VESSEL DRAWS LARGE CROWD

600 people, two bus loads from Lavaca Public School, showed up at Dam 13, near Barling, Thursday, to get a look at what may be the largest ship ever to travel the Arkansas River.

The sea-going vessel from Hamburg, Germany, is called the MV Frauke on its way to Port of Catoosa near Tulsa, Oklahoma, to pick up equipment to build oil rigs and then head for Egypt.

When it passed by Kelly Park in Fort Smith, near Garrison Avenue Bridge there were about 50 people lined on the Arkansas River bank.

The ship has a crew of ten, plus the Captain and his wife and a river pilot from Oklahoma.

This ship has been called the first International sea-going vessel to travel the Arkansas River as far inland as Tulsa under its own power.

The depth of water is only nine feet in some parts of the channel so few ships can navigate the channel.

This vessel came through on 16th of January 1986.

***[Editor's note: The following data, found on the internet, have been added below to this document.]***

**http://newsok.com/ocean-going-freighter-heads-for-tulsas-port/article/2133542**

Ocean-Going Freighter Heads for Tulsa's Port

Oklahoman Published: January 8, 1986

LITTLE ROCK, Ark. A 300-foot ocean-going freighter, the first such ship to navigate the entire length of the McClellan-Kerr Arkansas River Navigation System, was on its way to Tulsa's Port of Catoosa on Tuesday to pick up cargo for Egypt.

Ron Helton, a spokesman for the U.S. Army Corps of Engineers, said the vessel entered the Arkansas River on Monday and tied up south of Pine Bluff on Monday night.

"From everybody around here, this is the first time this large a ship has been in the Arkansas River," Helton said. "It kind of sprang up on us. We didn't know anything about it."

Bob Portiss, director at the Port of Catoosa, said the MV Frauke is the first international self-propelled ocean-going vessel to travel on the McClellan-Kerr as far inland as Tulsa.

Helton said the vessel, traveling at about 12 mph, was expected to pass through Little Rock Tuesday afternoon.

The ship was to have arrived in Catoosa late Sunday but the trip was delayed when the vessel ran aground as the crew attempted to enter the White River portion of the navigation channel.

A spokeswoman for the port said Tuesday officials believe the ship will load oilfield compressors at the port on Friday. The equipment will be taken to the Gulf of Suez.

Portiss said few ocean-bound vessels can navigate the channel, which becomes as shallow as 9 feet in some spots. The Frauke's draft, however, is only 8 feet when loaded with the maximum weight possible.

**http://www.aopoa.net/history/facts.htm**

**McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM**

**WATERWAY FACTS**

In January 1986, the M/V Frauke, a West German cargo ship, traveled to the Tulsa Port of Catoosa via the MKARNS. The ship was the first international ocean-going ship to traverse the system.

**http://newsok.com/ocean-vessel-picking-up-cargo-at-tulsa/article/2133319**

Ocean Vessel Picking Up Cargo at Tulsa, Oklahoma, USA

***J.E. McReynolds • Published: January 5, 1986***

On Monday, stevedores at Tulsa's Port of Catoosa will be busy as usual getting outbound cargo loaded for a trip down the river. But instead of loading cargo onto a barge, they'll be putting it directly onto an ocean vessel bound for the Gulf of Suez.

The event is the first time an international self-propelled ocean-going vessel has traveled on the McClellan-Kerr Arkansas River Navigation System as far inland as Tulsa, said Bob Portiss, port director.

"Normally, material to be shipped overseas is loaded onto a barge and towed along the waterway to the Port of New Orleans, where it is then transferred to an ocean vessel," Portiss said. "There are very few ocean vessels in the United States that can navigate the inland waterway system, so the fact that one is coming here is very significant."

The M/V Frauke, a West German flag, will put in at the port late today to pick up three large Ingersoll Rand Compression Services Inc. compressors bound for an offshore production platform in the Gulf of Suez.

The vessel was constructed in 1983 and is 88 meters long (289 feet) with a deadweight of 3,000 metric tons. Under maximum permissible load, the Frauke's draft is eight feet, compared to the navigation system's minimum depth of nine feet.

Amoco Corp. chartered the vessel from Rohde & Liesenfeld Projects Inc. in Houston to come to the Port of Catoosa to pick up the three compressors, Portiss said.

Amoco's Thomas Kurowski, an international ocean analyst, said the company is saving money by using only one vessel for the shipment to the Middle East.

Being able to transport the compressors entirely by one vessel affords tremendous savings for Amoco in time, risk and expense, Kurowski said. "We'll save about 10 days in transit time and at least $85,000 in expenses on this one shipment alone."

Another advantage, he said, is the fact that no protective crating had to be built because the compressors will travel in the hull of the ship.

The compressors to be shipped were built at Ingersoll Rand's facility at the Port of Catoosa. Each unit is a 5,000-horsepower turbine-driven compressor which is 60 feet long, 20 feet wide, 22 feet high and weighs 125 tons. The units will be loaded onto the vessel by the port's 200-ton overhead traveling crane.

Ingersoll Rand project manager Emil Giral said that with this shipment, four compressors have been built at the port. The first unit was built and shipped by barge in November of 1984. Overall, Ingersoll Rand has built 11 of these compressors for Amoco. The first seven of those were made in Houston before the firm began manufacturing at Catoosa.

"We think the M/V Frauke's coming to the port is a very significant and exciting event," Portiss said. "This is another plus for Tulsa because it's further proof that we truly are an international inland seaport."



***[Editor's note: I tried to find a photo of the M-V Frauke traveling on the Arkansas River but was not able to do so. This photo of the Frauke was taken in Rotterdam, Netherlands.]***

***Filename: WeRememberDyer post-1986 Book 03, 168-170 ~ MV Fauke, ocean vessel***