



PRESS RELEASE: WRECK OF THE VERONICA MOVED TO A NEW LOCATION

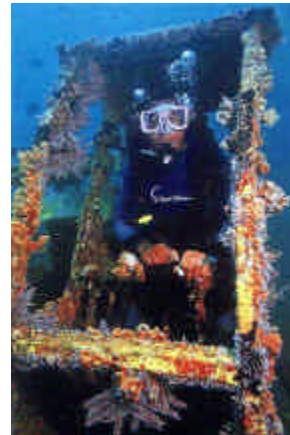
Due to construction at St. George's new cruise ship dock the popular dive sites of the "Veronica" wreck had to be removed.

Grenada, June 1, 2003: To improve the accessibility of the island for large cruise ships, which are sailing through the Caribbean Sea, the Grenada Port Authorities and the Swiss investor Zublin have developed a new cruise terminal. The development of the Grenada Cruise Terminal Project includes area of reclaimed lands, a main jetty for large cruise ships and a small tender jetty. Building all this facilities will relieve the commercial port, create new commercial area and improve the access for large cruise ships.



The main construction contractor is Volker Stevin Construction Europe. They take care for the actual raising of the site, the revetments and the jetties. Zublin will do the development of the reclaimed land itself. Beside the main constructions some additional work has been done. E.g. the removal off two wrecks, the "Twin Wrecks" and the "Veronica", in the vicinity of the approaches. A water depth of at least 11.0 metres is required for cruise vessels entering the new port. "The twin wrecks" used to be one vessel that broke up in two main pieces. Both pieces had to be removed or destroyed to clear the way for future incoming cruise vessels. The "Veronica" is a current popular dive site for tourists who want to experience the adventure of a real, relatively shallow, wreck dive. This wreck is fully intact and was laying on a coral sand bed.

The Twin Wrecks were removed in early may 2003. Therefore steel slings were attached around the bow and lifted on deck The rear end, with wheelhouse, was lifted from the seabed but was not put on deck. With this piece alongside towed to deeper water with the tugboat "Topazio". Once in deeper water both pieces were lifted back to the seabed, where they are not impeding the approach of the cruise vessels. The removal of the "Veronica" was more difficult. It took more than a week before the steel slings were properly attached to the wreck. Originally it was tried to use a strong point like the bollards and anchor. These appeared not to be sufficient. Finally a sling run through the wheelhouse and the second one was put underneath the bow. This was quite a difficult as the ship was sunk several decimetre in the seabed. Two special lifting devices were mounted on the bow of the barge to lift the wreck, on each corner two 2-sheave blocks with a total lifting capacity of 200 Tonnes. Once in good position the wreck was slightly lifted from the seabed and the journey to her new location begun. It took several hours to manoeuvre the BEO, with the "Veronica" just above the seabed, through the coral reefs to the new location. The present location is still accessible for a dive visit. Most of the inhabitants on the wreck moved with the ship, among them a bright green frog fish.



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