

DAILY SHIPPING NEWSLETTER 2002 – 065



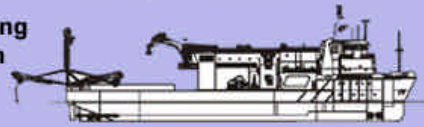
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EVENTS, INCIDENTS & OPERATIONS

Oceanographic research vessel

President Gen Pervez Musharraf has okayed the acquisition of an oceanographic research vessel for the development of maritime functional requirements of various ministries and agencies, and for the better use of marine resources.

The approval was given on Saturday at a meeting here, which was presided over by Mr Musharraf.

Federal Minister for Education, Science & Technology Prof Attaur Rahman, Secretary S&TR Division Shahzad Hasan Pervez and other high-level officials attended the meeting.

As a National Maritime Policy has already been approved, the vessel would cater to the requirements of various ministries and agencies, and also would help fulfilling national and international commitments under various conventions.

The president has directed the Ministry of Science and Technology to carry out a survey of the continental shelf of the country and to ensure that Pakistan's claims for the extension of the shelf were filed before the UN convention on the Law of Sea under Article 76 well before the expiry of the deadline.

A presentation on the 'Acquisition of Multi-Disciplinary Oceanographic Research Vessel' was also made to the president on occasion by the Ministry of Science & Technology. Prof Ata highlighted the significance of the Extension of Economic Zone (EEZ) and the resource potential that would contribute towards the socio-economic growth and development.

"There is a great need for the exploration and exploitation of the living and non-living resources. The vessel will contribute to fetch finances for the country", he added.

The president also gave approval for the purchase of a special ship for the promotion of fisheries business, which would help exploit and explore deep-sea fish stock for tapping of unconventional marine resources.

Rederijen lopen te hoop tegen hoge kosten van Britse vuurtorenhelling

Grote rederijen die veel op Groot-Brittannië varen, zoals P&O Nedlloyd, Maersk en NYK Line willen af van de speciale heffing voor vuurtorens. Grote schepen betalen elke keer dat ze een Britse haven binnenlopen ongeveer 65 eurocent per ton, wat dus makkelijk kan oplopen tot 30.000 euro per keer. Aan de andere kant betalen vissers die vaak dagelijks in en uitvaren een jaarlijkse heffing van een paar honderd euro. Plezierjachten lijken helemaal niets te betalen.

Het onderhoud en beheer van de 350 vuurtorens, 690 boeien en 220 bakens langs de Britse en Ierse kusten kost jaarlijks bijna 120 miljoen euro. Dat staat in een recente notitie van het ministerie van Transport over de toekomst van de 'vuurtorenhelling'.

Anders dan in de meeste andere landen worden de kosten namelijk niet betaald uit de schatkist, maar wordt het geld via een heffing opgebracht door de scheepvaart. Dat is zo geregeld in de Merchant Shipping Act van 1995, de wet die de handelsvaart in en rond de Britse wateren regelt. De heffingen gaan niet in de schatkist, maar komen in een speciaal fonds voor de vuurtorens, dat wordt beheerd door het ministerie voor Transport in samenwerking met drie regionale vuurtorendiensten. Volgens de notitie is vuurtorenhelling een omschrijving die de regeling eigenlijk tekort doet, want behalve de bakens en boeien worden ook het Differential Global Positioning System en het snel bepalen van wrakken eruit betaald.

'Cruiseschip Rotterdam kan impuls zijn voor toerisme'

IJMUIDEN - Een cruiseschip van 220 meter lang dat dienstdoet als attractie in IJmuiden aan Zee. De een vindt het een schitterend plan dat een impuls voor het toerisme in de IJmond kan opleveren, de

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ander ziet zo'n gevaarte pal voor de deur helemaal niet zitten. Het is overigens nog de vraag of het enorme cruiseschip Rotterdam, inmiddels Rembrandt genaamd, wel op de beoogde plek kan liggen. Het zou een impuls voor het toerisme kunnen betekenen, beaamt directeur P. Aben van IJmond 2000+. „Met het project IJmond Veelzijdig proberen we momenteel de IJmond toeristisch meer op de kaart te zetten en het imago van de regio op te schroeven. We staan dan ook in principe positief tegenover het plan, zeker waar het gaat om verblijfsaccommodatie.”

Het schip zou, met 850 kamers, het grootste hotel van Nederland zijn. „In de IJmond is vooral veel behoefte aan hotels in de middenklasse”, aldus Aben. „Hopelijk worden de kamers dus niet al te exclusief.” Volgens Aben kan IJmond 2000+ mooi inhaken op zo'n groot hotel. „We kunnen de gasten een toeristisch pakket bieden, een dagje uit naar musea, de Beverwijkse Bazaar, noem maar op. Je hebt ook kans dat mensen die met de boot naar Engeland reizen, straks een dagje eerder naar IJmuiden komen en dan kunnen wij ze wellicht het een en ander bieden. En het schip zelf is natuurlijk prachtig maritiem erfgoed, dat ook weer een bepaalde doelgroep trekt.” Hij benadrukt dat IJmond 2000+ niet kan participeren in de exploitatie. „Dat doen wij niet in commerciële ondernemingen, wij scheppen alleen voorwaarden.”

Velsens wethouder F. Bal (toerisme en economische zaken) vindt het 'een goed idee' om te pogen het cruiseschip naar IJmuiden aan Zee te halen. J. van Ikelen (Velsen-Lokaal) wil eerst weten hoe 'hard' het plan is. Wat Bal betreft is het niet meer dan een idee. „De gemeente heeft nog geen verzoek gekregen om het mogelijk te maken. Dat betekent niet dat we hebben stilgezeten. We hebben al wat informatie ingewonnen. Je hebt te maken met de havenautoriteiten Zeehaven IJmuiden, Corus en jachthaven Seaport Marina. Met hen moet je kijken naar de haalbaarheid.”

Bal hoopt dat Driehuizenaar Joop Post, die een koopoptie heeft op de Rembrandt, ook een financiële onderbouwing overlegt bij het plan. De ligplaats zou volgens directeur G. Funke-Küpper van jachthaven Seaport Marina wel eens een probleem kunnen worden. Het idee is om het schip permanent af te meren aan de Zuidpier westelijk van de ingang van de jachthaven. „Dat kan helemaal niet”, schampert Funke-Küpper. „Je hoeft echt geen ingenieur te zijn om te zien dat een schip van meer dan tweehonderd meter niet past op een stukje van hooguit tachtig meter tot het strand. ” Een andere oplossing zou kunnen zijn het schip meer richting zee aan te leggen. „Maar dan zit je weer met eb en vloed”, aldus Funke-Küpper. „Lijkt me ook niet echt handig.”

Met een verschuiving richting zee zou de eigenaar van het schip de bewoners van appartementencomplex Seaport Marina Resort wel eens tegen zich kunnen krijgen. Zij krijgen dan namelijk een gevaarte van dertig meter hoog voor de deur. „Zo'n attractie is natuurlijk heel aantrekkelijk voor IJmuiden aan Zee, maar dat mag niet ten koste gaan van de appartementenbewoners”, stelt B. Bosman namens de vereniging van eigenaars.

CASUALTY REPORTING

Five dead, 73 missing after Indonesian boat sinks

An Indonesian ferry packed with more than 200 passengers sank off the country's volatile eastern city of Ambon, leaving five people dead and 73 missing, officials said on Monday.

Local government spokesman Martin Luther Djari said 127 passengers were being treated in three hospitals in Ambon, the main city of the Moluccas islands, while rescuers were searching for those missing after the vessel sank on Sunday night.

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"We don't know what caused the ferry to sink because we are still trying to search for the victims," Djari said by telephone from Ambon, 2,300 km (1,400 miles) east of Jakarta.

Officials said scores of private boats were helping navy and police rescuers scour the waters around Ambon for survivors from the ferry, the Masohi Star, which sank about 10 to 15 minutes after it left port.

"A navy vessel and three of our speedboats are searching the bay and many public speedboats and fishing boats are helping," said Captain Eko Priyanto from the Ambon naval base.

Djari said all the passengers were Muslims, but insisted the sinking was purely an accident and had nothing to do with more than three years of Muslim-Christian unrest in the Moluccas, which has killed more than 5,000 people.

The last major boat accident in Indonesia also took place in Moluccas' waters when an overcrowded vessel carrying almost 500 passengers, mostly refugees fleeing the conflict, sank in bad weather two years ago. Only 10 people survived that incident.

Djari said the ferry involved in Sunday's incident had a capacity of 180 people. It was heading for the town of Masohi, 100 km (60 miles) away.

The ferry departed from a port that serves Ambon's Muslim community, he said.

A peace deal signed early this year by warring Muslim and Christian sides in the Moluccas has put a lid on major clashes but communal violence still breaks out and parts of Ambon remain divided along religious lines.

"The port was at that (Muslim) community's side. But we are sure it was purely an accident. There is no indication it was due to an attack," Djari said.

At the height of the conflict, gunmen in speedboats often terrorised smaller ferries operating in Ambon's waters, using automatic weapons to fire on passengers.

A huge number of ferries ply Indonesia, the world's largest archipelago, and sinkings, often due to overcrowding or bad weather, occur periodically.

Indonesia is the world's most populous Muslim nation but parts of the country's east, such as the Moluccas, are home to roughly equal numbers of Muslims and Christians.

CATHY MCALLISTER (CANADA)

Troy, Michigan, Nov 4 -- Early yesterday morning the Canadian Coast Guard icebreaker/tender **Griffon** was standing by about a half mile away from the drifting tug Cathy McAllister (225 gt, built 1954). The vessel had broken loose and set adrift on Lake Ontario Saturday evening (Nov 2). Before it was located by Griffon the tug was last seen alongside the breakwall at Cape Vincent with the tug Salvage Monarch awaiting weather. Shortly after 0100, yesterday morning, Prescott Coast Guard reported that Cathy McAllister was under tow of Griffon. There was no explanation given for how the tug broke free or why Salvage Monarch could not retrieve the drifting tug. Last night Salvage Monarch was docked in Oshawa, Ontario. Cathy McAllister is being towed to Goderich where it has been purchased by Heritage Harbour Marine Ltd. of London, Ont.

CLARE (NORWAY INT. REGISTER)

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Following received from Coastguard Aberdeen MRCC, timed 1938, UTC: Ro/ro Clare (5617 gt, built 1972), Torshavn for Denmark, with 63 trailers, reported drifting in lat 58 40N, long 00 26E, approximately 90 nautical miles NE of Peterhead. At 1519, UTC, Inmarsat C distress alert forwarded by JRCC Stavanger. At 1540, UTC, the nearby offshore installation Piper Bravo failed to raise the vessel by VHF but could detect signals on 121.5 MHz. At 1552, UTC, Falmouth MRCC reported the reception of 406 MHz distress beacon signals in the same area. After receipt of 406 MHz distress beacon report from Falmouth MRCC, Aberdeen MRCC initiated broadcast action. Shetland Coastguard rescue helicopter stood by at Sumburgh, awaiting developments. Owners of casualty contacted to ascertain towage intentions. Standby vessel **Norman Skipper** standing by casualty until arrival of tug, ETA and origin unknown at present, standby vessel Grampian Chieftan proceeding, ETA 2040, UTC. Aberdeen Coastguard continuing to monitor the drift of casualty until arrival of tug.

Following received from Coastguard Aberdeen MRCC, timed 1131, UTC: Tug Balder Viking has ro/ro Clare under tow and is now heading into the weather. Intentions are to change the towing vessel due to problems with the towing equipment of Balder Viking. It is expected that the vessel will be towed to Invergordon, this however is still under discussion with owners. Position at 0900, UTC, lat 58 40N, long 00 42E, course 150 degs, weather south-east 35 to 40 knots, sea six metres, good visibility.

ILSE (PANAMA)

Understood salvage services are being rendered to bulk Ilse (36768 gt, built 1982), cargo soyabeans, by salvors Tsaviris Russ (World Wide Salvage & Towage) Ltd, under Lloyd's Open Form dated Oct 24. Vessel was reported immobilised in lat 46 45N, long 33 48W

JAMES CLARK ROSS (FALKLAND ISLANDS)

Product tanker Centaurus sailed to Berkeley Sound, as damage is minor. Repairs are being carried out to research/supply ship James Clark Ross to enable vessel to sail to Montevideo for repairs

MASOHI STAR (INDONESIA)

Indonesian ferry Masohi Star packed with more than 200 passengers sank off Ambon, leaving five people dead and 73 missing, officials said today. Local government spokesman Martin Luther Djari said 127 passengers were being treated in three hospitals in Ambon while rescuers were searching for those missing after the vessel sank last night. "We don't know what caused the ferry to sink because we are still trying to search for the victims," Djari said by telephone from Ambon. Officials said scores of private boats were helping navy and police rescuers scour the waters around Ambon for survivors from the ferry which sank about 10 to 15 minutes after it left port. "A navy vessel and three of our speedboats are searching the bay and many public speedboats and fishing boats are helping," said Captain Eko Priyanto from the Ambon naval base. Djari said the ferry had a capacity of 180 people. It was heading for the town of Masohi, 100 km away.

SHIPYARD NEWS

Product tanker newbuild orders fill market with gloom

BP's order for twelve 46,000 dwt products tanker newbuildings from South Korea's Hyundai Mipo for delivery 2005 onwards (unit price \$31m) along with B&H's order at South Korea's STX for six 47,000 dwt products tankers (unit price 26.5m) has filled a number of market players with gloom seeing as

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the 40-60,000 dwt size range already has 133 ships on order with deliveries 2003-2005 compared to a Marpol phase-out of 18 vessels over the same period.

Even allowing for upsizing (owners replacing 30-35,000 dwt vessels with 47,000 dwt) still shows a newbuilding order book of 242 vessels of 28-60,000 dwt 2003-2005 compared to Marpol phaseout of 168 vessels by end 2005

BIANCA BALKENENDE, DE VROUW VAN, DOOPT ' TONG TAN '.

Sliedrecht - Bianca Balkenende, echtgenote van de demissionaire minister-president, heeft in Sliedrecht haar eerste officiële, publieke optreden gemaakt. Op de werf van IHC Holland doopte zij het baggerschip **Tong Tan**. Het schip, een sleepopperzuiger, is gebouwd in opdracht van de Chinese baggermaatschappij Tianjin Dredging Company. De **Tong Tan** is een zogeheten multi-functionele hopperzuiger die kan worden ingezet voor zowel onderhouds- als nieuw baggerwerk. Het schip is speciaal ontworpen om te baggeren in ondiep water.

De **Tong Tan** is ruim negentig meter lang, negentien meter breed, heeft een beuninhoud van vijfendertighonderd kubieke meter en biedt plaats aan zesentwintig opvarenden. Zij is uitgerust met slechts één zuigbuis, waarmee tot een diepte van achtentwintig meter kan worden gebaggerd. De beunen kunnen worden gelegegd door het openen van bodemdeuren of met behulp van een pomp.

Gelijktijdig liep bij de werf van Van der Giessen-de Noord in Krimpen aan den IJssel de veerboot **Pascal Paoli** van stapel gelopen.

FRANSE REDER



Photo : Rob de Visser ©

Deze gecombineerde vracht- en passagiersferry is gebouwd in opdracht van de Franse rederij Société Nationale Maritime Corse-Méditerranée (SNCM). De **Pascal Paoli** gaat na afbouw varen tussen de Zuid-Franse havenstad Marseille en hoofdstad Bastia van het eiland Corsica.

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Rederij SNCM heeft het schip nog niet gedoopt. Dat gebeurt pas bij de oplevering door de werf of bij in dienst stelling, begin komend jaar. SNCM-president P. Vieu heeft de Pascal Paoli te water gelaten.



Photo : Rob de Visser ©

De veerboot is ontworpen voor het vervoer van vijfhonderdvijftig passagiers, vrachtauto's en personenauto's. Het schip telt bovendien honderdveertig passagiershutten. De Pascal Paoli is honderdenvijfenzeventig meter lang, dertigeneenhalve meter breed, meet zevenendertigduizend ton en heeft een topsnelheid van vierentwintig knopen.

ROUTE, PORTS & SERVICES

Evergreen's sales soar 77.6 % in September

Taiwan's Evergreen Marine (right), the world's third largest shipping firm by capacity, said yesterday its September sales jumped 77.55 per cent from a year ago to NT\$2.61 billion (\$\$130.5 million).

However, sales in the January-September period were NT\$12.1 billion, a 9.95 per cent drop from the same period in 2001, it said in a statement to the Taiwan Stock Exchange.

September sales were sharply higher than August's NT\$1.39 billion.

The shipping industry is under pressure from an oversupply, which is exacerbated by the global economic slowdown

APL diverting some calls from PSA's Aden terminal



Carrier turning to Salalah to avoid war risk surcharges slapped on Yemen

The impact of global terrorism caught up with two Singapore companies last week as Neptune Orient Lines' APL liner arm began diverting some calls away from PSA Corporation's Aden Container Terminal because of high war risk surcharges slapped on Yemen.

An NOL spokesman told Shipping Times that some of its APL container vessels had been diverted to the nearby port of Salalah in Oman from the middle of last week because of the significantly increased cost of operating at Aden.

Bergesen on the warpath?

Do we hear the roll of the war drums? We certainly seem to hear the jingle of a war chest being filled up.

The \$800m seven-year line of credit Bergesen has negotiated is a colossal sum of money. Bergesen already had \$700m undrawn from an existing facility at the beginning of this year. At least \$450m up to the whole amount is still available, depending on how the company's increase in debt this year was financed. Put those together and you have something which Bergesen rather understatedly describes as "substantial financial flexibility for further expansion within existing business areas." To spend on what?

Bergesen also mentions that the facility will, combined with existing facilities secure financing for the company's committed investment programme. It is hard to see that much cash will be needed for the seven LNG carriers Bergesen has on order. All have long term employment and will finance themselves with minimal equity needed, if any.

Since Bergesen seems to rule out new business areas it has to be gas, tankers, drybulk or offshore. Gas is the dominating interest right now (see story 1) and the obvious place to start.

LNG is the growth story there as overtonnaged LPG drifts, so what could you buy there?

Rumours that John Fredriksen would like to get out of Golar LNG seem to make it an obvious choice - indeed probably the only choice if we are talking acquisition. Golar has ships on contract and ships on order plus options.

Its market cap is barely the price of two LNG carriers. The amount of money Bergesen has at its disposal would do the trick several times over. Maybe it is too obvious.

In tankers, while everybody has been exercising themselves about substantial share-holder Helmut Sohmen's intentions towards Bergesen, what if it is the other way round? Sohmen is retiring, there are no obvious dynastic issues. Wild speculation, but what if Bergesen were to buy World-Wide?

VLs building up

The VLCC tonnage availability list in the Middle East is lengthening again. Having dropped 9/10 as low as 27 VLCCs for the 30 days to 9/11 (excluding Tankers pool and Frontline), availability is now back up to 51 ships for the 30 days to end November.

Add roughly three Frontline VLs and five Tankers VLs to give 59 VLs to end November, of which 46 are built 1987 or later.

In comparison, 57 November-dated stems have already been spot chartered, leaving 20 more to reach the August/September cargo stem average, and 30+ to reach the ChevronTexaco-boosted total for October dates.

NAVY NEWS



The **USS Constellation** leaves its home port of San Diego November 2, 2002 for a six month deployment in the Arabian Sea. More than 8,000 sailors on the Constellation, five other San Diego-based ships, a Pearl Harbor-based fast attack submarine and a Bremerton, Wash.-based fast combat support ship began their deployment today as the United States prepares for a possible war against Iraq

Destroyer Preble commissioned

THE **USS PREBLE** - The nation's newest weapon against terrorism sailed into Boston Saturday under somewhat festive circumstances, but the men and women aboard the USS Preble are deadly serious about their warship's future mission.

Named after Commodore Edward Preble, who defeated the Barbary pirates with the USS Constitution as his flagship in 1803, the brand-new guided-missile destroyer was commissioned Saturday at Pier 4, with Old Ironsides docked nearby.

Recently turned over to the Navy by shipbuilders in Mississippi, the USS Preble is the most sophisticated fighting ship afloat, but its captain, Cmdr. Tim Batzler, said the crew ultimately will determine its effectiveness.

British Navy Rescues Man Adrift in Caribbean

LONDON (Reuters) - Britain's Royal Navy has rescued a man who said he had been adrift at sea for 26 days and survived by drinking rainwater after his speedboat broke down off the Caribbean coast.

Lenny Leon Peter was rescued on Friday after a sailor on board British frigate **HMS Grafton** spotted the boat adrift on the ocean, 700 miles from Peter's home on the Caribbean island of Guadeloupe.

"It really was a tiny boat on a very big ocean," Grafton's commander Richard Thomas said. "It was really a one in a million chance that my lookout spotted him."

Sailors pulled Peter aboard where he was treated for severe dehydration, malnourishment and exposure. He was then airlifted to Jamaica, where he was recovering in hospital.

"He was in quite a state and we're just piecing together the story," Thomas told Sky Television News. "He'd rigged up a water catchment device...so he managed to survive on some rain water.

"As far as I'm aware he didn't have any food during the period."

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HMS Grafton is patrolling the Caribbean to combat drug traffickers.

In August, the ship's crew rescued an injured American yachtsman and took him to shore.

MOVEMENTS



The KMAR 404 type **HAVILA CHARISMA** departed Sunday afternoon with the Jack Up rig **NOBLE LYNDY BOSSLER** from Verolme Keppel in the Rotterdam Botlek area to the drilling location.

Photo's : Piet Sinke ©



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The **GRANIT** also arrived Sunday evening on the river to Rotterdam, The 1980 build **GRANIT** owned by **PETROBALTIC** is operated by **World Marine Support** in Den Helder – **Photo : Piet Sinke ©**



STIRLING PEGASUS at Cebo
Holland, IJmuiden on 26/10/2002

Photo : Jos Haver ©



The **TARONGA** entered the river to Rotterdam Sunday - **Photo : Rob de Visser ©**

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The **SWIFT** of Dockwise loaded over the weekend a **GLOMAR** jackup rig in the Beerkanaal
Photo : Jas Louwen ©



The **NORTHERN CANYON** arrived Saturday in Rotterdam – Photo : Rob de Visser ©

AIRCRAFT / AIRPORT NEWS

Russia copter downed in Chechnya, nine dead

MOSCOW, Nov 3 (Reuters) - Chechen separatist rebels shot down a Russian military helicopter on Sunday, killing nine Russian servicemen, Interfax news agency said.

The agency quoted Colonel Boris Podoprigora, deputy commander of Russian forces in Chechnya, as saying the Mi-8 helicopter was brought down by a rocket fired from a destroyed building on the edge of Chechnya's regional capital of Grozny.

RIJNMOND WEATHER

Vooruitzichten: DINSDAG T/M VRIJDAG:

Licht wisselvallig!

Morgen meest bewolkt en nevelig, woensdag in de middag en avond flink wat regen. Donderdag en vrijdag geregeld zon en en afnemende kans op een bui.

	DI-05	WO-06	DO-07	VR-08
Maximumtemperatuur:	10	10	10	11
Minimumtemperatuur:	5	4	6	6
Zonnekans in %:	40	20	30	40
Neerslagkans in %:	10	70	40	20
Windrichting kracht:	OZO-2-3	Z-4-6	W-4-6	W-3-5

.... STORY OF THE DAY

TENTOONSTELLINGEN: Het lichten van de "Kursk"

Vanaf 24 oktober 2002 t/m 30 maart 2003

<http://www.baggermuseum.nl/>

Een tentoonstelling in samenwerking met Mammoet - Van Seumeren over de spectaculaire berging van de Russische atoomonderzeeboot "Kursk". Met uniek Russisch fotomateriaal, dat nog niet eerder in Nederland vertoond is

HET VERHAAL

De "Kursk" is op 12 augustus 2000 met 118 manschappen aan boord in de Barentssee gezonken. In oktober van dat jaar hebben Noorse en Russische duikers vanaf het Noorse bergingsschip "Regalia" twaalf lichamen van de omgekomen bemanningsleden uit het voorste gedeelte van de onderzeeër gehaald. Mammoet en Smit International zetten in totaal 8 schepen en ruim 100 mensen in voor de berging van de "Kursk". Mammoet heeft het takelwerk voor zijn rekening genomen en Smit International zorgde voor alle werkzaamheden onder water.

De berging is eind juni 2001 begonnen en werd eind september 2001 voltooid. Het weer was één van de bepalende factoren voor een goed slagen van de operatie. Eerst werd de beschadigde kop van de onderzeeër met een zaagketting afgezaagd. Dit deel is op de Barentssee achtergebleven en zou later door de Russen zelf geborgen worden. Daarna zijn er in de romp van de onderzeeër gaten geboord en bevestigden speciale duikers hijskabels met pluggen in de scheepswand.

Het gevaarte werd vervolgens omhoog getrokken tot vlak onder een ponton. Tijdens het hijsen werd de spanning op de kabels nauwkeurig met behulp van een computer in de gaten gehouden om na te gaan waar welke belasting bestaat. De onderzeeër is vervolgens, hangend onder de ponton, naar een droogdok in Moermansk gesleept.

Het adres :

Molendijk 204-208

3361 ER Sliedrecht

Telefoon: (0184) 41.41.66

Fax: (0184) 41.02.89

Archief en administratie: (0184) 42.56.15

www.baggermuseum.nl (voor meer informatie en foto's)

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

<http://www.scheepvaarthoek.nl>

And the renewed site of the National Tugboat Museum at :

<http://www.nationaalsleepvaartmuseum.nl>