Unauthorised welding in laundry room led to Ecstasy fire

Unauthorised welding by crewmembers in the main laundry ignited a large accumulation of lint in the ventilation system, leading to a major fire aboard a cruise ship that injured 23 people and resulted in damages exceeding USD 17 million, the National Transportation Safety Board has found.

On July 20, 1998, the Liberian-registered passenger ship Ecstasy - operated by Carnival Cruise Lines - departed the Port of Miami, Florida, en route to Key West, with 2,565 passengers and 916 crewmembers on board, when a fire started in the main laundry. The fire migrated through the ventilation system to the aft mooring deck where polypropylene mooring lines ignited. As the ship was attempting to reach an anchorage point, it lost propulsive power and steering and began to drift. The fire was declared extinguished 4 hours later, and the vessel was towed back to port.

The Safety Board found that two crewmembers were preparing to weld in the laundry room without obtaining the proper authorisation. During the course of that activity, a fire migrated to the lint that had accumulated in the ventilation system. In addition to the unauthorised welding, the Board cited Carnival's failure to maintain the laundry exhaust ducts in a fire-safe condition as part of the probable cause. Contributing to the extensive fire damage on the ship was the lack of an automatic fire suppression system on the aft mooring deck and the lack of an automatic means of mitigating the spread of smoke and fire through the ventilation ducts.

Within months of the fire, following examinations of ventilation ducts on other ships, the NTSB issued urgent safety recommendations to all cruise lines suggesting they keep laundry ventilation duct systems clear of accumulated lint and other debris. All cruise lines serving the United States at that time adopted that recommendation.

The Safety Board has recommended that other cruise lines install fire detection and suppression systems on mooring decks like that of the Ecstasy. Because the mooring deck on the Ecstasy was considered as outdoors - even though it had a ceiling - it did not need the fire equipment. Carnival is retrofitting its fleet to install such equipment on its mooring decks.

The Board also recommended that cruise lines install emergency call systems in passenger staterooms and crew cabins so that people trapped during a fire emergency will have a means of signaling their location.

The Ecstasy lost propulsion and steering control because of design characteristics of the ship. For example, even though the port and starboard propulsion systems were supposed to be redundant and isolated, circuitry for both systems shared a common panel, which was damaged by fire.

Although no injuries resulted from the loss of propulsion in this instance, the Board noted, "Hazardous
situations that may result from a ship losing propulsive power include vessel grounding, inability to avoid severe weather conditions, and passenger evacuation at sea." The Safety Board recommended that classification societies and ship builders require qualitative failure analyses to ensure the fail-safe operation of propulsion systems on new vessels.

CASUALTY REPORTING

MARINE
AGIOS NIKOLAOS (Greece)
London, May 16 — Following received from Piraeus RCC, timed 2240, UTC: Mv TK London (5,607 gt, built 1982) was in collision with fv Agios Nikolaos, Kalymnos registration No.26, half a mile east of Astipalaia Island yesterday. As a result Agios Nikolaos sank and the five persons on board were rescued and taken to Astipalaia. TK London is currently at Kos.

AL MANAKH (Kuwait)
Alexandria, May 11 — M container vessel Al Manakh arrived Alexandria May 10. — Lloyd's Agents. (See issue of May 9.)

ALAMBRA (Malta)
Tallinn, May 17 — The lower level Harju County Court substituted m tanker Alambra’s arrest with a deposit of $1 million, giving permission to her owners to take the tanker away from Estonia. The money was deposited in a respective account immediately after the ruling. The vessel's Classification Society, DNV, has given permission for a single voyage to repairs or scrapyard. Ship's documents are valid until Jun 30. The vessel has sailed for Pakistan or Bangladesh under St. Vincent & Grenadines flag. — Lloyd's Agents. (See issue of Apr 16.)

BAY TITAN (U.S.A.)
London, May 16 — Following received from Coast Guard Portsmouth, Va, timed 1453, UTC: M tug Bay Titan is still lying capsized. Salvage operations are due to commence today. (See issue of May 15.)

Baltimore, May 16 — United States Coast Guard advises that the Chesapeake & Delaware Canal remains closed because of the sunken m tug Bay Titan. Salvage operations are getting underway. It is expected that the canal will be closed to all traffic from about 1600 hrs today and the salvors should be in place late this evening. Plans call for the vessel to be raised off the bottom and stabilised before being moved out of the canal and over to a work area at the Delaware Bay end. There the vessel can be raised, uprighted and dewatered. The Corp. of Engineers will be conducting an examination of the canal bottom to insure that no debris that might interfere with traffic remains in the waterway. Salvage operations may take another 5 to 7 days to complete but there is no information available today as to when the canal may be re-opened to traffic. — Lloyd ' s Agents.

London, May 17 — A press report, dated today, states: Coast Guard investigators said pilot error probably caused m tug Bay Titan to capsize in the Delaware River on May 11, causing the death of one crew member and blocking shipping traffic in the Chesapeake and Delaware Canal for up to a week. Officials were also investigating whether the vessel was suited for the job of towing m tank barge Domino Sugar, which was involved in the accident. Although mariners familiar with the incident said the tug had plenty of horsepower and had performed the task before, the barge is normally pushed by a larger vessel equipped with an upper wheelhouse from which the pilot has better visibility during tight manoeuvres. However, with the regular tug in dry dock for a month-long overhaul, Bay Titan was contracted to accompany Domino Sugar, carrying 835,000 gallons of liquid sugar, to Baltimore last week. With concerns about visibility from behind the barge, Bay Titan's master opted to pull, rather than push, the barge through the Chesapeake and
Delaware Canal, a decision which ultimately led to the capsizing of the tug and the loss of one crew member. Though it is fairly routine for tugs to tow, rather than push, barges into the canal from the Delaware River, Coast Guard investigators said the master probably made "judgement errors" as he piloted Bay Titan towards the entrance of the canal. Preliminary findings suggested that the tug sank within minutes of being overtaken by the barge she was towing. The tug's master reported to Coast Guard officials that the barge was riding erratically as he made the turn into the canal. As the tug reached the entrance, the barge began to pass her on the starboard side, ultimately pulling the towline taut and then capsizing the tug. A 15-member salvage crew was expected to arrive on the scene today and begin attaching slings to the sunken tug in hopes of lifting her off the bottom and towing her to Reedy Island anchorage, south of the entrance to the canal. Once there, diving crews will try to find the missing crew member before trying to overturn the tug and raise her to the surface. The canal remained closed to cargo traffic, forcing some ship operators to make the longer trip up the Chesapeake Bay on their way to the port of Baltimore. The voyage can add up to 10 hours and tens of thousands of dollars to the cost of a typical journey. A spokesman for the Maryland Pilots Association said an average of three cargo ships transit the canal each day, though the number varies significantly from week to week. Because shippers often decide at the time which route to take, there were no accurate estimates on how many ships have been diverted because of the accident. Wallenius Wilhelmsen, one of the port of Baltimore's largest customers, has had to divert vessels, but it was uncertain yesterday how many were affected.

London, May 17 — Following received from Coast Guard Portsmouth, Va, timed 1241, UTC: M tug Bay Titan is still lying in same position. Intention is to attempt to raise vessel later today.

BELLA (Cambodia)

London, May 16 — Following received from Aarhus RCC, timed 2040, UTC: M bulk carrier Bella is currently anchored in the same position. Three naval officers are on board carrying out an inspection. (See issue of May 17.)

CAPTAIN GEORGE TSANGARIS (Panama)

Colombo, May 17 — M bulk carrier Captain George Tsangaris was pulled from the rocks yesterday by m anchor handling tug Mahanuwara. Arrangements are being made to plug the leak on the vessel. Cargo will have to be loaded on to a barge and transported to Prima jetty. — Lloyd's Agents. (See issue of May 16.)

Colombo, May 17 — After several unsuccessful attempts, m bulk carrier Captain George Tsangaris was refloated with the assistance of port tugs at 1530, local time, May 16. She is currently lying at a safe anchorage. — Lloyd's Agents.

COLUMBIA (U.S.A.)

London, May 17 — A press report, dated May 16, states: Repairs to state m ferry Columbia are about a month behind schedule. Alaska Ship and Drydock in Ketchikan has been working since November to replace the vessel's electrical system, which caught fire last June. Passenger cabins are being improved at the same time. George Capacci, the ferry system's general manager, says Columbia is not expected to be back in service before July 4, and crew members will need time to get up to speed on the vessel's new systems. The contract with the shipyard called for the work to be done by May 26. Capacci says the magnitude of the work is greater than originally anticipated. Doug Ward, development director at the shipyard in Ketchikan, says about 150 of 200 employees are working on the $10 million Columbia project. Ward says putting modern equipment in a 30-year-old vessel has been an engineering challenge. To respond to the delays, the marine highway system is shifting ro-ro m ferry Malaspina to the Bellingham route during June and making other scheduling changes. Capacci says officials will address contract issues, including possible late penalties, later. (See issue of Sept 1.)

DELOS CARRIER (St.Vincent & Grenadines)
London, May 17 — M ro-ro/container vessel *Delos Carrier*, stranded in the Red Sea off the Republic of Yemen since May 5, has finally been abandoned by her crew. It is understood that all 16 seafarers, including the Greek master and other ranks from Romania and the Ukraine, have left the vessel and are being repatriated. The vessel was carrying trucks and general equipment from the Ukraine to Dubai when she ran aground on the island of Jabal Zugar. Her manager, Medocean Shipping & Trading, signed a Lloyd's Open Form salvage agreement with Tsavliris, which had its m salvage tug *Megas Alexandros*, poised to conduct a refloating operation last week. But the tug was reportedly denied permission to enter Yemeni waters unless the salvors signed an agreement to use local assets, stevedoring and lightering services. A Tsavliris salvage officer said yesterday that the amount, including a straight payment for the permission, would come to more than $800,000, while it had also been asked to provide sweeping indemnities against damage to equipment or the environment. The tug is now said to have left the area, although Tsavliris may have a claim for compensation under the Scopic agreement that was evoked with the contract. Currently the owner, together with German-based hull underwriters and liability insurers, are said to be negotiating a possible salvage of the vessel directly with the Hodeidah Port Authority. Sources close to the talks admitted it was likely that in running aground the vessel had caused some damage to coral at the site. (See issue of May 17.)

**DOMINO SUGAR (U.S.A.)**

London, May 16 — Following received from Coast Guard Portsmouth, Va, timed 1453, UTC: M tug *Bay Titan* is still lying capsized. Salvage operations are due to commence today. (See issue of May 15.)

Baltimore, May 16 — United States Coast Guard advises that the Chesapeake & Delaware Canal remains closed because of the sunken m tug *Bay Titan*. Salvage operations are getting underway. It is expected that the canal will be closed to all traffic from about 1600 hrs today and the salvors should be in place late this evening. Plans call for the vessel to be raised off the bottom and stabilised before being moved out of the canal and over to a work area at the Delaware Bay end. There the vessel can be raised, uprighted and dewatered. The Corp. of Engineers will be conducting an examination of the canal bottom to insure that no debris that might interfere with traffic remains in the waterway. Salvage operations may take another 5 to 7 days to complete but there is no information available today as to when the canal may be re-opened to traffic. — Lloyd’s Agents.

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towline taut and then capsizing the tug. A 15-member salvage crew was expected to arrive on the scene today and begin attaching slings to the sunken tug in hopes of lifting her off the bottom and towing her to Reedy Island anchorage, south of the entrance to the canal. Once there, diving crews will try to find the missing crew member before trying to overturn the tug and raise her to the surface. The canal remained closed to cargo traffic, forcing some ship operators to make the longer trip up the Chesapeake Bay on their way to the port of Baltimore. The voyage can add up to 10 hours and tens of thousands of dollars to the cost of a typical journey. A spokesman for the Maryland Pilots Association said an average of three cargo ships transit the canal each day, though the number varies significantly from week to week. Because shippers often decide at the time which route to take, there were no accurate estimates on how many ships have been diverted because of the accident. Wallenius Wilhelmsen, one of the port of Baltimore’s largest customers, has had to divert vessels, but it was uncertain yesterday how many were affected.

London, May 17 — Following received from Coast Guard Portsmouth, Va, timed 1241, UTC: M tug Bay Titan is still lying in same position. Intention is to attempt to raise vessel later today.

ERIKA (Malta)
London, May 17 — Total admissible claims from the French tourism sector resulting from the m tanker Erika oil spill are expected to reach FFr1.2billion ($208 million), according to Joe Nichols, head of claims at the International Oil Pollution Compensation Funds. By Apr 30, 4,609 claims had been submitted totalling FFr770 million, he said, but French ministry of economy, finance and industry studies expect tourism claims to top FFr1 billion. (See issues of Dec 20 and Jan 5.)

GIANO (Italy)
London, May 17 — Understand ro-ro m ferry Vestfold (8,383 gt, built 1991) and ro-ro m ferry Giano (1,396 gt, built 1984) were in light collision in the Straits of Messina this morning, while manoeuvring in thick fog. No significant damage reported. Vestfold is currently undergoing repairs.

GLORY STAR (Panama)
London, May 17 — Following received from Hong Kong MRCC, timed 0140, UTC: Mv Glory Star is still at Tolo Harbour. (See issues of May 5 and 11.)

HANSA PARIJS (Netherlands)
London, May 17 — Following received from Ymuiden MRCC: Timed 0410, UTC: Mv Hansa Parijs, PFBN, (1,264 gt, built 2000), Rotterdam for Blyth, has had a fire in her engine-room in lat 52 04.2N, long 03 51.2E. Crew are currently trying to extinguish the fire using carbon dioxide. (The Smit Rhone connects up to the Hansa Parijs – Photo Ane Ree – Lifeboat Kapiteins Hazewinkel ) Timed 0530, UTC: Mv Hansa Parijs: Fire has been extinguished. A Smit harbour tug is currently alongside. Crew are waiting for the carbon dioxide to clear before attempting to start the engine.

London, May 17 — Following received from Ymuiden MRCC, timed 0900, UTC: M tug Smit Rhone had a towline on mv Hansa Parijs at 0509, UTC, and commenced tow to Rotterdam. Tug and tow was within Rotterdam port limits at 0608, UTC, and now in port.

KAPTAN ISMAIL (Turkey)
Piraeus, May 17 — Mv Kaptan Ismail, Izmir for Spain, with steel bars, contacted with m bulk carrier Zini, Italy for Kalamaki, with timber, at 2158. local time, May 13. Both vessels were ordered to proceed to Neapolis in order to be inspected by the local Port Authorities and Class surveyors. No injuries and/or pollution reported. Both vessels have sustained hull damages. Investigation into the cause of this incident is being carried out by the Neapolis Port Authorities. — Lloyd's Agents. (See issue of May 16.)

**KATSURAGI** (Panama)
London, May 16 — Following received from Coast Guard Portsmouth, Va, timed 1453, UTC: M container vessel Katsuragi is presently at Norfolk Shipbuilding and Drydock Corp (NORSHIPCO) yard for repairs. (See issue of May 16.)

**LYSFOS** (NIS)
London, May 16 — Following received from Coastguard Belfast MRSC:Timed 1927, UTC: Mv Lysfoss: Pollution confirmed at 0800, UTC, this morning in lat 55 09.176N, long 05 53.166W. Rainbow sheen 10 metres wide. Spreading and dispersing. Sea slight, swell 1. Vessel in tow of m tug Anglian Earl for Belfast ETA Bangor Bay 1400, UTC. (See issue of May 17.)
Timed 2212, UTC: Mv Lysfoss is safely alongside Belfast harbour. An underwater survey while the vessel was at anchor proved the vessel was clear of pollution.

**MAKEDONIA I** (Greece)
Limassol, May 16 — Ro-ro mv Makedonia I is now under detention for deficiencies and also under arrest by Admiralty Court court action. — Lloyd's Agents. (See issue of May 11.)

**OCEAN WARDEN** (United Kingdom)
London, May 16 — A press report, dated yesterday, states: A candle is thought to have been the cause of a spectacular blaze on board converted salvage vessel Ocean Warden in Penzance harbour on Sunday (May 13). Firefighters were called to the vessel, moored against the North Quay, at about 2300 hrs. The fire appeared to be in the accommodation block, but there was concern because of the believed presence of acetylene cylinders on the weather deck. Firefighters from Penzance, Camborne, St Ives, Truro and Falmouth were involved in the operation using foam, jets and breathing apparatus. Insurers of the vessel are expected in Penzance today to assess the damage.
London, May 16 — Following received from Truro Fire Service, timed 1750, UTC: Firefighters was called to burning coaster vessel Ocean Warden, 350 tonnes, late Sunday evening (May 13). Damage is unknown.

**ORCA CHIEF** (Canada)
London, May 16 — Mfv Orca Chief, 446 gt, (built 1997) reportedly ran aground in lat 49 24.3N, long 127 58.6W, Quatsino Sound at 0550, local time, May 8.

**PIRABEBE** (Paraguay)
Asuncion, May 16 — Mv Pirabebe, fire off Asuncion Jul 19, 2000: Vessel was sold "as is, where is" and the new shipowners are Lineas Panchita G., who have intentions to repair and restore her in the future. — Lloyd's Agents. (See issue of Aug 2.)

**SUPREME FLYER** (Singapore)
Visakhapatnam, May 15 — M tanker Supreme Flyer is still in port repairing. — Lloyd's Agents. (See issue of May 3.)

**TASMAN PIONEER** (Cyprus)
Moj, May 17 — Some cargo has been discharged from mv Tasman Pioneer and part of the damaged tanktop plating has been patched up. The Salvors are now planning to tow the vessel to Kokura for complete discharge of the remaining cargo this weekend, subject to MSA and PSC approval. — Lloyd's Agents. (See issue of May 12.)

**TK LONDON** (Malta)
London, May 16 — Following received from Piraeus RCC, timed 2240, UTC: Mv TK London (5,607 gt, built 1982) was in collision with fv Agios Nikolaos, Kalymnos registration No.26,
DAILY SHIPPING NEWSLETTER

half a mile east of Astipalaia Island yesterday. As a result Agios Nikolaos sank and the five persons on board were rescued and taken to Astipalaia. TK London is currently at Kos.

**TSAIFU NO.1** (Taiwan)
London, May 17 — A press report, dated May 16, states: Armed Chinese sailors detained Taiwan fv *Tsaifu No.1* today that was in an area Taipei claims to be legal fishing waters, Taiwan's Coast Guard said. The vessel was released after nine hours. *Tsaifu No. 1* was 35 miles off Taiwan's north-western coast when she was boarded by two machine gun-toting sailors, a Taiwanese Coast Guard spokesman said. The Chinese sailors searched the vessel and prevented her from sailing for nine hours. Two Taiwanese Coast Guard patrol boats were deployed to secure the vessel's release, he said. The fishing boat was in Taiwan's exclusive economic zone where Taiwanese fishermen can legally sail and fish when it was intercepted by the Chinese Navy, he said.

**VESTFOLD** (Italy)
London, May 17 — Understand ro-ro m ferry *Vestfold* (8,383 gt, built 1991) and ro-ro m ferry *Giano* (1,396 gt, built 1984) were in light collision in the Straits of Messina this morning, while manoeuvring in thick fog. No significant damage reported. *Vestfold* is currently undergoing repairs.

**VILLE D’ORION** (Germany)
London, May 17 — Local press reports state: M container vessel *Ville d’Orion* (40,465 gt, built 1997) drew a lot of attention when she arrived at the TraPac terminal, Los Angeles, on Mar 24 with stacks of containers at her stern leaning precariously to one side. The containers apparently pulled loose at sea after one of the bottom containers collapsed in heavy weather. The vessel was taken to the adjacent Yang Ming Terminal to offload the damaged containers. According to the Coast Guard 69 containers were damaged in the incident, no containers lost overboard, and there were no injuries. A barge crane and crew was brought in from Matson Construction after ILWU longshore workers reportedly refused to unload the containers because of safety concerns. Damage to containers ranged from simple cracks to containers torn completely open. Damage to the vessel was minimal. Attorneys & marine surveyors were also on hand to assess damage for the owners of the vessel, cargo, and containers. The last of the containers was unloaded on Mar 27 and *Ville d’Orion* sailed. (Note — *Ville d’Orion* sailed Keelung Mar 10, arrived Los Angeles Mar 22, sailed Mar 27, arrived Oakland Mar 28, sailed Mar 29 and arrived Busan Apr 9.)

**XANA** (Romania)
London, May 17 — Following received from Piraeus RCC, timed 0910, UTC: Mv *Xana* is still anchored near Skiathos Island. (See issue of May 14.)

**ZINI** (Greece)
Piraeus, May 17 — Mv *Kaptan Ismail*, Izmir for Spain, with steel bars, contacted with m bulk carrier *Zini*, Italy for Kalamaki, with timber, at 2158. local time, May 13. Both vessels were ordered to proceed to Neapolis in order to be inspected by the local Port Authorities and Class surveyors. No injuries and/or pollution reported. Both vessels have sustained hull damages. Investigation into the cause of this incident is being carried out by the Neapolis Port Authorities. — Lloyd’s Agents. (See issue of May 16.)

**SEIZURES & ARRESTS**

**ALAMBRA** (Malta)
Tallinn, May 17 — The lower level Harju County Court substituted m tanker *Alambra’s* arrest with a deposit of $1 million, giving permission to her owners to take the tanker away from Estonia. The money was deposited in a respective account immediately after the ruling. The vessel's Classification Society, DNV, has given permission for a single voyage to repairs or scrapyard. Ship's documents are valid until Jun 30. The vessel has sailed for Pakistan or Bangladesh under St. Vincent & Grenadines flag. — Lloyd’s Agents. (See issue of Apr 16.)
BERANE (Malta)
London, May 17 — Reported that mv Berane is currently still at Western Anchorage No.2, Hong Kong, under arrest. (See issue of May 11.)

GOLDEN ICE (Cyprus)
Trondheim, May 14 — Refrigerated mv Golden Ice is still under arrest at Maaloy. — Lloyd's Agents. (See issue of May 8.)

KOMANDARM FEDKO (Georgia)
Chittagong, May 17 — M tanker Komandarm Fedko was sold to Mannan Steel Limited, Chittagong, for scrap, and was beached on Jan 15 at Mannan Steel Beaching Yard at Sitalpur, Sitakunda, Chittagong. — Lloyd's Agents. (See issue of Jan 20.)

MAKEDONIA I (Greece)
Limassol, May 16 — Ro-ro mv Makedonia I is now under detention for deficiencies and also under arrest by Admiralty Court court action. — Lloyd's Agents. (See issue of May 11.)

ORIENT PRINCESS (Panama)
London, May 17 — Reported mv Orient Princess is currently still at Government Mooring Buoy A39, Hong Kong, under arrest. (See issue of May 11.)

PRIME-1 (Malta)
Karachi, May 17 — Understand from local handling agents of mv Prime-1 that she was released on Apr 11 and she is now loading rice at berth No.26, West Wharf, Karachi. ETD not known. — Lloyd's Agents. (See issue of May 17.)

RAZNA (Liberia)
Bordeaux, May 17 — M tanker Razna is still under long term/permanent arrest at Bayonne. — Lloyd's Agents. (See issue of Nov 16.)

TAGANROGA (Liberia)
Bordeaux, May 17 — M tanker Taganroga is still under long term/permanent arrest at Bayonne. — Lloyd's Agents. (See issue of Nov 16.)

ZHOU DON YUAN
London, May 17 — A press report, dated May 14, states: Chinese fv Zhou Don Yuan, length 64 metres, poaching in the Argentine Exclusive Economic Zone, EEZ, was arrested by the Argentine Coast Guard after firing two intimidatory shots. According to the official Argentine report, Zhou Don Yuan with a crew of 38, was surprised fishing in an area known as El Rincun, close to the San Matias Gulf, in Chubut, at least two miles inside Argentine EEZ. The Chinese vessel first reaction was to flee, forcing the Argentine Coast Guard unit Azopardo to fire twice. Comodoro Rivadavia Federal Judge Ricardo Napolitani ordered the arrested jigger to be escorted to Mar del Plata. The incident apparently occurred in the night of May 13 and early this morning.

SHIPYARD NEWS

Cammell Laird to axe a further 248 jobs
The receivers are to axe a further 248 jobs within the coming weeks at bankrupt UK shipbuilding group Cammell Laird Group plc.

Appointed on 11 April, a spokeswoman from company receivers PriceWaterhouseCoopers told the BBC the cuts will be implemented at UK locations in light of diminishing work volumes.

A total of 320 job losses were announced at UK locations on 18 April by the company's receivers (Tony Lomas, Michael Horrocks, Edward Klempka and Ian Stokoe) of PricewaterhouseCoopers. In total, 110 jobs were axed at Teesside, 150 at Birkenhead and 60 at Tyneside. In addition, the group's Teesside yard, as per Cammell Laird management plans prior to the appointment of the receivers, was closed on
Friday, 20 April.

A number of scenarios are understood to be under consideration parallel to seeking a going concern sale, including a management buy-out and venture capital inflow.

Cammell Laird Group PLC is the holding company for all operating subsidiaries within Cammell Laird Holdings PLC. Operations in Gibraltar, Marseilles and the USA together with a number of UK subsidiaries remain outside the current arrangements.

**HMD receives tanker order**

Hyundai Mipo Dockyard Co Ltd has received an order for one 37,000 dwt product/chemical tanker from Italian owner Morfini SpA for delivery at end 2002. The contract includes one option.

The newbuilding will have an overall length of 176 metres, a breadth of 31 metres and a depth of 17 metres. She will be fitted with an 11,640 Hyundai B&W main engine and attain a service speed of 15 knots.

**Shell orders LNG carriers**

Shell International Gas Limited has ordered two Liquefied Natural Gas (LNG) carriers; one from the Mitsubishi Heavy Industries (MHI) shipyard in Japan and one from Daewoo Shipbuilding and Marine Engineering Company Limited in Korea.

The two new vessels have been secured against the background of a growing portfolio of Shell LNG projects around the world, which requires shipping capacity and will help supply the growing demand for LNG. They are in addition to the two vessels already on order from the Mitsubishi shipyard for delivery in 2003 and a third vessel, the Galeomma, which is currently on short term contract until the first quarter of 2002.

Royal Dutch/Shell Group companies are among the world leaders in LNG and LNG shipping. With the recent start of projects in both Oman and Nigeria, Shell's equity capacity is approaching 10mpta and further growth is expected.

The order maintains a long-term relationship between the Royal Dutch/Shell Group and the two groups. The ships will be delivered in late 2003 and early 2004 respectively. The Daewoo vessel is of the membrane type. The Mitsubishi vessel is of the Moss Spherical Tank design and will be similar to those already on order from Mitsubishi.

The vessels, will be manned and operated by Shell International Trading & Shipping Co Ltd (STASCO). Shell has over 300 officers qualified to serve in senior positions on LNG ships.

The Mitsubishi vessel has the following dimensions and characteristics:
- Length overall - about 290 metres
- Length between perpendiculars - 276 metres
- Breadth moulded - 46 metres
- Depth moulded - 25.5 metres
- Scantling draft moulded - 12 metres
- Design draft moulded - 11 metres
- Deadweight on design draft - about 67,300 metric tons
- Capacity of LNG - 135,000 cubic metres at 98.8% cargo tank filling ratio and at tank temperature of -163 degrees Celsius
- Main propulsion plant - Marine steam turbine
The Daewoo vessel has the following dimensions and characteristics:
- Length overall: about 279.8 metres
- Length between perpendiculars: 268.8 metres
- Breadth moulded: 43.4 metres
- Depth moulded: 26 metres
- Scantling draft moulded: 12.5 metres
- Design draft moulded: 11.5 metres
- Deadweight on design draft: about 70,700 metric tons
- Capacity of LNG: 137,680 cubic metres at 98% cargo tank filling ratio and at tank temperature of -163 degrees Celsius
- Main propulsion plant: Marine steam turbine

**ROUTE, PORTS & SERVICES**

**P&O Nedlloyd Shackleton breaks Shanghai record**

P&O Nedlloyd Shackleton, the latest 6,800 TEU addition to the P&O Nedlloyd fleet, will be named today in Shanghai by Madam Chen Tie Di, Chairperson of the National People's Congress Shanghai Committee. The "P&O Nedlloyd Shackleton" flies the UK flag and is named after the well known British polar explorer Sir Ernest Shackleton.

The vessel is the largest capacity container vessel ever to have visited the port of Shanghai. Built by Hyundai Heavy Industries in Korea, she is one of four state of the art "Whale" class vessels entering the China-Europe service this year. With a length of 300 metres, width of 42.8 metres and service speed of 24.5 knots, these vessels will offer enhanced capacity and service reliability on the Grand Alliance's China-Europe route.

P&O Nedlloyd has been rapidly expanding its China service coverage. In Shanghai alone P&O Nedlloyd offers no fewer than seven weekly, fixed day sailings to destinations world-wide and has direct liner services in Shanghai, Shekou, Yantian, Xiamen, Ningbo, Qingdao & Xingang.

P&O Nedlloyd is also very committed to the development of the logistics industry in China and operates fully licensed logistics branches in five cities across China (Shanghai, Nanjing, Xiamen, Guangzhou and Qingdao) as well as logistics joint ventures in Tianjin and Wuhan.

**Wilde acties bij de ECT**


Het gaat om wilde acties, die niet worden gesteund door de vakbonden. "We hebben er alle begrip voor, maar we distantiëren ons er van," zegt FNV-kaderlid F. Dijkman. De bonden hebben immers na het vastlopen van het CAO- overleg een ultimatum gesteld dat morgenochtend om zes uur afloopt. Pas
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daarna kunnen ze acties uitoefenen. Het personeel wordt morgenochtend in de kantines toegesproken. Volgens Dijkman kunnen de stakingen langdurig worden. „We denken onder meer aan guerilla-acties: daar toeslaan waar het druk is. Met het verlies van zo min mogelijk geld de druk op de directie verder opvoeren.”
Volgens ECT-directeur H. de Ruiter loopt het werk door de acties veel vertraging op. „Bij de Home-terminal liggen grote schepen te wachten. Op de Delta-terminal is commotie ontstaan aan de zijde van de wegvervoerders. Dit is zeer zorgelijk. Morgen is het een drukke dag met containers. De bond is kennelijk de regie over zijn mensen kwijt.”

Bergesen to sell VLCC

Bergesen has entered into a preliminary agreement to sell the tanker Berge Kyoto (296,000 dwt, built 2001) to foreign interests for USD 83 million. The final agreement is expected shortly.

Bergesen, which will book a profit on the sale of about USD 12 million, will receive the vessel as a newbuilding from Hitachi ultimo May 2001. Delivery to the unidentified buyer will be in Singapore come June.

….AT LAST BUT NOT LEAST …..

Krimpense veerboot is 'schip van het jaar'

Rotterdam - De veerboot Blue Star 1, die is ontworpen en gebouwd door scheepswerf Van der Giessen-de Noord, is uitgeroepen tot 'schip van het jaar'. De prijs is toegekend door de Koninklijke Nederlandse Vereniging op Technici op Scheepvaartgebied. De vereniging bestempelt het ontwerp van de veerboot als 'baanbrekend'. De technici zijn vooral onder de indruk van de innovierende maatregelen voor problemen die zich voordoen met snelvarende schepen. De Blue Star 1 is, evenals zusterschip Blue Star 2, ontworpen en gebouwd voor de Griekse rederij Strinzis Shipping Lines. Het schip heeft een kruissnelheid van 27 knopen en biedt plaats aan zestienhonderd passagiers, 125 trailers en honderd personenauto's. Van der Giessen-de Noord heeft veel geïnvesteerd in optimalisering van de onderwatervorm van het schip om het brandstofverbruik te beperken. De technici roemen ook het onderzoek dat is gedaan naar de plaatsing van de roeren, het ontwerp van de schroeven en het gewicht van het schip. Ook de bouw krijgt lof van de KNVTS: door de innovatieve aanbouwprocedure is het zusterschip Blue Star 2 slechts vier weken later opgeleverd.Naast de veerboot van Van der Giessen de Noord waren voor de prijs 'Schip van het jaar' genomineerd: de klipper Stad Amsterdam en het binnenvaartschip Krefeld, dat is gebouwd volgens het model Neokemp.

Wereldwijde protesten koopvaardij tegen plan voor toelating buitenlandse kapitein

ROTTERDAM, 16-5-2001 - Het hoofdkantoor van de vakbond voor zeevarenden, de FWZ in Rotterdam, wordt gebombardeerd met telefoontjes en e mails vanuit de hele wereld. De opvarenden van de Nederlandse koopvaardijvloot nemen massaal stelling tegen minister Netelenbos, die buitenlanders wil toelaten als kapitein op Nederlandse schepen. Ook het FWZ bestuur is kwaad op de minister, nu zij de nationaliteitsvoorwaarde wil schrappen uit de Zeevaartbemanningswet. Voorzitter Ed Sarton heeft 11 juni een gesprek met de minister en zal haar vragen dit voorstel terug te trekken.
Sarton: ‘Onze leden mailen de FWZ: als jullie met dit voorstel akkoord gaan, wat betekent een vakbond dan nog voor ons? De reacties zijn zeer emotioneel. Veel leden zeggen: onze koopvaardij gaat nu echt
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naar de knoppen. En ook: als je buitenlandse kapiteins toelaat, is dat het begin van het einde. Ze hebben gelijk. Maar de FWZ gaat helemaal niet akkoord! Wij hebben ons standpunt duidelijk naar voren gebracht in het evaluatiegesprek met het ministerie over de dispensatie voor het handjevol buitenlandse kapiteins tot nu toe. Er is helemaal geen tekort aan kapiteins en er zijn voldoende officieren beschikbaar om de kapiteins op te volgen die straks met pensioen gaan. Dat er een tekort aan officieren is, is een probleem voor de langere termijn, waarvan ik zeg: dóe er wat aan.'

Kapitein G. Gerritse van de Nederlandse Vereniging van Kapiteins ter Koopvaardij: ‘Ook bij ons komen veel vragen binnen van verontruste zeevarenden. Wij zijn erg bang voor een sneeuwbaleffect. De maritieme kennis zal wegvloeien uit Nederland.’

Zowel de FWZ als de kapiteinsvereniging waren betrokken bij de evaluatie van de dispensatieregeling voor buitenlandse kapiteins tot nu toe. Gerritse vindt het zeer vreemd dat op het ministerie is geconstateerd dat de geraadpleegde partijen (ook de redersverenigingen) totaal verschillende standpunten hadden over hoe het verder moet met de regeling en dat de minister plotseling antwoordt met het voorstel de nationaliteis voor kapiteins simpelweg te schrappen. Sarton: ‘Ik meen te hebben begrepen dat ze de registratie van de dispensatie teveel rompslomp vinden. Maar als je naar het staatje kijkt, wordt helemaal niet zo vaak dispensatie verleend.’ (LR)

Crew faces starvation

THIRTY seafarers on the Abu Dhabi-owned, Cambodian-flagged dry cargo ship Wald Al Agouz, detained at Cochin, are facing starvation. An SOS by the hungry seafarers to the vessel owner for food, drinking water and back pay fell on deaf ears, and the crew, comprising Indian, Pakistani and Sudanese, have approached Cochin port authorities for help. The ship, which arrived at Cochin on April 10, was detained after a Dubai firm obtained a court order against the owner for non-payment of dues. The ship’s agent initially arranged food and water for the crew but withdrew after receiving no payment. The crew then appealed to the Cambodian Shipping Corp, but while expressing sympathy, the CSC said it had no legal obligation to assist. Crew wage arrears total over $72,000, according to the ITF, but as the ship is under FOC it is not covered by any ITF-approved agreement.

Politie pakt vijf verstekelingen op in haven

ROTTERDAM (ANP) - De politie van Rotterdam heeft vrijdagochtend vijf verstekelingen aangehouden in de buurt van de Prinses Beatrixhaven. Personeel van een terminal zag de mannen van een schip komen dat vanuit Casablanca Rotterdam aandeed. De politie wist de mannen, afkomstig uit Algerije en Marokko, later in de omgeving van de haven aan te houden, zo maakte ze vrijdagavond bekend.

Het vijftal wordt in afwachting van hun uitzetting vastgehouden. Aan boord van het zeeschip zijn geen andere verstekelingen aangetroffen.

HAVE A LOOK AT THE FOLLOWING SITE FOR SHIPPING INFO AND PICTURES OF SHIPS AROUND HOEK VAN HOLLAND AT:

http://home.soneraplaza.nl/qn/prive/j.vander.klooster/index.html