

DAILY SHIPPING NEWSLETTER 2002 – 075



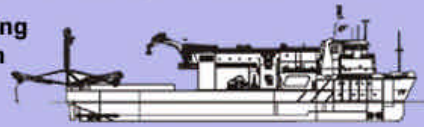
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**Operation
Enduring Freedom**



EVENTS, INCIDENTS & OPERATIONS

SAR-helikopter redt drenkelingen uit zee

Een SAR-reddingshelikopter van de Koninklijke luchtmacht heeft dinsdag twee drenkelingen uit zee gered. De mannen, die op een loodsboot voeren, waren om onduidelijke reden te water geraakt. De reddingshelikopter van de vliegbasis Leeuwarden was binnen tien minuten ter plaatse. De mannen zijn naar het Medisch Centrum Leeuwarden vervoerd. Zij bleken onderkoeld en licht gewond.

Tijdens het beloodsen van een koelschip op zee ten noorden van Vlieland raakten beide mannen om nog onduidelijke reden te water. Bemanningsleden van het schip alarmeerden het kustwachtcentrum in de Brandaris, die op haar beurt de hulp van de SAR-helikopter van de Koninklijke luchtmacht inriep. De mannen hielden zich in een reddingsvlot drijvend en vuurden een rooksignaal af.

De SAR-helikopter van de Koninklijke luchtmacht is van het type AB-412. Drie van deze helikopters zijn gestationeerd op de vliegbasis Leeuwarden. Vanaf deze basis worden de helikopters ingezet voor het opsporen en redden van jachtvliegers, die hun toestel boven zee moeten verlaten. Naast deze taak zet de luchtmacht de SAR-helikopter in voor het vervoer van patiënten vanaf de Waddeneilanden naar ziekenhuizen op het vasteland en voor het redden van drenkelingen.

Jolly Rubino to Cost Millions in Insurance

THE **Jolly Rubino**, the Italian container ship which caught fire and then ran aground on the KwaZulu-Natal coastline in September, will cost the SA insurance industry millions of rands.

The damage includes the loss of cargo, the damage to the environment and the interruption it caused to the shipping line itself.

Santam, SA's second-largest shortterm insurer, has already received claims of R15m for the cargo which was lost in the incident.

The claims were lodged with Santam's marine insurance subsidiary, Associated Marine Underwriting Agency.

The largest part of this was a claim in excess of R9m lodged for the loss of 45 containers containing chemicals.

When the ship ran aground, many of the chemical aboard exploded resulting in a fire that raged for weeks.

Oil, electronic equipment and containers washed down the coast.

Other claims include R3,2m for food preservatives and steel wool worth R2m.

The **Jolly Rubino** had about 1000 tons of bunker oil and toxic, highly inflammable chemicals on board, which posed a serious threat to the nearby St Lucia estuary, the first World Heritage Site in SA.

A disaster team flattened natural dunes and used sandbags at the mouth of the Umfolozi river to prevent the disaster from spiralling out of control.

Salvage operations to remove the remaining damaged cargo started at the beginning of October, aided by the Rubino's owners, Messina Lines.

Deputy Environmental Affairs and Tourism Minister Rejoice Mabudaf has praised Messina Lines for proactively taking on the burden of cleaning up. She said that Messina were underwriting the cost of the salvage operations as well as the clean up and had taken a proactive role in this regard.

Associated Marine Underwriting Agency was bought by Santam last year and now underwrites much of the local marine insurance.

While SA's marine insurance industry is not new, the laws are being revamped only now.

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The Association of Marine Underwriters of SA is working with the Maritime Law Association on drafting a Marine Insurance Act.

CASUALTY REPORTING



The stricken Bahamas-flagged **Prestige** oil tanker, loaded with millions of barrels of oil, is towed away from the northwestern coast of Spain near Muxia by two tugboats to avoid a environmental catastrophe Thursday, Nov. 14, 2002. A Development Ministry statement said a slick of some 35 kilometers (20 miles) was left in the ship's wake



Fuel-laden tanker sinking off Spain

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Spanish authorities say they have rescued most of the crew of a tanker carrying 77,000 tonnes of fuel oil which is in danger of sinking off Spain's northwestern coast in gale-force winds.

The Bahamas-flagged "Prestige" radioed Spanish rescue services to report it was in trouble 30 miles (50 kms) off the craggy coastline of Galicia, one of Spain's most remote and scenic areas.

Environmentalists said on Wednesday that if the 26-year-old tanker breaks up it could cause an ecological disaster in a largely unspoilt area of coastline.

A rescue helicopter has spotted traces of oil around the tanker, the Spanish government said in a statement.

"The ship is now listing and taking in water in rough weather," a spokesman for Swiss-based oil trading house Crown Resources, which owns the tanker's cargo, told Reuters in London.

Spanish television showed pictures of the tanker leaning heavily to one side in fierce seas with waves lashing over its deck.

Crown and Lloyds Casualty Reporting said all 27 crew members were rescued, but the Spanish government said so far only 24 crew members had been taken off by helicopter while three, including the captain, remained on board the distressed vessel.

Spanish rescue services dispatched helicopters and boats to rescue the crew but they had to contend with strong force 8 gales.

AREA OF ENVIRONMENTAL INTEREST



Crown said the ship was carrying a type of high-sulphur fuel oil. Specialist oil traders say this kind of oil will float on water and spread quickly.

Fuel oil, used in power stations and to drive ships, is much more difficult to break down than crude oil.

"If the fuel reaches the sea, it would be a disaster," Alberto Gil, a Galicia-based official with Ecologists in

Action, told Reuters.

The region is an area of great environmental interest and includes protected coastline, rare species and a group of Atlantic islands that have been named a national park, he said.

The "Prestige" had sailed from the Baltic port of Ventspils, in Latvia, according to Lloyd's Marine Intelligence Unit. Crown said it was bound for Gibraltar.

The ship ran into trouble off Cape Finisterre, the most westerly point of mainland Spain. The cape earned its name because it was thought in ancient times to be the "end of the world".

The European Union launched a push to improve maritime safety after an oil slick off northern France in December 1999 when the Maltese-flagged tanker Erika ran aground, spilling its cargo of 8,000 tonnes of heavy fuel oil close to the shore.

SHIPYARD NEWS

Samsung heavy named a Hi-tech LNG Carrier

on November 7, Samsung Heavy Industries held a christening ceremony for a high-tech LNG carrier ordered from a Britain-based leading global oil company, BP.

Attending the ceremony held at Geoje Shipyard were Kim Jing-wan, President of SHI, Linda Adamany, President of BP Shipping, Australian Ambassador to Korea and many other invited guests.

At the ceremony, Anne Quinn, Vice Chairman of BP Group, christened the first of three LNG vessels built for BP **'British Trader.'**

Meanwhile, the vessel capable of loading and transporting up to 138,000? of liquid natural gas adopts a cutting-edge technology known as mambrane Mark III.

It also weighs less compared to other membrane-type vessels, boosting efficiency of operations.

Hyundai Mipo wins orders for 14 vessels

Hyundai Mipo Dockyard said recently, it received a \$160 million order for six petrochemicals carriers from Tsakos Shipping & Trading S.A. of Greece. The vessels are all 37,000 deadweight tons.

The company also signed a letter of intent last month with Athenian Sea Carriers of Greece on construction of eight petrochemicals carriers worth \$210 million and is waiting for conclusion of a formal contract.

Hyundai Mipo has won orders for 33 vessels worth \$850 million so far this year. "We will be able to attain the yearly target of securing 35 vessels worth \$980 million without much difficulty," a company official said.

The dockyard now has 70 vessels on its order books.

ROUTE, PORTS & SERVICES

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Sleephopperzuiger “Uilenspiegel” bevestigt DEME’s Europese strategie



Foto : www.dredgers.nl

“De “**Uilenspiegel**” vormt een nieuwe fase van een vernieuwingsprogramma dat werd ingezet na de verbanning van de V-vormige casco’s door de overheid”, zo zei directeur-generaal Marc Stordiau van DEME ter gelegenheid van de doopplechtigheid van de nieuwe sleephopperzuiger. Het schip, waarover prinses Mathilde het meterschap aanvaardde, werd gebouwd op de scheepswerf De Merwede uit de IHC Caland-groep en vergde een investering van 60 miljoen EUR. Het werd speciaal ontworpen voor gebruik in ondiepe wateren, waarmee het volledig past in de strategie van DEME om zich meer op Europa te concentreren.

MSC expands US-Europe service to Med

Mediterranean Shipping Co. has added direct Mediterranean port calls to its North Atlantic service.

The company said its North Atlantic service that connects major ports on the U.S. East Coast with major ports in Northwest Europe will be extended to the Mediterranean with calls in the ports of Valencia, La Spezia and Naples.

The company will operate a string of six vessels with the following port rotation: Valencia, La Spezia, Naples, Le Havre, Felixstowe, Antwerp, Boston, New York-New Jersey, Baltimore, Norfolk, New York-New Jersey, Antwerp and back to Valencia.

The new rotation will take effect on Nov. 26, with the sailing of the **MSC Pegasus** from Valencia.

NAVY NEWS



HMCS Montreal moored in Halifax during August 2002

Photo : Jim Gallacher ©

US submarine collides with merchant ship in Mediterranean



US nuclear-powered Los Angeles class attack submarine **Oklahoma City** collided with a merchant ship in the western Mediterranean early on Wednesday when it surfaced to periscope depth, the US Navy said.

Left : a **LOS ANGELES** nuclear powered submarine making good speed on the surface. — **Photo : Coll Piet Sinke**

No one was injured in the accident, but **Oklahoma City** was damaged a little bit, Navy spokesman Ensign David Luckett said.

The damage appeared to be limited to periscope and sail area of the submarine, but a damage assessment is still in progress," Luckett said.

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The accident occurred around midday as **Oklahoma City** was rising to periscope depth east of the Strait of Gibraltar, said a news release from the US Sixth Fleet, which is based in Gaeta, Italy.

After the accident, the submarine tried to make radio contact with the other vessel involved in the accident. "However, the other vessel did not respond, did not appear to need assistance and departed the area," the news release said.



Left : **LOS ANGELES** class submarine surfacing

Photo : Coll Piet Sinke

The Sixth Fleet also said the submarine will return to port for further examination and repairs.

Oklahoma City is 108.6m long, with more than 100 crew onboard, and is a sistership of the **Greeneville** which was involved in the collision with the **Ehime Maru** off Hawaii.

MOVEMENTS TASSINA 1



The newbuilding for Algeria named **TASSINA 1** pictured during trials at the Waterweg Thursday November 14th. **Photo : Jas Louwen ©**



The tug **SHIRAX** pulls the **MSC GIOVANNA** from her berth in Cape Town.

Photo : **Capt Hans Bosch** ©



The **CSO DEEP PIONEER** moored at the port of Cape Town during the mobilization for the installation of the FPSO **GLAS DOWR** at the Sable Oilfield. – **Photo : Capt Hans Bosch** ©

RIJNMOND WEATHER

Vooruitzichten van vrijdag t/m maandag:

Rustig herfstweer!

Veel bewolking, soms wat zon en slechts een kleine kans op een bui. Zondagochtend bestaat er kans op mist.

	VR-15	ZA-16	ZO-17	MA-18
Maximumtemperatuur:	11	10	9	9
Minimumtemperatuur:	7	6	5	5
Zonnekans in %:	20	30	30	20
Neerslagkans in %:	40	20	20	40
Windrichting kracht:	ZO-2-4	ZZW-2-3	ZO-1-3	ZO-2-4

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