

## DAILY SHIPPING NEWSLETTER 2002 - 032



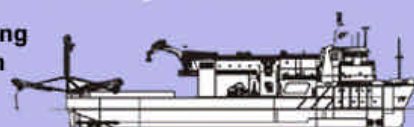
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THIS NEWSLETTER IS BROUGHT TO YOU BY :



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**Operation  
Enduring Freedom**

## EVENTS, INCIDENTS & OPERATIONS



On Saturday September 14, Smit Transport's heavy lift barge [12175 grt [140m x 36m 1977] **GIANT 2** arrived on the Mersey under tow of the tug **Boxer**. The barge will convey the ill fated Costa Classica mid body module to Europe for breaking.



**GIANT 2** is believed to be one of the widest vessels to enter Gladstone Lock.

Text /Photo's :  
Ian Collard ©





On Sunday evening September 15, the ill fated **COSTA CLASSICA** mid section module was removed from the Cammell Laird wet basin by Wijsmuller tugs and taken very slowly down the Mersey to Gladstone Dock where it is to be loaded onto Smit's heavy lift barge **GIANT 2** for transport to Germany for breaking. The mid section arrived in Gladstone Lock at 20:30.

Text / photo's : John Luxton ©



## Nuclear Cargo Ships Due to Dock

Two ships carrying radioactive material back to Britain from Japan were today expected to dock in the UK at a port off the Irish Sea. Freighters The Pacific Pintail and Pacific Teal, which are transporting rejected plutonium fuel, were completing the final leg of an 18,000-mile journey across the globe which began when they left Japan in July.

The British Nuclear Fuels Limited (BNFL) armed ships were due to arrive at a port in Barrow-in-Furness, Cumbria, this morning.

Once the boats dock, the five-tonne cargo of plutonium mixed oxide fuel (MOX), which is contained in 100-tonne armoured casks, will be lifted from the boat by crane before being loaded onto trains and taken to the BNFL-owned nuclear plant at Sellafield, Cumbria.

The fuel will then be stored at the plant until BNFL chiefs give the green light for it to be recycled into new fuel.

BNFL have faced a storm of criticism over the transportation of the fuel, which environmental campaigners Greenpeace claim contains enough plutonium to make 50 nuclear weapons.

A fleet of about 20 boats led by Greenpeace's Rainbow Warrior laid in wait for the BNFL ships as they entered the Irish Sea yesterday, in order to protest against what they called the "dangers of nuclear material".

Part of the flotilla of protesting boats left the port of Holyhead to station itself in the south of the Irish Sea while other boats were waiting off the coast near Barrow to meet the nuclear ships when they arrive today. The BNFL convoy has also received the cold shoulder from numerous other countries according to Greenpeace who claim that 80 governments have condemned the ship since they set sail from Japan, denying them access to waters around their countries.

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Navy vessels and spotter aircraft were also deployed by the Irish Government to monitor the nuclear shipment as it sailed near the Irish coast. A BNFL spokesman said the countries are entitled to their opinion although much of it stems from a misunderstanding over how dangerous the nuclear shipments are, as fuel onboard has not been used in a reactor which means its levels of radiation are "very low".

The plutonium fuel was originally shipped out to Japan in 1999 by BNFL for Japan's largest nuclear company Tokyo Electric which wanted to load it into a nuclear reactor to generate electricity. But the shipments are now having to be returned after BNFL admitted five staff at the old Sellafield testing facility falsified quality checks on the consignments.

## Suezmax for sale

The 2001-built Turkish suezmax tanker **Besiktas**, up for sale for over a week now, has had four interested parties ask for permission to inspect the vessel at Sines in Portugal 17-18th September. While there are suggestions that the seller would like to see \$47.5m+, broker Braemar Seascope suggests that buyer interest is estimated at nearer the \$40m mark. A newbuilding suezmax tanker is estimated to cost \$43m today while a five year-old is priced at around \$38.5m by Clarksons.

## ULCC scrap run

The run of larger ULCCs to the scrapyard continues as market prospects remain poor with a dozen or more sitting spot-prompt in the Middle East. After two 516,000 dwt Ceres Hellenic tankers recently made between \$143 and \$150 per Idt for scrap in Pakistan and Bangladesh, grossing over \$10.5m per vessel (correcting our story last week), two more ULCCs are on the market for scrap - **Iran Tuba** from Iran's NITC and **Media Star** from Saudi Arabia's Vela. The 411,500 dwt **Media Star**, formerly **World Petrobras**, is Vela's last 1970s-built V-ULCC. The vessel was built at Japan's Hitachi in 1977

## CASUALTY REPORTING

### Ship carrying hazardous cargo burns in Channel



which is registered in Antigua, noticed smoke billowing from one of the holds.

A major sea and air operation was launched in the English Channel last night after a container ship carrying hazardous materials caught fire off the East Sussex coast.

A helicopter, lifeboats and nearby ships were all scrambled to the 7,300 tonne **Wester Till** after the blaze was detected about eight miles off Beachy Head. The alarm was raised when the captain of the ship,



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Peter Legg, of Dover coastguard, said none of the 13 crew aboard had been injured and firefighters from East Sussex fire brigade were quickly scrambled to the stricken ship.

The roll-on/roll-off ship was carrying a cargo of 20 tonnes of hazardous material which had been stored in one of the holds. "The vessel was en route from Antwerp to Tunis when fire broke out in the Dover Straits," said Mr Legg.



A 16-strong team of firefighters was originally flown out to the vessel, but after they saw the severity of the blaze they called for back-up. A further dozen firefighters were then flown to the scene.

The fire in the ship's hold was below where 250 containers carrying flammable materials, including fertiliser, was stored. None of the cargo was involved in the blaze.

**Left : a file picture of the Wester Till**

two lifeboats and a fire-fighting tug to the scene.

A spokesman for Triton, a German-based company managing the vessel, said he was aware of the fire but could not confirm its cargo.

He said the captain of the ship, which was staffed with Russian crew, was preparing a cargo inventory which would then be forwarded to the British authorities

**SMIT Salvage BV** with **Klyne Tugs Lowestoft Ltd** as co-salvors have LOF2000 on the **WESTER TILL** which caught fire in the English Channel .

The tug **Anglian Monarch** ( Photo right ) involved as well as the Salvage vessel **Union Beaver**.

Salvage team flown out by chartered plane last night.



## Fate of Burning Italian Ship in S. Africa to be Decided

It would be decided whether the burning Italian cargo ship was to be dragged out to sea and sunk, the South African Press Association reported .

It would be decided whether the burning Italian cargo ship was to be dragged out to sea and sunk, the South African Press Association reported on Sunday.

The 31,000-ton ship, **Jolly Rubino**, is stranded less than 300 meters from shore near the St. Lucia Wetlands and Estuary in KwaZulu-Natal four days ago.



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Its cargo of more than 1,000 tons of fuel oil, 225 tons of gas oil and an unspecified quantity of hazardous Class 3 chemicals poses a serious threat to the area -- a United Nations World Heritage site.

But, depending on the structural damage, the 190-meter-long vessel could also be transported to a foreign destination as scrap instead of being sunk, district disaster management spokesman Sipho Magwaza told reporters.

Environmentalists began cleaning up a one-kilometer-long oil slick on Friday after a ruptured tank on the vessel began leaking oil and containers fell overboard.

Hoping to prevent an ecological disaster, conservationists in St. Lucia on Saturday sealed the estuary and the mouth of the Umfolozi River with floating pontoon oil booms.

The vessel, belonging to a Genoa-based shipping firm and registered in Naples, ran aground after a fire broke out Tuesday night in the engine room during a journey from Durban to Mombassa, Kenya.

## SHIPYARD NEWS

## ROUTE, PORTS & SERVICES

# Evergreen heeft plannen voor nieuwe diensten

Gaat de groep Evergreen onrechtstreeks nieuwe oostwestdiensten opstarten? In het licht van de bij de stapelloop van een nieuw containerschip gedane verklaringen en een bij deze gelegenheid verspreide mededeling kan de vraag gesteld worden.

## Vrachtboot beter te sturen met boegschroef

*Harlingen* - Op de waddeneilanden en in Harlingen was het de laatste weken het gesprek van de dag: de nieuwe vrachtboot Noord-Nederland van Rederij Doeksen kan niet goed manoeuvreren, want er zitten geen boegschroeven aan. Bij de officiële ingebruikstelling gisteren bleek dat het schip vorige week bij scheepswerf Volharding Frisian alsnog van een boegschroef is voorzien. Eén, aan de bakboordskant, want dat is voldoende voor een betere besturing.

„Wij hebben inderdaad de klachten van de bemanning gehoord”, lichtte Doeksen-directeur P. Melles toe. „Eerst denk je ‘ach, zo’n nieuw schip moet even wennen’. Maar toen de klachten aanhielden en er geregeld een sleepboot nodig was om het schip aan de kant te krijgen, zijn we toch eens nagegaan wat dit betekent.”

Op Terschelling meert het schip aan tussen de afvaarten van de Midsland en de Friesland door. „We willen natuurlijk niet het risico lopen dat de Friesland met 1700 mensen aan boord moet wachten tot de Noord-Nederland eindelijk vastligt.”

Het was de enige wanklank die gisteren viel te vernemen. Ongeveer 160 genodigden voeren met de snelboot Najade van de rederij door vaargeul De Boontjes om de nieuwe aanwinst ter hoogte van Zurich in ogenschouw te nemen. Terwijl fotografen fraaie plaatjes van de Noord-Nederland in volle zee schoten, werd gezamenlijk opgestoomd naar Harlingen. Daar viel mevrouw L. Arlman, echtgenote van Harlingens burgemeester, de eer te beurt om de rederijvlag op het nieuwe schip te hijsen.

De Noord-Nederland vaart voorlopig nog niet van en naar Vlieland, vertelde Melles. „De steiger daar moet nog worden aangepast. Omdat eigenaar Rijkswaterstaat dat pas in de loop van volgend jaar gepland heeft, wordt dat waarschijnlijk september 2003. Wat dat betreft hebben we de Noord-Nederland wat te vroeg aangeschaft.”

Het schip, een catamaran met twee stalen rompen en aluminium opbouw, is gebouwd op werf ASB in het Australische Harwood. Per zware ladingschip werd het naar Nederland vervoerd. Doeksen gaat het schip inzetten om er vracht- en vuilniswagens mee te vervoeren, hetgeen de kwaliteit van het passagiersvervoer met de andere boten verhoogt omdat die voortaan verschoond blijven van vracht- en vuilniswagens.

Burgemeester Arlman had gisteren nog een tip voor de rederij. „Realiseer een aanlegplaats in het uitbreidingsplan van de Industriehaven. Daarmee ontlast je de huidige verkeersdruk rond de terminal.” Een suggestie die dankbaar is aanvaard. Melles: „We overleggen daar al over met gemeente en provincie, want er hangt natuurlijk wel een kostenplaatje aan.”

## NAVY NEWS



Capt. Kevin C. Albright, Commander, Carrier Air Wing Fourteen (CVW-14) from Baltimore, Md., launches off one of four steam driven catapults on the ship's flight deck in an F/A-18E "Super Hornet" during flight deck operations. The [USS Abraham Lincoln](#) and CVW-14 are on a scheduled six-month deployment conducting combat missions in support of Operation Enduring Freedom.

## **MOVEMENTS**



The Princess cruise liner [ROYAL PRINCESS](#) during a visit to Holyhead – [Photo : Derry Walsh ©](#)

## **JASCON 10**





The Former **SMIT LLOYD 110** which is now named **JASCON 10** and is owned by West African Ventures – photo : via Greg Pascaud.

## **Reddingboot vaart uit na aanvaring voor de Waterweg**

Door : Ron Zegers – Reddingstation Hoek van Holland

Maandagavond 16 september wordt de bemanning van de reserve reddingboot "Javazee" om 23.45 uur opgepiept met de mededeling dat er een aanvaring heeft plaatsgevonden ter hoogte van de Maas Center voor de Nieuwe Waterweg. Binnen 5 minuten vaart de reddingboot de Berghaven uit en begint de bemanning met het vergaren van de broodnodige informatie.

Snel blijkt dat er in tegenstelling tot eerdere berichtgeving geen gewonden zijn en beide schepen nog drijven. Even later is er geen direct gevaar meer voor opvarenden en schepen. Het blijkt te gaan om de binnenkomende oliecarrier Alfa Brittanica en de passerende coaster Katrina Krog die op de carrier is gevaren. Een schip van de havendienst is al ter plaatse en de oliecarrier mag zijn weg vervolgen daar zij slecht een klein deukje in het achterschip heeft.

De coaster Katrina Krog heeft een halve meter boven de waterlijn schade aan zijn boeg (meter korter). Bijna ter plaatse wordt de reddingboot opgelopen door de sleper Fairplay 21 die de coaster naar binnen mag slepen. Om 0.45 uur is de reddingboot van de KNRM ter plaatse en heeft gelukkig niets hoeven te doen. Na even rond het schip te hebben gekeken is de reddingboot retour Berghaven gevaren en heeft de sleper de coaster Katrina Krog vastgemaakt en samen met de havendienst naar de haven gesleept. De bemanning van de reddingboot Javazee meert om 02.00 uur weer af in de Berghaven.

## **.... BONGA TRANSPORT .....**

by Captain Cees Pronk – Master Smitwijs Singapore



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In continuation of the earlier reports of this transport we would like to continue with this saga.

Off the Somalie coast the [John Ross](#) encountered August 17<sup>th</sup> problems with one of her main engines and left the transport bound for Djibouti for repairs. Under protection of the patrol airplanes and warships of the Coalition forces the transport continued throught the Gulf of Aden with two tugs only ( [Smitwijs Singapore](#) and the [De Da](#) )

Left : The [Smitwijs Singapore](#) takes over the towing gear of the [John Ross](#).

Before the [John Ross](#) returned also the [De Da](#) encountered serious problems with one of her mainengines on August 23<sup>rd</sup> , she stayed with the transport only using one mainengine until the [John Ross](#) returned on August 25<sup>th</sup>. After connecting the [John Ross](#) again the [De Da](#) departed left the transport bound for Suez and the Bonga transport continued towards the Suez Canal, due to lack of 1 tug the speed was reduced and a

bunker stop had to be made in Jeddah.

Due to the insurance it was not allowed to leave the [John Ross](#) alone for the transport when the [Smitwijs Singapore](#) should go to Jeddah for bunkers, So a solution was found in the [Smitwijs London](#), this tug just delivered the new pier off Monaco and was directed full speed in the direction of the Red Sea and arrived September 2<sup>nd</sup> near the transport and relieved the [Smitwijs Singapore](#) so this vessel could go for bunkers.



Top : The SMITWIJS LONDON connects her towing gears to the Bonga – Photo : Cees Pronk ©

After taking bunkers in Jeddah the [Smitwijs Singapore](#) went back to the transport but did not connect up anymore in the narrow Gulf of Suez and escorted the transport, The transport arrived September 9th at the roads of Suez and the [Smitwijs Singapore](#) took over both towing connections of the [Smitwijs London](#) and the [John Ross](#).



Top : The BONGA behind the Smitwijs Singapore during the Suez canal passage, a unusual sight to see two towing wires going to the tow. – photo : Cees Pronk ©

During the Suez canal passage the Egyptian tug [BARAKA 1](#) connected to the bow of the [Smitwijs Singapore](#) and as steering tug the sister vessel of the BARAKA which was named the [EZZIR ADEL](#) connected to the Bonga.

The Transport length changed to 800 meter length and around 18:00 hrs LT the passage of the canal started with a speed of about 3 knots, after a short stop at the Bitter lakes the transport left the Suez Canal September 11<sup>th</sup>, 06:00 hrs LT at the Port Said side, The [John Ross](#) was connected again and later the [Smitwijs London](#) and the transport continued again with a speed of 5 knots , in the mean time it was learned that the repairs of the De Da should take longer and the [Smitwijs London](#) should stay with the transport until the end, the ETA at Newcastle is now at the end of week 41

## **LATEST PRES RELEASE ABOUT THE GROUNDED JOLLY RUBINO**

16 September, 2002  
17h00

### **SMIT Salvage team succeed in reducing oil emanating from 'Jolly Rubino'**

Today the SMIT Salvage team continued with preparations onboard the 'Jolly Rubino' for the refloating attempt, aided by favourable weather and sea conditions.

90% of the portside crack has been patched by the dive team, reducing the oil emanating from the 'Jolly Rubino'.

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Early this morning, the "Dyneema" topline was connected to the bow of the grounded 'Jolly Rubino' via the Anchor Handler 'Pentow Service' and by means of helicopter. It was then connected to the 'Wolraad Woltemade's tow wire. The towing connection has thus been completed.

A further attempt was made to take soundings on the lower deck to determine if any water was present in the area. The reason for this is that a great amount of water on the lower deck could create free surface movement, which could capsize the vessel should she be refloated. Salvage personnel are trying to establish the quantity of water to be pumped out of the casualty before a refloating attempt can begin and it is now estimated that the preparatory phase of the refloating operation will continue for the next few days as this water is located and pumped out of the vessel.

Salvage personnel shall commence with pumping operations in the engine room today so as to reduce the water level there.

As reported yesterday, the grounded 'Jolly Rubino' is still intact but its condition assessed as critical. Salvage personnel have determined that preparations for a refloating attempt should continue as planned in an effort to prevent the 500-ton of heavy fuel oil in the fuel tanks from being released. This would create an oil slick on the sea surface, with the burned contents on the cargo decks posing a greater threat to the environment than the heavy fuel. It is for these reasons that salvage personnel are focusing their efforts on a refloating attempt.

The Pollution Patrol aircraft 'Kuswag VII' flew a patrol this afternoon and report that conditions with respect to the oil pollution remain unchanged; the effect of the wind and sea helping to break up the oil. The visible pollution runs parallel to the coast in a southwesterly direction until about 500-m south west of the casualty, where some oil has been noted in the surf zone. It then heads directly out to sea in a southerly direction and at 5 miles out breaks up into sheen.

The Master, Officers and Crew of the 'Jolly Rubino' abandoned ship late Tuesday 10th September after failing to extinguish a fire in the engine room. The fire has spread throughout the vessel causing extensive damage and on Thursday afternoon the vessel ran aground 1,2 miles north east of the Cape St Lucia lighthouse at a distance of 300 metres from the shore. The 'Jolly Rubino' is an Italian flagged Ro/ro vessel with a deadweight tonnage of 31,262. She measures 190.5 meters in length and 28.5 meters in width, and is reported to be carrying an unknown quantity of hazardous cargo (class 3).

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

<http://www.scheepvaarthoek.nl>

**And the renewed site of the National Tugboat Museum at :**

[http:// www.nationaalsleepvaartmuseum.nl](http://www.nationaalsleepvaartmuseum.nl)

**THE NEXT SHIPPING NEWS LETTER WILL BE PUBLISHED SATURDAY**