

## DAILY SHIPPING NEWSLETTER 2003 – 193



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**Tug 85 operating in the port of Antwerp – Photo : Willem Kruit ©**

## EVENTS, INCIDENTS & OPERATIONS

### Opposition claims sheep ship row may cost \$16m

The Federal Opposition has demanded to know how much taxpayers will have to pay for the return of Australia's unwanted shipment of 50,000 sheep.

The sheep are due to leave Kuwait today, after more than two months stranded in the Middle East.

The Federal Government spent \$4.5 million buying the sheep back after they were rejected by Saudi Arabia. Labor Senator Sue Mackay wants to know how much more it will cost to bring them back to Australia.

"Can the Minister confirm that the estimated likely cost of the [Cormo Express](#) fiasco will exceed \$16 million," Senator Mackay said.

Federal Fisheries Minister Senator Ian Macdonald says it is an expensive exercise, but that is unavoidable. "The cost of not handling this correctly would be enormous to Australia," Senator Macdonald said. The Senate has voted to set up an inquiry into the quarantine risks associated with bringing the sheep home and is due to report by the end of next month.

### 120 sick on cruise ship

A NASTY stomach bug hit 120 passengers and crew members during a Mexican cruise scheduled to end at New Orleans.

Passengers began showing up in the [Holiday's](#) infirmary two days into its five-day cruise. By Wednesday, 79 of its 1670 passengers and 41 of its 660 crew members had become ill, a Carnival Cruise Line spokeswoman said.

"The ship's crew is conducting aggressive cleaning and sanitizing ... to prevent further spread," spokeswoman Jennifer de la Cruz said.

Dave Forney of the Centers for Disease Control and Prevention had said earlier that 5 percent of the passengers and 2 percent of its crew were ill. De la Cruz' figures worked out to nearly 5 percent of the passengers and 6 percent of the crew.

Ships must tell the CDC if 2 percent of passengers or crew have gastrointestinal symptoms, and 3 percent is the statistical definition of an outbreak, Forney said. Forney, chief of the CDC's vessel sanitation program, spoke at a New York seminar sponsored by the cruise industry.

So far in 2002, Forney said, there have been 23 outbreaks of gastrointestinal illness aboard 19 ships.

Small samples collected on the [Holiday](#) would be sent to a CDC lab for testing once the ship docks, de la Cruz said.

### KPT blames Tasman captain alone

KARACHI Port Trust blames Karystinos Demitrious, captain of the Tasman Spirit, for the grounding of the tanker on 27 July. Sara Bakhtiar, newly appointed legal advisor to KPT, told Fairplay today: "I don't

see how you can try to hold the deputy conservator of the port authority for the fault when the responsibility at all times lies with the master of the vessel. This is internationally accepted. No body has argued against this." Ms Bakhtiar had been asked to comment on why deputy conservator Capt Iftikhar Ahmed had been made complainant in the cases against seven members of the ship's crew and Tsavlis salvage master Nikos Pappas when he himself had been heavily involved in the grounding of the vessel, attempts to refloat it and lightering operations. However, Capt Demitrious told Fairplay in his hotel this afternoon that he rejected the KPT stance. "There are several factors to be considered as far as the grounding of the vessel is concerned," he stressed.

## Prestige test partially successful

YESTERDAY'S first test to extract fuel-oil from the wreck of the Prestige using an extraction bag was partially successful following complications. The extraction bag managed to raise 250 tonnes of fuel oil to the surface from a depth of almost 4,000m and placed on a recovery ship, where it broke last night. Fuel from the broken bag was deposited in the hull of the Dock Wise Enterprise, which will be used to take the fuel away from the area. A technical team led by Spanish petroleum group Repsol attached a bag to a valve system, which had been inserted into one of Prestige's tanks earlier this week. Weather conditions had postponed the hoisting of the extraction bag until yesterday evening. Definitive extraction procedures will take place next spring, with the hope of extracting 14,000 tonnes of fuel-oil.

## 'Kapitein van New Yorkse veerpont maakte grove fout'



Grove nalatigheid van de kapitein is vermoedelijk de oorzaak van het ongeluk met de New Yorkse veerboot, waardoor woensdag zeker tien doden en meer dan zestig gewonden zijn gevallen. Dit meldde de krant The New York Times zaterdag. Tegen de dienstvoorschriften in bevond kapitein Michael Gansas zich niet in de stuurhut toen het schip met een snelheid van bijna dertig kilometer per uur en met 1500 mensen aan boord op de betonnen kade van Staten Island afvoer. Daardoor was er niemand in de cabine die kon ingrijpen toen de tweede

kapitein aan het stuur een collaps kreeg, aldus de krant.

Volgens de regels moeten steeds beide kapiteins of een van de kapiteins en een bemanningslid met ervaring aan het roer in de cabine zijn bij de vertrek- en aankomstmanoeuvres. Bemanningsleden hebben tijdens verhoren door de Amerikaanse verkeersongevallenraad gezegd dat de 38-jarige kapitein pas vanaf het achterste deel van het schip naar voren was komen rennen toen bleek dat het schip minuten voor de aankomst nog steeds op volle snelheid voer. Als hij wel op zijn plaats was geweest, had hij kunnen ingrijpen. Gansas had verklaard dat de plotselinge ineenstorting van zijn 55-jarige collega hem totaal had verrast en dat hij de zware man niet snel genoeg uit de buurt van de instrumenten had kunnen krijgen om het schip nog te kunnen afremmen. De tweede kapitein heeft na

de ramp geprobeerd zelfmoord te plegen. Zijn toestand is inmiddels stabiel, maar hij kan nog niet worden verhoord.

## **CASUALTY REPORTING**

### **Gewonden bij ongeluk met draagvleugelboot**



Een **CONNEXXION** draagvleugelboot op het Amsterdamse IJ – foto : Paul van Doorne ©

Bij een ongeluk met een draagvleugelboot in Amsterdam zijn zaterdag twintig mensen gewond geraakt. Vijf mensen zijn ter observatie opgenomen in het ziekenhuis. De andere vijftien gewonden konden na behandeling ter plekke naar huis.

Onder de gewonden bevinden zich twee bemanningsleden. De schipper raakte bekneeld en is naar het ziekenhuis vervoerd. Ook het andere bemanningslid ligt in het ziekenhuis. Zij zijn niet zwaargewond, aldus een woordvoerder van Connexxion, de eigenaar van de draagvleugelboot.

De zogeheten Fast Flying Ferry van Connexxion was op weg van Velsen naar Amsterdam. In het westelijk havengebied van Amsterdam voer de boot tegen een kade vlakbij de Fosfaatweg. „De boot raakte even stuurloos“, aldus een woordvoerder van het Korps Landelijke Politie Diensten. Er waren 73 mensen aan boord. De boot kan tachtig mensen vervoeren.

Tijdens de klap botste het vaartuig met de neus op de betonnen kademuur. Daardoor vielen meerdere passagiers op de grond. Direct na het ongeluk werden de slachtoffers en de overige passagiers opgevangen in twee nabijgelegen bedrijfskantines. De Geneeskundige Dienst verzorgde hen ter plaatse. Over de oorzaak is nog niets bekend. De waterpolitie is een onderzoek begonnen naar het ongeval. Het vaartuig is flink beschadigd en zal volgens Connexxion geborgen moeten worden. De voorkant en een deel van het interieur zijn zwaar gehavend.

De dienstregeling van de Fast Flying Ferry, die een lijndienst verzorgt op het Noordzeekanaal, komt niet in gevaar. Connexxion heeft een reservevaartuig dat zij kan inzetten. De draagvleugelboot kan een maximale snelheid bereiken van 60 kilometer per uur.

## **SHIPYARD NEWS**

### **Hanjin union chief commits suicide**

THE chief of Hanjin Heavy Industries labour union has apparently committed suicide. Kim Ju-Ik, 40, was found hanging in a crane machine room this morning by shipyard workers. Kim had been on a solo sit-in strike at Hanjin Heavy's Busan yard premises for the last 129 days. Though the management



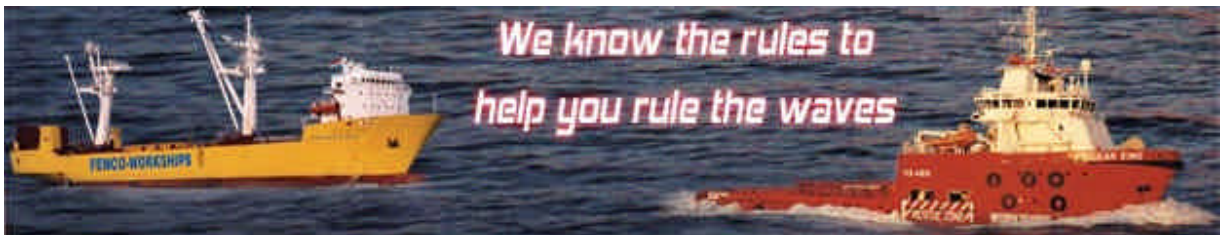
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had met most of the union's demands on wages and working conditions, workers at South Korean shipbuilding yards are demanding the reinstatement of workers sacked in the mid-90s when union militancy was at its height. Sources said Kim had come under increasing pressure and had suffered severe mental strain following planned arrests of union leaders in a bid to crack down on agitations. Hanjin Heavy Industries management confirmed the suicide, but declined to comment.

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## ONGC eyes 4 billion tonnes of oil

The state-owned Oil and Natural Gas Corporation is launching a multi-billion dollar deep-sea oil and gas project to explore Rs 644,000 crore (Rs 6,440 billion) worth of hydrocarbons lying in both the east and west coasts of the country.

The project, code-named "**Sagar Samridhi**", involved an investment of \$2.6 million per day to search for one-third of the estimated 11 billion tonnes of oil and oil equivalent gas reserves lying unexplored in the deep waters, ONGC chairman and managing director Subir Raha said at a press conference in New Delhi on Sunday.

"This is the biggest deep-water exploration attempt by a single operator, anywhere," he said. He said ONGC was targeting to add four billion tonnes of reserves from the deep-sea exploration campaign.

"If we can produce one-fourth of these reserves, we will have one billion tonnes of oil and oil equivalent gas over 25-30 years. At \$20 a barrel, the revenue from this kind of production will be Rs 644,000 crore," he said. The corporation plans to drill 47 exploratory wells in its blocks spread across the Arabian Sea and the Bay of Bengal. It has hired **Discoverer Seven Seas** rig from Transocean Inc of the United States and Belford Dolphin from Dolphin Drilling of the United Kingdom besides its in-house Sagar Vijay rig for the deep-water campaign. ONGC director (exploration) Y B Sinha said the corporation's current crude production of 26 million tonnes could go up to 49 million tonnes by 2011-12 and 62 million tonnes by 2016-17 if the project was successful. Similarly, gas production could almost double from 65 million standard cubic metre per day during the period, he added. ONGC's **Sagar Vijay** rig, capable of drilling up to 900 metre below the sea bed, will dig the first well in the Krishna-Godavari basin, off the Andhra coast, in October.

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**Belford Dolphin** would drill up to 3,000 metre in the Bay of Bengal from November, while Discoverer Seven Seas would drill up to 1,500 metre in the Arabian Sea in February next year, Raha said. The corporation will pay Dolphin \$361,763 per day for **Belford Dolphin**, while Transocean will receive \$336,906 per day for Discoverer Seven Seas. The fees will be inclusive of integrated management services that **Dolphin** and **Transocean** will provide in consortia with Tidewater and Schlumberger, respectively. **Transocean** had initially offered \$351,6070 per day and **Dolphin** had put in a \$362,877 bid. The post-bid negotiations saw Transocean lowering its rates four times, while **Dolphin** lowered its rates just once. Raha said besides the \$0.75 million per day cost of the ultra-modern deepsea rigs, ONGC would have to spend about \$0.2 million per day on its **Sagar Ratna** rig, \$0.3 million a day on associated services and \$1.3 million every day on the 26 jack-up rigs.

## Tug order angers French yards

RUMOURS that an order for two deep-sea tugs to replace the **Abeille Flandre** and **Abeille Languedoc** could be placed in Norway rather than in France has angered two French shipyards, which had been confident in securing the business. Cherbourg-based Constructions Mecaniques de Normandie (CMN) and Concarneau-based Chantiers Piriou are furious about the possibility, after working on the project for more than five years. Union representatives at CMN said the new tugs would be operated by a French company, **Les Abeilles**, in Cherbourg and Brest, where the shipyards need to be supported to remain alive. "Saving lives at sea is a noble objective but what about the 500 employees of CMN who could lose their jobs in the near future if no new orders are obtained?" one union leader asked. It is reported that Norway is able to build these two tugs €3M (\$3.5M) cheaper than the two French yards. "We are prepared to revise our prices downwards but not to such an extent," CMN managers said, adding that they would request help from the state to secure the order. CMN's order book has dwindled and the yard must secure orders soon to avoid redundancies.

## Cash call from Star Cruises

MALAYSIA'S Star Cruises has sold \$180M worth of five-year convertible bonds and proposes to raise another \$100M through a seven-for-100 rights issue to finance vessel purchases, repay debt and keep as working capital. About 347M new shares would be issued at an exercise price of HK\$2.25 (\$0.29). The bonds can be converted into Star Cruises shares at HK\$3.18 after 19 November until maturity in October 2008. The company said last month it needed to borrow \$632M to pay for two ships to tap the recovering travel market, badly hit by the SARS outbreak earlier this year. The 92,250gt cruise ships, ordered from Germany's Meyer Werft, will cost about \$790M. The ships, to be built at the Papenburg facility, will be sisters of the Norwegian Dawn, delivered to subsidiary Norwegian Cruise Line last year. It is understood the ships, to be delivered in 2005 and 2006, will be operated by NCL.

## NAVY NEWS



Underway in the Atlantic Ocean the guided missile destroyer **USS Gonzalez (DDG 66)** conducts work-ups before an upcoming six-month deployment. Gonzalez is part of the Enterprise Carrier Strike Group

## **MOVEMENTS**

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Drillship "**Belford Dolphin**" ex "Navis Explorer" at the anchorage # 1 Sea Point off Cape Town.

Vessel taking on provisions/gasoil/F-Water and has some repairs done, etd. Mon.20 Oct.03 enroute to India.

**Photo: Aad Noorland ©**



The **SEA ELEGANCE** arriving in Durban — **photo's : Trevor Jones ©**

**SEA ELEGANCE** entered Durban Harbour Saturday morning at 10.30, and was safely brought alongside at berth 107 at the Combi Terminal. There was still considerable smoke pouring from the back of the accommodation module and the after containers, so the fire is not fully out yet. The vessel entered under her own power, so the engine-room is okay.





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The Pusher tug **NYASSA** pushed the URS tug **BURCHT** through the Terneuzen locks enroute the Eijghen comp. in Gent where the **BURCHT** will be broken up.

Photo's : Peter Andriessen ©





The **MSC FLORENTINA** inward bound for Antwerp – photo : Bas Overdulve ©



The **RT MAGIC** arrived on the Tyne to assist during the departure of the Bonga

Photo : Kevin Blair ©

## **AIRCRAFT / AIRPORT NEWS**

### **Marine pilots rescued after planes crash**

CHARLESTON, S.C. - Two military jet fighters crashed off the South Carolina coast yesterday, and their pilots were rescued and brought safely back to land, authorities said.

The pilots were in good condition, said Capt. Don Caetano, public affairs officer for the Beaufort Marine Corps Air Station, where the planes were based.

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"They were conducting routine training, and they had a mishap," Caetano said.

Caetano said it was too early to know if the planes, F/A-18A fighters, might have clipped each other in the air. An investigation has been launched.

The pilots, Capt. Matthew McInerney, 29, of Glen Rock, N.J., and Maj. Breton Saunders, 37, of Orange Park, Fla., had recently returned from missions in Iraq, Caetano said.

### Last Crewmember of Downed Chopper Found in Gulf of Mexico

The body of the third victim of a helicopter crash in the Gulf of Mexico was recovered Tuesday, according to the U.S. Coast Guard. Lt. Kelly Skiles of the Coast Guard in New Orleans confirmed that the body of Lloyd Beard, 57, of Hallsville, Texas, was found Tuesday morning by searchers for Petroleum Helicopters Inc. She did not have details, and PHI Human Resources Manager Ed Gatza could not be reached for comment.

Beard, a Shell Oil Co. employee, was one of three men who died after a PHI helicopter crashed in the Gulf on Friday while coming in for a landing at a Shell Oil Co. natural gas transmission platform.

The Coast Guard reported heavy rain and squalls at about the time the pilot was last heard from about 10:15 a.m. Friday. The pilot, Quan C. Le of Euless, Texas, also died in the crash as did Shell employee Terry Higginbotham, 32, of Conroe, Texas. Their bodies were recovered late Sunday.

Higginbotham was an instrument and electrical specialist and Beard was an operations measurement technician. The tragedy marks the seventh helicopter crash, three with fatalities, in the Gulf this year, according to National Transportation Safety Board statistics. The helicopter involved in Friday's accident was a Bell 206L3.

Another PHI helicopter went down in the Gulf on Aug. 13. Three people were killed and two were injured in that crash.

The October 10th crash is still under investigation.

In 2003, the National Transportation Safety Board reported the following Gulf of Mexico crashes:

- ? On Sept. 12, a Go-Interests LLC Bell 206-B3 helicopter dropped off a Galveston 395 oil platform into the Gulf. The pilot reported rocking on rotors at takeoff. One of the four people on board was injured.
- ? On Aug. 13, a PHI helicopter went down in an area near the Eugene Island Block 276. Three people were killed and two injured in the crash.
- ? On July 8, a Texair Helicopters EC 120B helicopter's rotors hit tie-down cleats at Ship Shoal 80 as it hovered above the rig's surface. The craft landed in water upright with its floats deployed. Three people were on board and no injuries were reported.
- ? On July 7, a pilot of a CFS Air LLC Aerospatiale AS350BA failed to maintain clearance with a safety fence as it hovered toward a landing at Ship Shoal 80. Two people were on board and no injuries were reported.
- ? On May 11, power failed on a PHI Bell 407 helicopter. The pilot maneuvered the craft downward and landed in the Gulf upright with its skid floats deployed. Four people were on board and no injuries were reported.
- ? On Feb. 16, a Houston Helicopters Bell 407 helicopter's engine failed. The craft landed in Gulf and tipped. Two people were killed and three were injured.

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The body of the third victim of a helicopter crash in the Gulf of Mexico was recovered Tuesday, according to the U.S. Coast Guard.



Looted Iraqi Air Force jet fighters lie in the desert outside the July Air Force Base near Falluja, northwest of Baghdad Saturday Oct. 18, 2003. The planes were moved by the airforce before the war, but are now being stripped by looters who sell the aircrafts' aluminium for 500 dinars (US 25 cents) per kilogram. The aircraft are a Russian made Mig-29, right, Mig-23, left, and a Mig-21 at rear

## RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

**WISSELVALLIGER!**

© Ed Aldus 2003	ZA-18	ZO-19	MA-20	DI-21
Maximumtemperatuur:	12	11	9	9
Minimumtemperatuur:	2	2	4	4
Zonnekans in %:	80	60	20	20
Neerslagkans in %:	5	10	50	50
Windrichting kracht:	O-3-4	NO-3-4	NO-4-5	W-3-4

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



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The Pusher tug **MAAS** (below) in combination with the tugs **VARNEBANK**, **SMIT IERLAND**, **SMIT ZWEDEN** and the **SMIT JAPAN** (in background) transported Saturday the last tunnel element (7<sup>th</sup> element) the for new to build HSL tunnel below the **Oude Maas** from the building side in Barendrecht to the installation site. Next weekend the works will

commence for the 2<sup>nd</sup> tunnel below the **Dordtsche Kil**

Photo`s :

Piet Sinke ©



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