

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Saturday 05-01-2002



Operation Enduring Freedom



A Navy helicopter loads supplies off the USS Theodore Roosevelt Friday, Jan. 4, 2002, as it cruises the Arabian Sea

EVENTS, INCIDENTS & OPERATIONS

Wreck to be removed from Belawan

A salvage vessel is due to arrive at Indonesia's Belawan Port from Singapore today to remove the wreck of a vessel from the main channel.

It is expected the operation will take at least six days to complete.

While the wreck is being removed all traffic in and out of Belawan is advised to access the port via the east channel, which has a depth limitation of only 6 metres LWS.

Dredging of the east channel is underway to create a new depth of 9 metres LWS. The dredging operation will be completed after six working days.

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A raided vessel in the Red Sea is seen in this government handout picture shown during a press conference in Tel Aviv Friday, Jan. 4, 2002. Israeli commandos raided a vessel in the Red Sea, 500 kilometers (310 miles) off Israel's shores, capturing 50 tons of Iranian-made weapons being smuggled into Palestinian territory by members of the Palestinian security forces, the army chief announced Friday. The Palestinian Authority dismissed the Israeli announcement as an attempt to discredit it at a time when U.S. truce envoy Anthony Zinni is in the region, and invited the Americans to join an inquiry into the allegations

SLOMAN TRAVELLER



A delayed picture of the SLOMAN TRAVELLER on fire offshore the island of Vlieland – Foto Ane Ruyg

Festival enters new territory



FESTIVAL Cruises' two year-old Mistral , seen here entering the port of Havana, has become the first top-flight cruiseship offering regular cruising from Cuba, writes Nigel Lowry. After repositioning to Havana just before Christmas, the French-flag ship today completes her second weekly cruise.

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Leaving the Cuban capital every Friday, the itinerary includes calls at Progreso, Cozumel, Grand Cayman and Juventud before returning to Havana where passengers are offered an overnight stay as part of the cruise.

The season kicked off with an onboard reception on December 21 which was attended by government officials including Carlos Lage, the deputy to president Fidel Castro.

The Mistral will be based in Cuba until May 2, when she is scheduled to embark on the eastbound transatlantic voyage to arrive in the Mediterranean for her summer season.

The European cruise operator, which signed an exclusive deal with Havana last summer, is flying most of its passengers from Europe by weekly charter.

CASUALTY REPORTING

Grounded tanker salvage underway

The salvage of the 3,000 tonne Cypriot registered tanker, **Willy**, that ran aground in Cornwall will be a slow process. The tanker ran into difficulties whilst seeking shelter from a storm near Cawsand.

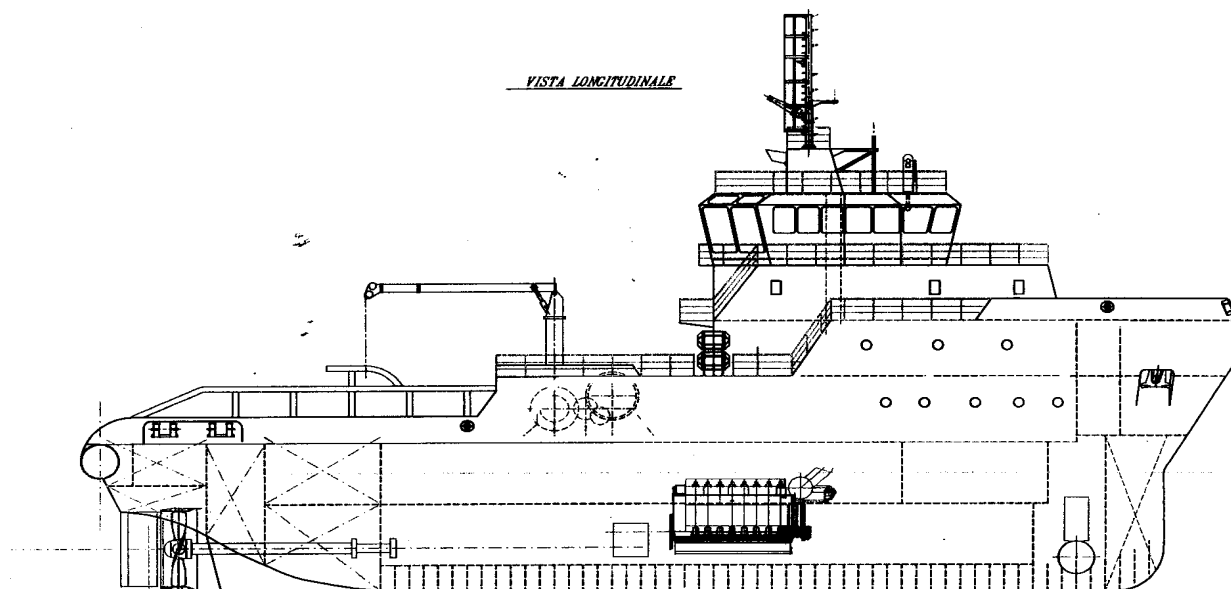
Salvage workers determined that the hull was not damaged but seven of the 10 cargo tanks and the engine room were flooded. Two of the 12 tanks, still intact, contain about 80 tonnes of fuel.

Andrew Healy, of the Maritime and Coastguard Agency said the other tanks are naturally venting and additional air is being pumped in to help disperse vapours. Salvage workers hope winds will abate by Saturday to allow workers to pump out the remaining oil from the tanker. It is thought repairs will then progress to release water from the ballast tanks to refloat the vessel.

The team from United Salvage Limited is sending a barge with a crane and a tug to help with the salvage.

SHIPYARD NEWS

NEWBUILDING FOR AUGUSTA OFFSHORE SPA



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OWNER :
 DISPONENT OWNER : AUGUSTA OFF SHORE S.p.A.
 BUILDER : Cantiere Tommasi – Ancona, Italy
 CALL SIGN :
 PORT OF REGISTRY : Napoli
 BUILT :
 OFFICIAL NUMBER :
 CLASS : RINA 100 A.1.1. - Nav.I.L.; Ap (PI); Socc. Re, IAQ1, FFQ2; Recoil; Stand-by.
 GENERAL : Vessel built with RINA class for worldwide operations and especially designed for towing, positioning, servicing oil drilling rigs and assisting the oil production platforms, having twin screws with kort nozzles, twin rudders and one bow thrust unit.

PRINCIPAL DIMENSION:

Length overall: 48.00 m
 Length b.p.: 42.50 m
 Beam: 14.00 m
 Depth: 6.80 m
 Draft: 5.40 m
 Gross tonnage 1000.00 tons
 Net tonnage: tons

CARGO CAPACITY:

Deadweight: 1500.00 M/T
 Clear deck area: 190.00 sq.m
 Clear deck length: 16.00 m
 Clear deck breadth: 12.00 m
 Deck load 250.000 M/T
 Fuel Oil Tanks: 600.00 M/T
 Drilling water Dual Tanks: 250.00 M/T
 Potable water: 220.00 M/T
 Rec-Oil: 100.00 M/T
 Chain Lockers: 80.00 cbm

REFRIGERATED STORAGE CAPACITY:

Deep Freeze: 15.00 cbm at - 20° C
 Cool Room: 18.00 cbm at + 5° C
 Provision stores: 24.00 cbm at + 10° C

ACCOMODATION:

Master/Chief E.: Single - bed room
 Officers: 3 Single - bed cabins
 Crew: 3 Two- bed cabins
 Passenger: 4 Two - bed cabin
 Hospital: Single - bed room

AIRCONDITIONING:

Vessel is fully air conditioned for hot and cold climates.

WHEELHOUSE:

Panoramic view and full control on working deck area.
 Control from forward and aft part of main engine and bow thrust unit.

NAVIGATIONAL EQUIPMENT:

2 radars, direction finder, gyrocompass, autopilot, echosounder, speed log, GPS, GMDSS Station, 2 VHF-Sailor, 1 VHF for helicopter, Loran, 1 emergency position indicating, radio, telex, weather Fac-simile.

ANCHORS AND CABLES:

Two 1750 kg bow anchor each with 549.00 m of K2 x 36.00 mm steel chain cable.

DECK MACHINERY:

- 1 Brattvaag Waterfall double drums winch SL 180.00 W/2T rating pull 180.00 tons
 brake pull 250.00 tons, carryng one main towing line 1000 meters x 64.00
 2 Wildcats for 3" chain
 - 1 Cargo winches 10.00 tons pull tugger.
 - 1 Capstain Brattvaag 10.00 tons pull.
 - 1 Electric powered reel for spare tow wire
 - Stern roller 4.00 x 2.50 SWL 320.00 tons.
 - 2 Remote controlled towing pins Karm 250 T
 - 1 Remote controlled Karm Fork 400 T for chain and wire rope handling.
 - 1 Quick release towing hook SWL 90.00 T.
 - 1 Electro-hydraulic crane SWL 3.9/2.35 T at 8/12.35 mt

BOLLARD PULL:

120.00 tons.

PROPULSION:

- MAK 2 x 8 M 32
 (2 x 3840 KW continuous output) Rpm 600
 - 2 C.P. Propellers in kort nozzle

BOW THRUSTER:

1 x Ulstein Transverse Thruster 600 KW

STAND-BY RESCUE:

SHAFT GENERATOR:

- 2 x 1250 KVA 450 V - 60 HZ, A.V.K.

AUX. GENERATORS:

- 2 X 260 kw, 450 v – 60 HZ
 Volvo Penta / A.V.K.

EMERGENCY GENERATOR:

- 1 X 120 KW 450 V – 60 HZ.
 Volvo Penta / A.V.K.

CARGO PUMPS:

- Fuel oil:
 1 x 50.00 cbm/hr at 60.00 m head
 - Drill water:
 1 x 50.00 cbm/hr at 60.00 m head
 - Potable water:
 1 x 50.00 cbm/hr at 33.00 m head
 - Self protection from Fi.Fi. pumps:
 2 x 400.00 cbm/hr at 40.00 m head

SPEED:

14.00 Knots at max speed
 12.00 Knots at economical speed

CONSUMPTION:

32.00 M/T at max speed
 14.00 M/T at economical speed

FIRE-FIGHTING EQUIPMENT:

- 2 Water pumps connected via step up gear to main engines 3600 cbm/hr each
 - 4 Fire monitors electrically operated from wheelhouse: 1800.00 cbm/hr each at 12.50 bar, lenght of throw of each monitor: 150.00 m, height of throw of each monitor: 70.00 m.
 - 1 Portable high expansion foam fire estinguisher unit having a capacity of 100.00 cbm/min and able to operate at least for 30 minutes.
 All the equipment (flood lights etc.)

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Control from aft part of the towing winch.
Control from aft part of fire-fighting unit.

All necessary equipment as required
by D.O.T. for 150 persons.

required by the FFQ.2 classification.

SAFETY EQUIPMENT:

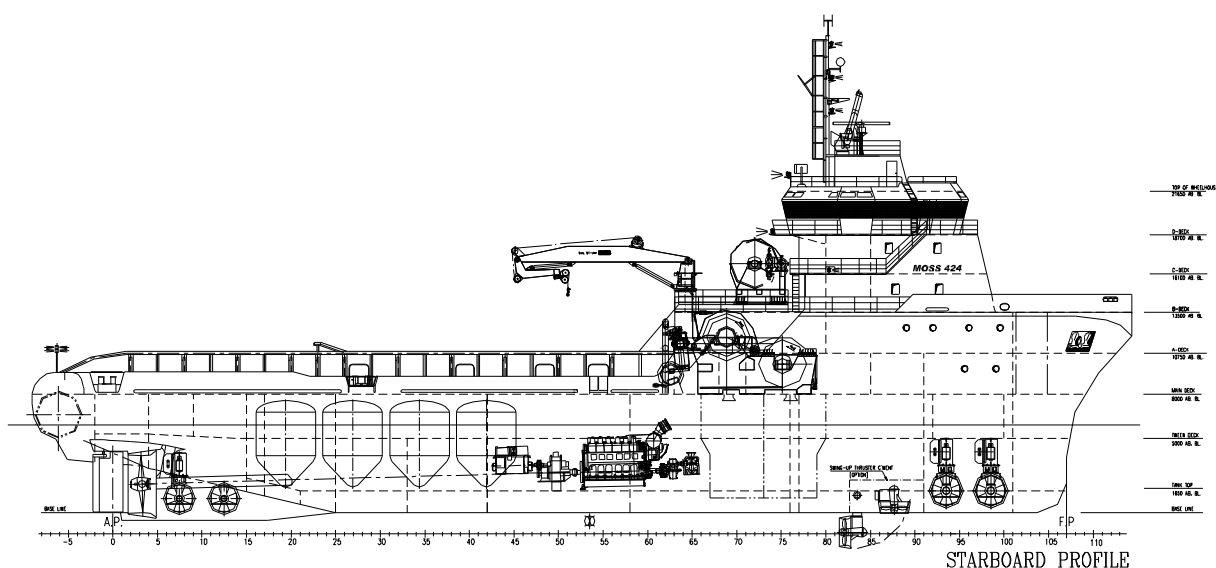
Safety equipment for vessel without
lifeboat for a total of 20 persons.
1 x fast RESCUE-MOB boat.

JOY-STICK:

Vessel is provided with joy-stick control.

NEWBUILDING OF 15.000 BHP ANCHORHANDLER

Havyard for the construction of 1 x ahtsv of the MOS 424 type of 15.000 bhp for delivery in January 2003 with their option to build a second ship for delivery in May of 2003. The option is to be declared latest within march 2002.



Dimensions

Length o.a.	approx.	74.20	m
Length p.p.		64.20	m
Breadth, moulded		16.90	m
Depth, moulded		8.00	m
Max. loaded draft	approx.	6.85	m
Freeboard at max. draft	approx.	1.15	m

Deadweight/TONNAGE

Deadweight at 6.85 m	approx.	3000	tonnes
Deadweight at 6.00 m	approx.	2100	tonnes

SPEED

Vessels trial speed at draft 5.00 m to be approx. 16.5 knots in calm weather and clean hull. Vessels speed at d = 6.0 m to be approx. 15.50 knots.

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BOLLARD PULL

Approx. 180 tonnes.

ASSO VENTIQUATTRO (24)



A/H/T/S/V UT 728 "ASSO VENTIQUATTRO"

Owner : **AUGUSTA OFF SHORE S.p.A.**
Disponent owner : **AUGUSTA OFF SHORE S.p.A.**
Builder : ØRSKOV, FREDERIKSHAVN - DENMARK
Call Sign : I.B.V.P.
Port of Registry :
Built : 2001
Official Number :
Class : R.I.Na./DNV +1A1 Nav.I.L., Re, AP(pl), IAQ1, IPD-1, Oil Rec, DCS.
General : Vessel built with R.I.Na./DNV Register for worldwide operations and, especially designed for positioning, servicing oil drilling rigs and assisting the oil production platforms, having twin screw with nozzles, twin rudders, Side thruster units, DP system.

PRINCIPAL DIMENSION:

Length overall: 69.40 m
Length b.p.: 59.40 m
Breadth m.: 16.80 m
Depth: 7.20 m
Draft MAX: 6.10 m
Gross tonnage: 2350.00 tons

NAVIGATION EQUIPMENT:

2 Gyrocompass, Autopilot, Echosounder, Speed-log,
GMDSS Station A3, 2 DGPS Satellite Navigator,
1 x 10 cm ARPA Radar, 1 x 3 cm TM Radar,
DGPS Interface, VHF Helicopter frequency.
Integrated electronic Joystick control system

SIDE THRUSTERS:

3 off Ulstein, Type 250TV
controllable
pitch propellers:
- 1 Sidethruster aft 1000 HP
- 2 Sidethruster fwd 1000 HP

MAIN ENGINE:

CARGO CAPACITY:

Deadweight 1250.00 M/T
(5,2m):
Deadweight (6m) : 2000.00 M/T
Deck Loads:
- deck plate from stern roller to
frame no. 8
x 8 mt wide 10 T/sqm

2 x 3680 BHP MAK 9M25

2 x 3270 BHP MAK 8M25

Propeller dia. 3600 mm in nozzle, 160 rpm.

SHAFT GENERATORS:

Two off generator of 2400 kva each

PERFORMANCE:

Max speed 16,0 kn/cons. 38
Tons
Service speed 12,0 k/cons 16
Tons

BOLLARD PULL:
158 tonnes

CARGO PUMPS:

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- deck plate from frame no. 8 to frame 27,5	440v, 60hz.	- Fuel 1 x 200 cbm/hr - 9 bar
x 6 mt wide 10 T/sqm		1 x 100 cbm/hr - 9 bar
- cargo area with wooden planking 5 T/sqm	AUXILIARIES GENERATORS:	- Ball. 1 x 200 cbm/hr - 9 bar
Deck 1000.00 M/T	-2 off Aux.Gen.370kw,440v,60hz	- Drill 1 x 200 cbm/hr - 9 bar
Cargo :		- Pot. 1 x 200 cbm/hr - 9 bar
Cargo deck area: 450.00 sq.m	-1 off Harbour Gen.164kw,440v,60hz	- Mud 1 x 75 cbm/hr-18 bar
Clear deck length: 32,50 mt		- Brine 1 x 75 cbm/hr-18 bar
Clear deck breadth: 13,50 mt	DECK MACHINERY:	- Bulk System:
Fuel Oil Tanks: 850.00 cbm	- AHT winch Brattvaag BSL 380W/SL 380W, two drums waterfall.	- 2 Screw Compressor at 5,6 bar,
Ballast/Drill water Tanks: 730.00 cbm		air capacity 25,6 cbm/min each.
Potable water: 520.00 cbm	- Towing drum capacity : 4879 m x 76 mm Ø wire	- Fuel, Ball./D.W., Fresh, Mud, Brine & Bulk system equipped with remote controlled tank valves.
Rec-Oil: 600.00 cbm	- AH drum capacity : 4879 m x 76 mm Ø wire	- Systems to be remote controlled from wheelhouse and engine control room.
Chain Lockers: 260.00 cbm	- Winch capacity: 380 tons, 7 m/min at 1st layer.	
Liquid Mud/Brine : 420.00 cbm	- 2 off Cable lifter (Gipsy) cap. 84 mm rig chain.	
Dry bulk (4 tanks): 240.00 cbm	- 1 off Storage reels 1500 m x 76 mm Ø wire.	
	- 2 off Tuggers 15 T x 25 m/min	
	- 2 off Capstans 10 T x 25 m/min	
REFRIGERATED STORAGE CAPACITY:		
- Provision Store: 30 cbm + 10° C	- 1 off comb.Windlass/Mooring winch 16,4 tons x 15 m/min	SAFETY EQUIPMENT:
- Cool Room: 9,6 cbm + 4° C	- 2 off AH Tong, 500 T/SWL, cap. 102 mm chain.	According to SOLAS for 25 persons.
- Cold Room : 9,6 cbm - 25° C	- 4 off Towing Pin 200 T/SWL.	- 1 off MOB-boat, 25 KN speed with approved one arm davit.
	- 1 off Deck Crane 2,0 t / 16 m.	
ACCOMMODATION (total 25 persons):	- Stern roller 5.00 mt x 3.0 mt Ø - 500 T/SWL.	
- 13 single bed cabins for crew	- Double video surveillance system for AHT Winch.	AUTOMATION:
- 3 four bed cabins for passengers.		- 1 off UMAS - V System for cargo control, tank monitoring, and machinery alarm -monitoring
- All cabins with private bath-room.	RUDDER:	
- Vessel is fully air conditioned for hot and cold climates.	Two off Ulstein High Lift flap rudders	
	Two independent electric-hydraulic steering gears.	- 1 off TOWCON - IT for AHT Winch system
DP - SYSTEM:	FIRE FIGHTING EQUIPMENT:	
Fitted with DYNPOS AUTR.	Prepared for optional FiFi 2	

This specification is subject to alterations without prior notice

ROUTE, PORTS & SERVICES

CPB survey on Second Maasvlakte



THE HAGUE (ANP) - Timing the construction of the Second 'Maasvlakte' project must be determined by Dutch economic growth. A high economic growth (3 per cent or more) would provide the impetus around 2010 for the start of land reclamation. But it would be preferable to postpone for a number of years if a 'moderate' growth of 2.5 per cent prevails.

This is the conclusion of an investigation conducted by the Central Planning Bureau (CPB), the Netherlands Economic Institute (NEI) and the National Institute for Public Health and Environment (RIVM).

If the expansion of the Rotterdam port, the Second Maasvlakte, goes ahead too early, this could lead to a reduced viability of the entire investment. A cost-to-benefit analysis indicates that the Netherlands will only reap the rewards of a Second Maasvlakte after 2035. The researchers also suggested that if economic growth remains low, less than 2 per cent annually, land reclamation could be postponed until well after 2020.

Minister Netelenbos (Transport and Public Works) said at the end of a cabinet meeting last month that the timetable for constructing the Second Maasvlakte was still completely unclear. "Land reclamation will only begin when it is needed, and that depends upon the global economy."

At issue is a maximum of 1,000 hectares, nearly four square miles, of land to be reclaimed from the sea. The Rotterdam municipality expects the current port to be completely full by 2006. According to Netelenbos it is still not clear exactly who will be responsible for each segment of the various costs involved in expanding the Rotterdam port.

NAVY NEWS

Fighter Jet Makes Alternate Landing

ABOARD THE USS THEODORE ROOSEVELT (AP) - A jet fighter had to land at an airstrip Thursday after a faulty bomb release system prevented it from landing on this carrier, the ship's spokesman said.



The F/A-18 returning from a mission over Afghanistan was carrying too much weight in bombs and fuel, said ship spokesman Lt. John Oliveira.

Control officers had ordered the pilot to jettison a 500 pound Mark 82 bomb into the sea to shed weight, but the release mechanism malfunctioned.

Capt. Rich O'Hanlon, the ship's commanding officer, ordered the plane to divert from its scheduled landing when it was within 30 miles of the carrier at about 9 p.m.

"If it landed on the deck, it could have jarred the bomb loose," said Oliveira.

The jet landed safely at an airstrip used by U.S. military aircraft in the region - either Fujairah, Oman, or Jacobabad, Pakistan, said Oliveira. For security reasons he would not specify which.

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The Theodore Roosevelt has been at sea for 106 days since setting sail for the Arabian Gulf about one week after the Sept. 11 terror attacks on New York and Washington.

The carrier is not expected to begin its return journey to the United States until the third week of February.

AIRCRAFT / AIRPORT NEWS



Firefighters stand near the wrecked tail of a jet at Birmingham International Airport, England, where five Americans died after the private executive jet, crashed in a fireball during take-off Friday, Jan. 4, 2002. An airport spokesman said the twin-engined Canadair Challenger executive jet, crashed just after noon, 12.00 GMT and that the plane was carrying two passengers and three crew, and was believed to be a private or corporate jet en route to Bangor, Maine

RIJNMOND WEATHER

zaterdag 5 januari

9 uur 's ochtends

temperatuur: 1 graden vorst
kans op neerslag: 0%
wind: matig (13 km/u) uit Z

5 uur 's middags

temperatuur: 2 graden
kans op neerslag: 5%
wind: matig (14 km/u) uit ZZW

.... SHIP OF THE DAY

CONDOR EXPRESS



The Condor Express is operated by Condor Ferries on the route between Poole, on the Dorset coast of England and Guernsey/Jersey in the Channel Islands. It is one of a number of wave piercing car ferries that have been constructed at Incat's yard in Hobart, Tasmania.



DESIGN

Condor Express has a length of 86.26m, while its overall beam measurement, excluding fenders, is 26m. The hull beam is 4.33m and the midpoint depth is 6.75m. It has a draught of 3.50m and a fuel capacity of 61,000l. In trials, the vessel attained 48.70 knots over a 5min run.

The twin hulls are constructed from 5383H116 marine grade with extrusions from 6082 T6 alloy. Each of the twin hulls is divided into eight watertight compartments (the forepeak, three void compartments, long-range fuel storage tank, two 15,250l fuel tanks along with an

additional tank for lube oil and generator fuel). At the aft of the tanks, located within the hulls, are the main engine room and the waterjet room. The hulls continue the principle of incorporating minimal buoyancy forward. This is fundamental to the wave piercing ride characteristics. The third forward central hull, lying clear of the loaded smooth waterline, accounts for 80 per cent reserve buoyancy. The aluminium superstructure incorporates anti-vibration damping mounts.

The Condor Express has forward active T-foils fitted to the vessel which allow the gain on pitch, roll and heave motions to be adjusted in accordance with varying sea conditions, wave directions and speed. The ferry also has a Maritime Dynamics ride control system installed with yard-fitted transom-mounted active trim tabs aft. The vessel is longer than previous designs, resulting in a significant improvement in ride quality. The overall length of the catamaran has been increased by only 5m over the previous class vessels. However, the actual waterline length is increased by 15 per cent or an additional 10m. This results in a notable improvement in recorded accelerations in bow quartering sea with significant wave heights of up to 4m.

FACILITIES

Vehicles are accommodated in the main vehicle garage deck and two upper decks located forward. This enables the Condor Express' drive-around loading and discharge arrangement. These three levels provide capacity for up to 200 cars. The aft part of the deck is strengthened to accommodate up to four coaches in the place of 24 cars.

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There are two passenger levels with the larger main deck level being slightly raised aft. Stairwells each side aft and ramps forward provide passenger access from the vehicle decks, although there is a lift for the disabled. Gates on the open deck areas aft allow foot passengers board directly into the accommodation level. Total passenger capacity is 776. Passenger facilities include full-length bar, self-service cafeteria, large shop, infant facilities and children's play area. The interior design was commissioned from MBS Project Management. There are two large skylight domes located above the central atrium.

PROPULSION

The Condor Express is powered by four 20-cylinder Ruston RK270 diesel engines, rated to reach 7,080kW. Each engine powers a Lips LJ145D waterjet mounted on the transom. Each of the drive trains incorporates a Renk ASL60 reduction gearbox. Steering, reversing and thrust vectoring of the waterjet nozzles are carried out by a Lipstronic Jet Control System, which also provides the autopilot system. Fuel consumption is 212g/kWh or 0.21l per passenger mile in full deadweight conditions at 44 knots. Two 230kW Caterpillar generators are located in each hull to provide the electrical power. This feeds associated independent main switchboards to provide the 415/240V three-phase AC supply and distribution



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

<http://www.scheepvaarthoek.nl>