

## DAILY SHIPPING NEWSLETTER 2002 – 097



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**Operation  
Enduring Freedom**

## EVENTS, INCIDENTS & OPERATIONS



Oil tankers **Pilin Leon**, far left, and the **Moruy**, far right, sits anchored in Maracaibo Lake as the coast guard patrols second from right, in western Venezuela, Thursday, Dec. 5, 2002. The crew on the two boats dropped anchor, along with one other oil ship, in support of the indefinite general nationwide strike in protest against President Hugo Chavez that began on Dec. 2. The ships supply to the local Venezuelan fuel market.

## 'Byzantio gaat de haven niet meer uit'



Activisten van Greenpeace wachtten de olietanker **Byzantio** op bij aankomst in de Rotterdamse haven. Door zich vast te ketenen aan het schip willen de actievoerders voorkomen dat de oude tanker de haven nog kan verlaten. Het schip zou een tikkende tijdbom zijn, die voor eenzelfde milieuramp kan zorgen als de Prestige. Dat schip zonk drie weken geleden voor de Spaanse kust en zorgt daar voor een van de grootste olierampen uit de geschiedenis.

Dichte mist en striemende wind maken de Rotterdamse haven ijzig koud. De **Argus**, het Rotterdamse Greenpeace-schip, stuurt richting de Petroleumhaven. Half drie 's middags. Met een scherp oor wordt geluisterd naar de scheepsradio: waar ligt het doel precies? Het zou nog maar net de Rotterdamse haven zijn binnengevaren. Na een klein half uur varen kraakt het antwoord uit de radio door de stuurhut van de Argus: „**Byzantio at point 85.**”



Kort na deze melding wordt de Argus ingehaald door een Greenpeace-speedboat. Vijftien actievoerders met fel oranje overalls en reddingsvesten zitten opeengepakt in de boot, die laag over het water scheert. Bergbeklimmersspullen, grote kettingen en hangsloten om hun middel. Vanuit de speedboat zijn ze van plan de olietanker Byzantio stil te leggen.

## DAILY SHIPPING NEWSLETTER 2002 – 097

De Byzantio heeft veel gemeen met de gezonken olietanker Prestige. Beide zijn enkelwandige olietankers, gebouwd in 1976. Beide schepen vervoeren dezelfde lading: zware Russische stookolie en het Griekse Vyzantio Shipping is eigenaar van zowel de vergane Prestige als de Byzantio.

Voor Greenpeace is de Byzantio het symbool voor de 2.200 enkelwandige olietankers die nog in de vaart zijn. Volgens de milieuactivisten zijn dit allemaal potentiële veroorzakers van rampen als ze, net als de Prestige, naar de bodem gaan. De milieuorganisatie probeerde vrijdag al het vertrek van de Byzantio uit de Estlandse hoofdstad Tallinn tegen te houden. Toen dat mislukte, is gepoogd de Byzantio onderweg op te vangen en de haven van Hamburg in te krijgen. Ook dat lukte niet. De Rotterdamse haven vormt nu het decor voor de derde slag tussen de olietanker en Greenpeace.

### Spandoek

Als de kleine Argus, net twintig meter lang, bij de Byzantio aankomt, klimmen twee activisten al vanuit de speedboat van Greenpeace in de ankertouwen van de olietanker. Het schip, dat onder Maltese vlag vaart, ligt niet langs de kade, maar in open water. Zolang wij in de touwen hangen en op de boeien zitten, kan het schip de haven niet meer uit, luidt de tactiek van Greenpeace. Op de boeg wordt een spandoek met de woorden 'Oil Hazard' gehangen.



Nienke (19) uit Amsterdam staart vanaf de Argus naar de tanker. Ze draagt eenzelfde overall als de twee mannen die de ankertouwen in klimmen. Om haar middel heeft ze een grote schakelketting met slot hangen. Zwarte muts op de dreadlocks, die doorvlochten zijn met rood touw. Ze wordt straks naar één van de boeien van de olietanker gevaren om zich daaraan vast te ketenen. Het is voor

Nienke, die normaal in de zorg werkt, de eerste keer dat ze dit doet. „We gaan dit erg lang volhouden,” weet ze zeker. „Dit schip houden we koste wat kost tegen. Het gaat de haven niet meer uit.”

Twee weken terug was de Byzantio ook in de Rotterdamse haven. Het schip is toen door Nederlandse inspecteurs gekeurd en in orde bevonden. Anders was dat afgelopen zomer in Dublin. Daar hadden Ierse inspecteurs acht serieuze aanmerkingen. Ook bleken de papieren van de scheepsofficieren niet geheel in orde. De kapitein van de olietanker is Grieks, het grootste deel van de bemanning Aziatisch. De Byzantio is in augustus acht dagen vastgehouden in Dublin.

Bij vijf eerdere controles in Griekenland en België hebben inspecteurs steeds aanmerkingen gemaakt op de staat van de tanker, maar die waren nooit ernstig genoeg om het schip in de haven te houden. Greenpeace vindt dat een goedkeuring door inspecteurs weinig zegt, omdat de regels veel te soepel zouden zijn.

Na tussenkomst van de politie komt Jerry Venteours, de vertegenwoordiger van de eigenaar van de Byzantio, aan boord van de Argus. Hij probeert, vergeefs, Greenpeace uit te leggen dat ze hun actie tegen het verkeerde schip voeren. „Ik kom van een mooi Grieks eiland, dat in helder blauw water ligt. Ik zou degene doden die dat water vervuilt, dus ik begrijp de zorgen” bezweert Venteours. Maar het



zal de Byzantio niet zijn, volgens hem: „Dit schip is in perfecte staat. Het staat niet symbool voor alle enkelvoudige tankers in de wereld. Greenpeace valt het verkeerde schip aan.”

Arie de Graaf van de zeehavenpolitie gokt dat de actie van Greenpeace niet lang zal duren. „We laten ze hun gang gaan, omdat ze hebben beloofd niet het lossen te belemmeren.”

Het vertrek van de Byzantio uit de Rotterdamse haven staat voor zondag gepland.

### Chirac takes tanker battle to charterers



THE French navy expelled a single-hull Malta-flag tanker beyond the 200-mile Economic Exclusion Zone on Tuesday night, the second vessel to be targeted as part of a tough post- Prestige crackdown on older vessels by France, Spain and Portugal.

News of the eviction came as French President Jacques Chirac escalated the offensive against ageing tankers and denounced owners and charterers who used “rustbuckets” as behaving like “hoodlums”.

He called on European Union partners to apply an outright ban on single hull tankers over the age of 15.

The developments have plunged the maritime industry into further confusion amid fears that the three countries are already applying such a ban at sea, even though they have not provided any formal information on the measures.

Spanish and Portuguese warships last weekend escorted the 1985-built Malta-flag tanker Moskovskiy Festival, operated by Russia’s Novorossiysk Shipping, beyond the EEZs.

That first expulsion was followed on Tuesday by French actions against the Enalios Titan, a 1978-built tanker operated by Greece’s Ermis Maritime.

Both single-skin vessels had loaded fuel oil in Tallinn and were bound for Gibraltar, in the case of the Moskovskiy Festival, and Singapore, in the case of Enalios Titan.

The Greek-owned tanker was subjected to as rigorous an inspection as possible in busy shipping lanes — apparently without any negative findings — before being booted out anyway.

“The master received a telex informing him that his vessel ‘may be a real threat for the maritime environment, and a serious danger for French coasts and connected interests’ and to leave the French EEZ as soon as possible,” said Graeme McNaught, operations manager of Ermis Maritime.

The company was also informed that under the ‘Malaga Agreement’, the ship would not be allowed to enter the Spanish EEZ. Spain despatched its frigate Baleares to ensure that the ship complied with the order.

Capt McNaught said the Prefecture Maritime de l’Atlantique warned the master and the owners that failure to follow the order would be at their “own responsibility and risk”.

He declined to comment on whether the company felt its ship was under physical threat from the gunboat.

## DAILY SHIPPING NEWSLETTER 2002 – 097

"This office repeatedly asked the authorities for the official reasons influencing their unprecedented actions," said Capt McNaught.

"At first we were told that there were numerous deficiencies. However, when asked for an example, the French authorities stated that we would be told in good time.

"As yet, we have received no reasons other than the original statement that the vessel was over 15 years old, single skinned and carrying fuel oil — information already given a day prior to the vessel being stopped."

A five-strong French inspection team, including three men in military fatigues, was winched on board and carried out a three-hour inspection of the engine room, pumproom, two ballast tanks, trading certificates, the crew certificates of competency, and other decks and spaces.

### No deficiencies were found.

A spokesman for the French maritime authorities yesterday gave no other explanation for the eviction except to say that the ship — which holds a Det Norske Veritas Condition Assessment Programme grade 1 rating, the scheme's highest grade for hull strength and condition — was "considered a risk".

Lino Vassallo, executive director of merchant shipping at the Malta Maritime Authority, said the flag state had made "very strong representations" to the governments concerned.

"We are not going to let this rest until we have a proper explanation for these actions," he said, stressing that both ships complied with international requirements and were trading legally.

Like the Moskovskiy Festival, the Enalios Titan had successfully undergone a port state control check in the last few months.

Yesterday, Ermis estimated that the Enalios Titan's new course, plotted to skirt the EEZs of France, Spain and Portugal, would add about 30 hours to its journey.

"From a mariner's point of view, it is a complete nonsense," said Capt McNaught.

"All this action does is to keep a tanker a day and a half longer off the coast, and with the North Atlantic drift, if any oil was spilled it would come ashore anyway."



## Smit boss would not alter the way operation was handled

IF ASKED to salvage the stricken tanker Prestige again tomorrow, Smit Salvage managing director **Hans van Rooij** says he would not do anything differently. But at the same time, he feels there are several issues its fate highlights and these need to be addressed before the world faces yet another disaster.

## DAILY SHIPPING NEWSLETTER 2002 – 097

Above all, the plight of the 81,564 dwt aframax tanker shows the desperate need for safe havens if vessels do get into difficulty, he says.

As soon as the Rotterdam firm realised that there was some damage to the shell plating of the 1976-built ship, it requested a safe haven where a ship-to-ship transfer could take place and where the 77,000 tonnes of fuel oil could be removed in a controlled fashion.

At this stage, Smit did not know how severe the damage was but from its initial observations the company felt this was the best way to safest option for the ship and its cargo. One thing was certain, says Mr van Rooij, any voyage would place further stress on the vessel.

In a letter Lloyd's List has seen, Smit Salvage immediately asked for a safe haven, but this request was flatly denied by the Spanish authorities in a meeting held on Friday, November 15. Despite daily meetings with officials, Mr van Rooij says it was clear they would not change their position on providing a safe port.

Instead, Smit Salvage was ordered to tow the vessel 120 miles off the Spanish coast, which it was forced to do even though it knew this placed a further risk to the ship.

From the salvors point of view, the situation was frustrating, he admits: "Taking the ship out to sea in the prevailing, November, weather... We could not do anything, only watch."

The world now knows the result — six days later the vessel went down and thousands of tonnes of oil have, so far, spilled into the ocean.

Mr van Rooij is frustrated a port could not have been made available. There are no guarantees in this situation, but he hopes the outcome would have been different.

At the same time, he recognises the difficulties faced by individual ports and their harbour masters. He does not blame harbour masters. "If they say 'yes' and allow a vessel to come in, then oil subsequently leaks, they get the blame. No harbour master in the world is going to agree."

It should be made easier for them. "They are the ones putting their necks on the block and actually their heads are effectively getting cut off," he says

"This is a problem for all of us, not just local authorities and the salvors.

"Safe havens should be allowed to get compensation, otherwise everyone is going to say 'it's not my problem'." He adds ports should be able to get compensation in the event that something does go wrong.

"They should be rewarded not penalised."

Lessons have been learned over the years. France, Spain, the UK, Germany and the Netherlands all have emergency response vessels but he stresses: "The tug is just a tool, an infrastructure is needed to deal with these incidents."

There should be knowledgeable people with experience in dealing with such emergencies. Smit was left dealing with politicians in the Prestige case and this did have an effect the outcome.

On this issue, he praises the UK and the appointment of the Secretary of State's Representative for Maritime Salvage and Intervention (Sosrep) following the Donaldson Reports.

## DAILY SHIPPING NEWSLETTER 2002 – 097

Ideally, in each country there should be independent, experienced people, that also have a direct line to the government.

On the positive side, Mr van Rooij says undoubtedly the maritime world is getting safer but this recent disaster should not result in the industry kidding itself.

He feels the fact the Prestige had a single hull is being blamed, but the abandonment of the single hull should not be seen as a solution to all problems.

He admits that single hulls are not as good as the double hulled option — but in 10-15 years time, it is likely the world will see similar problems. Double hulls are costly to maintain and difficult because of the void spaces.

Human nature suggest that there will always be owners operating on the lowest margins.

"There will be more of these incidents and there will always be a need for safe havens," he concludes.

## CASUALTY REPORTING

### Singapore slick as ships collide

The Maritime and Port Authority of Singapore (MPA) says hundreds of tonnes of crude oil have spilled into the sea 40 kilometres (24 miles) off Singapore, after a freighter collided with an oil tanker.

The port authority said on Thursday that six anti-pollution craft had been deployed to monitor the situation. The collision outside Singapore's port limits involved the Panama-registered **Tian Yu**, a 4,746-tonne cargo ship, and the Singapore-registered **Agate**, a 50,063-tonne oil tanker.

According to Lloyds, the **Agate** was built in 1985 and **Tian Yu** in 1981. It said the Agate had engaged Briggs Marine, an oil response firm, to clean up the oil spill, and none of the spilled oil had reached Singapore or surrounding islands.

The MPA said there was no report of any injury to crew and both vessels were in stable condition. It said the Agate sustained some damage to her port slop tank and about 350 tonnes of Sumatra Light crude oil had leaked.

The authority said the remaining oil from the damaged tank had been transferred to other tanks and there had been no report of more leakage. The **Agate**, a single-hulled tanker owned by World Tankers, was on charter to Indonesian state oil firm Pertamina, the company said. "She was carrying 34,000 tonnes of Sumatra Light crude and 52,000 tonnes of Duri crude from Dumai in East Sumatra to Balongan," World Tankers spokesman, Tony Redding, said.

He said a helicopter overflight confirmed there was oil on the water off Indonesia's Bintan Island, a resort island near Singapore. "There is no oil ashore but obviously, there is that possibility," he said.

Shipbrokers in Singapore said the Agate had been scheduled to sail to Malaysia to lift Malaysian crude to Cilacap in Indonesia after delivering its cargo to Balongan in West Java, but Redding could not confirm this. The **Tian Yu** suffered only minor dents to its bow.

## DAILY SHIPPING NEWSLETTER 2002 – 097

The problems of ageing single-hulled oil tankers have recently sparked a crackdown in Europe after the 26-year-old Liberian-owned **Prestige** carrying 77,000 tonnes of fuel oil sank in waters off the northwest coast of Spain. A 24-year-old Maltese-flagged 88,000-tonne tanker called **Enalios-Titan** en route to Singapore is currently being watched by several navies.

France sent a warship to force the tanker away from its coast on Tuesday as part of a crackdown by some countries on ageing tankers after the **Prestige** spill. The Spanish Defence Ministry ordered a frigate to monitor the tanker to make sure it did not enter Spanish waters, and Portuguese authorities on Wednesday said they were on high alert and would not allow sub-standard ships to enter their waters.



A 3,144-ton North Korean cargo ship lies aground on a breakwater near a port in Hitachi, 80 miles northeast of Tokyo, December 5, 2002.

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## Oceana becomes latest virus victim



## DAILY SHIPPING NEWSLETTER 2002 – 097

THE seasickness bug that has wrought havoc in the Caribbean cruise industry this autumn now threatens to inflict financial harm at P&O Cruises, but this time passengers originating in Britain are the ones being blamed.

A reported 114 out of 1,839 passengers and three out of 868 crew on P&O Cruises's 77,000 gt **Oceana** displayed symptoms of a gastrointestinal malady five days into a two-week Caribbean voyage that began in Port Everglades on November 29. A P&O Cruises spokeswoman said from Southampton that most of the sick passengers were on a chartered flight out of Manchester. The US Centers for Disease Control in Atlanta could not be reached by press-time.

Passengers on this cruise are said to have arrived on chartered flights out of Britain. The spokeswoman could not say whether some of them may have made independent travel arrangements, or stayed in the US before embarkation. But she said there were no US citizens on board. She said there were no plans to evacuate the sick people or abandon the cruise. The **Oceana** was in Aruba Thursday, and is scheduled to arrive in Barbados on Saturday.

Four officials from the CDC are supposed to join the ship in Barbados. They are expected to collect samples, possibly including stool samples, to determine whether the illness on board is consistent with the nausea- and diarrhoea-causing Norwalk virus that has laid at least three other cruiseships low in the Caribbean this season. Bernadette Burden, a CDC spokeswoman, told Lloyd's List earlier this week



that there is nothing out of the ordinary in the so-called epidemic, which happens on cruiseships "all the time". She said the agency was doing nothing different in the current cycle.

CDC procedures call for two randomly-scheduled inspections on each cruiseship each year, which grade them on a scale of 100. The **Oceana** was reportedly boarded for such an inspection immediately before its current voyage, and scored 95.

About 190 passengers on Carnival's **Fascination** ( photo above ) took ill during a Bahamas cruise at the weekend. Test results are expected this week, Ms Burden said.

Meanwhile, two passengers and one crew member on Holland America's **Amsterdam**, which left Fort Lauderdale on Sunday, were reported to be down with gastrointestinal symptoms on Wednesday afternoon.

The ship was forced to cancel its previous 10-day cruise after nearly 500 passengers took ill on its preceding four voyages.

Holland America's **Statendam** ( photo right ) had reported a few cases of sick people last week. Ms Burden said no tests were conducted, and the Norwalk virus was not confirmed as the cause.



## DAILY SHIPPING NEWSLETTER 2002 – 097

The [Radisson Seven Seas Mariner](#) was reported to have five sick passengers and 16 sick crew after leaving Tenerife in the Canary Islands this week.

### REDERIJ H.J.SMITH



Rederij [H.J.Smith](#) is founded in 1986. At this moment the company consists of 5 ships.  
3 ships, ice strengthened, are with cranes and are used for the timber and paper trade especially between Baltic and Western Europe/Med. The size of these 3 vary between 3500- and 6500,. Names of the ships are [Maasborg](#), [Delfborg](#) ( photo above ) and [IJsselborg](#)



The last 2, new buildings, are built at ship yard Peters in Kampen. The deadweight is 5000 tonnes and the vessel is box shaped which gives the vessel a lot of loading possibilities. The names of the vessels are [Oosterscheldeborg](#) and [Westerscheldeborg](#).

[The vessels are all under bareboat charter to Wagenborg.](#)

## NAVY NEWS

### Hr.Ms. Pelikaan helpt zeiljacht in nood



**Hr.Ms. Pelikaan**, het ondersteuningsvaartuig van de Koninklijke Marine in het Caribisch Gebied, heeft 4 december het in nood verkerende Amerikaanse zeiljacht **Banjo** gered. De tweekoppige bemanning werd door de **Hr.Ms. Pelikaan** naar het eiland Isla de Margarita begeleid. De reddingsactie kwam op gang na een noodoproep via de Amerikaanse Kustwacht. Het twaalf meter lange Amerikaanse zeiljacht Banjo was ongeveer 100 mijl ten noorden van Isla de

Margarita in nood geraakt. Het schip had problemen gekregen met het lensstelsel (systeem om water uit het schip te pompen). De tweekoppige Amerikaanse bemanning slaagde er daarna niet in om het schip drijvende te houden. Daarbij kreeg een van de twee opvarenden plotseling ernstige gezondheidsklachten.

**Hr.Ms. Pelikaan**, onderweg vanuit Suriname met voertuigen en goederen van de jungletraining, werd door de Kustwacht naar het in nood verkerende zeilschip geleid. Ter plaatse werd door de bemanning van de Pelikaan technische ondersteuning geleverd. De problemen met het lensstelsel werden verholpen en aan de opvarende werd medische assistentie verleend. Om de tweekoppige bemanning van het zeilschip tot rust te laten komen, werd besloten om het zeiljacht te escorteren richting Isla de Margarita. Hierbij heeft de bemanning van **Hr.Ms. Pelikaan** gedurende de nacht het roer van de Banjo overgenomen.

Tijdens de vaartocht naar Isla de Margarita heeft de scheepsarts van **Hr.Ms. Van Speijk**, die zich op dat moment eveneens in de omgeving bevond, nogmaals de opvarende onderzocht. Deze bleek vooral erg geschrokken, maar verder niets medisch te mankeren. De Banjo heeft na alle assistentie de haven van Isla de Margarita gisterenmiddag veilig bereikt. **Hr.Ms. Pelikaan** liep, na de korte omweg, op woensdag 4 december de haven van Curaçao binnen.

## LPF wil twee vliegdekschepen

De LPF wil twee vliegdekschepen aanschaffen waarop straks de nog aan te schaffen JSF-straaljagers kunnen worden geplaatst. De krijgsmacht heeft nu geen vliegdekschepen.

Een tweedehands olietanker of bulkcarrier is al voor 125 miljoen euro om te bouwen tot vliegdekschip, aldus LPF-fractievoorzitter Herben gisteren tijdens de bespreking van de defensiebegroting in de



Kamer. Die begroting staat in het teken van bezuinigingen: 816 miljoen euro de komende vier jaren. Herben, oud-defensiemedewerker, meent echter dat de vliegdekschepen betaald kunnen worden door de vier kustwachtcorvetten te schrappen. Het voordeel van vliegdekschepen is volgens hem dat de krijgsmacht dan overal kan opereren vanuit internationale wateren. Minister Korthals van Defensie antwoordt hem vandaag.

## **Navy tests Swedish combat boat**

The ill-equipped Philippine Navy will test a modern patrol seacraft being offered by a Swedish company to upgrade the country's defense capability and interdict smugglers, poachers, illegal immigrants and terrorists.

Navy spokesman Commander Geronimo Malabanan said Armed Forces chief Lt. Gen. Dionisio Santiago will lead the defense and military officials who will witness the demonstration of the Swedish-made **Combat Boat 90H** at the Navy headquarters on Roxas Boulevard in Manila.



"It is an offer from a Swedish firm which we can use for stealth and assault operations by our Marines and elements of the Navy SWAG (Special Warfare Group)," Malabanan said.

He identified the Swedish firm as Dockstavarvet, a private corporation under the supervision of the Sweden Defense Agency.

He could not say how much the boat costs. According to Malabanan, tens of billions of pesos are lost in terms of revenues and natural resources due to smuggling and poaching by foreign vessels.

Malabanan said the entry of suspected terrorists, drug smugglers and even fugitives who take advantage of the country's extensive coastline and porous borders could be minimized with additional naval patrol craft.

He pointed out that Abu Sayyaf bandits in Mindanao often elude military dragnets by escaping to other islands using souped-up pumpboats





## DAILY SHIPPING NEWSLETTER 2002 – 097

that could outrun naval vessels.

At present, the Navy has a fleet of 116 vessels but only 51 are being used for maritime law enforcement and border patrols, seaborne combat and amphibious operations, disaster response and search and rescue operations. Malabanan said the Philippine coastline is twice as long as that of the United States. At the same time, Malabanan said they are expecting the delivery sometime next year of a Cyclone-type patrol ship from the US as part of security assistance to the Philippines. Since the 1990s, the Dockstavarvet has supplied over 140 of such combat boats to the Norwegian and Swedish navies operating under severe weather conditions in the Baltic Sea and the coast of Norway.

The 190-ton vessels can make rough landings on all types of shorelines and has a top speed of over 40 knots. It can carry 41 fully armed soldiers or 4.5 tons of cargo and can be mounted with heavy machine guns and light missile batteries using Seaborne Hellfire Shore Defense System. More advanced Dockstavarvet craft are also being used by Malaysia to patrol its territorial waters, the Navy said.

## MOVEMENTS

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**LEFT:**

The Semi Submersible transport vessel **BLACK MARLIN** arrived in the KALOOT haven in Flushing assisted by the **SMIT** tug **SCHOUWENBANK**, the KALOOT haven was chosen in view of the waterdepth of 17 mtr for the loading operation.

**Photo :**  
**Kees den Hollander**

©

## RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

**Invallende vorst!**

Overgang naar koud winterweer met lichte tot matige vorst. Morgen wolkenvelden en kans op wat lichte motsneeuw. Zondag wolkenvelden, later ook wat zon en droog. Vanaf maandag veel zon, droog en schraal.

	ZA-07	ZO-08	MA-09	DI-10
Maximumtemperatuur:	1	-1	-1	-2
Minimumtemperatuur:	1	-1	-4	-5
Zonnekans in %:	10	30	70	70
Neerslagkans in %:	30	10	5	5
Windrichting kracht:	NO-4-5	O-4-5	O-4-5	O-3-5

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

### LAURA-H

IMO TYPE II SEA/RIVER CHEMICAL OIL TANKER

BUILT BY SHIPYARD DE SCHROEF, SLUISKIL



**Shipyard De Schroef's** main premises are located on the banks of the "Kanaal Van Gent naar Terneuzen", the canal leading from Ghent to Terneuzen at the estuary of the river Scheldt. In March 2002, "**De Schroef**" expanded and opened a new shipyard in Romania under the name of "**Shipyard De Schroef Giurgiu srl.**", where the vessel "**LAURA-H**" was finished.

"**Laura-H**" is a twin-screw Sea/River going, low Air draft Chemical/Oil Tanker Type II. The vessel has a bulbous bow and a shaped transom stern. Its' accommodation and machinery are located aft and it is built with a double hull (and double bottom in cargo area). There is one ladder leading to the accommodation area, two pilot ladders, one portable gangway, one ladder in the cargo/slob tanks and two catwalks are installed both on Port and Starboard sides, with 4 walkovers connecting them. It counts with two rudders about 2.6m. high and 2.5m. long.

## DAILY SHIPPING NEWSLETTER 2002 – 097

### PRINCIPAL DIMENSIONS

L.O.A.	110.00m.
Length of waterline at WL 5.8m.	107.11m.
Length between p.p.	105.25m.
Breadth moulded	14.00m.
Depth moulded	7.40m.
Air draught	9.85m.
Maximum draft	5.67m.
Mean ice belt draught	3.00m.
Loading tanks capacity	±5.200m. <sup>3</sup>
Slob tanks	90.00m. <sup>3</sup>
Deadweight	±5500 Ton

### PERFORMANCE

Trial speed in ballast condition (90% MCR)	14 Knots
Service speed at loaded condition (90%MCR)	13 Knots

### CLASSIFICATION

“LAURA-H” has been built according to the rules and regulations of Germanischer Lloyd \* . Class 100 A5 E “Chemical/Oil tanker type 2 ESP/ADNR type C (as inland vessel), s.g. 1.674 t/m<sup>3</sup> in association with a list of defined cargoes. Flashpoint below 60° Celsius. MC E AUT

### COMMUNICATION AND NAVIGATION EQUIPMENT



The vessel is equipped with the following communication and navigation equipment:

- River radar
- Sea radar
- Gyrocompass and repeater

## DAILY SHIPPING NEWSLETTER 2002 – 097

- Magnetic compass with periscope and repeater
  - Automatic pilot (combi)
- Rudder indicator in steering gear room
  - SBB Transceiver
- VHF and DSC Transceivers
- Emergency power supply
  - Speed log
  - two GPS
- Echo sounder (writer and repeater)
  - Navtex receiver
  - Weather fax
  - Plotter
  - Watch alarm
  - Satcom (mini M)
  - Radar transponders
    - Epirb
  - Portofones (GMDSS)
  - Inmarsat C terminals

### TANK CAPACITIES (100%)

Cargo tank (total)	±5200m. <sup>3</sup>
Slob tank (total)	±90.00m. <sup>3</sup>
Fuel Oil tank	
Bowthruster room	±17.50m. <sup>3</sup>
Engine room aft	±230.00m. <sup>3</sup>
Diesel generator lubricant oil tank	±2.20m. <sup>3</sup>
Emergency Diesel generator oil tank	±1.50m. <sup>3</sup>
Thermal oil storage/drain tank	±3.50m. <sup>3</sup>
Hydraulic oil tank	±2.00m. <sup>3</sup>
Main engine oil tank	±4.20m. <sup>3</sup>
Fresh water tank	±65.00m. <sup>3</sup>
Sewage tank	±9.90m. <sup>3</sup>
Bilge tank	2x±3.50m. <sup>3</sup>
Sludge tank	±6.20m. <sup>3</sup>
Ballast tanks	
Fore	170.00m. <sup>3</sup>
Aft	140.00m. <sup>3</sup>
Cargo area	1880.00m. <sup>3</sup>

**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](http://www.nationaalsleepvaartmuseum.nl)