

## DAILY SHIPPING NEWSLETTER 2003 – 157



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The Ferry **IPSWICH WAY** seen at the river Orwell – **photo : David Hazell ©**

## EVENTS, INCIDENTS & OPERATIONS

### Stranded ship going nowhere

Cape Town - The stranded **Sealand Express** has resisted yet another attempt to pull her off Cape Town's Sunset beach.

Three tugs with a combined pulling power of 400 tonnes battled in vain to move her on a Spring tide on Friday afternoon.

Salvage master Dave Main of Smit Marine said the swell they had hoped for which would have helped lift the vessel off the sandy bottom did not materialise.

"We got her to come slightly to port. A little was achieved but nothing to get excited about."

He said the tugs would maintain tension on the towing hawsers (wire-ropes) while the dredger Ham 316 came back in to move more sand. Asked when another attempt would be made Main said: "We'll have to see how it goes with the swell. Without the swell we won't achieve very much. If we get swell and the dredger removes the sandbank we'll look at trying tomorrow."

The **Sealand Express**, an American container vessel, ran aground in stormy weather after dragging her anchors on August 19.

### Carnival accused of 'obfuscation'

CRUISE giant Carnival Corp, which recently escaped penalties for alleged probation violation in Florida, has been accused of shielding its performance behind a 'policy of obfuscation'. The charge comes from environmental activist Bluewater Network, which says the company has refused to give details about how it would avoid further pollution of US waters. Carnival recently sacked three Holland America Line employees as part of a District Court deal to avoid probation breach sanctions. A probation officer sought the sanctions, claiming the HAL workers submitted audits containing "false, misleading and inaccurate information" about environmental compliance. The compliance was ordered as part of an April 2002 plea agreement that included \$18M in fines after oily water was discharged and oil log records falsified. The sackings, together with Carnival's pledge to hire four more environmental compliance officers, were enough for the judge to set aside the probation officer's petition. Blue Network has called on the public to email Carnival chairman Micky Arison to urge him to stop his ships polluting air and water. Carnival admitted no wrongdoing and was not penalised for its employees' actions but remains subject to the 2002, five-year, probation order, for lying to the US Coast Guard about its pollution-treatment logs.



Graphic tracking the path of violent typhoon Maemi as it threatens South Korea and Japan

## Mists still shroud ghost ship plans

ABLE UK has confirmed to Fairplay that it plans to take two vessels from the US Navy's 'ghost fleet' early next week, although it could not give an exact date. A company spokesman said US surveyors were currently inspecting the vessels. Mark Clark, a spokesman at the UK's Maritime and Coast Guard Agency, said Able UK's passage plan has been received, but explained there was "no real change" to the situation because the MCA is still waiting for risk assessments, a Load-line Exemption Certificate and other information, which the US Coast Guard will not accept until the MCA has approved it. An MCA surveyor is travelling to the US to assist surveyors there and will provide Able UK with a list of recommendations. Another problem for Able UK is the weather, with hurricane Henry and Isobel moving eastwards into the Atlantic.

## Scrap yard compensation 'too small'



GUJARAT Maritime Board in India has demanded that demolition companies should pay an ex-gratia compensation of Rs25,000 (\$543) per person "or an amount as may be decided by the board" over and above the insurance claims to the next of kin of workers killed in a scrap yard accident. Injured workers should receive Rs5,000 over the insurance claims, according to a government notification. The statement adds that, in the event of a major fire, explosion or accident that causes damage but without death or serious injury, scrapping activities on that particular plot will be suspended for a period "not exceeding five days". During this

period, GMB's safety officers will inspect the plot, examine the causes of the incident and instruct the respective plot holder to rectify the problem and restore safe working conditions before the resumption of operations. Ship breaking industry officials in India argue that the penalties are too small to motivate breakers to improve conditions.

## Tsavliris seeks crane guarantee

GREEK salvor **Tsavliris** has sought a guarantee from Karachi Port Trust that it will not arrest the heavy lift crane being brought from Dubai to help with removal of the **Tasman Spirit**. "It all depends on how long KPT takes to respond to the salvor's request," local agents told Fairplay. The hired Semco sheerlegs crane with 1,500 tonnes lifting capacity is being towed to Karachi from Dubai, and is scheduled to arrive on September 16. Other equipment for cutting and lifting is also on its way, the agents said, adding that Tsavliris is looking to begin wreck removal in about three weeks' time. No details have emerged about how the work will be contracted out. Earlier this week Karachi authorities arrested the tanker Endeavor II, which was being used as a floating storage facility during the lightering operation. The tanker **Sea Angel**, which was chartered by Tsavliris as a shuttle tanker, has been refused permission to leave Pakistani waters without paying dues owed.

## SMD in search for sunken gold

An undersea exploration vehicle designed and built by Soil Machine Dynamics (SMD) in Newcastle, UK, is playing a key role in the salvage of what could be the most valuable shipwreck in history. Newcastle based SMD specialises in remotely operated vehicles for subsea use and was responsible for developing '**Zeus**' which is being used by US-based Odyssey Marine to recover the gold on board the **SS Republic** which lies off the Georgia coast.



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The ship sank during a voyage to New Orleans in 1865 carrying 20,000 gold coins. The 'Liberty Heads' were the preferred currency of the time and weighed one ounce each. Worth \$400,000 when **SS Republic** set sail the cargo is now valued at \$160 million. The money was to be used in the South's reconstruction, and to help relieve the post-civil war misery.

Mike Jones, sales and marketing manager at Soil Machine Dynamics, said: "Most of the machines we create are used for laying and burying cables and pipelines deep undersea. It is really exciting to see one of them being used to find such a historically important and valuable wreck."

Privately owned SMD was founded over 30 years ago by Dr Alan Reece from the University of Newcastle and employs around 70 people. **Zeus**, which was named by **Odyssey Marine**, especially for this mission, weighs in at 7 tonnes, has 240 horsepower for propulsion and can operate at depths of over 8000ft. The system's cameras feed high-resolution video signals to the operators at the surface, which enables them to control two position feedback manipulators for retrieving the delicate artefacts. It was originally designed for advanced deep-ocean fibre optic cable maintenance operations and is perfectly suited for the rigors and precise handling required by delicate shipwreck excavation far below the ocean's surface. "We should be hearing a lot more about **Zeus** in the coming months as **Odyssey Marine** has a deal with the British Government to recover 9 tons of gold from the shipwreck of **HMS Sussex**," added Mr Jones.

## Two killed in oil rig gas accident



Two men have died following a gas 'kickback' on a North Sea oil rig, authorities have confirmed.

Sean McCue, 22, from Fife and Keith Moncrieff, 45, from Tayside had been working on a utility leg of the **Brent Bravo** rig near where the gas escaped on Thursday afternoon.

Left : The **BRENT BRAVO** during the tow-out from Stavanger and installation during 1976

Sixty non-essential workers were evacuated by coastguard helicopter after the gas was detected on the installation run by Shell Expro just before 4pm.

A statement from the company said: "Due to the build-up of gas in the utility leg, the platform was down-manned of all non-essential personnel to the nearby Brent Alpha and Brent Charlie platforms. The gas was quickly and safely evacuated."

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Helicopters were also on standby last night to airlift the remaining 63 staff off the rig which is 116 miles north east of Lerwick, Shetland, although coastguards said the alert had been stood down.

An investigation team including police, the Health and Safety Executive and Shell Expro, was on its way to look at the cause of the fatal incident.

Shell Expro managing director Tom Botts said: "We are deeply saddened by the deaths of two of our colleagues. Our thoughts are with their families and friends, and we will do all we can to ensure they are supported during this very difficult time." "We are working closely with the police and the Health and Safety Executive and we are absolutely determined to find out quickly the cause of this incident." Mr Botts said Shell did not believe the deaths were caused by a kickback, or pocket of gas building up within an oil well.

"That had nothing to do with this particular incident," he said. "The men were doing a routine inspection of the utility leg when there was a gas leak in the leg. It had nothing to do with the well."

## CASUALTY REPORTING

### Passengers, crew abandon ferry near Sardinia after leak

ROME (AP) - About 160 passengers and crew members were safely evacuated from a ferry bound for Sardinia late Thursday after the vessel apparently ran aground and the engine room started taking on water, crew members and portofficials said.

The **Moby Magic** was listing and drifting about three miles (4.8 kilometers) off Porto Cervo, on Sardinia's Emerald Coast, one of the poshest parts of the island, said a port official in nearby Olbia who wouldn't give his name. Passengers described a scary jolt and moments of fear as they abandoned the **Moby Magic** for dinghies.



The **MOBY MAGIC** seen here laid up in Genua during October 2002 – photo : Piet Sinke ©

One passenger fell in the water as he tried to get into the dinghy but was immediately saved, said Massimo Panebianco, 36, the ship photographer, in a telephone interview with The Associated Press.

"We hit something underground, we started taking on water," he told the AP after he safely reached

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shore. "We thought we would sink." All 80 passengers and 80 crew members, including the captain, were evacuated by Coast Guard vessels and were in good condition as they headed toward Sardinia, the port official said.

Panebianco said the situation was generally calm, but that "I was afraid it could have been a lot worse."

The commander of the **Moby Magic**, Gianfranco Cutugno, told the ANSA news agency that he couldn't exclude that an error had been made as the ferry negotiated various sandbars and shallow areas as it approached port. "I want to rethink the maneuver of closing in on the coast," he was quoted as saying. "I can't exclude that an error was committed." The ferry, belonging to Moby Lines, had been heading to Olbia from Leghorn, on the Italian mainland near Pisa, when a leak sprang in the engine room.



The company also owned the **Moby Prince**, a ferry which collided with an oil tanker in 1991, caught fire and killed 143 people aboard. One person survived. In 1997, three port officials and an oil tanker officer were acquitted of manslaughter in connection with the blaze. A year later, the wreck sank after taking on water. ANSA quoted the ship owner, Vincenzo Onorato, as saying the tragedy of the **Moby Prince**, which was on a similar crossing as the **Moby Magic**, still weighed on him.

"Our first and only concern was to save human lives," he told ANSA.

## Schip in problemen op Markermeer na aanvaring

PAMPUS - Op het Markermeer zijn in de nacht van donderdag op vrijdag twee binnenvaartschepen op elkaar gevaren. Een van de vaartuigen liep daarbij een gat aan de voorkant op en maakte water, liet de Kustwacht in Den Helder weten. Een paar uur na de botsing kon het schip onder begeleiding van een reddingsboot naar Enkhuizen varen. Volgens een woordvoerder van de Kustwacht was de situatie stabiel en was de hoeveelheid water dat het schip binnenkwam nihil. De bemanning kon aan boord blijven. Het andere schip liep ook schade op, maar kon zonder problemen koers zetten richting Amsterdam. De Kustwacht zette drie reddingsboten in. De aanvaring gebeurde rond 01.00 uur tussen Uitdam en Pampus.

## SHIPYARD NEWS

### Eastern Shipbuilding delivers Harvey newbuild

Seabrokers reports that Harvey Gulf International has taken delivery of the **Harvey Explorer** from Eastern Shipbuilding, the second of the company's latest 240ft offshore supply vessels. Seabrokers says the company is also set to build two 290ft ultra deepwater support vessels

## EU moet oneerlijke steun scheepsbouw beter aanpakken

door Harmen van der Werf

**DEN HAAG - De boodschap van directeur A. Houweling van scheepswerf Van der Giessen-de Noord in Krimpen aan den IJssel is overgekomen in politiek Den Haag. Staatssecretaris Van Gennip van Economische Zaken gaat zich hard maken voor een steviger aanpak van oneerlijke concurrentie in de Europese scheepsbouw.**

De sluiting begin volgend jaar van Van der Giessen-de Noord is, verklaarde directeur Houweling enkele weken geleden, mede veroorzaakt door concurrentievervalsing binnen de Europese Unie. Kamerleden pikten dit geluid op en vroegen uitleg van Economische Zaken. Die is onlangs gekomen. Staatssecretaris Van Gennip erkent dat er sprake is van oneigenlijke steunverlening in de Europese Unie. Als voorbeeld noemt zij de Spaanse scheepsbouw.

De Europese Commissie is ook al een officieel onderzoek tegen Spanje begonnen. Brussel zet wellicht dezelfde stap richting Italië. Van Gennip roept Nederlandse scheepswerven op gevallen van oneerlijke concurrentie te melden, als zij daar bij een opdracht tegenaan lopen.

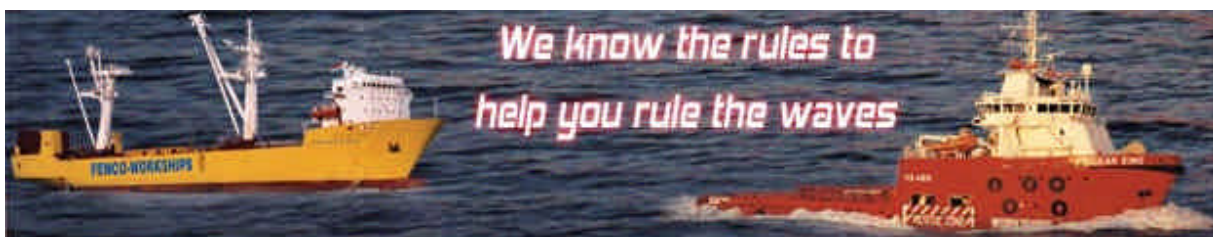
Ondanks dit soort zaken staat de Nederlandse scheepsbouw er volgens de staatssecretaris in vergelijking met andere EU-lidstaten niet slecht voor. De sluiting van Van der Giessen-de Noord staat naar haar idee op zichzelf. De markt voor cruise- en ferry-schepen is ingestort sinds de terreuraanslagen van 11 september 2001 en door de scherpe concurrentie van Aziatische landen is ook de concurrentie binnen Europa toegenomen.

Nederland heeft de laatste jaren een zuinig steunbeleid gevoerd. Doel was de industrie te stimuleren tot een efficiëntere productie. Toch is er van 1998 tot en met 2002 nog 300 miljoen euro subsidie verstrekt. Sinds 1 september geldt een tijdelijke steunregeling waarvoor 60 miljoen euro beschikbaar is. Die blijkt erg welkom. Van Gennip meldt dat de regeling al bijna is volgeschreven. Zij overweegt nog fiscale maatregelen te nemen om de bouw van nieuwe schepen aantrekkelijker te maken. In andere Europese landen bestaan die al.

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## Teekay moves in on Petro Trans

TEEKAY, the Vancouver-based Aframax giant, has signed an initial contract to acquire half the shares of Skaugen Petro Trans, which operates lighterage activity in the US Gulf and the Caribbean, from IM Skaugen in Oslo. The price of the deal was not disclosed and final contract is subject to due diligence procedures. The final contract is expected to take effect from 1 October. SPT operates a fleet of nine Aframaxes and five support vessels in the US Gulf, the Bahamas, Cayman Islands, Trinidad and since July, Aruba. In August Teekay bought a 16 per cent stake in D/S Torm, which operates three pools of Aframaxes, with about 60 ships in all. It also acquired Norwegian shuttle tanker and Aframax operators Ugland Nordic Shipping and Navion. IM Skaugen's core business is Norwegian Gas Carriers, which operates a fleet of 20 LPG carriers ranging in size from 5,000 to 10,000m<sup>3</sup>.

## Bollinger delivers Elsa Leigh to Aries Marine

Bollinger Shipyards has re-delivered the 254ft supply boat **Elsa Leigh** to Aries Marine of Lafayette,

Louisiana. **Elsa Leigh** is the new name for the former **Seacor Clipper**, following an extensive renovation at Bollinger's Morgan City shipyard.



Much of the work on the vessel involved mechanical systems in the hull and replacement of about 30 per cent of the boat's steel. The vessel was brought up to ABS DPS 1, FiFi1 and GMDSS Area 3 certification.

Her two main EMD engines were removed and rebuilt by NREC in Houma, Louisiana, who boosted their power from 1,250hp each to 1,500hp each. The vessel's old reverse/reduction gears were replaced with re-conditioned Falk gears to accommodate the higher horsepower and her two drive shafts were re-conditioned at Bollinger.

Elsa Leigh's Detroit Diesel 12V71 generator sets were "tuned up" and a Cummins KT-19 M3 700hp

diesel engine replaced the existing Detroit Diesel bow thruster engine. That engine was re-conditioned and used to drive a fire pump that serves two new 11,000GPM Stang fire monitors that Bollinger added to the boat.

Bollinger also adapted the stern to accommodate a Schottel thruster unit powered by a Cummins KT-19 M4 600HP diesel engine delivering 600hp. Two Cummins 6CT diesels were added to power new mud pumps and to drive Quincy air compressors that deliver dry bulk drilling mud.

The ship's dry and liquid drilling mud systems were totally upgraded.



## DOF identified as buyer of Trico UT741

Seabrokers reports that, after what it called "several weeks of speculation," District Offshore A/S were recently identified as buyers from Trico Marine of the 1999 built AHTS UT741 **Northern Admiral** for an agreed purchase price of approximately Nkr266 million.



Top : The **NORTHERN ADMIRAL** – photo : Kevin Blair ©

## Doha Marine Services takes delivery of new vessel

Doha Marine Services (DMS) in Qatar has taken delivery of its latest acquisition, a 60m DP-2

Construction Maintenance,  
Dive Support vessel named  
**DMS Conquest**.



Conceptual design of **Conquest** was derived from within DMS management where careful evaluation of clients needs and weather conditions were evaluated and came up with a 'pocket DP' vessel.

Detailed design was completed by Henderson International of Dubai, and the owners elected to build DMS Conquest on a speculative gamble with no contract in place, creating considerable interest from the international market with enquiries coming from as far afield as West Africa, Mexico, India and the Far East.

Conquest is a very versatile vessel and can perform, dive support, ROV, topside construction and maintenance activities, and also act as a crane vessel utilizing her 160t Liebherr telescopic hydraulic crane, which is capable of lifting 44t @ radius of 20M. Having fire monitors installed on the stern she can also support emergency firefighting and platform evacuation.

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Fitted with a Kongsberg SDP21 system, supported by MCD Fan beam, DGPS, and HIPAP 350 reference systems, her DP seakeeping capability has proved very effective, said DMS.

Able to accommodate 90 personnel in one man, two man and four man cabins, all fitted with self contained bathrooms facilities, she is well suited for a construction and maintenance role.

Her owners are currently planning to install a helideck in addition to a hydraulic telescopic gangway which will allow the vessel to remain connected by gangway to an offshore structure while remaining on DP.

Other fleet expansion planned by DMS includes an order placed in a Southern China shipyard for the construction of a multi-role supply/maintenance vessel, DMS Challenger, which is due for delivery in April 2004. Challenger is finished with the usual fuel, water, mud and bulk tanks, but also has a 50 man accommodation block and is fitted with FiFi 1 firefighting capability. She is designed with the option to install a telescopic hydraulic crane on her stern to make her capable to support maintenance activities.

Challenger's propulsion is via two 1,500bhp Caterpillar main engine driving 360 degree Schottel rudder propellers and a 500kW CPP bow thruster. Engines and thrusters are fitted for DP and the vessel is wired for DP-1 making it a simple operation to install the DP computer.

DMS says it also has further expansion plans with a DMS Conquest II in the pipeline and additional Challenger class vessels expected.

## Asian terminals lift P&O into black



top : The **CITY OF CAPETOWN** – Photo : Author Unknown

P&O, the ports to ferries and cargo shipping group, has issued upbeat first-half figures that show operating profit at £45.1M (\$71.5M) from £19.1M in 1H02 and a pre-tax profit of £3.3M compared with a loss last year of £44.2M. The charge was led by the group's ports division, especially in the Asian region, which showed organic growth of 32% and operating profit up 21% at £33.8M. In its statement, P&O notes that the ports division is benefiting from continuing high levels of trade "as manufacturing moves increasingly to lower cost locations". The second quarter upturn in the container shipping sector lifted P&O Nedlloyd, in which the group holds a half-share, to a loss of £18.9M against a loss last year of £47.9M. As this market strength is expected to last until 2005, P&O believes prospects for a sale of its investment in P&O Ned is "better than they have been for some time". P&O Ferries suffered from a downturn in the tourist business, with car rates on short-sea services down by 15 per cent dragging the division to a loss of £17.5M from a deficit of £11.9M in last year's first-half.

## NAVY NEWS

### Officers court martialled for grounding destroyer



The commander of a naval destroyer that struck rocks off Australia in July last year was yesterday reprimanded by a court martial for his part in the collision.

Richard Farrington - who was not on board at the time - was told that his culpability was "at the very lowest end of the scale" but he had not handed over control correctly.

**HMS Nottingham** ran aground when a junior officer, plotting a route on the ship's map, inadvertently placed

a navigational instrument on top of a location, hiding the rocks.

The first the crew knew of them was moments before the crash when Lieutenant James Denney, the officer at watch, spotted something ahead of the ship and said: "What the hell is that? It looks like moonlight on the water." Seconds later the ship ran aground, causing £26m of damage.

Lieutenant Commander John Lea, navigating officer Lieutenant Andrew Ingham and Lieutenant Denney had been left to plot a course from Lord Howe island.

When Commander Farrington returned to the ship, nine minutes before it went aground, he ran to the bridge as soon as he realised what had happened.

Lieutenant Commander Lea and Lieutenant Denney were dismissed from the ship after pleading guilty at the Portsmouth court martial. Lieutenant Ingham was given a severe reprimand.

## MOVEMENTS

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**Skandi Navica** arrived at the Tyne and moored at OTP, Walker. – **photo : Kevin Blair ©**



The Damen  
newbuilding tug with  
**yard number 51751**  
seen during trails in  
the Rotterdam area

**Photo :  
Willem Harlaar ©**



**Biglifts ENVOYAGER** departed from Rotterdam – **Photo : Piet Sinke ©**



## AIRCRAFT / AIRPORT NEWS

### Singapore Airlines introduceert langste lijndienst

Singapore Airlines (SIA) begint volgend jaar met een lijndienst tussen Singapore en Los Angeles en gaat daarmee de langste rechtstreekse vlucht ter wereld uitvoeren. Op het ogenblik maakt de maatschappij nog een tussenstop in Tokio of Taipei.

Een woordvoester van SIA zei vrijdag dat de vlucht met toestellen van het type **Airbus A340-500** zestien tot achttien uur zal duren, afhankelijk van de weersomstandigheden. De huidige recordhouder is de Amerikaanse maatschappij Continental Airlines. Die vliegt in iets minder dan zestien uur van New York naar Hongkong. Ook Thai Airways is van plan ultralange vluchten uit te voeren. Deze maatschappij heeft A340-500's besteld die in 2005 een dienst moeten gaan onderhouden tussen Bangkok en Chicago.

### 'KLM en Air France maken samenwerking volgende week bekend'

De luchtvaartmaatschappijen KLM en Air France zullen volgende week een vergaande samenwerking bekendmaken. De bestuursleden van beide bedrijven komen woensdag bijeen, meldde de Franse krant L'Agefi vrijdag. Volgens KLM zijn de gesprekken met Air France momenteel in een vergevorderd stadium. Juristen zijn bezig om de laatste details van een eventuele samenwerking in te vullen. „Maar er is geen haast en het is nog helemaal niet zeker wanneer we onze keuze bekendmaken“, zei een woordvoerder vrijdag. KLM heeft momenteel geen plannen om met British Airways verder te gaan. De gesprekken met Air France lopen zeer voorspoeding, aldus de zegsman. Toch houdt KLM vol dat de deur naar de Britse maatschappij nog steeds open staat.

### Navy Jet Crashes Off Va. Coast; 5 Hurt

NORFOLK, Va. -- Five sailors were injured Thursday afternoon when an **F/A-18 Hornet** jet skidded off the deck of an aircraft carrier while trying to land and crashed into the Atlantic, the Navy said. Three of the injured, who were on the flight deck of the **USS George Washington**, were flown to shore for evaluation. The identities of the sailors and the extent of their injuries were not immediately known. The pilot ejected safely from the single-seat strike fighter and was immediately recovered from the water, said Cmdr. Lydia Robertson, spokeswoman for the Atlantic Fleet Naval Air Force.

A Navy spokesman said the arresting gear may have parted as the plane was trying to land.

## RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

### PRACHTIG NAZOMERWEER!

Overwegend zonnig, rustig en droog. Middagtemperatuur oplopend naar 22 graden.

© Ed Aldus 2003	ZA-13	ZO-14	MA-15	DI-16
Maximumtemperatuur:	20	22	22	22
Minimumtemperatuur:	9	9	11	12
Zonnekans in %:	50	80	70	70
Neerslagkans in %:	5	5	10	10
Windrichting kracht:	O-2-3	OZO-2-3	ZO-1-3	ZO-2-4

## .... STORY OF THE DAY ....



A **RAF SEAKING** SAR helicopter approaches the **STENA DISCOVERY** off the British Coast to do some exercises - **Photo : Olaf van Daalen ©**

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