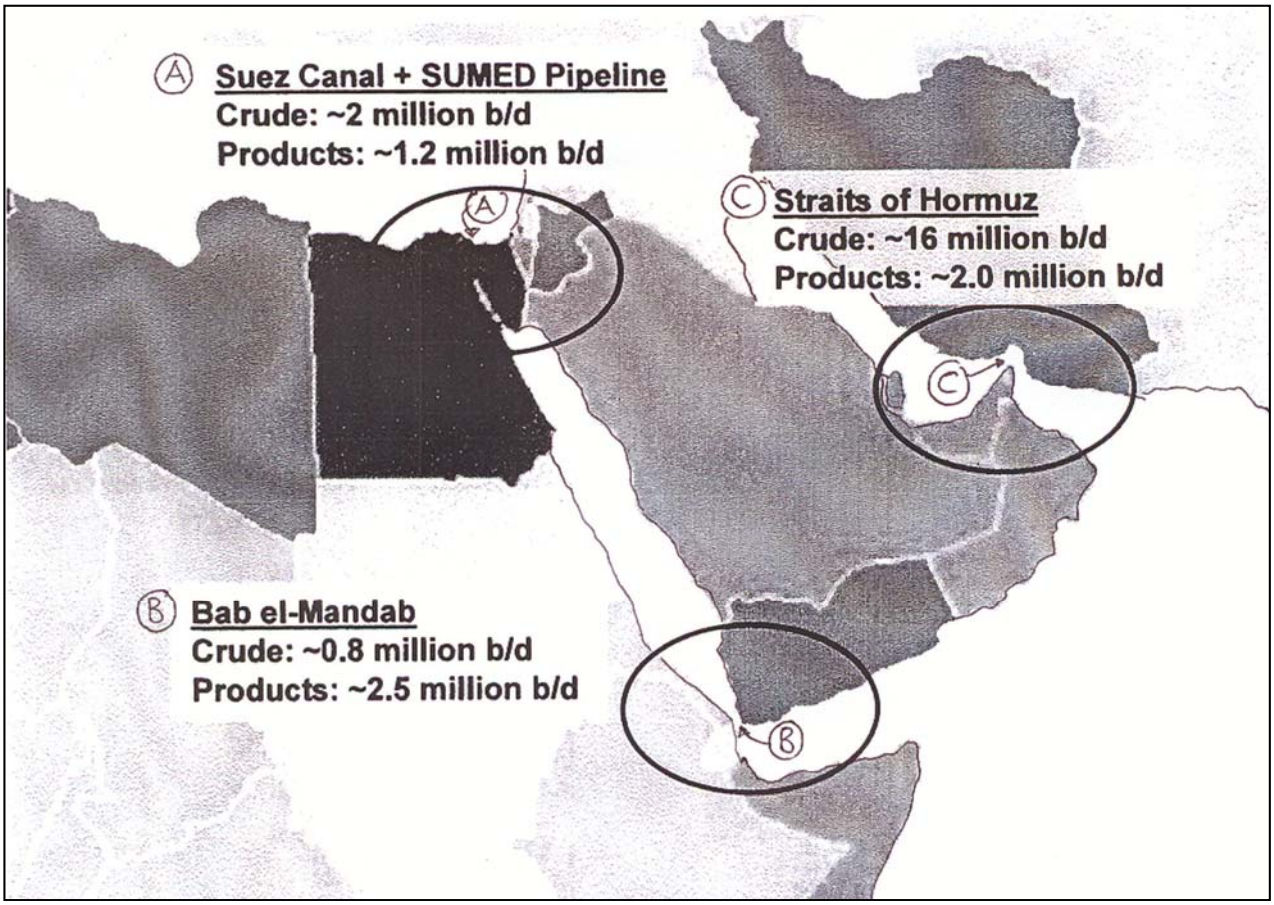
[Source: *Fearnley Reseach*]



[Source: *Fearnley Reseach*]

Box = Containership

ADDENDUM THREE – QUESTION 3.1



b/d = barrels of oil per day

1 LR Identity No. / Call Sign / Official No. / Navigational aids	2 SHIP'S NAME / Former names / OWNERS / Managers / Port of Registry / Flag	3 TONS: Gross / Net / Summer Deadwt / Gross / Net / Summer Deadwt	4 CLASSIFICATION: Hull / Latest SS recorded / Machinery / Refrigerated cargo installation / Equipment letter	5 HULL: Date of build / Shipbuilders—Place of build / Length overall / Breadth extreme / Draught maximum / Length B.P. / Breadth moulded / Depth moulded / Superstructures / Decks / Riveted/Welded / Bulkheads / Alterations / Rise of floor / Keel / Water ballast	6 CARGO CAPACITIES/HANDLING: Description of ship / No. of Passengers / No. of Holds & lengths/No. of Cargo tanks / Grain/Liquid c.ft. / Bale c.ft. / Insulated spaces c.ft. / Heating coils / No. of Hatchways & sizes / No. of Winches / Cranes/Derricks No./SWL tons	7 MACHINERY: Engines / Bore and stroke / Total horsepower / Type / Fuel Bunkers (tons) / Enginebuilders / Where manufactured / Boilers / Heating surface / Furnaces / Aux. electrical generating plant / Special propellers / Speed knots
1	2	3	4	5	6	7

7376874
ZCAS6
366000
Df Esd Gc
Pfd Rdr RTv
AMVER

BRITISH RANGER
BP Shipping Ltd.
Hamilton — Bermuda (British)
SatCom: 1105475/BRAN

133 035 T/cm 160,1
108 525
269 881
Gross / Net / Summer Deadwt

✠**100A1** SS 10/87
oil tanker
crude oil only
✠**LMC** **UMS**
IGS
EL C* 4¾"U3
FN 25840

1976-1 Mitsubishi Heavy Industries Ltd.—Nagasaki (1740)
338,64 (BB) 53,68 20,727
322,99 53,60 26,40
1 dk
rf 102 Bow/CM 169 Diam. 0,610

S Tanker
COW IGS(LR) pt higher tensile steel
21 Ta ER
L.(oil) 334 968 HeCls. B
4 Cargo pumps total 19 272T/hr

2 S Turb dr geared to sc. shaft
34 000shp (25 009kW)
Mitsubishi Heavy Industries Ltd. Nagasaki
2 WTB 76kgf/cm² (74,6bar) (Spt 515°C)
63kgf/cm² (61,8bar) hs4459,2
sg 10,5kgf/cm² (10,3bar)
Gen 2 × 1400kW 450V 60Hz a.c.
Fuel 12 480,0t (o.f.) 124,0t (d.o.)-154,5pd 15,5kn

7376862
C6LA6
365920
Df Esd Gc
Pfd Rdr Rt
AMVER

BRITISH RELIANCE
BP Shipping Ltd.
Nassau — Bahamas

133 035 T/cm 160,1
108 525
269 770
Gross / Net / Summer Deadwt

✠**100A1** SS 6/92
oil tanker
crude oil only
✠**LMC** **UMS**
IGS
EL C* 4¾"U3
FN 25840

1975-9 Mitsubishi Heavy Industries Ltd.—Nagasaki (1739)
Cmd.**1976**-9
338,64 (BB) 53,68 20,708
322,99 53,60 26,40
1 dk
rf 102 Bow/CM 169 Diam. 0,610

S Tanker
COW IGS(LR) pt higher tensile steel
21 Ta ER
L.(oil) 334 968 HeCls. B
4 Cargo pumps total 19 272T/hr

2 S Turb dr geared to sc. shaft
34 000shp (25 009kW)
Mitsubishi Heavy Industries Ltd. Nagasaki
2 WTB 76kgf/cm² (74,6bar) Spt 515°C
63kgf/cm² (61,8bar) hs4479,2
sg 10,5kgf/cm² (10,3bar)
Gen 2 × 1400kW 450V 60Hz a.c.
Fuel 12 480,0t (o.f.) 124,0t (d.o.)-154,5pd 15,5kn

7353705
C6KC7
363187
Df Esd Gc
Pfd Rdr
RTm/h/v
AMVER

BRITISH RENOWN
BP Shipping Ltd.
Nassau — Bahamas
SatCom: 1103731/BREN

133 035 T/cm 160,1
108 854
261 011
Gross / Net / Summer Deadwt

✠**100A1** SS 5/89
oil tanker
✠**LMC** **UMS**
EL C* 4¾"U3
FN 25840

1974-4 Mitsubishi Heavy Industries Ltd.—Nagasaki (1703)
338,64 (BB) 53,68 20,657
322,99 53,60 26,40
1 dk
rf 102 Bow/CM 161 Diam. 0,410 conv Tanker 78
conv Storage Tanker 79

S Tanker
COW pt higher tensile steel
21 Ta ER
L.(oil) 334 968 HeCls. B
4 Cargo pumps total 18 800T/hr

2 S Turb dr geared to sc. shaft
30 000shp (22 067kW)
Mitsubishi Heavy Industries Ltd. Nagasaki
2 WTB 74kgf/cm² (72,6bar) Spt 515,6°C
63,5kgf/cm² (62,3bar) hs3994,7
sg 10,5kgf/cm² (10,3bar)
Gen 2 × 1400kW 450V 60Hz a.c.
Fuel 12 480,0t (o.f.) 124,0t (d.o.)-154,5pd 15,5kn

7376654
C6JO9
363468
Df Esd Gc
Pfd Rdr
RTm/h/v
AMVER

BRITISH RESOLUTION
BP Shipping Ltd.
Nassau — Bahamas
SatCom: 1103454/BRET

133 035 T/cm 160,1
108 853
270 665
Gross / Net / Summer Deadwt

✠**100A1** SS 9/91
oil tanker
crude only
SPM
✠**LMC** **UMS**
IGS
EL C* 4¾"U3
FN 25840

1974-11 Mitsubishi Heavy Industries Ltd.—Nagasaki (1704)
338,64 (BB) 53,62 20,708
322,99 53,60 26,40
1 dk
rf 102 Bow/CM 161 Diam. 0,510

S Tanker
COW IGS(LR) pt higher tensile steel
21 Ta ER
L.(oil) 334 968 HeCls. B
4 Cargo pumps total 18 800T/hr

2 S Turb dr geared to sc. shaft
30 000shp (22 067kW)
Mitsubishi Heavy Industries Ltd. Nagasaki
2 WTB 74kgf/cm² (72,6bar) Spt 515,6°C
63,5kgf/cm² (62,3bar) hs3994,7
sg 10,5kgf/cm² (10,3bar)
Gen 2 × 1400kW 450V 60Hz a.c.
Fuel 12 480,0t (o.f.) 124,0t (d.o.)-154,5pd 15,5kn

7376850
ZCAD6
365861
Df Esd Gc
Pfd Rdr RTv
AMVER

BRITISH RESOURCE
BP Shipping Ltd.
Hamilton — Bermuda (British)
SatCom: 1105232/BRER

131 534 T/cm 162,6
111 080
269 695
Gross / Net / Summer Deadwt

✠**100A1** SS 2/92
oil tanker
crude only
✠**LMC** **UMS**
IGS
EL C* 4¾"U3
FN 25840

1975-7 Mitsubishi Heavy Industries Ltd.—Nagasaki (1738)
338,64 (BB) 53,68 20,708
322,99 53,60 26,40
1 dk
rf 102 Bow/CM 169 Diam. 0,910

M Tanker
COW IGS(LR) pt higher tensile steel
21 Ta ER
L.(oil) 334 968 HeCls. B
4 Cargo pumps total 19 272T/hr

B&W 6L90GF
Oil 2SA 6Cy. 900 × 2180
21 350bhp (15 704kW) NE 4/82
Mitsubishi Heavy Industries Ltd. Nagasaki
2 AuxB (o.f.) 76,1kgf/cm² (74,7bar) Spt 515°C
63kgf/cm² (61,8bar)
✠ NAuxB (o.f.) 4/82 10kgf/cm² (9,9bar) Spt 166°C
10kgf/cm² (9,9bar)
✠ ne(ex.g) 4/82 16kgf/cm² (15,7bar)
Gen 1 × 1400kW 2 × 1200kW 1 × 500kW
450V 60Hz a.c.
16,2kn

8011809
VSBT9
703384
Df Esd Gc
Pfd Rdr
RTm/h/v
AMVER

BRITISH SKILL
BP Shipping Ltd.
Hamilton — Bermuda (British)
SatCom: 1105143/BSKI

66 034 T/cm 95,0
36 211
127 778
Gross / Net / Summer Deadwt

✠**100A1** SS 4/88
oil tanker (cc)
defined ballasting
✠**LMC** **UMS**
IGS
EL W1 742,5/95,0U3
FN 15672

1983-4 Harland & Wolff Ltd.—Belfast (1718)
260,99 (BB) 39,65 17,328
249,99 39,60 23,09
1 dk
Bow/CM 130 Diam. 0,410

M Tanker
IGS (LR) SBT pt higher tensile steel
5 Ta 8 Wing Ta ER
L.(oil) 125 474 HeCls. BC
2 Cargo pumps total 7 200T/hr

B&W 5L90GFCA
Oil 2SA 5Cy. 900 × 2180
16 250bhp (11 953kW)
Harland and Wolff Ltd. Belfast
2 WTAuxB (o.f.) 28,5kgf/cm² (28,0bar) Spt 375°C
22,4kgf/cm² (22,0bar) hs1401,0
e(ex.g) 30,5kgf/cm² (30,0bar) Spt 22,4°C
2 sg 7,8kgf/cm² (7,7bar)
Gen 2 × 1000kW 1 × 900kW 440V 60Hz a.c.
Fuel 288,5t (d.o.) 3 584,0t (hvf)-60,0pd 13,5kn

7925728
VSBU2
703252
Df Esd Gc
Pfd Rdr
RTm/h/v
AMVER

BRITISH SPIRIT
BP Shipping Ltd.
Hamilton — Bermuda (British)
SatCom: 1105144/BSPI

66 024 T/cm 94,7
36 229
127 778
Gross / Net / Summer Deadwt

✠**100A1** SS 4/88
oil tanker (cc)
defined ballasting
✠**LMC** **UMS**
IGS
EL W1 742,5/95,0U3
FN 15672

1983-3 Scott Lithgow Ltd.—Port Glasgow (1201)
260,99 (BB) 39,65 16,222
249,99 39,60 23,09
1 dk
Bow/CM 131 Diam. 0,400 MH 2,4

M Tanker
COW IGS(LR) PL SBT
pt higher tensile steel
13 Ta ER
L.(oil) 125 474 HeCls. BC
2 Cargo pumps total 7 200T/hr

B&W 5L90GFCA
Oil 2SA 5Cy. 900 × 2180
16 250bhp (11 953kW)
J. G. Kincaid & Co. Ltd. Greenock
2 WTAuxB (o.f.) 28,5kgf/cm² (28,0bar) Spt
22,4kgf/cm² (22,0bar) hs390,0
e(ex.g) (ex.g) 30,5kgf/cm² (30,0bar) Spt
22,4kgf/cm² (22,0bar)
sg 7,6kgf/cm² (7,5bar)
Gen 2 × 1000kW 1 × 900kW 440V 60Hz a.c.
Fuel 288,5t (d.o.) 3 584,0t (hvf)-60,0pd 13,5kn