



DAILY SHIPPING NEWSLETTER 2002 – 095



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**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Brussel wil 'zwarte lijst' met wrakke schepen

Brussel - Europees Commissaris De Palacio (transport) wil snel een 'zwarte lijst' van de ruim zestig meest gevaarlijke zeeschepen ter wereld opstellen. Die zouden in geen enkele haven in de Europese Unie nog mogen aanleggen. Daarnaast bepleit De Palacio een verbod op het transport van de uiterst vervuillende zware stookolie in enkelwandige tankers.

De Spaanse Commissaris wil met de plannen die zij vandaag presenteert, laten zien dat het haar menens is om rampen zoals met de Prestige te voorkomen. Een beperkte 'zwarte lijst' met wrakke schepen was al gepland vanaf juli 2003, maar De Palacio wil deze lijst langer maken en eerder invoeren. Bij de 66 geselecteerde boten zitten acht olietankers. De overige schepen zijn zogenoemde 'bulkcarriers' (49), die allerlei vracht kunnen vervoeren, chemische tankers (8) en één passagiersboot: de 37 jaar oude Gabrielle uit Bolivia. Het gaat steeds om niet-EU-schepen die onder verdachte vlag varen en reeds eerder een tijdje aan de ketting zijn gelegd omdat er iets aan mankeerde. Een groot deel (26) vaart onder Turkse vlag. De Palacio sprak twee weken geleden over 'ecologische tijdbommen' die over de oceanen zwerven.

De Prestige zou overigens niet op de 'zwarte lijst' terecht zijn gekomen als die momenteel al had bestaan. Vandaar dat De Palacio de EU-landen tevens voorstelt het vervoer van zware stookolie met enkelwandige tankers in EU-wateren te verbieden.

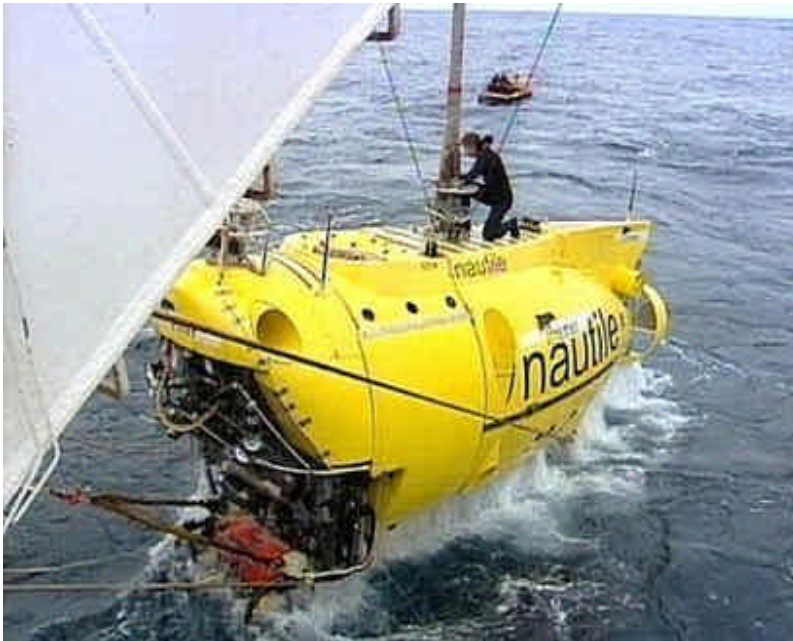
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De Palacio stelt dat de EU-lidstaten een dergelijk transportverbod vrijwel direct kunnen instellen. De Europese regeringsleiders zouden hiertoe moeten oproepen tijdens hun topontmoeting over twee weken in Kopenhagen.

De Commissaris meent dat de verantwoordelijken van een olieramp strenger bestraft moeten worden. Zij pleit voor zowel financiële als gevangenisstraffen. De lidstaten dienen verder werk te maken van het speciale fonds voor slachtoffers van olierampen. Daarmee is één miljard euro gemeoid.

De Spaanse koning Juan Carlos heeft gisteren een bezoek gebracht aan de met olie besmeurde kusten van Gallicië. De koning riep alle Spanjaarden op zich in te spannen om de milieuvervuiling als gevolg van de gezonken tanker Prestige te bestrijden. De Spaanse kust is al over een lengte van ongeveer 500 kilometer besmeurd. De aanhoudende westenwind drijft de resterende olievlek van zo'n 9000 ton in de richting van de stranden.

Een deel van die olie bereikte gisteren al de kust.



Een speciale Franse onderzeeër, de Nautille, onderzocht gisteren de gezonken tanker Prestige. De bemanning vond geen aanwijzing dat de gezonken tanker, die op een diepte van 3600 meter ligt, nog olie lekt. Waarschijnlijk zit nog meer dan 50.000 ton olie in de Prestige.

De milieuorganisatie Bird Life International liet gisteren weten dat door de olieramp inmiddels tussen de 10.000 en 15.000 zeevogels zijn omgekomen. Verder waarschuwde Bird Life dat de

Iberische arend mede door de ramp met uitsterven wordt bedreigd.

Tientallen lijken aangespoeld op Marokkaanse kust

De Marokkaanse autoriteiten hebben op het strand van de Atlantische kust de lichamen gevonden van 32 verdronken Afrikaanse immigranten. Dat heeft de staatsradio maandag bericht.

De identiteit van de immigranten is niet bekend. Elk jaar proberen duizenden mensen uit Afrikaanse en Aziatische landen zoals Pakistan illegaal via Marokko naar Europa te reizen. De meesten proberen via de Straat van Gibraltar naar Spanje te gaan. Maar sinds de Europese Unie de maatregelen tegen mensensmokkelaars heeft verscherpt, proberen ze nu via de Westelijke Sahara en de Spaanse Canarische eilanden Europa binnen te komen. Honderden mensen zijn hierbij al om het leven gekomen.

France says diverts single-hull oil tanker

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A French navy ship diverted a 24-year-old Maltese oil tanker away from its coast on Tuesday as part of a crackdown by some countries on ageing tankers after the Prestige oil spill, port authorities said.

"It is considered a risk and is being rerouted at this moment by the ship **Germinal**," Sylvain Le Berre, a spokesman for maritime authorities in the Atlantic port of Brest.

Le Berre named the tanker as the 88,000-tonne capacity **Enalios-Titan** and said it was understood to be carrying a full load of fuel oil. The tanker was currently some 200 km (125 miles) off the French coast to the west of the Ile d'Ouessant.

He said it was a single-hulled tanker, like the Prestige which spewed slicks of fuel oil onto more than 164 beaches along the northwest coast of Spain after cracking up and sinking.

Le Berre said French officials would conduct checks on board the Enalios-Titan as it was being escorted outside France's 200 nautical mile Economic Exclusion Zone. Le Berre said that was roughly equivalent to 400 km on the ground.

The **Enalios-Titan** loaded at the Baltic port of Muuga in Estonia and is bound for Singapore, according to Lloyd's Marine Intelligence Unit. It is managed by Ermis Maritime Corporation of Greece.

Major shipping industry bodies condemned on Tuesday a decision by some European countries to expel ageing oil tankers from their territorial waters, saying the move contravenes international laws of the sea.

Last weekend, Spanish and Portugese navies ordered the **Muskovisky Festival**, carrying a cargo of fuel oil, out to sea beyond their Economic Exclusion Zone. France and Italy also vowed to do the same off their coasts.

De Palacio wil 66 “varende wrakken” uit Europese wateren weren

De Europese Commissie heeft gisteren de namen gepubliceerd van 49 bulkcarriers, 8 olietankers, 8 chemische tankers en 1 passagiersschip, die een “zeer hoog, hoog of middelmatig” risico betekenen voor het ontstaan van ongelukken op zee. Het gaat om een zwarte lijst van in totaal 66 schepen, die dertien scheepsvlaggen vertegenwoordigen. Niet minder dan 26 van de substandardschepen op deze zwarte lijst varen onder Turkse vlag

Petrobras Releases Investigation Results from P-34 Incident

Petrobras is disclosing the main conclusions of the Investigative Commission established on October 17, 2002 for the Analysis of the Caren of Platform P-34, occurred on the October 13th.

The Commission was composed of technicians specialized in various areas of Petrobras (Exploitation & Production, TRANSPETRO, Engineering, CENPES - Center of Researches, Safety, Environment, Health, and Human Resources), additionally to a member of CIPA (Internal Commission for the Prevention of

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Accidents) of Basin of Campos, selected among the representative elected by the employees, and another from SINDIPETRO of the Northern Region of the State of Rio de Janeiro.



The Investigative Commission was empowered with full autonomy and authority to carry out the investigations.

Petrobras contracted the Norwegian company DNV, Det Norske Veritas, internationally renowned and with expertise in works of this nature, to follow-up the works and to issue an independent opinion on the methodology applied by the

Commission, as well as on its conclusions.

Likewise, COPPE/UFRJ was contracted to follow-up the simulation made on board of P-34, in order to reconstitute the facts that led to the careen.

On November 27, 2002, the Commission delivered the Final Report with the conclusion on the events determining the careen of P-34. Copies of this document were submitted by Petrobras to its Board of Directors, to the Ministry of Mines and Energy, to the National Oil Agency (ANP), and to the Administration of Ports and Coasts of the Brazilian Navy.

The Commission described in the Report the methodology used in its works, reconstituting, in the minimum details, the occurrences registered and the emergency actions, as well as all procedures adopted in order to fully recuperate the stability of P-34.



The documents of project of the platform and the respective operational registries were analyzed. In this context, the analysis of the data contained in the safety copies of the registries of P-34 (its "black box"), and the reconstitution, in- loco, of the sequence of events causing the careen were elements fundamental to the success of the work.

The Final Report of the Commission pointed out that the careen of P-34 resulted from the inappropriate configuration of project for the electric supply of the panel controlling the valves located at the bottom of the cargo and ballast tanks, as well as from the inadequate logics model concerning the programming of the automatic control system of the valves.

The combination of these factors provoked the undue automatic command that opened the valves, resulting in the transfer of fluids to the larboard tanks and the consequent careen of the platform. The Commission further verified that this same undesired combination of events is not present in the other platforms in operation.

The Commission further verified that the unit observed the legal norms for salvage and that the Contingency Plan of Basin of Campos, once activated, promptly provided emergency support to the vessels in the surrounding areas, allowing the rescue of entire crew of the platform without any injury.

Based on these conclusions, internal groups were established to disclose the Report, with the participation of member of the Investigative Commission. These groups will be present in the units of Petrobras for the purposes of disclosing the conclusions of the Report.

Although P-34 and all other platforms of Petrobras comply with the requirements governing the salvage equipment, the Administration of Petrobras determined the development of studies for the identification of eventual necessity of improvement of these resources

Dredger ban may mean no more sand for reclamation

SembCorp unit in talks to end \$198m Tuas View Extension contract



(SINGAPORE) Ongoing dredger detentions and sand export bans by the Indonesian authorities are taking their toll on reclamation projects in Singapore with SembCorp Industries announcing its intention to call it quits on its \$198.3 million Tuas View Extension contract.

Ongoing about-faces by the Indonesian authorities over sand dredging in the Riau islands - the primary source of Singapore's reclamation material - during the last year have made the business of dredging an uncertain one.

Intermittent bans on sand exports culminating in a complete dredging closure since Aug 29 combined with periodic arrests by the Indonesian Navy for alleged illegal dredging and even live fire directed at two dredgers have made it not only a difficult business, but a dangerous one as well.

On Friday, SembCorp announced that its subsidiary SembCorp Engineers & Constructors (SembE&C), was in discussions with JTC to terminate its contract for the Tuas View Extension B2b reclamation because of the ongoing debacle.

JTC is the agent appointed by the Ministry of Trade and Industry (MTI) to handle the Tuas View Extension and Jurong Island reclamation projects.

Responding to Shipping Times queries, a JTC spokeswoman said: 'SembCorp has indicated to JTC informally that they wish to discontinue the project and they hope to have an amicable settlement with JTC.'

She added that once JTC has received formal notification, the issue will be managed according to the terms and conditions stipulated in the contract. SembCorp's three-year contract - its first and only reclamation project - to supply 29.4 million cubic metres of sand was not due to finish until May 2004.

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In a statement, SembE&C said it was taking a one-time write-off of \$85 million, 'due to the stoppage of sand supply resulting from a restriction on sand export by the Indonesian government'. In a presentation, SembCorp also noted the detention of at least 13 dredgers this year but a spokeswoman told Shipping Times that none of the 13 were working on the SembCorp contract.

The spokeswoman also confirmed that SembCorp officials had been negotiating with the Indonesian authorities but were unable to resolve the impasse. Alternative sourcing from countries other than Malaysia and Indonesia were also unsuccessful, she added. Malaysia banned sand exports in early June.

'Subsequent efforts over the last three months to resolve the situation and to secure alternative sand sources have not borne fruit and it is now clear that there is no resolution in sight,' the statement said.

Currently, five dredgers remain detained at an Indonesian Navy base at Karimun island after they, along with two others, were arrested in late July. Two Japanese dredgers were released on Monday after their owners paid a total of 6 billion rupiah (\$1.176 million), or 15 per cent of the value of each of the vessels. Although declining to comment on the detentions, the JTC spokeswoman said: 'The disruption in sand supply is not uncommon and unprecedented. 'The sourcing of materials for reclamation, including sand, is the responsibility of the contractors. They are free to source such materials from any available source.'

She added that the remaining contractors were making 'their own arrangements to source for sand'.

The issue of sand-mining has been a hot political issue in Indonesia, with Indonesian President Megawati Soekarnoputri issuing a decree in late May enabling the central government to take over the authority to issue sand-mining licences from the Riau provincial authorities in order to curb illegal quarrying. The central government claims that up to 2.3 trillion rupiah is lost each year due to illegal sand dredging.

Singapore is estimated to require up to 1.8 billion cubic metres of sand over the next eight years for reclamation works, including currently active projects at Tuas View, Jurong Island and Changi East.

The Singapore government has steadfastly avoided being drawn into the dispute, insisting that the matter is purely a commercial one.

NORMAN LADY

International law firm Holland & Knight is pursuing the US Sixth Fleet for compensation on behalf of Norwegian shipping group Leif Hoegh after a nuclear attack submarine **Oklahoma City** collided with Ing/lpg **Norman Lady** off Gibraltar last month. The legal action comes as the US Navy revealed that Richard Voter, the commander of Oklahoma City was relieved of his command at the weekend. Oklahoma City struck Norman Lady as it rose to periscope depth Nov 13. It is thought the submarine may have come into contact with other vessels at the time, but this has not been confirmed. The Norwegian built tanker was damaged about 10 m below the waterline after it was hit by the submarine's control tower. It left EN Bazan's Ferrol shiprepair yard in north-west Spain on Monday (Dec 2). Leif Hoegh president Thor Jorgen Guttormsen said: "Our lawyers will be seeking compensation." Rear Admiral Kirkland Donald, commander of the US Navy's Submarine Group Eight, said in a statement released on Monday that in the wake of collision he had "lost confidence in Voter's ability to command". A spokesman for the US 6th Fleet said the results of an investigation "are now working their way up the chain of command for review". In Monday's statement, the US Navy said that Cmdr Voter, one other officer and two enlisted crew members had also been disciplined for dereliction of duty, with the punishments ranging from letters of reprimand to reductions in rank. The officers were relieved of their duties and ordered back to their parent squadron in Norfolk, Virginia. The crew

members are to remain on board the submarine, which remains at the Naval Support Activity at La Maddalena in Sardinia undergoing repair. Oklahoma City sustained damage to its periscope and sail area, but its propulsion system was unaffected. Once the repairs are completed, the submarine will be recertified to ensure it is ready to resume operations.

CASUALTY REPORTING

KORAS NO.5 (SOUTH KOREA)

Trawler Koras No.5 caught fire in Argentina, killing at least seven crew members, a South Korean government official said. Two were missing. The vessel was at anchor at Mal Del Plata Port for repairs when the fire broke out early Sunday (Dec 1). The dead included five South Koreans, and three Chinese and one Vietnamese were dead or missing, said an official at the Ministry of Maritime Affairs and Fisheries. The official, who requested anonymity, said the cause may have been an electrical short-circuit. Twenty-eight crew members escaped.

HANJIN PENNSYLVANIA (LIBERIA)

Wijsmuller Salvage was optimistic that a fire on c.c. Hanjin Pennsylvania, should be extinguished fairly soon as it was now "well under control". Hendrick Land of the Dutch salvage firm, said the Ijmuiden company was now tackling individual containers, which were still smouldering on the vessel off the coast of Sri Lanka. Fortunately, boxes containing fireworks had not caught fully alight and the firm was now targeting these containers, he added. There are thought to be nearly 60 boxes with fireworks aboard.

SHIPYARD NEWS

Antwerp Shiprepair en Shipdock Amsterdam gaan fuseren



Links : De **GIANT 4** in een droogdok bij SHIPDOCK in Amsterdam – **photo : Piet Sinke ©**

De scheep herstellingsbedrijven Antwerp Shiprepair en Shipdock Amsterdam voeren momenteel gesprekken over een fusie van de activiteiten. "Het is wel degelijk een fusie. Antwerp Shiprepair wordt niet overgenomen", zo zegt Frans van der Zalm, directeur-generaal van Antwerp Shiprepair, die daarmee een bericht in

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"Lloyd's List" weerlegt. Volgens Ruud de Vlieger van de Nederlands IMCA-groep, waarvan Shipdock Amsterdam deel uitmaakt, komt er een aandelenruil en moet de operatie tegen begin volgend jaar rond zijn.

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Maersk Sealand lifts first Shipping Line of the Year award

MAERSK Sealand has been named Shipping Line of the Year at the inaugural Asia Logistics Awards 2002. "Part of the AP Moller Group, Maersk Sealand is the largest liner shipping company in the world. With more than 250 container vessels and 800,000 containers, the Danish-based shipping line provides truly global coverage," the judging panel outlined.

The winners were selected by the readers of Lloyd's Freight Transport Buyer Asia, Containerisation International and International Freight Weekly. Readers were asked to vote for the individuals and companies which they believe had added most to achieving excellence and setting industry standards in their individual fields of expertise in the past 12 months.

"We are proud to receive the Shipping Line of the Year Award and our drive to provide second to none services will remain a core value of our business around the globe," said Claus Hemmingsen, managing director, Maersk Hong Kong.

Nissan stoot havensterrein Amsterdam af

De Japanse automobielfabrikant Nissan zal zijn 56 hectare grote bedrijfsterrein in het Amsterdamse westelijk havengebied aan de gemeente verkopen voor een bedrag van euro 82,6 mln. De gemeenteraad zal naar verwachting woensdag met de aankoop instemmen.

Volgens wethouder Mark van der Horst koopt Amsterdam het terrein om grond-politieke redenen: 'Wij willen niet dat een ander het in handen krijgt, en we willen Nissan als klant houden. Lukt dat niet, dan moet er genoeg nat havensterrein beschikbaar zijn om andere bedrijvigheid aan te trekken.'

Als de gemeente van aankoop afziet, dan kan het terrein bij verkoop aan derden een andere bestemming krijgen en verliest Amsterdam de mogelijkheid om de haven uit te breiden.

Nissan wil af van zijn in 1990 aangekochte terrein. Na de alliantie met het Franse Renault in 1999 heeft Nissan zijn Europese hoofdkantoor van Amsterdam naar Parijs verplaatst. De Japanners besloten

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vervolgens de distributie van auto's over heel Europa (in toptijden waren dat 220.000 auto's per jaar) niet meer uitsluitend via Amsterdam te laten lopen. Alleen auto's die voor de Benelux zijn bestemd, worden nu nog via de Amsterdamse haven aangevoerd. Dat deel wil het gemeentelijk havenbedrijf koste wat kost behouden. Zo varen voor de Duitse markt Nissan-schepen tussen het Britse Sunderland, waar de Nissan-fabrieken staan, en het Noord-Duitse Bremerhaven.

Nissan wil zijn Amsterdamse haventerrein ook afstoten, omdat het te groot wordt aangezien de opslag van auto's als gevolg van veranderingen in het productieproces aanzienlijk is teruggelopen. Bovendien werken automerken, ten einde de transportkosten te drukken, steeds meer samen. Een groot probleem voor autoproducenten is dat de schepen, die in het geval van Nissan uit Engeland komen, leeg moeten terugvaren omdat er geen retourlading is. De concernleiding wil van deze dure praktijk af. Het gemeentebestuur stelt vast dat het in eigendom houden van eigen autoterminals door fabrikanten niet meer van deze tijd is. In andere havensteden (Rotterdam, Bremerhaven) brengen automerken opslag en distributie onder bij zelfstandige autoterminals.

De gemeente heeft uit de logistieke analyse van Nissan de conclusie getrokken dat Amsterdam voor de Japanse firma geen grote rol meer kan spelen, al blijft wel het onderdelendistributiecentrum, waar 500 mensen werken, voor Amsterdam behouden. Het havenbedrijf verwacht dat dit centrum nog verder zal worden uitgebreid.

Nissan is bereid de aanvoer van auto's voor de Benelux via de Amsterdamse haven te laten lopen als het havenbedrijf erin slaagt om een niet-merkgebonden, onafhankelijke terminal op te zetten. Die kan dan ook de Nissans afhandelen.

Het Gemeentelijk Havenbedrijf Amsterdam is in gesprek met kandidaten, maar zekerheid is er niet.

Directeur Hans Gerson is, gezien de belangstelling van marktpartijen, optimistisch dat Amsterdam in de toekomst bij de im- en export, alsmede bij de distributie van auto's een rol kan blijven spelen.

Producenten als Ford, Mercedes en BMW zijn nadrukkelijk in de markt om een deel van hun export die nu nog via Bremerhaven loopt, in de toekomst langs Amsterdam te laten lopen.

China levert eerste chemicaliëntanker met tanks in duplex roestvast staal op

Midden december wordt in Shanghai met de "**Valerie**" de eerste in China gebouwde chemicaliëntanker uitgerust met ladingtanks uit duplex roestvast staal opgeleverd. Het 19.950 bt metende vaartuig is een product van de Qingshan-scheepswerf uit Wuhan. Opdrachtgever voor de bouw was Wega Shipping Co. Ltd., een scheepvaartmaatschappij die wordt gecontroleerd door de Antwerpse reder Guido Somers.

OOCL confirms order for boxship duo



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ORIENT Overseas Container Line controlled by the family of Hong Kong government chief executive Tung Chee-hwa, has confirmed orders worth about US\$146m for two 7,700 teu containerships with South Korea's Samsung Heavy Industries.

OOCL spokesman Stanley Shen said the vessels are sister ships to six vessels already on order from Samsung. The first two, **OOCL Shenzhen** and **OOCL Long Beach**, are due to join the OOCL fleet next spring.

The firm is believed to have received a significant discount on the price of the latest ships compared with the earlier vessels.

Based on a stock exchange announcement by OOCL's Hong Kong-listed parent company, Orient Overseas (International), the cost of each ship is US\$73m, considerably less than the US\$80m average price of the six ships ordered in 2000 and 2001.

OOCL has had an option for the vessels since November 2000 when it signed contracts for its first two ships, which at that stage were 7,400 teu vessels. It later extended the option at the end of 2001.

At the time, Mr Shen said the options were likely to be converted into firm orders because they had been extended rather than left to expire. Industry insiders said OOCL was keen to order the extra ships but wanted to see how the liner shipping coped with the massive overcapacity in the industry coupled with the economic downturn.

SMIT TO PROVIDE VARIOUS SERVICES TO FPSO's IN BRAZIL



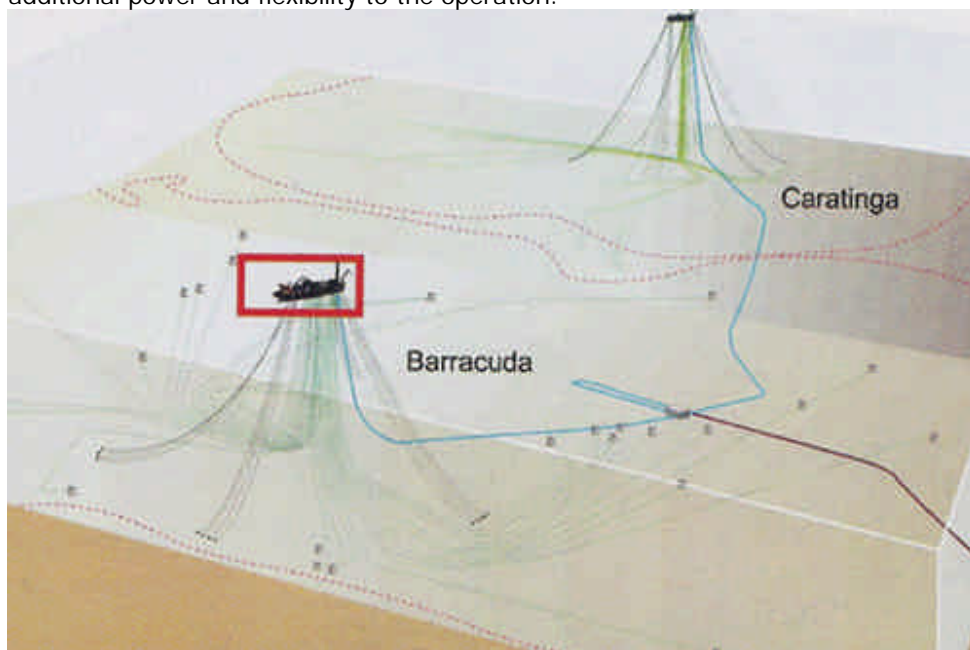
SMIT Transport and Heavy Lift, a division of the internationally operating maritime services company SMIT, has been awarded a contract to provide a range of heavy lift and transportation services in Brazil. The awarding company, Kellogg Brown & Root INC, based their award on SMIT's proven ability to produce high quality results coupled with SMIT's provision of tailor-made solutions. The modules which require lifting and/or transporting are components of two FPSOs, (Floating Production Storage and Offloading units), known as P-43 (**Barracuda FPSO**) and P-48 (**Caratinga FPSO**).

The scope of the activities scheduled during this operation is numerous. Key components include the supply of engineering services, the supply of materials, various lifting and transportation activities, and the overseeing of project management tasks. The lifting activities required the design and fabrication of a purpose built lifting frame, which can be utilised for both single and tandem lifts. Out of the scheduled 36 lifts, 12 will be tandem lifts. This means that both of the floating sheerlegs, the Taklift 4 and the Taklift 6, will combine their lifting capability for a particular lift.

SMIT's Taklift 4 and Taklift 6 are ideal for operations which need to be performed in very shallow water. With a lifting capacity of 1,600 tonnes and a draught of approx. 4.00 meters, the Taklift 4 offers strength combined with flexibility. In



addition, with a 1,200 tonnes lifting capacity and a draught of approx. 3.50 meters, the Taklift 6 offers additional power and flexibility to the operation.



Throughout the operation, SMIT will work closely with her Brazilian partners Superpesa, Camorim and Wilson Sons. Superpesa will be responsible for the provision of the transportation barges and Camorim and Wilson Sons will undertake the towage of the barges to their

scheduled destinations. The operations will start during the second quarter of 2003.

Pertamina may award tender

(JAKARTA) Pertamina, Indonesia's state oil company, may award a tender to buy 12 new oil tankers in late December, and could spend as much as US\$300 million for the purchases, a company official said.

Pertamina is buying the new tankers with capacity ranging between 3,500 tonnes and 260,000 tonnes to ship refined oil products, such as gasoline and diesel. Pertamina has submitted bids for tender to the government for evaluation, Mohamad Harun, a company spokesman said. 'The award of the tender is still under discussion at the government level. We hope a decision will be made before Christmas

NAVY NEWS

Iraqi ship fires on Kuwait patrol

An Iraqi vessel opened fire on a Kuwaiti coastguard patrol craft on Tuesday near the Emirate's northern island of Warba, the interior ministry said in a statement carried by the official KUNA news agency.

"Two boats from the coastguard were on a routine patrol in the northern area near the Warba island, when an Iraqi boat, which happened to be in the area, started shooting at them," an interior ministry official said.

The shooting caused no injuries but a member of the coastguard was slightly injured when the two Kuwait craft bumped into each other after the shooting, the official said.

Iraq invaded and occupied Kuwait in August 1990, sparking the 1991 Gulf War when the United States led an international coalition which quickly ousted Iraqi forces from the emirate.

Navy Sub Commander Relieved of Command



The commanding officer of a nuclear-powered Navy attack submarine that collided last month with a Norwegian tanker in the Mediterranean Sea has been relieved of his command.

Cmdr. Richard Voter was removed as captain of the **SSN 723 USS Oklahoma City** on Saturday in La Maddalena, Italy, by Rear Adm. Kirkland Donald, who said he lost confidence in Voter's ability to command.

No one was injured in the Nov. 13 collision with the **Norman Lady**, a liquid natural gas tanker that was empty at the time. The tanker had gashes on its right side, about 32 feet below the waterline.

One other officer and two enlisted crew members also were disciplined for alleged dereliction of duty, according to a statement Monday by the Navy's Sixth Fleet in the Mediterranean. Their names were not released. Voter and the three others were disciplined in a nonjudicial punishment proceeding. Each received punishment ranging from letters of reprimand to reduction in rank, the Navy said. The officers were relieved of their duties and ordered to return to their parent squadron, Submarine Squadron Eight in Norfolk. The enlisted crew members will remain aboard the submarine.

The **Oklahoma City** is being repaired at La Maddalena, a small island off Sardinia where the Navy maintains a fleet support center. The vessel's periscope and sail area were damaged.

MOVEMENTS

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Bulk carrier leaves Gibraltar to avoid inspection

A BULK carrier that called in Gibraltar for bunkers slipped away under cover of darkness after hearing that it was earmarked for a port state control inspection, the Rock's authorities said this week.

A Gibraltar pilot suspected that the radar on board the 1976-built **Canyon**, flagged in St Vincent and Grenadines and owned by Athens-based Astoria Maritime, was out of order.

He also suspected that the ship's bilge pumps were deficient. "In consequence, the duty Port Officer boarded the ship, asked the captain to surrender the ship's papers and informed him that the vessel was detained and would be reported to the Gibraltar Maritime Administration so that a full port state control inspection could be carried out," the Gibraltar government said in a statement.

The ship took bunkers but slipped out of port during the night, with its navigation lights switched off and without its papers. Port and police launches gave chase but the **Canyon**, reportedly bound for Piraeus, failed to stop.

According to the Gibraltar authorities, the vessel's papers show that it was last boarded by a surveyor in the Spanish port of Málaga, where its load line and safety certificates were renewed.

It was not inspected by Spanish port state control. The ship, classed by the Russian Maritime Register of Shipping, was boarded by government inspectors twice earlier this year, in Russia and Italy.

Several deficiencies were found but the ship was not detained in either case.

Gibraltar has been criticised by Spain in the wake of the Prestige disaster for allegedly failing to carry out its port state control responsibilities, a claim that both the Rock and the UK, which plays a direct role in maritime affairs in the colony, strongly refute.

The British colony is one of three Paris MoU ports, including St. Petersburg and Kalamata, where the Prestige called before its fateful voyage.

It was not inspected in any of those ports, which has led the European Commission to launch a review of port state control inspections across the EU amid fears that substandard vessels are slipping through the net. The commission promises tough action against countries that fall short of inspection requirements.

MAGDELAN SEA

DAILY SHIPPING NEWSLETTER 2002 – 095



A high profile towage of a passenger ship hull (65% completed) is underway from Pascagoula, Mississippi to Bremerhaven for the German Lloydwerft. The client selected the Canadian tug 135 tons BP tug "[Magdelan Sea](#)" via WorldWise Marine Brokers. The tow worthiness was surveyed by Bureau Vogtschmidt, and they are monitoring the voyage with regard to weather and sea conditions.

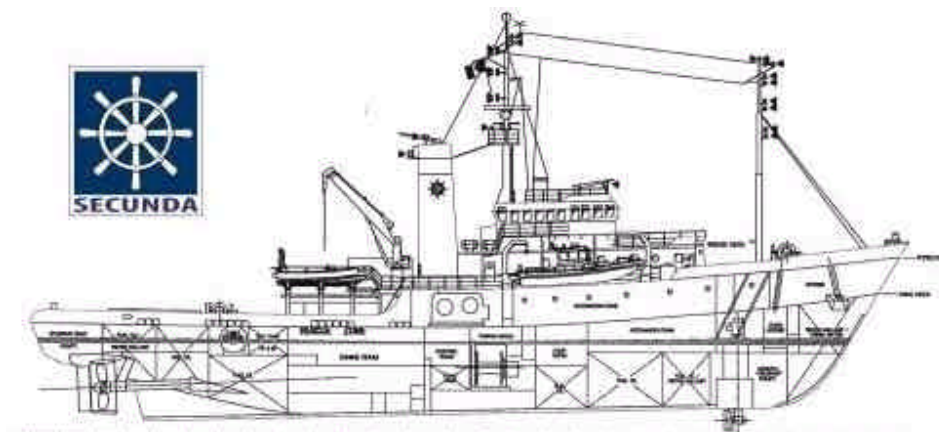


The [MAGDELAN SEA](#) is the former [ABEILLE NORMANDY](#) built during 1978 apparently in response the the Amoco Cadiz disaster and subsequently has had a somewhat chequered career.

Length Overall	66.70m
Breadth	13.00m
Draft(max)	5.80m
	1473 tonnes

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Gross Reg. tonnage	DNV
Class	135 tonnes
Bollard Pull	Two producing 16,000 HP
Main Engines	16 Knots
Maximum Speed	4 generators producing 1,400 Kva
Auxiliaries	2 CPP's in nozzles
Propulsion	500 HP
Bowthruster	Three rudders in each Towmaster nozzle
Rudders	



The **FAIRPLAY 21 and 24** operating during the mooring of a VLCC at the MOT in the Europort
Both tugs are sailing under bareboat charter for SMIT HARBOUR TUGS

Photo : Dirk van Wolveren Sr ©

AIRCRAFT / AIRPORT NEWS

THAI to take earlier delivery of Boeing planes

DAILY SHIPPING NEWSLETTER 2002 – 095

Thai Airways International, Asia's second-best performing airline stock this year, said it will accelerate delivery of two Boeing Co 747-400 aircraft to November because of surging passenger demand. 'Passengers are facing more and more difficulty booking our flights,' executive vice-president Kaweepan Ruangpaka told a meeting of analysts and investors. 'The new two planes will help ease that problem by increasing our flight capacity.'

NEW 767 FOR THE UKRAINIAN



One of the newest operator of the Boeing 767-300ER, AeroSvit operates a once-weekly flight between Kiev and Bangkok. It is seen here on an early morning departure to the Ukrainian city.

Photo Kok Chwee SIM © - Bangkok

INCIDENT ON A FLIGHT FROM LONDON TO NEW YORK

British Airways has launched an urgent investigation after part of a Concorde **tail rudder fell off** during a flight from London to New York. It is the fifth rudder failure on a BA Concorde since 1989, despite changes to inspection procedures aimed at preventing such incidents. Air accident investigators are concerned that the incident is "very similar" to a previous one in 1998. The Concorde pilots on the flight last Wednesday (Nov 27) said they felt a continuous vibration in the aircraft as it was approaching New York. After a normal landing they found that part of the lower rudder on the tail fin was missing. None of the 105 people on board were injured in the incident. A report after the 1998 incident said that checks should have detected that the rudder was coming apart. Investigators now want to know if subsequent tightening of investigation procedures failed to work. The Civil Aviation Authority, which regulates safety, says it has a continuing programme of monitoring Concorde rudders and it is happy for the aircraft to continue flying

RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

Dalende temperaturen!

DAILY SHIPPING NEWSLETTER 2002 – 095

Wolkenvelden en vooral op zaterdag mogelijk wat motregen of motsneeuw. Middagtemperatuur dalend naar iets boven nul, in de nacht temperaturen rond het vriespunt. Na het weekend wordt het **mogelijk** kouder waarmee de kans op een vorstperiode groter wordt, het kan dan licht tot matig gaan vriezen.

	DO-05	VR-06	ZA-07	ZO-08
Maximumtemperatuur:	5	4	3	1
Minimumtemperatuur:	4	1	0	0
Zonnekans in %:	20	20	20	20
Neerslagkans in %:	20	20	30	10
Windrichting kracht:	ONO-3-4	NO-3-4	O-3-5	O-3-5

.... STORY OF THE DAY

Foutje van de stuurpiet?

Volgboot van Sint ramt andere Sint



MAASTRICHT - De intocht van Sinterklaas heeft Maastricht met een stevige kater achtergelaten. Een van de volgschepen, met aan boord vijftien jeugdige passagiers en een aantal Pieten, ramde bij een draaimanoeuvre maar liefst zes pijlers van de monumentale Sint Servaasbrug. Het schip liep zware averij op en twee pijlers van de brug raakten zwaar beschadigd. De draagconstructie bleef onbeschadigd.

[Links : De Sint arriveerde ook met de Pakjesboot in Hoek van Holland](#)
Photo : Piet Sinke ©

De omvang van de schade is nog niet duidelijk, maar volgens de gemeente zal de reparatie zeer kostbaar worden. Snelle reparatie is noodzakelijk, omdat bij een stijgende waterstand en stroomsnelheid nog meer brokken uit de pijlers kunnen slaan.