

## DAILY SHIPPING NEWSLETTER 2002 - 011



Number 011 \*\*\*DAILY SHIPPING NEWSLETTER\*\*\* Saturday 13-07-2002



**Operation  
Enduring Freedom**

**Note :**

In the news of yesterday an error is made, the picture of the new Kooren tug was the VS HAMBURG and not the VS Rotterdam

## **EVENTS, INCIDENTS & OPERATIONS**

### **Dame To Name LEGEND**

Carnival Cruise Line have announced that one of England's most renowned stage and screen actresses, Dame Judi Dench, will serve as godmother of their newest cruise ship **CARNIVAL LEGEND**. In **Harwich** on **August 21** Dame Judi will break a bottle of champagne against the ship's hull in the official naming ceremony for the 88,500-ton, 2,124-passenger ship. **CARNIVAL LEGEND** is the first Carnival Cruise Lines vessel to sail a European itinerary.

### **ORIANA Of 1960 Makes Brief Cruise**



**SS ORIANA**, looking freshly painted and dressed overall, arrived at the northern Chinese resort area of Dalian (also known as Dairen) for her newest incarnation as a static tourist attraction. She was towed from Shanghai where she has remained closed since early 2000. It is hoped that she will succeed in this, her fourth location, since being retired by P&O in 1986.

## **Russian Antarctic head slams German yard over Magdalena Oldendorff stranding**

THE head of Russia's Antarctic expedition said on Thursday that a German shipyard was to blame for the marooning of a 79-man mission in pack ice, necessitating their high-profile rescue by a South African ship.

Valery Lukin told Reuters his group had launched legal action against Motorenwerke Bremerhaven for failing to repair an icebreaker which had been due to accompany the mission to Russia's Novolazarevskaya Antarctic base.

"The Akademik Fyodorov was under repair at MWD Bremerhaven and was being readied to go to the Antarctic, but during tests (last November), its engine broke down and it couldn't leave port," Lukin said from his St Petersburg headquarters.

"We believe that specialists carrying out the repairs at the shipyard caused the damage to the vessel."

He said the case would come before a Stockholm-based international maritime arbitration panel. The shipyard denied it was responsible.

"After the repairs were done, the crew made operational mistakes and caused damage to the motor," Hermann Klein, a member of MWB's board said from Bremerhaven. "It is the shipping company's responsibility to get the ship repaired."

The 79-member Russian mission arrived to great fanfare in Cape Town on Wednesday aboard the South African research vessel Agulhas, which had undertaken a daring 24-day rescue after the mission's German-registered ship became trapped in ice.

The group had chartered the *Magdalena Oldendorff* at the last moment when the Russian icebreaker was deemed unfit to make the journey in January.

Russian expedition doctor Boris Bartashevich told reporters after arriving in Cape Town that the vessel had not been in any danger and the group did not view the operation as a rescue.

"The situation was not so bad. We had fuel for two months and food for about one month," he said. "With limitations in our eating, we could have stayed a longer time."

The Argentine icebreaker *Almirante Irizar* was due in the area of the icebound ship with plans to smash its way through the ice to Muskegbukta Bay to free it. Officials said 17 men remained aboard and were in good spirits.

Lukin said 21 group members would be the first to return to St Petersburg, Russia's second city, on Friday. But there would be no bands or banners to greet them as in Cape Town

## **CASUALTY REPORTING**

### **Fire Under Control on BP's Java Platform Offshore Indonesia**

A fire that engulfed BP Indonesia's North West Java Bravo offshore production platform is now under control, according to a Pertamina spokesman. BP Indonesia operates the field under a production sharing contract with Pertamina.

The fire started around 0130 GMT Thursday. There were no casualties and non-essential personnel were evacuated from the platform. "We are trying to determine the cause of the fire at this time," the Pertamina spokesman said, "but it appears that will take some time. The platform will be shutdown for some time while the investigation into the fire is conducted and then while repairs are made and the platform restored to operating condition."

The production platform produces 40 million cubic feet of natural gas per day, and supplies to state-owned natural gas company PT Perusahaan Gas Negara and a power plant in north Jakarta operated by PT Perusahaan Listrik Negara. For the time being, PLN will have to buy diesel from Pertamina as fuel for the power plant.

### **One crewman missing in Singapore tanker fire**

ONE crew member is missing and four are injured following a fire onboard a Panamanian-registered chemical tanker in Singapore waters.

Fire broke out at 10-00hrs local time on Friday onboard the 959 gt, tanker *Otis Pratiwi*, in Singapore port waters.

The 1975-built tanker, owned by Sentek Marine and Trading was leaving Jurong Island with a pilot onboard, before heading to Hong Kong when the fire broke out.

According to the Maritime & port Authority of Singapore, the pilot and 11 of the vessels 12 crew members abandoned the tanker shortly after the fire started.

The crew members and pilot were picked-up by an MPA patrol boat and tug boat.

One crew member however is missing following the fire. Four other crew were reported to be injured.

'The situation is under control with the fire-fighting operation by the four craft in progress,' the port authority said. There were no reports of any oil pollution.

It is not clear what caused the fire and The MPA and the Police Coast Guard will be investigating the incident.

## ROUTE, PORTS & SERVICES

### Monsoons Make A Mess Of Alang



Work at Alang, the world's largest scrap yard, came to a halt as workers fled huge waves and torrential rains for two days last month (June 27 and 28). Workers wages and steel prices per ton have shot up as many locals have been forced to flee nearby towns.

Currently, the only major passenger ship undergoing demolition on the Indian beach near Bhangvar is the **LIBERTY** (former **COSTA RIVIERA, GUGLIELMO MARCONI**) [archive picture left](#) - There are no updates on how the remains of the ship were

affected by the storm

## M/V Columbia Returns to Service

**M/V Columbia**, reported to be the largest ship in the Alaska Marine Highway's fleet, returned to revenue service on June 5 with its scheduled sailing southbound from Ketchikan. The Columbia begins weekly round trip service between Bellingham, Wash. and Skagway, Alaska, with intermediate stops in Ketchikan, Wrangell, Petersburg, Juneau, Haines and Skagway with additional southbound stops in Sitka. Columbia left Cascade General Inc., (CGI) shipyard in Portland, Ore., on May 30 on schedule and within budget, after a major improvement project. In recognition of CGI's efforts, the AMHS Vessel operations manager, Captain Jack Meyers, presented Bruce Dummer, senior V.P. of Finance, with an oversized replica of a \$14,000 incentive check in a ceremony at the yard just prior to the ship's departure. The check represents the monies earned by CGI for the early completion of a significant project milestone. The five million dollar, federally funded Food Service and Ship Systems Improvement modernization project began in early November. During this six-month shipyard upgrade, the Columbia's entire food service spaces, including galley, cafeteria and dining rooms, were stripped out to bare metal and replaced. Additional significant improvements included installation of a modern linen loading and handling system, a consolidated refrigeration system, and the replacement of all windows in the solarium. The vessel was also drydocked for routine underwater machinery and hull valve maintenance.

## NAVY NEWS



Russian navymen seen training the embarkation of armoured vehicles the course of the large-scale military exercises of the Pacific Fleet with the participation of the fleet's ships and crews, coastal and land forces, as well as the maritime aviation



## **HMS CHATHAM COMES TO END OF BALTIC DEPLOYMENT**

**HMS Chatham** was among the ships and submarines from 10 nations taking part in the 10-day exercise in the Baltic. The ship was in command of a task group, which consisted of the American cruiser USS Anzio and the Danish frigate HDMS Niels Juel, for the first phase of the exercise involving live firings, manoeuvring exercises and both anti-air and anti-submarine drills.

Interoperability with the ships from the other nations was the emphasis of the second part of the exercise. HMS Chatham became part of a multinational group protecting a humanitarian relief convoy. Opposing aircraft, submarines and surface ships did their utmost to disrupt the convoy's safe passage, requiring HMS Chatham and the other ships to take offensive action.

A visit to Kiel in Germany for de-briefings signalled the end of the exercise. The visit coincided with the 'Kieler Woche' sailing festival allowing the ship's company to take part in various sporting events including a Rugby 7s tournament and a sailing competition.

HMS Chatham sailed from Plymouth in May. During the six and a half week deployment the Type 22 frigate steamed over 4500 miles. The ship also visited Estonia, the Russian ports of St Petersburg and Baltyisk and Gdynia in Poland. Exercises were also carried out with two Russian Parchim class patrol vessels prior to the main NATO exercise.

The ship's Commanding Officer Captain Andrew Moll said: "I'm proud of the way Chatham and her Ship's Company have conducted themselves during our Baltic deployment particularly interacting so readily with our NATO and non NATO colleagues. I feel we have made a valuable Naval contribution to interoperability at unit level, and also contributed to United Kingdom and Russian international relations on the larger scale."

HMS Chatham has now returned to Devonport. After a period of leave the ship is due to deploy again later this summer.

## **MOVEMENTS**



The French training ship **Eglantine** at Yorkhill

**Photo : Brian Hargreaves ©**

## AIRCRAFT / AIRPORT NEWS



Navy Lieutenant Luke Kremer pilots his F/A-18 C "Hornet" strike fighter from the "Fighting Redcocks" of Strike Fighter Squadron Two Two (VFA-22) over the Fort Jefferson National Monument.



Two Boeing X-45 unmanned combat air vehicles are shown to the media at Edwards Air Force Base in southern Calif., Thursday, July 11, 2002. The X-45 has flown twice since its May 22, 2002, maiden flight at Edwards. It is designed to fly autonomously and carry 3,000 pounds of weapons into combat



# .... SHIP OF THE DAY ....

## TYPE 42 DESTROYERS

BY : JEREMY OLVER / PIET SINKE

Sheffield Class Type 42 Destroyers



**D91 HMS Nottingham** a Batch 2 vessel in better days

**Photo : Coll Piet Sinke**

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The principle role of the Sheffield Class Type 42 destroyers is to provide area air defence for a task force and since their introduction into service they have constituted the fleet's principle anti-air warfare capability. However they also have the secondary roles of confronting surface and anti-submarine targets. A total of sixteen ships were built between 1972 and 1985, although two were tragically lost in the Falklands War.

After the abandoning of the CVA fleet carrier replacement programme in the 1960s, the requirement for a class of large escorts- the Type 82 Destroyers- ceased to exist and only one unit, Bristol, was completed. However the necessity for a class of Anti Air Warfare (AAW) destroyers armed with Sea Dart missiles remained. They were required to be smaller and cheaper than the vessels they replaced- the County Class Destroyers - but would have to provide the capabilities of the Type 82 with a smaller complement and hull size. The introduction of these vessels was vital as otherwise the navy would lack a sufficient number of anti-aircraft destroyers, so the project was given top priority (hence the Amazon Class Frigates were a commercial design). Designated the 'Type 42' the 12 ships were named after large British cities, commemorating many of the Town Class cruisers that fought with such distinction in the Second World War.

The first unit- **Sheffield** - was launched in 1971 and cost £23 million to build. She was followed into Royal Navy service by 13 sisterships.



TOP : The Class leader **D 80 HMS SHEFFIELD** during 1974 – **Photo : Coll Piet Sinke**

Two ships of the class were also built for the Argentine Navy. The first Argentine ship, Hercules (D28), was constructed by Vickers at Barrow-in-Furness and commissioned in July 1976. The second ship, named Santísima Trinidad (D29), was built in Argentina by AFNE naval yard and launched in 1974 but not commissioned until 1981.

The Type 42's are powered by two Rolls-Royce Tyne Engines, which give a cruising speed of 18 knots, and two Rolls-Royce Olympus engines for high speed running at 31 knots. They also have controllable pitch propellers, which make them maneuverable ships capable of executing sharp turns. They are armed with the British Aerospace surface-to-air Sea Dart missile system, which provides defence against both aircraft and missiles. Unlike the Type 82 Destroyer, the Type 42 was designed and built with both a helicopter deck and hanger and one of its most versatile weapons is the Lynx helicopter. This provides the Type 42's principle anti-submarine weapon and not only extends the range of the destroyer's radar, but it also carries the potent Sea Skua missile, that was used to great effect in the Gulf War. They are also equipped with a 114mm (4.5 inch) gun, and are therefore able to provide NGFS (Naval Gunfire Support), and with anti-submarine missile tubes.



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The Batch 2 vessels have the same hull shape as the first batch but were completed with new and improved sensors, most notably the Type 1022 long range air search radar. The batch 1 and 2 ships have a displacement of 3560 tonnes, measure 125 metres in length and have a beam of 14.6 metres. The four batch 3 ships- often referred to as the 'Manchester Class'- are some seven metres longer than the rest of the class and hence are known as 'stretched'. The extra length provides more room for weapon systems, increases the speed of the ship and provides greater stability in poor weather. It also has the added advantage of giving the destroyers a more pleasing appearance. They also have deck edge stiffening to counter hull stress. As a result of these modifications, the batch 3 vessels have a displacement of 3,880 tonnes and are 139 metres in length with a complement of 269.

When the Falklands Conflict occurred in 1982 the class was well represented in the Task Force sent to recapture the islands. Five Type 42s participated- [Coventry](#), [Sheffield](#), [Cardiff](#), [Glasgow](#) and [Exeter](#).



Top [HMS D96 Gloucester](#) one of the 4 Batch 3 vessels - **Photo : Coll Piet Sinke**



Their principle role in the conflict was to provide air defence for the two aircraft carriers - Hermes and Invincible- and the amphibious forces. However, serious problems with the design and armament of the class was highlighted by the tragic loss of [Sheffield](#) and [Coventry](#). The Falklands War demonstrated the Type 42 design was vulnerable to low level sea skimming missiles and aircraft.

Left : [HMS Sheffield](#) after been hit during the Falklands crisis

**Photo : Coll Piet Sinke**

The campaign also had the added complexity of British Type 42 destroyers facing combat with the two Argentine vessels of the same design. During the early part of the Falklands war the two Argentine vessels escorted the carrier Veinticinco de Mayo before she returned to port. Their initial presence

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meant the British 'Sheffield Class' Type 42's sent to the South Atlantic had to have a large black stripe painted down their sides for easy identification. The severing of relations with Britain that occurred as an immediate result of the war has meant the Argentine Navy has found it increasingly difficult to obtain spare parts for their aging Type 42's. The complement of 280 officers and men have given the first two batches reputations as crowded, cramped ships. During the Falklands Conflict (1982) this was



a major problem as HMS Sheffield was destroyed not by the detonation of the exocet missile, but by the fires that spread through the ship at a rapid rate. More recently it has led to difficulties in incorporating WRENS into the ship's company.

HMS Sheffield burned out

Photo : Coll Piet Sinke

**Sheffield** and **Coventry**, also highlighted the lack of close range defence, especially from low flying aircraft and sea skimming missiles. As a result the seaboats and davits were removed to make way for 20 mm Phalanx close in weapon system (CIWS) and chaff decoys. It was planned for the batch 3 to receive the vertical launch Sea Wolf system but budget constraints prevented this from occurring.

Edinburgh was however fitted with a Vulcan Phalanx

Right : **HMS Coventry** after been hit

Photo : Coll Piet Sinke

The Type 42 had considerably more success in the 1991 Persian Gulf War and **Gloucester** in particular fought with distinction.

Lynx helicopters flying from Gloucester and Cardiff were responsible for the destruction of a number of anti-aircraft batteries and small combat craft such as minesweepers, landing craft and missile patrol boats. However, Gloucester's real triumph came when she detected and destroyed an incoming silkworm missile bound from the US battleship Missouri, with seconds to spare.



In the 1980s and 1990s the Type 42 were increasingly being used as guardships in the Caribbean, West Indies and South Atlantic. In the Caribbean in particular they proved extremely successful especially in anti-narcotic operations where they worked alongside the US Drug Enforcement Agency. They have also been able to provide humanitarian help in the region. For instance, both Southampton and Liverpool came to the aid of Montserrat in the 1990s. They have also continued in their air defence role, which has had added importance since the Sea Dart missile system was removed from the three Invincible Class carriers. Hence on overseas deployments the carriers nearly always sail with a Type 42.

The replacement of these vessels has caused a considerable number of problems under both the Conservative and Labour governments. They were to have been replaced by the Common New

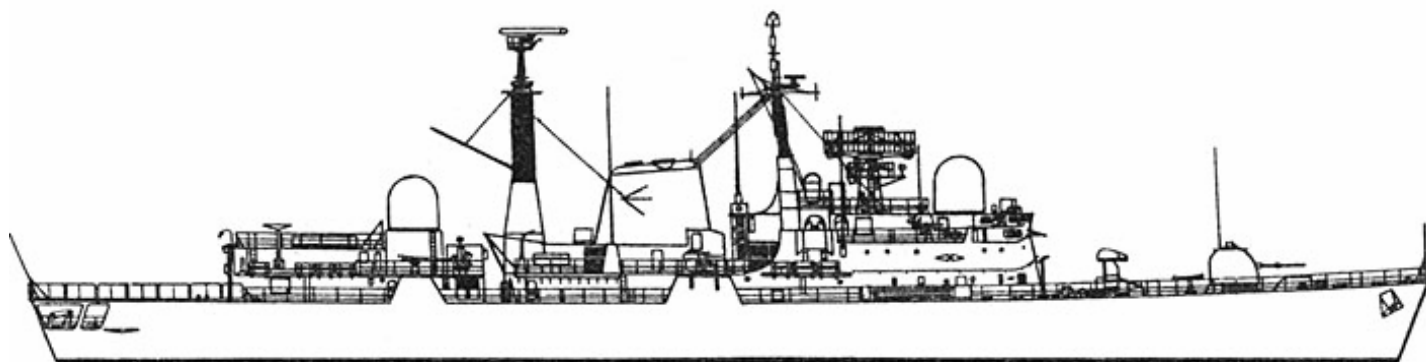
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Generation Frigate (dubbed 'Project Horizon') in conjunction with the French and Italian navies. This project suffered many set backs and delays, whilst the Type 42s weren't getting any younger. At one point the United States Navy (USN) stepped in and offered to lease the Royal Navy five early Ticonderoga class AGEIS cruisers. Nevertheless the New Labour government elected in 1997 continued the project until 1999 when they started to develop their own replacement, the Type 45. However the first replacement vessel, Daring, will not enter service until 2007 at the latest. This has proved the problem as the Type 42s are becoming increasingly difficult and costly to maintain and operate while the Sea Dart has been described as "approaching obsolescence". The first Type 42 to decommission, [Birmingham](#), was paid off at the end of 1999. She has been stripped of her equipment that will be used to maintain her sister ships until 2006. After then, the remaining eleven ships will be paid off at six monthly intervals.



Top [HMS D108 GLASGOW](#) one of the Batch 1 units – **Photo : Coll Piet Sinke**

Ship	Pennant Number	Deck Code	Builder	Laid Down	Launched	Commissioned
<a href="#">Sheffield</a>	D80	SD	Vickers	January 15th 1970	June 10th 1971	February 16th 1975
<a href="#">Birmingham</a>	D86	BM	Cammal Laird	March 28th 1972	July 30th 1973	December 3rd 1976
<b>Glasgow</b>	D88	GW	Swan Hunter	March 7th 1974	April 14th 1976	May 25th 1977
<b>Newcastle</b>	D87	NC	Swan Hunter	February 21st 1973	April 24th 1975	March 23rd 1978
<b>Cardiff</b>	D108	CF	Vickers	November 3rd 1972	February 22nd 1974	September 24th 1979
<a href="#">Coventry</a>	D118	CV	Cammal Laird	January 29th 1973	June 21st 1974	October 20th 1978



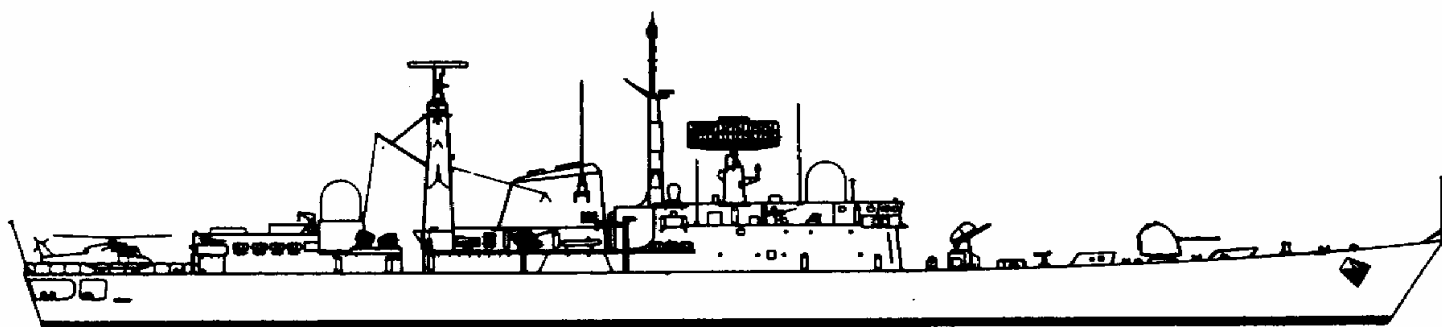
Top : Drawing of the [HMS EXETER](#) a Batch 2 unit



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### Batch II

<b>Exeter</b>	D89	EX	Swan Hunter	July 22nd 1976	April 25th 1978	September 19th 1980
<b>Southampton</b>	D90	SN	Vosper Thornycroft	October 21st 1976	January 29th 1979	October 31st 1981
<b>Nottingham</b>	D91	NM	Vosper Thornycroft	February 6th 1978	February 18th 1980	April 8th 1983
<b>Liverpool</b>	D92	LP	Cammal Laird	July 5th 1978	September 25th 1980	July 9th 1982



Top : Drawing of a Type 42 – Stretched version – Batch 3

### Batch III or 'Stretched' Type 42

<b>Manchester</b>	D95	MC	Vickers	May 9th 1978	November 24th 1980	December 16th 1982
<b>Gloucester</b>	D96	GC	Vosper Thornycroft	October 29th 1979	November 2nd 1982	September 11th 1985
<b>Edinburgh</b>	D97	ED	Cammal Laird	September 8th 1980	April 14th 1983	December 17th 1985
<b>York</b>	D98	YK	Swan Hunter	January 8th 1980	June 21st 1982	August 9th 1985

Red colored vessels are decommissioned or stricken:

### SHEFFIELD



almost forty years. Helicopters from Hermes and Arrow searched for survivors. Twenty one of Sheffield's crew died during the attack and the wreck is a designated war grave.

Took on stores and equipment from Active before sailing south to join the Falklands taskforce. Struck by an exocet missile on May 4<sup>th</sup> in what many considered was a revenge attack for the sinking of the Argentine Cruiser *General Belgrano*. Although the missile did not explode it started a major fire and the ship was abandoned eight hours later. The burnt out hulk of Sheffield sunk on May 10<sup>th</sup> whilst under tow of Rothesay Class Frigate H.M.S Yarmouth, thus making Sheffield the first Royal Navy vessel to sink in action for

### BIRMINGHAM

Birmingham was launched by Lady Empson, wife of Sir Derek Empson and commissioned in time to attend the Silver Jubilee Fleet Review, where she served as the 'Admiralty Board Yacht'. In 1993 she attended the Battle of Atlantic 50th Anniversary Fleet Review. H.M.S Birmingham was the venue of the 1998 St Malo Anglo-French Naval Agreement. She was due to pay off in 1998 but this was delayed until 1999 and she decommissioned at Portsmouth 10th December. A short time later she was towed to Devonport and stripped of all useable equipment before returning to Portsmouth in May 2000 to await scrap or sinking. She left Portsmouth under tow on October 20th 2000

### COVENTRY

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Diverted to Falklands, after taking on stores from Aurora and become the first Royal Navy warship to fire the Sea Dart and Sea Skua missiles in action. Coventry was hit by 3 bombs which severely damaged her port side on May 25<sup>th</sup> 1982. 19 crewmembers died and the ship was abandoned as she began to take on water, rolled over, capsized and finally sank

Left : **HMS Coventry** just before the vessel sank.

**Photo : Coll Piet Sinke**