

DAILY SHIPPING NEWSLETTER 2002 - 025



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**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS KAPITEINS HAZEWINKEL

Door : Ane Ree

Zieke halen van het motorschip MARGAS



In de nacht van zaterdag 27-07-02 op zondag 28-07-02 nacht ging de pieper om 00.00 uur , van de bemanning van de Reddingboot **KAPITEINS HAZEWINKEL** in Hoek van Holland , met het bericht dat wij moesten varen voor een zieke in anker gebied 5 .

Rond middernacht wilde ik naar mijn bedje gaan niet dus , schoenen aangetrokken en de deur uitgerend , onder het rennen kwam ik buurman Willem tegen , die ook opstapper van de KNRM is, snel naar zijn auto gesneld , en snel naar de Berghaven gereden , en onze overlevingspakken gehaald , en naar de reddingboot gerend.

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Schipper Karel lag al op stootgaren , toen de bemanning compleet was zette Schipper Karel koers naar het Motor Schip MARGAS dat in ankergebied vijf lag.

Het schip en de bemanning kwamen uit Rusland , een van de bemanningsleden had last van zijn blindedarm , deze meneer moest behandeld worden in het zieken huis .

Toen wij net buiten de pieren waren , was de zee als een spiegel , daar teken ik wel voor , maar je heb het niet voor het zeggen helaas.

Rond 01.00 uur kwamen wij bij de MARGAS aan, opstapper Willem en Arie klommen aan boord om polshoogte te nemen , het was een lopende meneer , hij werd in een bakje gezet en zo bij ons aan boord gezet , en wij namen de meneer over , en hem op de brug gezet , en opstapper Willem en Arie klommen weer aan boord , en er werd koers gezet naar de Berghaven in Hoek van Holland .

Om 01.30 kwam Schipper Karel aan in de haven , de ambulance stond al te wachten , Arie en de reddingsboei hielpen de man aan de wal om hem over te geven aan het personeel van de ambulance, om hem te vervoeren naar het ziekenhuis .

De rest van de bemanning meerde de boot af in de box , en er werd wat nagepraat in het bemanningsverblijf , en toen zette een ieder koers naar huis om weer snel zijn bedje te gaan .

Op Zondag 28juli 2002 Braderie in Hoek van Holland



Om 15.00 uur dacht de reddingsboei een braderie te pikken , dat heeft maar een half uur geduurd , om 15.30 uur ging de pieper van de bemanning van de reddingboot **KAPITEINS HAZEWINKEL** , met als oproep , er werd een klein meisje om 11.30 uur vermist ter hoogte van S,gravenzande en Hoek van Holland .

Dus snel van het terras gesneld en gauw naar de Berghaven , eenmaal op de reddingboot aangekomen lag Schipper Marc al op stootgaren , toen de bemanning compleet was zette Marc koers naar het zoekgebied de reddingboten van Scheveningen en Ter Heide en strandbrigade en de havendienst waren ook aan het zoeken.

Na een dat Marc een uur zoekslagen had gemaakt werd de zoek actie afgeblazen , wand het meisje was weer gevonden. Elk schip dat bij de zoek actie aanwezig werd door de kustwacht in Den Helder bedankt , en een ieder zette koers naar zijn thuishaven . Wij meerden af om 17.00 uur, en een ieder ging nog even naar de braderie .

Ice-breaker, ship stuck in ice

Buenos Aires - Particularly hard ice on Monday halted an Argentine ice-breaker and a rescued German vessel from proceeding with their arduous journey through Antarctic waters back to the open sea, the Argentina news agency Telam reported.



Helicopters were flying overhead, looking for thinner, more navigable ice.

More than one week ago the **Almirante Irizar** helped free the Magdalena Oldendorff from 8m-thick ice. Most of the people aboard the Magdalena Oldendorff were removed, but 18 are still on the ship that became stuck more

than six weeks ago in the dead of the Antarctic winter.

The convoy has been slowed by bad weather and the Argentine navy has said it is difficult to estimate how long the journey through the nearly 1 000km-long ice field would take.

During winter in the Southern Hemisphere, the Antarctic continent is usually enveloped in ice until the end of September.

The German vessel, stuck in ice since June 11, had been carrying 79 Russian researchers from the Arctic and Antarctic Research Institute before South African Air Force helicopters picked up all but one of the Russians and 18 crew members

MONACO PIER PROJECT



In the building dock at La Linea (Spain) the new pier for Monaco is floated-up and the stability tests are completed .



Top : The SMITWIJS LONDON **photo: J vd Klooster ©**

and as second tug the **SMITWIJS TYPHOON** .

At present is the planning that the 352 mtr long pier will be towed out of the building dock on August 6th and the departure towards Monaco is scheduled for August 9th or 10th.

For the tow of the pier from the building site towards Monaco the **SMITWIJS LONDON** is contracted,



Top : The SMITWIJS TYPHOON – **Photo : Piet Sinke ©**

CASUALTY REPORTING

Ship stuck firmly on reef

AN overnight attempt to move a ship stuck on the Great Barrier Reef has failed.

Shortly after midnight, the crew used the engines of the 73,000 tonne Greek-owned bulk carrier **Doric Chariot** in a bid to shift her from a sandbar, but the tide was not high enough.

Two tugs and a maritime investigation team are expected to reach the ship, stuck near Piper Reef, about 600km north of Cairns, today.

Clay Frederick, chief executive for the ship's owner Adsteam Marine, said an assessment had to be made about how hard the ship was stuck on the sandbar and if the coal carrier had been damaged.

"We've also got to be very careful about any consequential damage to the reef as a result of the rescue operation," he told ABC Radio.

The **Doric Chariot** ran onto the sandbar at the southern end of Piper Reef early yesterday.

The ship was carrying 53,000 tonnes of coking coal from Hay Point, near Mackay, and was heading to India.

Queensland Transport Minister Steve Bredhauer said preliminary investigations, including a fly-over, indicated no obvious damage or cargo leaks.

But the Maritime Union of Australia said the incident could become an environmental disaster if the weather changed.

"If she split open or has a broken back, she would spill thousands and thousands of tonnes of coking coal into the reef area," union Queensland Secretary Mick Carr said.

SHIPYARD NEWS

Carnival Corporation Orders Fourth 'Conquest-class' Vessel for Carnival Cruise Lines Unit

First in New Series to Debut in New Orleans in November

Carnival Corporation today announced that it has reached an agreement with the Italian shipyard **Fincantieri Cantieri Navali Italiani S.p.A.** for the construction of a new 110,000-ton "Conquest-class" vessel for its Carnival Cruise Lines unit.

The **as-yet-unnamed** 2,974-passenger vessel, to be built at an approximate all-in cost of \$450-460 million (U.S.), is scheduled for delivery in late fall 2005, approximately 14 months after the delivery of the third "Conquest-class" vessel, Carnival Valor.

The agreement with Fincantieri for a fourth "Conquest-class" vessel comes just days after Carnival Corporation Chairman and CEO Micky Arison toured the Carnival Conquest, currently in the final stages of construction at the Italian shipyard and slated to debut from New Orleans in November 2002. The attractive price offered by Fincantieri played a key role in the decision to add a fourth vessel to the series

ROUTE, PORTS & SERVICES

CMA CGM bestelt acht containerschepen van 5.770 TEU

Afgelopen vrijdag heeft rederij CMA CGM een serie van **acht** containerschepen van 5.770 TEU besteld bij Samsung. De schepen, die zullen uitgerust zijn met een 10 cylinder-motor en een snelheid van 26 knopen zullen halen, zullen vanaf april 2004 worden opgeleverd. CMA CGM neemt de totaliteit van de investering voor haar rekening, wat een primeur is voor de rederij. Gewoonlijk doet CMA CGM voor een deel van de tonnage een beroep op financieringsmaatschappijen, in het raam van bevrachtingscontracten op lange termijn.

NAVY NEWS

Navy ships to bring workers home

The government has dispatched three navy vessels to bring illegal Indonesian workers home from Malaysia as the deadline for the imposition of the new Malaysian Immigration Act draw nears.

"We have readied naval ships in Johor (Malaysia) to bring the workers home," Coordinating Minister for Social Welfare Jusuf Kalla said on Monday.

"The ships will take them to Sulawesi before they continue their journeys home with state-owned shipping line PT Peln at their own expense."

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Separately, Harry Heriawan, Director General for Public Mobility at the Ministry of Manpower and Transmigration, said the government had sent three vessels to Johor -- the **KRI Teluk Lampung**, **KRI Kambani** and **KRI Ende**. "The ships will transport the migrants to Pare-pare, South Sulawesi, as most of the workers come from this area."



top : the **KRI Teluk Ende** – photo – **Coll Piet Sinke**

Malaysia, after a three-month amnesty, is slated to implement the new Immigration Act, which threatens illegal workers with canning, on Thursday.

The neighboring country has decided to cut by half the number of Indonesian migrant workers after a riot broke out at a textile factory in Seramban last January.

Malaysia has also stepped up raids against illegal workers and as the deadline draws near, riot squads are on guard at major exit points in Malaysia.

As the three-month amnesty nears its end, thousands of Indonesians are camped out at Johor state's Stulang Laut jetty, one of the major exit points from the country, hoping to get a ferry home, *Agence France-Presse* reported.

In the capital Kuala Lumpur, about 150 illegal immigrants, mainly from Indonesia and Myanmar, gathered at the UN refugee agency office to seek asylum ahead of the deadline.

Harry further said that Indonesians made up the bulk of Malaysia's illegal migrant population, with the number reaching up to 480,000 people. By Aug. 10, only 120,000 of them had returned home because of the immediate prospect of the new act coming into effect.

He said that the financial issue was one of the major problems preventing workers from returning to Indonesia as they could not afford to pay for their journeys.

On Monday, Jusuf reiterated the Indonesian government's intention of sending at least some of the deported workers back to Malaysia through proper immigration channels.

"The workers can get their passports sorted out and return to Malaysia legally. But, only some of them will be eligible to return there because of the new quota system," Jusuf said.

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Indonesia plans to propose a new Memorandum of Understanding with Malaysia that will allow the deported workers to regain their jobs after being trained in Indonesia.

The new deal will be discussed at upcoming high-level talks during the planned informal two-day visit of Malaysian Prime Minister Mahathir Mohamad on Aug. 7 to Bali.

MOVEMENTS COSTA EUROPA



The **COSTA EUROPA** seen here departing Amsterdam during Sunday

Photo : Capt Pim de Goederen ©

SEAWAY FALCON

By Jan Plug – Seaway Falcon ©



The **SEAWAY FALCON** is currently at work for BP to connect two new wells Madoes and Mirren with the ETAP platform. Madoes was connected with a 19.6 km. 10" production line with 4" gaslift piggyback and completed last Saturday (picture). After that, a 2 km. 10" pipe was laid from Mirren East to Mirren West wellhead and at present the FALCON is laying a 12.8 km.

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10" production pipe from Mirren West towards the ETAP-CPF platform, located 140 n.m. East of Aberdeen.



Pipes are supplied by two pipecarriers **FAR SPIRIT** and **FAR SWAN**, who loaded their pipes at Leith. The Mirren job will take another 5 days, after which the FALCON sails for Hartlepool to mobilize for a job for BP-Amoco in Amethyst Field off the River Humber. After that, the vessel will proceed to Halden in Norway, to load umbilical for Egypt, the next work area.

.... SHIP OF THE DAY ANGLIAN PRINCESS

The following information courtesy of William 'Billy D' Davidson
Marine Manager at Klyne Tugs.



Built 2001 Yantai Raffles Shipyard Shandong China
Registered Lowestoft
Call Sign ZNUW3

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Classification Lloyds + 100A1 + LMC, UMS

Gross Tonnage 2258

NRT 677

Deadweight 1800

Lightship 2272.586

Crew 11

Dimensions LOA 67.40 metres

Breadth 15.50 metres

Depth 7.50 metres



Fuel and fresh water capacity

Fuel MGO 1200 m3

Potable water 420 m3

Delivery pumps rated at 100 m3/hr

Deck Equipment

2 x 10 tonne hydraulic tugger winches

1 deck crane SWL 3 tonne @ 15 metres and ROV approved

2 x 10 tonne hydraulic capstans aft

180 m3 chain lockers

2 spray booms with 5 tonne tank for dispersant

1 Fast rescue boat

Towing and anchor handling equipment

Triple drum Brattvag 300 tonnes hydraulic winch with 450 tonnes brake holding

Each drum capable of holding 1500 metres towing

2 x 1500 metres Anchor Handling

Fitted with non-declutchable 3.25" cable lifters port & starboard

Main Tow Wire 1500 metres x 76mm

Spare Tow Wire 1500 metres x 76mm

Anchor Handling wire

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Tow stretcher
Powered reel with spare wire
Karm forks rated at 500 tonnes
Stern roller 4.50 metres x 2.50 metres rated at 500 tonnes
2 x pennant reels capable of holding 2050 metres 76mm wire each
1 x 3.5 inch gypsy and 1 x 3 inch gypsy
1 xJ Hook
1 x Grapnel

Anchor System

Brattvag windlass with two cable lifters of 38mm chain, two mooring drums and two warping ends
2 x Spek anchors each with 460 metres stud link chain

Fire Fighting System

FiFi 1 2 x Skum SFP250 X 350 pumps delivering 1200 m3/hour
Through combined water/foam monitors, situated port and starboard



Bridge Equipment

Rolls Royce POSCON Model P450 fully integrated joystick control system with 3 control positions
Autopilot Anschuetz Nautopilot NP 2010
Gyrocompass Anschuetz Standard 20 plus (GM)
Radars Furuno S-Band FAR2835 S
Furuno X-Band Far 2825
DGPS Furuno x 2 GP80
Echosounder Furuno FE700 with repeater at aft control consul

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Speedlog Furuno DS80
Anemometer Nunotani 4PN
Weather Fax Furuno FAX214
Navtex Furuno NX50
ECDIS Furuno GD380
VideoPlotter Furuno GD380

Communications Equipment

SSB Transceiver Furuno FS-1562-25
DSC Furuno DSC-60
VHF Furuno 2 x FM850
Furuno 1 x FM8700
GMDSS, handheld VHF McMurdo R2
Handheld UHF sets for general communication

Satcom equipment

Furuno Felcom 82a phone
Fax, data and telex
Felcom 12 telex
GSM Equipment

Telular corp SX4e phone, fax and data

14 Single cabins all with private facilities
3 Double cabins with private facilities
1 Hospital
1 Ships office
1 Reception/meeting room
1 Crews lounge

Air conditioning available throughout

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<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>