

DAILY SHIPPING NEWSLETTER 2003 – 045



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The URS tugs **HERMIKSEM** , **UNION DIAMOND** and the **UNION 9** assisting the Greek vessel **PENELOPE** last Friday in the Berendrecht Locks near Antwerp - **Photo : Piet Sinke ©**

EVENTS, INCIDENTS & OPERATIONS

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Ghost Fleet Vessels May Become Reefs **Vandenberg May Get A Second Life As Mecca For Divers And** **Local Fish In The Florida Keys**

Some of the 68 fuel-laden ships that make up the Ghost Fleet in the James River are being considered for a second life elsewhere as reefs that would attract divers and fish.

"Somebody very smart came up with this idea that since Congress has all these ships, some of them would be better to make into reefs instead of scrap," said Tim Mullane, shipyard project manager at Bay Bridge Enterprises in Chesapeake. Mullane is one of several shipyard managers interested in capitalizing on the \$31 million that Congress gave the U.S. Maritime Administration this year for scrapping or sinking the James River ships. The agency is choosing which of the 10 shipyards that bid for the job will dispose of the ships, said spokeswoman Robyn Boerstling. It's also studying which ships would be prime candidates for sinking.

A Key West, Fla.-based diving group is interested in the retired Navy ship Vandenberg, which Universal Pictures used as a platform for the 1999 action movie "Virus." A former missile-tracking ship, the Vandenberg has plenty of heavy equipment that will make great underwater "hidey holes" for fish and divers, said Joe Weatherby, president of Artificial Reefs of the Keys. "We didn't want something that looked like a wedding cake or a freighter," he said. "We wanted something different." For about seven years, Weatherby's group has been seeking permits and planning the sinking of the Vandenberg in the Florida Keys at a cost between \$2 million and \$3 million.

"The only thing holding up the project right now is the money," he said. To raise money, the diving group is selling T-shirts that read, "Sink the Vandenberg Shipwrecker." A lot of work has to go into a ship before it's sunk. First, the fuel has to be pumped out. The James River fleet holds more than 10.9 million gallons of fuel, including oil and diesel, the Maritime Administration said. The Vandenberg alone contains about a half-million gallons of diesel, Weatherby said.

Shipyard workers also have to remove engines and transmissions that could contain oil; anything that could be an underwater obstruction such as masts, cable and plastics that might break loose and float; and gauges and fluorescent light fixtures that might contain mercury. Beyond environmental safety, the ship must be prepped for sinking and diving, said Paul Kruger, an environmental-protection specialist for the Army Corps of Engineers. "Openings are cut, so divers don't become disoriented and lost in there," he said. "It's hard to see which way is up sometimes." Small explosive charges are placed on the ship so it floods levelly as it sinks.

If the proper steps aren't followed, the outcome can be embarrassing and dangerous. In May 2002, the retired Navy transport ship Spiegel Grove sank too quickly off Key Largo, Fla. Its stern rested on the ocean floor, while trapped air caused the rest of the 510-foot ship to arch out of the water.

Environmental officials were worried that the ship would drift and crash into nearby coral reefs. It took more than three weeks for the Spiegel Grove to finally sink, landing on its side, instead of its belly.

The Maritime Administration recently sent letters to marine- resource officials in several states, asking them whether they would be interested in sinking part of the James River fleet. Virginia won't be sinking any ships until the EPA streamlines the process, said Mike Mier, artificial-reef coordinator for the Virginia Marine Resources Commission. Sinking something close to home will be a challenge. Chesapeake Bay is too shallow, with an average depth of 21 feet. Deep enough water - about 80 feet- is found about eight miles out into the Atlantic.

Mighty Servant 3 performs first float-over and deck mating



Heavy lift specialist Dockwise says it has installed a topside onto a pre-installed jacket by using a semi-submersible heavy transport vessel.

The **Mighty Servant 3** successfully installed the TotalFinaElf AMP1 fully integrated topside onto a pre-installed jacket in the Amenam Kpono field, offshore Port Harcourt, Nigeria.

Left : file photo of the **Mighty Servant 3**, seen here arriving in the Botlek area in Rotterdam
photo : Piet Sinke ©

The company was awarded a contract for the job in October 2000 by Upstream Constructors International FZCO of Jebel Ali, UAE, the contract including transportation and installation of the AMP1 topside. The transportation part of the job included a skid-on loading operation at J Ray McDermott Middle East construction yard in Jebel Ali, and subsequently transportation - via Cape of Good Hope - to Nigeria. The installation comprised a float-over and mating operation using a combination of the carrier's ballast system and the so-called 'UniDeck Concept'.

About DOCKWISE



Dockwise serves the marine and oil & gas industries with a fleet of 14 semi-submersible vessels. With this versatile fleet of vessels of different concepts and designs, Dockwise offers clients unequalled flexibility and transport capacity. A total of seven units - five open-deck heavy transport vessels and four heavy transport and product carriers - are mainly deployed for the marine transportation of drilling rigs and offshore platform components. Three dock-type vessels are primarily used for transporting port and industry-related cargo. Two other vessels are permanently deployed as luxury yacht carriers.

Seafarer killed in tanker fire

A Chinese crew member of a South Korean chemical tanker was killed following a 'flash fire and a

minor explosion' while the ship was lifting anchor to leave Singapore. The rest of the 22-member crew including 16 Koreans are reported to be safe. Singapore's Maritime and Port Authority said there were no reports of oil pollution as a result of the incident. The MPA deployed two patrol craft and one fire-fighting craft to assist the crew members of Pan Ocean Shipping-owned Bum Ik. The fire was immediately put out, MPA confirmed. The vessel, which was not carrying any cargo, had arrived in Singapore from Tianjin, China on May 10 for refuelling. The fire broke out in a forward storeroom. The ship, which was scheduled to leave for Sumatra, is still in port pending an investigation

Loodswezen wil nieuw Swath-systeem

Het Loodswezen Scheldemonden wil het nieuwe Swath-systeem aanschaffen om loodsen sneller en veiliger aan boord van schepen te krijgen. Volgens het Loodswezen zal het niet meevallen zelf daarvoor 35 miljoen euro op tafel te leggen, omdat de overheid heeft besloten dat over 10 jaar concurrerend moet worden gewerkt. Het Loodswezen wil dat Zeeuwse overheden gaan lobbyen in Den Haag tegen die zogenoemde marktwerking.

SEAWAY FALCON

By : Jan Plug – o/b Seaway Falcon



The **SEAWAY FALCON** is currently at work for NAM on the Dutch Continental Shelf, laying a 12" steel production pipe from K-7-FD platform to a new location inside the Off Botney Traffic Separation Zone, K-7-FB. On completion, she will move to K-15 Field to lay a 9 km. long 10" flexible pipe from K-15-FB to K-15-FK. Both, pipe and cable were loaded in Kalundborg, Denmark at the NKT factory, where the flexible pipe was manufactured. The pipe lengths however were made at Van der Wees in Dordrecht, Holland. The **FALCON** could not take all the pipeload, so additional supply was needed at sea, for which the 8 months old **NORTHERN WAVE** was chartered. Next Saturday the Rigid Lay will be completed and the **FALCON** will continue Flexilay straight after that, which will take about two days to complete. The rest of the season will be occupied with work in the Norwegian sector, where pipelay work is scheduled in Vigdis and Skirne Field, near



Heimdal.

CASUALTY REPORTING

SHIPYARD NEWS

United Defense Norfolk, Virginia, Shipyard to Purchase Dry Dock

United Defense Industries, Inc. announced today an agreement between NORSHIPCO, its Norfolk, Va., shipyard, and Metro Machine Corp. to purchase Metro's 14,000-ton dry dock known as **"Old Dominion."**

The dock, expected to be operational by the end of May, will be relocated to NORSHIPCO and placed in an area previously occupied by a similar size dock, which was retired two years ago. The agreement provides additional opportunities for the exchange of work and dry dock utilization.

The acquisition of the dock positions NORSHIPCO as a stronger competitor in the U.S. Navy, Military Sealift Command (MSC), and commercial ship repair markets. The added dry dock capacity affords NORSHIPCO the opportunity to pursue additional areas of work, which could lead to more level-loading of the yard's skilled workforce. NORSHIPCO's workers specialize in the repair and modernization of Naval vessels and various cruise and commercial cargo fleets.

The addition of "Old Dominion" to NORSHIPCO's existing dry docking capabilities, including the 950-ft. TITAN dock, with displacement capacity of 52,000 tons, also allows the company to service nearly all of the U.S. Navy's non-nuclear ships and a significant number of the world's commercially operated vessels. NORSHIPCO is a member of the United States Marine Repair (USMR) family of shipyards, a wholly owned subsidiary of United Defense. In addition to its headquarters in Norfolk, Va., USMR facilities are located in San Diego, San Pedro and San Francisco, Calif.; Ingleside, Texas; Pearl Harbor, Hawaii; and Mayport, Fla.



Euroferry Atlantica was in No1 drydock Cammel Laird Gibraltar from May 13th, 2003

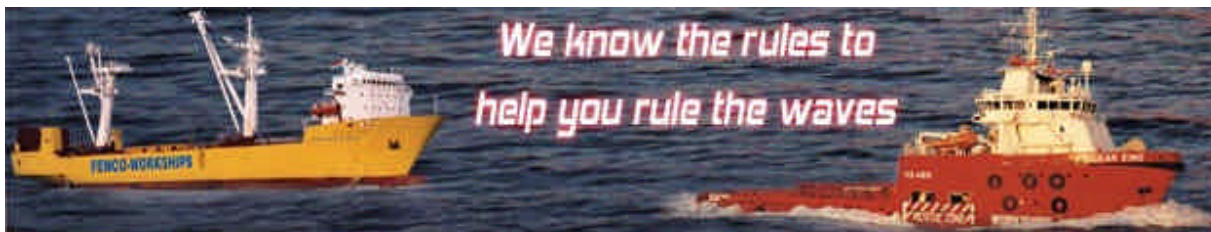
Photo : Piet Sinke ©

The EUROFERRYS ATLANTICA was build during 1973 and sailed under the names :
STENA JUTLANDICA (1976 – 1982) , **JUTLANDICA** (1982) , **BLUENOSE** (1982 – 1999) ,
HULL 309 (1999) and finally **EUROFERRYS ATLANTICA** (1999 – present)
The Euroferry Atlantica sails at the route Tarifa <> Algeciras

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BOA moves into offshore construction market

Trondheim, Norway-based BOA Offshore has completed the latest phase of its offshore supply, anchor handling and tugboat fleet upgrade programme and is moving into the specialist offshore construction market with a new vessel - the hull for which left the Jin Ling shipyard in Nanjing, China last month.

The company, which has taken delivery of four new Cat powered anchor handling tug supply vessels in the last two years, now has an AHTS fleet of five vessels. The latest and largest new vessel - **BOA Deep C** - is designed specifically for offshore construction duties and features 2 x 3616, 2 x 3608 and 2 x 3606 engines as well as a 3508B and 3306 genset.

The newbuild will be amongst the largest and most versatile as well as the most capable and powerful ship of its kind ever built.

The ship, which is currently being outfitted in Spain at the Factorias Vulcano SA yard in Vigo is due for delivery in December this year.

The new vessel, **BOA Deep C**, has been designed by Vik Sandvik AS to meet the ever more demanding needs of the offshore construction sector, where deeper and deeper exploration requires more powerful, capable and sophisticated vessels in order to operate successfully.

The dynamically positioned vessel will be working in the sub-sea market, tackling sub-sea installations, mooring systems and pipeline repairs as well as template and anchor pattern installations anywhere in the world. And this innovative vessel will allow this work to be performed at previously inaccessible sea depths of up to 2000m.

BOA C will be 120m overall, have a beam of 27m and a gross rated tonnage (GRT) of 10,000 tonnes. It is equipped with a 7.2m square moon pool, two 250 tonne heave compensated cranes, a stern roller designed for a downward pull of 750 tonnes and a bollard pull rating of well over 260 tonnes - the two sets of hydraulic towing pins on board are designed for a bollard pull rating of 300 tonnes.

BOA C also features two work class ROVs, one of the Oceaneering Millennium design and one of the Oceaneering Magnum type, both equipped with guided launching systems for extreme conditions operation.

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BENI ANSAR operating Tangier – Algeciras at present.

The vessel was build during 1975 under the name **PRINSES MARIA ESMERALDA** under which name she sailed until 1992 and sailed afterwards under the name **WISTERIA** and **BENI ANSAR**
Photo : Piet Sinke ©

K Line orders three more panamax ships

K LINE of Japan has ordered three new 4,000 TEU panamax vessels from Hyundai Heavy Industries. The newbuildings will replace vessels currently under short-term charter. The company now has a total of eight new panamax vessels scheduled to be delivered at the end of next year and into 2005.

MOVEMENTS

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Photo : Piet Sinke ©

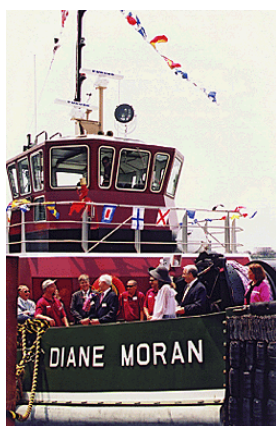
The Bulgarian **ROUSSE** arrived in Rotterdam, this vessel was built during 1989 at Aker MTW Wismar and measures a GT 11982 dwt 11375 TEU 1020 Loa 156.9m Bm 22.9m she sailed previous under the names :

Watergids-89 , CMB Effort-90, Watergids-91, Kariba-91, Watergids-91, Nedlloyd Musi-97

.... SHIP OF THE DAY

DIANE MORAN

photo's : James Mc Allister ©



Moran Towing has commissioned during August 2001 the **DIANE MORAN**, the company's tenth Z-drive tugboat. The tug is in use in harbor services. Moran's other Z-drive tugs are used by the U.S. Navy's Military Sealift Command in Norfolk, Virginia, and for harbor services in the port of Charleston, South Carolina.



The **DIANE MORAN** reflects MORAN's ongoing commitment to safety, efficiency, and the environment. The boat's overall design is the

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product of the companies experience with Z-drive equipment, gained through operating the largest fleet of advanced tractor tugs on the U.S. East Coast.

The vessel is powered by two turbocharged EMD-645 F7B engines, which were selected for their fuel efficiency, reliability and full compliance with the latest environmental regulations. The engines deliver a total of 5100HP at 900RPM, driving Z drives with 8-foot stainless steel propellers. The boat's service speed is 13.5 kts., and it has a bollard pull of 152,000 pounds. Its bow is equipped with a Markey DEPC-48 electric hawser winch, with a drum capacity of 400 feet of 9-inch spectra/plasma tow line and a minimum drum-brake capacity of 400,000 lbs. The stern features a Markey capstan.

DIANE MORAN is outfitted with 12" D fendering on its and stern, and 12" wing fendering below the



water line. It has a fire-fighting capacity in the form of two SKUM 1,500gpm fire monitors fed by a 3,000gpm Aurora fire pump, powered by a 400HP Caterpillar engine.

The tug accommodates a crew of eight. It has a 32,000-gallon fuel capacity, 7,600-gallon fuel overflow tank, 750-gallon lube oil capacity, 1,500-gallon potable water capacity and 15,000-gallon water ballast capacity. Its electronic gear includes two ICOM M127 VHF radios, two Furuno 7062/4 radars, one Furuno GP35 GPS, and a Danforth Constellation compass.

Washburn & Doughty Associates, Inc., of East Boothbay, Maine built the **DIANE MORAN**. The tug is classed ABS Maltese Cross A1 Towing Service, Maltese Cross AMS.

OUDER DAN HET KONINKRIJK

Goedkoop Havensleepdiensten

17 MEI 2003

26 OKTOBER 2003



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