

## DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Saturday 24-03-2001

## EVENTS, INCIDENTS & OPERATIONS

### Petrobras to replace Campos rig

Petrobras, the Brazilian state oil company, is to replace the world's largest platform, which sunk earlier this week in the oil rich Campos Basin, 125 km offshore Rio de Janeiro, with a new platform understood to have been built in Singapore. The new platform is, according to local press reports, to replace P-36 within 30 days.

Meanwhile, the toll has risen to 11 following the death of the injured worker who was being treated at a Rio de Janeiro hospital for third-degree burns.

And, it now appears that the company had been warned three days before the explosion of technical problems which would require a stop to production in order to replace platform vent system parts. It is unclear whether this problem had any bearing on the explosion which saw the 40-story platform sink five days later.

Petrobras has recovered 339,000 of the 350,000 liters of oil spilled into the Atlantic Ocean by the P-36 Platform.

There are twelve vessels on-site supporting the operations, nine of which are directly involved in dealing with environmental contingencies. The vessels are fitted with 5,800 metres of ocean-grade barriers and other equipment required to remove and store the oil.

At the time of the explosion, the platform is understood to have had 1.2 million litres of diesel on board and 300,000 litres of oil in pipelines. According to local news reports, the accident has cost Petrobras 6% of its daily output and up to USD 450 million in 2001 earnings.

### Smit Tak refloats grounded gas carrier

During February, Smit Tak, in association with Klyne Tugs, successfully refloated the Kilgas Centurion, the gas carrier that ran hard aground on the UK east coast, near Great Yarmouth. The salvage was performed under a Lloyd's Open Form contract.

The 1,872 dwt Kilgas Centurion was en route from Teesport to the Thames when she grounded in dense fog on December 15. The 1983-built vessel was carrying 1,026 tonnes of propane, 155 tonnes of bunkers and 45 tonnes of gasoil when the incident occurred. Although she suffered no significant damage during the grounding, she took on a list to port.

Klyne Tugs immediately sent the tugs Lady Hammond and Anglian Duke to assist. Meanwhile, Smit Tak mobilised a salvage team from Rotterdam. The tugs connected to the vessel's bow and pulled the

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Kilgas Centurion free.

Smit salvage teams have also been active in the Far East. In January, Smit Singapore provided emergency pollution prevention services after the bulk carrier Amorgos grounded on rocks off the coast of southern Taiwan.

The 35,238 gt vessel was travelling from Singapore to Nantong, in China, when she suffered engine failure during a Force 8 gale. The 1984-built vessel, carrying 62,800 tonnes of iron ore, 1,500 tonnes of bunkers and 55 tonnes of diesel oil, drifted and ran aground in a wildlife preservation area. She then broke into two sections with only the accommodation deck visible.

Smit Singapore, working under a LOF contract, immediately mobilised the 100 tonnes bollard pull salvage tug Smit Lumut and a salvage team from Singapore. Initial inspection revealed extensive damage. The vessel had broken her back at No. 6 hold, suffered damage to the port side and breached the cargo area.

During the cargo recovery operation, the weather failed to abate. The strong winds and currents made the pollution defence task extremely difficult. Over 230 tonnes of pollutants, however, were recovered from the Amorgos and transferred to storage tanks on board the Smit Lumut.

## UK detains 19 foreign ships in February



Nineteen foreign ships were under detention in UK ports during February 2001 after failing port state control safety inspection, the Maritime & Coastguard Agency (MCA) announced.

Latest monthly figures show 12 foreign ships detained in UK ports during February 2001 along with 7 ships still under detention from previous months.

The overall rate of detentions compared with inspections carried out over the last 12 months is 6.6%. This is a decrease of 1% from the 12 month rate to January. The ships detained included:

- A Turkish flag general cargo vessel still under detention in King's Lynn with 57 deficiencies. Deficiencies included manning and officer qualifications, insufficient LSA (life saving apparatus) for the number of crew and several deficiencies related to crew accommodation matters: dirty messroom, dirty crew toilets, inadequate and hazardous crew shower facilities, dirty fresh water tank and no fresh water on board the vessel.

- A 27 year old Sao Tome E Principe flag oil tanker still under detention at the end of February with 50 recorded deficiencies. The vessel was found to be deficient in many areas including officer qualifications. Although the vessel had ISM certification, there was no evidence that ISM was being implemented.

Six of the twelve vessels detained in February were registered with flags targeted for priority inspections under the Paris Memorandum of Understanding on Port State Control.

## Hoverspeed suffers a Dover delay

*Saturday March 24 2001*

THE best-laid plans of Hoverspeed to introduce three of its four fast monohulls to Dover last Monday came to nothing when a berth being converted by the harbour board was not ready and the whole thing had to be put back three days.

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Misleadingly titled SuperSeaCat monohulls are not brand new. But Hoverspeed decided to make a show of their introduction to the key Dover trade and threw one open to the public last week in the Upper Pool of London alongside *HMS Belfast*. More than 2,000 people turned up.

The point about the SuperSeaCats is that they are bigger, faster and more sea-kindly than the catamarans they are replacing and the best Hoverspeed has to offer. In a Dover ferry market which fell 11% last year after duty-free abolition and is now said to be very flat, this is important.

Its parent, Sea Containers, originally took options to build six of the monohulls with Fincantieri in Italy but only ever built four. Not least, the attraction was that by flying the Italian flag and including an element of Italian crewing the vessels attracted a four-year operating subsidy from the Rome government.

Two of the monohulls will be operated on the key Dover-Calais route while the third will run to Ostend. They can take 720 passengers, 60% more than the catamarans they are replacing, as well as 165 cars. The seats are arranged airline style but are more widely spaced than on an aircraft, more akin to business class. They will reach Calais in 40 minutes and Ostend in two hours.

Lead-in fares for Calais and Ostend are £230 for a standard return and £147 for a five-day ticket — more expensive than they used to be, but that is the name of the game since duty-free sales went. Hoverspeed closed its nearby Folkestone-Boulogne route at the end of last summer, so the Dover link will now have the benefit of that trade.

Dover-Calais remains a key ferry route and participants will need to use their best hardware to retain and expand market share in what will remain a highly competitive business for the foreseeable future. One interesting sidelight to all this is that the now redundant hovercraft — missed by some, unlamented by others — are still up for sale even though they have been sent to a museum on the Solent which most thought would be their final resting place.

"We are talking to one or two people," said Sea Containers' head of ferries, David Benson, with an air of mystery. Asking price is thought to be £3m-£4m (\$4.4m-\$5.9m) the pair.

## CASUALTY REPORTING

### MARINE

#### **BOWBELLE** (United Kingdom)

London, Mar 23 — A press report, dated today, states: The first official account into why the River Thames cruiser *Marchioness* sank into the River Thames killing 51 people on board is set to be published. Lord Justice Clarke's public inquiry report is expected to criticise the captain of a huge dredger which rammed into the pleasure cruiser in August 1989. Relatives of the victims of the disaster have waited nearly 12 years for the release of Lord Justice Clarke's public inquiry report into the tragedy. A second report will concentrate on why the hands of the victims were removed to enable finger prints to be taken. *Marchioness* sank on the night of Aug 20 1989 when she collided with m dredger/sand carrier *Bowbelle*. We have made the authorities look at a whole range of issues and they are now going to have to address those issues Margaret Lockwood Croft, administrator for the *Marchioness* Action Group, lost her 26-year-old son in the tragedy. She said the group had fought for years to convince ministers that only a public airing of the facts would suffice. "The report coming out will be a relief for many of us," she said. "Getting to this point has been a crusade and now we can move on. There is a sense of having completed a long race." Action group committee member Shirley Bourke lost her stepdaughter on the *Marchioness*. She said that she hoped the report would provide answers after years of delay and secrecy. She said not knowing the truth had denied bereaved families part of the grieving process which would allow them to move forward with their lives. After the disaster, the then Conservative government refused campaigners' repeated requests for a public inquiry. The Marine Accident Investigation Board inquiry into the sinking found the immediate cause was the failure of the lookouts on both vessels. But the families of the victims believed important facts on the causes of

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the disaster had been overlooked and continued to press for a full inquiry. The skipper of the *Marchioness*. Stephen Faldo, died in the accident. *Bowbelle* captain Douglas Henderson was acquitted of failing to keep a proper watch. Families heard during the public inquiry that Mr Henderson had been drinking before starting work on the night of the accident and was involved in two later accidents. In 1995, an inquest jury returned a verdict of unlawful killing on the *Marchioness* dead, but in 1996 the Crown Prosecution Service decided not to proceed with any further prosecutions. Deputy Prime Minister John Prescott ordered a public inquiry which got under way in October 2000. Among the issues that will be considered in Lord Justice Clarke's report will be: The ability of both vessels to see each other, the exact location of the collision, the system of lookouts on both vessels, the means of escape on the *Marchioness*, the search and rescue procedures and their operation on the night. Lord Justice Clarke will also publish a separate report from an inquiry into the identification of victims following major transport accidents. This inquiry was prompted by families' concerns when they learnt that the hands of around half the *Marchioness* victims had been removed for identification purposes. Many safety recommendations made by the MAIB and from a separate Clarke report into general River Thames safety have already been implemented. (See issue of Oct 5.)

### **CASTILLO DE GORMAZ** (Bahamas)

Dunkirk, Mar 21 — M bulk carrier *Castillo de Gormaz* sailed from Dunkirk on Mar 19. — Lloyd's Agents. (See issue of Mar 21.)

### **CORNER BROOK** (Bermuda)

London, Mar 23 — Mv *Corner Brook* arrived at Halifax previous to Mar 21. (See issue of Mar 23.)

### **ELEKTRON** (Norway)

London, Mar 22 — A report from Sandnes, dated today, states: M cable layer *Elektron* will arrive Fredrikstad Mar 23 from Gothenburg, and will sail for Sunndalsora. (See issue of Jan 2.)

### **FECTO** (United Kingdom)

Lisbon, Mar 19 — M tanker *Fecto* arrived at Lisbon on Mar 9 from Apapa/Lagos. — Lloyd's Agents. (See issue of Jan 20.)

### **GAZ BARAKA** (Panama)

Marseilles, Mar 21 — M LPG carrier *Gaz Baraka* arrived at Marseilles on Mar 19 from Port de Bouc. — Lloyd's Agents. (See issue of Mar 22.)

### **HONG FA** (Belize)

Yokohama, Mar 23 — Mv *Hong Fa* (1,414 gt, built 1985) had fire break out from the "laden motor and scrap of switchboard" at Asashio Pier, Tokyo, at 1700, Mar 21. The fire was extinguished by four fire trucks at 1730 same day. — Lloyd's Agents. (Note — *Hong Fa* arrived Tokyo Mar 18 from Miyako.)

### **KITANO** (Japan)

London, Mar 23 — A press report, dated today, states: M container vessel *Kitano* (50,618 gt, built 1990), 22 people on board, New York to Halifax, radioed the navy's rescue co-ordination centre in Halifax at about 1630, local time, yesterday, reporting a container had caught fire, however the crew reported it did not require assistance as the fire was under control. As a precaution, the rescue centre sent out the coast guard cutters *Earl Gray* and *Sambro* and a Sea King helicopter from 12 Wing Shearwater, Capt Jason Proulx, a navy spokesman said. The helicopter had to return because of the bad weather. At 1900, local time, the crew of the *Kitano* radioed for help, saying another container was on fire. Flames soon engulfed two other containers. The fire continues and I cannot extinguish, the ship's master said. Ricardo Masilang, the ship's third officer, said the crew was spraying the burning containers with sea water but couldn't get the fire under control. We are requesting the coast guard give us a firefighting team, he said from the ship's bridge. We cannot contain the spread of the fire because we cannot open the container. The vessel anchored about 20 kilometres south-west of Halifax. The rescue

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centre then deployed two Maritime Command vessels, HMCS *Moncton* and HMCS *Goose Bay*, with 20 to 25 firefighters on board. The rescue centre had also hoped to send 15 firefighters to the scene on board a Labrador helicopter but the firefighters are not trained to hoist onto ships, Capt Proulx said. Just after midnight, the firefighters on board the Canadian vessels were still waiting to board the *Kitano*. Five-metre seas and the 40 to 45-knot winds are not conducive to ship-to-ship boarding, Capt Proulx said. The rescue crews hope to push or hoist the burning containers off the *Kitano* and into the water. It is not known what type of firefighting equipment the vessel has. Officials initially feared that one of the containers held highly combustible camphene wax. But Capt Proulx said later that the wax was in a container near the blaze but not in any of the burning containers. No injuries were reported. (Note — *Kitano* arrived New York Mar 20.)

### **MARCHIONESS** (United Kingdom)

London, Mar 23 — A press report, dated today, states: The first official account into why the River Thames cruiser *Marchioness* sank into the River Thames killing 51 people on board is set to be published. Lord Justice Clarke's public inquiry report is expected to criticise the captain of a huge dredger which rammed into the pleasure cruiser in August 1989. Relatives of the victims of the disaster have waited nearly 12 years for the release of Lord Justice Clarke's public inquiry report into the tragedy. A second report will concentrate on why the hands of the victims were removed to enable finger prints to be taken. *Marchioness* sank on the night of Aug 20 1989 when she collided with m dredger/sand carrier *Bowbelle*. We have made the authorities look at a whole range of issues and they are now going to have to address those issues Margaret Lockwood Croft, administrator for the *Marchioness* Action Group, lost her 26-year-old son in the tragedy. She said the group had fought for years to convince ministers that only a public airing of the facts would suffice. "The report coming out will be a relief for many of us," she said. "Getting to this point has been a crusade and now we can move on. There is a sense of having completed a long race." Action group committee member Shirley Bourke lost her stepdaughter on the *Marchioness*. She said that she hoped the report would provide answers after years of delay and secrecy. She said not knowing the truth had denied bereaved families part of the grieving process which would allow them to move forward with their lives. After the disaster, the then Conservative government refused campaigners' repeated requests for a public inquiry. The Marine Accident Investigation Board inquiry into the sinking found the immediate cause was the failure of the lookouts on both vessels. But the families of the victims believed important facts on the causes of the disaster had been overlooked and continued to press for a full inquiry. The skipper of the *Marchioness*, Stephen Faldo, died in the accident. *Bowbelle* captain Douglas Henderson was acquitted of failing to keep a proper watch Families heard during the public inquiry that Mr Henderson had been drinking before starting work on the night of the accident and was involved in two later accidents. In 1995, an inquest jury returned a verdict of unlawful killing on the *Marchioness* dead, but in 1996 the Crown Prosecution Service decided not to proceed with any further prosecutions. Deputy Prime Minister John Prescott ordered a public inquiry which got under way in October 2000. Among the issues that will be considered in Lord Justice Clarke's report will be: The ability of both vessels to see each other, the exact location of the collision, the system of lookouts on both vessels, the means of escape on the *Marchioness*, the search and rescue procedures and their operation on the night. Lord Justice Clarke will also publish a separate report from an inquiry into the identification of victims following major transport accidents. This inquiry was prompted by families' concerns when they learnt that the hands of around half the *Marchioness* victims had been removed for identification purposes. Many safety recommendations made by the MAIB and from a separate Clarke report into general River Thames safety have already been implemented. (See issue of Oct 5.)

### **MILENIUM** (Spain)

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Barcelona, Mar 21 — M passenger vessel *Milenium* sailed from Barcelona on Mar 20 bound for Palma (Maj). — Lloyd's Agents. (See issue of Sep 16.)

### **NOVIK** (Cambodia)

Yokohama, Mar 23 — Mv *Novik* (3,450 gt, built 1973), loaded with timber, contacted quay at the port of Kashiwazaki, Niigata Prefecture, at 0754, Mar 21, causing damage to her bow. No water damage or injuries reported. — Lloyd's Agents.

### **OPTIMAR** (Norway)

London, Mar 22 — A report from Sandnes, dated today, states: Mv *Optimar* (682 gt, built 1971) arrived Sandnes today from Namsos with a chain in her propeller. Divers removed the chain, and vessel sailed two hours later for Karmoy.

### **SOFIE THERESA** (DIS)

Copenhagen, Mar 23 — A report in the latest edition of "Sofart" states: Repairs to the fire damaged engine-room of m chemical tanker *Sofie Theresa* are to be effected at Klaipeda. The vessel will be towed from Petit Couronne to Klaipeda by m tug *Sveasund*. —

Correspondent. (See issue of Mar 21.)

## **PORT STATE CONTROL**

### **UNITED STATES**

London, Mar 23 — A press report, dated Mar 22, states: The captain of a dilapidated oil tanker that Coast Guard officials said could have exploded in San Francisco Bay was sentenced to three years of probation this week. The U.S. attorney's office said Kiriakos Daioglou had previously admitted to concealing the condition of m tanker *Neptune Dorado* when she arrived in San Francisco Bay last October. The vessel, which was delivering 24 million gallons of oil to the Tosco refinery in Rodeo, was found to have oil in her ballast tanks as well as faulty fire pumps and ventilation systems. Daioglou pleaded guilty to a violation of the US Ports and Waterways Safety Act in December. The ship's owner, Singapore-based Elmhirst PTE Ltd., and her operator, a Liberian company, Polembros Shipping Ltd., have agreed to pay more than \$2.5 million in penalties. As part of his probation, Daioglou is barred from working on ships in U.S. ports for one year and must go through a recertification program before entering a U.S. port. (See issue of Feb 3.)

## **SEIZURES & ARRESTS**

### **ENCHANTED SUN** (Bahamas)

London, Mar 23 — The Admiralty Marshal of Bahamas stated on Mar 19: M passenger vessel *Enchanted Sun* has been sold, by order of the Supreme Court action on Feb 5, for the price of US\$12,500,000. Order of priority of claims will not be determined until after Apr 30. (See issue of Feb 14 and 23.)

### **PETR PERVYY** (St. Vincent & Grenadines)

London, Mar 23 — M passenger/hospital vessel *Petr Pervyy* (12,602 gt, built 1982), presently lying at Jebel Ali port, Dubai, will be auctioned on Apr 14, by Dubai Courts. (Note — *Petr Pervyy* arrived Jebel Ali on Sep 5, 1997.)

### **PRIME CONDITION** (Bahamas)

London, Mar 23 — Pursuant to order of the court dated Mar 16, bids are invited for the sale of m bulk carrier *Prime Condition* (36,120 gt, built 1988), lying afloat at Singapore Technologies Marine Pte Ltd, Singapore, and should reach the Sheriff of the Supreme Court of Singapore by noon, Apr 6. The vessel will be sold "as is, where is." (Note — *Prime Condition* arrived Singapore on Jan 18.)

## SHIPYARD NEWS



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### UK's Cammell Laird for sale

UK's Merseyside shipyard, Cammell Laird is up for sale after disclosing that a £300 million order for luxury cruiseliners will be halved.

The company, troubled by cancelled orders and job losses over the past year, appointed Close Brothers investment bankers, to review possible alternatives. Brett Martin, the corporate development director, said the group was considering an alliance with a financial partner or a joint venture with another shipbuilder. He said one of the possibilities is to place the business up for sale.

The DTI informed the company that a financial aid package for a £342 million shipbuilding contract with the cruiseliner company Luxus, will not go ahead. Luxus revised the contract for only one cruise liner, including an option for Cammell to build another in 18 months' time. The DTI ordered Luxus to boost its finances before it will consider support. The loss of the two-ship contract is a setback to Cammell's 1,200 staff.

The company also lost a £51 million contract with Costa Crociere, which re-directed a cruiseliner whilst sailing to the Birkenhead yard for redesign and refurbishments. Cammell Laird's bonds have collapsed to only 10 per cent of their face value as the financial problems deepened at the yard. Cammell Laird shares closed at 7.25p, a drop from 7.5p.

## ROUTE, PORTS & SERVICES

### New Far East - Red Sea service

In a joint service with Cosco, Uniglory Marine Corporation is to launch a new weekly Far East - Red Sea (FRS) service in mid-April. The first sailing is scheduled to be made by the Uni-Assure (voyage: 0001-020W) departing Singapore on 16 April.

Uniglory is placing three of its 1,164 TEU A-type vessels in the FRS service. Cosco will contribute one similar sized vessel.

The port rotation will be Port Klang, Singapore, Colombo, Aden, Jeddah, Aqaba and Port Klang. In Port Klang and Singapore, the FRS service will link with other services operated by Uniglory and Evergreen to provide connections to ports throughout Asia.

David Young, President of Uniglory Marine Corp, said: "With the addition of direct calls to Bandar Abbas in Iran in January, we added one important Middle East destination to our network. Now, by adding Aden in the Yemen Republic plus Aqaba in Jordan, there are two more new countries in the Uniglory network. Jeddah too increases the options available to shippers of cargo to Saudi Arabia; we have of course served the Saudi Gulf port of Dammam for many years.

"Aden is a particularly interesting port as the PSA Corp is promoting it as a major hub for the Red Sea, Arabian Gulf and Indian Ocean. Over the next few weeks, we will be evaluating the various feeder options available via Aden to see whether we can expand our port coverage even further."

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....AT LAST BUT NOT LEAST ....

### Weekly piracy report 13-19 March 2001

The following is a summary of the daily reports broadcast to all shipping by the IMB's Piracy Reporting Centre on the safetyNET service of Inmarsat-C from 13-19 March 2001.

#### Warnings

Increasing number piracy incidents have been reported in the Malacca Straits between the coordinates 01 to 02N - 101 to 103E. The most risky area is within 25 nm radius surrounding 02N - 102E, where the same armed gang of pirates seems to have repeatedly attacked ships.

Attacks have been reported at Chittagong, Mongla and Chennai while at anchor. Ships at ports in Bangladesh have been subjected to theft of zinc anodes welded to ship's sides and the stern.

Ships calling at Indonesian ports of Belawan, Dumai, Jakarta, Merak, Samarinda and Tanjung Priok have reported numerous pirate attacks whilst at berth and at anchor.

Persons in small fast boats have been trying to board several ships off Bab Al Mandeb in the southern tip of Red Sea, around 13N - 43E. Masters have reported that small boats wait at the northern end of traffic lane where ships slow down to make a turn.

Somalian waters continue to be a risk prone area for hijackings. Ships should keep at least 50 miles and if possible 100 miles from the Somali coast. Use of radio communications including the VHF in these waters should be kept to a minimum.

#### Latest reported incidents

18.03.2001 at 0300 LT in position: 04:49S - 011:39E (1.2 nm from Pointe-Noires), Congo. Two pirates, one armed with a knife, boarded a general cargo ship and lowered mooring ropes into the boat. When they were spotted by anti piracy watch, the pirates jumped overboard and dropped the ropes into water. Port control was informed. A police boat arrived and retrieved the floating mooring ropes.

17.03.2001 at 0345 LT at Bontang anchorage, Indonesia. While at anchor, three pirates armed with long knives boarded a LPG carrier and stole four mooring ropes along with other ship's stores. Master believes that pirates were monitoring local VHF channels and heard instructions given that the ship was to berth at 0700 that day. They would thus have been aware that moorings would be prepared prior to this.

15.03.2001 at 2200 LT at wharf 305, Tg. Priok, Indonesia. While berthed, pirates armed with knives and guns boarded a RO RO ship and stole cash and crew belongings.

15.03.2001 at 1955 LT in position: 00:37.0S - 05:25.04E off Riau island, Indonesia. While underway, armed pirates boarded a general cargo ship and hijacked her. Soon after, pirates tied up and blindfolded the 22 crewmembers and dropped them on Pulau Sayap, an uninhabited island in Riau waters. Local fishermen picked up the crew on 17.03.2001 and took them to Riau Island landing them at 0400 on 18.03.2001. The ship along with her cargo of tin plates plus concentrates and pepper worth USD 2.1 million are missing.

15.03.2001 at 0230 UTC at Semangka port, Indonesia. While at anchor, two pirates armed with long knives boarded a tanker. The alarm was raised and the pirates jumped overboard and fled. No loss of property or injuries to crew.



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14.03.2001 at 0350 LT at Lagos anchorage, Nigeria. Three men armed with jungle bolo boarded a bulk carrier. The crew locked themselves in the accommodation, raised the alarm and informed port control. The pirates left after 15 minutes taking with them three mooring ropes.

14.03.2001 at 0001 LT in position: 00:58.5N - 105:11.6E, east of Pulau Bintan, Indonesia. Eight pirates armed with long knives and guns boarded a container ship from a speedboat. They robbed the ship's cash and left in their speedboat. No injuries to crew

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