

## DAILY SHIPPING NEWSLETTER 2002 – 056



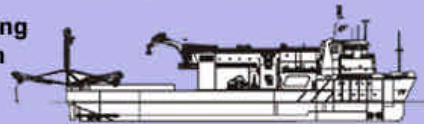
Number 056 \*\*\*\*DAILY SHIPPING NEWSLETTER\*\*\* Monday 14-10-2002

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**Operation  
Enduring Freedom**

## EVENTS, INCIDENTS & OPERATIONS THIALF



Referring to the article in the yesterdays shipping newsletter about the heavy lift of the **THIALF** of the **RINGHORN** deck I received some pictures of one of the Shippingnews readers (**capt Jan Weerman - Fairplay tugs**) , made during this operation.

The tug **Fairplay 25** collected the **H113** in Tonsberg and towed the barge to the location, ( see

photo above ) the **THIALF** was waiting and the barge was moored alongside the **THIALF** and preparations were made for the lift of the module and positioning at the pre-installed jacket.



Top and below :  
The **THIALF**  
lifts the  
accommodation  
module off the  
H113 – barge

**Photo's :**

**N.Kloek  
Ch.officer  
Fairplay 25 ©**

## Holed British warship set for ride home

A British warship crippled when it hit rocks off a remote Tasman Sea island in July will finally be carried home from Australia in the next couple of weeks, according to a Royal Navy spokesman.



Lieutenant Commander Simon Dalziel said the HMS Nottingham was expected to arrive in Sydney Harbour on Tuesday after being towed stern first down the coast from Newcastle, and would then be raised on to a heavy-lift ship for passage to Britain.

"That is the plan," Dalziel told Reuters on Thursday. "It's weather dependent," he added.

The Nottingham struck well-charted rocks off

Australia's Lord Howe resort island on July 7 in stormy weather, smashing a hole in her hull and flooding five forward compartments, including her forward engine room and a Sea Dart missile store.

The newly refitted 125-metre (412 ft) warship languished 100 metres off Lord Howe Island, 480 miles northeast of Sydney, for a month and has just spent another eight weeks in Newcastle, 80 miles north of Sydney, being emptied of her deadly arsenal and having her shattered bow strengthened.

Hundreds of sightseers lined the shores of Newcastle when she arrived after being towed backwards 500 nautical miles across the Tasman Sea -- the ultimate ignominy for a warship capable of 28 knots -- and many more are likely to show up in Sydney.

Dalziel said the Nottingham would be towed stern first down to Sydney, Australia's largest city with four million people, but a decision had not yet been made about turning her around to bring her bow first through the famous heads of Sydney Harbour.

In Sydney, she will be tied up alongside a jetty in the middle of the harbour until she can be floated a week or so later onto a heavy-lift ship chartered to take her back to Britain.

The Royal Navy has contracted heavy-lift specialists **Dockwise** to piggy-back the Nottingham back to Britain on the **Swan**, a semi-submersible vessel capable of carrying up to 25,000 tonnes on her 127 metre (416 ft) by 32 metre (103 ft) deck.

Navy officials say inspections of the hull while the Nottingham lay in Newcastle had proved surprisingly optimistic, increasing the likelihood of the 250 million pound Type 42 air defence destroyer being successfully salvaged.

It had been feared that the warship might have to be scrapped, or consigned to navy target practice.



## **Don't give oil rig the go-ahead**

Families fighting plans for an oil rig near their homes suffered a setback yesterday, when council officials recommended that it be given the go-ahead.

Northumberland county councillors will next month decide whether to allow Australian company Roc Oil to drill for gas in the Tyne Valley hamlet of Bingfield, near Corbridge.

Tynedale District Council has been asked for its views and in a report to go before district councillors on Wednesday, council officers recommend that no objections be made.

Mother-of-two Pauline Ralph yesterday said: "I would hope that councillors ignore the recommendations and listen to residents. We held a public meeting in Matfen Village Hall about the proposals recently and the strength of feeling against the plans was very clear."

Roc Oil wants permission for a 110ft rig on land next to Errington Red House Farm - less than two miles from Hadrian's Wall, a World Heritage Site.

If the county council gives the go-ahead, Roc plan to drill to a depth of 2000m in an area just off the A68 for about 12 weeks.

The UK subsidiary of an Australian company has carried out surveys and believes there may be oil or gas deposits.

Already, the county council has been flooded with letters of objection.

Mrs Ralph, of East Barn, Bingfield, said: "I'm really worried about extra traffic if these plans get the go-ahead."

She was also concerned about the visual impact, noise and disturbance.

Alex Kerr, who lives in Bingfield and is a Tynedale councillor, yesterday said: "I've asked the council to object to the rig on the grounds of noise, traffic, the visual impact and the fact there would be no benefit to the community from it."

Tynedale Council chief planning officer Helen Winter said: "The recommendation for no objection is subject to a number of issues being fully addressed by the county council - including impact on local residents, full consideration of environmental effects and traffic implications.

"It will be fully considered on Wednesday."

## **CASUALTY REPORTING**

### **Melville rescues capsized tug's crew**

Duty watch personnel from **HMAS Melville's** White Crew recently rescued two crewman from a sinking vessel.

The tug **Stannary** was operating in Cairns Inlet near Melville, alongside HMAS Cairns. Assisting a cargo vessel approach its berth she got into difficulties and capsized.

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Immediately, Melville's OOD, LEUT Steve Padley, ordered the launching of one of the ship's RHIBs to render assistance.

The RHIB crew, LSHSO Ken Carey and ABBM Glenn Phillips assisted the two crewmen from the water. A passing trawler secured a line with a life-ring to the vessel. Shaken, the two men were treated for minor cuts aboard Melville by POET Sammy Brooker and later taken to hospital for examination and further treatment. The RHIB then proceeded back to the sinking vessel and attached two floats to the hull. Before sunset Melville's duty watch

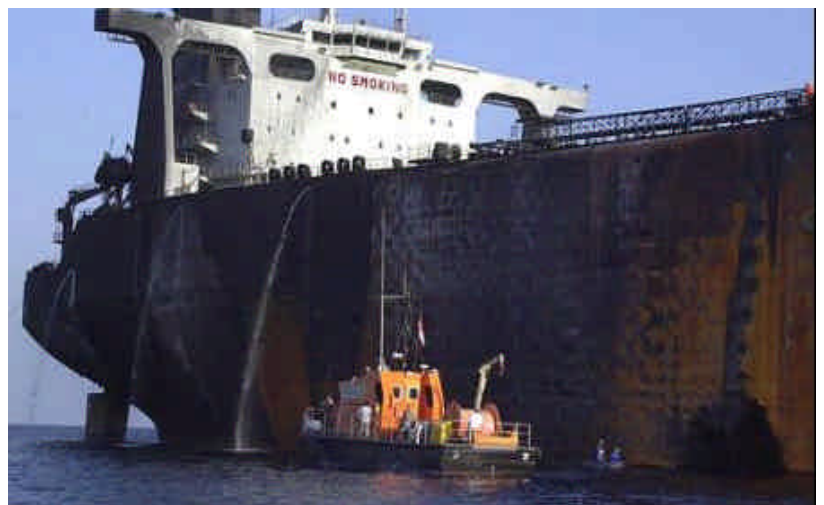
attached cyalume sticks and a strobe to the floats as a warning to shipping.

## LIMBURG



A Yemeni tug boat tows the French-flagged oil supertanker **Limburg** as investigators prepare to visit it for a second day of probing near Mukalla, Yemen, Oct. 11, 2002. Experts from Yemen, France and the United States are gathering evidence. A French inspector said that debris of what could be an attack boat had been found on the supertanker

A Yemeni pilot boat carries investigators from Yemen, France and the United States who watch as Dutch divers gather evidence from the hole in the stricken vessel, off the coast of al-Mukalla, Yemen Saturday Oct. 12, 2002. Dutch divers on Saturday examined the **Limburg** and investigators from Yemen, France and the United States went aboard the vessel, that was hit on Sunday Oct. 6 in a suspected terror attack, to search for clues, Yemeni officials said.



## SHIPYARD NEWS

### B.C. Ferries hires Vancouver shipbuilder



B.C. Ferries looked around the world for a firm to upgrade a 26-year-old ferry, but has hired a group in its own front yard.

The Washington Marine Group of Vancouver has been awarded the contract to upgrade the **Queen of Coquitlam**.

Ferries CEO Bob Lingwood says the Washington Group's bid has been assessed as the lowest cost and least risk for the project.

Six bids were received from shipbuilders in

B.C., Singapore and Korea, ranging from \$18 million to \$44 million.

The Coquitlam provides service on the Horseshoe Bay to Departure Bay route.

The ship will undergo maintenance and renovations to prepare it for another 20 years of service.

B.C. Ferries is either upgrading or replacing 18 ships over the next 15 years

## ROUTE, PORTS & SERVICES

### Cenflumarin neemt opleidingsschip "Themis II" in dienst

Vorig jaar beloofde Vlaams minister van Mobiliteit Steve Stevaert financieel bij te willen dragen aan de bouw van een modern opleidingsvaartuig ter vervanging van een bijna 100 jaar oud schip. Donderdag

kon hij aan de afbouwkaai van de firma SKB het nieuwe opleidingsvaartuig **"Themis II"** officieel overnemen. Met de bouw van dit schip is een investering gemoeid van zo'n 3,6 mln EUR, waarvan het Vlaamse gewest 2,85 mln EUR heeft bijgedragen.

## LANGENORT



The former East German tug **Langenort** laying at Harlingen March 2002

**Photo : George Robinson ©**

## Canadian port jamming up

Canada's Port of Vancouver is filling up with empty and export containers destined for Asia, part of the overflow from the shutdown of U.S. West Coast ports, although imports for Canada and the United States are flowing through nearly unaffected.

Vancouver, however, was not profiting from diversions of ships and cargo from Pacific ports. "We are not accepting new cargo...no new service strings will be accepted," said Chris Badger, vice-president of the Vancouver Port Authority, on 10 October. "We are not being used as a dump for diverted cargo."

As Badger said on 9 Oct. morning there were between 2,000 and 2,500 export containers "waiting for vessels" on the Vancouver docks. He gave no figure for empties.

While U.S. ports have re-opened under court order, Vancouver during the shutdown made the decision "to make sure that, for short-term gain, we don't impact upon our existing customers," Badger said.

Two of Vancouver's three container terminals, Vanterm and Centerm, are not accepting empty containers for backhaul to Asia, and export containers are piling up on their docks as well, Badger said. There was still some space at Deltaport, 25 miles outside the city.

"Not accepting empties is the first thing to go," Badger said. Refrigerated containers could also be barred, for lack of available plugs.

"We can't get so plugged up with empties and with export containers that our imports come to a grinding halt," Badger said.



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The flow of incoming containers headed for intermodal trains operated by Canadian Pacific and Canadian National for connecting service to central Canadian cities and the midwestern and northeastern United States, was being maintained, railway spokespersons said.

Mark Hall, Canadian National spokesman, said "we are current so far" on Canadian and U.S. shipments, and that "the system remains pretty fluid." A Canadian Pacific spokeswoman said service to regular customers was being maintained. There has been "a little bit" of new cargo for U.S. customers, he noted, but "in minimal quantities," she said. Port operations at Vancouver have been marked by last-minute decisions and controlled confusion. The streams of vessels normally coming in "are all out of sync now," Badger said. Ship operators are making decisions as to whether to come to Vancouver at all, whether to change normal rotations, and where and when to shift cargoes for offloading.

Vancouver often is the second and third port of call, after U.S. ports, for ships coming in to or leaving North America, so that U.S. cargo at the top of holds or decks has to be stripped off and replaced by cargo slated for discharge in Vancouver. The Port Authority, the terminal operators and the Canadian National and Canadian Pacific railways meet twice daily to review the latest shipping information and make operational decisions.

## NAVY NEWS

### Arunta reaches boardings milestone



**HMAS Arunta** has only been on station in The Gulf for two months and already her ship's company has done 150 boardings.



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Helping the officers and sailors cope with the work is the fact that she now carries not two, but four RHIBs.

She is the first RAN warship to carry four of the versatile high-speed craft. Working with Arunta's Seahawk helicopter, the RHIB crews have worked well in support of the Maritime Interception Operations.

The ship is the first RAN vessel to reach the 150 boardings milestone since Operation Slipper began.

The ships, on occasion, have boarded up to nine cargo dhows in a day.

At night Arunta intercepted a tanker as it tried to run the gauntlet. It was the first of its type to try to get clear in almost five months. The ship carried heavy passive defences. Doors had been welded shut and spikes attached to its side, in a bid to deter the Australian sailors.

Boarding the vessel from RHIBs and with Seahawk co-ordination, the boarding parties soon controlled the ship, directing her to a holding area where the oil cargo (valued at about \$1US million) was pumped out and confiscated.

Two days later Arunta's members were in action again this time inserting into another steel hulled merchant ship which refused to comply with the warship's directions.

This time the boarding party fast roped on to her from the Seahawk and headed her towards the UN holding point for further inspection.

The successful execution of these two non-compliant boardings further enhanced the RAN's reputation for operational excellence and drew considerable praise from the US commanders.

## PORT VISITS OF DUTCH WARSHIPS UNTIL NOVEMBER 1<sup>ST</sup> 2002

14 Oct 02	HNLMS Van Speijk	F 828	Montego Bay
14 Oct 02	HNLMS Bloys Van Treslong	F 824	Guadalupe
16 Oct 02	HNLMS Abraham Van Der Hulst	F 832	Den Helder
17 Oct 02	HNLMS Mercuur	A 900	Den Helder
18 Oct 02	HNLMS Urk	M 861	Corfu
18 Oct 02	HNLMS Tromp	F 803	Rotterdam
18 Oct 02	HNLMS Vlaardingen	M 863	Riga
18 Oct 02	HNLMS Makkum	M 857	Riga
19 Oct 02	HNLMS Rotterdam	L 800	Toulon
25 Oct 02	HNLMS Maasluis	M 856	Greenock
25 Oct 02	HNLMS Willemstad	M 864	Greenock
26 Sep 02	HNLMS Rotterdam <span>Cancelled</span>	L 800	Valletta

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27 Oct 02	HNLMS Van Speijk	F 828	Georgetown, Grand Cayman
TBA Oct 02	HNLMS Middelburg	M 858	Zeebrugge



U.S. Marines walk down the ramp of a troop vessel upon arrival Sunday, Oct. 13, 2002, at the former American naval base in Subic, north of Manila, Philippines. Some 600 U.S. Marines arrived in the country to participate in a joint military exercise between the Philippines and the United States dubbed as **'Talon Vision 2002'**.

## MOVEMENTS NORMAND JARL



The **NORMAND JARL** departed Friday morning from the Tyne bound for Norway

**Photo :**  
**Kevin Blair ©**

## BONGA TRANSPORT

The tugs **Smitwijs Singapore**, **Smitwijs London** and the **John Ross** arrived offshore the Tyne entrance with the **BONGA**, the weather situation is not that good that the Bonga transport can enter the river Tyne, improvement of the weather is expected this coming days so the de-ballasting can commence.



In the meantime some tugs which will assist the **Smitwijs Singapore** whilst towing the **BONGA** upon the river arrived on the Tyne.

Left : The **Fairplay 23** enters the Tyne.

Right : The **Pacific Banner** also arrived on the Tyne awaiting the arrival of the Bonga.



Left : the **Fairplay 22** arrived Friday morning.

All photo's : Kevin Blair ©

## AIRCRAFT / AIRPORT NEWS



Qantas planes are seen at Sydney airport in August. The airline will add flights to evacuate Australians from Bali after a series of bomb blasts rocked the Indonesian resort island on October 11



## **....RIJNMOND WEATHER....**

**V**ooruitzichten: **MAANDAG T/M WOENSDAG:**

**Wisselvallig!**

De komende dagen is het wisselvallig herfstweer met af en toe regen of enkele buien.

	MA-14	DI-15	WO-16	DO-17
Maximumtemperatuur:	13	13	14	13
Minimumtemperatuur:	9	9	10	10
Zonnekans in %:	30	30	20	20
Neerslagkans in %:	50	40	60	60
Windrichting kracht:	ZW-5-7	W-3-5	ZO-4-6	NW-3-5

## **.... PHOTO OF THE DAY ....**



The **CONTSHIP ROME** at the river Thames  
Photo : **Kenneth Smith** ©