

## DAILY SHIPPING NEWSLETTER 2002 – 055



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THIS NEWSLETTER IS BROUGHT TO YOU BY :

**SOCSS** Smit-Oceaneering Cable Systems  
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Subsea Excavation - Salvage Support - Underwater Intervention  
Seismic Support - Cable Burial - Subsea Construction Support  
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A detailed illustration of a large cable-laying ship, the Smit Ocean Engineering Cable Systems, equipped with various cables and equipment.

**Operation  
Enduring Freedom**



## EVENTS, INCIDENTS & OPERATIONS WIJSMULLER INFO

When the LOF contract for the tanker Limburg was awarded to Wijismuller Salvage, they chartered a Lamnalco tug via WorldWise Marine Brokers to proceed to the vessel and render assistances upon instruction of the Salvage team on site. This fixture was done on a timecharter contract.

For the towage of a floating crane from Murmansk to Kavkaz (Sea of Azov) the Russian owners chartered a Norwegian tug "**Boa Master**" via WorldWise Marine Brokers. The charter is arranged on a regular lumpsum contract and the convoy is about to leave Murmansk

today. It has been agreed that the tug may temporarily park the floating crane in a S.Norwegian port in order to do a switch with another tug, since the original tug is in a hurry for the next towage from the Black Sea back to Norway.

For a new cargo transfer system in Turkey WorldWide Marine Brokers was selected by a large German shipping company to arrange a tug to tow a selfunloading barge from Montenegro to Iskenderun. This was done in close cooperation with our Hamburg correspondents. The towage was carried out by a Turkish tug "**Capt.Emre Omur**".

### Heerema completes second heaviest lift

Heerema Marine Contractors have successfully installed the second heaviest lift in its history.

The recent installation of ExxonMobil Ringhorne deck by **SSCV Thialf** weighed 11,520 tonnes. The deck weight was only 200 tonnes lighter than the heaviest lift ever performed.

A spokesman for HMC added: "This is a great achievement for Heerema Marine Contractors. Lifts of this size take a tremendous amount of planning, preparation and close co-operation with all parties involved, ExxonMobil, the field operators and Heerema Tønsberg/ABB, the deck designers and fabricators. HMC has again demonstrated why it leads the way in heavy lifts. We are proud to be able to add the Ringhorne lift to our already impressive list of achievements, safely and successfully installed.'

Ringhorne was an EPCI project awarded in August 2000 to Group Company, Heerema Tønsberg, with the transportation and installation of both the jacket and deck being carried out by HMC's SSCV Thialf.

Earlier this year, HeeremaMarine Contractors established a world water-depth record for the installation of the BP Horn Mountain SPAR mooring line system, which was installed in deep waters of 1,650 meters (5,500 feet) off the Gulf of Mexico and subsequently its deck installation.

### Stolt Offshore lowers 2002 guidance; announces management changes



Stolt Offshore has announced full year 2002 earnings that are below previous guidance due to three factors: operational problems on projects, a timing delay on a major pipelay contract in Nigeria and a continuing weak market in the Gulf of Mexico. The company now anticipates the year-end results to be about breakeven.

In addition, the company announced that Bernard Vossier is to retire from his position as CEO, effective immediately.

Vossier will continue to serve as a member of the Board.

Stolt Offshore's results for the third quarter and nine months ended August 31 were a net loss for the quarter of \$17.2 million, or \$0.21 per share, on net operating revenue of \$368.9 million,

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compared with a net income of \$17.5 million, or \$0.20 per share, on net operating revenue of \$365.6 million for the same period last year.

Excluding a one-off gain of \$8.0 million on the sale of Big Inch Marine Systems, the net loss for the quarter was \$25.2 million or \$0.30 per share. The weighted-average number of common share equivalents outstanding for the quarter was 83.1 million compared with 87.2 million for the same period of 2001.

For the nine-month period ended August 31, 2002 the company reported a net loss of \$12.1 million, or \$0.14 per share, on net operating revenue of \$996.4 million. This compares with a net loss of \$4.3 million, or \$0.05 per share, on net operating revenue of \$838.7 million for the same period last year. Excluding a one-off gain of \$8.0 million on the disposal of Big Inch Marine Systems, the net loss for the nine-month period ended August 31, 2002 was \$20.1 million or \$0.24 per share. The weighted-average number of common share equivalents outstanding for the latest nine-month period was 85.1 million compared with 87.2 million for the first nine months of last year.

The company has also announced that Alan Brunnen, Chief Operating Officer and Joel Leroux, Director of Product Lines, are leaving the company.

Bruno Chabas has been appointed the new Chief Operating Officer and Jan Chr Engelhardtson has been appointed interim Chief Financial Officer.

## TNT traces found in oil tanker

France rules out accident in explosion near Yemen



AL MUKALLA, Yemen - A terrorist cell sympathetic to al-Qaida may have carried out the attack on a French oil tanker in the Arabian Sea, investigators said yesterday.

French Defense Minister Michele Alliot-Marie cast off any lingering theories that Sunday's explosion and fire were accidental, saying "parts of a small boat and traces of TNT were found inside the tanker."

"France will not be intimidated," said Catherine Colonna, the spokeswoman for French President Jacques Chirac. "If this

does involve an attack, the president of the republic expects Yemeni authorities to do all they can to identify and punish those responsible."

Specialists from France, Yemen and the United States have been trying to determine what caused the explosion and fire that killed one crew member on the tanker Limburg and sent 90,000 barrels of oil into the Gulf of Aden. The damaged vessel was towed into port here yesterday.

Yemen first tried to dismiss reports that the explosion was deliberate.

Yesterday's disclosure that TNT traces were found on the vessel was the strongest indication yet of an attack similar to that on the USS Cole by an explosive-laden boat in October 2000. That attack killed 17 American sailors and has been blamed on al-Qaida.

A U.S. defense official has said several factors pointed to an attack: the hole in the ship is at sea level, which is consistent with it being struck by a boat, and the Limburg is relatively new, making a malfunction unlikely.

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The Limburg's captain has said a crew member saw a fishing boat approaching shortly before the blast.

Sources close to the investigation said yesterday that officials are questioning five suspected Muslim militants. Some 20 fishermen who were on vessels in the tanker's vicinity were questioned and released.

Terror experts and Islamic militant sources, meanwhile, said Sunday's blast was most likely the work of free-lance al-Qaida supporters who may not be active members of the terror network.

"Al-Qaida is a decentralized organization," said Alex Standish, editor of Jane's Intelligence Digest. "It's like the merchant bank of terrorism, providing financial and logistical support for projects brought to it by small groups or individuals."

An estimated 50,000 to 60,000 Muslim men are thought to have undergone training at al-Qaida camps in Afghanistan in the 1990s. Although most returned home to normal lives, some became sleeper agents.

"It cannot be ruled out that whoever carried out the tanker attack received help from al-Qaida," said Yasser el-Sirri, head of the London-based Islamic Observation Center.

The pan-Arab daily Asharq al-Awsat said Thursday that the Aden-Abyan Islamic Army, a militant group with suspected al-Qaida links, claimed responsibility for the explosion in a statement sent to the paper. The group said the attack was to avenge the execution of one of its leaders for the 1998 kidnapping of 16 Western tourists. U.S. counterterrorism officials, though, were skeptical of the claim.

## CSOL completes fast track projects in North Sea

Coflexip Stena Offshore Limited has completed two fast-track contracts for Kerr McGee to project manage and execute the subsea construction activities for the development of the Maclure field and the Gryphon/Beryl/Leadon gas pipeline system, located in the Northern North Sea.

The contracts, awarded as a combined package, have enabled Kerr McGee to capitalise on the time and cost efficiencies generated through the use of CSOL's extensive resource base and integrated capabilities as a total subsea solutions provider. The contracts included a 2.3km single well tie-back between the Maclure wellhead and the Gryphon FPSO (Floating, Production and Offloading Storage Unit) riser base, and a 21km 16" gas export pipeline between the Gryphon Subsea Isolation Valve and the Beryl Alpha Riser Access Tower (RAT).

This gas pipeline was then extended to the Leadon FPSO by a 7.5 km gas import flowline from the Beryl SSIV (Subsea Isolation Valve). CSOL also undertook the project management, engineering, manufacture, installation, testing and pre-commissioning for each of these projects.

CSOL was also responsible for the supply and installation of two dynamic flexible risers and a dynamic umbilical riser from the Gryphon riser base to the Gryphon FPSO. Fabrication of the flexible and rigid pipelines took place at Technip-Coflexip's Le Trait facility in France and Evanton spoolbase in Scotland respectively. Subsea construction and installation was undertaken from April to May 2002, by the **CSO Apache** and **CSO Constructor**, with trenching support provided by the **Normand Pioneer**. Additional diving support and construction requirements were provided by the Diving Support Vessel (DSV), the **CSO Orelia**.



## HERMOD

By : Jan Terpstra – o/b Hermod

The **HERMOD** of Heerema completed two heavy lifts offshore Trinidad and is at present enroute Curacao for a maintenance period.

Offshore Trinidad the **HERMOD** installed two jackets , one of 4100 tons and another one with a weight of 5397 tons, the lift were done in dual crane lifts.



Top : a file photo of the **HERMOD** moored in Curacao.

## SOLITAIRE

By : Capt. Fred Regtop – Master Solitaire



The **SOLITAIRE** of Allseas is at present working in the Gulf of Mexico close to the **BALDER** of Heerema, the vessel is laying a 24" gas pipeline at a waterdepth of 1100 meters, during this laying operation the waterdepth will increase upto 2100 mtr, this pipeline is part of the SHELL Nakika project.

Upon completion of this project the plan is for the **SOLITAIRE** to return to Rotterdam

## Seafarers want Navy escort

The government faced calls to provide a Royal Navy escort for British ships travelling through war-prone waters yesterday, following fresh evidence that terrorists were behind Sunday's explosion on a French tanker off Yemen.

Numast, the seafarers' union, met officials from the department of transport and the ministry of defence to ask for help in protecting its members. Its general secretary, Brian Orrell, said merchant ships were "sitting ducks for attacks by terrorists, pirates or criminal gangs".

The union, which represents 19,000 merchant navy sailors, wants the government to deploy warships to accompany vessels in the Gulf, the Red Sea and off East Africa.

It pointed out that the plan has a precedent - during the Iran-Iraq war in the late 1980s, the Royal Navy organised convoys for ships in the Gulf.

Ship owners were also at the meeting, although the British Chamber of Shipping stopped short of endorsing escorts. A spokesman said: "We're monitoring the situation closely but we haven't made a call for convoy-type protection."

In Paris, French authorities yesterday revealed they had found traces of TNT on board the stricken Limburg oil tanker, which was holed by an explosion on Sunday. Defence minister Michele Alliot-Marie said investigators had also found debris from a motorboat believed to have rammed the tanker.

The explosion killed one crew member and sent 90,000 barrels of oil pouring into the sea. As security fears spread through the global shipping industry, the French government said it was considering escorts for French ships "according to the circumstances".

A Numast spokesman said the attack had caused "a huge sense of unease" in nautical circles. Other industry sources criticised the union's stance, however, pointing out that the Limburg was attacked in Yemeni waters, where the Royal Navy would not be allowed to offer protection without explicit permission.

The Baltic and International Maritime Council, which represents shipping lines internationally, advised its members to "liaise with their hull and machinery underwriters" yesterday in order to evaluate the risk they faced.

## CASUALTY REPORTING

### Lone Star Horizon incurs damage due to fire



Horizon Offshore says one of its vessels, the lay barge **Lone Star Horizon**, suffered moderate damage due to a fire while at anchor off Ciudad Del Carmen, Mexico recently. The vessel crew was evacuated and no injuries requiring medical treatment were reported.

The Lone Star Horizon had recently completed the KIX pipeline project for PEMEX, and was preparing for demobilization to the US Gulf of Mexico.

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The fire, which was limited to the generator control room, occurred at about 3.00pm on September 20th, and was extinguished by about 6.00pm.

Horizon does not anticipate any interruption in its current work program, as it will be able to utilize other vessels in its fleet to substitute for the Lone Star in the short term, with the Lone Star returning to service as soon as repairs are completed.

### Barge data :

Type of Vessel: Laybarge/Bury  
Dimensions: 320 x 90 x 12 ft  
Range of Pipe Diameters Handled: Up to 48 in.  
Stations: Welding, 5  
Welding Method(s) Used: Manual/optional auto  
Pipe Installation Method(s) Used: Center S-lay and bury  
Minimum Pipelaying Water Depth: 25 ft  
Maximum Pipelaying Water Depth: 800 ft.  
Mooring Station Keeping Method: 10-point mooring

## Navy sinks fishing boat

AN Australian navy patrol boat sank an Indonesian fishing vessel in a collision in north Australian waters, a defence spokesman said.



**HMAS Geraldton** was patrolling within the Australian Fisheries Zone when it collided with the wooden vessel at **Margaret Harries Banks**, 360km north-west of Darwin, about 3am, operational controller Captain Bill Overton said.

Left : HMAS Geraldton ( P 213 )  
Photo : Collection Piet Sinke

The five Indonesian crew were rescued without injury and the patrol boat was not damaged, he said.

"Whilst investigating a possible illegal fishing vessel, there was a collision between the Geraldton and the Indonesian fishing vessel," Capt Overton said.

"The Indonesian vessel was abandoned by her crew and the crew were rescued by the Geraldton unharmed."

Naval officers from Sydney and Cairns will begin an inquiry in Darwin on Tuesday into how the collision occurred.

"It appears there was a radar contact, which the ship plotted to be inside the fisheries zone," Capt Overton said.

"The ship (Geraldton) had its lights on; there was no moonlight."

Capt Overton said the Geraldton was only 200 metres away when it saw the fishing boat, which had no lights.

Both took evasive action, he said. "The ship (Geraldton) recognised that there was a possibility of a collision and veered away from it but there was a collision," he said.

The patrol boat brought the Indonesians this afternoon to Darwin where they were handed over to immigration authorities and met the Indonesian consul.

They will not be charged with fisheries offences as any evidence was lost with their boat, Capt Overton said.

## **SHIPYARD NEWS**

### **Pan-United wins new order for AHTS from Lewek Shipping**

Pan-United shipyard in Singapore - a wholly owned subsidiary of Pan-United Corporation Ltd - has won a contract for the design and construction of a 12,000hp AHTS for Lewek Shipping Pte Ltd.

Pan-United has already delivered two AHTS vessels to the same owner.

The new vessel will be powered by two main engines of 5,200 bhp each and will have a bollard pull of in excess of 120 tons and a speed of 14kt.

It is due to be delivered in the third quarter of 2003.

### **Kamervragen over Scheepswerf Sliedrecht**



**De Tweede Kamerfracties van de Partij van de Arbeid en de ChristenUnie hebben vragen gesteld over Scheepswerf De Boer in Sliedrecht.**

De scheepswerf zegt haar deuren te moeten sluiten als Rijkswaterstaat geen ontheffing verleent voor een tweede schroefdok. De kamerfracties willen van de ministers van Economische Zaken en Verkeer en Waterstaat weten waarom er geen ontheffing is verleend en of de bewindslieden op de hoogte zijn van de economische gevolgen.

De gemeente Sliedrecht zegt niet te verwachten dat het werkelijk tot sluiting komt. Volgens wethouder Van de Ven is het niet de bedoeling van Rijkswaterstaat om de scheepswerf ten gronde te richten.

## **ROUTE, PORTS & SERVICES**

### **Seaworx converts Polaris to safety standby vessel**

Seaworx in the Netherlands has announced that its seismic vessel **Western Polaris**, which it acquired last year, has been converted into a safety and standby vessel



## Deepwater ROV for Seaspán



Top : The **SEASPAN** arriving in Rotterdam - Photo : Piet Sinke ©

Seaworx in the Netherlands reports that its vessel **Seaspán** was recently equipped with an advanced deepwater ROV, from B&A Industries. The so-called Promaster ROV can be deployed for a wide range of specialist tasks in deep water, including the installation of templates, piles, protection covers, and mooring systems. The Seaspán has also been fitted with an A-frame to launch the ROV.

## Recent North Sea arrivals and departures



Top : The **Pasvik** arriving in Rotterdam Oct 2<sup>nd</sup>, 2002 – Photo : Aad Horians ©

Offshore Shipbrokers Ltd reports that **Pasvik** has departed to Nigeria to take over remainder of Tumcha charter with Conoco expiring April 2003.

The **Highland Piper** has left Aberdeen to start two years with Petrobras in Brazil.

**Pacific Blade** has returned from Gabon whilst **Highland Legend** has departed for the Far East.

Left : the **Pacific Blade**



## **Baker Hughes announces latest rig counts**

Baker Hughes Incorporated has announced that the international rig count for September 2002 was 727, up five from the 722 counted in August 2002, and down 39 from the 766 counted in September 2001.

The international offshore rig count for September 2002 was 233, up 11 from the 222 counted in August 2002 and up seven from the 226 counted in September 2001.

The US rig count for September 2002 was 860, up 12 from the 848 counted in August 2002 and down 333 from the 1,193 counted in September 2001. The Canadian rig count for September 2002 was 250, up 15 from the 235 counted in August 2002 and down 67 from the 317 counted in September 2001.

The worldwide rig count for September 2002 was 1,837, up 32 from the 1,805 counted in August 2002 and down 439 from the 2,276 counted in September 2001.

The Baker Hughes Rotary Rig Counts are counts of the number of drilling rigs actively exploring for or developing oil or natural gas in the United States, Canada and international markets.

## **Horizon Offshore announces pipeline project award**

Horizon Offshore has announced that its subsidiary Horizon Offshore Contractors has been awarded a contract by a subsidiary of El Paso Energy Partners EPN to install 83 miles of 24-inch oil pipeline as part of the Cameron Highway Oil Pipeline System.

The Cameron Highway Oil Pipeline System will deliver up to 500,000 barrels of oil per day from the southern Green Canyon and western Gulf of Mexico areas to Port Arthur and Texas City, Texas. Horizon will utilize the pipelay barge Lone Star Horizon, burybarge Canyon Horizon, and lay/bury barge Pecos Horizon for this project, which will be installed in water depths ranging from 15 to 65 feet. The Cameron Highway project is expected to commence during the third quarter of 2003.

"The award of the shallow shelf sections of Cameron Highway further demonstrates our ability to capture and perform projects of this magnitude and scope. Our people and equipment are ideally suited to execute these projects," stated Horizon CEO Bill J Lam. "We are extremely pleased to be awarded this project."

## **Upturn in seismic market, says Dutch firm**

Seaworx in the Netherlands reports that, following a period of uncertainty, the seismic support market is now beginning to improve.

Seaworx says four vessels in its offshore fleet are once again active in this market segment.

The vessels include the Barracuda, the Orca 1, the Swift 1 and the Yak; the latter three are operating in Western European waters.

## **French-built crew boat for SURF**

Long favoured by US Gulf Coast crew boat owners and builders, Cummins engines are now finding a berth onboard French built crew boats.

**SURF SAS** of France has a Cummins powered crew boat building at Chantiers Piriou for scheduled delivery in May 2003. The 53.55m vessel will have a moulded depth of 4m. The aluminium vessel's open aft cargo deck has an area of 220 square metres. Cargo capacities will include 100 cubic metres (26420 gallons) of fuel oil and an equal volume of rig water.

Four Cummins KTA 50 M2 main engines deliver 1800bhp each to Twin Disc 2.6:1 reduction gears turning into shafts connected to four Hamilton HM811 waterjets. Auxiliary power includes one 133kW generator and one of 200kW. There is also a 150kW Rodriguez tunnel bow-thruster. Capacities on the new vessel will include accommodation for seven crew and seating for 50 passengers. Ship's fuel needs will be met with 20 cubic metres of tank capacity while water will draw from a three cubic metre tank. Design speeds are anticipated at 28kt for the light ship and 20kt in the loaded condition. The vessel, which is to be classed for FiFi 1 and 50 person rescue, is slated for assignment to the west coast of Africa.

## Gulf Logistics LLC takes delivery of crew/supply vessel

Gulf Logistics has taken delivery of Miss Monica, its fourth 145ft x 27ft x 7.5ft crew/supply vessel.

Built by Gulf Craft Inc of Patterson, Louisiana, the US flagged, DNV certified vessel carries 64 passengers and a crew of eight in four double berths. Miss Monica is capable of carrying 200 tons on her 84ft x 21ft aft deck. She is driven by four CAT 3412C diesels each generating 850bhp at 2100rpm.

## Normand Flower fitted with Compact Azipod

The christening of Island Offshore's Normand Flower took place in Norway on August 31, marking the delivery of one of the world's most advanced multipurpose offshore vessels, one equipped with ABB's Compact Azipod propulsion system.



The **Normand Flower** under construction — photo : Oddgeir Refvik ©

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**Normand Flower**, built by Søviknes Verft, part of the Aker Brattvaag Group, has an overall length of 93.10m, deadweight of 4,100 tons and accommodation capacity for 140 people.

Featuring a DP-3 classification, the vessel has extremely high safety standards that allow for advanced offshore support services on a global scale.

ABB's scope of supply to M/S Normand Flower includes a total package solution consisting of two 2.3 MW Compact. Azipod Propulsion Systems, power generators, switchboards, thruster drives, power management, joystick and a Class 3 dynamic positioning system.

Normand Flower is the second in a series of three vessels ordered by Island Offshore from Søviknes Verft, and ABB will deliver a complete integrated electrotechnical solution, including Azipod propulsion, to all of them.

The Compact Azipod System is well suited for vessels utilizing dynamic positioning, providing enhanced maneuverability and safety, fuel savings, and reduced noise and vibration.

According to Håvard Ulstein, CEO of Island Offshore, the Normand Flower may have the lowest noise level of any ship ever built in Norway.

The Normand Rover, delivered to Island Offshore in November 2001, has now been in operation for almost a year, and the ship owner and the operator, Solstad Offshore, confirm very positive experience - both in terms of technical operation and economy.

## Alstom provides diesel electric solution for latest Otto Candies support vessel



Top : The **Caballo del Mar** during trials in Holland – Photo : Jan van der Klooster ©

Alstom has secured a contract to supply electrical systems for a vessel being built for Otto Candies by the de Hoop shipyard in the Netherlands.



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The order includes a simplex dynamic positioning (DP) system from Alstom's 'A' series, plus manual thrusters controls and an independent joystick, for an NB400 offshore support vessel. It brings the number of Alstom orders either delivered or currently in place with de Hoop to eight vessel sets.

This DP order comes on the back of an earlier contract for the same vessel, to supply variable speed drives from Alstom's MV3000 liquid cooled range, plus transformers and motors for the two main 900kW azimuth thrusters.

Alstom is also providing a star delta starter and motor for the 448kW CPP tunnel thrusters. The MV3000 range of LV PWM invertors are capable of 3,600kW at up to 690V.

Two of Otto Candies' diving support vessels built by de Hoop - the **Caballo de Mar** and **Caballo de Trabajo** - are now in service, having been fitted with ALSTOM duplex dynamic positioning and electric propulsion equipment.



Top : The **Caballo de Troy** during her trials – photo : Jan van der Klooster ©

Alstom is also supplying similar equipment for Otto Candies vessels to be built at Houma Fabricators-Shipyard de Hoop in Louisiana and the Bender Shipbuilding and Repair Company in Mobile, Alabama.

## NAVY NEWS



### Marine bij grote NAVO-oefening "Destined Glory 2002"

In Italië en Frankrijk wordt momenteel de grote NAVO-oefening "Destined Glory 2002" gehouden. Aan deze jaarlijks terugkerende oefening, die op 5 oktober begon en nog tot 15 oktober duurt, doen naast eenheden uit België, Canada, Duitsland, Noorwegen, de Verenigde Staten, het Verenigd Koninkrijk,

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**Griekenland, Spanje, Frankrijk, Turkije en Italië ook 364 militairen van het 1e Mariniersbataljon van het Korps Mariniers en het amfibisch transportschip Hr.Ms. Rotterdam van de Koninklijke Marine mee. In totaal nemen meer dan 8000 militairen, ongeveer 70 schepen en 170 vliegtuigen uit twaalf NAVO-landen aan de oefening "Destined Glory 2002" deel.**

"Destined Glory" is een oefening die jaarlijks wordt georganiseerd door het NAVO-hoofdkwartier voor Zuid-Europa in Napels. De oefening heeft tot doel om deelnemende eenheden in een zogenoemde "Joint Reaction Force" samen te brengen en snel en flexibel in te zetten voor een crisisbeheersingsoperatie. De deelnemende eenheden worden vanuit zee ingezet om uiteenlopende operaties op het land uit te voeren. Bij deze oefening wordt het expeditionair amfibisch concept van de marine uitgevoerd. Het gaat hierbij om gevechtskracht te leveren vanuit zee op land. Hiertoe bevindt het 1e mariniersbataljon zich aan boord van **Hr.Ms. Rotterdam** en het Britse schip **RFA Sir Galahad** en verplaatst zich van zee naar Napels (Hr. Ms. Rotterdam) en Salerno (RFA Sir Galahad). Tevens is een eenheid van de hydrografische dienst betrokken voor het uitvoeren van zogenaamde "beach-surveys" voordat een amfibische landing kan worden uitgevoerd.



Boven: Hr Ms **L 800 Rotterdam** gedurende de vlootdagen 2002 in Den Helder – **Foto . Piet Sinke ©**

Destined Glory bestaat uit een "combat enhancement training" en "force integration training" (CET/FIT) die voor de kust van Italië, ter hoogte van Monte Romano, wordt uitgevoerd. Hierbij maakt het 1e mariniersbataljon kennis met de internationale partners. Tijdens de CET/FIT voorbereidingsfase voerde het bataljon amfibische trainingen uit met een korte oefenfase aan land.

## **...RIJNMOND WEER...**

**ZONDAG T/M DINSDAG:**

**Het blijft te koud!**

Maandag veel bewolking, perioden met regen en tamelijk veel wind. Dinsdag en woensdag af en toe zon en kans op een bui.

	<b>ZO-13</b>	<b>MA-14</b>	<b>DI-15</b>	<b>WO-16</b>
Maximumtemperatuur:	11	12	12	12
Minimumtemperatuur:	7	7	9	6
Zonnekans in %:	30	20	30	30
Neerslagkans in %:	30	70	30	30
Windrichting kracht:	Z-3-4	ZO-5-6	NW-3-5	ZO-3-5

## **.... STORY OF THE DAY ....**

**WIJSMULLER ENGINEERING AND MARMAN GOES FORWARD AS**

### **"WORLDWISE MARINE"**

IJmuiden, 11 October 2002 - Today sees the official launch of WorldWise Marine, a new Dutch maritime services company. WorldWise Marine is globally active in tug design, maritime engineering, chartering and brokerage. The company serves clients in the marine salvage and towage sectors. Originating from the former Wijsmuller Group, the new company can bank on years of international experience and expertise in the maritime industry.

In 2001 the Wijsmuller Group - globally active in salvage and deep sea and harbour towage since 1906 - was taken over by Em. Z. Svitzer, part of the Danish A.P. Moller Group. The group continued as Svitzer Wijsmuller.

This summer the purchase of two Svitzer Wijsmuller operating companies - Wijsmuller Engineering B.V. and Marman Chartering & Brokerage B.V. - was realised when Michiel A. Wijsmuller, supported by two managers, acquired the firms. Both companies will now continue to offer their services independently under the WorldWise Marine name. The new company employs 9 people and is located in IJmuiden, The Netherlands.

#### **Core activities**

Two operating companies are responsible for the core activities of WorldWise Marine. WorldWise Marine Engineering B.V. specialises in the design of specialised craft such as tugs and supply vessels. WorldWise Marine Engineering also delivers technical support for complicated salvage operations. WorldWise Marine Brokers B.V. is active in sale & purchase and chartering of tugs and other vessels.

#### **Independent service company**

Managing Director and shareholder of WorldWise Marine, Michiel A. Wijsmuller, comments on the new company: "There are many synergies between our two core activities we can further develop. A tug owner can hire us for design or technical advice, but we can also help him with towage contracts or

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the purchase of vessels for his fleet. Furthermore, we have strengthened our position as an independent player. As part of the Wijsmuller Group and later Svitzer Wijsmuller, some companies would in fact be employing their competitors. That barrier has now been lifted."

### **Future**

In the short term the new company will primarily focus on offering services to the international towage and salvage industry. The link to Svitzer Wijsmuller continues to exist through a number of long-term contracts. Furthermore, there are possibilities in the offshore and dredging industries. WorldWide Marine also has plans to further expand its services to other areas.

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

<http://www.scheepvaarthoek.nl>

**And the renewed site of the National Tugboat Museum at :**

[http:// www.nationaalsleepvaartmuseum.nl](http://www.nationaalsleepvaartmuseum.nl)