

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Sunday 28-04-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Oud en nieuw ontmoeten elkaar op de Noordzee



Voor de kust van Nederland vond op 26 april een bijzondere ontmoeting plaats tussen het luchtverdedigingsfregat Hr.Ms. Jacob van Heemskerck en de replica van het VOC-schip Duyfken. Aan het eind van de ochtend kwamen de schepen elkaar op de Noordzee, waar het op dat moment windkracht zes was, tegen. Een niet alledaags gezicht, de 130 meter lange Hr.Ms. Jacob van Heemskerck naast de 24 meter lange Duyfken.

Met behulp van een megafoon kon de voorzitter van Duyfken Nederland, dhr. B. van Tilburg, de 16-koppige internationale bemanning aan boord van de Duyfken, onder wie vijf vrouwen, begroeten. "Welkom in Nederland. Jullie doen het fantastisch, tot zondag."

Bijna een jaar geleden, op 5 mei 2001, vertrok de Duyfken vanuit Sidney (Australië) om langs dezelfde route die 400 jaar geleden door de VOC-vloot gebruikt werd, terug te keren naar Nederland. Zondag (28 april) komt de Duyfken

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aan op Texel waar het schip door Kroonprins Willem-Alexander wordt opgewacht.

Dit jaar is het 400 jaar geleden dat door het besluit van de Staten-Generaal de Vereenigde Oost-Indische Compagnie (VOC) werd opgericht, in de 17e en 18e eeuw de grootste handelsonderneming ter wereld. De oprichting van de VOC wordt dit jaar op verschillende momenten en locaties feestelijk herdacht.



The freighter **Sammi Herald** sits in the Columbia River just off Terminal 6 in Portland, Ore., Friday, April 26, 2002. Three stowaways, one dead and two badly dehydrated, were found Friday on the ship in the Columbia River, apparently traveling from Colombia in the ship's rudder compartment, immigration officials said. The ship was headed for Pacific Harvest, a grain elevator in Vancouver, Wash., according to officials

French ship banned from US waters

US government inspectors have banned a container ship owned by France's CMA CGM from entering the port of New York & New Jersey after discovering illegal explosives, unsafe equipment and deficient documentation. The US Coast Guard said the 2,200 TEU **CMA CGM Utrillo** was boarded by USCG officers at New York's Graves End Bay on April 16, during which an agent detected an unsigned dangerous cargo manifest. An inspection by the USCG and National Cargo Bureau uncovered prohibited explosives, six structurally unsound containers, improper labelling, cargo segregation discrepancies and a questionable stowage plan. The captain was ordered to leave US territorial waters immediately, prepare a detailed list of all cargo-handling deficiencies identified by US agencies and "resolve" them. The Kerguelen Islands-registered ship was transporting French civilians and military to French Polynesia.

Arson blamed for Carmela fire

THE captain of the Philippines inter-island ferry **Maria Carmela** has blamed arson for the fire that claimed 45 lives on April 11. Testifying before a coast guard board of inquiry yesterday, Capt Godofredo Erandio said the fire could only have been started intentionally, noting that the vessel had carried cargoes of copra for a long time without incident. Investigators stated that the blaze started on the vessel's car deck where 1,600 sacks of copra were stored, but they could not determine what started the fire. Erandio said the car deck had been well guarded so that anyone found smoking in that area would have been stopped. Yesterday's hearing was the first involving the officers and crew of the Carmela. The eight-member board questioned Erandio for two hours during which he also defended his

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crew, claiming that they had tried to extinguish the fire and had helped passengers with life saving equipment

Ferry probe team faces uphill task

EVIDENCE that would determine the cause of the fire on the Philippines ferry **Maria Carmela** is proving hard to find. Domingo Estera, chairman of the Board of Marine Inquiry, has admitted that the cause might never be known. The ferry's captain had earlier insisted that the fire had been caused by arson, but failed to identify the alleged culprits. Estera, however, said the board is working on two theories: the fire was deliberately caused or it was sparked by a cigarette butt. At the probe hearings yesterday, the ship's third mate told the board that a cigarette end probably thrown from the passenger deck might have started the fire. It may have blown towards the cargo hold where the fire originated, he told the inquiry. Estera ruled out the possibility of an engine fire or sparks from the exhaust causing the fire. Forty-five passengers and crew died in the April 11 tragedy

Fewer bulk carriers lost

ALTHOUGH four dry bulk vessels – and 64 crew – were lost in 2001, the overall trend in losses is downward, according to Intercargo's latest Bulk Carrier Casualty Report. This may signify that "all the rule-making in recent years has had a real effect." The average age of bulk carriers that sink is rising, while the number of ships, lives and amount of tonnage being lost is falling. Nevertheless, in 2002 several strands of research aimed at improving the safety of dry bulk shipping come to a head, including the review of the Load Line convention, and various Formal Safety Assessment studies ranging over structural issues to hatch cover watertight integrity. Last year's losses all occurred in bad weather, but in some cases little more is known, and Intercargo underlines the urgent need for the greater dissemination of this valuable information to better understand why casualties occur

CASUALTY REPORTING

Drifting tanker to be salvaged



US Coast Guard (USCG) officials have decided to salvage an unmanned, Indonesian bunker tanker drifting towards Johnston Island in the Pacific. Hawaiian-based tug **American Quest** is on its way from Honolulu to salvage the 78-m Insiko, which was disabled by a March 13 fire that killed one of the 11 Chinese and Taiwanese crew. US government agencies have concluded that the ship, carrying an estimated 227,000 litres of diesel fuel and lube oil, poses an environmental threat to the US-owned island reserve, 1,327 km south-west of Honolulu. The USCG, which has contracted the tug, has warned salvage workers of the potential dangers

involved in their planned attempt to rescue a dog from the burnt-out vessel. The two-year-old animal belonged to the Chinese master, who reportedly was told he could not take the dog with him when he and his crew were rescued by the Norwegian Star cruise ship. The dog has been given food drops by the USCG. The American Quest is expected to reach the crippled refuelling tanker Thursday night local time.

Two die as ship sinks in Korea

TWO ship's personnel including the master have died, and five crewmen are reported missing, after a cargo ship sank following a collision near Pohang port in South Korea this morning. Korean television, quoting marine police in the port, said a 2,480 GT ship named **Namil** sank after colliding with a 6,300 GT vessel named **Taehan-1**. Reuters has reported the latter vessel as a tug, named Dae Han. Searches were on for the missing crew, all of whom are Korean, marine police said. The Namil was reportedly carrying limestone to Pohang. The crew of Taehan-1 is reported to be safe. Neither ship is known to Fairplay's database.

SHIPYARD NEWS

Dubai Drydocks probe delayed



THE police investigation into the March 27 tragedy at Dubai Drydocks (DD) is yet to get under way, delaying court proceedings against the unspecified employees charged with causing death by criminal negligence. "The police forensic department have said they don't have an expert qualified to carry out the examination, so it looks like being up to the public prosecutor to appoint one," a DD insider told Fairplay. It is

believed that up to nine employees face charges of causing death, injury and damage to third-party property by criminal negligence. However, the docks' insurers have already intimated to vessel owners that there will be no admission of liability. Meanwhile, access to No 2 dock has been denied to surveyors appointed by owners of the five vessels damaged during the incident to assess alleged negligence. "DD has put up all the gates, denying access to the dock and internal documents relating to the gate failure," a surveyor claimed.

Shipbuilding cash injection delayed

A PROPOSED injection of state cash for EU shipbuilders was once again delayed yesterday as the European Commission postponed discussions for a further two weeks. A revised plan to protect shipbuilders against alleged unfair competition from South Korea was due to be discussed yesterday, but has now been rescheduled due to time constraints. An EC spokesman for Pascal Lamy's trade commission denied that the delay had been caused by a reported dispute between Mario Monti, the competition commissioner, and his trade counterpart. The trade commission's plan to subsidise EU shipbuilders while their case, which could last more than a year, is heard before the WTO has met with opposition from Monti over the reintroduction of state aid. The delay has angered members of the Committee of EU Shipbuilders Associations (CESA) who claim that this uncertainty has contributed to the decline in new order intake. Arguing that Europe must stop their endless debates and live up to its responsibilities, Reinhard Lücken, CESA's secretary general, said in a statement today that "decision makers have a responsibility to take necessary decisions now."

Hellenic take-over cleared



THE European Commission has cleared the acquisition of Hellenic Shipyards of Greece by a German consortium comprising Howaldtswerke-Deutsche Werft (HDW) and Ferrostaal. "The Commission has assessed the competitive impact of the operation in the EEA and found that it would not give rise to any competition concerns," the EC said in a statement yesterday. The transaction is related to submarine activities, the EC said. Following partial privatisation in 1995, the current shareholders of Hellenic are ETBA Bank (51%) and a co-operative formed by employees (49%). "The acquisition forms part of the wider privatisation programme of the ETBA bank and it took place through an open tender won by the HDW/Ferrostaal consortium,"

the EC said. The EC appeared to be convinced about the privatisation process which would pave the way for Hellenic to focus capacity on the assembly of submarines ordered by the Hellenic Navy as well as gear for future orders. The Commission stressed that the operation would not have a significant impact upon the otherwise leading position of HDW in the production of conventionally powered submarines in Germany.

ROUTE, PORTS & SERVICES

"Rederijen moeten zich verdedigen tegen hegemonie PSA Corp en Hutchison"

"We zijn een beetje kwaad op België. Om welke redenen werd in Antwerpen aan de groep PSA Corp verkocht, terwijl deze de lokale goederenbehandelaars niets te leren heeft? We menen dat de groepen PSA en Hutchison een hegemonie tot stand willen brengen in Europa en daarom geven de reders er de voorkeur aan zich onderling te verenigen om andere wegen te bewandelen." Jacques Saadé, voorzitter van de rederij CMA CGM antwoordde hiermee op een vraag die woensdag jl. gesteld werd tijdens de persconferentie in Parijs ter gelegenheid van de resultaten van het boekjaar 2001 en de eventuele interesse van de Franse rederij in het overnamebod dat PSA Corp in Singapore aankondigde

Wijsmuller wants company back



MICHIEL Wijsmuller, former MD of the Dutch towage and salvage company that he sold last year to AP Møller, has offered to buy back part of the company. The Danish shipping giant has reportedly concluded that five divisions, including Wijsmuller Engineering, Wijsmuller Marine Equipment and harbour towage operator Rederij Gebr Goedkoop do not constitute core activities, and wants to sell them. Wijsmuller has indicated that he is interested in taking over the businesses.

Grimaldi Naples goes short sea

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GRIMALDI Group Naples is to launch a weekly short-sea ro-ro service between Tarragona, Spain and Leghorn and Salerno in Italy. Francesco Decandia of Grimaldi's short sea department said containers would make up the main part of traffic. The service is to be a joint venture with an unnamed European shipping company, which will provide

financial support for the service, Decandia added. He declined to name the partner. The new service is expected to start in the summer, possibly using the 8,428 GT Salerno Express. A new container terminal is to open at Tarragona in June. Last November Grimaldi Naples MD Manuel Grimaldi called for further investment in Italy's ro-ro terminals to stimulate the country's 'Sea Highways' project to transfer cargo from roads to the sea. Since then, compatriot Grimaldi Genoa has complained that its service between Barcelona and Genoa is being hindered by the high tariffs charged by the Catalan port. The two services will run head-to-head.

Feeders bloom in Scotland

CLYDEPORT is launching a feeder service next month to link Greenock on Scotland's West Coast with the French port of Le Havre. The service will deploy a 170-TEU ship sailing from Greenock on Sunday and arriving Le Havre on Thursday. Clydeport also operates two other sailings from Greenock, both of which call at Southampton. Commercial director Peter Lawwell says he is confident that Scottish manufacturers will increasingly look to the West Coast as the preferred method of transporting goods to Europe, the Far East and the US. Meanwhile Geest North Sea Line, the Dutch intermodal transport specialist, is launching a new container service on April 27 linking Scotland's East Coast port of Grangemouth with Rotterdam and it will also increase the frequency of its Teesport-Rotterdam service to five times a week. To operate these services, Geest has chartered two additional container vessels, the 210 TEU Heereweg and the 396 TEU Hamburg. Geest already operates daily sailings linking Rotterdam with Tilbury and Hull.

Dredging company seeks JV buyout

DUTCH dredging company Ballast Nedam (BN) wants to take over the two-thirds share of Hollandsche Beton Groep (HBG) in the joint venture Ballast HAM Dredging. When the joint venture was formed, it was agreed that each company had an option to buy out the other party should there be a change of ownership that would unfavourably affect the business. A BN spokesman explained that Spain's Grupo Dragados, which is about to take over HBG, has been asked what its future strategy will be and what guarantees and assurances will be offered regarding the future of Ballast HAM Dredging, but it has received no response. There is further uncertainty, the spokesman added, because "Spanish construction company ACS is trying to take over Dragados." Meanwhile, Ballast HAM president, Daan

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de Waard, is still trying to broker a compromise between the two joint venture partners, expressing hope that BNS proposal has been made only to force Dragados to negotiate a deal.

Vopak 'prepared to enter sale talks'

VOPAK, the Dutch operator of global logistics and distribution services to the chemical and oil industries, is prepared to enter talks with British investor Doughty Hanson regarding the total or partial sale of the company. The announcement was made yesterday to shareholders at the company's annual meeting by its president Gary Pruitt. Early last year, Doughty Hanson indicated a price of about euro1.1Bn (\$970M) for the storage division of Vopak, a price that now roughly reflects the current market value of the whole company. But that offer was swept aside by Vopak's former president, Anton Spoor, who left the company earlier this year following the company's poor performance in 2001. When contacted today by Fairplay, Doughty Hanson declined to comment whether it was still interested in acquiring part or all of Vopak.

Barber adds 26 ships



BARBER Ship Management is about to take over management of the 26 ships operated by Belgian tanker company Transpetrol. When the process is complete, Barber – part of the Norwegian shipping and marine services group Wilh. Wilhelmsen – will manage 259 vessels,

Wilhelmsen CEO Wilhelm Wilhelmsen said this week. He added that Barber constituted a core activity for the Wilhelmsen group, and that acquisitions in the ship management sector would help the unit itself grow as well as adding to overall group growth.

Ferry lines angry over bunkers

CEPSA, the Spanish energy company, is expected to lose its bunker contract with seven ferry companies using Algeciras port because of the slow rate of loading from its barge. Each of the seven operators lifts about 120 tonnes of bunker fuel a week, a process that should take about one hour, but Cepsa's [Spabunker 4](#) is reported to deliver at just 75 tonnes per hour. Last week, one ferry suffered a three-hour delay, which angered truck drivers enough to block the ship's access doors in protest against the line. Operators also claim there have been problems with fuel quality in the past. Rival supplier Repsol operates the bunker barge [Campeche](#), which is capable of delivering 130 tonnes per hour. Sources told Fairplay that Repsol is expected to win the lines' business.

Stelmar takes delivery of new panamax vessel



Stelmar has announced it has taken delivery of the [Rubymar](#), a newly built 69,697 dwt Panamax tanker from the Daewoo Shipbuilding and Marine Engineering Company Ltd. of South Korea.

The Rubymar has entered into a previously announced twenty four month time charter with SONAP (National Oil Company of Chile) for \$17,500 per day.

The Rubymar is a sister ship to the [Jademar](#) and the [Pearlmar](#), which were delivered in the first quarter and

entered into previously announced twenty four month time charters with Adam Maritime Corporation.

NAVY NEWS

Eerste LCF door Koningin in dienst gesteld



In een winderig en guur Den Helder is in het bijzijn van Koningin Beatrix het eerste Luchtverdedigings en Commandofregat (LCF) de **Hr.Ms. De Zeven Provinciën** vrijdag officieel in dienst gesteld. De koningin, die om 15.00 uur per helikopter op de Nieuwe Haven arriveerde, benadrukte de bijzondere band met het schip dat zij op 8 april 2000 had in Vlissingen had gedoopt. "Hij roept de herinnering op aan de illustere voorganger van dit fregat, het schip waarmee Admiraal de Ruyter onze vlag heeft hooggehouden in een tijd waarin onze jonge republiek te land, maar vooral ter zee in zijn bestaan werd bedreigd."

Voorts roemde zij de trouwe verdediging die de marine in de eeuwen daarna aan 'de vlag' heeft getoond. Zonder de driekleur teniet te doen als dundoek waaronder de marine in de loop der eeuwen opereerde, benadrukte zij toch het belang van een eigen Vaandel Eskader, voor de fregatten van de KM. Zij noemde het "een symbool

van een traditie die met een zich steeds vernieuwende inhoud wordt voortgezet". De Commandant van het Eskader, schout-bij-nacht J.W. Kelder mocht het vaandel in ontvangst nemen.

In haar toespraak stond de koningin tevens stil bij het recente overlijden van vice-admiraal Luuk Buffart, de voormalig Commandant Zeemacht in Nederland, voor wiens uitvaart de ceremonie een week was uitgesteld. De Koninklijke Marine toonde zich bij monde van de Bevelhebber der Zeestrijdkrachten, vice-admiraal Cees van Duyvendijk ingenomen met het bezoek van de vorstin en haar bereidheid om de uitgestelde ceremonie niet aan zich voorbij te laten gaan. De bemanning van de kersverse Hr.Ms. De Zeven Provinciën onderstreepte dit op pakkende wijze met het eerbewijs 'joelen'. Front makend over bakboord riepen zij - na de aanhef "Leve de koningin!" door de commandant van het schip kapitein ter zee Jan Buitenga - met pet, muts of hoedje in de hand driemaal knalhard "hoezee!"



Hr.Ms. Witte de With terug in Den Helder

Het luchtverdedigingsfregat **Hr.Ms. Witte de With** is 26 april onder grote belangstelling teruggekeerd in Den Helder na een patrouille van drie maanden in het kader van de strijd tegen het internationaal terrorisme. Het fregat was ingedeeld bij het NAVO-eskader Standing Naval Force Mediterranean, het vaste vlootverband van het bondgenootschap in de Middellandse Zee. Voor commandant kapitein-luitenant ter zee M.P. Stenvert en de andere 200 bemanningsleden een intensieve periode waarin meer dan 500 keer schepen werden ondervraagd.

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De aankomst in Den Helder werd bijgewoond door veel familieleden en vrienden van de bemanning. De terugkomst van de Hr.Ms. Witte de With was voor een van de bemanningsleden aanleiding om zijn vriendin Miriam via een groot spandoek ten huwelijk te vragen.

Hr.Ms. Witte de With vertrok 14 januari naar de Middellandse Zee. De patrouilles vonden vooral in het oostelijk deel van deze zee plaats. Het NAVO-eskader Standing Naval Force Meditteranean is afgelost door een ander permanent vlootverband van de NAVO,

Standing Naval Force Atlantic. Bij dit eskader is het bevoorradingschip Hr.Ms. Amsterdam ingedeeld.

MOVEMENTS



U.S.warship the **USS Hopper** will make a brief refueling stop in Sri Lanka next week, the first such visit in more than eight years, the U.S. Embassy said April 25, 2002.

The **USS Hopper** sails into San Francisco Bay in this August 30, 1997 file photo



Top : The New Patrol vessel **RPA 12** in the Port of Rotterdam – **Photo : Stefan Roest**

AIRCRAFT / AIRPORT NEWS

Eerste vlucht Hercules-toestel



"Enduring Freedom"

Het C-130 Hercules transportvliegtuig van de Koninklijke Luchtmacht dat wordt ingezet voor operatie "Enduring Freedom" heeft 24 april haar eerste operationele missie uitgevoerd. Het betrof het transport van Amerikaans luchtmachtpersoneel en

materieel van de luchthaven van Manas in Kirgizstan naar Jacobabad in Pakistan. Na uitvoering van de vlucht keerde het toestel terug naar Manas.

De Hercules vertrok begin deze maand naar Manas om daar samen met soortgelijke transportvliegtuigen van de Noorse en Deense luchtmacht ondersteuning te verlenen aan operatie "Enduring Freedom". Het transportvliegtuig behoort tot het 334-Squadron van de Koninklijke Luchtmacht in Eindhoven. Een KDC-10 tankvliegtuig is sinds begin april gestationeerd in Qatar voor het in de lucht bijtanken van vliegtuigen die aan operatie "Enduring Freedom" deelnemen.

RIJNMOND WEATHER

zondag 28 april

9 uur 's ochtends :
temperatuur: 9 graden
kans op neerslag: 100%
wind: vrij krachtig (35 km/u) uit ZZW

5 uur 's middags :
temperatuur: 12 graden
kans op neerslag: 30%
wind: krachtig (44 km/u) uit ZW

.... SPECIAL REPORT

----- TUGS -----

New range for unique series from Kooren

KOOREN Shipbuilding and Trading, an associate of Kotug International of Rotterdam, has announced the introduction of an extensive new range of "Rotortugs".

All incorporate the company's patented propulsion system comprising three fully azimuthing propulsion units, two forward and one aft.

Following closely on the heels of this announcement came news that Kotug is engaged in negotiations for the future construction of an unspecified number of tugs of the new 45 and 60 tonnes bollard pull type.

The four original Rotortugs — RT Magic, RT Spirit, RT Pioneer and RT Innovation — each with a bollard pull of 80 tonnes, have been in operation since 1999.

Working in the ports of Rotterdam, Hamburg and Bremerhaven, and with many coastal and offshore operations to their credit, their new design has a proven track record in efficient, trouble-free towage both in port and at sea.

This first series of four vessels was developed in consultation with Kotug's tugboat crews and technical staff with input from the Technical University of Delft and the Maritime Research Institute of the Netherlands, thus bringing together a high level of practical and theoretical knowledge.

A worldwide patent protects the Rotortug propulsion configuration.

The successful performance of the original series of four tugs has led to the design of three smaller harbour tug designs of 30, 45 and 60 tons bollard pull.



With overall lengths of 23.2 m, 25.8 m and 27.85 m respectively, all three incorporate the unique Rotortug propulsion system.

Two further vessels are in the design stage, an enhanced 80 tonnes bollard pull Rotor tug for harbour and offshore use with a length of 31.6 m and an anchor-handling tug lengthened to 37.4 m, also with an 80 tonne bollard pull.

Full-scale escort trials were conducted with the RT Magic in the

North Sea last year.

Working with the 270 m "shuttle" tanker Navion Scandia, of Navion Shipping, Magic performed a number of full-scale stopping and steering tests.

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Various escort modes were used, such as direct, indirect and combination arrest, with trials towing over bow and stern at speeds from six to 12 knots.

During these trials the escort capabilities of the Rotortug were measured in real conditions.

The results will be compared favourably with the data acquired during earlier tank testing at Marin.

All four of the original series are equipped with winches enabling them to tow over the stern or from the bow.

The outcome of these extensive full-scale trials and earlier model testing will be used for the design of an enhanced escort-harbour Rotortug.

Special attention is being paid to the propulsion configuration and hull form.

A worldwide patent protects the specific Rotortug propulsion configuration and the term Rotor Tug is a registered trademark.

The Rotor Tug was awarded the Ship of the Year 2000 prize by the Dutch minister of transport.

Kooren Shipbuilding and Trading also gained a highly commended award for the Rotor Tug concept in the Seatrade Award category Innovation in Ship Operations.

Valdez legacy inspires Crowley tug

THE first of a new design of escort tractor tug destined for the fleet of Crowley Maritime in Seattle will begin extensive trials next month.

A product of the local Marco Shipyard, this will be the first vessel of the new Crowley Protector II class to be completed.

The whole subject of escort tugs has received massive attention on the northwest coast of the US since the Exxon Valdez

Guido Perla and Associates of Seattle were responsible for the design of the new "skeg-first" tractor in co-operation with propulsion system manufacturer Voith Schiffstechnik of Heidenheim, Germany.

The hull is based on a highly successful escort tractor design from Bugser og Bjergning of Norway, a company with considerable experience of "skeg-first" tractor design, construction and operation.

As yet unnamed, the new vessel will carry the ABS classification +A1 Towing service, +AMS, +A1 firefighting vessel Class 1.

The new Crowley tug will be 39.5 m long with a moulded beam of 13.9 m, depth of 7.4 m and a displacement of 994 tons.

Two Caterpillar 3608 DITA engines will produce a total of more than 7,350 brake horsepower to drive a pair of Voith Schneider 32G11/250 cycloidal propellers.

A static bollard pull of 68 tons is predicated with a free running speed of 15 knots.

Operating in the indirect towing mode, the vessel will be capable of achieving steering forces in excess of 154 tons at 12 knots.

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Auxiliary power will be supplied by two generating sets driven by Caterpillar 3306 diesels. Deck equipment will include a Markey DESS-52 single-drum electric, self-tensioning, towing winch with a maximum line pull of 222 tons on the first layer.

Also to be fitted is a Markey WYWD-20 mooring winch and Karmoy tow pins.

Announcing the order last year Ed Schlueter, director of Vessel Management Services, the procurement arm of Crowley, said: "We are looking forward to working with Marco on this new vessel. They have established themselves as a leading tug builder in recent years and have a long history of building quality vessels."

Big hopes for small vessel designs



TWO new azimuthing stern drive designs have been added to the range of powerful ship-handling tugs by Damen Shipyards of the Netherlands.

As a direct result of extensive market research the new vessel is intended to compete with recent designs for very small, compact and powerful tugs being offered by designers elsewhere in the world.

Designated the ASD Tug 2411, this new product is the result of more than a year's work by naval architects from Damen and excellent results from tank testing at Marin.

Two prototype vessels have been put in production in the Damen Changde shipyard in China with a view to offering the first vessels in the Far East and Australasia, where a likely market has been identified.

Intended for operation with a small crew, the ASD 2411 will be a vessel with an overall length of only 24.55 m, a beam of 11.49 m and a draught of 4.7 m. Caterpillar or Wärtsilä main engines are being offered with a maximum power output of up to 5,500 bhp.

Two Rolls-Royce Ulstein US 255 fully azimuthing propulsion units are to be installed, giving a bollard pull of up to 65 tonnes.

The heavily fendered vessel is designed, as with most ASDs, to carry out shiphandling from a winch in the bow.

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Provision is made to install a towing winch aft if required.

Another new product in the Damen range is the ASD Tug 2810, a development of the highly successful ASD 3111 design. The latter was originally built in large numbers for Smit and Howard Smith towage.

An ASD 2810 has the same configuration and a similar hull form, but with a length of 28.74 m and beam of 10.59 m. Various engines are offered up to a total of 4,828 bhp to give a maximum bollard pull of 56 tonnes.

Two such vessels have been ordered, one by an operator in Italy and one for a Danish company.

Anchor handling units in worldwide demand

BUSINESS is brisk in the anchor handling tug supply vessel side of the shipbuilding industry, with more than 70 vessels on order around the world.

Rolls-Royce, through its UT-designs, is the dominant provider of both designs for this type of vessel and of equipment packages for anchor handling tug supply.

There are at present 34 vessels of UT design, with anchor handling or special towing capacity, on order or under construction, all of which include substantial equipment packages.

In the late 1990s several extremely powerful multi-functional vessels were built, intended for subsea work as well as anchor handling and towing.



Good examples were **Normand Progress** and **Normand Pioneer**, type UT742, with bollard pulls in the region of 300 tonnes.

The focus has now moved to somewhat less powerful vessels which bring up-to-date technology to a market sector where many vessels are reaching the end of their economic lives.

A very popular design is the UT722, of which 27 are in service or on order. Companies including

Gulf Offshore, AP MØller, Havila and Delba all have vessels of this type on order.

As always the design can be modified to meet the specific requirements of customers.

The generic UT 722L is 80 m long, with a four-engine installation supplying 16,800hp for a bollard pull of about 200 tonnes. A Rauma Brattvaag main winch of about 400 to 500 tonnes pull is specified.

Locker capacity for rig chain is very large, reflecting the needs of deep water anchor handling.

Asian and West African markets are developing rapidly, and with them a need for vessels matched to the special regional requirements, often including shallow draught.

Ship Technology-Ulstein in Rolls-Royce pays particular attention to perfecting designs which are simple to build and for which the equipment packages can be built with confidence by yards all over the world.

For the owner the vessels offer a long economic life with low maintenance costs and a high resale value.

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The UT 719 has proved a flexible basis for many successful vessels now in service.



Weza and others of UT719-2 design, operated by SURF in West African waters, combine efficient supply in deep waters with shallow water anchor handling capability. Weza is 6,460 bhp, 64 m long, draws 5.2 m and has an 84-tonne bollard pull.

Swire Pacific Offshore is investing heavily in new tonnage, including 10 vessels of UT710 design, four to be built at Brevik Construction, four by INP Heavy Industries and two at Pan United.

The UT710 is 64 m in length with two main engines of 5,400 hp and develops about 130 tonnes of bollard pull.

Swire is also building six UT738 type vessels with a bollard pull of around 80 tonnes, also well suited to Asian offshore requirements.

Although anchor handling is an important role, some owners need specialised vessels. An example of this are the two UT719-T designs under construction for Klyne Tugs.

This variant of the UT719 is optimised for use as an emergency towing vessel equipped to minimise the effects of pollution incidents in coastal waters.

While much of the relevant Rolls-Royce equipment goes to form packages with UT-designs, a substantial amount of anchor handling systems and propulsion equipment is supplied for other designs.

One existing contract includes the main winch, capable of a pull of no less than 600 tonnes, together with the propeller and thruster outfit for a vessel being built for Edison Chouest Offshore to work in deep water in the Gulf of Mexico.

Dogançay IV is handed over

SANMAR Denizcilik Makina ve Ticaret of Istanbul has delivered the latest harbour tug in its increasingly popular Dogançay series.

Named **Dogançay IV**, the 25.5 m twin screw tug was handed over to Moroccan owners at a recent flag-change ceremony.

Sanmar is one of the leading tugboat companies in Turkey and in addition to providing towage and pilotage services builds tugs and workboats in its own shipyard.

Over the past four years it has constructed 15 modern tugs and delivered six of them to four continents.

Most popular products are in the Dogançay and Sanmar standard harbour tug designs.

Dogançay IV is a modified version of the series designed by Robert Allan of Vancouver and first built by Sanmar for its own use in 1998.

The tug is classed for unlimited service by ABS, +A1 Towage Vessel AMS, and has been adapted to meet the exact needs of its owners.

Dogançay IV is the fourth tug of the present series and Dogançay V is under construction.

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Dogançay IV follows the original design with an increase of 60 cm in beam, fuller forward hull and a skeg to improve stability while towing.

The vessel is 25.25 m in length with a beam of 8.60 m and depth of 4 m.

Two Caterpillar 3512 TA main engines, each rated at 1,445 bhp at 1,600 revs a minute, drive twin propellers by Reintjes WAF 663 gearboxes with a 5.95:1 reduction.

The propellers are 2,050 mm diameter, three blade, highly skewed Kaplan type, designed by Nautican and manufactured by Lips.

On trials the Dogançay IV achieved a continuous bollard pull of 40 tonnes and a maximum free running speed of 13.2 knots.

Emphasis has been placed on high manoeuvrability and an exceptional standard of stability.

Manoeuvrability is enhanced considerably by the installation of four high aspect ratio flap rudders to a design produced by Nautican.

This latest vessel is fitted with a Data Hydraulic towing winch with maximum brake loading of 90 tonnes and a line pull of 7.5 tonnes at 20 m a minute.

The winch is fitted with 300 m of 40 mm diameter steel wire rope and provision is made to carry a spare towline.

Also included are two Data Hydraulic tow pins, a "hold down hook" and a Mampaey quick release tow hook.

Dogançay IV is fitted for firefighting with a pump delivering 600 cu m of water an hour.

A single Minimax water-foam monitor has a capacity of 100 cubic litres a minute.

The firefighting system includes a water spray system for self protection and storage tanks for foam compound.

Franchise winner celebrates with new vessel

TUGZ International has added a unique triple screw vessel to its fleet and christened it the Tri-Z tug.

Soon after succeeding in its long battle to obtain a tugboat and towing service franchise for Port Everglades, Florida, Tugz International announced that a vessel of the new design would become part of the fleet to serve the port.

An associate of the 101-year-old Great Lakes Towing Company and a member of the Great Lakes Group, Tugz International has converted one of its existing azimuthing stern drive tugs, the Z-Two, into a Tri-Z vessel.

Captain James C DeSimone, Tugz' senior vice-president of operations, told Lloyd's List that the converted vessel "has been operating very successfully now for more than three months in Port Everglades".



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This revolutionary new concept involves the installation of a third retractable, fully steerable propulsion unit in the bow.

Three diesel main engines will provide the power. Two Caterpillar 3516 BTA engines rated at 2,000 bhp each at 1600 revs per minute will drive a pair of Rolls Royce Ulstein 1650H propulsion units in the stern, and a single Caterpillar 3508 DITA engine rated at 1,000 bhp at 1,800 revs a minute will power the Ulstein 560HRV retractable unit.

With this propulsion system it is predicted that the new tug will be capable of achieving a maximum bollard pull of more than 47 tons while towing in any direction.

Although in recent years a number of new tractor tug concepts have emerged utilising fully steerable azimuthing propulsion units, this is the first time such a unit has been installed in the bow of an established ASD tug design.

The 29 m long Tri-Z, to be patented and trademarked by Tugz, was designed by its vice-president of engineering, Joseph P Starck Jr, in collaboration with Jonathan G Parrott, director of engineering at Jensen Maritime Consultants in Seattle, Washington.

The aim was to meet the specific operating requirements in Port Everglades and at the same time provide the same excellent multi-mission capability of Tugz' existing 4,000 horsepower Z-Class design ASDs.

Model tank testing was conducted by Ron Burchett, of Ron Burchett Models at Ladysmith, British Columbia, and computer generated model testing was conducted by Glosten Associates of Seattle.

A final design review was performed by naval architect and marine engineer Robert G Allan, of Robert Allan, Vancouver, who said: "The Tri-Z tug concept will outperform all others now operating in Port Everglades."

"We are excited about the opportunity to serve this growing, dynamic port," said Tugz president Ronald C Rasmus.

"The Z-Drive tractor tugs we are providing for Port Everglades, totalling in aggregate more than 14,000 horsepower and 375,000 pounds of bollard pull, will include our new 5,100 horsepower proprietary Tri-Z Class."

Initially the service in Port Everglades will be provided with two stern drive tugs to be followed by a newly constructed 5,100 horsepower tractor tug.

It is claimed that these tugs will be the most powerful combination of ASD tugs on the US east coast and will provide Port Everglades with the best tug fleet on the coast.

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DE KURSK - DE BERGING

13 APRIL 2002

13 OKTOBER 2002



Nationaal Sleepvaart Museum

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