Windenterprise

IMO/off nr	7389479
Call Signal	LDOL
Flag	NOR
Ship type	Turbinskip, tanker (ULCC)/steam ship, tanker (ULCC)
Year Built	1976/9
Shipyard	Kockums mek. Verkstads A/B, Malmø
Sno	553
Cargo Handling	Tanker: 22 vingtanker (S/B), 9 sentertanker. 4 x turbindrevet lossepumpe, Stal-Laval/JMW, 5.500 m3/t, 1 x turbindrevet ballastpumpe, Stal-Laval/JMW. 2 x Howden Inert Gas system.
Tonnage	351.800 tdw, 178.573 brt, 144.999 nrt
Size	Loa: 1.189,6' - Lbp: 1.148,6' - B: 197,0' - D: 94,8' - dypg.: 73' 4 1/2" (Loa: 362,59m - B: 60,04m - dypg.: 22,4m)
Propulsion	1x turbinanlegg, STAL-LAVAL type AP, HT+LT+AST koblet til felles propell aksel via gear. 40.000 BHK v/86 o. min til fremdrift. Bygget ved Stal-Laval/Kockums mek. Verkstads AB, Finspong/Malmø.
Boiler	2x CE V2M8 vannrørskjeler m/overheter. Oljefyrt, toppfyrt m/3 brennere hver (Hamworthy). Arbeidstrykk 74/60 kp/cm2, damptemp.: 513 oC. Utstyrt m/roterende luftforvarmer (Ljungstrøm), hydraulisk drevet. Bygget av Maskinverken AB (lisens fra Combustion Engineering Inc)
Power	15,5 knop/196,0 Mt pr døgn/12.900 Mt bunker kapasitet (normalt) kunne også benytte CTK9 i tillegg om nødvendig.
Class	DnV +1A1 Tanker for Oil, EO, INERT, BIS, COW
Crew	21 pers,
Owner	I/S Wind Enterprise (Lars Krogh & Co, Koppang), Oslo
Speed	15,5 knop/196,0 Mt pr døgn/12.900 Mt bunker kapasitet (normalt) kunne også benytte CTK9 i tillegg om nødvendig.
Port	Oslo
Aux	1x Turbogenerator, STAL-LAVAL, 1.600 kW. 2x dieselgenerator, Hedemora, 1.600 kW



OSL36019760120001 TT WIND ENTERPRISE. Foto: Ragnar Iversen

History in Norwegian

1976 Bygget som turbintanker WIND ENTERPRISE ved Kockums mek. Verkstads A/B, Malmø (553) for I/S Wind Enterprise (Lars Krogh & Co, Koppang), Oslo. Sjøsatt 08/07, Ferdigstilt i september. 1982 Hovedturbinen redusert fra 40.000 til 27.000 BHK v/60 o.min. og ny firebladet propell fra Stone Manganese montert. Den gang verdens største i diameter, 11,0 m/72 tonn. Ny fart ble 10,0 knop på last og 12,0 knop i ballast. Ny prefabrikert elektrisk drevet fødevannspumpe ble også montert. Innebar en besparelse på rundt 4,0 Mt i døgnet og en kjele i drift på den nye hastigheten. Senere grunnstøtning på et rev i AG på reise mellom Ras Tanura og Dubai på full last. Det er et lykt på denne til vanlig, men da den var iransk område var denne slukket. Tilfeldigheten ville at alle elektroniske hjelpemidler for navigasjon var ute av drift. Derfor dette avvik for Dubai for service. Brakt flott etter å ha lektret over i assisterende tonnasje. Etter inspeksjon ble det ikke funnet lekkasje. Fortsatte reisen til Dubai og Curacao. Skiftet senere ca.120 tonn stål i forepeak. 1985 Solgt til Telfair Shipping Co. Ltd. (Marine Management A/S, Oslo, manager), Limassol, Kypros og omdøpt til W ENTERPRISE. 1986 Truffet av en Exocet-rakett fra Iransk helikopter om kvelden 24/05 ca 35 miles sør for Kharg Island, mens hun var på reise fra Kharg Island til Sirri Island. Hun begynte å ta inn vann og økende vannstand i maskinrommet. Mannskapet forlot skipet. Tidlig neste morgen kom helikopter tilbake og sendte en ny Exocet-rakett som traff i maskinrommet og førte til eksplosjon og brann i maskinrom og innredning. Senere kom en eksplosjon i pumperommet 26/05 og i B/B bunkerstank 27/05. Redningsbåter greide å slepe henne til Sirri Island hvor brannen ble slokket og lasten pumpet i land. Akterbygget brant helt ut. Deretter slept til Dubai. Med en skrog- og maskinverdi anslått til USD 20.000.000. ble hun erklært å være et totalt konstruktivt krigstap. Slept til Singapore Roads. Vraket ble solgt i november til K/K A/S Norman Tankers V (Norman International A/S, managers), Oslo, Norge og omdøpt til HAPPY ENTERPRISE. 1987 Solgt i juni til K/S /A/S Norman Tankers VII (Barber International A/S, managers), Oslo for USD 29.900.000 inklusive reparasjonen, registrert i NIS med kallesignal JXJN3. Ankom Hyundai Mipo Dockyard, Ulsan, Korea under slep i juli. Reparasjonen til USD 20.000.000 ga henne nytt akterskip med overbygg og nytt maskineri med dieselmotorer. 1988 Driften overtatt i september av Westfal-Larsen & Co. A/S, Bergen, Norge. Hun ble levert ferdig reparert 02/09. Omdøpt til SAMNANGER. 1990 Solgt til K/S Samnanger (Westfal-Larsen & Co. A/S, managers) Bergen, Norge. 1992 Solgt til K/S Pollux (Westfal-Larsen & Co. A/S, managers), Bergen, Norge. Omdøpt til POLLUX. I desember ble driften overtatt av Pollux shipping A/S, Bergen, Norge. 1994 Driften ble i september overtatt av Jørgen Jahre Shipping A/S, Sandefjord/Bergen. 1995 Omdøpt til JAHRE POLLUX i januar. Registrert i Sandefjord i mars. 2002 Solgt i september til Hin Leong Marine International (Pvt) Ltd., Singapore for USD 6.500.000. Omdøpt til TIAN SAN. 2003 Levert til huggere i Chittagong, Pakistan 30/07. Satt på land 01/09.

History

1976 Built as turbin tanker WIND ENTERPRISE by Kockums mek. Verkstads A/B, Malmø (553) for I/S Wind Enterprise (Lars Krogh & Co, Koppang), Oslo. Launched 08/07, completed in September. 1982 The propulsion machinery reduced from 40.000 to 27.000 SHP at 60 rpm and a new four bladed propeller made by Stone Manganese, Liverpool was fitted. At that time the biggest in the world. Diameter of 11,0 m and 72 ton. New speed was 10,0 knots loaded and 12,0 knots in ballast. New prefabricated electric driven feed pump also mounted. Calculated saving of 4-6 Mt with one boiler operation. Later run aground in AG on route between Ras Tanura and Dubai fully loaded. It's a light on this reef (not visible above water level), but it was extinguished as it is Iranian territories. Insidently was the electronic navigational aid out of order at that time, and the ship had been sat off more than expected. She was underway for service in Dubai before leaving for Curacao. She was taken off the ground after lightring to assisting tonnage. No leak was found and after inspection she was able to proceed to Curacao. Next docking abt.120 tons of steel was renewed in the forepeak. 1985 Sold to Telfair Shipping Co. Ltd. (Marine Management A/S, Oslo (John Fredriksen), manager), Limassol, Kypros and renamed to W ENTERPRISE. 1986 Hit by an Iranian Exocet-rocket from a helicopter evening of 24/05 abt 35 n.miles south of Kharg Island, whilw on route from Kharg Island to Sirri Island. The engine room started flooding. The crew abonded the ship. Early next morning the helicapter came back and she was given a new round of rocket granades hitting the engine room followed by explosion and fire in engine room and accommodation. Later the 26/05 also explosion in the pump room. The 27/05 Port bunker tank exploded. Salvage tugs managed to tow her to Sirri Island where the fire was extinguished and cargo discharged. The aft building and engine room was totally burnt out. Later towed to Dubai. The value of hull and machinery calculated to USD 20.000.000 she was declared as a total constructive loss. She was taken under tow to Singapore Roads. The wreck was sold in november to K/K A/S Norman Tankers V (Norman International A/S, managers), Oslo, Norway and renamed HAPPY ENTERPRISE. 1987 Sold in June to K/S A/S Norman Tankers VII (Barber International A/S, managers), Oslo for USD 29.900.000 inclusive the repair and reconstruction, registered i NIS with new call sign JXJN3. Arrived Hyundai Mipo Dockyard, Ulsan, Korea under tow in July. The re-construction of USD 20.000.000 gave her new aft part, accommodation and diesel propulsion. 1988 The management taken over by Westfal-Larsen & Co. A/S, Bergen, Norway in September. She was completed 02/09. Renamed SAMNANGER. 1990 Sold to K/S Samnanger (Westfal-Larsen & Co. A/S, managers) Bergen, Norway. 1992 Solgt to K/S Pollux (Westfal-Larsen & Co. A/S, managers), Bergen, Norway. Renamed POLLUX. In December the management taken over by Pollux Shipping A/S, Bergen, Norway. 1994 Management taken over by Jørgen Jahre Shipping A/S, Sandefjord/Bergen in September. 1995 Renamed to JAHRE POLLUX in January. Registered in Sandefjord in March. 2002 Sold in September to Hin Leong Marine International (Ptv) Ltd., Singapore for USD 6.500.000. Renamed to TIAN SAN. 2003 Delivered to breakers in Chittagong, Pakistan 30/07. Beached 01/09.