

DAILY SHIPPING NEWSLETTER 2002 – 047



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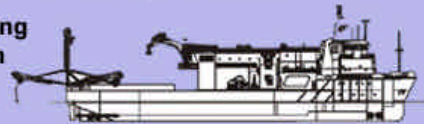
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EVENTS, INCIDENTS & OPERATIONS

Whale beachings linked to navy sonar tests

FIFTEEN whales that beached on the Canary Islands last week suffered brain and ear damage that may have been caused by sonars deployed in a naval exercise, scientists say.

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It will raise fresh concerns that long-range "active sonar" systems, used to detect undersea objects at huge distances, may destroy whales' delicate natural navigation systems.

The beaked whales, which look like very large dolphins and ranged from 15ft to 24ft in length, came ashore during a multi-national exercise hosted by the Spanish navy, the Los Angeles Times has reported. Dr Michael Andre, a veterinarian leading the investigation of the whales' deaths, said examination showed "unspecific lesions, including in the brain and the hearing systems, consistent with acoustic impact".

Conservationists and oceanographers have fought a running battle over the impact of sonar systems on marine mammals. In the US, a coalition of environmental groups have sued the US navy and the US National Marine Fisheries Service to block deployment of active sonar.

The new sonar system, known as Surveillance Towed Array Sensor System Low Frequency Active sonar, or SURTASS, saturates the sea with extremely loud, low frequency sound intended to detect submarines at great distances, it is claimed. Passive sonar systems by contrast listen for noise.

If the initial findings from the Canary Islands beachings hold true, they would echo the results of a study of a similar stranding in the Bahamas two years ago.

The Spanish government cut the navy trials short at the request of the Canary Islands government after the whales were stranded and immediately started an investigation.

Ceres sheds last of 1970s-built ULCCs

Shipbreakers in Bangladesh have bought Ceres Hellenic Enterprises only remaining 1970s built ULCC, the 413,000-dwt **Kapetan Hiotis** (built 1977), at a strong price of \$157.5 per ldt.

The deal marks Ceres sixth ULCC scrap sale this year. Proceeds from the six total around \$54.8m.

Most recently the company sold its 516,000-dwt **Kapetan Michalis** and the **Kapetan Giannis** (both built 1977) for demolition. **Kapetan Giannis** was sold to breaker in Pakistan for \$143.5 per ldt or \$10.5m and the **Kapetan Michalis** is said to have fetched a full \$150 per ldt or \$10.9m from Bangladesh.

In February, the 456,000-dwt **Kapetan Giorgis** (built 1976), which was sold to Pakistan for a reported \$130.5 per ldt, was the first Ceres ULCC to go for demolition.

A month later it was followed by the 457,000-dwt **Kapetan Panagiotis** (built 1977), which raised \$131 per ldt.

In May, the 412,000-dwt **Kapetan Hatzis** was sold to Chinese breakers for around \$150 per ldt.

Kapetan Hiotis is the nineteenth large tanker bought by Bangladesh breakers out of the 31 sold so far this year.

Of the remaining vessels sold China has taken six vessels, with India and Pakistan buying three apiece.

In the first nine months of last year 17 ULCC and VLCCs had been sold for scrap, of which Bangladesh bought nine vessels, China five, and Pakistan three.

According SSY Shipbrokers' nine monthly demolition sales figures some 467 vessels had been sold for demolition by the end of September, comprising 24.5m-dwt or 5.2m-ltd.

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This compares with 487 ships in the same period last year, totalling 17.7m-dwt or 4.2m-ltd.

The volume of tanker tonnage is well up on that scrapped last year. SSY says 164 vessels totalling 16.9m-dwt or 2.9m-ltd were sold for demolition in the first nine months of this year, against 91 vessels of 9.3m-dwt or 1.7m-ltd in the comparable period in 2001.

Some 303 dry cargo and other tonnage went for scrap up to the end of September this year, comprising 7.6m-dwt or 2.4m-ltd. This compares with 396 ships of 8.4m-dwt or 2.5m-ltd in the same period last year.



Damage from a bomb attack on the U.S. Navy destroyer **USS Cole** in Aden Yemen is seen as in this October 12, 2000 file photo. Suspected accomplices in the suicide attack that killed 17 U.S. sailors will go on trial in the next few days, a Yemen government weekly reported October 3, 2002

A lone tow boat moves down the Mississippi River at New Orleans Thursday morning, Oct. 3, 2002, among whitecaps caused by Hurricane Lili.



Insurers await feared \$260m Diamond Princess claims

A TOTAL bill of at least \$260m would hit insurance carriers if the **Diamond Princess** was deemed a total loss, writes James Brewer .

Several insurance markets, including London and Lloyd's, are likely to share the brunt of claims.

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It could be the most serious ship construction-related loss since a \$300m claim affecting Avondale yard in the US in 1979. A range of covers was in place to protect the outlay on the Diamond Princess project and the massive hull cost is thought to have been spread among reinsurers.

The yard is reported to have been on a "builder's risk" policy that was triggered by the blaze. The majority of that risk, reportedly some \$180m, was placed in the Japanese market, with reinsurance in Europe.

Tokio Marine & Fire bought a substantial excess policy written in the London market.

Separately, P&O Princess has a \$56m policy for delivery delay. Willis, one of the leading brokers, is understood to have advised on the facultative reinsurance on the building risk, and brokered the P&O Princess policy. P&I risk would have taken effect only once the ship was delivered.

Disaster ferry was overloaded



The Senegalese ferry that capsized in a storm off Gambia last week with the loss of 1,000 lives was overloaded, an official investigation found yesterday.

The Joola, a German built roll-on roll-off ferry, had been recently repaired after a long period out of service.

The Senegalese defence and transport ministries released preliminary reports saying the ferry had too many people on board, was incorrectly loaded and freight was not secured properly. The ship was designed for 550 but was

carrying almost double that number.

"The fact that there was only a little freight in the hold and about 500 people on the upper deck raised the centre of gravity, making the ferry less stable and less able to cope in bad weather," the report said.

It said passengers trying to shelter from wind and rain would have contributed to the instability.

The ferry disaster has raised concerns about the safety of shipping elsewhere in Africa, where the ships in use are older than in the developed world. The average age of the African shipping fleet is 19 years, compared with a developing world standard of 14 years.

The number of lives lost at sea has been decreasing. But the London-based International Maritime Organisation (IMO) has stressed that safer shipping requires greater compliance by the shipping industry to basic safety procedures.

"Although the behaviour of individuals may be influenced by a set of rules. It is their attitude to the rules that really determines the culture," said William O'Neill, the IMO's general secretary. "If the management is clearly seen to be giving safety the highest priority then the mindset will quickly permeate into the chain of command."

The design of the ro-ro ferry, which is widely used throughout the world, has courted controversy over the past 20 years. The worst accidents before the Joola were the sinking of the Herald of Free Enterprise in the English Channel in March 1987 and the Estonia in the Baltic Sea in 1994. But human error was blamed for those accidents.

"Many of the accidents that have occurred have been because regulations were not properly implemented or through human error. This is true of other ship types as well, but ro-ro ships are perhaps more complex than most ships and any errors made can lead to catastrophic consequences because of the large numbers of people on board," an IMO report observed.

CASUALTY REPORTING

P&O cruiseship gutted in Nagasaki yard fire

A DEVASTATING fire that raged for 19 hours has gutted a P&O Princess Cruises luxury cruisehip worth more than \$300m.



The 113,000 gt **Diamond Princess**, under construction at Mitsubishi Heavy Industries' Nagasaki yard, yesterday looked like it had been hit by a bomb after being ravaged by the blaze that ripped through decks five to fourteen of the entire fore section.

Firefighters threw 40 engines and fireboats against the raging fire for 19 hours before winning their battle yesterday afternoon. More than 1,000 workers were evacuated without casualty.

The yard and owner said they were looking to board the ship at first light today to assess the damage and to pinpoint the cause of the fire.

The vessel had been floated out in May from the drydock and was undergoing outfitting for a June 2003 delivery in time for what the owner hoped would be the summer cruising season.

According to the yard, main engines and generators have escaped from damage but 60% to 70% of the ship has been damaged.

Shipbuilding experts suggested that the vessel might be a write-off because of the difficulty of re-installing electrical equipment, ventilation and plumbing into a fully completed hull structure.

Owner supervisors had previously noted that MHI had achieved a very high level of pre-installation with most of the piping and cables already attached to the blocks as they were fitted in place. Likewise, the furniture, bathroom fixtures, carpeting and all wall surfaces were pre-loaded in a crate inside each cabin when each of the blocks were erected.

A representative from P&O Cruises in Nagasaki said that the "matter was in the hands of the yard officials" and could not add to statements from London that insurance policies and arrangements with the shipyard meant that there would be no significant financial impact on the company or its 2003 earnings. Yasumi Matsuo, general affairs manager of MHI's Nagasaki shipyard said it was unclear whether the ship could be salvaged and delivered at a later date.

"I can't say what we might be able to offer instead. That will depend on negotiations with the client," he said.

Reports from Japan said that the completed 290 m vessel was worth ¥40bn (\$326m), though the contract price was never revealed.

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A sistership, the Sapphire Princess, is also being built for P&O Princess for delivery in May 2004.

Another shipyard official said there was no damage to the Sapphire Princess and its construction schedule would not be affected.

The two vessels are among six ocean cruiseships that P&O Princess plans to add to its fleet over the next two years. On Monday, the company let two options at French yard Chantiers de l'Atlantique lapse although it said it would be looking to place newbuilding orders for the US market in the future.

MHI officials said they were unable to comment on any specific damage to the firm's business or the likelihood that the fire has ended its efforts to expand in the cruise newbuilding sector.

MHI had spent 10 years planning its return into the passenger shipping market after a painfully unprofitable experience building a cruise ship for NYK's Crystal Cruises in the mid 1980s.

The shipyard's Mr Matsuo said: "We had hoped to be able to build a perfect ship and be able to pass it over to the client smoothly. This event is bound to damage that reputation."

JOLLY RUBINO (ITALY)

Following press release received from the Ministry of Environmental Affairs and Tourism, dated today: Ro/ro Jolly Rubino: The ship-to-ship oil transfer operation had been delayed again today due to deteriorating weather conditions. A total of "66" of the remaining 600 tonnes of oil have been transferred so far from the grounded Jolly Rubino to the receiving vessel, tug Pentow Service. The department's anti pollution patrol aircraft, Kuswag VII, reported the beaches to be clear of oil with only a grey sheen emanating from Jolly Rubino this morning, posing no environmental danger or threat. The salvage team had started to prepare a temporary holding site for the remaining cargo on board Jolly Rubino.



OIL TRADER (VANUATU)

Supplyvessel **Oil Trader** sailed again after been repaired from Cape Town Sept 27 for Douala.

U.S. sub collides with unidentified fishing boat



A U.S. nuclear-powered submarine collided Wednesday with a fishing vessel in the Yellow Sea off South Korea, but there was apparently no major damage or injuries, a public affairs officer of the U.S. military forces stationed in Japan said Thursday.

Left : USS Helena at full speed on the surface

Photo : Coll Piet Sinke

The 6,082-ton **Los Angeles class** attack submarine **Helena** was taking part in joint naval exercises with South Korean naval forces at the time of the Wednesday midnight collision with the vessel, whose registry is unknown, the officer said.

Helena, attached to the U.S. 7th Fleet, was operating at periscope depth at the time of the incident, which occurred in international waters, the officer said.

The submarine had radioed the vessel, which said a rescue was unnecessary, he said, adding damage to the submarine was limited to its periscope and mast.

The cause of the accident is under investigation.



Left : **SSN 725 USS Helena** arriving in Chinhae (Korea)

14-07-2002

Photo : Coll Piet Sinke

In February last year, a public furor was caused after a U.S. submarine struck and sank off Hawaii the Ehime Maru, a Japanese fisheries training vessel belonging to a high school in Ehime Prefecture, western Japan. Nine people aboard the Ehime Maru were killed.

SHIPYARD NEWS

Allied Maritime cancels Japanese newbuilding

A Greek shipowner, believed to Allied Maritime, has withdrawn from a handysize bulk carrier newbuilding under construction in Japan barely weeks before the ship was due to be delivered.

The ship was ordered at Namura Shipbuilding but was subcontracted to Kawajiri-based Kanda Shipbuilding.

Sources close to the deal confirm the cancellation involves hull number 410 at Kanda Shipbuilding.

Sources close to the deal said Allied Maritime "will most likely not take delivery" of the ship. The 32,000-dwt bulker was due to be delivered next month.

However, the same source said that chances were that the newbuilding was "likely to be picked up by a local owner".

When contacted a spokesman for Namura Shipbuilding confirmed that it had suffered a contract cancellation but was not at liberty to divulge any further details.

Major Navy contracts for Tidewater repairers

United Defense, Industries, Inc. announced today the award to NORSHIPCO a division of United Defense's United States Marine Repair of two multi-year, multi-ship, cost plus contracts by the U.S. Navy's Supervisor of Shipbuilding and Repair (SUPSHIP), Portsmouth worth nearly \$90 million if all options are exercised.

Meantime, according to the Virginian-Pilot newspaper, Metro Machine Corp., based in the Berkley section of Norfolk, received a contract worth a potential \$109 million to repair five amphibious transport ships and another Norfolk yard, Colonna's Shipyard Inc., won a contract worth a potential \$52 million, including expected work options, for repairs on five guided-missile frigates. It is the first multiship-multiyear contract for Colonna's, according to president and CEO Thomas W. Godfrey Jr.

The largest contract awarded NORSHIPCO, for six LSD-41 and 48 class ships, puts the entire LSD fleet of this ship type on East and West coasts under maintenance contracts with United States Marine Repair, a subsidiary of United Defense. The Advance Planning award totals \$52,610. The combined total contract award, if the Navy exercises all options, is approximately \$64 million.

The ships included in this award, all home-ported in Norfolk, are the **USS OAK HILL**, **USS WHIDBEY ISLAND**, **USS GUNSTON HALL**, **USS ASHLAND**, **USS TORTUGA**, and the **USS CARTER HALL**. The work package includes pier side and dry dock work, ship alterations, hull, mechanical and electrical repairs, modernization and habitability work and required emergent repairs.

According to Tom Epley, NORSHIPCO's president and general manager, "Being awarded this long-term contract gives NORSHIPCO a greater ability to stabilize our work force and avoid the employment swings we often encounter under the fixed-price, single availability method of contracting."

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Epley indicated that the Navy is returning to multi-ship, multi-year cost contracting to decrease the amount of time its ships spend in repair availabilities and to increase contractor efficiency. "With this award," said Epley, "our workers will know the ships and their systems, as well as the assigned sailors. This should result in lower costs and more time available for training, benefiting both the Navy and the company from this long-term relationship."

Another contract awarded to NORSHIPCO by SUPSHIP, Portsmouth, is the Docking Phased Maintenance, Fixed Price Availability for the **USS SEATTLE (AOE- 3)**, a Norfolk-based, fast combat support ship. The initial award for advance planning is valued at \$1.4 million. If the Navy exercises the contract options, the total award value will exceed \$25 million.

The **USS SEATTLE** is scheduled to arrive at NORSHIPCO on October 15, 2002. The work package includes dry docking, structural repairs, piping, machinery and electrical repairs and interior preservation work. Approximately 250 NORSHIPCO workers per day will be assigned to the ship.

MOVEMENT



The **PASVIK** arrived on the river to Rotterdam, the **PASVIK** which is managed by **WORKSHIPS** in Rotterdam, normally operates on the spotmarket in Aberdeen.

Photo : Aad Horians ©

ROUTE, PORTS & SERVICES



International Longshore and Warehouse Union members face off with police next to the banana ship Alicante Carrier, in Port Hueneme, Calif., about 60 miles west of Los Angeles, Wednesday, Oct. 2, 2002. The ship was trying to leave the port creating a standoff with the ILWU members. About 50 police officers in riot gear intervened and the standoff ended

peacefully in 30 minutes when the shipping company decided to keep the ship in port

Durban port boost underway

The National Port Authority of South Africa has embarked on fast-tracking the Durban 2005 infrastructure programme to enhance capacity requirements at the strained Durban container terminal, says Public Enterprises Minister Jeff Radebe.

In reply to a question from Stuart Farrow, Democratic Alliance MP, who asked whether any steps had been taken by the authority - and the SA Port Operators - to improve the ship-working productivity at the container terminal from the present 15 containers per gross crane hour to the worldwide norm of 25 containers.

Radebe said: Equipment had been ordered and "as it is sourced internationally there is a lead-time of months before it will start to make a difference."

The SA Port Operators however, had made "significant inroads in operational service delivery in close consultative process with their customer base", said Radebe.

"The performance of the terminal is similar to other terminals in the world impacted by the type and configuration of vessels that call at the terminal," he said.

Terminals that handle cellular vessels will generally achieve performances of 22 to 25 containers per gross crane hour, while non-cellular vessels would achieve performances of 12 to 15 containers per gross crane hour."

"The combination of vessels will thus have a direct impact on the terminal's performance, the container terminal as a common user terminal is obliged to accommodate both cellular and non-cellular vessels while other major international terminals tend to focus primarily on cellular vessels."

The container terminal performance was also "impacted by the shortage of container handling capacity", he said. "Although the present container storage capacity is adequate for the present overall throughput level, problems arise when demand peaks during the traditional Christmas import period which extends from August to November."

Radebe noted that in his budget speech earlier this year he had acknowledged that the economic impact of the terminal's inefficiencies "need urgent attention".

At that point he noted the need to include the private sector in the operations while the land and port estate remained under state ownership.

"Operating rights for pre-determined periods and subject to specific terms will be transferred shortly through lease and rental contracts, regular concession contracts where responsibility for development is transferred to the private sector through build, operate and transfer-type concessions."

Barwil upgrades offshore support fleet to meet the growing need for services to shipowners

BARWIL UAE has been investing heavily to upgrade the offshore support services it provides to the shipping industry in this region.

A third offshore support vessel, **Abeer 40**, has recently been delivered from Australia, and is operating out of Fujairah. This 58 ft-long craft has a service speed of 25 knots and can take up to eight passengers and four tonnes of cargo.

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In December this year, Barwil UAE will further take delivery of the **Abeer 14**, a larger, 110 ft vessel with a service speed of 18 knots. Also based at Fujairah, it will be able to accommodate approximately 30 passengers and around 65 tonnes of cargo.

Two other vessels are also operating from Fujairah. One is the **Abeer 7**, while the other is the **Abeer 16**. Both are 80 ft in length and can operate at speeds of 16 knots. Barwil is considering relocating the Abeer 7 in the next few months, to meet shipowners' requirements for offshore services out of Ras al Khaimah and Dubai.

To support its fast growing offshore supply business, Barwil has built a new Maritime Support Centre in Fujairah, which was opened in May this year. Providing 5,000 sq m of office space and a total warehousing area of 2,650 sq m, including 1,150 cu m of insulated storage space, the new facility is operated in co-operation with Goltens.

The centre is only around 100 yards from the launch station and offers waiting facilities for crew and superintendents, as well as four beds in sleeperettes. Crew and superintendents can also access the internet from the new offices.

In addition to the Fujairah investment, Barwil has recently opened an office and warehouse facility in Abu Dhabi- Ruwais. This offers warehousing and storage facilities, with a 500 cu m capacity, close to the main port.

Barwil is now handling all the shipping activity for the Borouge petrochemical plant in Ruwais, having been appointed as agents by Adnatco in January this year. Adnatco has chartered the ro-ro vessel Stena Tender to move petrochemical cargo from Ruwais to Abu Dhabi on special cassettes. This cargo is then containerised prior to shipment on feeder ships to Jebel Ali. Barwil is closely involved in this process that could, in time, generate around 10,000 40 ft containers of loaded export traffic a year.

The Borouge production will eventually amount to around 600,000 tonnes a year and the majority of this will be shipped on pallets, mostly in 40 ft containers. Smaller quantities will be exported mainly in the local and east African markets in one-tonne Jumbo bags.

In Jebel Ali, Barwil opened up a new CFS facility earlier this year. This has proved so successful that the company is now talking to the DPA and the Free Zone authorities about doubling the present capacity of 15,000 cu m to meet demand. The new facility would also include areas dedicated to handling hazardous and temperature-controlled cargoes.

Bush gevraagd Taft-Hartley-wet in te roepen om westkusthavens te heropenen

"Indien de lock-out van de havens dit weekend niet is opgeheven, denk ik dat president Bush de Taft-Hartley-wet zal moeten inroepen zodat iedereen opnieuw aan de slag kan voor een periode van tachtig dagen." Deze woorden werden opgetekend uit de mond van senator Dianne Feinstein, die haar diensten als bemiddelaar heeft aangeboden in het conflict dat de Amerikaanse westkusthavens momenteel lamlegt. Zowel bij Democraten als bij Republikeinen groeit de bezorgdheid naarmate de blokkering van de westkusthavens aanhoudt. Steeds meer beroepsverenigingen, met name in de wegvervoersector, pleiten bij het Witte Huis voor een tussenkomst van president Bush.

NAVY NEWS

U.S. Marines hit Kuwait beach in exercise

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KUWAIT (Reuters) - U.S. Marines have launched their annual **Eager Mace** exercise in the northern Gulf, storming Kuwaiti beaches in a drill which officials stress is unrelated to tensions over



neighbouring Iraq.

Defence sources told Reuters the exercise which started on Tuesday is expected to last for about two weeks before troops and equipment will return to their warships.

U.S. Lieutenant Garrett Kasper, a spokesman for the Bahrain-based U.S. Navy's Fifth Fleet, said the exercise was aimed at "providing training for our troops and not in preparation for anything". But U.S. military training in

Kuwait since the end of the 1991 Gulf War has gained significance in recent months as Washington threatens Iraq with possible military action, accusing Baghdad of developing weapons of mass destruction.

U.S. ground forces are training at a desert camp close to the border with Iraq as part of the long-standing programme.

An increased deployment of U.S. military equipment to the small country which Iraq invaded in 1990 has been described as the replenishment of stocks drawn down for the Afghanistan war.

Last week, U.S. warships unloaded equipment and hardware at Kuwait City's Shuwaikh Port for the Eager Mace exercise.

"This is a series of planned exercises which include tactical scenarios without political implications," said Kasper.

In previous **Eager Mace** wargames, Marines used battle tanks, amphibious assault vehicles, mobile Avenger stingers, helicopters, Harrier jets and other hardware. Kuwait has said the additional equipment and manpower could leave the country at the end of exercise, but says it would allow the use of its facilities for fresh action against Iraq if sanctioned by the United Nations.

The oil-rich state which Iraq occupied for seven months has launched a series of measures to defend civilians against a possible chemical weapons attack by Iraq. Minister of Interior Mohammad al-Khalid al-Sabah is due to hold a meeting on Wednesday with civil defence officers to review plans to defend population centres and key installations.

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Rear Adm. Michael P. Nowakowski, Commander Amphibious Group Two (COMPHIBGRU 2), addresses Sailors assigned to Patrol Coastal (PC) ships at Naval Amphibious Base, Little Creek, Va. All nine Atlantic Fleet **Cyclone-Class** Patrol Coastal (PC) ships have now come under the administrative control of Commander, Naval Surface Force, U.S. Atlantic Fleet (SURFLANT) for issues regarding manning, equipping, training and maintenance.



A member of the Pakistani Navy gives a 'thumbs up' to his shipmates aboard the Pakistan Navy Ship (PNS) **Shahjahan (DDG 186)** as he spends his second day with U.S. Sailors aboard **USS Rueben James (FFG 57)**. USS Rueben James is participating in exercise "**Inspired Siren 02.**" Inspired Siren 02 is a U.S.-Pakistani bilateral exercise involving surface and air forces from both nations. The exercise is designed to enhance interoperability and tactical proficiency as well as refine and strengthen the existing relationship of the two navies.

HMS NOTTINGHAM

BY : Buster J.Browne - Australia



She has attracted much attention in the Newcastle NSW area, following her well-publicised argument with an offshore reef. Here, the disarmed vessel is being towed from the BHP Jetty to Throsby in the Newcastle area. The sumbersible heavy-lift carrier **SWAN** is due to collect her and bring her back to the UK probably

sailing in December.

Stern tug in this scene is Adsteam's **MAYFIELD**, completed by Damen, Gorinchem (3930) on a hull by Alblas, Hendrik-Ido-Ambacht (668) in 1990, 496gt, originally **RADHWA 19**, then **R.19** from 1993 and **MAYFIELD** from 1994.

USS John Young Decommissioned



Smoke from a 21-gun salute honoring **USS John Young (DD 973)** rolled over Pier 2 at Naval Station San Diego Sept. 12. With that, the ship's last watch was relieved, and the 24-year-old warship's decommissioning orders were declared.

Even though the ship is being decommissioned, it will get underway for the last time as a functional vessel, according to Cmdr. Tim Smith, the ship's commanding officer. Smith is determined to keep the ship fully

operational until it completes its final voyage. "The crew of this ship is going to be eating Navy chow until October 1st," Smith said.

John Young has had an impressive career that began with its commissioning in May of 1978 as one of a new class of destroyers. John Young, the 11th Spruance-class ship, was built as an upgrade to the aging World War II-era destroyers or "Tin Cans." It was designed to operate both independently and with amphibious or carrier task groups.

It had the light weight of a destroyer displacing 9,000 tons, and was 563 feet from bow to stern. It also had the punch of a cruiser, with the 700-mile strike capability of up to 61 Tomahawk missiles that could be launched from a MK41 Vertical Launch System.

AIRCRAFT / AIRPORT NEWS

INDIAN ILLYUSIN-38 CRASH



Indian military personnel walk around the debris of an Indian naval plane that collided with another during a formation flight, near Goa's Dabolim airport, October 1, 2002. Two Indian naval reconnaissance planes taking part in a ceremonial flypast collided in mid-air, killing all 12 crewmen and three people on the ground, officials said.

The above picture belongs to the article in newsletter 046 from yesterday, but I obtained the photo too late.

Ryanair breidt activiteiten vanuit Hahn uit

De Ierse luchtvaartmaatschappij Ryanair is uiteindelijk dus van plan de luchthaven van Hahn, op 124 km van Frankfurt, te gebruiken als haar tweede uitvalsbasis op het Europese continent, naast Brussels South Charleroi Airport. Ze gaat er vanaf 5 december vier nieuwe bestemmingen aanbieden, naast de acht bestaande en daarbij haar eerste stappen zetten op de Spaanse markt.

1600 banen weg bij Northwest

MINNEAPOLIS - De Amerikaanse luchtvaartmaatschappij Northwest Airlines wil de komende twee maanden 1600 banen schrappen wegens een aanhoudende zwakke vraag naar vliegtickets. Northwest, partner van KLM, vraagt cabinepersoneel gebruik te maken van verlofregelingen en regelingen om vervroegd te vertrekken.



Boven : Een **NORTHWEST DC10** in de start op Schiphol – Foto : Piet Sinke ©

Bij Northwest werken circa 43.000 mensen. Vorig jaar werd na de terreuraanslagen op 11 september al fors gereorganiseerd, waarbij duizenden banen verloren gingen. Circa 2500 werknemers gingen toen met verlof, van wie het merendeel deze maand zal terugkomen. Northwest wil nu alsnog van 1600 van hen af.

De reorganisatie komt bovenop een plan van vorige maand om 670 tijdelijke contracten niet te verlengen. Ook kwam Northwest toen met het voornemen naar buiten om 350 vaste krachten te ontslaan.

Gevaarlijk Bugbear-virus verspreidt zich snel

LONDEN - BugBear is de naam van een nieuw computervirus dat creditcardnummers en andere vertrouwelijke gegevens kan stelen. Het is sinds kort actief. Dat zegt het Britse bedrijf MessageLabs, dat is gespecialiseerd in e-mailbeveiliging.

Het moeilijk te herkennen virus BugBear komt per e-mail en spoort, zo lang het in het systeem zit, informatie op over het betalingsverkeer zoals nummers van creditcards of codes en paswoorden die bij betalingen worden gebruikt.

Het virus is zondag voor het eerst gesignaleerd en heeft zich al naar zo'n honderd landen verspreid, aldus virusexpert A. Shipp van MessageLabs donderdag. Volgens de Britse firma zijn er nog geen meldingen van diefstal van gegevens. MessageLabs vreest echter dat het virus speciaal met het oogmerk van diefstal is gemaakt. Het zou afkomstig zijn uit Maleisië.

Voorkomen is beter dan genezen : Uit voorzorg kunnen Internet Explorer-gebruikers [een patch](#) downloaden van de Microsoft-site

Als je computer al geïnfecteerd is kijk dan op :

<http://securityresponse.symantec.com/avcenter/venc/data/w32.bugbear@mm.removal.tool.html>