

## DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Thursday 07-03-2002



**Operation  
Enduring Freedom**

## EVENTS, INCIDENTS & OPERATIONS

### Woman falls off cruise ship

A CRUISE ship crew member who fell overboard has been rescued after spending about 10 hours in the Atlantic Ocean.

The 24-year-old Romanian woman is in a stable condition and will remain on the Miami-based **Norway** under the care of a ship's doctor until it makes its next stop in the US Virgin Islands, officials said.



There was no word on how the woman, who was not identified, fell from the thousand-foot-long vessel.

"She was believed to go overboard around 12.30am (local time)," said Coast Guard Petty Officer Anastasia Burns. "She was treading water

when the cruise ship found her."

The ship was about 135 miles northeast of Great Inagua Island in the Bahamas when she fell.

Coast Guard aircraft responded, but the woman was found by the Norway. She was rescued by a small boat and taken back on board.

## US navy intercepts Iranian oil tanker again

TEHRAN: An oil tanker chartered by Iran's petroleum ministry was intercepted and inspected on Sunday in the Gulf by the US Navy for the third time in as many months, the reformist daily *Noruz* reported on Tuesday.

"The Sandy was carrying unleaded petrol to the port of Abadan in southern Iran when it was intercepted by the American navy", the paper quoted local authorities as saying.

"The Indian crew were interrogated and the tanker was inspected for seven hours by the US Navy", the paper said.

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Noruz also said two other Iranian vessels were also boarded and inspected for more than five hours last week by US naval forces enforcing an international embargo against Iraq.

The Sandy, with a capacity of 25,000 tons is registered in Belize, but is chartered by Iran to transport oil products in the Gulf.

It was intercepted for the first time on December 19 by the US Navy in the Gulf as it was heading to an Iranian port.

Iran said at the time the crew were mistreated by US sailors, whose "aggressive behaviour was against international marine law".

According to the navy the interception resulted in one "minor injury" among the Iranian crew. The wounded man was "treated by an American medical team and released.

Norouz gave no details of the second interception, which had not been reported previously.

The United States and Iran severed diplomatic ties after the 1979 Islamic revolution and the seizing of hostages at the US embassy in Tehran.

## Jaya's newbuilds programme worth \$285m

**Buoyant offshore market gives company its biggest programme to date**



(SINGAPORE) Based on a strong offshore shipping market, Singapore-listed Jaya Holdings Ltd announced its largest newbuilding programme to date yesterday, worth a current estimated market value of \$285 million.

The 26-vessel programme - which includes 10 off-shore anchor handling tugs ranging from 4,000 to 12,000 bhp, five platform supply vessels, three conventional tugs, two azimuth harbour tugs, one

landing craft and five barges - stretches from the current financial year through to the June 30-closing of its 2004 financial year.

Nine of the vessels have already been completed during the current financial year with three built for sale to customers, including one anchor handling vessel and two coal barges.

The balance has been retained by Jaya and placed on long term charters. Of the remaining 17 vessels, Jaya has secured long-term charters - two of which are 20-year charters.

' This newbuilding programme is by far the biggest investment we have undertaken,' said Jaya managing director Pang Yoke Min, adding that in the past newbuilding programmes reached \$100-150 million maximum.

'We believe the offshore shipping sector will remain resilient, buoyed by the oil and gas industry especially if crude oil prices remain stable at the current level,' he added. Mr Pang is particularly confident in the group's strategy as he points to an ageing global offshore support fleet of mid-sized vessels in the 3,000-4,000 bhp range of nearly 900 vessels, many of which are approaching 20-25 years of age. 'We saw this potential market and two to three years ago began aggressively building this

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type of vessel and I think this strategy has proved correct,' he said. 'Everything we build is primarily to add to our own fleet, but if any interested customer came along and keen to buy any of these vessels under construction, we would sell them - nothing is of sentimental value.' Because of capacity constraints, Jaya is concentrating on building its higher-value vessels at its Singapore and Batam facilities while it continues to outsource other vessels to shipyards in Malaysia, Myanmar and China.

Currently, three vessels are being built in China and one each in Malaysia and Myanmar. The group also plans to sell off, over the next 1-2 years, some of its 15 older conventional and container cargo vessels due to the ongoing slump in this market sector. The sharper focus on the offshore sector is expected to shift the group's revenue mix by the end of this current newbuilding programme, according to Mr Pang. Offshore chartering is expected to grow from the current 38 per cent of total revenues to nearly 45 per cent while its conventional shipping charter business will drop from 36 per cent to 20 per cent. Shipbuilding makes up the remainder.

## CASUALTY REPORTING

### ANYAMANII (Thailand)

Honiara, Mar 5 — At around 0300, Mar 4, a piracy attack occurred on general cargo *Anyamanii* (4581 gt, built 1973), which arrived only two hours prior to the attack. One man, armed with a gun, climbed onto the vessel and forced the crew to lower the gangway, to allow a total of three persons, with guns, and another seven persons, armed with knives, on board. They then proceeded to rob the crew of a variety of items, including TV, radios, watches, cigarettes and alcohol. The approximate value of items stolen is USD 2,000.00. During the incident, three crew members were slightly hurt, but did not require shore medical treatment. The matter has been reported to the police. Vessel arrived, from last port Manila, at Honiara in order to go through Customs clearance and then proceed to log loading point on the Island of Malaita. — Lloyd's Agents.

### BLACK PRINCE (Bahamas)



London, Mar 4 — Following received from the agents of passenger *Black Prince* (11209 gt, built 1966), dated today: *Black Prince* grounded on a sand bank while leaving Casilda, Cuba, at 0700 yesterday with three pilots on board. The vessel is still aground sitting on sand bottom with no apparent damage. Two tugs are proceeding to the vessel and due on scene at approximately 1400, local time. There is no danger to passengers

or crew. Vessel will miss next scheduled port of call and will proceed on to Havana.

London, Mar 5 — Following received from the agents of passenger *Black Prince*, timed 1035, UTC, today: *Black Prince* is still aground. Two extra tugs are due on scene shortly and it is hoped to refloat the vessel later today.

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### CELESTIAL DAWN (Republic of Ireland)

London, Mar 5 — A press report, dated today, states: The salvage operation of fishing *Celestial Dawn* is to get underway today. Efforts to remove the vessel are expected to take less than a day, following the arrival yesterday of a barge, a tug and crane sent by a Belgian salvage company. The wrecked vessel will be towed to a scrapyard on the continent where she will be broken up, the acting chairman of Dingle Harbour Commissioners, Mr Seamus Fitzgerald said. Divers will go on board this morning and the crane will then lift the vessel onto the barge. The operation has been delayed because of continued bad weather and the three vessels involved in the salvage operation had been sheltering off the south of England. Most of the 39,000 litres of diesel oil on board *Celestial Dawn* were successfully taken off the vessel last month by a Dutch salvage company in conjunction with the Cork based firm Mainport. The oil which remains on board is sealed and will be removed today. Estimates put the salvage operation at around Euro600,000.

### COLOR FESTIVAL (Norway)



London, Mar 5 — Following received from Sandnes: Information from Oslo, dated Mar 1, states: All departures of passenger ro/ro *Color Festival*, between Oslo and Hirtshals, are cancelled until Mar 10. The vessel's starboard propeller was damaged on Feb 23 when docking at Hirtshals. The vessel is now docked in Hamburg where the damage will be repaired. According to Color Line information manager Helge Otto Mathisen the extent of the damages or how long the

vessel will be out of operation is not yet known. He says that the company's customer office has been working all weekend to inform all Norwegian passengers and cargo customers about the cancellations. He added that the Company were offering alternative transport with passenger ro/ro *Peter Wessel* and ro/ro *Skagen*, stressing that passengers could choose between booking alternative routes or having the cost of their tickets refunded.

### ELEGANCE (U.K.)

London, Mar 4 — A press report, dated Mar 2, states: A major operation to save fishing *Elegance* (357 gt, built 1998) from sinking in Peterhead harbour was under way last night. The Ullapool-registered *Elegance* had to be stopped from keeling on to her side as she sat berthed at Peterhead Harbour. The 28-metre vessel was listing at 45 degrees after she started taking on water in Peterhead's North Harbour. The vessel's owners immediately launched an investigation into what had caused the leak. The drama began about 0300 yesterday. It is thought that sonar equipment had punctured the vessel's hull as she manoeuvred close to the dry dock. The vessel's owners arranged for pumps to be put on board to try to stem the flood. Eventually, nearby cranes had to be called in to stop the vessel from keeling over completely. Grampian Fire Brigade was called to the scene about 0700 hrs, but the firefighters were not required. Throughout the day, strong cables were used to keep the vessel afloat as excess water pumped over her side. The angle at which the vessel was listing made it too dangerous for crews to go on board. Last



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night, further attempts were still being made to clear the water from the vessel's hull and right her.

London, Mar 4 — Following received from Coastguard Aberdeen, timed 1530, UTC: Fishing *Elegance* is now upright sitting on the bottom waiting to be refloated.

London, Mar 4 — Following received from Coastguard Aberdeen MRCC, timed 1706, UTC: Leakage of diesel observed from fishing *Elegance*, which sank while alongside in Peterhead harbour. Booms deployed and oil recovery operations under way. Vessel is now sitting upright, and insurers considering repair options.



### GUS W.DARNELL (U.S.A.)

London, Mar 5 — Tank *Gus W.Darnell* (19037 gt, built 1985) was drydocked at Brisbane in February for repairs to ice damage to steering gear and propeller noted at Lyttelton early February. Vessel arrived Lyttelton Feb 6, sailed Feb 7, arrived Brisbane Feb 13 and sailed Feb 28 for Onsan.

### LOMUR (U.K.)

London, Mar 4 — Following received from Coastguard Aberdeen MRCC, timed 1810, UTC: Trawler *Lomur* (176 gt, built 1988) reported listed with the ebb tide while alongside at Buckie at 0525, UTC, Mar 4, and began taking water as the tide flooded. Vessel was unable to right herself due to the proximity of the pier. Booms were placed around the vessel, and approximately 2,000 litres of diesel and water has been recovered. Pollution control operations stood down at 1600, UTC. Vessel is presently propped and being held by cranes. Pumping will continue when the tide falls.

### MAGALLANES (Chile)

Santiago, Mar 4 — Ro/ro *Magallanes* (9951 gt, built 1978) after leaving Puerto Natales at 0400 yesterday, touched bottom in Kirk narrows at 0545 same day. Vessel was able to free herself and return to Puerto Natales. Some damage to her propulsion system was detected. Further inspection for damage will be effected at Puerto Natales. No injuries to passengers or crew and no fuel spillage has been noted. — Lloyd's Agents.

### MILLENNIUM EXPRESS II (Panama)

London, Mar 5 — Following received from Piraeus RCC, timed 1045, UTC: Passenger ro/ro *Millennium Express II* is currently north-west of Zante under tow of tug *Karapiperis 14*. At 1130, local time, divers were inspecting the vessel, after which it will be decided where to take the vessel.

### MLC NANCY 1 (Singapore)

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London, Mar 5 — Keppel Cebu recently completed repairs to tug *MLC Nancy 1* (250 gt, built 2000) in for emergency drydocking due to propeller damage. Both propellers were removed for repairs and missing parts were replaced.

### PRINSESSE RAGNHILD (Norway)



**Top : The Prinsesse Ragnhild approaching Kiel** ( Photo : Piet Sinke )

London, Mar 5 — Following received from Sandnes: Information from Oslo, dated Mar 2, states: All departures of passenger ro/ro *Prinsesse Ragnhild* between Oslo and Kiel are cancelled until Mar 13. A fire broke out in one of her main engines at 0100 hrs, Mar 1, damaging parts of the electrical installations of the engines. The vessel was able to continue on passage under her own power and is now docked in Kiel, where maritime electrical experts have examined the vessel to establish the extent of the damages. A tentative first sailing for the vessel will be from Kiel on Mar 13, according to information manager Helge Otto Mathisen at Color Line. He also said that the company's customer office has been working to ensure that passengers get alternative transport. In addition, everybody that had reserved a passage will be warned about the cancellations. (See issue of Mar 4.)

### THE WORLD (Bahamas)

London, Mar 5 — A press report, dated today, states: Shipping company ResidenSea continues to refuse to accept the delivery of luxury residential passenger liner *The World*. Hectic meetings continue between shipbuilding owner Anna Synn've Bye and ResidenSea management. A meeting yesterday ended with the sides still in conflict, Fosen claiming the vessel was finished and ResidenSea refusing to accept delivery. ResidenSea may hold out for a discount from the agreed price in order to finance improvements, perhaps at another shipyard. Fosen received good news when classification society Det Norske Veritas awarded *The World* all necessary certificates. Disgruntled buyers, who have spent from NOK 16 to 54 million (USD 1.8-6.1 million) for luxury flats on board, have been waiting since the original launch date of Dec 28 to move in. (See issue of Mar 4.)

### TISTA (Gibraltar)

Rauma, Mar 5 — General cargo *Tista* (2096 gt, built 1979) sailed Rauma 1525, Mar 4 for Kotka, after having completed the unloading of 1,000 tonnes of woodpulp. While still in the port area it was observed that the propeller was possibly damaged so the vessel

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returned to the berth at 1755 hrs. Owners P&I club reported this morning that the vessel will be towed tomorrow morning to Naantali for docking. — Lloyd's Agents. (Note — *Tista* had arrived Rauma Mar 2 from Brake.)

### TROPICAL (Portugal)

London, Feb 5 — A press report, dated today, states: Nine crew on trawler *Tropical* off the Wild Coast were last night ordered not to abandon ship after the vessel's power cut, the SA National Defence Force (SANDF) reported. Lieutenant-Colonel Piet Paxton of Task Force West in Silvermine, Cape Town, said the 36m trawler was drifting towards East London and was, at around 2230, local time, six nautical miles off Port St Johns. SANDF submarine SAS *Umkhonto* ( [Photo below – coll : Piet Sinke](#) ) had been rerouted from sea



exercises and was expected to reach the area at about 0130 or 0200 hrs, Paxton said. The submarine would be on standby to assist until a

tug from East London arrived to tow the trawler, to East London. *Tropical* is sailing under a Portuguese flag. Paxton said the crew had wanted to abandon ship. "It is dark on the ship. They have no power. They only have radio contact," he said. He did not know the condition of the sea. Paxton said it was not known how the trawler's power cut.

(Later): A sea rescue team from East London is on its way to *Tropical* SAMSA said today. SAMSA spokesman Lieutenant-Colonel Piet Paxton said that the trawler was no longer adrift and the crew was not in any danger. "A National Sea Rescue vessel, SAS *Umkhonto* from East London, is already on her way there for standby, and a tug from Durban is also expected although I cannot say the exact time of its arrival there," he said. The SAS *Umkhonto* was about to commence with normal training exercises when she was redirected to the trawler. Paxton said SAMSA alerted authorities around 1830, local time, yesterday that the trawler had gone adrift about six nautical miles south-west of Port St. Johns. He said that while he was not sure where the troubled crew had come from, they were sailing under a Portuguese flag and had made contacts with a captain in Portugal.

### UMOJA (Tanzania)

Nicosia, Mar 4 — A press report, dated today, states: Tanzania's state-owned Marine Services Company Ltd has lost Tsh153.6 million (\$160,000) since Jan 7, when its vessel, passenger *Umoja* (1599 gt, built 1964), struck a rock while sailing between Mwanza and Kisumu on Lake Victoria. Following the accident, the vessel, one of the biggest on the lake, has been docked at Mwanza South Port in order to undergo repairs. The general manager of MSCL, Mr Charles Kiondo, did not disclose the cost of the repairs. He said a probe commission he had appointed to investigate the cause of the accident had completed its work. — Lloyd's List Correspondent.

### VARYAG

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London, Mar 5 — A press report, dated today, states: China has taken delivery of Ukrainian aircraft carrier *Varyag* and will try to copy the decommissioned vessel in an attempt to expand its naval power. A Chinese shipyard confirmed yesterday the arrival of the carrier in Dalian, where military experts are expected to use the vessel as a template for China's own carrier

design. *Varyag* is the largest of at least three former Soviet carriers acquired by China. All the vessels were bought by private companies, allegedly with links to the military, which invited naval architects from the People's Liberation Army (PLA) to inspect them. *Varyag*, built a decade ago, was towed from the Black Sea around the Cape to the Yellow Sea. The Soviet Navy never finished building the vessel owing to a lack of funds after the end of the Cold War. The hull is not fitted with any electronic or hydraulic equipment. It was supposed to be turned into a casino in Macau, according to the official Chinese buyer, a company called Chong Lot that has no known links to the gaming sector but has been linked to the military. When Macau awarded new casino licences last month, Chong Lot was not among successful bidders. **The purchase and towing of the carrier has cost about pounds 17.5 million**, probably making it too expensive for use as an entertainment facility. China paid the Ukrainian Government pounds 14 million for the hull and the Turkish Government at least pounds 210,000 as a transit fee. The towing is said to have cost between pounds 2 million and pounds 3.5 million.

## SHIPYARD NEWS

### President Marine Names Three Vessels On The Same Day

President Marine Pte Ltd. has successfully built and launched three identical Twin Screw Area Launches for the Amarco Group of Brunei at its Pandan Yard in Jurong.

The 31 metre Area Launches were individually named by their Lady Sponsors from Brunei. Gracing the occasion was Mr. Ariffin Haji Masrah, Chairman of the Amarco Group, and his entourage.

The three vessels were named **M/V AMARCO AZZA, M/V AMARCO BALQIS** and **M/V AMARCO DANIA** by their respective Lady Sponsors.

Each of the vessels has an overall length of 31 metres with molded breadth of 7.0 metres and a maximum draft of 1.83 metres.

The launches are each powered by high performance diesel engine 1000hp 3412E engines, which are fitted by TSL Power Systems each develops 2100rpm coupled with Twin Disc Gear Box, MG 6557, which gives boat owners many hours of reliable, trouble-free operation, and achieved a maximum speed of 15.37 knots.

The Electrical Switchboards and Control Panels on board the three vessels are supplied by Terasaki Electric Co. Far East Pte. Ltd.

The three launches are being deployed by Brunei Shell Berhad for ferrying passengers and transportation services in Brunei.

President Marine, a privately owned shipyard was incorporated in 1977. It has, over the years built various type of vessel with a maximum length of 130m. Presently President Marine has the ability to construct vessels up to 150m. President Marine has earned extensive international accolades for quality and customer satisfaction. It has served local clients as well as clients from Malaysia, Philippines, Middle East, Europe Latin America and Papua New Guinea.



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Being strategically located between Singapore's Eastern and Western Anchorages, it occupies an extensive area with a 450-metre water frontage and has a massive fabrication area exceeding 10,000 square metres.

President Marine owns an impressive range of equipment comprising heavy cranes with lifting capacities of up to 300 tonnes, flanging and shearing machines, generators up to 400 KVA, a rolling machine, air-compressors, plate-bending machine, auto-cutters, welding and transformer sets. All these plus efficient manpower ensures smooth work flow.

Mr. K. K. Ang, Managing Director of President Marine said, "We pride ourselves for our technological vantage, as well as our horizontal expansion into off-shore operations, ship husbanding, agency services, vessel chartering, hiring of equipment and submarine cable-laying."

"Our greatest strength comes from our strong management team and skilled crew, we try harder to reach out further into the international market, with a singular aim to give our marine industry that added boost."

## ROUTE, PORTS & SERVICES

### Cobelfret Ferries expands capacity

Starting today, Cobelfret Ferries will be using the [Louise Russe](#) for the Rotterdam/Immingham service. This boosts capacity from 1,500 trailers to 1,850 trailers per week. In addition, the crossing time will be cut to three hours. The [Amandine](#) will be switched to the Rotterdam/Purfleet route, thereby boosting trailer capacity on this route by 240 trailers per week.

### Miss Jane Tide

On the last day of February Tidewater announced that it had taken delivery of the [Miss Jane Tide](#). This is yet another groundbreaking event, defined by that company as being the first vessel of the new construction programme to be delivered. More surprisingly it is the first European designed support vessel to be built in a United States yard. The Miss Jan Tide is a VS480 designed by Vik-Sandvik.

The Chairman and Chief Executive Officer of Tidewater, Mr William C O'Malley is reported to have said "The response from our customers to this new large ship has been outstanding. We look forward to showcasing this very sophisticated equipment to the world".

We are not quite sure what "showcasing" means, but impressively Tidewater have hired the ship to some-one at \$20,000 per day.

Seabrokers also report that Tidewater have taken delivery of the UT745 Ace Nature, purchased last year at the same time as the Ace Navigator. The delivery has been delayed by the vessel's previous long term charter. Apparently not too much showcasing has been required and the ship has been hired to Murphy Petroleum also for \$20,000 per day.

Ace Nature was formerly owned by Sanko and is a sister vessel to the former Ace Navigator, now Russell Tide. In their previous life they were managed by Gulf Offshore.

### Sovereign Explorer Update

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In another ongoing saga, we are able to report that the **Asso Ventidue** and the **Sovereign Explorer** have arrived at Las Palmas, and are relaxing for a couple of days before continuing the tow to West Africa. Once there the rig is going to be working in Equatorial Guinea for Triton Energy and Amerada Hess.

Seabrokers report that the Triton have hired the **Maersk Supporter** to support the rig when she arrives which will be disappointing for the owners of the Asso Ventidue. But who knows what opportunities lie in wait. Africa seems to be the place where most of it is

happening at the moment, particularly in deep water.

The Maersk Supporter is being mobilised from Singapore illustrating the popularity of this class of vessels which is a Maersk inhouse design. All six of the class were built in Singapore, and the Maersk Seeker towing the Sovereign Explorer out to Africa last time it went there, and then remained to anchor it, supply it and unanchor it, before it returned to UK on the Black Marlin

## Scandlines converts additional ferry

Scandlines plan to transport more freight on the ferry routes from Rostock and between Sassnitz to Trelleborg in South Sweden. The company plans to convert the ferry **Mecklenburg-Western Pomerania** for this purpose. Once converted, the 200m long ferry, which has operated for over five years on this route, will accomodate 25% more cargo.

The development of freight traffic between Germany and Sweden was agreed at the end of February between Scandlines Deutschland AG and Scandlines AB, part of the Swedish Stena Line. Over the past year four ships between South Sweden and Mecklenburg-Western Pomerania carried over 98,000 railway carriages, around 125,000 trucks, 5,000 busses, 160,000 motor vehicles and over 933.000 passengers.

## NAVY NEWS

Planned port visits of Dutch warships and Foreign warships in Dutch Ports

Colour code : Submarines NATO Squadrons Fleet Reviews

08 Mar 02	HNLMS Rotterdam	L 800	Den Helder
08 Mar 02	HNLMS Vlaardingen	M 863	Den Helder
08 Mar 02	HNLMS Hellevoetsluis	M 859	Den Helder
08 Mar 02	HNLMS Witte de With	F 813	Souda Bay
08 Mar 02	HNLMS Urk	M 861	Den Helder
15 Mar 02	HNLMS Zierikzee	M 862	Kristiansand
15 Mar 02	HNLMS Maassluis	M 856	Leith
17 Mar 02	USS Oscar Austin	DDG 79	Rotterdam

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17 Mar 02	USS Briscoe	DD 977	Rotterdam
22 Mar 02	HNLMS Zierikzee	M 862	Zeebrugge
24 Mar 02	USS Mount Whitney	LCC 20	Rotterdam
28 Mar 02	HNLMS Vlaardingen	M 863	Scheveningen
29 Mar 02	HNLMS Bruinvis	S 810	Valletta
17 Apr 02	BNS Zenobe Gramme	A 958	Terschelling NL
29 Apr 02	HNLMS Vlaardingen	M 863	Vlaardingen
24 May 02	HNLMS Harlingen	M 854	Dordrecht
07 Jun 02	HNLMS Maassluis	M 856	Sliedrecht
09 Jun 02	HNLMS Harlingen	M 854	Middelburg
28 Jun 02	HNLMS Tydeman	A 906	Terneuzen
12-14 Jul	Dutch National	Fleet Days	Den Helder
12 Jul 02	BNS Wandelaar	F 912	Den Helder
12-14 Jul	Navy Days	Zeebrugge	
16 Aug 02	HNLMS Hellevoetsluis	M 859	Vlissingen
28 Aug 02	HNLMS Nautilus	A 853	Arnhem
6-8 Sep 02	World Port Festival	Rotterdam	
06 Sep 02	HNLMS Maassluis	M 856	Rotterdam
06 Sep 02	HNLMS Rotterdam	L 800	Rotterdam

## AIRCRAFT / AIRPORT NEWS

### Emergency landing at Los Angeles Airport

Failure of an engine forced an American Airlines passenger jet to make an emergency landing shortly after taking off from Los Angeles International Airport, on Mar 4. The Boeing 767 landed safely at 0850 hrs, about 10 minutes after it left the airport. American flight No.76 was en route to Washington-Dulles Airport, according to American Airlines. It had engine failure and landed without incident, Federal Aviation Administration operations officer Larri Dillard said.

## RIJNSMOND WEATHER

donderdag 7 maart

9 uur 's ochtends :

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temperatuur: 10 graden  
kans op neerslag: 0%  
wind: vrij krachtig (34 km/u) uit W

5 uur 's middags:  
temperatuur: 11 graden  
kans op neerslag: 0%  
wind: vrij krachtig (30 km/u) uit WNW

## .... SHIP OF THE DAY ....

### Skåne



The [Skåne](#) is the world's largest multipurpose ro-ro/train ferry. It is operated by Scandlines AB on the Baltic crossing between Rostock (Germany) and Trelleborg (Sweden). A turnaround time of 75 minutes and a service speed of 21 knots enables the ferry to complete five round-trips each day. The Skåne was built in 1998 by Izar of Spain, at the Puerto Real shipyard.

#### DESIGN

The Skåne has an overall length of 200m and a moulded breadth of 29.6m, with a depth of 29.6 m and a moulded draught of 6.2m. Its gross tonnage is 42,800t and it has a deadweight of 7,920t. The ro-ro ferry is able to carry 600 passengers, up to 2,630t of vehicles and 3,330t of freight trains, still





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maintaining a service speed of 21 knots.

A roll, heel and trim control system comprises two retractable stabilising fins, a heeling system for use in harbour and a trimming system with a pump capacity of about 2,400t/hr. Manoeuvrability is a priority because of the vessel's size and the restricted access at Trelleborg, where it must be reversed down a long narrow channel. The vessel, therefore, has three transverse thrusters and a rudder located at the bow, while a duplicate navigation bridge is fitted aft for this purpose.

### FACILITIES



Train, trailer and vehicle handling is carried out from decks 2 to 7. Deck 2 contains 204m of train track and 204m of lanes for trailers. The main train transportation area is deck 3, which has 916m of track and 1,011m of lane area for trailers. The lower trailer deck, deck 5, has 1,162m of trailer lanes. The upper trailer deck, deck 7, has 918m of space for trailers.

Pairs of longitudinal MacGregor flood control doors are fitted at the train-deck level, fore and aft of the bulkheads. Powered by hydraulic motors and chains, these can be slid out of the way alongside the casing, leaving a 10.5m clear space forward for road vehicles to turn through 180°.

The six rail tracks on the main deck are loaded over a linkspan at quay level through a threshold closed by a vertically sliding portcullis door. Access to the lower level is by a massive twin-track lift with a platform 104m long (some 55 per cent of the ship's bp length) and with a lifting capacity of 816t. The vessel has two decks for road vehicles above the track decks on the main deck and tank-top levels.

Accommodation for 600 passengers is provided in 150 passenger cabins, 40 of which are outside doubles, with 103 inside doubles. Other facilities include a health club with sauna area, cinema, lounge, cafeteria, children's playroom, bar and duty-free shopping area.

### PROPULSION

The propulsion system comprises two pairs of MAN B&W 8L48/60 medium-speed engines, each with a 7,240kW (9,705bhp) rating at 450rpm. The two shaftlines, each designed for 14,480kW (19,410bhp) connect to two CP propellers. Main engines, clutches, propeller pitch and thrusters are controlled remotely from the bridge. An integrated alarm monitoring and control system (IAMCS) includes fire detection systems in the engine room, cargo and accommodation spaces. Also on-board is a fuel optimising system and a MIP calculator for the propulsion and auxiliary engines.

### AUTOMATION AND CONTROL

The forward bridge layout and equipment includes: two ARPA radars, decking information system, navigation information, display gyro compass, adaptive autopilot, navigation and track keeping system, an echo sounder and a magnetic compass.

Advanced communications systems meet the GMDSS standard for area AI. The vessel's integrated internal communications system incorporates the public address system, a 300-line automatic telephone network, a paging system and wake-up alarms for the cabins.

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

<http://www.scheepvaarthoek.nl>

&

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