

DAILY SHIPPING NEWSLETTER 2002 – 116

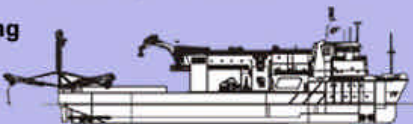


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EVENTS, INCIDENTS & OPERATIONS

Doop nieuwe reddingboot Paal 8 in januari

Het reddingstation Terschelling-Paal 8 van de Koninklijke Nederlandse Redding Maatschappij (KNRM) krijgt binnenkort de beschikking over de nieuwe reddingboot **Frans Hogewind**. Het schip is van het type Valentijn en zal op 11 januari 2003 worden gedoopt.



Links :

De **Beursplein 5** een reddingboot van het type **Valentijn** in de haven van Hoek van Holland - **Foto : Piet Sinke ©**

Met de doop wordt de **Frans Hogewind** ook officieel overgedragen aan het station. De bouw van de reddingboot werd bekostigd uit een schenking van mevrouw J.J. Hogewind-de Nijs. De schenkster uitte daarbij de wens dat de nieuw te bouwen reddingboot naar haar overleden echtgenoot zou worden vernoemd.

De **Frans Hogewind** is voor de KNRM de 14de reddingboot van het type Valentijn. Het boottype werd ontwikkeld als strandreddingboot voor de reddingstations langs de Noordzeekust die niet de beschikking hebben over een zeehaven. Het reddingboottype voldoet echter zo goed dat ook enkele Wadden- en IJsselmeerstations met een Valentijn werden uitgerust. De **Frans Hogewind** heeft een lengte van 11,00 meter, een breedte van 4,10 meter en een diepgang van 0,75 meter. Twee motoren

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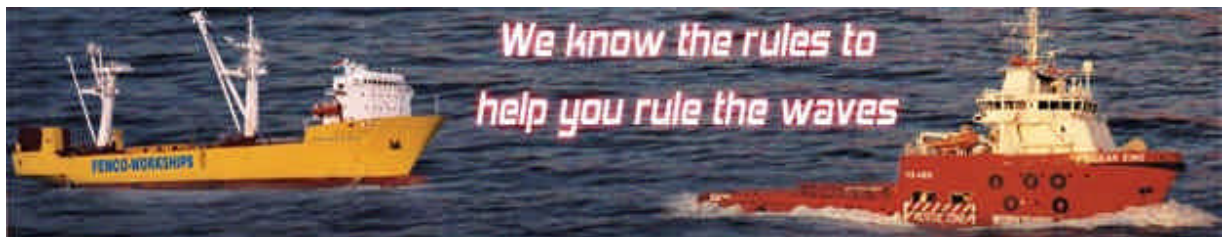
van elk 450 pk geven de boot een maximum snelheid van 35 knopen. De reddingboot wordt bemand door vier bemanningsleden.



De KNRM besloot op station Paal 8 een grotere reddingboot te stationeren om de gereddencapaciteit op het noordelijk deel van de Noordzee te vergroten. De huidige reddingboot **Poon** heeft een gereddencapaciteit van 5 schipbreukelingen, de **Frans Hogewind** kan 50 geredden aan boord nemen. De **Frans Hogewind** wordt door middel van een tractor en een bootwagen vanaf het strand te water gelaten. De kantelproeven van de **Frans Hogewind** hebben reeds plaats gevonden.

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A group of sub-Saharan immigrants sit on a civil guard patrol boat after being intercepted off the Canary island of Fuerteventura, Spain Saturday Dec 28, 2002. Police rounded up early Saturday at least 103 illegal African immigrants who were intercepted in five rudimentary vessels approaching the southern coast of Fuerteventura and Lanzarote, two Canary islands off the coast of Africa.. Every year thousands of Africans fleeing poverty try to slip into Spain and use it as a gateway to a better life in Europe



MZ FICUS

According to reports from the Jamaica Observer, the **MZ Ficus**, the petroleum tanker that has been docked in the Kingston Harbor since it slammed into the Shell oil company pier at Rockfort a week ago, is expected to sail to Montego Bay this week to off-load its remaining 1,500 tons of fuel before heading to the Bahamas for repairs.

At the same time, Shell officials said that the accident would not seriously disrupt the off-loading of petroleum products to its East Kingston facility despite the damage to the pier. There was no oil spilled during the accident, preventing environmental problems.

"It's not a major disaster," said Winston Ormsby, Shell's operations manager. "We have done some remedial work so there is not much dislocation." Once full-scale repair of the pier began, Ormsby said, the docking and off-loading of vessels could be scheduled in-between the work.

It was not clear, however, how seriously the accident would affect the Jamaica Flour Mills (JFM), whose overhead conveyor that transport wheat from the harbor to its plant on the other side of the road was damaged in the accident. There could be problems with the equipment used by the flour mills as it sits on the Shell pier, said Ormsby. "The biggest issue is the flour mills," he said. "Their off-loading equipment is on the platform that is damaged. We are not certain what arrangements they will make."

The MV Ficus, a 44,788 deadweight vessel registered in the Isle of Man, is owned by the Moldovan company Angelique Shipping and is leased and operated by Shell International Trading and Shipping, a subsidiary of Royal Dutch Shell, which also owns Shell Jamaica.

The vessel arrived last week from Point-a-Pierre, Trinidad with diesel and other refined petroleum products and had off-loaded at petroleum depots in Montego Bay and at Berth 6 in the Kingston transshipment port.

It was apparently maneuvering to dock at the Shell Rockfort pier at about 6:00 pm on December 21 when it slammed into a platform, tearing away a chunk of the concrete structure, damaging a portion of Jamaica Flour Mills' conveyor system. Some sources estimate that the damage could be between J\$75 million to J\$100 million, although Ormsby indicated that insurance investigators from Shell Jamaica as well as owners and operators of the vessel were expected in the island to carry out investigations.

A Port Authority of Jamaica marine pilot was aboard the vessel at the time of the accident, which apparently took place in good weather. The ship, with a crew of about 20 Filipinos, is captained by a Dutchman, Kees Cramer.

"We do not know what caused the accident but we do know that the weather was favorable," said Loxley Tulloch, general manager of Grace, Kennedy & Company Shipping Ltd, the ship's agent. "There were no swells at sea or high winds." Shell's Ormsby said that temporary repairs were done to the Ficus, which was now awaiting permission from the harbor master, Hopeton Delisser, to sail to Montego Bay to off-load its remaining cargo. Delisser is heading an investigation on behalf of the Port Authority of Jamaica ordered by the chairman and CEO, Noel Hylton.

"We expect that permission shortly," Ormsby said. "After Montego Bay, the ship will sail to Freeport, Bahamas for dry-docking and fuller repairs."

There was no damage to the Shell pipeline from the accident. "The pipelines are back from the platform just in case of events like these," he explained. "There is no environmental damage to the harbor because the pipeline was completely empty. The pipelines are kept dry."

Nederlandse olieverter terug naar huis



Het schip **Rijndelta** van Rijkswaterstaat, dat in Spanje werd ingezet voor het opruimen van olie van de gezonken tanker **Prestige**, heeft zijn taak volbracht. Het vaartuig is onderweg naar Nederland. Dat heeft Rijkswaterstaat vrijdag bekendgemaakt.



De door Rijkswaterstaat gehuurde sleephopperzuiger **Rijndelta** begon eind november de grote hoeveelheden olie die uit de **Prestige** waren vrijgekomen op te ruimen. Samen met een tweede schip van Rijkswaterstaat, de **Arca**, wist het vaartuig ruim 11.000 ton olie te 'vegen'. Dat is verreweg het meeste van alle vegers die in het getroffen gebied opereerden.

De **Rijndelta** is een schip dat normaal

gesproken baggerwerkzaamheden uitvoert. Voor de hulpactie werd het speciaal uitgerust met twee olievergarmen. Het kan per vaart ruim 3000 kubieke meter olie bergen. Volgens Rijkswaterstaat kan het vaartuig terugkeren naar Nederland omdat er op dit moment geen grote hoeveelheden olie meer in zee drijven. Het vaartuig is zaterdag aangekomen in de haven van Rotterdam. De **Arca** blijft voorlopig nog wel in Spanje.



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Nieuwe sleepboot voor Rederij Noordgat op Terschelling

Rederij Noordgat zal het gelijknamige vlaggenschip, de sleepboot **Noordgat**, vervangen door een andere sleepboot, de **Hunter**.

Dit is de voormalige **Point Spencer** van Wijsmuller/Svitzer Marine Ltd in Engeland en werd gebruikt voor kustsleepreizen en assistentie aan zeeschepen nabij Glasgow in Schotland.



Het schip is 39.40 meter lang, heeft een breedte van 9.50 meter en een diepgang van minimaal 3.50 meter, maximaal 4.50 meter. Het wordt voorgestuwd door een 3300 pk motor met 1 verstelbare schroef.

Verdere gegevens: 40 ton bollard pull, bouwjaar 1973, ijsklasse 2, wereldwijd vaargebied. Deze sleepboot zal medio april naar Terschelling komen. De **Hunter** zal in de toekomst de kleinere **Noordgat** moeten vervangen. "Wij wilden met oog op vaker optredende calamiteiten op zee een zeewaardigere en sterkere sleepboot dan de **Noordgat** hebben en na ongeveer een half jaar zoeken en onderhandelen is dit hem geworden. Met dit schip kunnen we met slecht

weer veilig en efficient opereren tijdens bergingsoperaties", aldus Simon Smit van de rederij.

NAVY NEWS

Navy told to ready 2 aircraft carriers for Iraq

The Pentagon has ordered the Navy to prepare two aircraft carriers and two amphibious assault vessels for possible action in Iraq, defense officials said yesterday, as U.N. arms experts interviewed a

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key Iraqi scientist in Baghdad and inspected three suspect sites.

The Pentagon's orders, sent in the last two days, require the Navy to have the vessels ready to sail to the seas around Iraq within 96 hours after a certain date, the officials said, speaking on the condition of anonymity. They declined to specify that date.

The ships and the escorts would bring a powerful military force to the region, adding several warships, scores of strike aircraft and roughly 4,400 Marines to the forces already within striking distance of Iraq. In Baghdad, U.N. spokesman Hiro Ueki said inspectors from the International Atomic Energy Agency (IAEA) in Iraq had interviewed a metallurgist from a high-profile state company, but the scientist, Kathim Jamil, denied any links to Iraq's nuclear program.

"He provided technical details of a military program," Mr. Ueki said in a statement. "This program has attracted considerable attention as a possible prelude to a clandestine nuclear program."

Mr. Ueki said the scientist's answers "will be of great use in completing the IAEA assessment" of Iraq's nuclear program.



Top : The **USS MOUNT WHITNEY (LCC 20)** which is the command ship Atlantic Forces US Navy
At this file picture the vessel is arriving in Rotterdam for a visit 24-03-2002 – **photo : Piet Sinke ©**

The Iraqi Foreign Ministry said in a statement that Mr. Jamil was a specialist in the use of aluminum tubes used to produce 81-mm missiles with a range of six miles. An Iraqi monitoring official attended the interview that lasted one hour.

The United States and Britain have raised the alarm in recent months over suspected attempts by Iraq to buy aluminum tubes that could be used to process uranium. Iraq denied the charges and said it had had the tubes since the 1980s.

Inspectors from the IAEA and a U.N. mission toured the Modern Co. for Brewery and other sites yesterday as the mission to scour Iraq for traces of nuclear, biological or chemical weapons entered its second month.

The 100-plus inspectors — whose predecessors left the country in 1998 after Baghdad halted cooperation — are due to issue their next report on January 9 and a final one on January 27, and speculation is growing that this could spark war.

A U.N. Security Council resolution last month gave Iraq a last chance to come clean on its weapons programs, as required by resolutions dating back to the 1991 Gulf war — or face the consequences, which is diplomatic-speak for possible war.

If the Pentagon gives the order to sail, the **USS George Washington** battle group would be sent from the Atlantic fleet, officials said. The George Washington returned to its base in Norfolk from the region on Dec. 20 and is considered best prepared for action.

Either the **USS Abraham Lincoln** or the **USS Kitty Hawk** battle group would be sent from the

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Pacific fleet. The **Abraham Lincoln** is in Perth, Australia, having just left the Persian Gulf region. The **Kitty Hawk** is in port in Japan.



An aircraft carrier battle group includes six to eight surface ships, including cruisers, destroyers, frigates and other vessels, and about 7,500 sailors. An amphibious-ready group has about 2,200 Marines.

Left :

A battle group at sea

Photo : Coll Piet Sinke

The defense officials declined to say which amphibious assault groups are most likely to

be sent to conduct operations in Iraq. Those groups center on a large, carrierlike vessel that can launch helicopters and carry Marines.

Already in the region is the carrier **USS Constellation** and the amphibious assault ship **USS Nassau**, and their escorts, officials said. The **Nassau group** carries another 2,200 Marines.

A fourth carrier group, centered on the **USS Harry S. Truman**, is in the Mediterranean Sea.



USNS COMFORT (T-AH 20) – photo : Coll. Piet Sinke

In addition, the U.S. Navy hospital ship **Comfort** is expected to put to sea from its home port in Baltimore next week and prepare for action, military officials said yesterday. It will be headed to Diego Garcia, a British island in the Indian Ocean, where the United States bases numerous military aircraft, to support any potential conflict with Iraq.

The 1,000-bed floating hospital will initially sail with a crew of 61 civilian mariners and 225 Navy personnel, including enough doctors to support two operating rooms, said Marge Holtz, spokeswoman for the Navy's Military Sealift Command. Hundreds more will be flown to the ship as needed, she said. The white-painted vessel, marked with red crosses, is equipped to handle combat casualties, including

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those injured in chemical- or biological-weapons attacks, Miss Holtz said. It may leave as early as Monday, Miss Holtz said.



the Persian Gulf.

The aircraft carrier **USS George Washington** sails in the Persian Gulf in this Sept. 5, 2002 file photo. The Pentagon has ordered a major military force to the Persian Gulf in preparation for a possible war with Iraq. Thousands of troops, two aircraft carrier battle groups and scores of combat aircraft have received orders since Christmas to ready themselves. The **USS George Washington** has already been selected to head to the region. The ship just arrived home to Norfolk, Virginia, from

French troops, together with military vehicles are seen on the deck of the French ship **'Foudre'** at the port in Abidjan, Ivory Coast on Saturday Dec. 28, 2002. The ship, carrying about 300 French soldiers and military equipment, docked at Abidjan's seaside port Saturday morning bringing the total number of French troops in Ivory Coast to around 2500



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Tourists brave the chilly waters of Nassau Harbour as the **Disney Wonder** cruise ship (dark blue hull) rests in port in Nassau, Bahamas, Friday, Dec. 27, 2002. Former President Bush and his son, Gov. Jeb Bush, embarked Thursday on a three-night holiday cruise with family members aboard the ship.



SMITWIJS SINGAPORE



The **SMITWIJS SINGAPORE** departed Saturday morning from Rotterdam
Photo : Piet Sinke ©

ASIAN HERCULES II



Top & right :
The Sheerlegs **ASIAN HERCULES II** moored near the wreck
of the **TRICOLOR**

Photo : Marine Nationale



AIRCRAFT / AIRPORT NEWS

Record aantal buitenlandse operaties vanaf vliegbasis Eindhoven

Voor de transportvloot van de Koninklijk Luchtmacht op vliegbasis Eindhoven heeft het jaar 2002 voor een belangrijk deel in het teken gestaan van buitenlandse operaties. Dit jaar is een recordaantal mensen en vracht over de wereld vervoerd.

In totaal zijn in de eerste elf maanden van dit jaar 4,4 miljoen kilogram vracht vervoerd (ten opzichte van 4 miljoen kilogram in 2001 en 2,7 miljoen in 2000) en 36.970 passagiers (t.o.v. 33.000 passagiers in 2001 en 35.000 in 2000). De transportvloot van de luchtmacht bestaat uit tien transportvliegtuigen van verschillende types: twee C-130 Hercules, twee KDC-10, twee Fokker 50 en vier Fokker 60.

KDC-10

In april van dit jaar is een KDC-10 als tankervliegtuig voor drie maanden gestationeerd op de vliegbasis

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Al Udeid in Qatar, om Amerikaanse jachtvliegtuigen bij te tanken in de lucht. De KDC-10 heeft in Qatar totaal 55 missies uitgevoerd waarbij ongeveer 2 miljoen liter brandstof werd afgegeven. Vanaf 1 oktober is een KDC-10 als tankervliegtuig gestationeerd op het vliegveld Manas in Kirgizië, samen met zes F-16 jachtvliegtuigen van de vliegbasis Volkol. De jachtvliegtuigen leveren samen met Deense en Noorse F-16's luchtsteun aan de grondtroepen van de Internationale Security Assistance Force in Afghanistan. In totaal is er bijna 5.5 miljoen liter (t.o.v. 3 miljoen liter in 2001) kerosine door een KDC-10 in de lucht afgegeven aan andere vliegtuigen.

C-130 Hercules

In januari hebben de twee C-130 Hercules in totaal 1400 militairen (200 Nederlandse en 1200 Duitse) met hun bagage vanuit Trabzon in Turkije naar Kaboel in Afghanistan vervoerd. Gedurende acht weken is er gevlogen op de route Trabzon - Kabul - Mashad (Iran) - Trabzon. Van eind maart tot eind september is een C-130 Hercules gestationeerd op het vliegveld Manas voor algemene luchttransporttaken voor de operatie Enduring Freedom. De C-130 Hercules heeft in die periode totaal 75 operationele missies uitgevoerd, waarmee 724 passagiers en 815.000 kilogram goederen zijn vervoerd. Vanaf het vliegveld Manas zijn transportvluchten uitgevoerd naar Bagram, Kabul en Kandahar in Afghanistan, naar Jacobabad in Pakistan en naar K2 in Uzbekistan.

Medische evacuatiemissies

In het afgelopen jaar zijn in totaal zestien medische evacuatiemissies uitgevoerd. Daarvan zijn dertien missies uitgevoerd met een Fokker 60 vanuit voormalig Joegoslavië en drie met een C-130 Hercules vanuit Kirgizië. Daarnaast hebben een Fokker 60 en een C-130 Hercules een tiental vluchten uitgevoerd waarbij parachutisten worden gedropt (paravvluchten).

.... SHIP OF THE DAY CARNIVAL SPIRIT



The **Carnival Spirit** is a Panamax-Max size cruise ship. It carries up to 2,680 passengers in 1,062 staterooms. The crew capacity is 961. In all, the Carnival Spirit features twelve passenger decks. The atrium stretches over ten of them.

The passenger suites are on decks 1, 4, 5, 6, 7 and 8. These include six penthouse suites which are 36m². On deck 7 there are 44 suites of 27m², 8 'demi suites' of 22m² and others from 15 to 18m² in size.

Of the 1,062 staterooms, 849 (80 per cent) enjoy a sea view while 750 (70 per cent) of them have balconies.

ENTERTAINMENT, RECREATION AND PASSENGER DECKS

On deck 1 (riviera deck) is the show lounge (versailles lounge), which seats some 320 guests. Decks 2 (promenade deck) and 3 (atlantic deck) are public passenger decks. The lobby houses two grand staircases, a bar with dance floor, and the information and tour desks. There is the Louis XIV casino, including the casino bar and a bandstand.

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The room also features big-screen televisions and tabletop gaming machines. In front of this is the large club cool jazz bar, a card room (monarch's room) and the pharaoh's palace. This is the main show lounge and stretches over three decks. It seats 1,170 guests.

In the atrium area are the reception and excursion desks, the spirit lobby bar (seating 123). Further aft is the lower floor of the main restaurant (empire restaurant), constructed in French 19th-century style, which stretches over two decks and seats roughly 1,300 guests, as well as 86 guests in a separate annex restaurant, the napoleon room.

On deck 3, in front of the main dining room's upper level, is the conference room, seating some 60 guests, and the deco lounge (foyer lounge). Beyond the Atrium is the shopping area (fashion boulevard).

Deck 4 (main deck) is a passenger cabin deck. The uppermost level of the theatre is situated up ahead, beyond which there is a large video gaming room (techno arcade).

Deck 5 (upper deck) is a passenger cabin deck, which leads on to the children's playroom (the fun house).



Decks 6 (empress deck), 7 (veranda deck) and 8 (panorama deck) are passenger cabin decks, and at the head of deck 8 is the ship's wheelhouse, with the officers' staterooms abaft.

Deck 9 (the lido or pool deck) incorporates two large swimming pools and two Jacuzzis in the central pool area (dome pool and sun pool), with a large bar in between (canopy bar).

On deck 10 (sun deck) there is a large multi-function/aerobic area and a lido area.

Deck 11 (sports deck) is an open deck with a jogging track. Surrounding the atrium on deck 12 (sky deck) is the ship's observation balcony.

CARNIVAL SPIRIT'S MACHINERY

Carnival Spirit has diesel-electric machinery, consisting of six Wärtsilä 9L46D diesel engines with a



total power of 62,370kW, each connected to an ABB alternator that provides electricity to the ship's main electric network at 11KV 60HZ, three phase.

Power from the main switchboard is supplied to 440V switchboards via three transformers to serve auxiliary machinery and ships services. A separate MG-stabilised power system supplies lighting and small consumer needs.

The propulsion consists of

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two azimuthing electric azipod propulsion units, with a power of 17.6MW each. Carnival Spirit has three 1.91MW tunnel thrusters in the bow. The service speed is 22 knots.

WASTE HANDLING

This is one of the first installations on-board a cruise ship, designed completely without dumping or discharging into the sea. It includes two 1,400kW incinerators

The classification society of Carnival Spirit is the Italian organisation, RINA. The liner sails under the Panama flag.



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