

DAILY SHIPPING NEWSLETTER 2002 – 074



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Operation Enduring Freedom



EVENTS, INCIDENTS & OPERATIONS

Dirty bomb threat' to European ferries

FERRY operators across Europe went on high alert last weekend, following Dutch and French intelligence warnings of a terrorist strike, according to a leaked document obtained by Lloyd's List.

But the UK is downplaying the threat, according to a confidential circular issued by the transport security division of the Department of Transport, which is understood to be briefed by British intelligence services.

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Nevertheless, the division — known as Transec — has separately ordered ports to step up security checks on outward bound trucks, suggesting that a perceived threat may emanate from inside the UK.



The **STENA DISCOVERY** departing from Hoek van Holland bound for Harwich-Photo : Piet Sinke ©

The development comes as Prime Minister Tony Blair was last night due to give a speech to the City, insisting that fear of terrorism should not paralyse society.

Lloyd's List's revelations will add to the confusion following a public relations fiasco last week, in which the UK government withdrew a draft press release warning of the risk of a 'dirty bomb' or poison gas incident.

Perhaps significantly, the original text by home secretary David Blunkett explicitly made mention of "boats" as a potential means of delivery.

The memo states: "Despite the recent warnings from the French and Dutch authorities of a possible terrorist act against ferries, we do not assess that there is any credible information or intelligence in support.

"Threat levels to British maritime interests remain unchanged.

"However, due to the heightened security environment generally, we would remind you of the need to maintain increased vigilance."

P&O, Britain's biggest ferry player, said it was aware of the DoT note, but as a matter of policy would not discuss security issues.

But Germany's TT-Line confirmed that it had received what it described as a general warning lacking any specific information.

US sources had passed information to Germany's Federal Bureau of Criminal Investigation, which in return had informed the German shipowners' association Verband Deutscher Reeder. "It was from there that we received the warning," a spokeswoman said.

Security measures in German ports have been beefed up in response, especially at Sassnitz and Rostock, on the suspicion that a truck loaded with explosives will enter an unspecified ferry.

Holland's Algemene Inlichtingen en Veiligheidsdienst intelligence service issued similar guidance to ferry operators, according to two reliable Dutch sources. AIVD itself refused to confirm or deny the claim. Dover, the UK's largest ferry port — was last Friday the scene of a full-scale security alert.

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A source at the port confirmed that it was acting at the request of Transec.

“They advised us, and I think other ports, to step up profiling of freight vehicles going through the port, in the light of a terrorism alert,” he said. The checks will stay in place until further notice.

Dover Harbour Board also implemented a full-scale search of every building in the port on Friday, involving every member of staff. However, nothing suspicious was discovered.

A well-placed port industry source confirmed that Transec had issued what he described as a “security note” last week, calling for tighter checks on outward bound ro-ro freight. British ports are now on the highest state of alert they have ever been, although not the highest possible state. The DoT refused to confirm or deny the claim, saying that it never discussed security issues.



Top : The **BLUE STAR 2** arriving in the port of Patras in Greece – **Photo : Piet Sinke ©**

In Greece the issue of whether a general alert had been sounded for the weekend, when sailings were, in any case, disrupted by harsh weather, remained unclear yesterday. An executive at one of the leading ferry lines confirmed there had been “something” leading up to the weekend of November 9, but said this was based on “a misinterpretation”.

Vuurwerk schip op zee in brand

door : **Alexander Bakker**



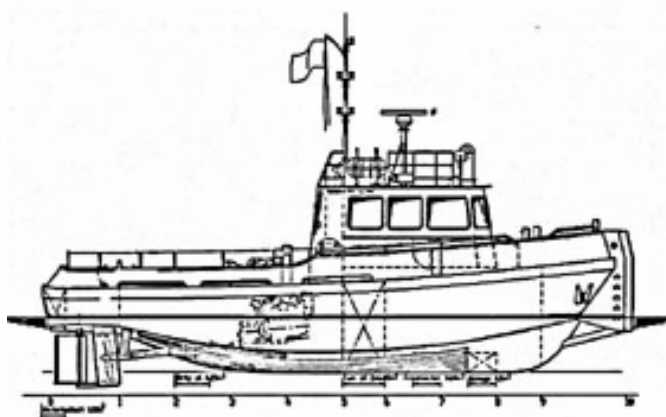
Photo : Wehdemeier ©

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Bergingsbedrijf Svitzer Wijsmuller uit IJmuiden heeft een flinke klus aan het op drift geraakte Koreaanse containerschip **Hanjin Pennsylvania**. In één van de ruimen van het schip, dat bijna vijfduizend containers kan vervoeren, woedt een flinke brand. Het schip bevindt zich ongeveer honderd mijl ten zuidoosten van Kaap Dondra, op het zuidelijke puntje van Sri Lanka. De brand, die volgde op een enorme explosie, is zo hevig dat negentien opvarenden van boord zijn gehaald. Eén bemanningslid zou om het leven zijn gekomen, een andere wordt vermist. Aan boord van het schip bevinden zich onder meer 57 containers met vuurwerk.

De oorzaak van de explosie aan boord van de **Hanjin Pennsylvania** is nog onbekend, zo heeft een woordvoerder van Wijsmuller verklaard. Het vuur woedt in ruim vier. Het containerschip is kort voor de zomer in de vaart genomen en is bezig aan de tweede reis vanuit het Verre Oosten naar Europa. De Hanjin Pennsylvania heeft afgelopen vrijdag de haven van Singapore verlaten. Over twee weken had het schip in Rotterdam moeten aankomen. Van de 57 containers met vuurwerk, zijn er veertien bestemd voor afnemers in Nederland. Het overige vuurwerk is voor bedrijven in Duitsland en Engeland.

SHIPYARD NEWS



The new Damen Stan Tug 1605 **JACK JAMES** has been delivered to James Butcher & Sons of Portsmouth, this vessel is the most powerful version of this popular tug/workboat design.

Length o.a	: 16.89 m
Beam o.a	: 5.29 m
Draught aft	: 2.25 m
Scantlings	: hull 10 mm, sheerstrake 20 mm
Speed	: 10.0 knots
Main engines	: 2x Caterpillar 3408C TA/B
Total power	: 700 bkW (940 bhp) at 1800 rpm

Sanmar Ltd of Istanbul, Turkey has completed the tug **DOGANCA Y V** very similar vessel to the **DOCANAY IV**, a vessel of 25.25 mtr in length and she is powered by two Caterpillar 3512 TA mainengines total producing 2890 bhp to drive twin Nautican propellers rotating in nozzles.

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Top : The US Army **tug LT 2081 SAN SAPOR** which was completely rebuilt is now offered for sale

Among a sizeable list of floating plant advertised for sale by the US Army at their depot at Hythe on Southampton water is a series of 6 tugs of 32.6 mtr tugs, Five of the six tugs are recently reconstructed to a high standard and fitted with new 2150 bhp EMD main engines, new gearboxes and fixed nozzles. The sixth vessel is of the same US Army Large Tug (LT) design but is a bare hull stripped already for refurbishment when rebuild programme was curtailed.

Schat-Harding Takes Over Mulder & Rijke

Lifeboat and davit specialist Schat-Harding has taken over Dutch lifeboat builder Mulder & Rijke. Schat-Harding will continue to manufacture Mulder & Rijke lifeboats for the cruise and ferry market and will provide a global after sales service for all Mulder & Rijke SOLAS products. The production of Mulder &

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Rijke totally enclosed lifeboats for the merchant shipping and offshore industry has been discontinued. "This is a great opportunity for Mulder & Rijke clients, who can now benefit from Schat-Harding's world wide service network," says Ove Roessland, Schat-Harding group managing director. "Mulder & Rijke have supplied about 6,000 boats over the years, most of which are still out there somewhere, so it is a major boost for our service business. And we can now rationalise production of the new boats at our ultra-modern plant, while greatly strengthening our already leading position in the high quality and very demanding cruise and ferry market." The Mulder & Rijke order book for the cruise and ferry market mainly consists of large orders for the Italian Fincantieri group, which is building a series of cruise vessels for the Holland America Line. The HAL order is the single largest order for lifeboats currently in the market, for four ultra-large cruise ships plus two options. The 120/150 persons Passenger Tender Lifeboat, PTL1100, as well as the 9.5 metre 150 persons Partially Enclosed Lifeboat have been especially developed for this market and will now as from the third cruise vessel of this series be built by Schat-Harding at its plant in Norway. The UK office of Schat-Harding will manage after sales and service for all Mulder & Rijke SOLAS products and sales and service will be carried out by all Schat-Harding offices and agents worldwide. Future newbuildings and service of Mulder & Rijke designed Rigid Inflatable and Fast Rescue Boats as well as the Spurt Workboat range are not included in this takeover. Damen Group, the present owners of M&R, are taking responsibility for all Dutch employees of M&R and are continuing the RIB, FRB and Spurt Workboat business for which a new brand name will be launched early 2003.

NORMAND FLOWER ENTERS SERVICE



The new **NORMAND FLOWER** is the first UT 737 which enters service.

Length	:	93.1 mtr
Breadth	:	21 mtr
Draft	:	6.3 mtr
Speed	:	14 knots
Gross Tonnage	:	5420 ton
Accommodation	:	140 crew/passengers
Deck area	:	960 m2
Propulsion	:	4 x 2610 kW Bergen medium speed diesels
Propulsors	:	2 2.3 MW ABB Compact Azipods
ROV Crane	:	1 x 20 ton at 9 mtr
Offshore crane	:	1 x 100 ton at 10 mtr/18 ton at 40 mtr

Moonpool : 7.2 x 7.2 mtr

P&O Ferries moves conversion order from SSW to Lloyd Werft

P&O FERRIES has awarded a major conversion order for the two 23,000 gt Channel ferries **European Pathway** and **European Highway** to Lloyd Werft from Bremerhaven.



Top : **EUROPEAN PATHFINDER** moored in Rosslare April 2000 - photo : B.Chambers ©

P&O had originally signed a letter of intent with neighbouring SSW shipyard which filed for insolvency in September.

European Pathway will arrive in Bremerhaven on December 1, its sister ship will follow later in the month. They will be redelivered in April and May next year and be employed on the Dover-Calais route.

The start of conversion coincides with the closure of P&O Ferries' Dover-Zeebrugge freight service by the end of this year, the operator said.

Seventy millionth container handled at HIT

HONGKONG International Terminals (HIT), the largest container terminal operator in Hong Kong, celebrated its continuing success as it handled its 70 millionth container.

At a quayside ceremony attended by executives from HIT and Wan Hai Lines, the container was discharged from the vessel **M/V Wan Hai 207** V.S124. Officiating at the ceremony to mark this achievement was HIT managing director Eric Ip and Wan Hai Lines vice chairman Mr Chen.

Mr Ip said: "This has been a remarkable year for HIT. I am very pleased that HIT received the Best Container Terminal award and now we have accomplished this throughput milestone. HIT is committed

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to offering our customers the best value-added services possible as well as being committed to the overall benefit of Hong Kong."

Mr Chen commented that HIT remains the premium port in the region. "Our customers demand the best shipping services available. HIT provides frequent and high quality service, and we are pleased to partner with them to provide our customers equally exceptional service."

NAVY NEWS



The newest U.S. Navy Recruiting Poster. Life...Liberty...And The Pursuit Of All Who Threaten It.

BNS WANDELAAR



The Belgian Frigate F 912 **WANDELAAR** visited over the weekend Swansea (South Wales) and sailed Monday morning again - **Photo : Chris Jones ©**

HMS SHEFFIELD IS DECOMMISSIONED AT DEVONPORT



Type 22 frigate **HMS Sheffield** will be formally decommissioned at a ceremony in Devonport Naval Base on Thursday 14 November. Commodore Tony Rix, Commodore Devonport Flotilla, will inspect the ship's ceremonial guard as the Guest of Honour.

The ship was launched in March 1986,

accepted into naval service in March 1988 and commissioned in Hull on 26 July 1988. During her Naval career **HMS Sheffield** has steamed a total of 480,291 miles. She has been a frequent visitor to the Middle East and the Caribbean. **HMS Sheffield** is the third Royal Navy vessel to bear the name. The ship's battle honours include the Battle of the Atlantic in 1941 and the Falklands conflict in 1982.

The ship's Sponsor, Lady Susan Stanley, along with four previous Commanding Officers will also attend the decommissioning ceremony and short religious service conducted by Father David Conroy who spent time with the ship during her deployment to the Caribbean in 2001.

HMS Sheffield and her predecessors have had a long and active affiliation with the City of Sheffield. A number of affiliate organisations will be represented at the ceremony including the Deputy Lord Mayor of Sheffield, Councillor Diane Leek. Music will be provided by the Royal Marine Band.

Commander Simon Williams, the ship's Commanding Officer, said, "The decommissioning sees **HMS Sheffield** leaving on a very high note indeed, having completed six months as a flagship on counter terrorism operations, leading on from a very successful counter narcotics deployment. It is with huge pride I look back on the ship's career in the Royal Navy."

HMS Sheffield's most recent deployment was to the Mediterranean where she acted as Flagship for the Standing Naval Force Mediterranean with the Force commander, Commodore Angus Sommerville, embarked. The ship returned to Plymouth in August 2002 after a six month deployment, where she carried out patrols



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in the region to monitor merchant shipping as part of the global fight against terrorism.

In 2001, **HMS Sheffield** spent six months on patrol in the Caribbean working in close liaison with the US Coastguard and the Dutch Navy conducting counter drug operations. **HMS Sheffield** and **HMNLS Jan Van Brakel** were involved in the capture of smugglers who were carrying 749kg of cocaine.

HMS Sheffield provided humanitarian assistance to Nicaragua and Honduras in 1998 following Hurricane Mitch. The ship's company rescued a Honduran woman who had been swept out to sea from her home by the force of the hurricane. The woman survived for six days clinging to an uprooted tree in mountainous seas before **HMS Sheffield** came to her aid. In recognition of this work, **HMS Sheffield** and **HMS Ocean** were awarded the Wilkinson Sword for Peace.

The ship returned to Plymouth for the final time on Tuesday 29 October 2002 following a visit to Sheffield and to Liverpool, where she acted as the guardship for the start of the Clipper Round the World yacht race.

HMS Sheffield was withdrawn from service on 4 November 2002. This was earlier than originally planned and made possible because of improvements to the efficiency of the maintenance process and changes in operational patterns. These changes have increased the number of Type 23 frigates available to the Fleet and now enable the Royal Navy to operate with 31 frigates and destroyers, rather than the 32 endorsed in the Strategic Defence Review.

The Disposal Services Agency of the Ministry of Defence is actively marketing **HMS Sheffield** to overseas governments as an operationally capable warship.



Fireworks explode over the Kennebec River following the christening of the Navy destroyer **Chafee**, at Bath Iron Works, Monday, Nov. 11, 2002, in Bath, Maine. The warship is named for the late U.S. Sen. John H. Chafee of Rhode Island

MOVEMENTS

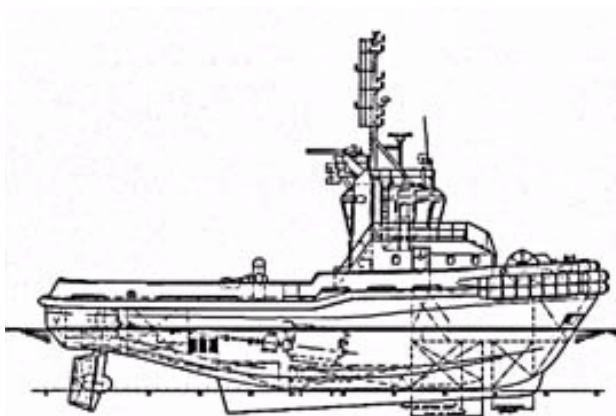
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Referring to the picture of the newbuilding tug **TASSINA 1** made by **Jan Simons** which was in the shippingnews letter last week herewith some additional information about this vessel

The **TASSINA 1** is the first ASD 3110 vessel from a serie of 7 tugs ordered by Algeria ,

Name	Type	Destination	Homeport	Yard number
Tassina 1	ASD 3110	Algeria	Arzew	511713
The Tassina 1 arrived 14-08-2002 under ow of the ADA D from Russia				
Righa 1	ASD 3110	Algeria	Skikda	511714
The Righa 1 arrived 14-08-2002 under tow of the ADA D from Russia				
TBN	ASD 3110	Algerije		511715
TBN	ASD 3110	Algerije		511716
TBN	ASD 3110	Algerije		511717
TBN	ASD 3110	Algerije		511718
TBN	ASD 3110	Algerije		511719
TBN	ASD 3110			511720



The tug **VIKING** is at present enroute with the yard numbers 511715 and 511716 from Archangelsk to Rotterdam.

During week 44 the tugs **NOORMAN** and **PIETER** departed for Archangelsk to collect both one ASD newbuilding (yard numbers 511717 and 511720), ETA Rotterdam is not known yet.

Info : Rob van der Hoek

Length o.a	: 30.82 m
Beam o.a	: 10.20 m
Draught aft	: 4.70 m
Scantlings	: hull 12 mm, sheerstrake 20 mm
Bollard pull astern	: 50.0 ton (m)
Bollard pull ahead	: 55.0 ton (m)
Speed	: 12.9 knots
Main engines	: 2x Caterpillar 3516B TA HD/B air started
Total power	: 3450 bkW (4626 bhp) at 1600 rpm

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The SVITSER tugs **FRIGGA** and **FENJA** arrived from the Tees at the Tyne Tuesday awaiting the arrival of the BONGA transport - **Photo's Kevin Blair ©**

