

DAILY SHIPPING NEWSLETTER 2002 – 103



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EVENTS, INCIDENTS & OPERATIONS

Duits schip vaart op wrak van Tricolor



Sleepboten van Multiraship uit Terneuzen en de Unie van Reddings- en Sleepdienst (Union) uit Antwerpen hebben maandagmorgen de Duitse bulkcarrier Nicolas losgetrokken van het gekapseide vrachtschip Tricolor in het Kanaal, twintig kilometer uit de kust van Duinkerken.

Ondanks waarschuwingen van de kustwacht voer de bulkcarrier door de boeien rond de Tricolor heen en



boorde zich in het wrak. De schade viel volgens een eerste inspectie mee. De Nicolas zou in de loop van de avond de reis op eigen kracht voortzetten, waarschijnlijk richting Rotterdam. Bij het vlottrekken werden de **Union 5** en de **Zeebrugge** van de combinatie Smit Union

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Salvage ingezet en de **Multratug 5** en **Brandaris** van Multraship.

Smit Union Salvage heeft in de buurt van het met boeien omgeven wrak de bergingsvaartuigen **Deurloo** en **Onrust**. Er waren ook schepen van de Britse marine en Franse kustwacht. Het scheepvaartverkeer was gewaarschuwd. Er zijn geen persoonlijke ongelukken gebeurd.

Wie opdracht krijgt de Tricolor te bergen, was gisteren nog onduidelijk. Smit uit Rotterdam heeft opdracht gekregen een onderzoek in te stellen naar de situatie rond het schip. Pas later deze week wordt de berging gegend.



De **Tricolor** kwam zaterdag in botsing met het containerschip **Kariba** en kapseisde. Aan boord van de Tricolor bevinden zich 2862 splinternieuw Volvo's, Saabs en BMW's met een waarde van zo'n 45 miljoen euro.

Tanker accident to be simulated

FRANCE and Spain will organise a major anti-pollution exercise in the Mediterranean in 2003, with the simulation of a tanker accident, the French Mediterranean Maritime Prefecture said yesterday during a conference at Toulon between France, Spain, Italy, Monaco and Greece. The exercise will be organised as part of the LionPlan, a co-operative Med pollution-fighting scheme put in place by France and Spain. There were also calls for France and Italy to improve co-ordination of shipping through the Bonifacio strait between Corsica and Sardinia. Tankers are not permitted to transit this strait, but it sees about 12 merchant ships passing each day which represent a potential danger to the Corsican coast. Conference members further urged the French government to adopt "sooner rather than later" a law enabling creation of an Ecologically Protected Zone that will permit better control of tank cleaning operations in the Western Med.

Salvors repair disabled tanker

US salvors are currently repairing the engine of the 17,078-DWT tanker **Isarstern**, disabled and adrift in South Florida. The Isle of Man-flagged ship was en route from Houston to Quebec and has drifted

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over three n-miles away from the Florida Keys National Marine Sanctuary. The tanker is carrying 300 tonnes of marine diesel and 66 tonnes of lube oil, and currently presents no environmental danger, a US Coast Guard official said. Meanwhile, an engine room fire on the 17,373-DWT Cyprus-flagged dry cargo vessel Torm Africa in the port of Savannah, Georgia yesterday has been brought under control. Savannah River Pilots briefly closed the river to traffic at the height of the blaze, a report from local Ryan Ship Services, said. The ship was carrying timber and container goods, according to reports, and has been moved to the Georgia State Ports Authority berth for repairs.

PRINCESS PIA AGROUND

Photo's via Albert Snoei - SOCS



ANOTHER old single-hulled tanker has run into trouble while laden with fuel oil, this time at the Lithuanian port of Klaipeda. In the wake of the Prestige disaster, the incident will increase already extensive concern over ships of this type and vintage. A spokeswoman for the port confirmed that the **Princess Pia** grounded at 1730 hrs local time on Tuesday. While it

is carrying 50,000 tonnes of fuel oil, there appears to be no oil spill and little prospect of one occurring. The 55,275 dwt tanker, built 1979, is believed to be managed by Ravenscroft Shipping. It was reportedly making a turn when it went out of control for an unknown reason, grounding 43 metres from a breakwater.

Initial attempts by tugs to pull the vessel free proved fruitless. It was then decided to offload part of the cargo onto smaller vessels and take advantage of the rising tide.

"The extent of the damage is hard to say," the spokeswoman added. "A team of divers is still working, and the captain hasn't provided information."

"A rescue team is prepared and waiting, and an environmental team will inspect the ship from a helicopter."

The Princess Pia had been loaded with fuel at Klaipeda Nafta terminal. According to oil traders, it had been chartered to Swiss-based trader Vitol, and was bound for Singapore.

Large quantities of Russian oil are exported through Klaipeda and other Baltic ports, and Estonia has raised the idea of Baltic-wide restrictions on single hulled tankers.

The **Princess Pia** has two earlier casualties, including a previous grounding in the River Orinoco in



Venezuela in 1995.

After that mishap, the vessel was refloated and was able to proceed under its own steam.

Two years ago, it was in a collision with a tug off the coast of South America, in an accident that saw the spill of some 2,000 tonnes of oil.

SHIPYARD NEWS

Bollinger Completes 50 Boat CG Contract



What began in 1996 as a contract from the U. S. Coast Guard to Bollinger Shipyards, Inc., to build one 87-ft. **Marine Protector Class** Coastal Patrol Boat (CPB) with options, has led to the delivery of 50 of the CPB's. Bollinger delivered the **USCG PETREL**, the last of the 50 Coast Guard boats on September 4. All were named after marine protected species. Because of increased homeland security and other mission requirements, the Coast Guard has received authorization for Bollinger to build up to 13 additional CPB's. Funding has been secured for four and construction will begin on the 51st USCG boat in the 4th quarter of

2002, with delivery planned for the vessel in Sept 2003. The others will follow at one month intervals. The Marine Protector Class boats are multi-mission platforms capable of performing Search and Rescue (SAR), Law Enforcement (LE), and Fisheries Patrols, as well as drug interdiction and illegal alien interdiction duties up to 200 miles offshore. The Bollinger built CPB's are based on the Damen STAN 2600 design developed for the Hong Kong police. Bollinger modified the design to meet U. S. Coast Guard requirements some of which are: Maximum continuous speed of 25 knots; Patrol speed not less than 10 knots; Maneuvering speed not greater than four knots with one engine continuously engaged; Berthing for a mix of male/female crew members of 10 plus a spare berth; Maximum crew comfort consistent with the operational requirements, and provisions for stores for a crew of 10 for a five day mission. The delivered 50 patrol boats are nearly identical. They are 87 ft. long (26.5M) long, 19 feet-four inches wide (5.92M) with a maximum draft of five feet-eight inches (1.74M). They are armed with two 50 caliber machine guns as well as small arms. The CPB's can carry approximately 2,900 gallons (11,000L) of fuel, and approximately 400 gallons (1500L) of potable water.

They were designed in accordance with the American Bureau of Shipping's (ABS) Guide for Building and Classing High Speed Crafts, and are capable of towing vessels weighing up to 200 tons. One of the most important features is its ability to carry, launch and recover a Rigid Hull Inflatable Boat (RIB) in seas up to 8 feet (2.5 meters) wave height. Bollinger drew upon the experience of David Cannell, a famous English marine designer, in the design of the RIB stern launch and recovery system. The pilothouse of the CBP is a dramatic improvement over the aging Point Class cutters. Their fully integrated system is housed in an area of 205 square feet as opposed to 42 square feet on the Point class. The command and control console stretches the full width of the pilothouse. Visibility is a full 360 degrees with no obstructions from the mast, exhaust, or other hull structure. There are 17 heated

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windows, including two sliding windows to ensure that the commanding officer has a full view of the surrounding area.

The navigation station faces forward and can accommodate full sized charts without folding. The Electronic Chart Display (ECDIS) with radar overlay is visible from the navigation station, the helmsman's position, and the commanding officer's chair. The ECDIS system is a Windows-based computer system that has pre-programmed search and rescue patterns including track line, expanding square, and sector searches. This single unit can display "own ship" and all radar "targets" on the selected navigational chart at their current position. The cutters have a ship's office to house the U. S. Coast Guard Standard Workstation (personal computer) and a fiber optic Local Area Network (LAN) that can be used internally or externally when connected to a shore tie. Accommodations for two safes for the storage of classified material are also provided in the ship's office.

Two MTU 8V 396 TE94 diesel engines developing 1500 HP drive five-blade propellers on each of the boats through ZF BW 255 reverse/reduction gears. The system includes a slow speed drive capability to ensure that the vessels can maneuver in restricted waters as well as tow small pleasure craft after a successful search and rescue mission. The engine control and monitoring systems are equipped with operational data recorders to provide performance-based maintenance and to improve logistic support. Each vessel is equipped with a 250-gallon per day reverse osmosis water maker. The RIB launch and recovery system allows for the safe and rapid deployment and recovery of the RIB with minimal assistance from the crew of the "mother" ship. To launch, the boat crew boards the RIB and starts its diesel water-jet engine. The mother ship's transom gate is raised hydraulically from the down position to an open position parallel to and over the main deck. The crew then activates a quick release hook, allowing the force of gravity to slide the RIB down a 13-degree incline and out of the stern. For recovery, the coxswain can either drive the RIB into the notch and up the incline where a crew member passes a line over a Samson post to capture the craft or the coxswain can winch the RIB into the notch using a high speed electric winch mounted on the main deck of the mother ship. The aluminum hull RIB has a foam collar with an inflatable bladder beneath it to provide durability and safety. The RIB has a top speed in excess of 20 knots when carrying six crewmembers but approaches 30 knots with a two-person crew. Crew comfort is achieved through the use of four two-person staterooms and one three-person stateroom. Each stateroom is equipped with internal telephones and sound-powered phones as well as sinks and potable water service. There are two water closets and two showers to give maximum utilization to the sanitary facilities.

ROUTE, PORTS & SERVICES

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New tugs expected to reduce transit times through Panama Canal

THE president of Panama, Mireya Moscoso, welcomed two new tugboats to the Panama Canal Authority (ACP) fleet, both purchased at a cost of US\$10.76 million. The new units, named **Herrera** and **Los Santos**, incorporate state-of-the-art technology, and include emergency response equipment and improved operational facilities.

Canal administrator Alberto Aleman Zubieta said: "The addition of two tugboats, Herrera and Los Santos, are part of the Canal's permanent modernisation programme geared towards providing our customers with the best service for their transit through the Canal. High-quality customer service is our first priority and these new tugboats are another example of this commitment."

With the addition of Herrera and Los Santos, the fleet now totals 24 tugs

Geest North Sea Line to Introduce New Ships

Geest North Sea Line will introduce two 804TEU vessels into service in the course of 2004. Wout Pronk, managing director of European shortsea and intermodal specialist Pronk made the announcement during his presentation "Getting closer to the customer", which he was delivering to delegates attending the Short Sea Europe seminar at Intermodal Transport & Logistics 2002 (ITL2002) in Rotterdam. The vessels will have more than twice the container capacity of those currently operated by Geest and will be far bigger than anything that has been used in the North Sea shipping trades before. They have been designed specifically to carry 45ft and heavy 20ft and 30ft containers and reflect the company's longterm commitment to the future of European shortsea and intermodal transport. Once in service, they will operate between Rotterdam and the UK East Coast. Pronk said: "Virtually every containership, deepsea or shortsea, is designed around 20ft and 40ft containers, nowadays with some 45ft capability, usually on deck. However, the growth of our own 45ft door-to-door business and increasing volumes of third-party dry bulk and tank container traffic required us to look afresh at ship design. "We have been helped considerably in our search for a suitable design by Jorg Kopping, a German shipowner with whom we are closely associated. He has worked tirelessly on this concept, talking to many shipbuilders. The result is an 804TEU vessel that enables us to cater for both 45ft containers and our quay/quay customers' heavy tank and bulk containers - 20 footers, 30 footers, 40 footers and some odd ball sizes in between - in an optimal way. Kopping is now in the process of ordering two vessels specifically for charter to Geest."

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



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Top : The **NEFTEGAZ 57** arriving in IJmuiden – **photo : Gerrit Toes ©**

The **NEFTEGAZ 57** which is chartered through Workshops Contractors by Wjismuller Salvage is at present stand by at the Western Approaches / North Sea area

AIRCRAFT / AIRPORT NEWS

Alaska Airlines new special paint scheme promoting Disneyland



Boeing 737-400 N784AS, This shot was right as they rolled her right out of the hangar
photo : Royal S.King ©

RIJNMOND WEATHER

Vooruitzichten van woensdag t/m vrijdag:

Vanaf vrijdag zachter!

Perioden met zon en droog, in de nacht en ochtend lichte vorst. Vanaf vrijdag meer bewolking, een toenemende regenkans en zachter.

	WO-18	DO-19	VR-20	ZA-21
Maximumtemperatuur:	4	3	5	10
Minimumtemperatuur:	-2	-3	-1	5
Zonnekans in %:	50	60	30	10
Neerslagkans in %:	5	5	30	70
Windrichting kracht:	NO-1-3	O-3-4	ZZO-3-5	ZW-4-6



The Russian Kirov class nuclear powered guided missile cruiser **Petr Velikiy** near the Kursk Location
Photo : Piet Sinke ©