

DAILY SHIPPING NEWSLETTER 2003 – 055



Number 055****DAILY SHIPPING NEWSLETTER*** Friday 30-05-2003

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Top: The tugs **EERLAND 23** and **EERLAND 5** in the new SMIT colours leaving the port of Hoek van Holland to assist the **NEFTEGAZ 31** with the barge **VIKING Barge 2** which arrived from Stavanger.

Photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS

Texas Clipper II Honored In Galveston



Texas A&M University at Galveston was officially presented the "M" Award Friday from the U.S. Maritime Administration for outstanding performance and maintenance of the **Texas Clipper II**, the school's maritime vessel. Marking the first time in almost 60 years the award has been presented. Texas A&M at Galveston Vice President and CEO Michael Kemp accepted the award, noting that it is "a great testament to our officers and crew of the Texas Clipper II. I want to especially congratulate Rear Adm. Richard

Lukens, who oversees our maritime program, and Capt. Jack Stephenson, master of the Texas Clipper II. Without their efforts, we probably would not have received this prestigious award." The "M" Award was presented to U.S. maritime ships before and during World War II when the maritime administration oversaw the world's greatest shipbuilding effort – more than 6,000 merchant vessel and naval auxiliaries were constructed for wartime use. The Award of Merit, better known as the "M" Award, was presented to ships in recognition of superior standing. The "M" Award was discontinued when the war ended, and the inaugural presentation of the honor was bestowed upon the Texas Clipper II on Friday. The ship will fly the "M" pennant, representing the award, for one year. The Texas Clipper II is a 394-ft. training ship that serves as Texas A&M-Galveston's "floating classroom." It is owned by the U.S. Maritime Administration, which oversees all operations and training programs of the vessel. The Texas Clipper II is one of six state maritime ships currently in the United States

Crew held on homicide charges

THE master and eight crew members from Panama-flagged bulker **Well Pescadores** are being held in Panama's police headquarters on homicide and attempted homicide charges. These relate to the death of two stowaways, allegedly thrown overboard in international waters off the US Gulf in March. The 12 Taiwanese or Chinese seafarers were taken into custody on April 30 by Panama officials, who had flown to Houston to accompany them on the ship back to Panama to charge them, arriving in early May. Charges against three crew members have since been discharged. The bulker had earlier been detained in Houston for more than a month while Panama and US officials investigated claims from three surviving Dominican stowaways who said there were among five beaten and thrown overboard. Quijano y Asociados is representing Taipei-based owner Shih Wei Navigation Co, but the crewmen currently have no legal representation and face an average wait of 12 months for trial, the firm said. Panama's penal code does not allow for bail.

Mega-box ships 'a certainty'

GIANT containerships of 12,500-13,000 TEU will be plying the world's key box trades by the end of this decade, Lloyd's Register container ships business manager Paul Tozer believes. LR has recently won the classification of five 8,100 TEU units to be built at Samsung for Canada's Seaspan Container Lines.

DAILY SHIPPING NEWSLETTER 2003 – 055

Having studied in detail the feasibility of such vessels some time ago, Tozer told Fairplay he is convinced that it is only a matter of time before mainline carriers take the plunge. Such vessels, which could cost \$125-135M depending on specification, would offer greater operating efficiency, powered by a single propulsion unit delivering perhaps 130,000 bhp and sailing a few knots below today's 25-26-kt norm, he said. Even twin-engined ships of this size could offer economies of scale compared with today's vessels, according to LR. Apart from Seaspans, which will charter its vessels long-term to China Shipping Container Lines for deployment on the Pacific, other carriers contracting ships just over 8,000 TEU include Hapag-Lloyd, MSC and OOCL.

Izar faces subsidy probe (again)

THE Spanish government is under attack yet again today following news reports that the European Commission is about to open an investigation into a hidden €1.5Bn (\$1.78Bn) state subsidy to shipbuilder Izar. According to Brussels, Izar received €800M in state aid in 1997 on the condition that it would receive no further financial support from that source until 2007. But the €1.5Bn figure is said to have been awarded to Izar between 2000 and 2002. The subsidy is reported to have given Izar an unfair advantage over its EU competitors. A spokesman for the Madrid government argued that the funding was for the construction of naval, rather than commercial ships. An Izar spokesman was not immediately available for comment.

Another Norway victim succumbs

The death toll from the boiler explosion on the SS **Norway** rose to five on Tuesday, making it one of the deadliest accidents aboard a cruise ship operating out of a U.S. port in more than a decade. Federal inspectors weren't ready yet to speculate about potential causes. The National Transportation Safety Board only got its first look at the boiler Tuesday after waiting two days to make sure the air was safe enough to breathe in the blackened bowels of the ship. At the same time, a French company that nine months ago signed off on the safety of the boiler said Tuesday it found nothing to warn of a catastrophe. Bureau Veritas, a 175-year-old firm with offices in Miami and Fort Lauderdale, cleared the super-heated steam boiler in July 2002 after conducting the same sort of pressure testing the U.S. Coast Guard requires. "I am sincerely convinced that our surveyors did their job correctly," said Francois Teissier, a vice president for Bureau Veritas North America. "Norwegian Cruise Lines is a very serious company that maintains its ships up to standards."



SEE THE "SCHEEPVAARTHOEK" WEBSITE FOR THE LATEST INFORMATION ABOUT THE TRIALS OF THE VOLVOX OLYMPIA

Photo : Jan van der Klooster ©

<http://members.chello.nl/j.vanderklooster1/index%20Volvox%20Olympia.html>

CASUALTY REPORTING

POLYXENI I (GREECE)

Crude oil tanker **Polyxeni I** (14716 gt, built 1972), Batumi for Mombasa, passing through the Bosphorus Strait late yesterday slammed into the shoreline, damaging several boats and floating restaurants. Customers at restaurants along the affluent Arnavutkoy jumped to safety just before the tanker smashed into the shore, a port official said, adding that no-one was injured and no oil spillage.

DAILY SHIPPING NEWSLETTER 2003 – 055

occurred. The coast guard pursued the vessel after it left the scene and forced it to anchor at the Bosphorus' south end at the Sea of Marmara, the official said. "It will wait there until the legal process is completed," he said. One of the stricken boats had sunk, while the another four to five sustained heavy damage, he added.

CHARLOTTE THERESA (CYPRUS)

Product tanker **Charlotte Theresa** (947 gt, built 1987), inbound for Antwerp, and bulk/c.c. **Alserbach** (2905 gt, built 1997), outbound from Antwerp, were in collision in Flushing Roads at 2255, local time, May 27. Alserbach proceeded outward from Flushing Roads at 2306 hrs, bound Wandelaar. Charlotte Theresa anchored at Flushing Roads at 2316 hrs

NORWAY (BAHAMAS)

Federal authorities today tried to determine the age of a boiler as they investigated what caused a cruise ship explosion which left five crew members dead and injured more than a dozen others. Investigators from the National Transportation Safety Board would not speculate on the cause of the explosion yesterday on board passenger Norway, which remained docked in the Port of Miami. The injured crew members remained hospitalised today, two in critical condition. None of the 2,135 passengers was hurt and terrorism was not suspected. The victims were identified by Miami-Dade County police as Ricardo Rosal, Rene Villanueva, Ramil Bernal, and Candido Valenzuela. All were from the Philippines. NTSB board member Carol Carmody said a key factor in the explosion was the boiler's age. Coast Guard and police officials have said it appeared that an accidental steam leak sparked the explosion. The boiler which exploded had heavy maintenance in 1999 and underwent a routine cleaning and check-up on May 15 after about 3,000 hours of use, Carmody said. The same day as the cleaning, the vessel passed its routine Coast Guard inspection, which checks for problems with a vessel's engines and safety systems, officials said. The inspection does not cover boiler-rooms on vessels registered outside of the United States, such as Norway, said Coast Guard Petty Officer Gene Smith. Norway is registered in Panama. Norwegian Cruise Line spokeswoman Susan Robison said she could not immediately determine how old the boiler was or how comprehensive the last check-up was. Carmody said the chief engineer told investigators there was no fire on the vessel, despite early reports. On two decks, the sprinkler system was set off by vibrations from the explosion. NTSB inspectors will probably remain in Miami for up to two weeks, but a definitive cause of the explosion could take up to a year to determine, Carmody said.

SHIPYARD NEWS

Schröder markets German yards

GERMAN chancellor Gerhard Schröder has been drumming up business for his country's shipyards during a trip to Asia. Schröder held talks last week with the Indonesian government about the financing of two vessels. Shipbuilder Meyer Werft has been a major supplier of passenger ferries to Indonesia in recent years, with 23 units delivered and one on order for mid-2004 completion. The yard last month announced that lack of orders was forcing it to cut its 800 jobs from its 2,600 workforce. Yesterday, however, the yard said it now planned only 590 redundant between now and next February. 480 of these staff will receive re-training in a temporary holding company for up to 14 months. The yard is reported to be negotiating for a cruise ship contract with NCL, but the decision to cut the workforce to a core 1,800 remains.

Korea targets newbuilding dominance

SOUTH Korean shipbuilders expect to control a 40 per cent share of the world newbuilding market by 2012, according to experts attending a meeting convened by the country's Ministry of Commerce, Industry and Energy. Korean yards currently have a 33 per cent market share. The value of ship

DAILY SHIPPING NEWSLETTER 2003 – 055

exports is forecast to surge to \$15Bn a year in ten year's time from the \$10Bn estimated for this year. Yards will focus on building large container ships, floating structures and LNG carriers as well as enhancing "digital inputs". However, concern was expressed over the "miserable" state of domestic newbuilding orders, a shrinking workforce and growing age profile of yard labour. Measures suggested to overcome the "imbalances" include forging stable labour-management relationships and boosting ship finance to domestic owners.

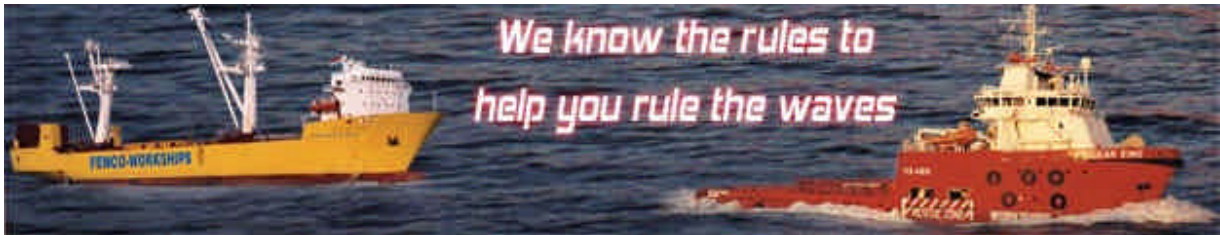
Brazilian shipbuilding aims high

BRAZIL is planning to expand its shipbuilding industry along the lines of the successful Brazilian aircraft manufacturer, Embraer, according to state development bank BNDES. The bank's president Carlos Lessa told the Estadão news organisation that the BNDES must create a line of credit to expand Brazil's export, newbuilding sector. Describing the sector as "one of the bank's best bets," Lessa said the state must act as a catalyst to expand the shipbuilding industry. The BNDES played a major role in converting Embraer into one of the world's biggest aircraft-builders. Lessa said the bank has based its contribution strategy on \$100Bn in Brazilian oil sector-related investments planned over the next five years. The BNDES says the projections have also been supported by independent studies carried out in Brazilian universities.

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CC Tung: cost efficiency helped OOCL during a difficult 2002

ORIENT Overseas Container Lines (OOCL) faced some of its toughest operating conditions in recent memory over the past financial year ended December 31, 2002.



DAILY SHIPPING NEWSLETTER 2003 – 055

Business confidence was low, forecasts of a global downturn persisted, and to top it off new capacity flooded the market and helped push already weak freight rates even lower. The only way to deal with our market conditions such as these was to place greater emphasis on improving cost efficiency, CC Tung, chairman and CEO of OOCL, said in a letter to shareholders recently. In 2002, average revenue per TEU dropped 9 per cent due to lower freight rates, total revenue grew, however, 2.3 per cent. Transpacific routes carried the company, with total revenue growth of 6.6 per cent, while Asia-Europe and transatlantic revenue fell 9 per cent and 4 per cent respectively.

On top of cost cutting, developments later in the year offset pessimistic performance forecasts, Mr Tung said. The projected increase in tonnage occurred slower than envisioned. Freight volumes also turned out to be higher than predicted, and less capacity during the period meant freight rates firmed, Mr Tung wrote. As for 2003, Mr Tung said things continue to look better than at the beginning of last year.

However, he added strong oil prices and a slumping US dollar may crimp earnings, he cautioned.

Matson to purchase vessels after reaching agreements with unions

MATSON Navigation Co. has reached agreements with its offshore unions that will allow it to proceed with the purchase of the two new containerships currently under construction at Kvaerner Philadelphia Shipyard Inc (KPSI). The company said as a result of the co-operative efforts of these maritime unions, it will be able to operate the new ships under a cost model that justifies the financial investment.

"Our company is very pleased that we have been able to reach agreements with all but one of our current offshore unions that will allow us to achieve most of the cost savings that are vital to this project," said James Andrasick, Matson president and CEO. "We are hopeful that a mutually satisfactory agreement can be reached with the remaining union, which presently provides one crew member aboard each ship that Matson owns and operates," Mr Andrasick added.

"These new ships underscore our commitment to continuing to invest in US domestic offshore markets, with US-built and US-crewed vessels. Because we operate in a very competitive environment, we remain focused on doing business in a way that is both cost effective and service oriented. We appreciate the co-operation we have received from these offshore unions in helping us to create a solid competitive footing for the operation of these new assets."

JUPITER AND TIRANA FOR SALE

The **JUPITER** and **TIRANA**, both laid-up at Brindisi, have been advertised for sale by auction: the **JUPITER** on 23 June at a minimum price of 1 050 000 Euros, and the **TIRANA** on 27 June at a reduced price of 135 561.60 Euros (note the odd 60 cents).

P&O sells offshore stake

P&O, the ports, ships and logistics group, has sold its 50 per cent stake in the Australian supply business International Offshore Services to its Norwegian joint-venture partner Farstad Shipping. The £51M (\$83.2M) generated from the sale will be used to reduce group debt. The transaction will be completed by the end of June, and is in line with P&O's strategy of bolstering business sectors in which it is market leader. Farstad said it would set up a new subsidiary in Melbourne to continue operating the existing fleet. In a separate development, P&O Nedlloyd is to outsource its Australian ship husbandry business to agency Inchcape Shipping Services in a bid to cut costs.

NAVY NEWS

Northrop Grumman Begins Construction of LHD 8



Top : The LHD 7 Iwo Jima is one of the latest WASP class vessels

Northrop Grumman Corporation's Ship Systems sector started fabrication May 22 on LHD 8, a multipurpose amphibious assault ship. U.S. Navy and Marine Corps representatives lauded the Northrop Grumman team's efforts and the significant impact and support these ships offer to the defense of American freedom. Ship Systems Ingalls Operations has delivered seven LHD 1 Wasp-class ships and five LHA 1 Tarawa-class of amphibious ships. LHD 8 marks the eighth ship in the class. LHD 8 is the first amphibious ship that will be powered by gas turbine engines instead of a steam plant. The ship will also have all-electric auxiliary systems that will provide the Navy and Marine Corps team with significant savings in manpower and maintenance costs, while also saving on fuel expenditures. LHD 8 represents evolutionary and transformational steps towards the future. LHDs embark, transport, deploy, command and fully support all elements of a Marine Expeditionary Unit of 2,000 Marines, inserting forces ashore via helicopters, landing craft and amphibious vehicles. LHDs are fully equipped with command and control systems for flagship command duty. The Wasp-class is the first specifically designed to utilize air-cushion landing craft for an assault, and to carry a squadron of AV-8B Harrier II jets and MV-22 Osprey tilt-rotor aircraft for operational support. LHD 8 is scheduled for delivery to the Navy in mid-2007.

HMS Ocean arrives home

Hundreds of service personnel aboard [HMS Ocean](#) are arriving in Devon after serving more than four months in the Gulf. The crew of the Royal Navy's largest warship are preparing for a jubilant homecoming from the war on Iraq.

DAILY SHIPPING NEWSLETTER 2003 – 055

Well-wishers packed the jetty at the ship's Plymouth base, ready to cheer the assault ship when she comes alongside on Wednesday morning.

About 360 of Ocean's crew members will be reunited with their family at Devonport Naval Base on Wednesday.

Speaking on board the ship before she sailed into Plymouth Sound, her commanding officer, Captain Chris Clayton, said she had made a "vital effort in securing southern Iraq".



"She has performed brilliantly," he said. "Ocean was a major component of the assault on southern Iraq and particularly the Al Faw peninsula in those first three days."

He said of the ship's company: "Without doubt, they are all stars. "The mood on board ship is euphoric but their pride is tinged with a bit of sadness as they remember that not everyone is coming home."

Armed Forces Minister Adam Ingram was on board the ship to congratulate her captain and crew.

HMS Ocean set sail from Plymouth on January 16 carrying 300 Royal Marines from Taunton-based 40 Commando and 400 air crew along with her 350-strong ship's company. During the conflict in Iraq, she was a platform for 22 military helicopters, all of which flew off the vessel earlier.

After visiting **HMS Ocean**, Mr Ingram flew on to **RFA Argus**, a hospital ship which has accompanied Ocean since January. During the conflict, her 200 Royal Navy medical staff treated both coalition and Iraqi casualties. **RFA Argus** and her 150 crew are due to return to Devonport naval base on Wednesday afternoon.

She will be followed by **RFA Fort Rosalie**, which provided supplies of food and fuel throughout the operation.

MOVEMENTS

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DAILY SHIPPING NEWSLETTER 2003 – 055



The **NEFTEGAZ 31** arrived Wednesday with the **VIKING BARGE 2** in Rotterdam.

Photo : Piet Sinke ©



The **SMIT EXPLORER** arrived Wednesday from Abu Dhabi and went to the Waalhaven pier 1 – Rhenus Spoorhaven to discharge her cargo and load new cargo for Singapore.

PHOTO's : HANS DE JONG MARITIME PICTURES



DAILY SHIPPING NEWSLETTER 2003 – 055



The **Discovery** departed from Harwich 17-05-2003 – **Photo : Kenneth Smith ©**



The Chinese Tug **DE HONG** departed from Rotterdam Wednesday with the **ZHONG REN 3** loaded with a drydock and several other materials bound for Lagos (Nigeria)
Photo : Piet Sinke ©

Top : The **EN AVANT 5** enroute the **Zhong Ren 3** prior the departure of the barge



PHOTO : HANS DE JONG MARITIME PICTURES

AIRCRAFT / AIRPORT NEWS



McDonnell Douglas MD-11F [PH-MCU](#) Showing its NEW c/s! Being towed onto the Sierra platform

Photo : Ramon Berk ©



Wreckage of the Russian-built [Mi-17](#), owned by private [Simrik Airlines](#), lies near the Mount Everest base camp after it crashed May 28, 2003. Two people died and six were injured, marring celebrations ahead of the 50th anniversary of the first ascent of the mountain.

Airbus signs 20b euro deal for military transport planes

It will supply 180 of the military transport planes to seven countries

(FRANKFURT) Airbus SAS, the world's second-largest maker of commercial aircraft, signed a contract worth 20 billion euros (\$41 billion) to supply 180 A400M military transport planes to seven countries, a programme 20 years in the planning.

DAILY SHIPPING NEWSLETTER 2003 – 055



The Airbus A400M: will be able to carry two attack helicopters, one light tank or six utility vehicles and trailers. Deliveries of the planes from France-based Airbus will begin in 2009.

Deliveries from France-based Airbus begin in 2009. The signature comes 18 months after ministers for six European countries and Turkey first agreed to buy the plane.

German lawmakers on May 21 approved financing for 60 A400Ms.

The total order fell to 180 planes after Germany decided to cut its purchase and Portugal dropped out of the project.

The aircraft will compete with Boeing Co's C-17 and Lockheed Martin Corp's C130J, giving the region its first European-built military transport plane in more than 30 years.

The A400M will be able to carry two attack helicopters, one light tank or six utility vehicles and trailers.

The aircraft will have twice the volume and twice the payload of the C130J, which costs about US\$60 million each.

The A400M will have two-thirds the volume of a Boeing Co C-17, which costs US\$200 million, and half the payload.

The breakdown of orders is as follows: Germany, 60; France, 50; Spain, 27; Britain, 25; Turkey, 10; Belgium, seven, and Luxembourg one plane.

Airbus is 80 per cent owned by European Aeronautic Defense & Space Co and 20 per cent owned by BAE Systems.

The order will double EADS's backlog of military orders to about 40 billion euros, EADS said in a statement sent by fax.

Together with Airbus, EADS has a 90 per cent share in the programme. EADS leads the group of participating companies with responsibility for managing the overall programme as well as for final assembly in Seville, Spain.

RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

HOGE TEMPERATUREN!

Morgen en vrijdag zonnig, in het weekend perioden met zon en vanaf de namiddag kans op een onweersbui. Middagtemperatuur rond 25 graden, langs de kust bij wind van zee minder warm.

© Ed Aldus 2003	DO-29	VR-30	ZA-31	ZO-02
Maximumtemperatuur:	25	25	24	26
Minimumtemperatuur:	12	13	14	15
Zonnekans in %:	80	70	50	60
Neerslagkans in %:	5	10	30	30
Windrichting kracht:	NO-3-4	NO-3-4	O-2-3	ZO-2-4

.... PHOTO OF THE DAY



The **TROMS SUPPORTER** seen in Stavanger – photo : Terje Moen ©



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.... STORY OF THE DAY

Ship grounding contains ingredients for major disaster

ACCIDENTS are rarely due to one single mistake. Normally there are a whole catalogue of contributory errors and factors that conspire together to send a ship onto the rocks or into the side of another vessel.

DAILY SHIPPING NEWSLETTER 2003 – 055



Age-old problem: Failure on the bridge team's part to closely monitor the ship's position when a pilot is on board is an old problem

The Australian Transportation Safety Board has just published its report into the grounding of the Liberian flag container ship ANL Excellence off Queensland in July last year. Fortunately, there was no loss of life or serious damage and so the reader may be allowed a wry smile at the episode which encompasses a surprisingly large number of topical issues.

The bare bones of the incident are as follows. A pilot embarked a pilot off Point Cartwright, Queen Island, for the passage to Fisherman Islands container terminal in the Port of Brisbane. After arriving on the bridge, the pilot set up a portable electronic chart display equipped with a differential global positioning system, to allow him to independently monitor the passage to the berth.

The report says that the pilotage proceeded routinely. There were no other movements within the port or the approach channels during this time. The weather was reasonable, though visibility was reduced at times by passing rain showers.

ANL Excellence entered the East Channel. Rain was falling at this time and the bridge window wipers were operating. A temporary, starboard lateral (or channel marking) buoy was marking the position of a cardinal beacon (indicating danger with reference to the points of the compass) which had been destroyed by a ship some 15 months previously. This temporary buoy was not seen by anyone on the bridge.

As the vessel passed one starboard lateral beacon, the pilot ordered starboard rudder to bring the ship to a heading of 240 degrees. The master, sitting in front of one of the two radars, realised that the relative bearings of two beacons were changing and went to the helmsman to see what was happening.

The pilot looked at his electronic chart system on his laptop computer only to be greeted by a blank screen. The computer had reverted to stand-by mode. The pilot tapped a key and when the chart was restored he suddenly realised that he had ordered the course alteration too soon. The main engine was stopped and put astern, but ANL Excellence grounded before the ship had begun to slow.

The ship was refloated on the next high tide, using its main engine and with the aid of tugs. No damage was found.

The report draws a number of conclusions. It says that the ship ANL Excellence grounded because the pilot erroneously ordered an alteration of course at the starboard lateral beacon E3 instead of at the temporary starboard lateral buoy marking the position of the original east cardinal beacon E5. He did not follow his normal procedure of checking the position of the course alteration using his portable electronic chart system.

The temporary buoy marking the original position of the original east cardinal beacon E5 (the turning mark) was obscured by rain. The green light on the temporary buoy was not as conspicuous as a white light, which would normally be associated with a cardinal navigation mark.

Although not suffering from chronic fatigue, the pilot's performance was probably affected by the trough in his circadian rhythm associated with the hours between 0400 and 0600. The pilot's electronic chart system was placed at a significant distance from where he was standing, with its display in power saving mode at a critical moment.

DAILY SHIPPING NEWSLETTER 2003 – 055

The bridge team did not detect the erroneous helm order and failed to challenge the pilot. According to the report, both the master and mate were probably fatigued as a result of their hours of work during the passage through the Great Barrier Reef, which was exacerbated by the 'time of day' effect. It says that neither the master nor the mate were sufficiently aware of the ship's situation, at the time, to challenge the pilot's premature order for the course alteration. Insufficient attention was paid to the ship's radar display.

The navigation chart in use by the ship did not show the temporary replacement of E5 cardinal beacon with a temporary starboard lateral buoy marking the southeast extremity of Middle Bank.

Interestingly the report also notes: The interpersonal tension between the master and mate effectively nullified the active participation of one qualified navigator in the bridge team. So we have a real mix of factors here. There are the obvious ones.

The pilot, who probably guided ships in safely through that channel hundreds of times, made a simple mistake because he had not checked his position at the alter course.

The electronic chart going into screen saver mode adds something contemporary to what is an age old problem, that familiarity can, if not breed contempt, lead people to be less thorough. The screen should have given the pilot the ship's exact position. One can only imagine what went through the pilot's mind when all he could see was a blank screen.

The ship's master and mate were also slow to realise something was amiss. Again failure on the bridge team's part to closely monitor the ship's position when a pilot is on board is an old problem.

This incident shows the need for ship staff to remain alert. It also shows why that may be easier said than done. The report refers to the effect of working in the early hours of the morning on the body clock. Well, short of only moving ships in and out of harbour during office hours, nothing much can be done about that problem.

More worrying though is the reference to fatigue on the part of the master and mate, having just navigated the ship through the barrier reef, both men were probably very tired.

If this accident had been a serious one; with loss of life or major pollution, there could have been some very searching questions asked about how long the two men had been working.

At present, owners would generally not be amused if a master anchored his ship on arrival at the pilot station until he felt sufficiently rested to take the ship into port. In fact, the idea would seem comical to most mariners. Times, though, are a changing as working hours legislation starts to take effect.

Then there is the factor of the inappropriate buoy, still in place 15 months after the beacon it replaced had been destroyed. No doubt Brisbane Port is suitably embarrassed by the report's comments in this regard.

And finally of course the master and mate couldn't stand each other. That is something it is impossible to legislate against but in this case it looks like the final straw that broke the camel's back because interpersonal tensions, as the report tactfully puts it, meant the pilot's actions weren't getting the scrutiny they deserved.

Australian Transportation Safety Board Report No 181 does not relate to a major catastrophe and probably few people will read it. That is a shame because all the ingredients were there for a major disaster.