

MARITIME PROJECTS



Before we start let me first introduce myself my name is **Piet Sinke**, born at December 9th 1958

My time at sea started in 1975 at an age of 16 when I joined my first ship the brandnew **SMIT LONDON** direct from the yard on her maiden voyage

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I joined the tug as a messboy

A job onboard which consisted out of keep the vessel clean from 6 am to 8 pm, making the beds of the officers , helping the cook, doing the tables at the meal times. Washing the dishes etc and before going to bed every night making sure the vessel was clean ready for the next morning

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The **XENY** (former **PRINS WILLEM II** of the Oranje Lijn) which encountered a large fire and was abandoned by the crew and was floating in the Atlantic for 22 days.



The **TALAMBA (P&O)** also encountered a flooded engine room and was towed to a safe port for repairs



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In 1979 i was onboard the famous Dutch Salvage tug **ZWARTE ZEE** at Salvage Station St.Johns (Antigua),ready for action in the Atlantic and Caribbean when the loaded supertankers **AEGEAN CAPTAIN** and **ATLANTIC EMPRESS** collided off Trinidad, with a result of many of the crew dead and both tankers on fire together with the **SMIT PIONEER** which mobilised from Curacao and **SMIT SALVOR** mobilised from Jamaica



And the Bugsier salvage tug **ATLANTIC** which was mobilised with 22 knopen from Lisbon to the location and the **SMIT-LLOYD 114** both burning tankers were attacked the **AEGEAN CAPTAIN** was fast under control but the **ATLANTIC EMPRESS** was a much larger problem for the teams

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After many days 24/7 firefighting with water and foam (AFFF) we finally did see results of our work in the meantime the tugs **ZWARTE ZEE** and **SMIT LLOYD 114** were towing the tanker more into the Atlantic avoiding grounding at Tobago and making sure during the towing that the seas kept on “rolling over” the burning side of the **ATLANTIC EMPRESS**

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After some time it was looking promising for the team as seen above until we encountered worlds first Boil-Over what is that the water under the oil in the tanks started boiling due to the temperature of the oil



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Around 20:00 the teams encountered rumbling sounds whilst onboard the tanker and decided to leave the tanker soonest for the night. around midnight the whole tanker exploded which was a spectaculair sight with flames of a few hundred meters high as seen on the left , I took this photo from 1000 mtr distance and the flames irritated my eyes as well

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The next morning at daylight we did see the result of the disaster and the final hours of the **ATLANTIC EMPRESS** were approaching we were still towing the tanker then it was decided to slip our towing gears from the towing drum

And the 293.000 tons tanker sank later that day to the bottom of the ocean

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After the **ATLANTIC EMPRESS** adventure I went to the Maritime Highschool at Vlissingen and started my "koude grond" training and passed my master license in 1983 (**Stuurman Grote Zeesleepvaart**), upon completion of my study i joined in Singapore the Salvage tug **WITTE ZEE** as a second mate and we operated mostly in the Far East that trip



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After several months onboard the **WITTE ZEE I** I made 2 more trips as 2nd Mate before I got promoted to Ch. Officer at the salvage tug **NOORDZEE**, to be honest that time the **RODE ZEE** and **NOORDZEE** were my favorite tugs, Single propeller, with 2 main engines and bowthruster, good seakeeping ships, always fun onboard



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In 1984 to company gave me the opportunity to make a trip as Captain, as the youngest Capt of the fleet at 26 years i took command of the coastal tug **BANCKERT**, for works in the Irish Sea

The **BANCKERT** (ex Maasbank) was equipped with 2 main engines via a gearbox coupled to 1 fixed pitch propeller, the Brevo gear box was working very slow so maneuvering had to be done very slow as it took time upto 5-10 seconds before the clutch went in/out for the engine, this was different maneuvering then the variable pitch onboard my previous tugs

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Slowly i rolled into large Maritime projects, in 1985 which were bad times for the Smit Company with a lot of people losing their job selling tugs and nearly closing the Singapore office, Smit managed to get a large contract named the **GANAVEH project.**

This project consisted out bottom pulling of 3 oil pipes (2 x 21 km and 1 x 18 km) which were emergency loading terminals for Iran the only problem was the location at the border between Iran & Iraq which were in a war at that time after many meetings it was decided that a volunteer team should do this job, I was appointed pull master and we started in Holland with the conversion from the **SMIT BARGE 1** into a pull barge with a pull force of 750 ton named **TAKPULL 750**

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The **TAKPULL 750** was built for the Ganaveh project but as usual with the Smit group materials were kept and not converted back but used in other projects I became Captain at the barge and we started pulling pipes around the globe, several times at the CDTM's in Wick (Schotland)

During which project pipelines with a length upto 6-7 km complete constructed onshore in 1 pull into the sea were pulled, this pipes were afloat and were towed to the location by a AHT where the pipe was installed at the location , and coupled using ROV's

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We installed with the **TAKPULL 750** also FSO/FPSO's, as seen below the largest FSO in the world named **SAFER** (ex **Esso Japan**) offshore Yemen



This tanker was moored in a system of 6 inch chains

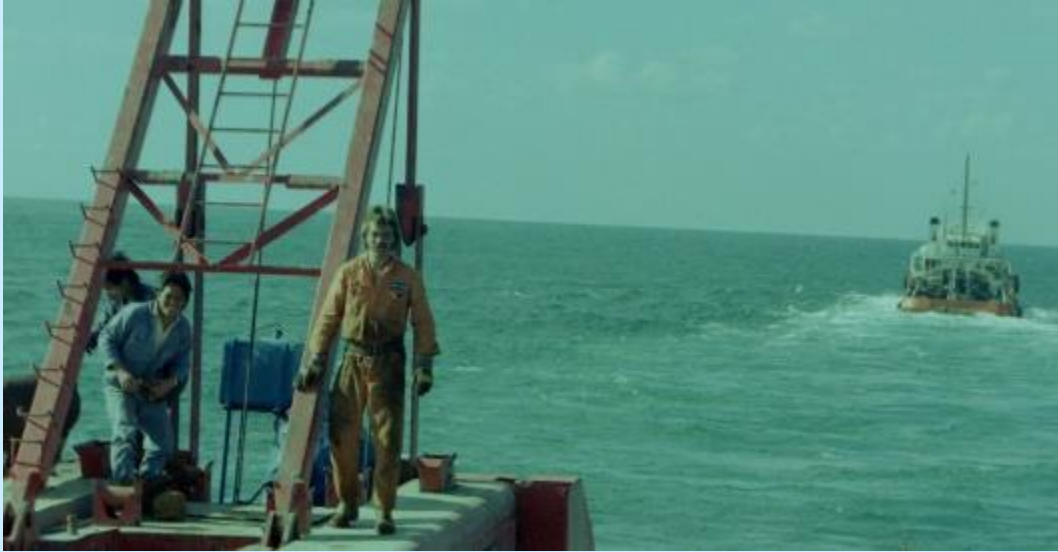
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With installation barge **TAK 300** we installed a pipe line and SBM buoy in **Bandar Taherie (Iran)**, as we had all the materials for the project onboard and there was no port available the TAK 300 was beached at low water and the materials discharged at a pier and the barge was refloated the next high tide



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The SBM Bouy for intallation upon completion of the pipe pull we towed behind the **TAK 300** from Sharjah to Taherie and was parked offshore Taherie ready for the installation

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During the Gulf war many tankers took a hit from the Iraqi and Iranian forces, during this actions many seaman lost there lifes 1 of the ships hit was the left seen 15.000 tons **MARE**, the vessel was in balast when she was hit by multiple hits including Exocets missile, she was towed by a tug in the direction of Jebel Ali in the UAE.

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A Salvage team lead by myself was mobilised from Sharjah (UAE) onboard the **SMIT TRINIDAD**, the Capt of the tug which was towing the **MARE** had the idea to beach the vessel at the UAE coast before sinking as the beach was the place to beach for the rich people I instructed the Capt to turn around and to head fullspeed outside the territorial waters of the UAE but before we reached the transport it was allready too late, when we boarded the vessel the water was coming in so fast , not to be pumped out anymore that the vessel sank in 30 mtr deep water the same day.

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In 1991 I left Smit in Rotterdam and went to Smit in Singapore, and due to that Desert Storm just started and SMIT the **SMIT NEW YORK** and the **SMIT MADURA** had chartered to the US Navy, **Capt Kees Pronk** became the Capt at the **NEW YORK** and i became captain at the **SMIT MADURA** , this because we both had a lot of “war” experience from the past years in the Gulf, both tugs became part of the **Task Force 150** and our job was stand by to assist the US Navy when necessary, we were the only 2 tugs operating in the minefields in the Northern Gulf region that time

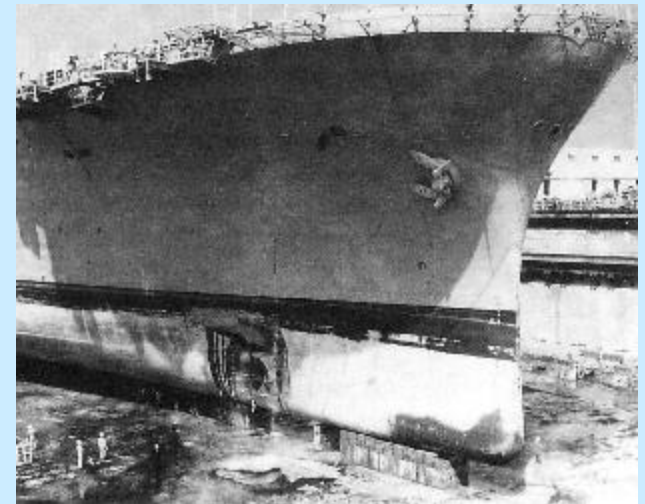
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During this period in the Gulf we assisted 2 US Navy vessels first the Ticonderoga cruiser **CG 59 PRINCETON** which contacted a mine under her stern and was disabled was towed to Bahrain by the **SMIT NEW YORK**

One hour before the **PRINCETON** contacted the mine also the

helicopter carrier **TRIPOLI** was hit by a mine under her bow with the result a hole with 10 mtr diameter, she stayed afloat and was towed into a safe port



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after **DESERT STORM** we demobilised from the Gulf Region I sailed the MADURA back to Singapore enroute at the Indian Ocean we connected up to a Chinese cargo ship loaded with Copra and delivered this vessel safely in Singapore



Upon arrival in Singapore I was transferred to the installation barge **TAK 300**, for the mobilisation and installation of the FSO **CANMAR NUSANTARA** offshore Surabaya (Indonesië)

MARITIME PROJECTS



The small chains were pulled into the turret by a 150 tons winch which was installed at the forecastle of the tanker whilst 3 Smit-Lloyd AHT's kept the tanker in position



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The AHT **SMIT HUNTER** crew in Ras Isa (Yemen) in 1993

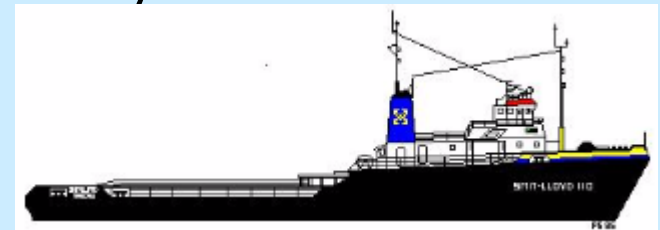
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After 9 good years in Singapore with a lot of freedom with a lot of projects and many different ships i left Smit in Singapore as i could not go along with the mentality of the management anymore and went back to SMIT in Rotterdam, where i joined the project department as project manager



Top : as captain o/b the Smit-Lloyd 110 in Vietnam



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The first project I was assigned to was the transport of 6 tunnel elements of 52.000 ton each from the building site in Barendrecht to the installation location Schiedam



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A interesting and secret project was in November 2000 when a brandnew **MERLIN helicopter** of the Royal Navy was ditched in sea off Scotland , as this was a test helicopter the crash was a very sensitive item we mobilised **SMIT PIONEER** from Antwerp and recovered the remains of the helicopter

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In the meantime **Smit Maritime Projects** was contracted for the **RION-ANTIRION bridge** project in Greece, during this project we had to undock and install 4 large pylons with weight of **110.000 ton** and **90 mtr diameter** each pylon was towed out by us and after completion installed in 60 mtr deep water

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The towout of the pylons and the construction until the necessary height before the installation

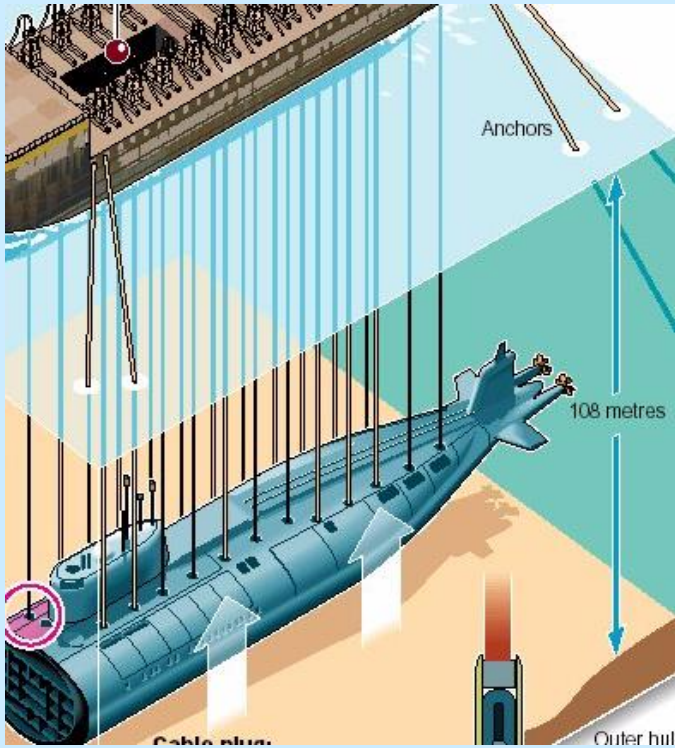


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And the installation offshore using
several 100 ton BP AHT's

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Whilst I was working in Greece i was called by the Smit management that i had to come back to Holland as a joint venture of **Mammoet-Smit** was established for the Salvage of the Russian Submarine **KURSK** and i was assigned as operations manager



The **DSND MAYO** departed from Scotland to the Barents Sea to start the preparations at the wreck of the **KURSK**



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MARITIME PROJECTS



MARITIME PROJECT



We departed from the Norwegian port Kirkenes to the location of the KURSK



Where we were met by the Russian nuclear powered guided missile cruiser **PIOTR VELIKIY** the proud of the Russian navy

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MARITIEME PROJECTEN



De complete **KURSK** team of 50 persons onboard the **GIANT 4**

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After connecting the grippers and wires and in view of the bad weather forecast the management onboard decided to start lifting and under a tension of 9000 ton the **KURSK** started to move as can be seen at the photo left

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Left : CH.Eng **Leen Langstraat**, middele Deckleader **Ernst-Jan Boon**
en Captain **GIANT 4** / Marine ops manager **Piet Sinke**

MARITIEME PROJECTEN



MARITIEME PROJECTEN



MARITIME PROJECTS



For this project I was decorated by President Putin with the highest decoration given to a foreigner "**FRIEND OF THE RUSSIAN REPUBLIC**" which decoration was given to me by the Russian Ambassador to The Netherlands as seen left

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The order was given to **DRAGADOS** in Spain to built the 352 mtr long pier, The pier was constructed near Algeciras in a 400 mtr long and 60 mtr width building dock and transported to Monaco

As Monaco was irritated by a situation that the large passengerliners all were going to Nice in France it was decided to construct and install a port extension with a floating pier with a builtin 4 layer car park under water



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All winches ready & tugs connected and leaving the dock with the pier, made me sweat as towmaster



10 hours later the pier was safely moored ready for ballasting



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Upon completion of the mooring the tankers could come alongside to deliver the in total 16.000 tons freshwater ballast

In the meantime the insurance did not accept the **LONDON** for the towage as the Bollard Pull certificate was too old according them, so test equipment was urgently mobilised from Holland by truck



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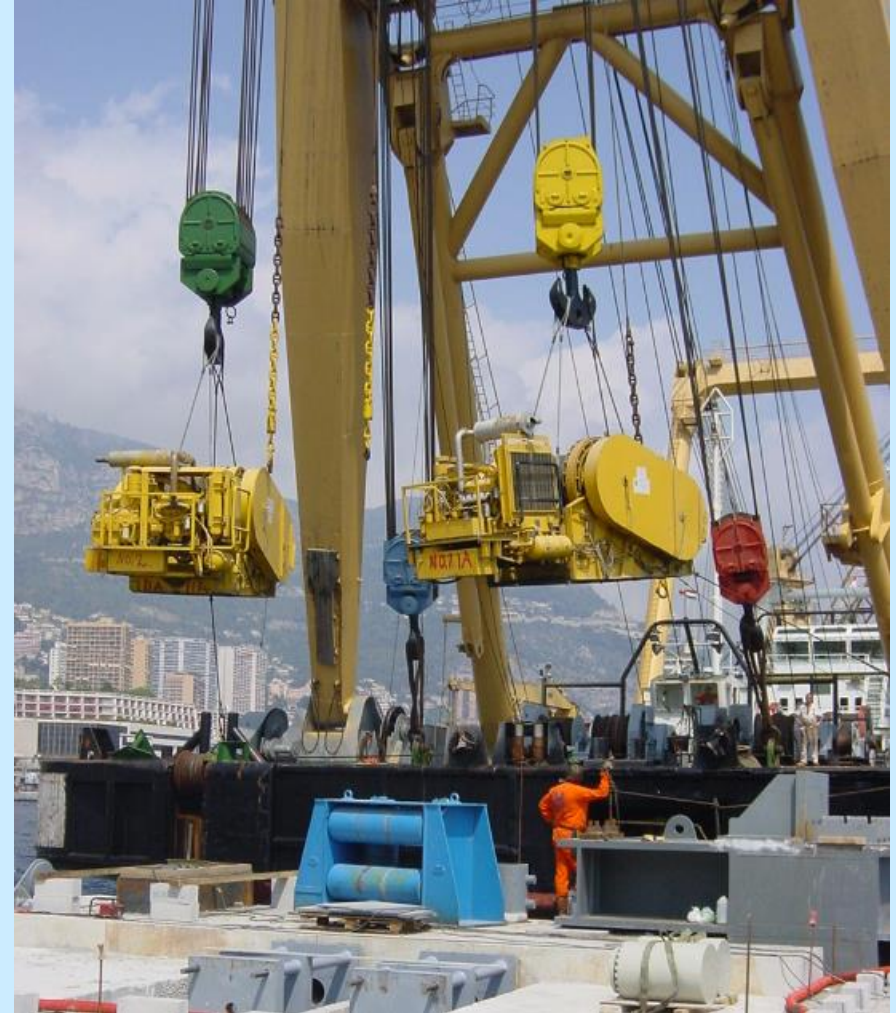
After the **LONDON** had proved that her horses still could reach the 180 ton BP she was connected to the pier and departed for Monaco



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Because the trucks could not go into Monaco we transported all equipment with the **TAKLIFT 4** overseas from Nice to Manaco which was a complex operation



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In the meantime the **SMITWIJS LONDON** arrived with the pier which was handed over to 4 harbourtugs which were mobilised from Genoa



MARITIME PROJECTS



MARITIEME PROJECTEN



The **Smit project team**, as friends we did many projects together all over the world successfully !

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The **TWIN STAR** loaded with met 15.000 ton steel had a collision just outside the port of Callao (Peru) and sank in 40 mtr deep water after Smit removed the oil from the wreck we were contracted to remove the complete ship and cargo



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First we removed the **15.000 ton** steel from the cargo holds in a 3 months 24/7 job

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After discharging the steel we cutted the vessel in 2 parts and refloated first the foreward section using compressed air, which section after stabilizing was succesfully beached for scrapping



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After beaching the forward section we refloated the stern section which was towed to deep water offshore and sunken

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After completion of the paperworks 7 months were gone so time for me as Salvagemaster/ Project Manager to go back home, this was for me the longest project to be from home ☹

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Before closing my presentation the last interesting project I would like to show you is the grounding of the **ZHEN HUA 10** at Rotterdam Maasvlakte

In gale force winds upto 60 knts (12 bft) the **ZHEN HUA 10** offshore Hoek van Holland was not able to hold position and grounded at 00:30 am



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After the volunteer crew of the Hoek van Holland based KNRM lifeboat **JEANINE PARQUI** was scrambled around 1 AM (my neighbours that time) I knew something was wrong, my phone rang a short while later with the question how fast I could leave home, what was normal not more than 15 minutes which was standard as a salvage master as my bag was always ready to go behind the front door after getting dressed I went full speed to the pilot station and asked the crew to bring me to the Maasvlakte in the meantime requesting a helicopter from the Royal Dutch Navy

The Westland Lynx Navy helicopter arrived 30 minutes later at the helipad of the pilot station , after discussing the situation with the pilots it was thumbs up and we took off, despited the 55-60 knots winds heavy seas and rain the crew lowered me profesionally between the container cranes at the **ZHEN HUA**⁵⁵**10**

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Upon arrival onboard I find out that the language was a problem as nearly nobody spoke English the only thing they asked me my ID for ISPS purpose ☹️ and why I came onboard in the night during bad weather by helicopter

The captain spoke 3 words English and I had to explain to him that he was aground luckily the Ch.Off spoke some English, and as the ship was heavily bumping at the seabed and avoiding bottom damage I instructed them to start ballasting full speed and went to bed for a rest 😊



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The next morning at daylight the rest of the salvage team including a naval architect came onboard by helicopter and we started making the refloating plan and doing the preparations



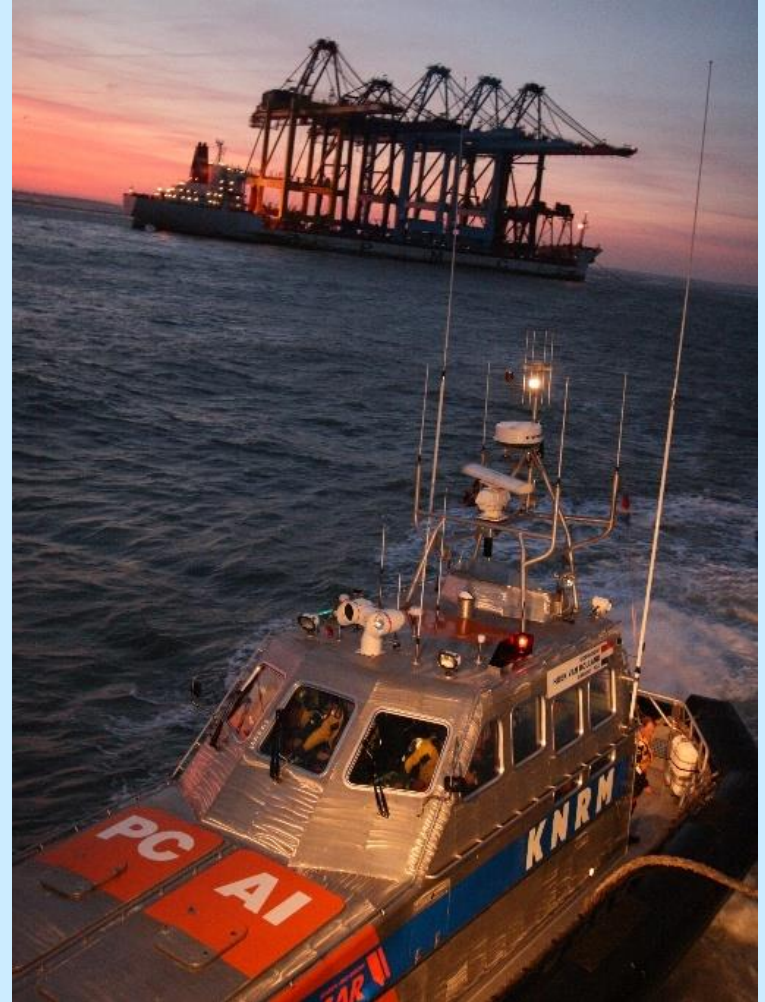
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When the refloating plan was completed a meeting was setup with all parties involved at Rotterdam Scheurhaven in which meeting I explained them all the plan for the next morning highwater .



MARITIME PROJECTS



MARITIEME PROJECTEN



After connecting all tugs including the **JANUS** which was mobilised full speed from Bremerhaven the **ZHEN HUA 10** was successfully refloated without any damage around 3 am



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Thank you for your attention, please don't forget :



All the Salvages & projects from this presentation where succesfull as we as team we know eachother for many years and due to good teamwork !