

DAILY SHIPPING NEWSLETTER 2003 – 023



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A detailed illustration of a cable ship, showing its complex rigging and equipment.

EVENTS, INCIDENTS & OPERATIONS

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K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : post@workships.nl
Telex : 24390 wosh nl



The United States Coast Guard cutter **Hawksbill** passes Alcatraz during a homeland security patrol on Thursday, Feb. 13, 2003, on the San Francisco Bay, Calif.

THE NEXT SHIPPINGNEWS LETTER WILL BE PUBLISHED 1ST WEEK OF MARCH

Tricolor scheurt en lekt massa olie

Het gezonken Noorse autoschip **Tricolor** verliest de strijd tegen de winterstormen. Het wrak van de Tricolor klapte donderdag over een flink deel van de lengte liefst vijf meter in elkaar.

Ergoer nog: duikers van Smit ontdekten dat die instorting het gevolg was van een lange scheur onderaan, waaruit de inhoud van minstens één tank de voorbije dagen of weken ongemerkt is weggelekt.

Het raadsel van de grote olievervuiling aan onze kust is dus deels opgelost. Nadat de URS-sleper **Alphonse Letzer** twee weken geleden de kraan van één tank had vernield, was duidelijk dat de Tricolor 'gedurende enkele uren' olie verloor. De olie die later aanspoelde op onze kust en duizenden vogels het leven kostte, kon echter onmogelijk volledig aan dit incident te wijten zijn. Volgens Smit-woordvoerder Lars Walder wijst een nieuw onderzoek uit dat de constructie van de **Tricolor** het begint te begeven. Ongemerkt ontstonden onderaan in het wrak scheuren, waaruit de olie van één tank langzaam is weggelekt. Die tank is nu leeg. Dat alles werd pas vastgesteld toen donderdag ook bovenaan in het wrak de metaalconstructie het deels begaf.

Lars Walden: "Zo'n beschadigd schip is niet gemaakt om in de sterke stroming van het Kanaal stormen te trotseren. En de aanvaringen naderhand zullen ook wel geen deugd hebben gedaan."

Eigenaar Wilhelmsen Wallenius had het hoe dan ook al opgegeven om de Tricolor nog ooit te recupereren. Nu duidelijk is dat het wrak begint te scheuren, wijzigt dit wellicht de bergingsmethode. De voorbije dagen meldden zich in Oslo tien internationale groepen om deze berging, de spectaculairste ooit na die van de gezonken duikboot Koersk, uit te voeren. Volgende week woensdag stelt de reder zijn plannen in Antwerpen voor. Intussen gaat op de Noordzee het leegpompen van de Tricolor voort. Gisteren was al 1.300 ton van de oorspronkelijk 2.000 ton fuel weggehaald.

Oversupply in North Sea market says broker

Offshore Shipbrokers Ltd (OSL) in Aberdeen reports that "there has been an oversupply of tonnage" in the North Sea, with many vessels especially PSVs having prolonged periods of idleness.

"Whilst this is not uncommon at this time of the year it will take a combination of more local as well as international activity and a period of bad weather to take up the slack," noted OSL. "In view of BP's asset sale of the Forties Field and the potential for fields to follow, will the logistics merry go round start again?" asked OSL in its latest monthly report. "American independent Apache has purchased the Forties Field and is reported to be setting up their own operations in the area. Other assets are likely to change hands in the coming months that may also have an impact on logistics," said OSL.

"Whilst a healthy exodus of modern vessels from the market is underway it is offset by a number of termination notices," said OSL. "**Havila Surf**, **Boa Giant** and **Smit Lloyd 57** are all heading for West Africa. Saipem, following their fixing of the Solstad package of PSVs, has fixed from Swire three anchor handling vessels to support the **Castor Sei**. Delivery will be April for one year plus options with operation in the North Sea as well as the Mediterranean." Redelivery notices were issued by ASCO to Toisa and following negotiations **Toisa Crest** has been replaced by **Toisa Intrepid** until the end of the contract. In addition **Northern Supporter** has had its contract suspended until early May.

Kaubturm has redelivered from **Seaforth** whilst **Toisa Leopard**, **Highland Warrior** and **Highland Champion** have all gone to lay-up.

Torch terminates Midnight Hunter

Torch Offshore has announced that its wholly-owned subsidiary Torch Offshore has **terminated** the three-year bareboat charter of the **Midnight Hunter** from Cable Shipping Inc, because of the failure of the vessel to meet certain specifications as outlined in the charter agreement.

In connection with the termination of the charter agreement, the company's subsidiary has filed suit in the US District Court for the Eastern District of Louisiana. This suit sought an order, which has been granted by the court, attaching the **Midnight Hunter** as security for the company's claims related to the termination of the charter agreement.

Torch Offshore Chairman and CEO Lyle G Stockstill, commented, "It is unfortunate that the **Midnight Hunter** does not meet the specifications as marketed to us and stated in the charter agreement, which we relied upon. We were looking forward to working the vessel in our deepwater fleet. It is a surprising situation for the company but one that will not stop our progression into the deepwater."

North Sea spot market picks up briefly

Offshore Shipbrokers Ltd (OSL) reports that the North Sea spot market became "fairly busy" briefly in mid-February with seven vessels being fixed by Statoil to cover the rig moves of the **Borgland Dolphin** and the **Deep Sea Bergen**. Rates for these vessels ranged from £5,500 up to £9,500 for the larger AHTS.

"Availability for AHTS in Aberdeen is still however fairly good at the moment," said OSL, "but with **Pertra** now out for the rig move of the **Maersk Gallant** and further rig moves expected possibly by this weekend we expect to see the AHTS market tighten and rates beginning to rise."

Torch's Midnight Express gets new pipelay system from Huisman Itrec

Huisman Itrec in the Netherlands has received an order for the design and fabrication of a new pipelay system for Torch Offshore. The system is similar to one built by the company for CSO, only somewhat smaller. It consists of a tower with aligner wheel, one tensioner, a hang-off clamp, one adjuster, A&R winch, two reels and workstations on the vessel deck.

The pipe is built up from short sections on board the vessel using the deck workstation and reeled onto one of the reels. During this process the pipe is being laid from the other reel. The tower can skid from left to right to position itself in front of each reel. The reels are mounted in a single frame, also developed by Huisman. The tower is capable of handling the installation of complex subsea machinery in the pipeline. A skiddable hang-off clamp is provided to enable insertion of these items in the pipeline. Huisman is also providing the complete power and control system for the tower. The system will be capable of laying flexible or rigid pipe ranging from 2.5" to 15" with a maximum pipe tension of 160 tonnes at a maximum lay speed of approximately 20m/min.

Heerema invests in deepwater hammer spread

Heerema Marine Contractors has made a multi-million pound investment for a Deepwater hammer spread. The hammer, which will be operational from early March 2003, ensures that HMC is able to offer a flexible approach to deepwater operations. Ordered from Menck, the new hammer spread is designed to meet the requirements of deepwater projects, in water depths exceeding 2,000 metres.

AMEC and Fluor win work on Kizomba B FPSO

AMEC and its alliance partner Fluor have been awarded a multi-million dollar contract by Hyundai Heavy Industries to provide design, engineering and project management services for Exxon Mobil's Kizomba 'B' FPSO facility which will operate in deepwater off the West Africa coast.

AMEC's services are being provided from its fast growing engineering office in Houston. The project is another milestone in the expansion of the company's work for the international deepwater oil and gas production sector and further expands AMEC's role in the growing West African oil production region. Kizomba 'B' is the second in the series of Kizomba FPSOs. In November 2001, AMEC announced its selection for the design, engineering and project management of ExxonMobil's similarly sized Kizomba 'A' floating production facility.

Iranians plan massive expansion of offshore fleet

Fairplay (www.fairplay.co.uk), the weekly international shipping magazine's Daily Newbuilding News reports that National Iranian Tanker Co (NITC) in Iran has drawn up plans for what it called a "massive expansion" of the country's offshore oilfield support vessel fleet.

Fairplay said NITC is seeking foreign partners for a 46-vessel venture. It currently operates a fleet of 27 elderly vessels, all of which need replacement.

The main reason for the massive expansion of the Iranian fleet is that the forthcoming development of the South Pars field which will boost offshore production to 1 million barrels per day by 2005, Fairplay said.

Single-hull ships still calling

SPAIN'S Ministry of Public Works has declined to comment on a new report that claims single-hulled tankers banned from Spain continued to call at Spanish ports throughout January. Spain's Environment Studies Centre (CEMA) has claimed that several ships including the 1984-built, 67,980-DWT Marshal Bagranyan called at Spanish ports last month. "Our information was based on the study of ships over 15 years old carrying dangerous products into Spain," said CEMA director Richardo Arguilar. "The problem is that the government's royal decree [on tankers] cannot be applied. It is not clear which ships may enter and which may not." Officially, the decree differs from the proposed EC directive on

single-hulled tankers. "The royal decree was a response to social and political pressure, and has been shown to be ineffective and difficult to apply," he said.

Abidjan to Camden with Safmarine

US enforcement authorities found drugs and 23 stowaways on a Safmarine-chartered dry cargo ship at the east coast port of Camden this week. The stowaways, reportedly aged from 15 to 45, boarded the **Torm Birgitte** at the Ivory Coast port of Abidjan, where the ship loaded cocoa beans and timber destined for the US. During the voyage the ship's name was changed to Aeolian Sky. One stowaway was discovered at the first port of call at Brooklyn, New York and a further 22 were found over the following three days after the ship arrived at its second US call at Camden on February 8, said South Jersey Port Corp executive director Joe Balzano. Federal authorities already had the ship under surveillance, he added. Reports said one kilogram of heroin was seized from the ship. The ship's agent, Kerr Norton Strachan Agency, declined to provide further details to Fairplay, but told local press the high number of stowaways was very unusual

SHIPYARD NEWS

Werf De Greuns ontslaat elf mensen

De directie van scheepswerf en machinefabriek De Greuns in Leeuwarden heeft collectief ontslag aangevraagd voor 11 van de 45 medewerkers. Dat maakte directeur Jacques Ceelen bekend. Het personeel is ingelicht.

Ceelen beloofde zijn „uiterste best” te doen om de elf medewerkers binnen of buiten het bedrijf te herplaatsen.

Volgens Ceelen betreft het personeelsleden die werkzaam zijn in de sectiebouw. „In de afgelopen twee jaar heeft de directie, ten koste van financiële verliezen, getracht de werkgelegenheid in de sectiebouw overeind te houden. De vooruitzichten in dit marktsegment zijn echter dermate slecht dat zonder de genoemde ontslagen de werkgelegenheid in het hele bedrijf in gevaar dreigt te komen.”

Scheepswerf en machinefabriek De Greuns heeft zich in de afgelopen jaren meer toegelegd op de bouw van aluminium schepen. Alhoewel de totale markt voor de scheepsbouw op dit moment onder druk staat, schetst Ceelen dat de orderportefeuille voor aluminium schepen bij de werf redelijk is gevuld. „Bovendien is er een zeer redelijke kans op vervolgoopdrachten.”

Shipyard praised by navy chief



HMS Albion will have a full crew complement of 350

The Barrow shipyard has been praised for its newest ship, by its commanding officer.

The landing assault ship **HMS Albion**, is due to leave the Cumbria shipyard for commissioning into the Royal Navy at Devonport on **28 February**.

The project is six months behind schedule, but Captain Peter Hudson, says sea trials have been successful.

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The news comes as the BAE Systems yard hopes to secure part of a multi-billion pound order for the UK's new generation of aircraft carriers. Captain Hudson said: "The ship is much better than expected. "She performed exceptionally well in trials and there are no major issues and we are confident we have a ship that is robust and reliable."

But Martin Arter, BAE System's programme director responsible for 18,500-tonnes Albion and sister ship Bulwark, admits there is still work to do. And he says this may have to be done while the vessel travels to Devonport

He said: "It is a much more effective way of doing things if we can hand the ship over to the Navy so training can continue while we do what we need to finish our work."

'Finish training'

It is not yet known whether **HMS Albion** will be sent to the Gulf if the UK goes to war with Iraq.

Captain Hudson, who will command a crew of 350, added: "The focus at the moment is for the work to be completed and the crew to finish their training. "It is for the commander in chief and Ministry of Defence to decide how they employ the ship.

"However, it is fair to say we are some way from being fully operational yet. "More than 60% of the equipment on the ship is new to naval service. "Achieving operational status by the end of July will be challenging enough."

Harland & Wolff and Global marine settle their differences

Harland & Wolff shipyard in Belfast in the UK and Global Marine have reached a settlement agreement over the cost of two drillships the yard built for Global. Sources suggest that the deal secures an interim payment of almost £70m and will see Harland & Wolff receive a further £5.5m. Another £1m is subject to a ruling on the costs of completing the arbitration process.

Tangen Verft launches Stril Poseidon



The hull of the Field Support Vessel **Stril Poseidon** was launched at Tangen Verft, part of the Aker yards group, on 07 February 2003. The vessel will be delivered to the Simon Møkster Shipping in June this year.

Houma delivers first of six for Otto Candies

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De Hoop Houma, in Houma, Louisiana has delivered the 56.47m shelf supply vessel [Amy Candies](#), the first of six such vessels it is building for Otto Candies.

Politicians wade into HDW cutback

HDW shipyard management is facing a battle with the works council after announcing 750 redundancies among the 3,400 workers because of the merchant shipbuilding crisis. Tuesday's decision has also been strongly criticised by IG Metall union and by politicians. Works council head Ernst-August Kiel said that a revitalising of the German shipbuilder at the expense of the employees would not be accepted and that working hours should instead be cut. Jürgen Fenske, SPD candidate to be mayor of Kiel, described the jobs cuts as "lunacy" and workers' reactions are being described in some quarters as aggressive. The matter will be discussed in Schleswig-Holstein state regional parliament next week. Several politicians are calling for an increase in both state and federal shipyard subsidies. Schleswig-Holstein prime minister Heide Simonis, who only recently refused to pay regular subsidies to another Kiel shipyard, Lindenau, now says she is willing to raise the regional government aid if HDW exhausts all possibilities of attracting merchant newbuildings.

St Malo shipyard on the brink

UNIONS at Alstom Leroux Naval shipyard in St Malo, France have warned that the facility could close in the near future unless new business is found quickly. "We believe the yard has only two to three months of trading life left," one of the employees said. Workers have already been offered transfers to other sites in the Alstom Marine division, including Chantiers de l'Atlantique at Saint Nazaire, but further redeployment might be refused as prospects for other Alstom yards is also uncertain. ALN Saint Malo was set up in 1936 and employed up to 600 in its heyday. It became part of Alstom in 1997. One observer suggested that it had been a mistake to depend so heavily on the activity of the parent group at the expense of traditional activities in the fishing and dredging sectors, which allowed flexibility when orders fell too low.

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Kiel gelegd voor fiets-voetveer

In een van de loodsen van De Schelde in Vlissingen werd op 11 februari symbolisch de kiel gelegd voor het tweede fiets-voetveer.

Oud-directeur C. Landré van de provinciale Directie Infrastructuur & Vervoer mocht deze daad verrichten. Feitelijk plaatste hij een tussenschot nummer 17 in een van de twee drijvers van het swathschip, want de Prins Willem Alexander krijgt geen kiel. De bouw van het eerste swath-schip, de Prinses Máxima, vordert ondertussen goed. Er is bij de bouw wat vertraging ontstaan, maar dat wordt volgens de directie ingehaald door momenteel in drie ploegen te werken. Projectleider H. van Herwijnen vertelde dat nu zelfs gepoogd wordt om wat voorsprong op te bouwen. De nieuwe Westerschelde-veerboten worden elk 113 meter lang en 17 meter breed. De swaths bieden op het hoofddek plaats aan 176 passagiers en vijf rolstoelers. Verder is er ruimte voor vijftig fietsen, twintig brommers en vijf voertuigen voor gehandicapten. Het eerste schip wordt eind dit jaar opgeleverd, het tweede twee maanden later. Damen Shipyards hoopt de mallen voor het fiets-voetveer ooit nog eens te kunnen gebruiken voor de bouw van swath-schepen voor de Belgische en Nederlandse Westerscheldeloodsen. Gisteren liet directeur E. van der Noordaa weten dat zijn bedrijf contacten heeft met de loodsdiensten over de bouw van nieuwe schepen maar dat er in de verste verte nog geen sprake is van contracten. Als het ooit zover komt zullen die schepen wel in Vlissingen worden gebouwd, aldus de directeur.

Allseas to extend Taba-Aqaba pipeline

Allseas has been awarded a contract to extend the gas pipeline that links the Taba in Egypt with Aqaba in Jordan and says it should start work on the project in March. The pipeline across the Gulf of Aqaba is due to be completed in early June. The natural gas transported by the pipeline will be used by the Aqaba Thermal Power Station to produce electricity.

Yantai Raffles delivers FSO

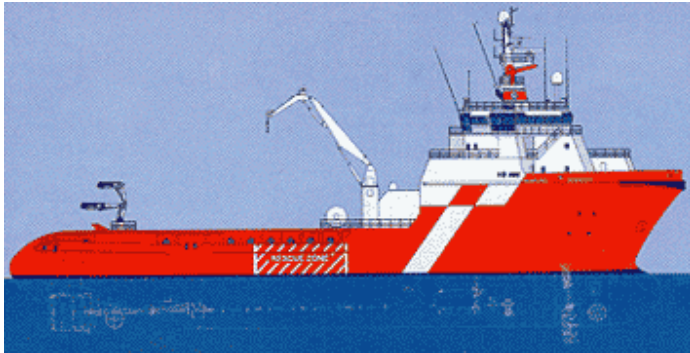
Yantai Raffles Shipyard has provided more details of the new build 210m x 32m x 12.6m, 400,000bbls Floating Storage & Offloading (FSO) **Pathumabaha** that it recently completed for MODEC/PTTEP/TOTALFINAELF/BRITISH GAS.



The FSO will operate on the Bong Kot field in the Gulf of Thailand, 180km northwest of the coast of Songkhla province. The vessel is to keep the station with an external turret mooring system in the bow (also built by Yantai Raffles for FMCT/SOFEC, USA) which allows the vessel to weathervane to take in any direction by the wind, wave and current. The condensate produced at Bongkot Production Platform comes through subsea pipelines, PLEM, riser(s) and fluid swivel to the

vessel. The incoming condensate goes into the receiving tank for further settling to stock tank condition. Loading rate of condensate is about 25,000bbl/day. The FSO is designed to remain on site during design life of 15 years without dry-docking and has accommodation for 60 men.

Boa's Giant heads for West Africa



Boa's 18,500bho anchor handler **Boa Giant** has left the spot market in the North Sea to undertake exploration support work for Exxon Angola, reports Offshore Shipbrokers Ltd. The vessel was fixed for three wells with four well options so will be out of the North Sea for quite some time.

DOF takes delivery of supply vessel Skandi Sotra

A new PSV for District Offshore, the **Skandi Sotra**, has been delivered by Kleven Maritime's Myklebust Verft in Norway.



Skandi Sotra was originally conceived as a sister ship to Skandi Rona, which was delivered by the same yard in April 2002, but the basic MT6000 design from Marin Teknikk has been modified somewhat to suit the owner's current thinking and the eight year Statoil charter that will see the vessel working in the North Sea.

Left : The SKANDI RONA a sistership of the new delivered SKANDI SOTRA

Major changes to the structure include the provision of a stern door to allow direct loading of containers, and an extra deck in the superstructure that can be fitted out later as additional accommodation.

There have also been numerous changes in the equipment type and manufacturer. The hull of the vessel as fabricated in Romania, the hull and superstructure towed to Myklebust yard at Gursken in west Norway for fitting out.

FERRY GOOD YEAR FOR P&O IRISH SEA

P&O Irish Sea has ended the year on a buoyant note recording an increase of 8.5% on the number of tourist vehicles which travelled on the Larne-Cairnryan route in 2002. The number of passengers using the route rose by 4.5% to 650,000 while freight increased by 9%.

Graham McCullough, General Manager for P&O Irish Sea's Scottish Routes, credits the success partly to the performance of the two brand new superferries, **European Causeway** and **European Highlander**, built specifically for the route, which began operating together in July 2002.



Top : The **EUROPEAN HIGHLANDER** - Photo Larne Ferry web ©

"Reliability is a key issue within this industry and while we cannot control the weather, we can provide ships which respond positively to all weather conditions. We invested over £80m in the new vessels and they have quickly gained a reputation for reliability which is second to none. Neither ship has lost a sailing due to weather conditions since they began operating - **European Causeway** in 2000 and **European Highlander** in 2002. Our customers know this and our year-end figures confirm this," he points out.

The frequency of sailings and the fact that Larne-Cairnryan offers the shortest and fastest crossing between Ireland and Great Britain are also contributing factors to the success. P&O Irish Sea offer seven round trips per day to and from Scotland with **European Causeway** and **European Highlander**. Their fast craft, **Superstar Express**, operated from March until September, increasing the frequency of sailings to 12 round trips per day and offering the only one-hour crossing to Scotland, which is a very popular choice.

P&O Irish Sea is planning to maintain and expand on this success with the announcement that a new fast ferry service from Larne to Troon will commence in April 2003. **Superstar Express** will operate two round trips to Troon with a crossing time of 109 minutes in addition to two round trips to Cairnryan, maintaining the record-breaking 60-minute crossing.

Mr McCullough adds: "In a year when tourism has been recovering from the aftermath of Foot and Mouth Disease, it is particularly pleasing to record this level of growth. We are determined to continue this trend and are confident that our new Larne-Troon service will complement the success of our Larne-Cairnryan service."

In addition to the Scottish services, P&O Irish Sea also operate between Larne and Fleetwood in North England, from Dublin to Mostyn in North Wales and Liverpool. Their continental services provide a seasonal crossing between Dublin and Cherbourg and a year-round service from Rosslare to Cherbourg.



Havila Borgstein - first UT722LX - delivered

Langsten shipyard in Norway has delivered [Havila Borgstein](#), the first UT722LX design from Rolls-Royce Marine. The vessel was built for Island Offshore II and left the shipyard on January 23rd 2003.

Tidewater takes delivery of first of new type of Fast Supply Vessel

Tidewater in the US has taken delivery of the [Vickie Tide](#), a new 175ft fast supply vessel.



[Vickie Tide](#), constructed by C&G Shipyard of Mobile, Alabama is the first of a new class of vessel designed by Tidewater that can carry liquid mud below deck, dry bulk and cargo on deck while traveling at speeds in excess of 20 knots.

Photo :
[Oddgeir Refvik](#) ©

Vickie Tide has four Cummins KTA-50 engines and is fitted with dynamic positioning technology. The vessel's clear deck space is 29 feet wide and 100 feet long and can carry up to 36 passengers. Three more sister vessels are currently under construction at C&G with planned deliveries throughout the remainder of 2003.

Baltic yard ahead in Russian battle

ST Petersburg industrialist Alexander Nesis has scored over rival Boris Kuzyk in the year-long battle to consolidate rival Petersburg shipyards Baltiysky Zavod (Baltic Plant) and Severnaya Verf (Northern Shipyard). According to Nesis, his new maritime holding, to be called Baltic United Shipbuilding Corp (BOSK), will have "an absolute technological advantage over Northern Shipyard, because the latter will be unable to deliver vessels without equipment designed and produced at the companies now controlled by [the new holding]." Besides Baltic, BOSK will include Proletarsky Plant, which specialises in marine equipment and engines; the Special Design Bureau for Boiler Construction (SKBK); the icebreaker design bureau Iceberg; and the Central Scientific and Research Institute for Shipbuilding Machinery Construction. In the past, these companies have reportedly all supplied equipment to Northern. Nesis told Fairplay he is now aiming for a carefully-defined niche in the world newbuilding market. "Our market is the construction of technologically complex vessels – military ships, icebreakers, chemical carriers, which we have already built, and gas carriers, which we plan to build."

NAVY NEWS



President Bush speaks to a crowd of sailors and their families during his visit to Mayport Naval Station, Thursday, Feb. 13, 2003, near Jacksonville, Fla.

HMCS Iroquois to Join OP APOLLO

The Honorable John McCallum, Minister of National Defence, announced that having accepted the Command of Task Force 151, Canada has decided to send a Command and Control Destroyer, Her Majesty's Canadian Ship **(HMCS) IROQUOIS**, to the Arabian Sea to give Commodore Girouard the platform he needs to fulfil his coalition responsibilities.

"The addition of a destroyer represents a significant contribution to the campaign against terrorism and is representative of Canada's commitment to its coalition allies and its support of the US-led Operation Enduring Freedom," said McCallum.

HMCS IROQUOIS, commanded by Captain (N) Paul Maddison, will be ready to sail in approximately ten days with a helicopter detachment embarked that was originally intended for **HMCS FREDERICTON**.

MOVEMENTS

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MULTRASHIP Towage & Salvage
Scheldekade 48
4531 EH Terneuzen
The Netherlands

Tel : + 31 – 115 645 000

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CSCCL puts 5,700 TEU vessels between Far East, Med/Europe

CHINA Shipping Container Lines is to deploy new builds of 5,700 TEU, which will be used on the carrier's full container service between the Far East and Europe.

The first vessel, Xin Pudong, will call at Hong Kong on February 25, as part of the inaugural voyage of the service. The company said transit times from Hong Kong to the following discharge ports will be: Port Klang, 4 days; Genoa, 16 days; Valencia, 17 days; Felixstowe, 21 days; Hamburg, 23 days; Rotterdam, 26 days; and Antwerp, 27 days.

STENA BRITANNICA II



The new **STENA BRITANNICA II** passing Hook of Holland Friday morning inward bound

Photo's : **Henk van der Lugt** ©



JAGUAR



Photo's : Piet Sinke ©

The tug **JAGUAR** moored at Port Gentil , the tug is the former **JACQUES LETZER**

The tug was build at Beliard Murdoch under yard number 203 during 1969



RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

Voorlopig nog winters!

Morgen wolkenvelden en waterkoud, vanaf zondag opnieuw veel zon. In de nacht lichte tot landinwaarts soms matige vorst, de middagtemperatuur ligt enkele graden boven het vriespunt.

© Ed Aldus 2003	VR-14	ZA-15	ZO-16	MA-17
Maximumtemperatuur:	0	2	2	2
Minimumtemperatuur:	-5	-2	-5	-5
Zonnekans in %:	30	60	70	70
Neerslagkans in %:	5	5	5	5
Windrichting kracht:	NO-3-4	O-3-4	O-3-4	ZO-3-4

.... PHOTO OF THE DAY



The **SEA RELIANCE** moored alongside the **SMIT LLOYD 33** in Takoradi Port in Ghana
photo : Daan van Golden ©

**THE NEXT SHIPPINGNEWS LETTER WILL
BE PUBLISHED 1ST WEEK OF MARCH**