

## DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Monday 28-5-2001

# EVENTS, INCIDENTS & OPERATIONS

## Martinoli SAM wins contract to manage Renaissance fleet

MONTE Carlo-based Martinoli SAM has been chosen by Renaissance Cruises to run the marine and technical operations of its 10-ship fleet Lloyd's List can reveal, writes Giovanni Paci.

The move is seen as a further step from the new chief executive Manfred Ursprunger to streamline operations of loss-making Renaissance.

Martinoli SAM has a solid background in technical management of cruise ships. In winning the Renaissance job it has beaten off fierce competition from Barber International.

At the same time Frank Del Rio, former co-chief executive at Renaissance, has resigned. He had been with the company since 1993, taking on the top job in June 2000. Richard Kirby, the other co-chief executive resigned earlier this month at the time of Mr Ursprunger's appointment.

While Martinoli SAM won the deck and engine management, it is not clear yet what Renaissance will decide about the likely outsourcing of its hotel management operations. Catering on board the Renaissance ship is supplied by Apollo.

As a result of the technical management outsourcing Renaissance is expected to make redundant a substantial part of its in-house technical office, based in Fort Lauderdale.

An Italian company established in 1946, Martinoli moved to Monte Carlo as Martinoli SAM in 1994 months before winning the technical management contract to run the Costa Crociere cruise fleet. Less than three years later, when Carnival Corp took over of Costa Crociere, Martinoli SAM sold to Prestige Cruises, the Monte Carlo based Costa Crociere subsidiary, its own 25 strong team dedicate to run the Costa fleet.

As part of the agreement Roberto Martinoli, the former managing partner of Martinoli SAM left the company to be appointed senior vice-president of technical operations, and a member of the executive board at Costa.

Mr Martinoli is now senior vice-president of technical operations at both Carnival Cruise Line and Costa Crociere and has no relationship with Martinoli SAM which is run by managing partner Andrea Zito.

"The agreement we have signed with Renaissance Cruises is a recognition of Martinoli SAM's achievements in ship management and reputation for professionalism, particularly in the cruise sector during the last ten years," said Mr Zito.

Currently, Martinoli SAM managed-fleet includes a dozen of product tankers and three aged cruise ships.

Since his May 4 appointment as Renaissance chief executive, Mr Ursprunger has started a management reshuffle that should be followed by a complete revision of the firms cruise product and market position.

Mr Ursprunger, a former senior vice-president of total guest satisfaction at Celebrity Cruises, last week started to build a small core management team.

The first one to be part of this team is Jim Henwood who replaces Charlie Dunwoody as vice president sales is. Before joining Renaissance, Mr Henwood was vice president customer relations and creative services at Royal Caribbean

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### Brovig's money woes may end this week

BRØVIG Offshore, whose financial troubles forced it to put the FPSO Ikdam up for sale earlier this month, has hinted that its problems might be resolved this week.

Board member Tharald Brøvig told Lloyd's List that the group's negotiations with unspecified principals on its interest in the Isis field, 175 km offshore Tunisia, were making progress.

He described it as a "black or white" situation, which could either rescue the firm at one go or prolong its misery. Both Mr Brøvig and Jan Fosse, the firm's managing director, refused to elaborate.

Lukewarm interest from strategic investors had forced Brøvig to abandon a Nkr180m (\$19.8m) equity infusion last month. But the firm is confident of "a complete financial restructuring if a sale of the Isis interest takes place on acceptable terms".

Local names in Oslo top the list of firms being linked to the sale. Bergesen Offshore and Fred Olsen Energy are active in the converted FPSO market, and are seen as industrial players with a logical interest in the project. ProSafe, which recently acquired Singapore-based FPSO operator Nortrans, is also in the frame.

The Ikdam is being converted at Malta Drydocks from the 30-year-old, 133,559 dwt tanker Northia.

The FPSO has a four-year contract from Coparex Netherlands, the operator of the Isis field, which was originally scheduled to begin in June.

However, delays to the FPSO's completion in Malta have pushed the delivery date to July, and production is now expected to begin in August. The delays are attributed to technical challenges and design issues. The shipowner has termed co-operation with the shipyard as excellent.

Projected Isis revenues of \$60m over four years are based on a day-rate of about \$43,000. Brøvig insists that the Ikdam's cash-generation potential remains unchanged.

But the conversion cost has gone up from last year's original estimate of \$22m to \$40m, which has added to Brøvig's financial burden.

The firm's three FPSOs, the Crystal Ocean, Crystal Sea and Ikdam, all have contracts but are currently idle.

The Crystal Sea is now poised to start generating \$33,200 a day, with the imminent resumption of its assignment on the Obe field in Nigeria.

However, the Crystal Ocean's contract on the Chestnut field in the UK faces a delay. The FPSO was to commence a three-month extended well testing phase in June, at \$45,000 a day. The start-up is now not expected until July.

In this case too, the Crystal Ocean's long-term potential for generating cash is said to be unchanged.

However, such pronouncements do not solve Brøvig's immediate woes.

The firm has seen its share price drop from about Nkr60 last spring to below Nkr6 at present. Analysts tend to give Brøvig the benefit of the doubt, but remain concerned about the firm's inability to get everything right at the same time.

The firm has had a bumpy ride since it demerged its supply vessel activities into Brøvig Supply in 1997, and became a marginal field specialist.

While Brøvig Supply was then acquired by US-based Gulfmark Offshore, the rump Brøvig Offshore has lurched from one crisis to another.

## CASUALTY REPORTING

### MARINE

#### ARCTIC ROSE (U.S.A.)

Anchorage, May 25 — The Coast Guard officer heading the investigation into the deadly sinking of mfv *Arctic Rose* said he has seriously considered options for getting a glimpse of the doomed vessel now resting on the bottom of the Bering Sea. "I would certainly love to see the vessel," said Capt. Ron Morass, who is stationed in New Orleans. "We're kicking around ideas." *Arctic Rose* sank mysteriously on Apr 2 about 205 miles north-west of St.

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Paul Island. All 15 crewmen were lost with only one body recovered, that of skipper Dave Rundall. With no survivors or witnesses to the sinking, or even any record of a distress call, the special Marine Board of Investigation looking into the sinking has a very tough job, what exactly happened to *Arctic Rose*? Board hearings into the tragedy begin on Jun 12 in Seattle, where the boat was home ported. Another round is tentatively slated for Jul 9 in Anchorage. The panel of Coast Guard officers is focusing on talking to past crewmen, researching the boat's history, including alterations and maintenance, and mulling other ideas like raising the boat or examining her underwater. But raising or examining the vessel would be difficult. For one thing, the Coast Guard doesn't know exactly where she sits, Morris said. The night she went down, in weather believed to be relatively sedate for the tempestuous Bering Sea, the Coast Guard was alerted by the boat's emergency locator beacon left bobbing on the surface. While the position of that beacon is known, the exact resting place of the 103-foot trawler is not. It is thought to lie under 400 feet of remote and chill water, near a seabed formation known as the Zhemchug Canyon. The boat was fishing for flathead sole, a flounder like bottom fish. "When a vessel sinks, it does strange things," Morris said. "It doesn't go straight down." Rather, a sinking boat tends to sail and flutter its way down, meaning the boat could have landed some distance from its last position on the surface. Still, *Arctic Rose* probably could be located with sonar, and conceivably she could even be raised. The wreck of the *Arctic Rose*, like the pieces from a jet plane crash, would be a great source of clues. But there are no plans to retrieve the boat. However, Morris said he has explored the possibility of looking at it with some sort of ROV, a remote-operated vehicle. "Seeing it might not give us the answers. But it might rule out some things," Morris said. "People need answers. Families need answers." The Seattle hearings beginning Jun 12 could last up to three weeks and will feature witnesses including the boat's owners, Coast Guard investigators, former crewmen and many others. A second hearing pencilled in for Jul 9 in Anchorage will be for Alaska-based witnesses, Morris said. Ultimately, the board will issue a report with its best ideas for what might have happened and how future sinkings could be prevented. The National Transportation Safety Board is doing a parallel investigation, Morris said. Investigators would like to hear from anyone with pertinent *Arctic Rose* knowledge or involvement, Morris said. In terms of lives lost, *Arctic Rose* remains the worst fishing vessel tragedy in the U.S. Bering Sea since the early 1980's. — Lloyd's Agents. (See issue of Apr 26.)

### **HOYVIKINGUR** (Faroe Islands)

London, May 27 — Following received from Coastguard Aberdeen MRCC, timed 0437, UTC: Mfv *Hoyvikingur*, XPZH, 183 tonnes, bound Scrabster, carrying 40 tonnes of fish, nine people on board, ran aground in lat 58 36N, long 03 31W, close to Thurso Harbour, at 0235, UTC, this morning. Wind light, calm sea with no swell, good visibility. Thurso lifeboat and Thurso Coastguard tasked. Thurso lifeboat will await the rising tide to attempt to pull the vessel clear. The next high water at Thurso is at 1145, UTC. The vessel is aground on flat bedrock close to the entrance to Thurso harbour. Six crew members have been taken off the vessel. Vessel is currently at a list of 20 to 30 degrees but has settled with no further listing apparent. Thurso lifeboat has reported the vessel does not appear to be damaged and no signs of pollution.

London, May 27 — Following received from Coastguard Aberdeen MRCC, timed 0923, UTC: Mfv *Hoyvikingur* refloated on flood tide 0836, UTC, with Thurso lifeboat and Scrabster Coast Guard team on scene throughout. Vessel safely alongside in Scrabster Harbour 0847. UTC.

### **KURSK** (Russia)

London, May 26 — A press report, dated today, states: The head of the Russian navy yesterday announced a lengthy investigation had revealed an explosion in a training torpedo led to the loss of the nuclear submarine *Kursk* last August. The motor of the torpedo contained "a combustible mixture which exploded, this is the conclusion of the

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government commission", navy chief Vladimir Kuroyedov said. The blast caused the first of two explosions which devastated the 18,000-tonne vessel in the Barents Sea, he said. Investigators would examine the wreck when it is raised around September 10 and towed to the port of Murmansk five days later, he said. (See issue of May 23.)

### **LOWLANDS BEILUN** (Singapore)

London, May 26 — Following received from the Maritime and Port Authority of Singapore, dated today: M bulk carrier *Lowlands Beilun* (85,906 gt, built 1999) ran aground at Johor Shoal, about 3 km east of Changi, at about 2210, local time, yesterday. The vessel was departing from the Changi Special Purposes Anchorage after completing bunker operations. The vessel is loaded with 164,999 metric tonnes of iron ore. The empty No.2 port side ballast tank was holed. However, there were no reports of oil pollution or injury to the crew. The vessel is in a stable condition. An attempt to refloat the vessel with the assistance of a pilot and three tugs during high water at 0100 hrs was unsuccessful. The MPA has deployed two tug vessels and two anti pollution vessels to assist the vessel and combat any oil pollution. The MPA is investigating the incident.

London, May 26 — Following received from the Singapore-based managers of m bulk carrier *Lowlands Beilun*, timed 0405, UTC: Vessel is still aground at Johor Shaol. Damage is currently unknown. An underwater survey is being conducted and a tug is standing by.

London, May 27 — Following received from the Maritime and Port Authority of Singapore, timed 0115, UTC: M bulk carrier *Lowlands Beilun* is still aground in the same position. Understand vessel's owners are arranging salvage with Smit International.

London, May 27 — A report from the Maritime and Port Authority of Singapore, dated today: M bulk carrier *Lowlands Beilun*: Vessel's managers have engaged the salvage companies, Smit International and Semco Salvage and Marine, to refloat the vessel. The salvors have commenced the salvage operation and deployed one dredger and six tugs in this operation. The vessel is in a stable condition and there are no reports of any oil spill. Navigational broadcasts have also been sent to alert vessels about the incident. Vessel traffic within Singapore port remains unaffected.

### **LYSFOSS** (NIS)

Sandnes, May 26 — Mv *Lysfoss* arrived Drammen on May 24 for dry-docking. While entering the dock the vessel spilled about 60 tons of bunker oil in the Fjord. When the vessel grounded in last week, her Owners said there was 120 tons of bunker oil onboard. The vessel is now dry-docked and according to the shipyard, the work will take at least three months to complete. — Correspondent. (See issue of May 21.)

### **MARINA BAY** (Cambodia)

Apapa-Lagos, May 25 — The actual removal of the cargo from the holds of mv *Marina Bay* commenced at 1030, local time, this morning. The bags of rice are being removed onto the deck of m dredger *S.D.Gumel*, owned by the Nigerian Ports Authority, instead of onto lighters as originally proposed. Once on the dredger, labour is removing plastic bags from the rice, which is being dumped into the vessel's hoppers for eventual disposal offshore Nigeria. This operation will take some time, and no time frame is at present being quoted. Water is now being pumped out of vessel's No.3 hold to help raise her off the bottom. A decision on whether to attempt to refloat the vessel from her grounding position for eventual disposal elsewhere will be made at some future stage. — Lloyd's Agents. (See issue of May 12.)

### **MESTA** (Bulgaria)

Bucharest, May 25 — M tanker *Mesta* is still lying "as is" off Constantza. The vessel's salvage, approved by her Class surveyor, is withheld by Compania Nationala Administratia Porturilor Maritime Constantza who are claiming, in their own name and various subcontractors, a substantial salvage reward and costs. Direct negotiations between the claimants and the vessel's owners, joined by her hull and machinery underwriters, continued in the interim period. A break of a few days was mutually agreed in a meeting held at Constantza on May 24, so that the claimants may eventually meet the request of

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the vessel's owners to be submitted a breakdown of claimed costs before further progressing the case. Both sides appear willing to reach a satisfactory compromise of the Court proceedings, although the vessel's owners expressed their concern at facing claims which they cannot see are justified in any way. — Lloyd's Agents. (See issue of May 16.)

### **MODERN DRIVE** (Panama)

London, May 26 — Following received from Alameda RCC, timed 1054, UTC: Reported about 35 minutes ago that m vehicle carrier *Modern Drive* (33,831 gt, built 2000) with boiler-room fire. Vessel's engines disabled about eight to ten miles off East London port, wind approximately 30 knots. Tug *Tracer* on scene and Coast Guard cutter en route. (Note — *Modern Drive* sailed Fremantle May 15 for Brazil.)

London, May 26 — Following received from Cape Town MRCC, timed 1105, UTC: M vehicle carrier *Modern Drive* called at 0830, UTC, and reported engine failure in lat 33 26S, long 27 40E. Vessel subsequently reported at 0911, UTC, that she had boiler-room fire. Tug on scene and Coast Guard cutter proceeding. Fire now under control; extinguished.

London, May 26 — Following received from Cape Town MRCC, timed 1300, UTC: Following received from Cape Town Radio at 1105, UTC: M vehicle carrier *Modern Drive* arranging through owners and agents to be towed to port of refuge. Mv *Tracer* and US Coast Guard vessel *Sherman* in vicinity, standing by until situ. Port Elizabeth Radio has taken over from Cape Town Radio.

London, May 27 — Following received from Cape Town MRCC, timed 0645, UTC: Understand m vehicle carrier *Modern Drive* taken in tow overnight and proceeding to East London.

### **VOLTAZ** (Greece)

London, May 26 — M tanker *Voltaz* arrived Thessaloniki May 7 from Eleusis. (See issue of May 3.)

## **SEIZURES & ARRESTS**

### **BANGLAR SHIKHA** (Bangladesh)

London, May 26 — Mv *Banglar Shikha* sailed Singapore May 24 for Chittagong. (See issue of May 9.)

### **JYTTE TRADER** (St. Vincent & Grenadines)

London, May 26 — Mv *Jytte Trader* sailed Rotterdam May 24 for Istanbul. (See issue of Apr

## **PORT CONDITIONS**

### **NIGERIA**

Lagos, May 26 — Worsening congestion at Nigeria's major ports was crippling the economy of the west African subregion, industry sources said yesterday. Manufacturers say essential cargoes are stranded at the ports and their factories are on the brink of closing down, as a standoff between importers and the government shows no signs of easing. "A number of those containers that have been out there for weeks contain industrial raw material," an industry source said. Prices of manufactured goods in Nigeria and in the sub-region are reported to have increased noticeably, some goods by as much as 35% since the problems at the ports began three weeks ago. Officials of the Manufacturers' Association of Nigeria said they would comment on the situation after a meeting in southeast Nigeria later yesterday. Most of Nigeria's poorer neighbours depend on Nigerian industries for manufactured goods. Nigerian authorities say the cargoes are being held at the ports because the importers either concealed or underdeclared their value and contents. An official of the Nigerian Ports Authority said owners of the seized containers were reluctant to pay the fines imposed by the government, "No exports have left our ports in the past few weeks," he said. "All the vessels that have managed to discharge their contents leave the ports empty without cargo. The shippers are complaining of losing money." Industry sources said the diversion of ships from the Lagos ports to neighbouring countries has led to massive congestion of ports in Cotonou, Abidjan and Douala. "What is happening at the ports is a result of the inefficiency of the

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pre-shipment inspectors who are charged with inspecting all imports into Nigeria," one shipper said. Scores of ships waiting to berth were still visible from the shoreline yesterday. The main container terminals at the Apapa and Tin Can ports are overflowing with cargo leaving no space for incoming vessels. — Reuters. (See issue of May 25.)

# ROUTE, PORTS & SERVICES

## Mediterranean ferry safety improving after tragedy

FERRY safety in the Mediterranean Sea appears to be improving following the sinking of the 4,407 gt Express Samina off the Greek island of Paros last year, the German motoring association ADAC said. Every spring, inspectors of the Munich-based organisation go undercover to evaluate ferries in various European waters.

ADAC said its results showed "signs of improvement" compared to previous years. "But better equipment does not necessarily mean more safety," it added. "On many ships, crew training for emergencies still leaves much to be desired".

Seven of the 22 tested ferries received a rating of "good". Two vessels even received a "very good" from the ADAC inspectors. The winner of this year's survey was the 31,647 gt Carthage, owned by Compagnie Tunisienne de Navigation. She operates between Tunis and Genoa.

The worst ferry inspected by ADAC was Trasmediterranea's 7,054 gt Ciudad de Salamanca. She was operating on the route Barcelona-Palma de Mallorca at the time of the test. ADAC had a long list of defects for her. These included claims that: crane devices for lifeboats were poorly maintained and rusty, the sides of the lifeboats were full of drill holes, cases carrying life vests were tied shut with ropes and a closet with life vests was locked, with no key to be found.

The Express Samina disaster last September, which left over 80 dead, motivated ADAC to focus its inspections on Greece, where 10 of the tested ferries are based. The association gave five of these a rating of "good". Strintzis Lines' 29,415 gt Blue Star 1 even got a "very good".

"None of the Greek ships failed the test with a negative rating," ADAC said. It pointed out that the 5,131 gt Express Apollon, operated by Minoan Flying Dolphins (MFD), even improved from "poor" back in 1999 to "good" this year. MFD had also owned the Express Samina.

Greek owners, however, need to focus more on training their crews adequately it is claimed. ADAC said in tests with its inspectors on Greek ferries, it sometimes took up to 30 minutes for a lifeboat to be launched. They found it was 20 minutes before the fire-fighting pump had built up enough pressure to work properly.

"This is often accompanied by everything from sloppy maintenance to the incorrect use of safety equipment," ADAC said.

Its inspectors found that emergency exits could not be opened and cases with life vests were locked. They discovered lifeboats with holes in them and life rafts tightly tied to the ship.

Still, none of the tested vessels was assessed as "very poor", ADAC said. However, in addition to the Ciudad de Salamanca, two other ferries received a "poor": the 3,984 gt Kraljica Mira and the 1,016 gt Arlequin Rojo. The association said 10 units were "satisfactory".

## **....AT LAST BUT NOT LEAST .....**

### **Rotterdam mag havenslib in zee blijven storten**

Greenpeace krijgt nul op rekest

**De zeehavens van Rotterdam, Scheveningen en IJmuiden mogen van de Raad van State hun met giftig TBT (Tributyltin) verontreinigd havenslib in de Noordzee blijven storten.**

**Den Haag** \_ In een eergisteren gepubliceerde uitspraak wees het rechtscollege alle bezwaren van Milieuorganisatie Greenpeace van de hand. Greenpeace eiste een verbod op het in zee storten van TBT-baggerspecie (Klasse 2). TBT, dat in Nederland niet meer wordt gebruikt, zit in verf om algen-, schelpdieren en wierenaangroei op scheepsrompen te voorkomen. Tot op heden is er nog geen internationaal verbod van TBT. Volgens Greenpeace komt het spul via het slib met zeestromingen in de Waddenzee terecht en vergiftigt het de voedselketen. TBT verhindert onder meer de voortplanting van dieren.

Het ministerie van Verkeer en Waterstaat, die de drie havens een stortonthefing voor in totaal 21 miljoen kubieke meter bagger heeft verleend, doet op dit moment nog onderzoek naar de gevaren van het TBT voor zeedieren en vogels. Uiterlijk 2002 komt het ministerie met nieuwe normen voor de maximaal toegestane hoeveelheid TBT in slib. Tot die tijd staat het ministerie het storten van het met TBT verontreinigde slib in de Noordzee toe.

Ook de Raad van State ziet geen aanleiding om Verkeer en Waterstaat een stortverbod op te leggen. Het rechtscollege stelt dat de licht verontreinigde bagger volgens de huidige aanvaarde meetmethoden geen gevaar voor het zeeleven oplevert. Bovendien is er geen redelijk alternatief aanwezig om de bagger op het land op te slaan. Overigens erkent de Raad van State dat er in de Waddenzee verhoogde concentraties van het zeer giftige TBT voorkomen. Maar Greenpeace zou niet keihard hebben aangetoond dat het TBT grotendeels afkomstig is van de havenbaggerstort. Ook aan het feit dat er nog geen meetverplichting voor TBT is hecht de Raad geen grote waarde. Weliswaar kan dat voor toekomstige baggerstorten wel worden voorgeschreven maar voor de omstreden ontheffingen is het niet nodig.

De uitspraak is opmerkelijk omdat een milieudeskundige van het ministerie zelf vorig jaar tijdens de rechtszaak nog erkende dat TBT één van de giftigste stoffen is die mensen in het zeemilieu brengen. Toch vond ook hij stort in de Noordzee aanvaardbaar, omdat het TBT-slib nog in geen enkel onderzoek als 'significante bedreiging' van het zeemilieu is ontmaskerd. „Maar dat betekent nog niet dat het helemaal geen nadelige gevolgen kan hebben. We kunnen immers nooit vaststellen dat het verdunde TBT-slib geen enkele nadelige invloed op de Waddenzee heeft,“ zei de milieudeskundige van Verkeer en Waterstaat vorig jaar.

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