

DAILY SHIPPING NEWSLETTER 2003 – 214



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The Damen built Surf tug **PYRRHOS** arrived in Rotterdam bound for the Niehuis & vd Berg shipyard after completion of her charter in West Africa, she will be converted at the yard for harbour tug operation in one of the French ports

Photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS

Pilot in ferry crash suspended without pay

New York -- The pilot of the Staten Island ferry that crashed into a pier last month, killing 10 people, was suspended without pay on Friday after he failed to provide a timetable to meet with investigators.

The pilot, Richard Smith, was suspended for failing to produce a timetable for meeting with the city Department of Transportation and the National Transportation Safety Board, which are investigating the crash, said Tom Cocola, a spokesman for the city agency.

Smith's lawyers told the city Thursday that he remains hospitalized and they do not know when he will be able to talk with investigators. Smith was at the controls Oct. 15 when the ferry crashed into a pier on Staten Island. He fled the scene and attempted suicide, slitting his wrists and shooting himself with a pellet gun.

Smith and ferry captain Michael Gansas had told emergency responders immediately after the wreck that Smith had passed out, possibly from blood pressure medication, and slumped over the controls.

A report is received from one of the readers that the former **MITRA** is at the TEERENSTRA shipyard in Den Helder , she is getting painted in the **MULTRASHIP** colours and getting the name **MULTRA COMMANDER**.



The moon is shown in four images as it entered the earth's shadow during a total lunar eclipse Saturday night, Nov. 8, 2003,

Fears over toxic ships' temporary home on Tees

Hartlepool has agreed to offer a temporary home to two toxic ships that have been towed across the Atlantic - forced by the courts to tie-up in the Tees rather than go to a dry dock for dismantling.

The ships will spend the winter in the Teesside port and be returned to America in the spring.

The Department of Transport spent another day in a desperate search for a safe haven for the two vessels, knowing they would reach the entrance to the Channel today. The Department of Environment said last night that Teesside port authority had agreed to take them.

The problem for the government was that any ship reaching the Casquettes, the rocks that mark the start of the Channel's shipping traffic system, has to state its ultimate destination. So the two former US navy vessels, both under tow, had to be found a designated safe haven.

The ships, the **Canisteo** and the **Caloosahatchee**, began their journey on October 7 when Dutch tugs towed them out of the James river in Virginia.

They are about 50 years old and contaminated with chemicals, including asbestos and heavy diesel. Until October, they lay chained to other ships from US navy's "ghost fleet", neglected by the authorities and reviled by the local communities who called the fleet a "toxic time bomb".

As they approach British waters after a 4,000-mile tow, they are vessels that only one man wants.

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Peter Stephenson of Able UK, a small Teesside business which signed an £11m deal with the US authorities last spring to dismantle 13 of the "ghost ships", stands to make at least £5m if he can scrap them. He could make another £3m from the sweetener of two partially-built oil tankers which were offered by the US government to whoever took the hulks.

If the deal is ever completed, Mr Stephenson will be able to equip his dock with a giant crane and new gates, leaving him better equipped to tender for lucrative European contracts to break up nuclear submarines, and possibly take more of the US ghost fleet.

But little has gone right for Mr Stephenson in the past two months, and government support for his project has now vanished. A local poll found that 90% of people in Hartlepool were against the boats coming.

The first major problem came when Able UK was found not to have the correct planning permissions from the council. Mr Stephenson needed permission to seal the basin he owned with an earth dam and turn it into a dry dock - a development that is essential for the whole operation.

While he maintains that the now defunct Teesside development corporation had given him permission, neither he nor the council have been able to produce any record of this. Able UK is expected to challenge the council next month in the courts.

Mr Stephenson then applied to the Department of the Environment to build the earth dam, but the Environment Agency said the waste management licence that it granted Able UK in September did not cover ships.

Lawyers for the Environment Agency also said the modification to the licence the agency granted Able UK had been incorrectly approved because the environmental assessments had been conducted on the assumption that the work would be carried out in a dry dock. After a legal challenge by Friends of the Earth, the agency quashed its permissions.

It got worse. Although lawyers for the Department of Transport and the Coastguard Agency were not concerned about the state of the ships in British waters, lawyers for the Department of the Environment found that under international law, the ships had to be turned back because they had no dock to go to. The environment secretary, Margaret Beckett, reluctantly agreed and announced this week that the American government had been asked to take the ships back. But she accepted that it was environmentally unsound and not practical to expect them to undertake another 4,000 mile voyage.

By Wednesday night, the government had a legal and diplomatic nightmare on its hands.

The US argued that Britain was responsible for them because a British company had signed the contract, but British lawyers argued that they were, technically, still US government property.

The costs of the debacle will mount as the port that takes the ships will certainly charge a premium price. But this price tag should be responsibility of the American government.

Under international law a transfrontier shipment of waste has to be underwritten with a financial guarantee to cover any eventualities. In this instance the guarantee - underwritten by the US government exchequer - would come into play.

Joop Timmermans, managing director of ITC, the Dutch tug company which is towing the two ships, said he expected them to be off Dover by Monday.

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He said he had received his orders from Able UK, but had heard nothing from the company since. "They may be very old ships, but they withstood the journey very well despite some heavy seas," he said.

The decision to go to Hartlepool, even temporarily, has sparked strong reactions. Phil Michaels, of Friends of the Earth, said: "This seems an extraordinary decision. The Hartlepool council voted unanimously against the ships coming. The port authority has gone against the wishes of the town.

"It seems to me completely wrong to take them all the way up the Channel, through all those crowded shipping lanes. They could be overwintered somewhere in the south," he said.

Margaret Sneddon, a Hartlepool resident who has campaigned against the ships, said "The whole town will be very distressed. There is nowhere suitable to store them. We will never get rid of them now.

The Tees is only a shipping lane. The river is open to the North Sea. With the bad weather we get, I doubt if they can be made safe."

In statement last night, the Department of the Environment said that no other site had been able to take the ships safely at such short notice.

Mrs Beckett said the Hartlepool berth would secure the safety of the vessels and the protection of the environment. "When the ships arrive at Hartlepool, the Environment Agency will place requirements on them to ensure the environment is fully protected and that the ships remain ready for return to the US," she said.

Kite-surfer zondag in problemen voor Maasvlakte

Door : Ron Zegers – KNRM Hoek van Holland



Zondag 9 november om 15.00 kwam een kite surfer voor de Maasvlakte in dusdanige problemen dat er diverse hulpdiensten werden ingeschakeld om de man te redden. De man werd gesignaleerd vanaf het strand door twee voorbijgangers en dreef ongeveer 800 meter van het strand.

Voor de Hoekse reddingboot kwam het alarm om 15.10 uur en enkele minuten later waren de Hoekse

redders al onderweg. Bij het uitvaren van de Berghaven werd vernomen via Kustwacht Ouddorp dat er al een politiehelikopter in de buurt was en tevens waren er twee Deltavissers zo behulpzaam om te reageren. De Helikopter was boven de drenkeling blijven hangen en een Deltavisser had de Kite-surfer aan boord genomen.

Via de VHF nam de Deltavisser contact op met de **Kapiteins Hazewinkel** met de mededeling dat ook hij niet naar de kant kon en daarom naar een veiliger plek zou varen waar hij de drenkeling over konden nemen. Op de afgesproken positie kwam de KNRM boot tegelijk aan met de P 18, een rubberboot van de politie. Daar de toestand van de Surfer redelijk was is besloten om surfer via de P 18 met zijn materiaal weer aan de wal te brengen. Deze kan tot op het strand varen en de man is gelijk waar hij wilde zijn.

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De Kite-surfer heeft gelukkig niet te lang in het water gelegen (dankzij de visboot Delta 1221) en zijn onderkoeling viel mee zodat hij zijn eigen weg kon vervolgen. De reddingboot **Kapiteins Hazewinkel** meerde om 16.20 uur weer aan.



Met vragen kunt U contact opnemen met **Ron Zegers**, PR-Coördinator, en bemanning reddingboot "**Kapiteins Hazewinkel**"

Van Spilbergenstraat 50. 3151 BZ Hoek van Holland. Tel. **0174-385490** / **06 28118380** (tot 24 uur na actie!)

E-mail: ron.zegers@chello.nl Fax: **0174 - 310903**

De Koninklijke Nederlandse Redding Maatschappij wordt uitsluitend door vrijwillige bijdragen in stand gehouden

CASUALTY REPORTING ABEL TASMAN AGROUND



The Spido boat **ABEL TASMAN** which tours daily with tourist along the **Port of Rotterdam** ran aground in the Eemhaven Sunday morning , the tug **BUIZERD** pulled the vessel free again, the **RPA 11** of the Rotterdam Port Authority was on stand by at the location.

Photo : **Freek Haagmans** ©

SHIPYARD NEWS

New Dragados yard will spearhead thrust into Mexican offshore market

SPANISH construction and services group Dragados has opened an offshore yard in Mexico in a bid to win contracts from state-owned oil company Petróleos Mexicanos. It is expected to build up to 45 platforms over the next three years, writes Brian Reyes in Gibraltar.

The group's offshore subsidiary, Dragados Offshore, has set up a Mexican unit centred on the new facility in Tampico, on the Gulf of Mexico, and will channel further investments into the country as it secures business, a spokesman said.

At the same time, it has announced plans to increase production capacity at its Puerto Real yard at Cadiz in southern Spain by 50%, from the present 31.2 to 48 hectares.

The Cadiz facility, at present building a liquefaction plant and two sections of a North Sea platform for Statoil, recently delivered a semi-completed platform for Pemex's operations in the Gulf of Mexico.

Most of the work on that project has been carried out in Cadiz, with the remainder subcontracted to Mexico. The Spanish-built sections of the platform are expected to arrive in the Gulf of Mexico by the end of this week, after which the full structure will be assembled by Dragados and delivered to Pemex by next summer.

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Dragados said splitting the work between Spain and Mexico was a formula it hoped to repeat, adding that the Tampico yard would further “empower” its presence in the Mexican market, which boasted an “excellent forecast”.

“The new company Dragados Offshore of Mexico, with its installation in Tampico on the eastern coast of Mexico, has the intention of complementing the offer of its Cadiz plant and improving its commercial position in relation to Petr leos Mexicanos because of the heavy demand forecast for offshore platforms,” the company said.

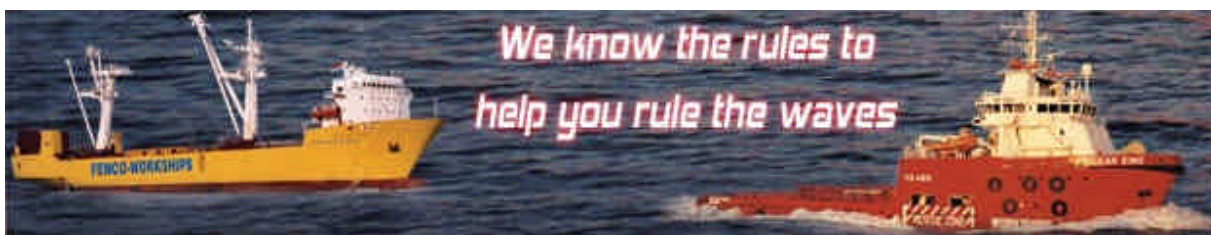
“The Mexican state oil and gas company has announced that it will launch a series of contests of about 45 new platforms in the coming three years for the exploitation of its gas and crude oil fields in the Gulf of Mexico.” The Tampico yard acquired by Dragados has 25 hectares of “useful” land, including 460 m of waterfront and 3,000 sq m of covered workspace.

Dragados is not the only Spanish group that is keen to build stronger ties with Mexico’s national oil company. Pemex is also poised to invite offers for a fleet renewal programme that will see it build up to 14 new double-hull tankers, with Spanish state-owned shipbuilder Izar already expressing interest in the forthcoming contracts.

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Finnish ships expect to be allowed to conduct visa-free cruises to St.Petersburg again

The Finnish cruise vessels **Silja Opera** and **Kristina Regina** expect to be allowed next summer to resume cruises from Finland to St. Petersburg on which passengers would not be required to hold a visa. According to an unconfirmed news item in the newspaper Delvoj Peterburg, the Russian security service FSB and the Russian border guard service have received orders on the new rules already on October 12.

Tuomas Nylund, communications director of the Silja Line shipping line, says that his company is still waiting for a positive response from Russia's Foreign Affairs Administration and the Russian Embassy in Helsinki, whose consular section deals with visa issues concerning Finns.

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Last year Russian officials imposed a mandatory visa requirement for passengers on cruises from Finland to the Russian cities of St.Petersburg and Vyborg.

Since then, passengers on the Silja Opera and the Kristina Regina have had to have a group visa, which takes a week to process. In addition, the practice has only applied to European passengers, which means that citizens of the United States, for instance, have not been able to avail themselves of the group visa. Kristina Cruises CEO Mikko Partanen is optimistic, even though there has been no final confirmation.

Partanen hopes that a final decision could be made as soon as possible, so that travel agencies would be able to start taking bookings for the five cruises scheduled for next summer.

He says that the lifting of the visa requirement would make it considerably easier than before to sell the cruises, and that it would also make them available again to tourists from outside Europe.

The Silja Opera currently operates weekly cruises to St. Petersburg from August until January 7. After a winter break the cruises will be resumed in April.

Nylund says that demand for the cruises has gone up since October, but the ship has not been sailing at full capacity. The visa requirement has clearly become a threshold issue for many potential passengers. The group visa has added an extra EUR 15 to the price of a cruise.

Under the new regulations ships are to be allowed to stay in port in St. Petersburg for a full 72 hours, instead of the previous 48 hours. It is not yet known if the visa requirement will also be lifted from cruises along the Saimaa Canal to Vyborg.

Results send Royal Vopak shares up 9%

ON THE release of its first formal quarterly results Konink-lijke Vopak (Royal Vopak) said it had generated a third quarter operating profit of E 45.6m (\$39m) and that a similar profit was expected for the final quarter.

After rising 15% in early trade the company's share price had settled at a 9% gain in the afternoon.

A direct comparison could not be made because the company has not issued quarterly results before. But the Dutch tank terminal operator saw a E 96.4m profit in the second half of last year.

Bon Elmeest, Royal Vopak spokesman, said there was a very big difference when it came to the currency factor which was working against the Rotterdam company this year.

This year Vopak had hedged at E 110 to the dollar whereas last year the euro was just below a dollar, making a 10% difference, he stressed. The total operating profit for the period up to and including the third quarter of this year was E 123.8m, including exceptional items of E 2m. When comparing the quarters this year there had been an improvement.

An increase in operating profit for the third quarter compared with the first half of 2002 was mainly attributable to the Oil Europe and Middle East, Asia and Latin America divisions.

In line with its strategy to sell off non-core activities, Vopak announced a whole host of sales.

Interests in heavylift firm Dockwise Transport and bulk shipping company Van Ommeren Clipper Shipholdings were sold to other shareholders of the companies. Vopak's 13.4% stake in Dockwise went to the majority shareholder Heerema and a third stake in Van Ommeren Clipper was sold to venture capital company Nesbic.

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Shares in smaller companies Dutch P&I Services and Dutch Shipping Defence were also disposed of.

In total the sales of these and the recently announced disposal of its gas shipping and chemical tanker interests netted the company more than E 190m, which represented a "small gain on sale". Some of this money would be used to invest in the expansion of its tank terminal business worldwide. Mr Ellemeet said the company was ahead of where it thought it would be in terms of selling off non-core businesses. The only sale proving difficult was its dry cargo warehousing in Rotterdam and Antwerp, but this was a tough market.

Vopak has for some time been keen to keep its debt level below the E 700m mark and this had been achieved. On September 30, its net funding position amounted to E 695m compared with E 763.5m at the end of last year. The E 695m did not include any of the proceeds from the disposals, which were expected to be received for the most part in the fourth quarter.

Mr Ellemeet said the company was happy as long as the debt level remained below the E 700m. "It gives us a large cushion," he added.



A train runs by the town of Crockett, Calif., as the new Alfred Zampa Memorial Bridge towers in the background, Wednesday, Nov. 5, 2003. The suspension bridge will replace the existing westbound Interstate 80 bridge, built in 1927, between the towns of Vallejo and Crockett over the Carquinez Straits. The new bridge is about to make history in California again. But unlike the famous Golden Gate and Bay bridges that have straddled the San Francisco Bay for more than 60 years, the new suspension bridge will commemorate Zampa, the ironworker who plunged hundreds of feet over the Golden Gate Bridge and lived to tell the tale.

P&O Nedlloyd man to run Ceres operation

PIETER Bas Bredius, P&O Nedlloyd's director of terminals and procurement, has left to take charge of a facility that has failed to attract any commercial traffic since it was completed two years ago.

He has been appointed chief executive of Ceres Paragon Terminals and Ceres Amsterdam Marine Terminals.

Ceres Terminals, including the innovative but controversial Paragon terminal in Amsterdam, was acquired by NYK last year.

The facility, built with the help of Dutch taxpayers' money, can load or discharge cargo from both sides of a ship simultaneously. It was the brainchild of Ceres' owner Christos Kritikos, who sold his business to NYK but stayed on as head of Ceres Paragon.

While the concept has attracted plenty of interest no carrier has been prepared to take the risk of leaving established ports for Amsterdam.

Mr Bredius, regarded as an industry high flyer, leaves P&O Nedlloyd after 17 years to be succeeded by Lucas Vos. He had appeared to be heading for Smit International's harbour division before accepting the Ceres position.

Mr Bredius' departure comes as P&O Nedlloyd faces uncertainty, with a successor for managing director Robert Woods yet to be named and the two shareholders unsure how to establish the line as a stand-alone entity.

Odfjell's Q3 hit by cartel fine

(OSLO) Norwegian shipping group Odfjell said that it swung to a net loss in the third quarter, hit by a fine in a US antitrust case over cartel activity in the chemical tankers market.

Odfjell, which has admitted to cartel activity, reported a net loss of US\$30 million compared with a US\$10 million profit a year ago after net extraordinary items of US\$47 million, including a US\$42.5 million fine and other costs linked to the antitrust case.

Two top executives of Odfjell agreed in September to spend time in jail in the United States in a plea agreement after price-fixing allegations against it and three other chemical tanker firms controlling 60 per cent of the world market.

Odfjell reiterated that it was fully cooperating with the US Department of Justice and with the European Commission, saying it had initiated contact with the EU to resolve the cartel issue after reaching a deal with US authorities.

Third-quarter revenues rose to US\$231 million from US\$218 million a year earlier while operating profit increased to US\$19 million from US\$16 million.

Grip & Poseidon to shift B&B

Dolphin Drilling has fixed Olympic's AHTS UT722 **Olympic Poseidon** to wet tow the semi sub unit **Borgny Dolphin** from Belfast to Mexico. The tow was expected to start towards the end of this month and is estimated that it will last around six weeks. This follows Dolphin Drilling's other recent fixture of Farstad's AHTS UT722 **Far Grip**, which will be used to tow the semi **Bulford Dolphin** again from Belfast to Mexico. As reported in August, the Far Grip had just completed it's five year charter to Norsk Hydro. The rigs will commence term contracts with Mexican state owned oil company Pemex for 2 years (Bulford) and for 4 years (Borgny) respectively.

Indian Summer set to continue for Gulf



The good weather is set to continue for a couple of GulfMark's vessels for the next 3 years + options; as both the PSV's UT755 **Highland Drummer** (pictured) and relative newcomer UT755L **Waveney Castle** have been fixed away to support the drillship Belford Dolphin; by the Fred Olsen subsidiary, Dolphin Drilling. The drillship has been chartered on a 3-year basis to the Indian State owned Oil and Natural Gas Corporation Limited (ONGC). The PSV day rates have yet to be disclosed, but it was reported that the overall

turnkey drilling package from ONGC to Dolphin Drilling is worth about US\$386million process". Therefore Seabase cast doubt on the validity of Atlantic's offer. The decision has been forwarded to

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Ottawa's Minister of National Revenue for action. Maersk currently have several AHTS working in Canadian waters.

MOVEMENTS

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The **VIRGINIABORG** enroute Rotterdam – photo : Piet Sinke ©

The **VIRGINIABORG** is built in 2001 at the Deawoo-Mangalia yard in Rumania under number 1032, the vessel have a length of 132 mtr, beam of 15.8 and max draft of 8.0 meter



The **RAPIDE** is serving between Troon in Scotland and Belfast

Photo : Tommy Bryceland ©

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The **PRINCE ALBERT** slipped at Ipswich November 8th, where she is undergoing a major rebuilding, the **PRINCE ALBERT** was built under yard number 165 at the ULJANIK B yard in Pula, the 878 gross ton yacht measures 57 x 8.7 x 2.7 meter and was towed by the tug **GOLIATH D** from Liverpool to Ipswich on 19-08-2002. **photo : David Hazell ©**



Passenger cruise liner **CALYPSO**, laid up at Eleusis bay in Greece, Nov 7th 2003

The **CALYPSO** was building 1967 under yard number 645 at the Fincantieri yard under the name **CANGURO VERDE**, she sailed until 1981 under this name and was renamed **DURR** until 1989 when she got the name **IONIAN HARMONY**, in 1990 she was renamed in **SUN FIESTA** and in 1992 in **REGENT JEWEL**, finally in 1994 she got her present name **CALYPSO**, the vessel measures 11162 ton gross and 135 mtr in length, the CALYPSO sailed from Limassol November 4th, to be laid up in Eleusis bay (Greece) - **Photo : George Grekos ©**



The **COSCO QINGDAO** outward bound at Flushing pilot station
Photo : Willem Kruit ©



The research vessel **MIRAI** arrived from Valparaiso (Chile) in Santos (Brazil)

photo : Marcelo Lopes ©

The **MIRAI** is built during 1972 under yard number 2107 at the Ishikawajima yard under the name **MUTSU**, in 1996 she was renamed **MIRAI**, the vessel measures 128 meter in length and a gross tonnage of 8687 tons

AIRCRAFT / AIRPORT NEWS



Afghanistan's first private airline, KamAir, has launched operations with a domestic flight linking Kabul with northern provincial capital Mazar-i-Sharif and the main western city of Herat

RIJNMOND WEATHER

OBSERVATION LOCATION : HOEK VAN HOLLAND – Sunday 09-11 20:30 hrs

PRESENT WIND DIRECTION / FORCE	:	SE 5 - 10	KNOTS
MAX WIND DIRECTION / FORCE LAST 24 HRS	:	SSE 9.1	KNOTS
PRESENT BAROMETER READING	:	1011.9	hPa
MIN TEMP LAST 24 HRS	:	4.1	°C
MAX TEMP LAST 24 HRS	:	11.0	°C
OUTDOOR HUMIDITY	:	74	%
DEWPOINT	:	6.3	°C
WINDCHILL	:	6.3	°C

.... SHIP OF THE DAY

TOR SELANDIA



North Sea ferry and freight operator Tor Lines has found that its new vessel the **Tor Selandia** - the first newbuilding for the firm in more than two decades - has cut 14 hours off its AngloBridge operation. The result is that the busy link between the Swedish and United Kingdom ports of Gothenburg and Immingham can now be covered in 24 hours, as opposed to the previous 34-hour crossing. The possibility of scheduling sailings later in the day means that trailers can be more efficiently used inland and the potential catchment area for manufacturers, shippers and retailers has been increased.

Tor Selandia represents the leading edge of a three-ship investment programme for Tor Line, in which the accent has been on design engineering to promote high productivity and year-round service reliability in a tough trading environment. The 11,089dwt freight ro-ro vessel was built at Fincantieri's Ancona yard in Italy and delivered to the Swedish-based Tor Line at the end of 1998. She was constructed to Det Norske Veritas classification standards and flies the Swedish flag.

DESIGN



Design of the **Tor Selandia** had to encompass an ability to move through the lock gates at the Humberside port of Immingham so her breadth of nearly 26m was critical. Notwithstanding an overall length of 197.5m, she displays a relatively slim and efficient hull form with a low block coefficient of 0.56.

Tor Line used this vessel to introduce an innovative semi-automatic method of lashing trailers. Central to the arrangement is a trestle-based structure, which enables a range of trailer types and sizes to be made fast to the deck with the minimum human intervention.

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The Autotrestle securing unit incorporates a recessed and built-in fifth wheel, which couples directly to the trailer's kingpin. The terminal tractor connects with the trestle and trailer combination on land, and drives the whole unit aboard the vessel where the trestle bridge is positioned over the point of stow. Twistlocks at the base of the trestle legs, controlled from the dock tractor, are automatically clamped to flush sockets in the deck. The connection and heavily-reinforced socket were designed to absorb the vertical, longitudinal and transverse forces experienced in bad weather.



Kvaerner Ships Equipment, now part of UK supplier, Hamworthy, designed the cargo access arrangements with the speed of the turnaround in mind. There is a stern-opening equivalent to almost the full beam of the vessel, and an entirely obstruction-free main deck. The distance between the two interdeck ramps is large due to the asymmetric position of the fixed ramp.

The stern ramp offers an unusually large driveway width of 20.8m for carrying oversize loads – for example, annual traffic of around 600,000-700,000t is generated by Avesta which ships steel slabs from the UK to Sweden and then ships hot rolled coils back again, and some 500,000-600,000t of newsprint is carried each year for Stora.



PROPULSION

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Tor Selandia includes a new design of the Swiss-developed medium-speed ZA50S diesel from Wärtsilä's Sulzer stable. Two engines provide a total power concentration of 21,600kW (29,366bhp) and a service speed of 21 knots. Drive is connected to two highly skewed controllable pitch propellers through Renke Tacke reduction gears in an installation enabling the vessel to achieve top trial speeds of 23 knots. A power take-off is provided on each reduction gear for a 1,400kW STN Atlas shaft generator so that the seagoing electrical load is covered by employing energy from the main drive system.

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