

## DAILY SHIPPING NEWSLETTER 2002 – 048



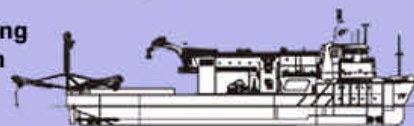
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## EVENTS, INCIDENTS & OPERATIONS



### Establishing New Benchmark

The 331 foot (101 metre) "**WestPac Express**" has completed its first year of operation, proving to be a reliable, faster and more cost-effective alternative to air transport for the movement of troops and their equipment. This Austal (Australia)

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built aluminum catamaran, is now serving the US Military Sealift Command. The ship has a range of 1,250 nautical miles at an average speed of 35 knots (over 40mph) while carrying 440 short tons (400 tonnes) of payload in addition to the fuel for the voyage.

Having traveled in excess of 85,000 nautical miles at an operational availability rate of practically 100%, "**WestPac Express**" is now also playing an important role in the development process for future advanced vessel concepts for military use. The Carderock Division of the Naval Surface Warfare Center (NSWCCD) has been tasked to conduct a range of propulsion, fuel economy and seakeeping trials on the vessel. This information will provide baseline technical data for the wider Theatre Support Vessels (TSV) program and establish performance thresholds against which future advanced vessel concepts can be compared. Staff from NSWCCD, which is the US Navy's center of excellence for ships and ship systems, visited "**WestPac Express**" in Japan recently for the purposes of installing specialized testing equipment to monitor the vessel's performance.



While "**WestPac Express**" was built in Australia, it is likely that the US military's long-term requirements for similar high speed vessels will be met from the purpose-built shipyard Austal established in Mobile, Alabama in 1999 in a partnership with Bender Shipbuilding & Repair.

## Vessel owner, master fined for causing pollution

Master of ship owned by Wallenius Lines did not do all he could to prevent oil spill in Darling Harbour

A Singapore-based company and its master were recently fined by a court in Sydney for causing marine pollution in Darling Harbour, with the master being told by the court that he did not do all that he could have done to prevent the incident.

The vessel involved, **MV Carmen**, was owned by Wallenius Lines Singapore Pte Limited.

On April 24, 2000, at about 10.20am, while the vessel was berthed at Darling Harbour, an oil slick was observed on the water surrounding the port side of the ship. The slick extended to about 100 metres from the vessel and about 25 metres in width around both sides of the vessel.

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The estimated volume of the spill was 500 litres. Vessels from the Sydney Ports Corporation broke up the slick and used oil absorbent booms and pads to recover the oil in a clean-up process that lasted almost eight hours.



The vessel owner and the master pleaded guilty to offences against section 8(1) of the Marine Pollution Act 1987, for the discharge of 'oil or any oily mixture' from a ship.

In his evidence to the New South Wales Land and Environment Court, the master said that the spill was caused by human error.

The court heard that soundings taken in a bilge tank by a crew member at 6.30am on April 24 showed that the tank, which had a capacity of 55,000 litres, was already holding 44,000 litres of

liquid.

At 8.15am, another crew member started to drain liquid from a sludge tank to the bilge water tank and 30 minutes later, another crew member began to transfer water from an aft bilge well to the bilge tank.

The evidence did not disclose the total quantity of liquid transferred into the bilge tank but it was not disputed that the oily liquid in the bilge tank overflowed through a vent pipe into the waters of Darling Harbour.

The master asked the court to give him the benefit of section 10 of the Crimes (Sentencing Procedure) Act 1999, under which, the court could decide that the master's guilt had been proven but still decline to convict the master and dismiss the charge.

The master joined the vessel on the April 5, 2000 and had been in charge of the vessel for 19 days before the discharge but has had extensive experience as a seaman, having been at sea since 1963.

The master said that after he joined MV Carmen, he was unaware that the bilge tank was not equipped with a high level alarm, although he knew that such a device was required by class societies such as Lloyds, with whom the vessel was registered.

The master admitted he assumed that the bilge tank



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was fitted with a high level alarm.

Since the incident, the master had ordered that a high level alarm be installed in the bilge tank and an auto stop mechanism be fitted to the bilge pump.

The court noted that vessels owned by Wallenius Lines make about 350 port visits to Australia and New Zealand annually with no prior prosecutions recorded against the company in Australia or elsewhere.

The court also noted that Wallenius held a Certificate of Approval which certified that it had fulfilled criteria for environmental management system standards EN ISO 14001:1996.

However, on the issue of giving the benefit of section 10 to the master, the court referred to a test set down in a recent decision in the NSW Supreme Court that a waiver of any penalty must depend on whether the master 'could not, as a matter of practical reality, have done anything to ensure that the offence or the adverse consequences of the conduct, did not occur'.

Applying this test, the court said it must consider whether, as a matter of practical reality, the master could have been aware of the possibility of an overflow from the bilge tank resulting from absence of a high level alarm.

'Having applied his mind to the need for a high level alarm, the master could have verified the basis of his assumption.

'In these circumstances, it is apparent that the master did not, as a matter of practical reality, do all that he could have done to avoid the incident,' the court said.

For these reasons, the court decided that it was not appropriate to give the master the benefit of section 10 of the Crimes (Sentencing Procedure) Act 1999.

Although Wallenius Lines had demonstrated a high degree of environmental responsibility in the past, that did not detract from the fact that this vessel was operating in such a state that an accident could have occurred resulting in an environmental disaster, said the court.

The court took the defendants' guilty pleas into account in handing down a fine of A\$40,000 (\$38,800) to the vessel owner and a fine of A\$10,000 to the master.

## Second-Hand Market

EDT Cyprus has purchased the survey vessel **Geco Sapphire** on for a price of no more than USD 1,000,000. The vessel sank in Bergen harbour during 2001 and is sold 'as is where is'.

**Western Atlas** has been purchased by ABC Maritime of Switzerland. The vessel which was built in 1983 was formerly the PSV **Magnus Viking** before being converted to her most recent seismic role. The asking price for the vessel has decreased in recent time from an original asking price of USD 8,000,000 a couple of years back to the sales price of about USD 1,500,000.

AHTS **Smit Lloyd 110** (8000 BHP – Blt.1975) has been sold to unspecified Bahamas Buyers on private terms. The asking price for the vessel was circa USD 1,500,000.

Sisters AHTS **Maria Corina** and **Seacor Navigator** (Blt.1998 – 5300BHP) have been sold to PTSC Vietnam on private terms – the asking price was circa USD 10,500,000 each



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Standby vessel **Stril Herkules** (Blt.1960 – 4000BHP) has been sold to HDW Germany for a price in the region of 18,500,000 Norwegian Kroner whilst Strilos (Blt.1953 – 1200BHP) has also been sold to German investors for about USD 600,000.

Cablelayer **Seaspider** (Blt. 1999) has been purchased by Nico World for a price in excess of USD 10,000,000.

AHT tugs **Lancillotto** (Blt.1978 – 8460BHP) and **Barbara Ontario** (Blt.1977 – 7040BHP) have been purchased by Augustea Offshore on private terms.

## CASUALTY REPORTING

### Shipyard Blaze Damages DIAMOND PRINCESS

P&O Princess Cruises announced that the 113,000 tonne **DIAMOND PRINCESS** currently under construction at Mitsubishi Heavy Industries shipyard in Nagasaki, Japan suffered a major fire. The 3,100 passenger **DIAMOND PRINCESS** was scheduled for delivery on May 31, 2003 and due to commence service on June 19, 2003 in Alaska for the 2003 summer season. There were no casualties at the yard and the extent of the damage has not been assessed, but appears to be significant according to press reports. **UPDATE:** Eighteen hours after the blaze began, fire still smoulders in the passenger accommodation, **Mitsubishi report that the fire damaged 60 to 70 per cent of the ship.**

### DIAMOND PRINCESS (LIBERIA)

A press report, dated today, states: A fire on board passenger Diamond Princess was extinguished yesterday afternoon, but not before the 19-hour blaze left about 70% of the ship damaged. Authorities said the fire in the British-owned ship's stern was put out first, while the forward section continued to burn until shortly before noon today. The forward section of the 14-deck ship includes the bridge. Diamond Princess, owned by P&O Princess Cruises PLC, was having its interior fitted out at the Nagasaki shipyard of Mitsubishi Heavy Industries Ltd. when the fire broke out at around 1750, Oct 1. Mitsubishi officials said all of the 1,000 or so workers inside the ship at the time escaped unhurt. No injuries were reported. "The extent of the damage is not as yet known, but appears to be significant," P&O Princess Cruises said in a statement posted Tuesday on the company's Web site. Meanwhile, Mitsubishi said yesterday the fire damaged between 60% and 70% of the ship, but that this damage will be covered by insurance. The company added that the ship's engine-room and electrical generator equipment escaped damage. Diamond Princess, 290 metres long and 41.5 metres wide, was designed to accommodate 3,100 passengers, making it one of the world's largest luxury liners. The Nagasaki fire department dispatched more than 40 fire engines and fireboats to fight the blaze. With two coast guard patrol vessels on the scene to provide security, the Nagasaki port authority banned all ship traffic within a 300-metre radius of the liner. According to Mitsubishi officials, the fire appears to have started on the forward part of the No.5 deck, which is designed to house an art gallery and passenger cabins. The fire quickly spread to the upper decks, at one point forcing firefighters to evacuate the ship. No sprinkler system had been installed on the vessel. Diamond Princess, the largest passenger ship built in Japan, has been docked at the Mitsubishi shipyard for interior fitting out since it was

launched in May. Mitsubishi was scheduled to deliver the ship to P&O Princess Cruises by the end of May.



### HUAL TRUBADOUR (NORWAY INT. REGISTER)

Vehicle Hual Trubadour (33369 gt, built

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1980), with 450 cars for Guadeloupe, grounded 1630, Oct 1, on coral reef named "Mouchoir Carre," south of the channel of port of Pointe a Pitre. One propeller and hull damaged. Tugs required

### JOLLY RUBINO (ITALY)

Shortly after 1300 today, fuel transfer operations from the engine-room tanks of grounded ro/ro Jolly Rubino to the storage tanks of anchor-handling tug Pentow Service resumed after the adverse weather experienced at the casualty over the past 24 hours abated. On arrival on board this morning, salvage personnel noted an increase in smoke and fumes, which would indicate that the strong winds experienced yesterday have fanned the smouldering fire in places, causing renewed burning. The fire has now been burning for 23 days. Preparations for the removal of empty, partly damaged and full drums of hazardous cargo from the deck of the casualty by air continue. All necessary equipment and safety gear to be used during this operation is on stand-by for airlifting to the casualty once all preparations at the temporary high security cargo holding area to which removed cargo will be taken have been completed. It is intended that this phase of the operation, which entails the removal of the empty drums on deck, will begin by the end of the week, weather conditions permitting. The 25-square-metre temporary cargo holding area, located nine miles south of the casualty, is being cleared by bulldozer and prepared for the operation. Two protective chemical sheets will be buried under the sand as a precautionary measure to prevent any potential spillage from entering the soil. Cargo landed at this site will have been sealed in containment drums prior to departure from Jolly Rubino and will then be transported by road under escort to the Richards Bay Waste-Tech facility. Salvage personnel continue to monitor the condition of the grounded vessel, including the extent of the cracks in its hull on the starboard and port sides. -- SMIT Salvage BV

### JOLLY ZAFFIRO (ITALY)

A press report, dated Oct 1, states: Investigations revealed that in the early hours of last Tuesday morning (Sep 24), the master of ro/ro Jolly Zaffiro (38963 gt, built 1978) informed the Ghana Ports and Harbours Authority (GPHA) signal station of the vessel's readiness to enter Tema port. A pilot launch set off to meet and take the vessel to the port but at 0410, UTC, Jolly Zaffiro grounded a few metres from the fishing harbour navigational entrance. The harbour master, Captain Victor Jonah, pilots Mike Dzeble, Kwofie Tuffour, Mills and Donkor went on board the vessel where the master and his crew of 22 Italians and 10 Senegalese were left helpless. The vessel was said to have grounded on high tide and so by daybreak when the tide became low, it became useless for the GPHA tugs Sir Emmanuel Quist and Manhean to continue with the salvage operation. The exercise continued as and when the tide went high, mostly the evenings and early morning hours. A third tug, Nana Kobina Nketsia IV, was called from Takoradi to join the salvage team. By Thursday (Sep 26), sistership ro/ro Jolly Verde and tug Sea Puma, belonging to the Global Company, were complementing the pulling power. A number of bollards on board Jolly Verde and at least six brand new mooring ropes were destroyed during the effort as they parted. Jolly Zaffiro remained unshaken in spite of the input. All this while, the navy, police and GPHA security intensified day and night patrols on board patrol boats to ward off any attack from pirates. At 0720, UTC, Friday (Sep 27) the vessel sailed unassisted to anchorage. Meanwhile the government has taken delivery of the 17 public transport buses that were on board the vessel.

## SHIPYARD NEWS

### Four-ship Boost for Diamond 53

A Consortium led by the U.K.-based Graig Group and its China-based subsidiary have given a boost to the Diamond 53, a new, future-proof double-hull ultra-handymax bulk carrier design, by signing a letter of intent to build four vessels, with four options, at CSIC yards in China. Delivery of the first of a series of **Diamond 53 type** vessels is scheduled for 2004. "Double hull bulk carriers are the way forward," says Hugh Williams, CEO of Graig. "The Diamond 53 design developed over the past 12 months offers owners and charterers major operational cost savings, while significantly enhancing safety and environmental protection. The design features ensure that the vessel will exceed any future standards which come out of the studies into bulk carrier safety which IMO and IACS are currently conducting. Given our experience of successfully building over 25 vessels for a range of prominent shipowners building in China, and the excellent financial package we have developed for this design, we are very confident that the Diamond 53 will give us a competitive advantage in what is a changing and demanding market place." The Diamond 53 ultra-handymax double-hull bulk carrier design has been developed jointly by Graig and Denmark's Carl Bro, with whom Graig has a joint venture design company based in Shanghai. While the vessel has been designed with very much the future in mind, it is firmly based on operational experience both from owners and class. The vessels will be classed with DNV: - DnV +1A1 Bulk Carrier with full Nauticus package including a full 3-D model. The first series of ships are intended to be built at Bohai and other nominated CSIC Shipyards in northern China. Graig China's experienced Shanghai-based supervision teams will oversee the building. Diamond 53 is a geared, wide-hatched, 53,000 dwt handymax bulk carrier with double hull. The vessel has 5 cargo holds, equipped with end-folding hydraulically operated hatch covers and four 36 tonne electro-hydraulic luffing cranes.

## **ROUTE, PORTS & SERVICES**

### **MERCURY rising in the West**



Celebrity Cruises have announced the line's first series of seven- to eleven-night cruises along the California coast and the Mexican Riviera in 2003 on the 1,870-passenger **MERCURY**.

Celebrity's first California coastal cruise will sail round-trip from San Francisco on September 28, 2003, with ports of call in Monterey, Santa

Barbara and San Diego, California; Ensenada, Mexico; and Catalina Island, California

### **PARADISE to Cartagena**



It was reported that Carnival Cruise Line's **PARADISE** sailed to Cartagena, Colombia in order to evade Tropical Storm Lili, despite the fact that Cartagena was recently removed from its route because of fears of

terrorism. The smoke free cruise ship moored in the port with 2000 passengers until the weather improved. Carnival announced in August that it was canceling several cruises to the city due to fears about the violent situation prevailing in Colombia. Cartagena merchants and service providers report that they could lose \$20 million in revenue from dozens of ships carrying more than 100,000 tourists which were to have visited the city at the peak of the tourist season in October.

## **RCL to launch Hong Kong to Haiphong service**

REGIONAL Container Lines, a Thai shipping group operating a fleet of 35 container vessels, will introduce a new shuttle service between Hong Kong and Haiphong, Vietnam starting on October 14.

The 200-TEU Zhehai, will ply the new routing's maiden voyage, which will call at Haiphong's Chuave Terminal.

The service, the company said in a statement, will also make use of mid stream operations at Hong Kong for its transshipments.

RCL is no stranger to Vietnam - one of 18 markets the company offers services to - as it has been transporting cargoes to the country for over a decade.

Surnate Tanthuanit, group president, said: "Having been among the pioneers in operating container shipping service in Ho Chi Minh City since 1990, the timing is now right for us to expand our coverage and commercial presence into other sectors of the Vietnam market.

"This service was also introduced in response to the fast growing business outlook in Vietnam's northern regions," Mr Tanthuanit said.

"Our service between Haiphong and Hong Kong will offer our SOC customers faster transits to and from the US west coast and North Asia when transshipped via Hong Kong," the group president said.

Mr Tanthuanit added RCL's Chamber of Commerce customers would also be given more competitive service to mainland China, Korea and Taiwan via Hong Kong.

## **STRIKE IN US WEST COAST UNITED STATES**



A tugboat maneuvers through waiting freighters on the Columbia River near the Port of Vancouver in Vancouver, Wash., Thursday, Oct. 3, 2002. A contract dispute between the Pacific Maritime Association, which represents shipping lines, and the International Longshore and Warehouse Union,



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has disabled 29 West Coast ports since Friday

### CMA CGM prepares to launch new service

CMA CGM is preparing to launch a new service linking Asia, the Mediterranean and US east coast.

A string of 11 ships of around 3,500 teu capacity will be deployed, and the French line is expected to operate the new service in partnership with other carriers.

No details have been released yet about the timing of the new venture which will mark the first time CMA CGM has had its own tonnage on the Atlantic.

CMA CGM at present takes slots from Maersk Sealand between the Mediterranean and US, and is about to start a chartering space from Mediterranean Shipping Co from Northern Europe to the US.

## NAVY NEWS



The **USS Fletcher**, capable of supporting helicopter and boat deck operations simultaneously, is at present in the Northern Arabian Gulf in support of United Nations resolutions.



A member of the ship's company surveys the city port facility while standing force protection duties on the main deck of the **USS Blue Ridge (LCC 19)**. The Seventh Fleet Flagship is conducting a port visit to the eastern Russian city Vladivostok, during preparations for exercise **Ulchi Focus 2002**, an annual Republic of Korea and U.S. combined forces government military exercise designed to, evaluate, and improve crisis action measures and procedures for the combined war plans in the defense of the Republic of Korea

## Buitenlandse deelnemers vlootdagen arriveren in Willemstad

In de haven van Willemstad op Curaçao zijn vrijdag 3 oktober de verschillende deelnemers van de Vlootdagen van de Koninklijke Marine aangekomen. Deze vlootdagen, die dit jaar samen met de Kustwacht voor de Nederlandse Antillen en Aruba worden georganiseerd, zijn vrijdagavond begonnen met een concert van de marinierskapel. De schepen en tal van andere attracties waren zaterdag 5 oktober en zijn zondag 6 oktober geopend voor publiek.

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Boven : **HMS Grafton** gemeerd op deze archief foto in Portsmouth – Foto : **Piet Sinke** ©

Tot de buitenlandse schepen die afmeerden aan de kades van Otrobanda behoren het Franse fregat **Ventose**, het Britse fregat **Grafton** en het kustwachtschip **Nelson** uit Trinidad.



Vrijdagmorgen arriveerde de Amerikaanse kustwachtcuter **Forward**. ( foto links )

Natuurlijk zijn zowel de Koninklijke Marine als de Kustwacht voor de Nederlandse Antillen en Aruba uitgebreid van de partij. Zo nemen **Hr.Ms. Bloys van Treslong**, **Hr.Ms. Pelikaan** en de kustwachtcutters **Panther** en **Jaguar** deel aan het unieke evenement. Verder vindt er een uitgebreide presentatie plaats van het Korps Mariniers en pakt de Antilliaanse militie eveneens behoorlijk uit.



October 1<sup>st</sup>, 2002 - The Military Sealift Command replenishment oiler **USNS Tippecanoe (T-AO 199)** transfers fuel to the aircraft carrier **USS Carl Vinson** during an underway replenishment. The ships are underway off the coast of California conducting training in preparation for their next scheduled deployment.

## **.....AIRLINERS.....**

### **KLM gaat samenwerken met Braziliaanse TAM**

**AMSTELVEEN - KLM gaat samenwerken met de Braziliaanse vliegmaatschappij TAM. Tussen Sao Paulo en Buenos Aires zullen de twee onder gezamenlijke vluchtnummers gaan vliegen, het zogenoemde codesharing. Deze vluchten zullen aansluiten op de route Sao Paulo-Amsterdam, die de KLM nu reeds vliegt. Dat heeft de Nederlandse maatschappij vrijdag bekendgemaakt.**

TAM zal de vluchten tussen de twee steden zes keer per week uitvoeren. P. Hartman, een van de directieleden van KLM, is blij dat Buenos Aires weer bij het routenetwerk van de maatschappij hoort. Sinds de zomer van vorig jaar vloog de KLM niet meer naar de Argentijnse hoofdstad.

TAM is de op een na grootste luchtvaartmaatschappij van Brazilië. Het bedrijf heeft 74 vliegtuigen en vliegt op meer dan veertig steden in het Zuid-Amerikaanse land. Ook Miami en Parijs behoren tot het routenetwerk van TAM. Vorig jaar vervoerde de onderneming 13 miljoen passagiers.



## .... PHOTO OF THE DAY ....



The ferry **ANTARES** arrives in the Europort after her daily run to the UK

Photo`s : Piet Sinke ©



## Kalender van alle Nederlandse kustvuurtorens

**Alle werkende kustvuurtorens staan er op, "de Nederlandse Kustvuurtoren kalender 2003". Het kostte Peter Bosman tweeduizend kilometer in de auto, acht overtochten met een veerboot en vele filmrolletjes om deze kalender te maken. Het resultaat mag er dan ook zijn, een kalender waarop alle 16 functionerende vuurtorens van Nederland staan.**

Van de Friese eilanden tot de Zeeuwse kust, alle zestien vuurtorens, waaronder uiteraard de Brandaris, staan er op. De kalender is bedoeld voor toeristen en liefhebbers van vuurtorens. En dat die er zijn bewijzen de tientallen websites over vuurtorens op het internet. Nederland kent zelfs een eigen vuurtoren vereniging.

Het aantal bemande vuurtorens is de laatste jaren steeds meer afgenomen, door moderne navigatietechnieken verdwijnt de noodzaak langzaam maar zeker. Sommige vuurtorens zijn inmiddels

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omgebouwd tot hotelkamer of tot watertoren. Om de vuurtorens vast te leggen is Bosman de torens gaan fotograferen. Inmiddels heeft hij een archief opgebouwd met foto's van kustlichten door heel Nederland. "Naast de lichten langs de Noordzee heeft Nederland ook nog veel bakens en lichten langs de IJsselmeerkust. Daarnaast kom je op de gekste plekken nog restanten tegen van oude kustverlichting. Midden in een van de IJsselmeerpolders, bij het plaatsje Kraggenburg ligt een voormalig vuurtorenwachtershuisje. Boven op het huisje staat een vuurtoren terwijl er in de verste omtrek geen water meer is.

De vuurtorenkalender kost €6,00 (exclusief verzendkosten) en is verkrijgbaar in de meeste boekhandels of anders te bestellen via [pcbosman@planet.nl](mailto:pcbosman@planet.nl)

**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)