



DAILY SHIPPING NEWSLETTER 2003 – 027



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RWS stopt zoektocht naar container

Rijkswaterstaat is gestopt met de zoektocht naar de vermiste container. Het ding, gevuld met 25.000 kilo papier, wordt vermist sinds het drie weken geleden overboord sloeg bij een scheepsbotsing bij Saeftinghe.

Rijkswaterstaat heeft de bodem van de Westerschelde met sonarapparatuur en met duikers afgezocht, omdat de container gevaar kon opleveren voor de scheepvaart. Dat leverde niets op. De rederij die de container heeft verloren, is aansprakelijk gesteld.

Onzekere toekomst Betonningsdienst

Maandag kwam een drie man sterke delegatie van de Directie Noord van Rijkswaterstaat, de heren Hoogland, Ter Horst en Jacobs, naar Terschelling om overleg te voeren met burgemeester Jurrit Visser, de beide wethouders De Haan en Van Urk, en Fries gedeputeerde Piet Bijman over de dreigende inkrimping van de betonningsdienst.



Boven : De [Schuitengat](#) afgemeerd in de haven van Terschelling – foto : [Piet Sinke](#) ©

Het enige dat ze kwijt wilden, was dat er nog niets beslist is. Dat er klappen gaan vallen in de vaarwegmarkeringsdienst, gaven ze toe. Maar waar die klappen vallen, wanneer en hoe zwaar deze zijn, daarover lieten ze zich niet uit. Ze benadrukten dat er geen sprake is van een bezuinigingsoperatie, die opgelegd zou zijn. Ze noemden het een 'efficiency-operatie', die geïnitieerd is door de dienst zelf. Daar is geconstateerd dat boeien langer zonder onderhoud kunnen door sterk verbeterde technieken, aldus de heer Jacobs, directeur directie Noordzee van Rijkswaterstaat. Hij benadrukte dat de veiligheid van de scheepvaart voorop blijft staan. "Daaraan wordt door de maatregelen geen afbreuk gedaan", aldus Jacobs. Hij verwachtte dat het nog minstens een jaar duurt, voordat er duidelijkheid zal zijn over de terugloop van de werkgelegenheid en de locaties die daarmee te maken krijgen.

75 huts gutted at ship-breaking yard

Even before the Fire Brigade could detect the cause of fire on board the oil carrier [Ameena](#), another fire broke out in Alang on Tuesday night, razing about 75 wooden huts. No casualties were reported.

The Alang police said the fire started in a hut opposite plots 32 and 33 and, within seconds, enveloped all wooden houses of the workers employed at the ship-breaking yard. The mess nearby was also gutted.

According to B J Sarvaiya, chief fire officer at the Gujarat Maritime Board, the fire was sparked off by a short circuit shortly after midnight. Everyone rushed out of their houses immediately, thus averting

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casualties. Sarvaiya said it took more than six hours to douse the fire. "As soon as we learnt that the fire had broken out, we switched off electricity supply and rushed to the spot," said Sarvaiya.

The residents also helped the firemen to extinguish the fire. Four water tankers of the Fire Brigade, one of the Bhavnagar Municipal Corporation (BMC) and five private water tankers, were used to extinguish the fire. This is the third major fire at Alang ship-breaking yard in the last six months. In October, a fire broke out in a residential area in which one worker died and 200 wooden huts were gutted. In February, seven people died when fire broke out on the ship 'Ameena', which was docked in the yard.

Seven-year-old DH cracks

When a laden double-hulled tanker arrives in port with cracks between a cargo tank and the void double-hull space, alarm bells start ringing. Such a scenario is the nightmare of double-hulled tanker operation, when any highly explosive gas in the confined space of the double hull could cause a tragedy.

When Premuda Tankers' double-hulled aframax **Four Island** arrived in January at Big Stone Anchorage, down the Delaware river from Philadelphia, the US Coast Guard discovered just such a scenario and detained the ship for nine days.

The USCG found "multiple cracks" clearly visible in number six cargo tank on the starboard side, which had allowed cargo to leak into the adjacent void space.

The USCG was even more perturbed to find what it perceives to be serious lapses of management, saying that master, chief officer and chief engineer were not sufficiently familiar with the vessel/company SMS. The master had known for around a year that there was a problem with this tank, according to the USCG. The company had been notified, and temporary repairs carried out "here and there" by the crew with epoxy patching. But the repairs had never been seen by the classification society ABS.

The USCG required ABS to inspect the repairs. Rina also came on board to perform a safety audit. It was then agreed that the vessel should drydock for permanent repairs before being allowed back into the US. The vessel was delivered from Italy's Fincantieri (hull 5906) in January 1995 as the **Almare Ottava**. She is one of eight sister ships built between 1992 and 1995. Premuda operates four (**Framura, Four Vanguard, Four Island** and **Four Bay**); Fratelli d'Amico operates three (**Leonis, Scorpis, Mare d'Amico**); Ernst Jacob operates one (**Jill Jacob**).

According to ABS, the Four Island's drydock survey and annual hull survey were due end January. The vessel went straight to Curacao for repairs. Premuda was unable to comment. Such an incident plays to the beliefs of those who reckon that the stiff yet optimised structures of larger double-hulled tankers will cause problems in the long run.

Four Island is a first generation double-hulled aframax. But the earliest double-hulled tankers of 75,000 dwt and above date from 1985. 24 were built prior to 1990 and another 61 are already over ten years old and past second SS.

CASUALTY REPORTING

P&O NEDLLOYD CAPRI (LIBERIA)

Following received from Piraeus RCC, timed 0548, UTC: General cargo **P&O Nedlloyd**

Capri is still aground. A tug is now on scene but no refloating operations have commenced as yet.

AL MANSOUR (MOROCCO)



Top : The **AL Mansour** arriving at Algeciras—photo : **Piet Sinke** ©

Passenger ro/ro **Al Mansour** has resumed its normal route Algeciras/Tangier/Algeciras.

C.c. **Marienburg** is also sailing normally, and will leave Algeciras at 1400, today, bound for Pointe a Pitre

SHIPYARD NEWS

Hanjin gain orders for five 8,000 TEU

Hanjin Heavy Industries & Constructions has received orders for five 8,000TEU container ships valued at \$380M. Hanjin said it received the orders from German owner Claus-Peter Offen.

As container ship of the biggest class that does not have the line 8,000TEU class navigating in the world yet, Hanjin meets demands of large-scale and lead technique of the world shipbuilding market.

This 8,000TEU class extra-large size container ship as the full container is the world biggest class in 25.4 knots of speed developed with indigenous technique of Hanjin Heavy Industries & Constructions.

Hanjin has about 20 of 5,000 TEU class container ships and the LPX (one of the Korean Navy's project) to build. And also it is planned to construct 8,000TEU class at this time. Also Hanjin who is the pioneer of the ship building in Korea and has almost 60 years history is expected to be stronger, and jump up at the center of the high technique in ship-construction. The productivity and profitability will be improved and Hanjin is expected to strengthen a cost-competitive power of the company.

DSME won 4 Ships - \$230 million

Daewoo Shipbuilding & Marine Engineering (DSME) recently received the large-scale order of four ships worth 230 million US Dollars. Recently a contract for a 78,500? LPGC was made with

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Geogas Shipping SA, followed by new orders from Aeolos Management S.A and Kristen Navigation Inc for each a VLCC with its main particulars of 332m long, 31m high, 58 meter wide and its service speed of 16.5 Knots. In addition, DSME contracted with China based TCC for one 105,000 DWT Crude Oil tanker.

All the vessels contracted this time are to be delivered by the first half of 2005. "Since **M/T PRESTIGE** sank to the depths of the sea last year, both IMO and EU have severely controlled single-hulled tankers. This has accelerated dismantling of overage ships, thereby increasing the order of double-skinned tankers" said an official. In the meantime, DSME also won the order of four crude oil tankers from Greece, Spanish and Italian owners worth 210 million Dollars in total on January.

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Vopak op winst

Tankopslagbedrijf Vopak heeft vorig jaar 111 miljoen euro winst geboekt tegen een pro-formawinst van 145 miljoen euro een jaar eerder. De omzet kwam uit op 796 miljoen euro, meldde het Rotterdamse bedrijf. De cijfers zijn overeenkomstig verwachtingen van analisten. Omzet en winst zijn moeilijk te vergelijken met die over 2001. Halverwege vorig jaar werd de distributie van chemicaliën afgesplitst. Die ging verder onder de naam Univar.

NAVY NEWS



Vice-Admiral Ronald Buck waves at **HMCS Fredericton**, the latest ship to deploy as part of Canada's contribution to the war on terrorism, as it leaves Halifax harbour on Wednesday.

3/7/2003

MOVEMENTS

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MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>

MULTRASHIP



The **Petronella L Goedkoop** at archive picture – photo : coll Nationaal Sleepvaart Museum

Leendert Muller of Multraship in Terneuzen announced that MULTRASHIP purchased the **PETRONELLA L GOEDKOOP** and the **HENDRIKA P GOEDKOOP**.

The first ship arrived in Terneuzen Thursday March 6th and will be renamed **MULTRATUG 14** and the 2nd ship will be renamed **MULTRATUG 15** and will be transferred during the summer.



The **HENDRIK P.GOEDKOOP** moored in IJmuiden – **Photo : Nico Ouwehand ©**

ALPHONSE LETZER



The URS Tug
**ALPHONSE
LETZER**
departed March
6 with the **TOG
MOR** from
Algeciras to
Aqaba

**Info : Christan
Pey**

SOLITAIRE



Top : The Solitaire (Allseas) moored in Algeciras



Bonn & Mees **Matador 3** and SMIT **Taklift 1** installing the KALMAR container crane onto the container terminal Eurokai in Hamburg.

**Photo´s :
HANS DE
JONG
MARITIME
PICTURES ©**



AIRCRAFT / AIRPORT NEWS



A U.S. Air Force B-52 bomber undergoes maintainance at RAF Fairford Airbase, western England, Thursday, March 6, 2003. A contingent of the American B-52 bombers have arrived at the air base in preparation for any hostilities with Iraq

A U.S. Air Force B-1 bomber arrives at Andersen Air Base on Guam, March 6, 2003. U.S. bombers were deployed to the Pacific island to deter North Korea in the event of a U.S.-led war with Iraq defense officials said



Memo: keep rotor speed down, chopper pilots told



A memo distributed by the military the day after a Sea King crashed last week on HMCS Iroquois warns pilots not to operate their helicopters at too high a rotor speed because it could cause electrical failures.

But the memo itself says the problem is not linked to the Feb. 27 Sea King crash. And a former Sea King pilot also says turning the rotors at above optimum speed could not have brought

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down Sea King No. 401.

Major Brian MacDonald of 12 Wing Shearwater in Dartmouth holds a blade from the tail rotor of the Sea King helicopter that crash-landed onto the deck of destroyer HMCS Iroquois last week.

"I think it was purely coincidence," retired colonel Larry McWha said yesterday after examining the memo. The 40-year-old helicopter's optimum rotor speed is 212 revolutions per minute. That gives the choppers the best fuel efficiency, and the best combination of lift to drag ratio.

The Sea King's main gear box is designed to use the engine to turn the helicopter's electrical generators at their optimum speed. But relatively new engines installed in them give pilots the ability to turn the rotors faster. Allowing the rotors to turn faster than the optimum speed "could result in diverse unpredictable indications on flight instruments or total failure of a system," says the memo sent out to Sea King crews.

Internal lights, some radios and navigation devices might lose power, but the engines would continue to run, said McWha, who now works for Team Cormorant, a consortium vying to replace the aging Sea Kings. Flying at a higher than normal rotor speed gives pilots "a split second more reaction time" should an engine fail, said McWha, who left the air force in 1996 after logging more than 4,500 hours in Sea Kings. The pilot who crashed on Iroquois was probably allowing the rotors to turn at a higher than optimum setting for that reason, McWha said. But that's not a problem if pilots don't do it for more than a minute after take-off or before landing, he said.

ALGERIAN BOEING 737 CRASHED



This is an undated file picture of a Boeing 737-200. An Air Algerie jet caught fire on one of its engines and crashed shortly after takeoff from an airport deep in the Sahara Desert on Thursday, March 6, 2003, killing 102 people on board, the airline said. One person survived. The crash of the Boeing 737 occurred minutes after the plane left the Algerian town of Tamanrasset bound for the capital, Algiers, nearly 1,000 miles to the north.



RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

Licht wisselvallig!

Af en toe zon en meestentijds droog. De gehele periode staat er tamelijk veel wind en is het zacht.

© Ed Aldus 2003	ZA-08	ZO-09	MA-10	DI-11
Maximumtemperatuur:	9	11	12	12
Minimumtemperatuur:	5	6	7	8
Zonnekans in %:	30	30	30	30
Neerslagkans in %:	30	10	20	20
Windrichting kracht:	WZW-4-6	ZW-4-6	ZW-4-6	ZW-5-7

.... STORY OF THE DAY

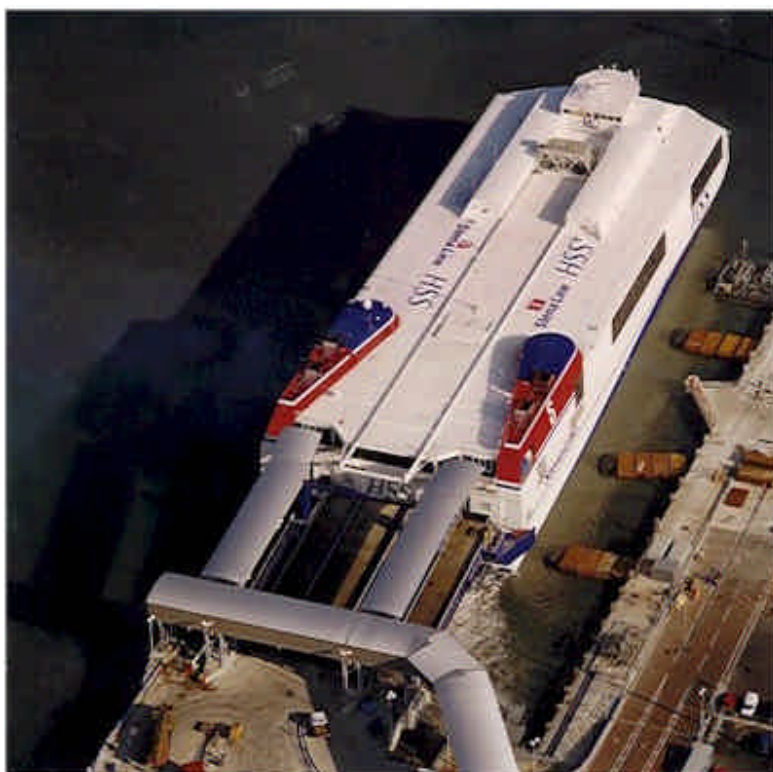
REPORT ON FIRE ONBOARD PASSENGER VESSEL "STENA EXPLORER"

The Marine Accident Investigation Branch (MAIB) published its report into a fire on the Stena Line catamaran **Stena Explorer** on 20 September 2001.

SYNOPSIS

Stena Explorer is a high-speed catamaran capable of carrying up to 1500 passengers and 375 cars or freight at 40 knots. The incident happened when the vessel was entering Holyhead harbour on 20 September 2001. There were 551 passengers on board and 56 crew. Visibility was good, the wind was 12 to 14 knots north-westerly and the sea state was calm in the sheltered waters.

At 1800, as she was proceeding astern, about 350m from the linkspan, the fire alarm sounded, indicating a fire in the port auxiliary engine room. About 30 seconds after the fire alarm sounded, the vessel's entire CCTV system failed. Normally, the master used images from the CCTV cameras mounted on the stern, to position the



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vessel on the linkspan.

The chief engineer activated the water hi-fog fire-fighting system in the area of the fire and requested permission from the master to shut down the port pontoon. However, the master decided not to do this until the vessel was fully lined up into the approach to the linkspan.

At 1806, the vessel was secured in the linkspan, and the passengers were evacuated safely and efficiently. The fire brigade attended 10 minutes later and, on the request of the fire chief, non-essential personnel were evacuated. At 1848, the fire brigade confirmed that the fire was extinguished.

The fire was caused by the failure of a compression fitting on an element of the fuel piping of the aft



generator in the port pontoon. This failure allowed gas oil to be pumped out over the running engine, where it came into contact with the exposed hot surface of the engine's turbo-charger unit, and was ignited. The accident highlights the dangers associated with the continued use of compression fittings in the fuel systems of diesel engines.

The failure of the CCTV system, and the issues surrounding headcounting procedures, have been addressed by Stena Line as a result of its own investigation into the fire.

A plastic free-standing lubricating oil storage tank was noticed during the investigation. A recommendation regarding this tank's compliance with the regulations has been made.

Further recommendations have been made with regard to the continued use of compression fittings in fuel lines of diesel engines. Safety Action taken by Stena Line

Stena Line recognised issues as a result of its own internal investigation, and these have led to corrective actions, which are now in place. These are described below.

The vessel's CCTV system

The CCTV failure was caused by the ship's entire CCTV system being supplied by a single power supply. When the fire damaged the cable supplying the camera in auxiliary engine room three, the entire system was lost.

This power supply system has now been altered to provide two independent power supplies: one to the cameras and one to the CCTV camera control matrix. In the event of a power failure to the matrix, it can be hardwired to allow manual camera selection.

The camera power supply is further split into independent port and starboard supplies, such that a

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major fault on one side of the vessel will not break the electrical supply to the other side.

In addition, each of the four aft CCTV cameras, which display a view of the linkspan during berthing operations, is to be supplied by two independent power supplies. These will be taken from the port and starboard emergency lighting circuits, and will be capable of being switched manually.

In the event of a similar accident, the entire CCTV system will no longer be lost, and sufficient CCTV coverage, to enable safe operation of the vessel, will be maintained.

Headcounting procedure

There is no requirement for a headcounting procedure ashore, and there was no such procedure in place. This meant that a number of passengers were permitted to drive away without being counted.

Although searching a vessel to ensure that all passengers have disembarked is a useful safety procedure, a full headcount compared with the ship's passenger manifest is a more accurate method of ensuring that all have been accounted for. This should be carried out in a designated area ashore.

Stena has now included a passenger counting procedure in its port emergency plan, for every port used. The procedure describes a counting method and designated holding areas for passenger and vehicles. Stena Line also extends this service to vessels using the port as a port of refuge.

Fitting of the pig tail compression fillings

A gauge will be used on the pig-tail pipes, to facilitate checks to ensure that they are pushed as far as possible into the fuel blocks.

RECOMMENDATIONS

The Maritime and Coastguard Agency is recommended to:

1. Use the particulars of this accident, to press within the International Maritime Organization for the prohibition of compression fittings in fuel lines of diesel engines.
2. Remind all owners and operators of vessels under the UK flag to review their risk assessments in relation to insulating hot surfaces and screening fuel fittings, where compression fittings are used in diesel engine fuel lines.



3. Consider whether the plastic, free-standing, lubricating oil storage tanks installed on board Stena Explorer, and any of her sister vessels operating in UK waters, meet the requirements of The International Code of Safety for High-Speed Craft, or an equivalent level of safety.

Classification Societies are recommended to:

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4. Remind all owners and operators under their jurisdiction, to review their risk assessments, and hence their policy, with regard to the use of compression fittings in diesel engine fuel oil lines, until regulation to prohibit the use of these fittings is in place.

Cummins Diesels are recommended to:

5. Supply to its agents, fitters and customers, a gauge to facilitate in-situ checks of pig-tail pipes, to ensure that they are pushed as far as possible into the fuel blocks.