

## DAILY SHIPPING NEWSLETTER 2002 – 053



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**SOCSS** Smit-Oceaneering Cable Systems  
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Subsea Excavation - Salvage Support - Underwater Intervention  
Seismic Support - Cable Burial - Subsea Construction Support  
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A detailed illustration of a large cable-laying ship, equipped with various cranes and specialized equipment, sailing on the water.

### Operation Enduring Freedom



## OPMERKING :

IEDEREEN **BEDANKT** DIE MET DE NAAM EN OVERIGE DATA ZIJN TERUG GEKOMEN NAAR  
AANLEIDING VAN NIEUWSBRIEF 051 MET BETREKKING TOT DE PROEFVARENDE DAMEN SLEPER.

Het blijkt de **WADI HASSAN** te zijn welke door Damen is gebouwd voor de Republiek Jemen , de bruto tonnage is 250 ton , ze heeft een lengte van 30 meter , breedte van 10.2 mtr en heeft een diepgang van 3.80 meter.



A CH-60 *Knighthawk* helicopter assigned to the "Chargers" of Helicopter Combat Support Squadron SIX prepares to pick up ordnance on the flight deck of [USS John F. Kennedy \(CV 67\)](#) during an ammunition off-load with [USS Harry S. Truman \(CVN 75\)](#). *Kennedy* is engaged in training operations in the western Atlantic, having returned from *Operation Enduring Freedom*

## EVENTS, INCIDENTS & OPERATIONS



Research vessel [Aurora Australis](#) sits anchored in Atlas Cove, at Heard Island with Australia's only active volcano 'Big Ben' in the background in this undated file photo. Australia plans to create the world's largest fully protected marine reserve, announcing October 9, 2002 it had mapped out a giant park free of fishing and exploitation in its

remote, sub-Antarctic waters

## **Smit haalt chemische stof van Jolly Rubino**



**Bergingsmaatschappij Smit is afgelopen zondag begonnen met het bergen van de chemische stof fenol van het vrachtschip Jolly Rubino.**

Dat heeft een woordvoerder woensdag bekendgemaakt. Het schip strandde een maand geleden voor de oostkust van Zuid-Afrika.

Inmiddels hebben bergers ongeveer vierhonderd vaten met het giftige, brandbare fenol uit de containers op het 190 meter lange schip gehaald. Volgens de woordvoerder hebben zij hetzelfde aantal nog te gaan.

Ook is het bedrijf nog bezig met het overpompen van de stookolie uit het vrachtschip. Van de zeshonderd ton olie aan boord is ruim eenderde geborgen. Duidelijk is dat 250 ton olie toch is weggespoeld, want in een van de opslagplaatsen troffen bergers slechts zeewater aan. „De olie is verspreid op zee en is niet aangespoeld”, zegt de zegsman.

Het bergingswerk heeft vertraging opgelopen, omdat Smit geregeld last heeft van onstuimig en wisselvallig weer. Het is ook niet duidelijk hoe lang het werk nog gaat duren. Het kan volgens de woordvoerder een kwestie van een week, tien dagen of nog langer zijn.

Bovendien is onduidelijk wat met de Jolly Rubino, die onder Italiaanse vlag voer, gaat gebeuren. „We kunnen het schip niet zomaar lostrekken, omdat het dan zal breken”, weet hij. Overheden, eigenaren en verzekeraars moeten beslissen wat Smit moet doen.

De maatschappij heeft in elk geval de situatie zo onder controle dat een gevaar voor een milieuramp is geweken. In de buurt van het gestrande schip ligt het St. Lucia Wetlands Park, een natuurgebied dat op de lijst van werelderfgoederen van de VN-organisatie Unesco staat.

## **Fire on British Cruise Ship Causes Record Loss**

Insurers in London are braced for a UKpound 250 million claim after fire tore through the cruise ship Diamond Princess, which was being completed in Japan.

The liner, scheduled to join the P&O Princess fleet in mid-2003, is expected to be a total loss – probably the most expensive in maritime history.

The blow falls as the British company heard that the US Federal Trade Commission had given the go-ahead to two rival merger bids for P&O Princess – one by Royal Caribbean and the other from American cruise line Carnival.

It is understood that P&O Princess's insurers will also cover losses in passenger revenues if the Diamond Princess cannot enter service.

### **Ships Clog River After Bridge Breaks**



Ships and barges queued up St. Petersburg's Neva river Tuesday after one of the city's most famous drawbridges refused to open, closing off access to the Baltic Sea.

The rising bridges which symbolize Russia's "Venice of the North" are one of the most popular attractions during the city's "White Nights," when the northern summer cloaks the city in a permanent twilight. The bridges, kept down during the day, are lifted during the night to allow

boat traffic to pass through.

"At night, during the second lifting, one of the cogs of the lifting mechanism broke and we could not open the bridge," an Emergency Ministry official said.

The Palace Bridge, one of the most famous of the city's 800 bridges, was expected to be fixed by Wednesday. Built in 1916 and ignored by repairmen since the 1970s, the bridge links the Winter Palace of Russia's Czars to Vasilyev Island, home to the city's university and naval museum.

Twenty-one ships were blocked on the Neva by Tuesday evening. But St. Petersburg residents annoyed at being unable to return to Vasilyev Island late at night were sure to celebrate.

A sunken barge caused shipping chaos in the Neva in August, clogging traffic to the Gulf of Finland for a week.

### **ITF targets FOC ships at Busan port**

Russian crews aboard flag of convenience vessels docked at Busan, South Korea, proved the focus of the first day of the International Transport Workers' Federation (ITF) Asian Week of Action.

Inspectors discovered back wages of US\$860,000 were owed to the crew of six vessels among the 13 targeted. Negotiations with the owner of Mys Bilgan and Haiduk led to a settlement worth almost US\$350,000 for the Mys Bilgan crew by mid-November, and US\$244,529 to those aboard the Haiduk. The inspection team also signed up about 70 seafarers to the Seafarers' Union of Russia, and organised the arrest of Russia-flagged Zagorsky to secure a back wages claim of 617,168 roubles.

### **Fairplay offshoot sells last East German tug**

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Rostock based BBB Schlepp- und Hafendienst GmbH, a subsidiary of Fairplay towage, has sold its tug **Rosenort**, for further trading.



The sale of the 1967-built vessel marks the disposal of the last tug owned by the former East German tugowner VEB Bagger-, Bugsier- und Bergungsreederei Rostock, which was taken over by Fairplay Towage Hamburg after BBB's bankruptcy in 1993.

Croatian buyers have taken the tug for an undisclosed sum, after purchasing another of BBB-Rostock's tugs, the Fairplay XII, last year. They have indicated that the Rostock will be employed as a tuna-tug, following in the

footsteps of the Fairplay XII.

BBB has confirmed that it is not planning to directly replace the Rosenort because of the reduced market for "local harbour assistance", it said. The firm's last tug purchase was that of the 28 ttp tug Fairplay XI in December 2000 for a shuttle service between Rostock, Wismar, Stralsund and Wolgast.

## Nico World buys first cablelayer

DUBAI'S Nico World, part of the Topaz Energy & Marine FAOG (Team) Group, has increased its fleet with the purchase of its first cablelayer, the **Team Sea-Spider**, from Holland's van der Stoel.

Nico World gave no price, but the ship is known to be valued at approximately \$27m. Nico World has traditionally owned multipurpose offshore supply and support vessels, the latest addition being a 7,400 bhp multipurpose anchor handling tug/supply vessel, Team Muscat, building at China's Jiangsu Wuxi Shipyard. Delivery is expected during April next year.

The 5,320 dwt, 1999-built **Team Sea-Spider** has been chartered to Dutch Sea Cable until the end of February next year and is working on a fibre-optic cable laying operation for Danish Telecom under its Kattgat 2B programme. When this is completed, the vessel will sail to Hudviksvall in Sweden to load cable for the Stockholm/Ventspils (Latvia) cable for Swedish cable specialist Stokab.



According to Team chief executive Mervyn Raynor: "Although there are currently a total of 210 cablelayers in the world and some 60% are idle, the Team Sea-Spider is one of the few such vessels with an installed turntable and a trencher, and as such we feel it is a good long term investment."

Meanwhile, the **Team Muscat** will be one of the most flexible vessels in the offshore supply and support industry, the vessel having accommodation for up to 71 personnel, a bollard pull of 100 tonnes and Dynamic Positioning System 2 already installed.

The design is also capable of the ship be lengthened at some time in the future to include a moonpool, helideck and additional accommodation to take the figure up to 100

## THUNDER HORSE CONTRACT



BP is understood now close to awarding pipelay requirements for Thunder Horse and Atlantis developments in Gulf of Mexico. Work is thought very likely to be split between Technip-Coflexip with **CSO Deep Blue** and Heerema with **Balder**. Thunder Horse work will take place in 2004 and 2005, while Atlantis is due 2005. BP has already placed \$30 million contract with Subsea 7 for installation of associated umbilicals. Subsea 7 workscope includes 60km umbilicals on Thunder Horse plus flying leads and rigid jumpers, plus 42km of umbilicals on Atlantis with flying leads installation covered by option. **Toisa Perseus** is believed pencilled in for the work though it does not take place until 2004 and 2005.

## Sale of vessels



Subsea 7 is understood in process of negotiating deal to sell survey vessels **Bucentaur** and **STM Markab** to Fugro group, though neither party has any formal comment at this point. Total combined price is understood around \$22 million.

## CSO CONSTRUCTOR



**CSO Constructor** is due to arrive in South Africa and then goes to 35 to 40 days construction work on Soekor Sable development. On completion there, vessel goes to Equatorial Guinea for work on ExxonMobil Zafiro field. Vessel is then expected to remain in West Africa through rest of 2003. Technip-Coflexip also currently has **Deep Pioneer** (ex Smit Pioneer) conducting equipment transportation for Sable field, but it then goes to Agip Nigeria Abo flowline and mooring system installation programme around mid-November. Abo work is due to run into March 2003. Deep Pioneer then has work on ChevronTexaco Kuito field off Angola and possibly on ExxonMobil Jade off Equatorial Guinea. Deep Pioneer could then return North Sea, though it does have riser installations on Shell Nigeria Bonga to conduct later in 2003.

## CSO WELLSERVICER



CSO Wellservicer is due to complete work in Morecambe Bay . Vessel is conducting commingled programme installing umbilical on Centrica Bains and power cable for Burlington Rivers development. Vessel is then due to start ChevronTexaco Caledonia tie-ins October 11 with duration around 10 days. On completion there, vessel heads to yard for major refit and life extension programme which will see it off market for three to four months.

## **CASUALTY REPORTING**

### **Smit onderzoekt berging Joola**



De regering van Senegal heeft het Rotterdamse bergingsbedrijf Smit gevraagd te bekijken of de veerboot **Joola** kan worden geborgen. Het schip is bijna twee weken geleden voor de kust van het West-Afrikaanse land vergaan, waarbij bijna duizend mensen om het leven zijn gekomen. Een bergingsinspecteur van Smit is inmiddels naar Senegal afgereisd.

De **Joola** was zwaar overbeladen op weg van de Zuid-Senegalese havenstad Ziguinchor naar de hoofdstad Dakar. Het tachtig meter lange, in

Duitsland gebouwde schip kon maximaal 550 passagiers vervoeren. Met meer dan duizend passagiers aan boord is de Joola voor de kust van Senegal in een storm terecht gekomen en in de problemen geraakt. Een eerste onderzoek door de Senegalese autoriteiten heeft uitgewezen dat het schip technisch in orde was, maar dat de bemanning geen enkele veiligheidsmaatregel in acht heeft genomen

## **LIMBURG (FRENCH SOUTHERN TERRITORIES)**

Belgium's CMB, owner of the 299,364 dwt crude oil tanker Limburg, said it was hoping to release an initial report yesterday evening on the circumstances of the explosion which blew a hole in the side of the vessel on Sunday. French, Belgian and Yemeni investigators opened their examination of the stricken tanker yesterday with CMB saying it hoped to have the first conclusions in the course of the evening or during the night. Captain Francois Tavernier, marine manager of France Shipmanagers, a subsidiary of CMB's tanker arm, Euronav, said "I don't think they will need a long time to make their conclusions." He indicated, however, that confusion around the cause of the explosion was unlikely to be resolved immediately as the investigators' findings might not be made public. "It will depend on what the French inspectors want to say," he said. The French Foreign Affairs Ministry said yesterday that it could be several days before anything could be said with any uncertainty about the cause of the explosion aboard the vessel. The three French investigators, who are believed to be from the French marine accident investigation bureau, BEA-Mer, arrived in Yemen yesterday with Captain Peter Raes, managing director of France Shipmanagers, and a senior member of the company's technical staff.

## **TAI PING (HONG KONG)**

A press report, dated today, states: A Dutch salvage company has been appointed by the owners of bulk Tai Ping grounded in Bluff Harbour to oversee its refloating, the Maritime Safety Authority (MSA) says. Spokeswoman Helen Mojel said today that the Hong Kong owners of the vessel had appointed **Smit Salvage**, which was flying in salvors from Australia and Singapore. They were expected to arrive this afternoon and tomorrow respectively, Ms Mojel said. Ms Mojel said the vessel, carrying 9535

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tonnes of urea fertiliser and about 350 tonnes of heavy fuel oil and diesel for its own needs, had two tears in its hull. Rocks still protrude through the 10m gash on the port side. The other gash is 1m-long and on the Tai Ping's forepeak, the bulbous extension from the bow. The MSA, which is overseeing the rescue operation, has appointed an independent salvor from Singapore to advise it on refloating the vessel and associated pollution concerns. Ms Mojel understood that representatives of Australian firm United Salvage, who had been travelling to Bluff on speculation, would still arrive today. Meanwhile, the harbour has today been opened to other shipping traffic, but with a blanket warning to steer clear of the Tai Ping. Efforts to lighten the vessel's fertiliser cargo also began today, Ms Mojel said. Fertiliser was being unloaded on to a barge which carried about 100 tonnes. "This will lighten the vessel and make it easier to refloat it when the salvors are ready to do so," MSA director Russell Kilvington said in a statement today. The MSA would monitor the cargo removal to "ensure that nothing is done to compromise the marine environment. "The stability of the Tai Ping must be maintained to minimise the risk of an oil spill," Mr Kilvington said. The MSA said it had been in conflict with the Tai Ping's Norwegian insurers. Mr Kilvington said he convinced the insurers that a cautious approach to refloating the vessel was best. The Tai Ping's owners believed it was being pushed further on to the rocks, and wanted a refloat attempt at high tide this afternoon. The MSA said it was prepared to wait, and a refloat today was unlikely, Mr Kilvington said. The independent salvor hired by the MSA is based in Singapore, working for London Offshore Consultants. The MSA's oil spill response team had already arrived in Bluff, and an air force Hercules would deliver a substantial amount of equipment, Mr Kilvington said. That was likely to be booms and skimmers and was coming from the MSA's National Oil Spill Service Centre in Auckland. Mr Kilvington said earlier today it was a "miracle" that the Tai Ping's fuel tanks, which contain a heavy and gunky fuel oil, were not ruptured in the grounding. It would be serious because fast moving currents at the harbour mouth would spread any pollutant quickly. "There are a large number of sensitive sites in and around the Bluff Harbour and a significant spill of oil would be extremely serious. "We are concentrating on getting contingency plans in place and people and equipment on the ground, ready to respond immediately if there is oil in the water," Mr Kilvington said.

## DIAMOND PRINCESS FIRE

Photo impression of the fire and damage to the vessel





Photo's : Port of Nagasaki



## **ROUTE, PORTS & SERVICES**

### **Court orders West Coast ports to open**



A federal judge approved President George W. Bush's request on Tuesday to reopen West Coast ports, ending a caustic 10-day labour lockout that has cost the fragile US economy up to US\$2 billion a day.

Three hours after Justice Department officials filed documents in a San Francisco federal court, Judge William Alsup agreed to impose an 80-day cooling-off period in the dispute under the

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Taft-Hartley Act.

'This dispute between management and labour cannot be allowed to further harm the economy and force thousands of working Americans from their jobs,' Mr Bush said in a hastily arranged announcement outside the Oval Office earlier on Tuesday. His politically charged decision made him the first president in 25 years to intervene in a labour dispute under the Taft-Hartley Act. His speech coincided with an announcement by the dockworkers' union agreeing to an 11th-hour truce proposed by Labour Department officials to return to work for 30 days under terms of the expired contract.

But shipping companies and terminal operators had not agreed to reopen the docks, after locking out workers 10 days ago. Their refusal forced the Bush administration to seek the court's help.

'They wanted to Taft-Hartley the union all along,' charged union spokesman Steve Stallone. 'All along, they wanted the government to come in and solve the problem for them.'

The Bush administration denied that it took sides. Association officials applauded the move.

The petition asked for an 80-day 'cooling-off period' and that work at the ports 'resume at a normal pace'. The president encouraged the two sides to settle their differences before the cooling-off period ends.

'I expect both sides to put the concerns of our national health and safety first and work in good faith to resolve their differences as quickly as possible,' he said.

The Justice Department had said an injunction should be granted because 'the president of the United States has determined that the labour standoff between the defendants 'has resulted in a lockout that affects a substantial part of the maritime industry'.' It added: 'The continuation of the ongoing lockout at the West Coast ports threatens to imperil both the national health and safety.'

Polls show a growing number of voters want the president to spend more time talking about the economy than Iraq. But his intervention was expected to energise organised labour, traditionally a Democratic ally, just four weeks before midterm elections. Democratic candidates depend on a heavy turnout from union workers, and some presidential advisers fear his intervention will drive angry labour voters to the polls.



The **Hanjin Amsterdam** and other cargo ships rest at anchor in the San Francisco Bay as the West Coast port lockout enters its second week. The Pacific Maritime Association, which represents shipping companies and terminal operators, has locked out 10,500 members of the longshoremen's union, claiming the dockworkers

engaged in a slowdown late last month

## Cobelfret snaps up Dag Engstrom ro-ro



COBELFRET Ferries has agreed the purchase of a nearly-new ro-ro freight vessel with Swedish shipowner Dag Engstrom, to be introduced into its Rotterdam/Immingham service .

The 180 m long, 13,320 dwt **Romira** - to be renamed **Catherine** - has capacity for 2,000 cars and 850 teu.

Offering 20 knots of service speed, the ship is faster and larger than the 1978-built, 170 m long **Lyra**, a chartered in vessel expected to be returned to owners.

**Romira** was delivered to Dag Engstrom by Hudong Zonghua as recently as May. However, delivery was late and by the time of the ship's arrival the owner reportedly had no work for it. It is understood that the DNV-classed, Luxembourg-flagged ship is being bought for just over £30m.

## VOPAK'S JETTY SOUTH OF S'PORE HIT BY VESSEL .

(SINGAPORE) Royal Vopak NV, the world's largest tank-storage company, said its biggest jetty on an island south of Singapore was damaged after a vessel rammed into the structure. A vessel on Friday hit the jetty, which allows oil tankers of up to 150,000 deadweight tons to dock on the island known as Pulau Sebarok, said Tay Thian Chye, commercial manager of petroleum at Vopak's Singapore unit. Pulau Sebarok forms part of the city-state's territory. 'The jetty will be closed for the next few days for assessment by engineers,' Mr Tay said. 'We don't know when it will re-open but our operations haven't been disrupted as we are loading through other jetties.' The jetty was one of six that Vopak operates on Pulau Sebarok. The company, which rents out storage tanks to oil trading companies, petrochemical companies and other customers, operates another six jetties on Singapore and Sakra, on Jurong Island, which also forms part of the city-state. Vopak's storage capacities on these sites in and around Singapore total 1.39 million cubic metres, Mr Tay said.

## NAVY NEWS

### Grote drugsvangst in Caribisch gebied



Een Nederlandse P-3C Orion patrouillevliegtuig heeft in samenwerking met het Britse fregat **HMS Grafton** een drugsvangst gedaan van ongeveer 500 kilogram cocaïne. Ten zuiden van de Sababank werd het

10/10/2002

Venezolaanse vissersvaartuig, **Genesis I**, onderschept dat vermoedelijk onderweg was naar St. Maarten. Zes verdachten werden aangehouden. De operatie werd in de nacht van maandag op dinsdag afgerond en maar was eind vorige week al begonnen. Bij de actie was ook het Nederlandse fregat **Hr.Ms. Bloys van Treslong** betrokken. Dit schip verleende algemene assistentie.

Vorige week vrijdag ontdekte de P-3C Orion het houten vissersscheepje tijdens een routinepatrouille voor de Kustwacht voor de Nederlandse Antillen en Aruba in de omgeving van Bonaire. Omdat het schip verdacht werd van drugssmokkel werd de **HMS Grafton** ingezet. Dit Britse fregat verbleef in Curaçao in verband met de vlootdagen van de marine. Zaterdag werden verschillende internationale luchteenheden ingezet om het schip te lokaliseren maar dat bleek tevergeefs. De Kustwacht voor de Nederlandse Antillen en Aruba besloot daarop de Nederlandse P-3C Orion in te zetten om het vissersvaartuig te vinden in het Noordoostelijk Caraïbisch gebied. De Orion ontdekte de Genesis I maandagmiddag en dirigeerde het Britse fregat naar het schip. **HMS Grafton** voerde vervolgens een zogenoemde "boarding" uit. In een verborgen compartiment werd de cocaine in ongeveer twintig balen van 20 tot 25 kilogram aangetroffen. De bemanning van het vissersschip probeerde in de nacht van 7 op 8 oktober het schip tot zinken te brengen maar door ingrijpen van de **HMS Grafton** mislukte dit.

## WITHDRAWAL FROM SERVICE OF HMS SHEFFIELD



After 14 years of distinguished service **HMS Sheffield** will be withdrawn on **4 November 2002**. This is earlier than originally planned and possible because of improvements to the efficiency of the maintenance processes and changes in operational patterns. These changes have increased the numbers of Type 23 Frigates available to the Fleet and now enable the Royal Navy to operate with 31 vessels rather than the 32 endorsed in the Strategic Defence Review.

Announcing the decision to withdraw HMS Sheffield from service, Armed Forces Minister, Adam Ingram, said,

"HMS Sheffield has provided 14 years of distinguished service, most recently as Flagship to a NATO Commander in the Mediterranean monitoring merchant shipping as part of the war against terrorism. In 1998, she also provided outstanding humanitarian assistance to Nicaragua and Honduras after Hurricane Mitch, for which she was proudly awarded the Wilkinson Sword for Peace along with HMS Ocean.

"However, she is about to enter a period of extended readiness. Additionally, changes to Fleet operating patterns and improved maintenance processes mean that the Royal Navy will continue to deliver the same numbers of readily deployable and capable ships. Therefore now is the right time to withdraw her from service."

First Sea Lord, Admiral Sir Alan West, added that, "HMS Sheffield has been a fine ship and has provided excellent service over the years. But it is assessed that we can maintain our commitments without HMS Sheffield and it is important that the resources saved from withdrawing her from service are reinvested in providing and sustaining more important areas of capability."



The nuclear-powered aircraft carrier **USS George Washington (CVN 73)** transits the Atlantic Ocean as she returns from a regularly scheduled deployment conducting missions in support of Operation Enduring Freedom and Operation Southern Watch. The Washington is homeported in Norfolk, Va.

## **MOVEMENTS AIRCRAFT / AIRPORT NEWS**



Four propellers removed from the U.S. EP-3 spy plane sit on the tarmac on China's Hainan Island last June.

## FAA gives airlines 6 years to fix Boeing 737 rudders

Move will hit 2,000 planes in the US, 2,500 worldwide and cost US\$364m



Owners of Boeing 737 planes, the world's most commonly used aircraft, have six years to install new rudder systems at a cost of US\$364 million, US aviation regulators said.

The Federal Aviation Administration order, which follows two crashes in the 1990s blamed on jammed rudders, applies to 2,000 US planes. The action will affect an additional 2,500 planes worldwide assuming non-US regulators follow the usual practice and order fixes required by the FAA.

737s coming off the assembly line in January will have the new rudder systems designed to prevent jams, said Boeing spokeswoman Carrie Thearle.

Airlines will get the materials they need to make the replacements on newer versions of 737s starting in the second quarter of next year and older models in the third quarter, she said.

The agency gave carriers six years to comply, rather than the five it suggested a year ago, after carriers said they needed more time and worried they would not get parts quickly enough, the FAA said in the ruling.

The replacements can be done during normal heavy maintenance 'and shouldn't require any additional time to be out of service,' Ms Thearle said.

The National Transportation Safety Board (NTSB) said last year that a jammed rudder probably led to the March 1991 crash of a United Airlines flight near Colorado Springs, Colorado, that killed all 25 people aboard. The NTSB in March 1999 blamed a 737 rudder jam for a 1994 USAir Group Inc plane crash in Aliquippa, Pennsylvania, that killed 132 people. The company was later renamed US Airways Group Inc.

Boeing's fix adds a second independent and redundant valve to operate a mechanism in the back of the 737 that controls the rudder. The rudder is a flap on the plane's vertical tail fin that moves the nose of the aircraft left and right. The changes 'make a safe system even safer,' said Carolyn Corvi, a Boeing vice-president, on the company's website.

Boeing will give airlines the rudder system wiring and hardware free while carriers will pay the labour costs of making the fixes. The FAA estimated in the regulation that parts will cost US\$280 million and

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labour US\$84 million. A new 737 costs between US\$41 million and US\$68.5 million this year, Boeing said on its website.

The FAA said in 2000 it would require Monday's action and last November proposed the rule, which takes effect on Nov 12.

American Airlines, the world's largest carrier, 'would have no problem meeting the deadline if the suppliers meet their deadline,' said John Hotard, a company spokesman. The carrier has 77 of the aircraft.

Southwest Airlines Co, the world's largest owner of 737s, will complete the work on 370 of the planes it operates in the six-year period and hopes to get started early next year, said Whitney Eichinger, a company spokeswoman.

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



The NYK line **MACKINAC BRIDGE** arrives at Rotterdam - photo : Piet Sinke ©

### .....STORY OF THE DAY.....

## CANADIAN MAN TRIES TO BUNGEE ON TO SHIP - MISSES.

VANCOUVER, British Columbia (Reuters) - A man was charged with criminal mischief after he attempted, unsuccessfully, to bungee jump from a Vancouver bridge to the deck of a passing cruise ship.

William Dean Sullivan **miscalculated the ship's speed** and suffered minor head injuries on Sunday when he bounced off its tennis court, volleyball net and a deck railing, before being left dangling in mid-air as the ship sailed away, Vancouver Police said.

Police said Sullivan has planned to bungee jump from the Lions Gate Bridge, which spans the entrance to Vancouver harbor, stopping just above the passing ship so he could then lower himself a short distance to the deck. "There were shrieks of horror from down below. I guess

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the people saw him coming, you know, on the ship. I guess he missed," witness Kate Hill told the Vancouver Sun newspaper.

After failing to land on the ship, Sullivan, of Nanaimo, British Columbia, rappelled himself down to the water where he was rescued by a passing water taxi, which turned him over for arrest, according to police.

Sullivan's motive remained unknown, although his friends told local media he was an aspiring stunt man. Sullivan was released on bail on the condition he promise not to attempt any more jumps pending a trial. A police spokesman said they were taking the incident seriously because of the danger it posed. **"The individual himself could have been killed,"** Det. Scott Driemel said.

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)