

## DAILY SHIPPING NEWSLETTER 2002 – 085



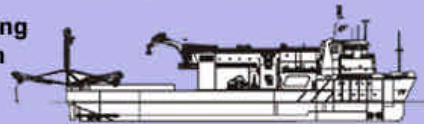
Number 085\*\*\*DAILY SHIPPING NEWSLETTER\*\*\* Monday 25-11-2002

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## EVENTS, INCIDENTS & OPERATIONS



Passengers leave the Disney Cruise Line ship **Disney Magic** at Port Canaveral, Fla., Saturday morning Nov. 23, 2002 after it departed Nov. 17, 2002 from Port Canaveral with 3,200 people on board and returned Saturday after some passengers and crew experienced flu-like symptoms

## Chopper Crashes On Shipwreck

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File photo of some people of the salvage team boarding the **Jolly Rubino** by PUMA helicopter

**Photo : Jaap van de Meeberg ©**

A SALVAGE team narrowly escaped death when their helicopter crashed onto the deck of the stranded freighter, the **Jolly Rubino**, and burst into flames Saturday morning.

Pilot Eddie Brown, co-pilot Martin van de Riet and hoist operator Les Beegte sustained broken bones and minor spinal fractures. Flight engineer Dave Petersen suffered 40% burns.

The accident happened early yesterday morning shortly after a salvage team of 15 left Richards Bay for oil recovery operations on board the 31 000-ton freighter which ran aground off St Lucia in September.

Clare Gomes, a spokesman for Smit Salvage in Cape Town, said medical personnel who were part of the salvage team stabilised the injured on board the **Jolly Rubino**. They were then taken by ski boat to the shore.

The other crew members suffered only minor injuries.





Top : Salvage crew working onboard the **Jolly Rubino**, preparing a lift for the helicopter.

**Photo : Jaap van de Meeberg ©**

Captain Nicholas Sloane, operations manager of Smit Salvage, said the helicopter had already landed four men on board when it crashed. It was "incredible" that everyone walked away from the wrecked Puma, Sloane said. Eric Elthick of the National Airways Corporation, said: "They lost the rotor, spun around a few times, hit the deck and slid down

## Moscow to end icebreaker subsidy



RUSSIA'S transport ministry has told national shipping companies that charges for icebreakers must rise from January 1. Icebreaker operations and maintenance of the icebreaker fleet will no longer be

subsidised from the federal budget, it says. Far Eastern Shipping Company (Fesco) in Russia's eastern waters, and Murmansk Shipping Company in the west, manage and operate most of the icebreaking fleet, which remains state owned. Government sources declined to reveal the annual payments made to these companies, but company sources suggest the new move may hit Fesco harder than Murmansk. The former chief executive of Murmansk, Vyacheslav Ruksha, is currently head of the maritime administration at the transport ministry. Fesco, which operates four icebreakers, told Fairplay it has received documents from the transport ministry ordering an increase in prices for icebreaker services, but the company indicates it will be unable to pass on the higher costs incurred. Murmansk Shipping, which manages eight nuclear-powered and two diesel-electric vessels, declined to say officially what impact the move will have on its balance-sheet, but a company source said he expects a "powerful effect".

## Spain seeks changes to shipping lanes



### A second big slick is feared

Spain and Portugal are to seek to move shipping lanes further away from their Atlantic coast, Spanish Foreign Minister Ana Palacio has said.

Speaking a week after a huge oil spill from the tanker Prestige started coming ashore, Ms Palacio said they would demand European support.

"The Galician coast is like the M-30 [motorway around Madrid], it's one ship after another", she told a conference in Barcelona on the European Union and the Mediterranean.

"Obviously a lot of these ships are real environmental bombs and so we must fight this".

The current maritime corridor extends two nautical miles (3.7 kilometres) off the coast. Moving it further away could help reduce the threat to vulnerable coastal regions from tanker spillages.

Activists from the environmental group Greenpeace protested at local government offices in Galicia on Saturday over what they see as their lack of action in the face of catastrophe.

They left buckets of the toxic black sludge - which is washing up on Galicia's beaches - outside regional government offices with a sign reading "Oil kills".

### Submarine sent

Better weather on Saturday helped teams in north-western Spain working to clean more than a hundred beaches sullied by oil spilled from the Prestige which went down on Tuesday.

Hundreds of soldiers, students and volunteers are trying to clear away the oil, which is harming wildlife and placing the future of the region's fishing industry at risk.

The Spanish Government has commissioned a French submarine to dive to the ocean floor to check whether oil is still leaking from the wreck of the Prestige.



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Deputy Prime Minister Mariano Rajoy said the submarine would be able to see if the tanker's cargo had solidified in the chilly depths of the Atlantic as some experts hope.

The Liberian tanker was carrying 77,000 metric tons of oil when it got into difficulties in stormy weather.

Spanish Deputy Prime Minister Mariano Rajoy was due to meet local officials and leaders in La Coruna on Saturday to discuss the clean-up.

Estimates of the amount of oil that has already leaked from the tanker vary from 10,000 to 20,000 tons.

Not all experts agree that the oil left in the tanker has solidified. Some fear that the Prestige's tanks may have ruptured when it hit the sea bed and that oil is still pouring out.

A fishing ban along long stretches of the coast was extended on Friday. Mr Rajoy said there were now four slicks, with the largest still 190 kilometres (120 miles) off the coast of Cape Finisterre.

"I don't think we can call this a black tide. These are isolated and localised slicks", he told reporters on Saturday. Thousands of fishermen have been affected by the ban imposed in the affected area.

Many expect they will be land-bound for up to six months, until the government determines that fish are no longer at risk of contamination, the French news agency AFP reported.

## PRESTIGE (BAHAMAS)

A press statement, dated today, states: Universe Maritime of Greece, managers of crude oil tanker Prestige, deeply regret the distress caused by the spill on the Spanish coast. Work continues on arrangements to allow those who feel they may suffer loss to register claims for compensation in a timely, efficient way. The company notes that Spain is a party to the Civil Liability Convention, concerned with the share of compensation paid by the vessel owner, and the Fund Convention, concerned with the share of compensation paid by the International Oil Pollution Compensation Fund. Mare Shipping, the owners of Prestige, are fully covered for the shipowner's share of liability. Mare Shipping are entered with the London Club, a leading third party liability insurer. Universe Maritime and the London Club are receiving expert assistance from the International Tanker Owners' Pollution Federation (ITOPF). ITOPF has made a first assessment of the likely behaviour of the oil inside the wreck of Prestige (estimated to be around 70-90 per cent of the cargo of 77,000 tonnes of fuel oil). Oil Spill Response Ltd. contracted by the Spanish government, are also providing assistance. It is thought that the extreme depth (3,600 m) and the low temperature at the seabed will semi-solidify the oil, much reducing the likelihood of significant leakage. The ITOPF team on-scene will continue to offer advice and guidance to the authorities engaged in clean-up operations. Universe Maritime is extending full cooperation to the Flag State, through the Bahamas Maritime Authority, in order to progress the technical investigations now under way to determine the cause of damage to Prestige, prior to the loss. This investigation will take some time to complete. Prestige was classed with ABS, one of the world's leading classification societies. It underwent an extensive Special Class Survey in May 2001, including drydocking, at Guangzhou, China. There was also an Annual Survey in May of this year. The purpose of the Special Survey, required for all vessels every five years, was to conduct an exhaustive examination of the vessel's structure and machinery and identify areas requiring repair or renewal. Ultrasonic steel thickness measurements were taken and the average wastage of the vessel's side shell plating was found to be well within allowable limits. Some steel renewal was undertaken during the drydocking, as is normal practice. Two experienced ABS surveyors attended the vessel throughout. On completion of the repairs the vessel was deemed to fully meet the classification requirements of ABS. In 1999, Prestige had five Port State Control inspections, of which four were in the United States. Only



four minor deficiencies were found and quickly remedied (none concerned with the vessel's structure). The vessel has a record of zero detentions.

## **CASUALTY REPORTING**

### **Gas tanker ablaze off Hong Kong**



A tanker carrying 20,000 metric tons of liquefied petroleum gas is on fire in Chinese waters east of Hong Kong. Fire boats sent from Hong Kong and mainland China are tackling the blaze, which is raging in the vessel's superstructure and accommodation areas.

Flames can be seen in the wheelhouse and television pictures showed grey plumes of smoke billowing from the vessel. There is a risk of a huge explosion if the fire spreads to the tanks containing the highly inflammable liquid petroleum gas. Winds are currently preventing the flames spreading because the crew

managed to anchor the Panamanian-registered 1977 build 75715 cbm **Gaz Poem**, a Hong Kong marine rescue official said.

All 34 crew members reached safety aboard a life raft after abandoning the ship when the blaze started in engine room early on Sunday morning. The ship, headed for the Chinese port of Yan Tien, was 24 miles (40 kms) east of Hong Kong, near Wang Lan island, when the alarm was raised.

Other maritime traffic is being kept away from the area because of the danger of the gas igniting. The incident comes less than a week after a Liberian-registered tanker sank off the north-western coast of Spain, spilling thousands of tons of heavy fuel oil.

## **SHIPYARD NEWS**

## Newbuilding ferry sent back to yard

FRENCH ferry operator SNCM sent its ro-pax newbuilding **Danielle Casanova** back to Italy because the company claimed to have found 1,700 minor defects and deficiencies on board. The ship was delivered to SNCM on July 4 by Fincantieri's Ancona yard, but observers said there had been pressure



to deliver the vessel early in order to be available for the peak summer season. The defects are to be rectified during a one-month stay at a yard in Genoa. Among the defects found are a lack of polyurethane paint on decks 10 and 11 and no locks on many lower beds in cabins; lift doors are reported not to work properly and there have been many problems with the air conditioning system. SNCM stressed that none of the deficiencies related to the ferry's seaworthiness. One officer said the ship handles

very well at sea. **Danielle Casanova** is scheduled to return to Marseilles on December 16.

## Two die as repair crane falls

STRONG winds gusting up to 120 km per hour are thought to have caused the collapse of a crane at Spanish ship repair yard Izar Carenas San Fernando in Cadiz. Two marines on the aircraft carrier **Principe de Asturias** were killed in the incident and a third was seriously injured. A spokesman for Izar said Spain's defence ministry had launched an investigation into the incident. The carrier was in the yard for maintenance work.

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## MSC rejects Deurganckdok move

MEDITERRANEAN Shipping Co has unexpectedly announced it will not be moving from Antwerp's Delwaide dock to the new Deurganckdok, now under construction on the Schelde river. Instead the Italian carrier will invest in between six and eight additional gantry cranes and extend the storage areas it already uses. The decision has surprised many in the Antwerp shipping community, although MSC has often complained about delays in the Deurganckdok development. The liner company is Antwerp's largest user, handling 1.8M TEU last year of the ports total of 4.2M TEU. MSC and its partner, PSA Corp subsidiary Hesse Noord Natie, were expected to invest euro273M (\$273M) in the Deurganckdok terminal. The decision not to move means Antwerp will have space to develop new business. One terminal there will remain dedicated to CP Ships, another will be operated by P&O Ports/P&O Nedlloyd/Duisport and a further facility will be run by Hesse Noord Natie.

## Negros rallies with \$1M profit



PHILIPPINES operator Negros Navigation (Nenaco) has posted net profit of PhP67M (\$1.26M) for the first nine months of the year, overturning the Peso538M loss in the same period last year. Seumas Gallacher, chief adviser to the president of Nenaco, attributed the result to improved operating efficiencies. Turnover from January to September grew two per cent to PhP1.83Bn. An 11 per cent increase in cargo handled saw freight earnings

rise by ten per cent to PhP765M, while operating expenses were down eight per cent despite the acquisition of a new vessel.

## NAVY NEWS



A picture, handed out by the Israeli Defence Forces November 23, 2002, shows an Israeli naval ship which was damaged in an attack by Palestinian militants



Chinese sailors stand aboard a Chinese ship as they await the arrival of the U.S. destroyer **Paul F. Foster** at Qingdao in China's eastern Shandong province Sunday, Nov. 24, 2002. The visit is the first by a U.S. navy to mainland China since a U.S. EP-3 spy plane collided with a Chinese fighter near southern Hainan Island in April 2001.



A group of fighters park on the deck of U.S. aircraft carrier **USS Constellation** anchored in Hong Kong with another six warships including two cruisers, two chasers, one frigate and one depot ship Friday, Nov. 22, 2002. A U.S. battle group led by the aircraft carrier arrived in Hong Kong Friday for a port call on its way to the Middle East

## **MOVEMENTS**

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The **JEAN CHARCOT** of FUGRO SURVEY moored in the Beerkanaal – **Photo : Jas Louwen ©**

## **URS MOVEMENTS**

The **UNION BEAVER** departed Friday afternoon from Zeebrugge enroute Spain to help with the oil spill cleaning operation , duration about 4 weeks

The **BANCKERT** is expecting to arrive in Galveston 29-11-2002, she is towing the **TAKLIFT 4** and is expected to stay another 2,5 months with the **TAKLIFT 4**

The **ALPHONSE LETZER** is due to depart around December 15<sup>th</sup> with the H-122 from Rotterdam to Nigeria, about 4 weeks stand by and then to return to Rotterdam again.

The **FIGHTER** departed also Friday enroute Dunkerque with the **RAMBIZ**, and will return later again, in continuation the **FIGHTER** will depart between 9 and 13 December with the **TAKLIFT 7** to Patras in Greece



Left : The **Taklift 7** which will depart early December from Rotterdam bound for Patras

**Photo : Piet Sinke ©**

The **BOXER** gives ETA for Barcelona with the BOABARGE 21 26-11-2002

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The **PRESIDENT HUBERT** will depart the 1<sup>st</sup> week of January back to the Gulf of Mexico.

### LANDFALL MOVEMENTS



Tug **"THOMAS DE GAUWDIEF"** departed last week from Recife, Brazil, where he/she delivered a tandem of 4 PE-pipes (length each 400 metres) in good order.

This tug is now "en route" to Las Palmas, where he/she is due to arrive next Tuesday 26th November 2002. After refuelling there, the tug is available in Las Palmas immediately for worldwide towages.

Having fixed a tow from the Black Sea with departure early January 2003, we are very interested in any towages to the Mediterranean, but are also willing to quote competitive prices for other towages and/or time charters.

### AIRCRAFT / AIRPORT NEWS

## 'Vliegtuigongeluk Luxemburg misschien schuld piloot'

**HAMBURG/LUXEMBURG** - Het ongeluk met een Fokker 50 bij het vliegveld van Luxemburg op 6 november is mogelijk veroorzaakt door een fout van de piloot. Het Duitse weekblad



**Der Spiegel** meldt in de uitgave die maandag verschijnt, dat uit onderzoek zou zijn gebleken dat de motoren in een stand stonden die uitsluitend is bedoeld voor op de grond.

Door het ongeluk kwamen twintig mensen om het leven onder wie vijftien Duitsers.

#### Raadsel

De onderzoekers staan volgens **Der Spiegel** evenwel nog steeds voor een raadsel hoe de fout kan zijn gemaakt. De overschakeling naar de 'lege'

bodemstand voor de motoren is nauwelijks per ongeluk te maken omdat de knop daarvoor is afgeschermd om vergissingen te voorkomen.



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### 'Pure speculatie'

Een woordvoerder van de luchtvaartmaatschappij Luxair deed het bericht zaterdag af als 'pure speculatie'. De onderzoekers hebben nog geen informatie over hun bevindingen vrijgegeven, aldus de zegsman.



South African are leasing this BMI A330-243 from December 2002, and it spent the day (20-11-2002) training SAA crews at Prestwick. – photo : Bob Logan ©

## RIJNMOND WEATHER

Vooruitzichten van maandag t/m donderdag:

**Licht wisselvallig!**

De bewolking zal overheersen en soms valt daaruit wat lichte regen. De droge perioden zullen duidelijk overheersen. Nog altijd is er geen zicht op winterweer.

	MA-25	DI-26	WO-27	DO-28
Maximumtemperatuur:	8	8	9	10
Minimumtemperatuur:	5	5	3	7
Zonnekans in %:	10	20	20	30
Neerslagkans in %:	20	30	40	30
Windrichting kracht:	O-3-4	Z-2-3	Z-4-5	ZZW-4-6

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>