

Une info à nous transmettre? Une histoire à nous raconter? Ecrivez-nous à web@20minutes.ch

ATLANTIQUE NORD

13 mars 2013 13:48; Act: 13.03.2013 14:53

Le Lyubov Orlova poursuit sa dérive

Le Lyubov Orlova, un ancien navire de croisière dont les amarres qui le reliaient à un remorqueur ont rompu fin janvier au large du Canada, continue de dériver, tel un vaisseau fantôme.



Le navire devait être démantelé en République dominicaine. (photo: Keystone)

on off i lon ces données, le navire - à bord duquel ne se trouvent que des rats et qui ne possède aucun feu de signalisation ni balise de géolocalisation - se situait samedi à un peu plus de 1200 km (660 milles marins) de l'île canadienne de Terre-Neuve, son point de départ fin janvier, et 1800 km (970 milles marins) de l'Irlande, soit à la position 50°52.43 N 36°30.27W.

Une faute? Signalez-la nous!

Cependant, selon les positions précédemment relevées par l'agence nationale de renseignement géospatial des Etats-Unis (NGA), le bateau semble depuis une quinzaine de jours ne plus dériver vers les côtes européennes, rebroussant même chemin sur plus d'une centaine de kilomètres vers le sud-sud-ouest. «Le navire n'a plus l'air de beaucoup progresser», constate ainsi Christine Bossard, porte-parole de l'association écologiste Robin des Bois, qui suit de près la dérive du vaisseau.

«Il est possible que ce ralentissement soit dû à une certaine perte de flottabilité», avance-t-elle, tout en indiquant que, selon le Centre de coordination des secours (Rescue Coordination Center) d'Halifax au Canada, une balise de détresse du navire, qui n'entre en fonctionnement qu'au contact avec de l'eau salée, s'est déclenchée dans la nuit du 23 février.

Le Lyubov Orlova, construit en 1976, long d'une centaine de mètres et autrefois affrété pour des croisières dans les régions polaires, avait quitté Terre-Neuve pour rallier sous remorque la République dominicaine où il devait être déconstruit. Mais, dès le lendemain de son départ, les amarres avaient rompu, le livrant à la mer.

Une tentative des autorités canadiennes pour le récupérer, alors qu'il menaçait une plateforme pétrolière, avait échoué et le bateau s'était rapidement retrouvé dans les eaux internationales. Depuis, le Canada n'a guère semblé s'inquiéter de son sort. Une page Facebook et un compte Twitter sont désormais consacrés au bateau, qui était resté de longs mois à quai à Terre-Neuve à la suite d'une décision de justice lui interdisant de prendre la mer.

(afp)

13 MARCH 2013



**DAILY
MEMORANDUM
ATLANTIC EDITION**



No. 49

NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY

NAVAREA IV 138/2013
to 139/2013

HYDROLANT 621/2013
to 626/2013

NAVAREA IV

NAVAREA IV 138/2013(38).
NORTH ATLANTIC.

1. DERELICT 295 FOOT M/V LYUBOV ORLOVA ADRIFT
IN 49-49.12N 036-15.44W AT 120503Z MAR.
2. CANCEL NAVAREA IV 133/13.
3. CANCEL THIS MSG 151213Z MAR 13.

(121218Z MAR 2013)

NAVAREA IV 139/2013(GEN).

NORTH AMERICAN ICE SERVICE (NAIS) ICEBERG BULLETIN.

1. 130001Z MAR ICEBERG LIMIT ALONG TRACKLINE JOINING
46-50N 052-55W, 46-00N 048-00W, 47-45N 047-15W,
51-00N 049-30W, 55-00N 053-00W, 60-00N 058-30W.
2. WESTERN ICEBERG LIMIT ALONG TRACKLINE BETWEEN
50-10N 061-25W AND 49-00N 058-30W.
3. SEA ICE LIMIT ALONG TRACKLINES JOINING:
 - A. 47-25N 054-30W, 47-20N 054-00W.
 - B. 48-35N 053-20W, 54-35N 051-50W, 58-00N 056-45W,
60-00N 058-30W, 63-00N 057-45W.
 - C. 45-55N 059-50W, 46-00N 059-20W, 47-30N 060-05W,
47-35N 060-35W, 46-55N 061-15W, 47-35N 061-25W.
 - D. 47-30N 061-40W, 48-00N 062-10W, 47-20N 064-20W,
48-50N 063-55W, 48-50N 064-15W.
 - E. 48-40N 068-00W, 50-00N 066-10W, 49-35N 063-45W.
 - F. 49-45N 063-00W, 50-05N 057-50W, 48-25N 059-25W,
48-20N 058-40W.
4. REPORT POSITION AND TIME OF ANY ICEBERGS OR
STATIONARY RADAR TARGETS THAT MAY LIKELY BE
ICEBERGS TO THE NEAREST CANADIAN COAST GUARD
MARINE COMMUNICATIONS AND TRAFFIC SERVICE STATION
OR USING INMARSAT CODE 42.
5. CANCEL THIS MSG 140001Z MAR 13.

(122150Z MAR 2013)

HYDROLANT

HYDROLANT 621/2013(54,55).
AEGEAN SEA.

1. SURVEY OPERATIONS IN PROGRESS UNTIL 02 APR
BY M/V TCG GUBUKLU IN AREA BOUND BY
40-20.0N 026-14.7E, 40-20.0N 025-41.5E,
39-27.8N 025-41.5E, 39-26.3N 026-06.9E,
39-27.8N 026-23.3E, 39-29.8N 026-23.3E.
WIDE BERTH REQUESTED.
2. CANCEL THIS MSG 03 APR 13.

(121344Z MAR 2013)

HYDROLANT 622/2013(24).
WESTERN SOUTH ATLANTIC.
URUGUAY.

1. SEISMIC SURVEY IN PROGRESS UNTIL 13 MAR BY
M/V WG TASMAN TOWING 12 8000 METER LONG CABLES
ALONG TRACKLINE BETWEEN
36-11.72S 051-44.80W AND 35-41.53S 052-14.07W.
NINE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 14 MAR 13.

(122016Z MAR 2013)

HYDROLANT 623/2013(24).
BRAZIL-SOUTH COAST.
GUNNERY.

1. GUNNERY EXERCISES 181900Z TO 182300Z MAR
IN AREA BOUND BY
23-11.5S 042-54.0W, 23-17.5S 042-41.0W,
23-26.5S 042-46.0W, 23-21.0S 042-59.0W.
2. CANCEL THIS MSG 182359Z MAR 13.

(122243Z MAR 2013)

HYDROLANT 624/2013(35).
SHETLAND ISLANDS.
CHART 35072
FIRTHS VOE LIGHT 60-27.2N 001-10.6W UNRELIABLE.

(122259Z MAR 2013)

HYDROLANT 625/2013(24).
BRAZIL-SOUTH COAST.
GUNNERY.

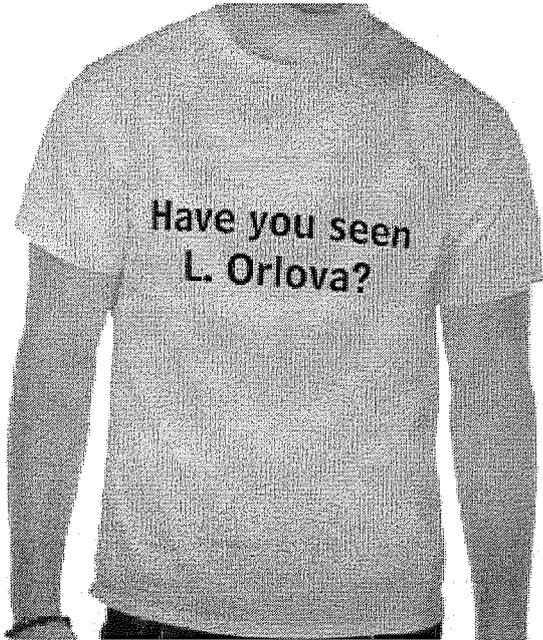
1. GUNNERY EXERCISES 182300Z TO 190230Z MAR
IN AREA BOUND BY
23-46.0S 042-50.5W, 23-35.0S 042-30.0W,
23-54.5S 042-18.0W, 24-05.5S 042-38.5W.
2. CANCEL THIS MSG 190330Z MAR 13.

(130035Z MAR 2013)

HYDROLANT 626/2013 (GEN) .
EUROPE-NORTHWEST COAST .
CANCEL HYDROLANT 1880/11 AND THIS MSG, STATION RESTORED .

(131218Z MAR 2013)

Orlova goes global



Published on February 28, 2013

Josh Pennell 

Missing ship lives on through social media

Topics : [Huffington Post](#) , [U.S. Coast Guard](#) , [Dominican Republic](#) , [North Atlantic](#) , [Melbourne](#) , [Australia](#)

If a ship lost at sea with no crew aboard cries out for help, does it still make a sound?

Even rhetorical questions like that can't seem to sink the story of the MV Lyubov Orlova, and while there are some who think the Russian cruise ship should have been sunk before it drifted off into international waters, there are others who are keeping the dream of the Lyubov Orlova afloat.

Before the ship is even officially gone, it's becoming something of a myth. The ghost ship roaming the North Atlantic has captured interest all over the world, including the land Down Under.

Google the ship's name, and in between all the news stories you'll also get a hit for the blog site [whereisorlova.wordpress.com](#). It and a Facebook page — [Where is Lyubov Orlova?](#) — are the work of a man named Steph who lives in Melbourne, Australia, with his family. He's asked to keep his last name confidential.

Since about Feb. 21, when he read about the ship on the Huffington Post website, Steph has been keeping tabs on the Orlova. The situation provides a unique opportunity for a kind of social experiment, he says.

"After reading about the ship online, I was discussing with my wife ways of how to find the ship. Given the lack of funds, we excluded satellites and drones from the list of potential options," he said.

"Ultimately, the idea emerged to create a blog that builds a platform to gather information about the ghost ship. You could see it as a little experiment to test the power of the Internet in connecting information. Of course, it is easy for a governmental organization to locate the ship.

However, imagine if common people around the world are actually able to find a ghost ship simply by collecting and combining information on the web."

He adds that there are a lot of private boats and ships out there that could possibly spot the Orlova.

His blog site is complete with the ship's deck plans, its history and a map of sightings. Even Orlova merchandise. Yes, merchandise.

Brainstorming

The idea of sharing information to find the Orlova has been raised before. In a previous article. The Telegram interviewed Guy Thomas, a retired former science and technology adviser to the U.S. Coast Guard who has been involved in maritime surveillance for more than 40 years.

In 2005, he had an idea that if the countries of the world combined their technologies and banded together, a global maritime awareness system could be established that would allow for greater monitoring of the marine environment.

The idea is making progress, and Thomas has been using the mystery of the location of the Lyubov Orlova as a way to further exemplify the potential for a global maritime awareness system. By gathering satellite information from various countries, the location of the ship can be found, he asserts.

Steph's idea is certainly less scientific, but it's also more accessible to the public, and it illustrates how a mystery can spark the public's interest.

"I think there are a lot of people out there who have been fascinated by stories about ghost ships since their childhood," Steph says.

"In addition, the derelict boat doomed to be scrapped, but escaping its fate by a lucky coincidence, is a nice, romantic theme that appeals to many people."

Broke free from its shackles

The Orlova broke free from its tow line en route to a Dominican Republic scrapyard. Its last known location was about 330 nautical miles northeast of St. John's Feb. 4, according to Transport Canada.

Since then, people have been questioning whether it should have been allowed to drift off into international waters, while others are more gung-ho about the notion of a ghost ship that has so far eluded the people trying to locate it.

"I think it was a combination of the little boy inside of me who still thinks that pirates, pirate ships and ghost ships are the coolest thing on Earth, and my wife being a huge fan of the movie 'The Hunt for Red October,'" Steph says.

Alternative afterlives

But his idea isn't simply to see if sharing public knowledge can locate the ship. He's got a few ideas of what can be done with it if it's found. Towing the ship to the scrapyard as planned is up there, but on his website he lists a number of more colourful options, too.

They include: have the ship towed to a harbour, refurbish it and convert it to a museum; collect donations, refurbish the ship and donate it to the Sea Shepherd Society; collect money, refurbish it and use it as a location and platform for something entrepreneurial; collect money, refurbish it and use it to establish a new country.

Steph also suggests ghost ships be considered UNESCO world heritage properties, so there should be a UN resolution that requires every country that is approached by the Orlova to tow it back to international waters and prevent it from grounding.

If these considerations seem outlandish, keep in mind that similar ideas have been suggested for the SS Kyle that sits grounded just offshore in Harbour Grace.

Of course, that ship's location is well documented compared to the brain-twister co-ordinates of the Orlova.

There are examples of other forgotten ships finding new lives, too. The derelict TSS Duke of Lancaster currently resides in Wales. The ship was used as a warehouse for a time, but now is acting as artists' canvas — a gallery for graffiti art, the ship serves as the substrate for their paint.

“Given that I am the owner of a blog dedicated to this ship and the current zeitgeist on the web, I am in favour of the option to start a kick starter project to rescue the ship, refurbish it and do something entrepreneurial with it or convert it to a museum,” says Steph.

“Having said that, I have no knowledge about Russian cruise ships or maritime technology in general and I do not know whether the current state of the Orlova would even allow it to refurbish the ship at all.”

Shop Orlova

For people who doubt Steph’s seriousness about such ideas, he has merchandise for sale on an online store he runs. Anybody just dying for an “In my spare time, I am hunting Russian ghost ships” coffee mug or a “Have you seen L. Orlova?” T-shirt can go to www.zazzle.com/academicgiftstore.

“Yes, the merchandise is real,” says Steph. “I have this little zazzle store that tries to sell little gifts for academics. I added the MV Orlova stuff to the collection. I think it adds some credibility to the experiment. Second, I was hoping for additional publicity for my online store.”

Meanwhile, there have been false alarms about the ship being spotted. At least four coast guards — the Canadian, American, Irish and Icelandic — have been warned and are on alert for the ship to some degree.

The head of the Irish coast guard, Chris Reynolds, referred to the Orlova in an interview with The Telegram as a black swan — an event that’s a surprise.

The ship was seen as more of a scar or black eye on the face of the

St. John’s harbourfront for the two years it sat in port, its crew initially abandoned with the vessel, and rats reportedly eager to take over their berths.

But to Steph, the ship deserves a second chance.

Currently there is an emergency position indicating radio beacon (EPIRB) registered to the ship that has been transponding since the morning of Feb. 23. That could mean a beacon has fallen off the drifting ship or perhaps one of the six lifeboats that were still on board went over the side and an EPIRB inside was activated.

It could also mean the MV Lyubov Orlova has sunk. A high-resolution satellite image taken over the coordinates of the transponding beacon this week captured nothing but open ocean.

But in blogs, websites and imaginations, the Orlova lives on. There’s even a mystery person tweeting from the Twitter account Lyubov Orlova (@LyubovOrlovaNL). One of the latest tweets reads “Plan for day: drifting slowly and maybe do taxes. Or maybe wait to do taxes tomorrow. Yes, very busy drifting for now.”

So the ship’s saga continues.

Dreams aside, Steph has some practical ideas about the ship’s probable future.

“I think they will outsource the problem to the country of which the Orlova crosses the maritime border first,” he says.

“I respect property rights, so I think apart from some outraged postings on my blog there is not much I can do. Maybe with the blog we can create enough public awareness for the case before the Orlova gets caught, and maybe the web community comes up with creative ideas and financial means to prevent the Orlova from being scrapped.”

josh.pennell@thetelegram.com

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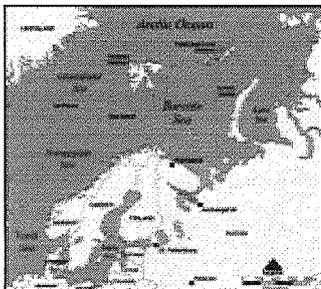


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Categorized | [Bizarre](#), [Iceland](#), [Norway](#)

Russian ghost ship could beach in Norway

Posted on 28 February 2013. Tags: [ghost ship](#), [ghost vessel](#), [Lyubov Orlova](#), [North Atlantic](#), [russian ghost ship](#)



Norwegian authorities believe that the Russian ghost ship Lyubov Orlova could wash up on their shores as the ship is now drifting across the North Atlantic.

The Yugoslavia-built cruise ship made headlines a month ago when after being tied up in Newfoundland for two years, the vessel went derelict as it was being towed to the Dominican Republic to be scrapped. The

crew of the tugboat unsuccessfully tried to reconnect the rope in the midst of a winter storm. Canadian authorities abandoned attempts to regain control of the ship after it drifted into international waters.

Norwegian scientist Jon Albertsen believes that if the ship, which was last spotted some 2400 km from Ireland, were to drift between the Faroe Islands and the Shetlands, strong currents could push it towards Norway.

For similar reasons, Icelandic authorities do not exclude the possibility that the ghost vessel might end up in its territorial waters.

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26 FEBRUARY 2013



**DAILY
MEMORANDUM
ATLANTIC EDITION**

No. 38



NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY

NAVAREA IV 108/2013
to 113/2013

HYDROLANT 516/2013
to 522/2013

NAVAREA IV

NAVAREA IV 108/2013(27,28).
WESTERN CARIBBEAN SEA.
CAYMAN ISLANDS.
CANCEL NAVAREA IV 63/13 AND THIS MSG, OPERATIONS COMPLETED.

(251901Z FEB 2013)

NAVAREA IV 109/2013(38).
NORTH ATLANTIC.
1. DERELICT 295 FOOT M/V LYUBOV ORLOVA ADRIFT
IN 52-11.77N 035-32.29W AT 251750Z FEB.
2. CANCEL NAVAREA IV 105/13.
3. CANCEL THIS MSG 282000Z FEB 13.

(251959Z FEB 2013)

NAVAREA IV 110/2013(GEN).
NORTH AMERICAN ICE SERVICE (NAIS) ICEBERG BULLETIN
1. 260001Z FEB ICEBERG LIMIT ALONG TRACKLINE JOINING
47-45N 052-45W, 48-15N 049-30W, 49-00N 049-00W,
54-45N 052-30W, 60-00N 059-00W.
2. WESTERN ICEBERG LIMIT ALONG TRACKLINE BETWEEN
51-20N 058-05W AND 50-20N 057-30W.
3. SEA ICE LIMIT ALONG TRACKLINES JOINING:
A. 47-25N 054 30W, 47-20N 054 00W.
B. 47-50N 053-45W, 48-35N 052-20W, 52-50N 052-25W,
55-05N 054-00W, 56-30N 057-30W, 58-00N 058-30W,
60-20N 059-00W, 62-40N 057-40W.
C. 45-20N 065-35W, 45-10N 064-45W.
D. 46-00N 059-50W, 46-10N 059-05W, 47-10N 059-35W,
48-05N 061-15W, 49-00N 060-50W, 49-40N 058-10W,
49-05N 058-35W, 48-30N 059-25W, 48-10N 058-55W.
4. REPORT POSITION AND TIME OF ANY ICEBERGS OR
STATIONARY RADAR TARGETS THAT MAY LIKELY BE
ICEBERGS TO THE NEAREST CANADIAN COAST GUARD

26/02/13

MARINE COMMUNICATIONS AND TRAFFIC SERVICE STATION
OR USING INMARSAT CODE 42.

5. CANCEL THIS MSG 270001Z FEB 13.

(252200Z FEB 2013)

NAVAREA IV 111/2013(GEN).
WESTERN NORTH ATLANTIC.
NAVTEX.

1. NAVTEX STATION CHESAPEAKE OFF AIR DUE TO
EQUIPMENT FAILURE.
2. CANCEL NAVAREA IV 106/13.

(260112Z FEB 2013)

NAVAREA IV 112/2013(GEN).
WESTERN NORTH ATLANTIC.
NAVTEX.

CANCEL NAVAREA IV 111/13 AND THIS MSG, STATION RESTORED.

(260121Z FEB 2013)

NAVAREA IV 113/2013(38).
NORTH ATLANTIC.

1. DERELICT 295 FOOT M/V LYUBOV ORLOVA ADRIFT
IN 52-10.1N 035-30.2W AT 252054Z FEB.
2. CANCEL NAVAREA IV 109/13.
3. CANCEL THIS MSG 010758Z MAR 13.

(260758Z FEB 2013)

HYDROLANT

HYDROLANT 516/2013(37).
SOUTHERN NORTH SEA.
CHART 37057

1. ALL NAVIGATIONAL AIDS AT PLATFORM 49/16-PQD
53-22.7N 002-06.6E INOPERATIVE.
2. CANCEL HYDROLANT 495/13(35,37),
OPERATIONS SUSPENDED.

(251605Z FEB 2013)

HYDROLANT 517/2013(53,54).
IONIAN SEA.
ITALY.
NAVTEX.

NAVTEX STATION SELLIA MARINA 38-52N 016-43E OFF AIR.

(251626Z FEB 2013)

26/02/13

Daily Memorandum

HYDROLANT 518/2013(54,56).

EASTERN MEDITERRANEAN SEA.

HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 260930Z TO 261230Z,
261500Z TO 261700Z AND 270130Z TO 270430Z FEB
IN AREAS BOUND BY:
 - A. 34-25.0N 034-00.0E, 34-29.3N 034-07.0E,
34-23.0N 034-19.0E, 34-00.0N 034-08.0E,
34-10.0N 034-00.0E.
 - B. 34-20.3N 034-23.0E, 34-13.4N 034-35.4E,
34-00.0N 034-33.0E, 34-00.0N 034-14.0E.
2. CANCEL THIS MSG 270530Z FEB 13.

(251640Z FEB 2013)

HYDROLANT 519/2013(37).

ENGLAND-SOUTHEAST COAST.

DOVER STRAIT.

CHART 37028

1. FOG SIGNAL AT EAST GOODWIN LIGHTFLOAT
51-13.0N 001-36.3E UNRELIABLE.
2. CANCEL HYDROLANT 512/13, LIGHT RESTORED.

(251941Z FEB 2013)

HYDROLANT 520/2013(35).

SCOTLAND-WEST COAST.

SOUND OF GIGHA.

CHART 35118

WEST BUOY 55-38.2N 005-43.7W UNLIT.

(252226Z FEB 2013)

HYDROLANT 521/2013(23,29,57).

SOUTH ATLANTIC.

SCOTIA SEA.

ICE.

1. ICEBERGS REPORTED:
 - A. C19C, 45-25S 009-18W.
 - B. B15F, 50-08S 031-10W.
 - C. B15B, 55-58S 017-14W.
 - D. A62, 58-47S 033-12W.
 - E. C16, 65-00S 033-02W.
2. CANCEL THIS MSG 282315Z FEB 13.

(252314Z FEB 2013)

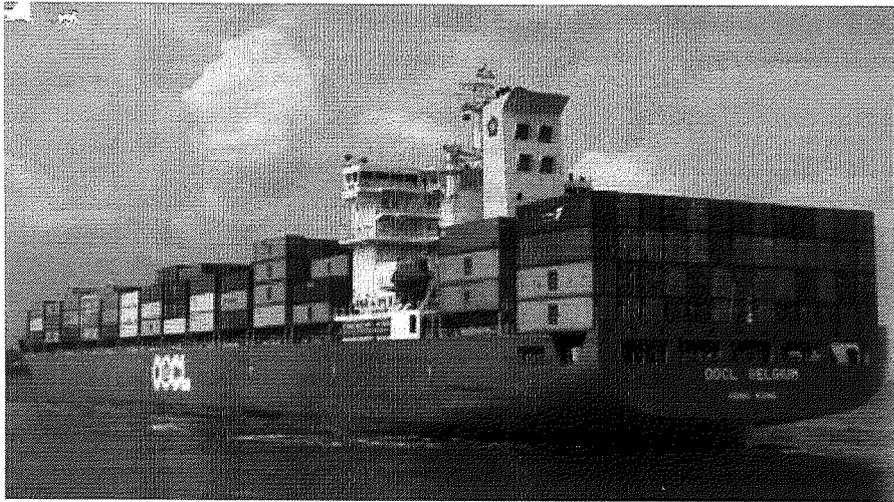
HYDROLANT 522/2013(37).

SOUTHERN NORTH SEA.

CHART 37058

1. PLATFORM 48/10-ND 53-43.50N 001-53.83E UNLIT.
2. CANCEL HYDROLANT 128/13.

(260746Z FEB 2013)



The container ship OOCL Belgium, pictured above, got stuck in heavy ice on the Strait of Belle Isle and requested help from the coast guard on Thursday morning. (Courtesy David Williams-Liverpool)

Help is en route for a cargo ship stuck in heavy ice on the Strait of Belle Isle.

The 225-metre OOCL Belgium called the coast guard for assistance early Thursday morning. It was on its way from Montreal to England.

The icebreaker Henry Larsen is expected to arrive in the area by 4:00 p.m. Friday. The Belgium is about 10 miles southeast of Red Bay, Labrador.

The Larsen left the Fogo Island area Thursday, and has to veer through thick ice to reach the ship.

The Belgium, owned by the Oceanic Orient Container Line, is carrying a quantity of hazardous cargo, but coast guard officials said it's not a concern to public safety.

Paul Veber, the coast guard's superintendent of ice operations in Atlantic Canada, said two significant factors created the thick ice.

"We're looking at ice at least 70 centimetres thick in that area," said Veber. "We have the Labrador current, which is bringing the heaviest ice from the Labrador coast down into the northeast coast in the Strait of Belle Isle."

While Veber said the latest ice information was relayed to the vessel's crew, as well as a recommendation to use an alternate route, the ship still decided to travel through the strait

Posted by [Barry D](#) at 1:30 PM [No comments:](#)

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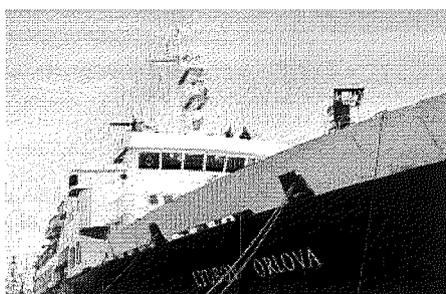
Tuesday, February 26, 2013

Orlova's emergency beacon activated

Published on February 23, 2013

Josh Pennell 

Topics : [Joint Rescue Coordination Centre](#), [National Geospatial-Intelligence Agency](#), [US Department of Defense](#), [Halifax](#), [Iceland](#), [Ireland](#)



— Telegram file photo

MV Lyubov Orlova

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An emergency beacon registered to the MV Lyubov Orlova has gone off, according to an official with the Joint Rescue Coordination Centre in Halifax.

Capt. Wayne Jarvis says the beacon first started off going off this morning at 12:49 a.m. Emergency beacons can be activated manually or automatically by either being knocked or hitting the water. The beacon is registered to the MV Lyubov Orlova but whether that means it's on the ship itself or was on a lifeboat that was on the vessel is uncertain. A life raft with the beacon could have gone overboard causing the beacons to activate, says Jarvis.

"It could have banged itself into operation.

On the other hand maybe the vessel sank.

Everything is speculation at this point," says Capt. Jarvis. "We don't know what caused it. The beacon just started going off. We're just keeping an eye on the position for reports at sea just to make sure nobody runs into it but otherwise nothing is being pursued on it."

The location of the dead cruise ship has been a mystery since it drifted into international waters earlier this month. Canadian officials haven't had a positive location on the ship since February 4. The Irish coast guard has been working with a number of satellite and geospatial companies to try and locate the ship out of fear it might be drifting towards their shores. The Irish coast guard thought perhaps they had found the vessel and that it was heading more toward Iceland but whether what they found was the Orlova is now being called into question.

On Friday, a document published by the National Geospatial-Intelligence Agency, an agency of the US Department of Defense, said they had located the Orlova about 2,400 km off the west coast of Ireland. Their position put the Orlova at 49-22.70N and 044-51.34W. The beacon's location is 51-46.00N and 035-41.00W.

Posted by [Barry D](#) at [2:33 AM](#) [No comments:](#)

[Recommend this on Google](#)

Thursday, February 21, 2013

Orlova Found

The Orlova which has been adrift in the North Atlantic for weeks has been located. Location can be seen on the following link.

http://2.bp.blogspot.com/-2nUPdb6imgE/USZS2M61ISI/AAAAAAAAE2g/IjlmemTGqfs/s1600/Lyobov_Orlova_POS.png

Posted by [Barry D](#) at [10:22 AM](#) [No comments:](#)

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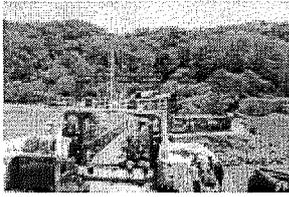
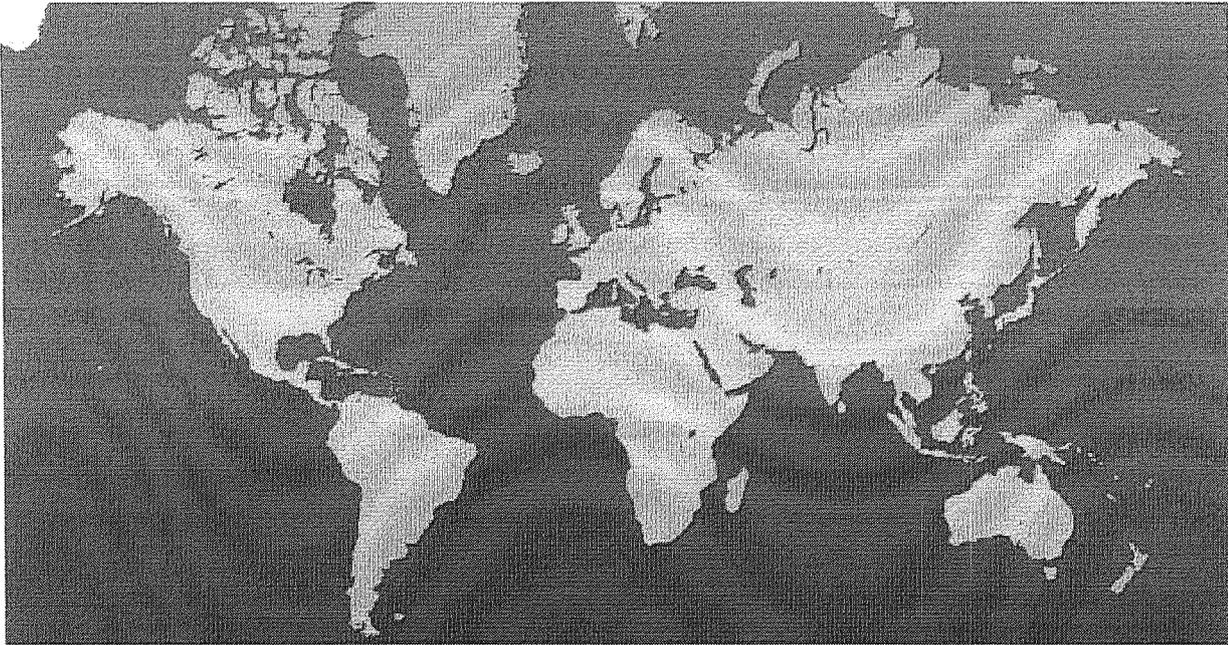
Monday, February 18, 2013

Nonia Sale Garnering Reaction

Monday, February 18 2013

The Bell Island Ferry Committee says a government action plan to acquire another larger vehicle ferry is urgently needed. The Committee is responding to a government announcement last week indicating that the Nonia is being decommissioned and sold. VOCM's Linda Swain has more on the story in this report.

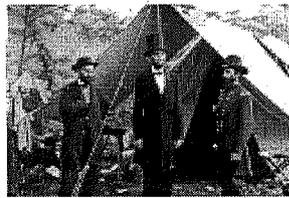
In a release sent out this morning, the committee says the move leaves the province without a plan in place for support swing ferries. The release says if government cannot acquire and



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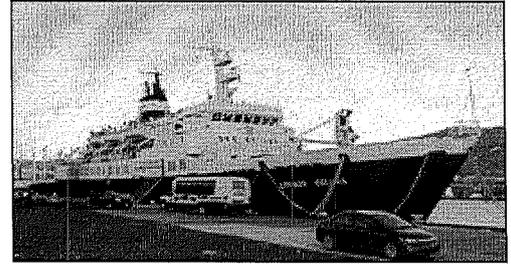
Missing Cruise Ship Spotted Off Coast Of Ireland

by [Kraig Becker](#) (RSS feed) on Feb 26th 2013 at 8:00AM

A [cruise ship that went missing back in January](#) was spotted drifting toward the coast of [Ireland](#) late last week. The M/V Lybov Orlova was on its way to the scrapyard when it broke away from a Canadian tug in international waters last month and hadn't been seen since. It has been floating aimlessly across the Northern Atlantic and is now reportedly within 1200 nautical miles of the Irish coast.

The Russian-built cruise liner was seized in St. John's, [Newfoundland](#), back in 2010 because its owners were in debt to

...tune of \$250,000 and hadn't paid the crew in over five months. In February of last year, the ship was bought by Neptune International Shipping and was scheduled to be scrapped in the Dominican Republic. That's where it was headed when the ship broke free from the tug charged with delivering it to its final destination. When the crew of the tug failed to recapture it due to high winds and extremely choppy seas the Orlova was left to drift across the open ocean. Canadian authorities refused to mount a salvage operation because the vessel was adrift in international waters.



While in operation, the Orlova was designed to serve as an expedition ship, carrying passengers to both the Arctic and Antarctic. The past few years haven't been kind to it, however, and while it sat empty in the St. John's Harbor it has fallen into a state of disrepair. At the time of its departure it was also said to be overrun with rats.

The current owner of the vessel, Reza Shoeybi, is now scrambling to reclaim the ship. He says that he is working with salvage companies in Ireland to try to retrieve the vessel. Bad weather in the North Atlantic is hampering those efforts, however, and it may be some time before it can be captured and towed into shore.

In the meantime, the ship is open to rights of salvage as long as it remains in international waters. If you've ever dreamed of owning your own cruise ship, now is your chance.

[Photo Credit: Dan Conlin via Wikimedia]

Filed under: [Europe](#), [Ireland](#), [News](#), [Cruises](#)

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Mer et Marine

Le Lyubov Orlova toujours à la dérive ou coulé ?

26/02/2013



crédits : DROITS RESERVES.

Le mystère plane toujours sur le sort du Lyubov Orlova, ce paquebot fantôme à la dérive dans l'Atlantique Nord. Alors que, durant le week-end, il aurait été repéré à 1300 milles des côtes irlandaises par le Département Américain de la Défense NGA (National Geospatial-Intelligence Agency), l'association Robin des Bois avance, elle, l'hypothèse que le vieux navire russe a coulé. « La balise de détresse du Lyubov Orlova s'est déclenchée dans la nuit du samedi 23 février. L'hypothèse privilégiée serait que le Lyubov Orlova ait fait naufrage. La balise de détresse était embarquée à bord du navire de croisière ou à bord d'une chaloupe de sauvetage. Le lieu du déclenchement est situé à 51°46.00N et 35°41.00W, soit 1700 km des côtes européennes », détaille l'association, qui cite des éléments diffusés par le Rescue Coordination Center d'Halifax, au Canada. Pour l'heure, un éventuel naufrage n'a pas été confirmé par les autorités maritimes riveraines. Légalement, le Lyubov Orlova est actuellement sous la responsabilité de son propriétaire, puisqu'il se trouve dans les eaux internationales.

Le vieux navire de 37 ans devait se rendre vers un chantier de démolition en République Dominicaine, mais a perdu son remorqueur peu après son départ de Saint-Jean de Terre Neuve, au Canada, le 23 janvier dernier. Puis il s'est mis à dériver dans la zone d'exploitation pétrolière de Terre Neuve, avec un haut risque de collision avec une plateforme. Le gouvernement canadien a alors dépêché le Maersk Challenger qui a réussi à éloigner le Lyubov Orlova de la zone de danger. Et l'a amené en dehors des eaux territoriales canadiennes, où le Lyubov Orlova est reparti à la dérive – officiellement en raison des mauvaises conditions météorologiques qui ont empêché le remorqueur de mener à bien le sauvetage.

Construit en Yougoslavie en 1976, tout comme son sistership, le Clipper Adventurer (ex-Alla Tarasova), exploité pour des croisières en Antarctique, le Lyubov Orlova mesure 90 mètres de long pour 16 mètres de large. Armé par 70 membres d'équipage, il pouvait accueillir 110 passagers. Ce navire a été exploité sous pavillon soviétique jusqu'en 1992,

année où il est passé sous pavillon russe. Après rénovation, il a été affrété en 1999 par la compagnie Marine Expeditions pour des voyages en Antarctique et, à partir de cette date, a été ré-immatriculé aux îles Cook. Après une nouvelle réfection en 2002, il fut affrété par Quark Expeditions pour des croisières antarctiques puis, en 2009, par Cruise North Expeditions pour des traversées en Arctique. Saisi en septembre 2010 dans le port de Saint-Jean de Terre Neuve suite au non-paiement de factures d'avitaillement et de carburant à des fournisseurs canadiens, le navire était depuis immobilisé. Selon Robins des Bois, il aurait été finalement vendu par l'intermédiaire d'un courtier canadien à un ferrailleur iranien résidant au Canada.

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26 FEBRUARY 2013



**DAILY
MEMORANDUM
ATLANTIC EDITION
No. 38**



NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY

NAVAREA IV 108/2013
to 113/2013

HYDROLANT 516/2013
to 522/2013

NAVAREA IV

NAVAREA IV 108/2013(27,28).
WESTERN CARIBBEAN SEA.
CAYMAN ISLANDS.
CANCEL NAVAREA IV 63/13 AND THIS MSG, OPERATIONS COMPLETED.

(251901Z FEB 2013)

NAVAREA IV 109/2013(38).
NORTH ATLANTIC.
1. DERELICT 295 FOOT M/V LYUBOV ORLOVA ADRIFT
IN 52-11.77N 035-32.29W AT 251750Z FEB.
2. CANCEL NAVAREA IV 105/13.
3. CANCEL THIS MSG 282000Z FEB 13.

(251959Z FEB 2013)

NAVAREA IV 110/2013(GEN).
NORTH AMERICAN ICE SERVICE (NAIS) ICEBERG BULLETIN
1. 260001Z FEB ICEBERG LIMIT ALONG TRACKLINE JOINING
47-45N 052-45W, 48-15N 049-30W, 49-00N 049-00W,
54-45N 052-30W, 60-00N 059-00W.
2. WESTERN ICEBERG LIMIT ALONG TRACKLINE BETWEEN
51-20N 058-05W AND 50-20N 057-30W.
3. SEA ICE LIMIT ALONG TRACKLINES JOINING:
A. 47-25N 054 30W, 47-20N 054 00W.
B. 47-50N 053-45W, 48-35N 052-20W, 52-50N 052-25W,
55-05N 054-00W, 56-30N 057-30W, 58-00N 058-30W,
60-20N 059-00W, 62-40N 057-40W.
C. 45-20N 065-35W, 45-10N 064-45W.
D. 46-00N 059-50W, 46-10N 059-05W, 47-10N 059-35W,
48-05N 061-15W, 49-00N 060-50W, 49-40N 058-10W,
49-05N 058-35W, 48-30N 059-25W, 48-10N 058-55W.
4. REPORT POSITION AND TIME OF ANY ICEBERGS OR
STATIONARY RADAR TARGETS THAT MAY LIKELY BE
ICEBERGS TO THE NEAREST CANADIAN COAST GUARD

26/02/13

MARINE COMMUNICATIONS AND TRAFFIC SERVICE STATION
OR USING INMARSAT CODE 42.

5. CANCEL THIS MSG 270001Z FEB 13.

(252200Z FEB 2013)

NAVAREA IV 111/2013 (GEN).
WESTERN NORTH ATLANTIC.
NAVTEX.

1. NAVTEX STATION CHESAPEAKE OFF AIR DUE TO
EQUIPMENT FAILURE.
2. CANCEL NAVAREA IV 106/13.

(260112Z FEB 2013)

NAVAREA IV 112/2013 (GEN).
WESTERN NORTH ATLANTIC.
NAVTEX.

CANCEL NAVAREA IV 111/13 AND THIS MSG, STATION RESTORED.

(260121Z FEB 2013)

NAVAREA IV 113/2013 (38).
NORTH ATLANTIC.

1. DERELICT 295 FOOT M/V LYUBOV ORLOVA ADRIFT
IN 52-10.1N 035-30.2W AT 252054Z FEB.
2. CANCEL NAVAREA IV 109/13.
3. CANCEL THIS MSG 010758Z MAR 13.

(260758Z FEB 2013)

HYDROLANT

HYDROLANT 516/2013 (37).
SOUTHERN NORTH SEA.
CHART 37057

1. ALL NAVIGATIONAL AIDS AT PLATFORM 49/16-PQD
53-22.7N 002-06.6E INOPERATIVE.
2. CANCEL HYDROLANT 495/13 (35, 37),
OPERATIONS SUSPENDED.

(251605Z FEB 2013)

HYDROLANT 517/2013 (53, 54).
IONIAN SEA.
ITALY.
NAVTEX.

NAVTEX STATION SELLIA MARINA 38-52N 016-43E OFF AIR.

(251626Z FEB 2013)

HYDROLANT 518/2013(54,56).
EASTERN MEDITERRANEAN SEA.
HAZARDOUS OPERATIONS.

1. HAZARDOUS OPERATIONS 260930Z TO 261230Z,
261500Z TO 261700Z AND 270130Z TO 270430Z FEB
IN AREAS BOUND BY:
 - A. 34-25.0N 034-00.0E, 34-29.3N 034-07.0E,
34-23.0N 034-19.0E, 34-00.0N 034-08.0E,
34-10.0N 034-00.0E.
 - B. 34-20.3N 034-23.0E, 34-13.4N 034-35.4E,
34-00.0N 034-33.0E, 34-00.0N 034-14.0E.
2. CANCEL THIS MSG 270530Z FEB 13.

(251640Z FEB 2013)

HYDROLANT 519/2013(37).
ENGLAND-SOUTHEAST COAST.
DOVER STRAIT.
CHART 37028

1. FOG SIGNAL AT EAST GOODWIN LIGHTFLOAT
51-13.0N 001-36.3E UNRELIABLE.
2. CANCEL HYDROLANT 512/13, LIGHT RESTORED.

(251941Z FEB 2013)

HYDROLANT 520/2013(35).
SCOTLAND-WEST COAST.
SOUND OF GIGHA.
CHART 35118
WEST BUOY 55-38.2N 005-43.7W UNLIT.

(252226Z FEB 2013)

HYDROLANT 521/2013(23,29,57).
SOUTH ATLANTIC.
SCOTIA SEA.
ICE.

1. ICEBERGS REPORTED:
 - A. C19C, 45-25S 009-18W.
 - B. B15F, 50-08S 031-10W.
 - C. B15B, 55-58S 017-14W.
 - D. A62, 58-47S 033-12W.
 - E. C16, 65-00S 033-02W.
2. CANCEL THIS MSG 282315Z FEB 13.

(252314Z FEB 2013)

HYDROLANT 522/2013(37).
SOUTHERN NORTH SEA.
CHART 37058

1. PLATFORM 48/10-ND 53-43.50N 001-53.83E UNLIT.
2. CANCEL HYDROLANT 128/13.

(260746Z FEB 2013)

25 FEBRUARY 2013



**DAILY
MEMORANDUM
ATLANTIC EDITION**
No. 37

NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY

NAVAREA IV 97/2013
to 107/2013

HYDROLANT 492/2013
to 515/2013

NAVAREA IV

NAVAREA IV 97/2013 (GEN).

NORTH AMERICAN ICE SERVICE (NAIS) ICEBERG BULLETIN.

1. 230001Z FEB ICEBERG LIMIT ALONG TRACKLINE JOINING
47-45N 052-45W, 49-30N 049-45W, 51-15N 049-00W,
55-00N 052-00W, 60-00N 059-00W.
2. WESTERN ICEBERG LIMIT ALONG TRACKLINE BETWEEN
51-27N 057-00W AND 51-00N 057-00W.
3. SEA ICE LIMIT ALONG TRACKLINES JOINING:
 - A. 47-25N 054-30W, 47-20N 054-00W.
 - B. 47-50N 053-45W, 48-55N 051-40W, 54-25N 052-15W,
56-35N 058-05W, 58-00N 058-30W, 61-20N 059-30W,
62-40N 057-35W.
 - C. 45-20N 065-35W, 45-10N 064-45W.
 - D. 46-00N 059-50W, 46-05N 059-00W, 47-20N 060-00W,
48-20N 063-20W, 49-00N 063-25W, 49-00N 061-30W,
49-25N 061-25W, 49-55N 058-00W, 49-05N 058-35W,
48-30N 059-25W, 48-10N 058-55W.
4. REPORT POSITION AND TIME OF ANY ICEBERGS OR
STATIONARY RADAR TARGETS THAT MAY LIKELY BE
ICEBERGS TO THE NEAREST CANADIAN COAST GUARD
MARINE COMMUNICATIONS AND TRAFFIC SERVICE STATION
OR USING INMARSAT CODE 42.
5. CANCEL THIS MSG 240001Z FEB 13.

(222200Z FEB 2013)

NAVAREA IV 98/2013 (38).

NORTH ATLANTIC.

1. DERELICT 295 FOOT M/V LYUBOV ORLOVA ADRIFT
IN 51-46.1N 035-40.4W AT 230513Z FEB.
REPORTS TO JRCC HALIFAX,
PHONE: 902 427 8200, FAX: 902 427 2114,
E-MAIL: JRCCHALIFAX@SARNET.DND.CA.
2. CANCEL THIS MSG 260730Z FEB 13.

4. REPORT POSITION AND TIME OF ANY ICEBERGS OR STATIONARY RADAR TARGETS THAT MAY LIKELY BE ICEBERGS TO THE NEAREST CANADIAN COAST GUARD MARINE COMMUNICATIONS AND TRAFFIC SERVICE STATION OR USING INMARSAT CODE 42.
5. CANCEL THIS MSG 250001Z FEB 13.

(232202Z FEB 2013)

NAVAREA IV 103/2013(38).
NORTH ATLANTIC.

1. DERELICT 295 FOOT M/V LYUBOV ORLOVA ADRIPT
IN 51-51.4N 035-36.4W AT 240040Z FEB.
2. CANCEL NAVAREA IV 101/13.
3. CANCEL THIS MSG 270100Z FEB 13.

(240106Z FEB 2013)

NAVAREA IV 104/2013(11,12,26).
WESTERN NORTH ATLANTIC.
ROCKETS.

1. HAZARDOUS OPERATIONS 011510Z TO 011543Z MAR,
ALTERNATE 021447Z TO 021520Z MAR
IN AREAS BOUND BY:
 - A. 28-35N 080-37W, 28-47N 080-31W,
30-36N 078-30W, 32-20N 076-26W,
31-16N 076-22W, 28-33N 080-20W,
28-26N 080-21W, 28-30N 080-33W,
28-32N 080-36W.
 - B. 33-54N 075-19W, 35-38N 073-32W,
36-46N 070-42W, 36-41N 070-36W,
34-44N 072-20W, 32-42N 074-31W,
33-38N 075-32W.
2. CANCEL THIS MSG 021620Z MAR 13.

(241035Z FEB 2013)

NAVAREA IV 105/2013(38).
NORTH ATLANTIC.

1. DERELICT 295 FOOT M/V LYUBOV ORLOVA ADRIPT
IN 52-00.55N 035-42.86W AT 241814Z FEB.
2. CANCEL NAVAREA IV 103/13.
3. CANCEL THIS MSG 271900Z FEB 13.

(241911Z FEB 2013)

NAVAREA IV 106/2013(GEN).
WESTERN NORTH ATLANTIC.
VIRGINIA.
NAVTEX.

NAVTEX STATION CHESAPEAKE OFF AIR. CHESAPEAKE BROADCASTS
WILL BE TRANSMITTED FROM NAVTEX STATIONS MIAMI AND BOSTON.
NAVTEX STATION CHARLESTON WILL BE BROADCAST FROM MIAMI.

(242144Z FEB 2013)

SOUTHERN NORTH SEA.

CHART 35002

1. METEOROLOGICAL MAST UNDER CONSTRUCTION
VICINITY 54-52.0N 001-49.1E.
ONE MILE BERTH REQUESTED.
2. CANCEL HYDROLANT 308/13.

(221610Z FEB 2013)

HYDROLANT 496/2013(24).

BRAZIL-SOUTH COAST.

CHART 24140

ILHA DA MOELA LIGHT 24-03.1S 046-15.9W UNLIT
AND RADIOBEACON INOPERATIVE.

(222349Z FEB 2013)

HYDROLANT 497/2013(24).

BRAZIL-NORTH COAST.

1. HYDROGRAPHIC SURVEY 26 FEB THRU 07 MAR BY
M/V GARNIER SAMPAIO IN AREA BOUND BY
00-43.82N 046-25.88W, 01-01.70N 046-12.75W,
01-13.18N 045-14.63W, 00-09.03N 044-26.82W.
WIDE BERTH REQUESTED.
2. CANCEL THIS MSG 08 MAR 13.

(222357Z FEB 2013)

HYDROLANT 498/2013(23,24).

WESTERN SOUTH ATLANTIC.

URUGUAY.

1. SEISMIC SURVEY 23 FEB BY M/V WG TASMAN TOWING 12
8800 METER LONG CABLES ALONG TRACKLINE BETWEEN
35-47.72S 052-20.25W AND 36-31.23S 051-37.68W.
NINE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 24 FEB 13.

(230008Z FEB 2013)

HYDROLANT 499/2013(24).

WESTERN SOUTH ATLANTIC.

URUGUAY.

1. SEISMIC SURVEY BY M/V RAMFORM VANGUARD TOWING 12
7000 METER LONG CABLES:
 - A. 23 AND 24 FEB ALONG TRACKLINE BETWEEN
35-24.40S 051-29.40W AND 34-45.57S 052-29.93W.
 - B. 23 AND 24 FEB ALONG TRACKLINE BETWEEN
34-50.28S 052-34.75W AND 35-29.18S 051-34.17W.
 - C. 24 AND 25 FEB ALONG TRACKLINE BETWEEN
35-24.15S 051-29.15W AND 34-45.30S 052-29.70W.NINE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 26 FEB 13.

(230014Z FEB 2013)

(231109Z FEB 2013)

HYDROLANT 504/2013(57).

GULF OF GUINEA.

NIGERIA.

PIRACY.

M/V ATTACKED IN 03-51N 005-57E AT 221800Z FEB.

VESSELS REQUESTED TO KEEP A SHARP LOOKOUT AND
EXERCISE CAUTION. REPORTS TO IMB PIRACY REPORTING
CENTER, PHONE: 603 2031 0014, FAX: 603 2078 5769,
E-MAIL: IMBKL@ICC-CCS.ORG, PIRACY@ICC-CCS.ORG.

(231715Z FEB 2013)

HYDROLANT 505/2013(24).

BRAZIL-SOUTH COAST.

CHART 24140

1. ILHA DA MOELA LIGHT 24-03.1S 046-15.9W UNRELIABLE.
2. CANCEL HYDROLANT 496/13.

(232223Z FEB 2013)

HYDROLANT 506/2013(23,24).

WESTERN SOUTH ATLANTIC.

URUGUAY.

1. SEISMIC SURVEY BY M/V WG TASMAN TOWING 12
8800 METER LONG CABLES:
 - A. 23 AND 24 FEB ALONG TRACKLINE BETWEEN
36-23.83S 051-33.68W AND 35-40.33S 052-16.23W.
 - B. 24 AND 25 FEB ALONG TRACKLINE BETWEEN
35-47.18S 052-19.73W AND 36-30.72S 051-37.17W.NINE MILE BERTH REQUESTED.
2. CANCEL HYDROLANT 498/13.
3. CANCEL THIS MSG 26 FEB 13.

(232232Z FEB 2013)

HYDROLANT 507/2013(24).

BRAZIL-SOUTH COAST.

CHART 24140

RADIOBEACON AT ILHA DA MOELA LIGHT 24-03.1S 046-15.9W INOPERATIVE.

(240556Z FEB 2013)

HYDROLANT 508/2013(GEN).

MEDITERRANEAN SEA.

1. NATO UNITS ARE CONDUCTING OPERATION ACTIVE ENDEAVOUR
26 FEB THRU 07 MAR IN THE MEDITERRANEAN SEA TO HELP
DETER, DEFEND, DISRUPT AND PROTECT AGAINST TERRORISM.
REPORT ANY SUSPICIOUS ACTIVITY OR INFORMATION
TO NATO WARSHIPS OR NATO SHIPPING CENTER,
PHONE: 44 192 395 6574, E-MAIL: INFO@SHIPPING.NATO.INT.
2. CANCEL THIS MSG 08 MAR 13.

(250041Z FEB 2013)

HYDROLANT 514/2013(24).

WESTERN SOUTH ATLANTIC.

URUGUAY.

1. SEISMIC SURVEY 25 AND 26 FEB BY M/V RAMFORM VANGUARD
TOWING 12 7000 METER LONG CABLES ALONG TRACKLINES BETWEEN:
A. 35-24.32S 051-29.32W AND 34-45.47S 052-29.87W.
B. 34-50.20S 052-34.67W AND 35-29.08S 051-34.08W.
NINE MILE BERTH REQUESTED.
2. CANCEL THIS MSG 27 FEB 13.

(251213Z FEB 2013)

HYDROLANT 515/2013(23,24).

WESTERN SOUTH ATLANTIC.

URUGUAY.

1. SEISMIC SURVEY 25 FEB BY M/V WG TASMAN TOWING 12
8800 METER LONG CABLES ALONG TRACKLINES BETWEEN:
A. 36-23.58S 051-33.43W AND 35-40.10S 052-15.97W.
B. 35-47.18S 052-19.73W AND 36-30.72S 051-37.17W.
NINE MILE BERTH REQUESTED.
2. CANCEL HYDROLANT 499/13, 506/13.
4. CANCEL THIS MSG 26 FEB 13.

(251233Z FEB 2013)

Orlova's emergency beacon activated



— Telegram file photo

Published on February 23, 2013

Josh Pennell 

Topics : [Joint Rescue Coordination Centre](#) , [National Geospatial-Intelligence Agency](#) , [US Department of Defense](#) , [Halifax](#) , [Iceland](#) , [Ireland](#)

An emergency beacon registered to the MV Lyubov Orlova has gone off, according to an official with the Joint Rescue Coordination Centre in Halifax.

Capt. Wayne Jarvis says the beacon first started off going off this morning at 12:49 a.m. Emergency beacons can be activated manually or automatically by either being knocked or hitting the water. The beacon is registered to the MV Lyubov Orlova but whether that means it's on the ship itself or was on a lifeboat that was on the vessel is uncertain. A life raft with the beacon could have gone overboard causing the beacons to activate, says Jarvis.

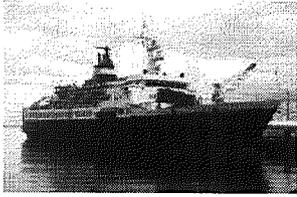
"It could have banged itself into operation. On the other hand maybe the vessel sank. Everything is speculation at this point," says Capt. Jarvis. "We don't know what caused it. The beacon just started going off. We're just keeping an eye on the position for reports at sea just to make sure nobody runs into it but otherwise nothing is being pursued on it."

The location of the dead cruise ship has been a mystery since it drifted into international waters earlier this month. Canadian officials haven't had a positive location on the ship since February 4. The Irish coast guard has been working with a number of satellite and geospatial companies to try and locate the ship out of fear it might be drifting towards their shores. The Irish coast guard thought perhaps they had found the vessel and that it was heading more toward Iceland but whether what they found was the Orlova is now being called into question.

On Friday, a document published by the National Geospatial-Intelligence Agency, an agency of the US Department of Defense, said they had located the Orlova about 2,400 km off the west coast of Ireland. Their position put the Orlova at 49-22.70N and 044-51.34W. The beacon's location is 51-46.00N and 035-41.00W.

Russian Ghost Cruise Ship MV Lyubov Orlova Spotted Off The Coast Of Ireland

Posted on February 22, 2013 by Rick Spilman



For almost a month, the small cruise ship *MV Lyubov Orlova* has been adrift in the Atlantic Ocean, a “ghost ship” without power, lights or passengers, except for the rats left aboard. The 295’ ice strengthened cruise ship, built in Yugoslavia in 1976, has been abandoned twice – once by her owners in St John’s, Newfoundland in 2010 and once by Transport Canada. The ship was recently spotted drifting over a thousand miles off the coast of Ireland.

On January 23, 2013 *MV Lyubov Orlova* was taken under tow bound for a scrap yard in the Dominican Republic. After the ship broke her tow line in heavy seas, Transport Canada dispatched an offshore supply vessel, *Atlantic Hawk*, to reestablish the tow and to make sure that the ship did drift into oil or gas drilling rigs off Canada’s eastern coast. The *MV Lyubov Orlova* was again taken under tow, but the tow line parted again on January 31, 2013, when the ship was in international waters. Transport Canada ordered the ship to be abandoned. In a statement by the agency they said, “*The Lyubov Orlova no longer poses a threat to the safety of offshore oil installations, their personnel or the marine environment. The vessel has drifted into international waters and given current patterns and predominant winds, it is very unlikely that the vessel will re-enter waters under Canadian jurisdiction.*”

With no functioning electronics or GPS transponder on the ship, the ship literally drifted away on the Atlantic currents. Earlier this week, Canadian officials acknowledged they did not know the location of the ship. Now according to the National Geospatial-Intelligence Agency, the *Lyubov Orlova* has been spotted again at roughly 1,300 nautical miles from the Irish coast.

The current owner of the ship is technically responsible for the vessel, though there has been no response from the owner, Neptune International Shipping, described as a “Caribbean-based Iranian buyer,” which purchased the ship for scrap for only \$275,000 in February 2012. So far, at least, no one has suggested a remake of 2002 movie, Ghost Ship, which has a similar plot line with a few more ghosts and goblins.

Thanks to Irwin Bryan and Ed Weglein for passing along the news

Abandoned Russian ship located 2,400 km from Ireland

This entry was posted in [Current](#), [Lore of the Sea](#), [Ships](#) and tagged [ghost ship](#), [MV Lyubov Orlova](#). Bookmark the [permalink](#).

One Response to Russian Ghost Cruise Ship MV Lyubov Orlova Spotted Off The Coast Of Ireland



GGuy Thomas says:

February 23, 2013 at 1:30 pm

Anyone actually seen the alleged report from NGA?

I am suspicious someone made that report up, and just took an educated (?) guess as to where the ship actually is now located.

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Créé 21-02-2013 19:32



Le Lyubov Orlova. Photo : AFP

Lyubov Orlova : la pathétique dérive

EPAVE - Le Lyubov Orlova, un paquebot vide d'une centaine de mètres de long, erre dans l'Atlantique Nord depuis plusieurs semaines. Victime du profit à tout prix et de la négligence des gouvernements, il a été repéré, jeudi, à plus de 2000 km des côtes irlandaises.

Il n'a plus que des rats et des araignées pour équipage. Le Lyubov Orlova – du nom d'une actrice soviétique des années 1930 -, un paquebot de 90 mètres de long, dérive depuis plusieurs semaines, dans l'Atlantique nord, tel un vaisseau fantôme. Ce jeudi il a toutefois pu être repéré à 2 400 km à l'ouest de l'Irlande, selon un document des services d'information maritime américains.

Triste destin pour ce navire construit en 1976 en Croatie pour une compagnie soviétique, avant d'être affrété en 2009 par la Cruise North Expeditions pour des croisières en Arctique. Si certains journalistes ont pu livrer de fabuleux récits de leur voyage à bord du Lyubov Orlova, la réalité s'est avérée plus sinistre. Dès septembre 2010, le paquebot, battant pavillon des îles Cook, est saisi par la justice canadienne en raisons d'impayés de fioul et d'avitaillement. On découvre à cette occasion que les membres d'équipage, russes et ukrainiens, n'ont pas touché un salaire depuis 5 mois.

Pendant plus de deux ans, le navire va rouiller dans le port de Saint Johns, dans la province de Terre-Neuve. Puis un jour, "un ferrailleur iranien résident au Canada l'acquiert pour une somme dérisoire, avoisinant les 275 000 dollars", explique Christine Bossard, porte-parole de l'association écologiste, les Robins des bois, et chargé des questions de démantèlement de navires. Pour l'acheteur, l'équation est simple : "Avec ce prix, il a eu la tonne de métal à 100 dollars quand il peut espérer la revendre à 250-300 dollars dans des casses."

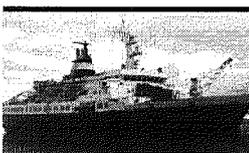
Remorqueur au rabais

Une sacrée culbute que notre ferrailleur souhaite conserver au maximum en comprimant les frais de remorquage. Il loue donc les services "du remorqueur le moins cher et direction un chantier de Saint-Domingue en République dominicaine", raconte Christine Bossard. Aucune inspection, ni du Lyubov Orlova, ni du remorqueur n'est effectuée. Pourtant, les autorités canadiennes donnent leur feu vert, bien contentes, sans doute, de voir s'éloigner ce déchet qui squatte une place dans le port.

Le précédent du Canadian Miner

En septembre 2011, le Canadian Miner, un navire de transport de marchandises, devait être remorqué par une société grecque pour être démantelé en Turquie. Sauf que le câble d'amarrage a rapidement cédé et que le Canadian Miner s'est échoué sur l'île Scattarie, en Nouvelle-Ecosse, avec à son bord 3 000 litres d'huile usagée. Un grand trou a par ailleurs été constaté dans la coque du navire. L'Etat de Nouvelle-Ecosse a réclamé 15 millions de dollars de dédommagement au remorqueur grec.

ET AUSSI



- ♦ Et si le Lyubov Orlova atteignait les eaux territoriales françaises ?

SONDAGE

Vous et le Clasico

Le convoi se met en branle le 23 janvier 2013 dans des conditions météo difficiles. Dès le lendemain, le câble de remorquage cède et le remorqueur, trop vétuste, est rappelé à Saint-Johns pour des inspections. Le paquebot entame alors sa croisière en enfer. Toujours dans les eaux territoriales canadiennes, il dérive dangereusement vers un champ pétrolier off-shore.

Sans attendre, le gouvernement affrète un navire d'assistance pour éloigner l'indésirable. Celui-ci est donc remorqué dans les eaux internationales où il est à nouveau abandonné, "les conditions météo défavorables ayant empêché de mener le remorquage à son terme", selon le ministère canadien des Transports. Pourtant, "celles-ci n'avaient pas empêchées les autorités portuaires d'autoriser, quelques jours plus tôt, le convoi de quitter saint-Johns", remarque Christine Bossard.

Les balises GPS en panne

Dès lors, on perd la trace du Lyubov Orlova. Lundi dernier, les autorités canadiennes ont avoué ne pas savoir où se trouvait le navire. En théorie, le bateau dispose de GPS, mais "évidemment ceux-ci n'ont pas été vérifiés avant le départ et ne fonctionnent pas", dénonce Christine Bossard. Jusqu'à ce jeudi, donc, quand le paquebot a été repéré par les services d'information maritime américains.

S'il a pu être localisé, le Lyubov Orlova demeure toujours dans les eaux internationales et là aucun Etat n'a la légitimité d'intervenir, pour peu qu'il ait la volonté de récupérer une épave. "Dans les eaux internationales, il n'y a pas d'autorité supranationale qui pourrait mettre un terme à ce danger", assure Sébastien Lootgieter, membre de l'Association française du droit maritime (AFDM).

Personne n'agit

Seul le propriétaire peut agir, car le Lyubov Orlova, destiné à la casse, possède désormais le statut juridique d'une épave, sans pavillon d'Etat. Et il douteux que le ferrailleur iranien veuille ou puisse remorquer le vaisseau. En conséquence de quoi personne n'agit tant que le bateau n'entre dans les eaux territoriales d'un Etat. Dans ce cas, ce dernier peut décider de s'en saisir voire de le couler.

Mais plus on attend, plus le danger que constitue ce vaisseau fantôme s'accroît. Il peut ainsi à tout moment entrer en collision avec un autre navire ou alors subir une avarie – probable vu l'état du navire – et sombrer dans l'Atlantique. "Dans un tel cas, ce serait une catastrophe écologique puisque le navire n'a pas été dépollué, qu'il contient des résidus d'hydrocarbures, des eaux de cales souillées par des mousses d'extincteur quand il a fallu éteindre un incendie qui a touché le navire l'été dernier, et qu'il est bourré d'amiante", avertit Christine Bossard.

Selon des experts de l'Ifremer, le Lyubov Orlova pourrait continuer à dériver vers l'Est et pourrait atteindre l'Irlande d'ici à quelques semaines. S'il n'a pas, d'ici là, rejoint les poissons de l'Atlantique.

2

Guillaume Novello



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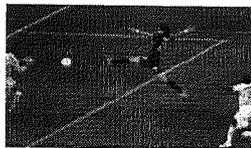
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<http://www.meretmarine.com/fr/content/le-lyubov-orlova-toujours-la-derive-au-large-du-canada>

Mer et Marine

Le Lyubov Orlova toujours à la dérive au large du Canada

21/02/2013



Le Clipper Adventurer, sistership du Lyubov Orlova. crédits : MER ET MARINE - VINCENT GROIZELEAU.

C'est une histoire assez surréaliste. Depuis plusieurs semaines, le Lyubov Orlova, un ancien navire de croisière russe, dérive dans l'Atlantique nord. Il n'y a personne à bord puisque la vieille coque, âgée de 37 ans, était initialement en route pour la démolition. Le 23 janvier, le Lyubov Orlova avait quitté en remorque le port canadien de Saint-Jean de Terre Neuve (St John's), en vue de rejoindre un chantier de déconstruction à Saint-Domingue. Mais, rapidement, la remorque a cassé et le bateau chargé du convoyage fut incapable de reprendre le contrôle de la situation. A la dérive dans les eaux canadiennes, le Lyubov Orlova a d'abord été récupéré par le Maersk Challenger, un grand remorqueur de services à l'offshore affrété par le gouvernement canadien. Ce dernier craignait en effet que le vieux paquebot entre en collision avec une plateforme pétrolière exploitée dans le secteur. Mais, selon le ministère canadien des Transports, en raison des mauvaises conditions météorologiques, l'opération de sauvetage n'a pu être menée à son terme et, par conséquent, le paquebot n'a pas été ramené vers un port. Le Maersk Challenger étant toutefois parvenu à éloigner le navire de la plateforme, le danger d'une collision avec celle-ci a été écarté. Sans pour autant qu'une nouvelle mission de secours soit lancée pour récupérer le bateau qui, en dérivant, est passé dans les eaux internationales.



Le Lyubov Orlova(© DROITS RESERVES)

Une menace pour la navigation et l'environnement

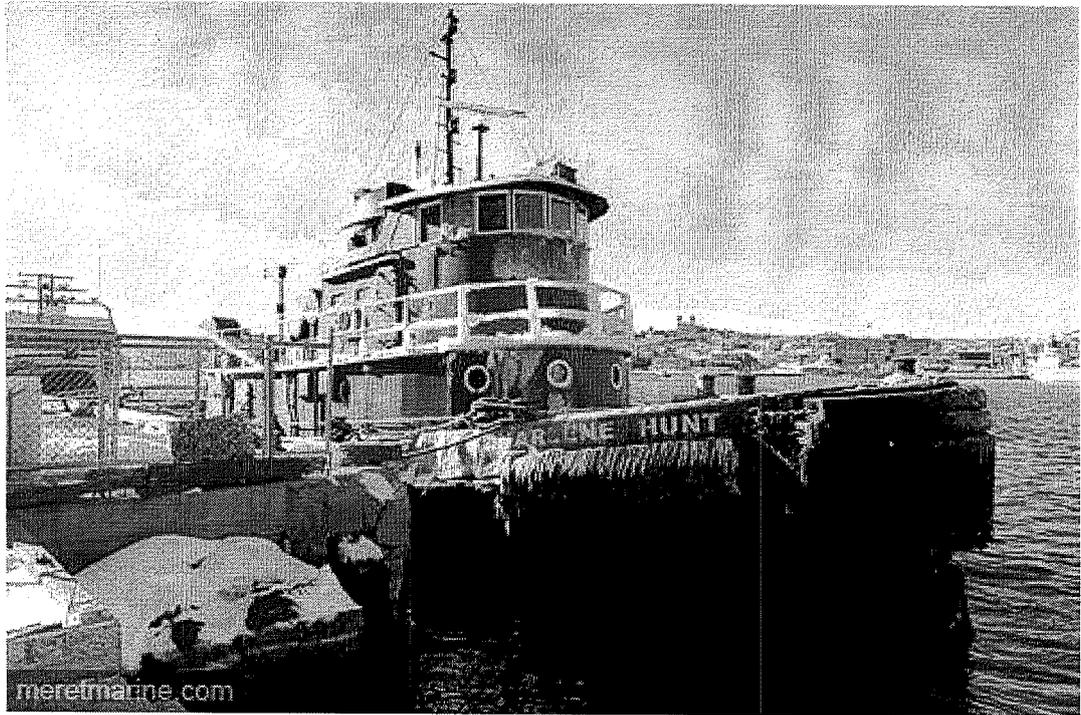
Plusieurs associations, dont en France Robins des Bois, se disent indignées par cette situation. « Le Lyubov Orlova est une menace imminente pour l'environnement. Dans l'éventualité d'une collision, d'un naufrage ou d'une avarie, il libérerait immédiatement ou à moyen terme des hydrocarbures, du pyralène (PCB) et autres liquides techniques toxiques, de l'amiante, des eaux de cale souillées, des néons au mercure et des déchets flottants non biodégradables », affirme Robins des Bois, qui appelle le gouvernement canadien à prendre ses responsabilités, au moins morales, si ce n'est juridiques. Car, si le Lyubov Orlova ne se trouve plus aujourd'hui dans les eaux nationales, la rupture de l'amarre y est intervenue et le bateau est bel et bien parti d'un port canadien. Or, le pays est signataire de la Convention de Montego Bay sur le droit de la mer, qui impose notamment de prévenir, réduire et maîtriser la pollution en milieu marin. De plus, l'association rappelle qu'au titre du droit international, Ottawa a l'obligation générale de s'assurer de l'absence de risques pour la sécurité et l'environnement maritime. « Il avait en conséquence le devoir de différer le voyage si des risques étaient prévisibles (déclaration de Stockholm de 1972 : "les Etats ont le devoir de faire en sorte que les activités exercées dans les limites de leur juridiction ou sous leur contrôle ne causent pas de dommages à l'environnement dans d'autres Etats ou dans des régions ne relevant d'aucune juridiction nationale") ».

no22

Défaillance des autorités de contrôle ?

Robins des Bois, qui dénonce au passage le fait qu'envoyer le Lyubov Orlova à Saint-Domingue « constitue une exportation de déchets dangereux depuis un pays riche vers un pays pauvre », poursuit son réquisitoire à l'encontre des autorités canadiennes en pointant une défaillance sur le contrôle des navires. A commencer par le vieux remorqueur Charlene Hunt, qui était chargé de convoier l'ancien paquebot. « Le Canada est signataire du

Memorandum de Paris sur le contrôle par l'Etat du port. Ce protocole contribue à améliorer la sécurité maritime, la sécurité des équipages et à éviter les pollutions depuis les navires. Dans ce cadre, chaque pays signataire doit "cibler" les navires à inspecter et les empêcher de prendre la mer en cas de déficiences ou d'incompatibilités. Or l'attelage Charlene Hunt / Lyubov Orlova n'a pas fait l'objet d'inspection particulière et proportionnée alors que le premier a été construit en 1962, n'a pas de société de classification connue et que le second bat pavillon des Iles Cook, un pavillon de complaisance de mauvaise réputation. C'est seulement après le retour à Saint John's que le remorqueur Charlene Hunt a fait l'objet d'une inspection approfondie ; depuis, il est détenu avec une liste de déficiences conséquente mais non communiquée pour l'instant ».



Le remorqueur Charlene Hunt (© DROITS RESERVES)

Un navire fantôme dont la position n'est plus connue

Alors que Lyubov Orlova n'est plus localisé, l'inquiétude grandit quant à la situation du navire fantôme, qui poursuit son périple sans balise ni feux de position. Ainsi, il pourrait être victime d'une collision avec un iceberg ou un autre bateau, voire même, compte tenu de son état, être confronté à une voie d'eau entraînant son naufrage. Robins des Bois n'exclut pas, non plus, qu'il puisse être coulé volontairement par des moyens militaires au cas où, survivant par miracle à son long périple dans le grand nord, il s'approcherait des eaux territoriales d'un pays riverain. L'hypothèse paraît surprenante mais l'association affirme qu'il y a eu au moins un précédent : « C'est ce qui est arrivé au Ryou-Un Maru, un chalutier japonais long de 60 mètres qui, après avoir dérivé pendant un an dans l'océan Pacifique après le tsunami du 11 mars 2011, s'est approché des côtes de l'Alaska et a été torpillé par l'US Navy avec 8 tonnes d'hydrocarbures à bord et ses engins de pêche ».



Le Lyubov Orlova (© DROITS RESERVES)

Retrouver le propriétaire

Construit en Yougoslavie en 1976, tout comme son sistership, le Clipper Adventurer (ex-Alla Tarasova), exploité pour des croisières en Antarctique, le Lyubov Orlova mesure 90 mètres de long pour 16 mètres de large. Armé par 70 membres d'équipage, il pouvait accueillir 110 passagers. Ce navire a été exploité sous pavillon soviétique jusqu'en 1992, année où il est passé sous pavillon russe. Après avoir été rénové, il a été affrété en 1999 par la compagnie Marine Expeditions pour des voyages en Antarctique et, à partir de cette date, a été ré-immatriculé aux îles Cook. Après une nouvelle rénovation en 2002, il fut affrété par Quark Expeditions pour des croisières antarctiques puis, en 2009, par Cruise North Expeditions pour des traversées en Arctique. Saisi en septembre 2010 dans le port de Saint-Jean de Terre Neuve suite au non-paiement de factures d'avitaillement et de carburant à des fournisseurs canadiens, le navire y était resté immobilisé depuis. Selon Robins des Bois, il aurait été finalement vendu par l'intermédiaire d'un courtier canadien à un ferrailleur iranien résidant au Canada. Légalement, c'est le propriétaire du navire qui est responsable et, si jamais le Lyubov Orlova parvient à atteindre les eaux territoriales d'un pays, les autorités locales pourront le mettre en demeure de faire cesser le danger que l'épave représente pour la navigation et l'environnement. Si bien entendu ledit propriétaire ne s'est pas, d'ici là, évaporé dans la nature.

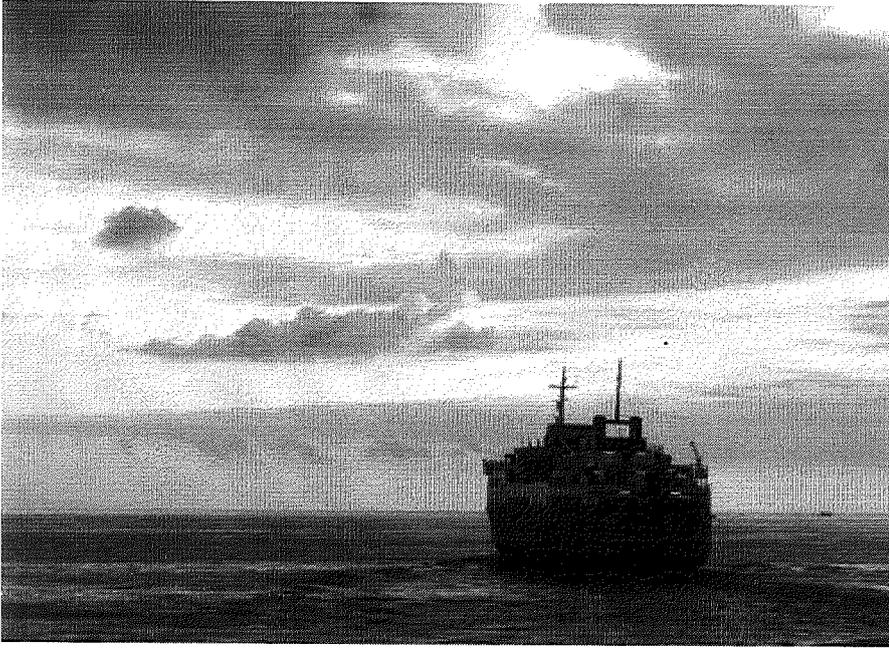
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Le vaisseau fantôme de l'Atlantique Nord

[Le Vif \(http://www.levif.be/info/auteurs/le-vif/author-4000223245183.htm\)](http://www.levif.be/info/auteurs/le-vif/author-4000223245183.htm)

Source: Belga
mercredi 20 février 2013 à 17h08

Avec des rats pour seuls passagers, le Lyubov Orlova, un navire de croisière russe décrépît, dérive depuis près d'un mois dans l'Atlantique Nord, probablement en direction des côtes européennes, faute d'une police internationale capable d'intervenir.



© Thinkstock - Image d'illustration

L'ancien bateau de croisière, construit en 1976, a quitté, vide, l'île canadienne de Terre-Neuve le 23 janvier. Pris en remorque, il devait rejoindre la République dominicaine où son propriétaire, un ferrailleur, voulait le faire déconstruire. Mais le câble qui le reliait au remorqueur s'est rompu dès le lendemain de son départ, livrant le Lyubov Orlova à la mer, tel un vaisseau fantôme.

Les autorités canadiennes ne semblaient pas s'inquiéter outre mesure de son sort, avouant même lundi n'avoir aucune idée de sa localisation. Le navire d'une centaine de mètres de long s'est rapidement retrouvé dans les eaux internationales, sans feux, ni balise de localisation. Michel Quimbert, avocat spécialisé en droit maritime, estime qu'il revient à ceux qui sont responsables de sa dérive - la société de remorquage, l'État du pavillon, le propriétaire de l'épave, les assurances - d'y mettre un terme, en l'absence d'une police internationale. "Personne" ne peut contraindre les responsables de la dérive du navire à agir pour faire cesser le danger pour la navigation "si ce n'est leur propre intérêt", car si un accident devait arriver, ils ne manqueraient pas d'être poursuivis, estime-t-il. Mais, "en dehors des eaux territoriales, il est difficile" de les obliger à intervenir, explique l'avocat. "Il n'y a pas de police internationale et il n'y a pas de fonds international d'intervention" pouvant être mobilisé, assure-t-il cependant l'existence d'un "vide juridique". "Le vide ne résulte pas du droit, il résulte du non-respect du c

"Dans les eaux internationales, il n'y a pas d'autorité supranationale qui pourrait mettre un terme à ce danger", assure Sébastien Lootgieter, membre de l'Association française du droit maritime (AFDM), estimant cependant que l'État du pavillon devrait être compétent dans un cas similaire, le Lyubov Orlova battant pavillon des îles Cook. L'ancien bateau de croisière russe, désormais considéré juridiquement comme une épave ou une simple coque, va ainsi continuer de dériver jusqu'à arriver, sauf incident, dans des eaux territoriales ou la zone économique exclusive (ZEE) d'un État, qui sera alors en mesure d'intervenir, ainsi que l'y autorise la convention des Nations unies sur le droit de la mer.

PLUS D'INFOS

Le bateau fantôme de l'Atlantique Nord a-t-il coulé ?
(<http://www.levif.be/bateau-fantome-de-l-atlantique-nord-a-t-il-coule/article-4000254763391.htm>)

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Un bateau fantôme russe disparaît en mer

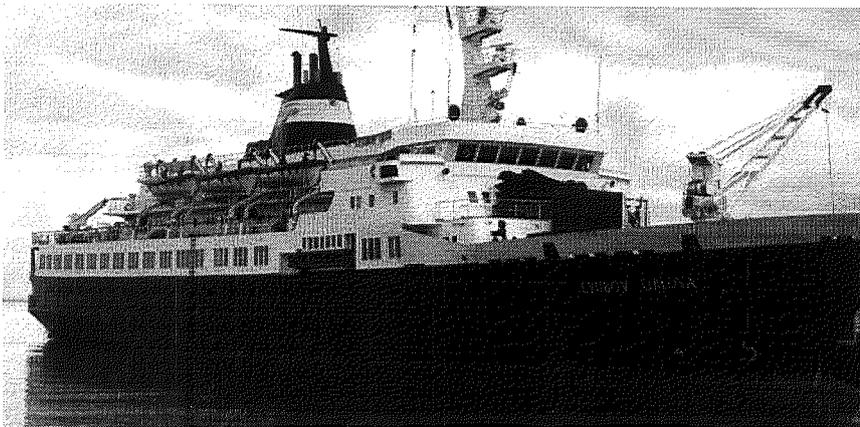
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Obs Par Le Nouvel Observateur avec AFP

Le Lyubov Orlova avait quitté l'île canadienne de Terre-Neuve le 23 janvier, mais le câble qui le reliait à un remorqueur s'est rompu dès le lendemain.

Mots-clés : Russie, Canada, Irlande, Lyubov Orlova, bateau fantôme

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Le GPS de secours installé par les autorités canadiennes serait en panne. (DPA/IMAX/FFF)

Les autorités canadiennes n'ont aucune idée de la localisation du bateau de croisière d'origine russe qui dérive sans passagers depuis près d'un mois dans l'Atlantique Nord, car le GPS de secours installé lors de son appareillage est en panne, a indiqué un responsable lundi 18 février.

Quand on lui demandait si l'emplacement actuel du Lyubov Orlova était connu des services canadiens compétents dans le domaine, une porte-parole du ministère des Transports a répondu, laconique: "La réponse est non". "La garde-côtière devait installer une sorte de GPS" sur le navire avant qu'il ne quitte Terre-Neuve le 23 janvier, "mais aux dernières nouvelles ça ne marchait pas", a expliqué cette porte-parole à l'AFP.

Le navire avait quitté l'île canadienne de Terre-Neuve le 23 janvier, mais le câble qui le reliait au remorqueur devant l'acheminer à des ferrailleurs en République dominicaine s'est rompu le lendemain, livrant le bateau à la mer. Les seuls occupants de ce bateau fantôme seraient des rats. Le sort du bateau inquiète des deux côtés de l'Atlantique, les partis d'opposition à Ottawa dénonçant le manque d'initiative du gouvernement conservateur canadien, tandis que l'association française Robin des Bois a appelé la semaine dernière à une mobilisation internationale.

Selon des médias canadiens, le navire serait en train de dériver vers les côtes irlandaises.

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Published on February 18, 2013

Josh Pennell 

Lyubov Orlova to be used for testing marine monitoring system

Topics : U.S. Coast Guard , Automatic Identification System , National Research Council , Ireland , Baltimore , Canada

The unknown location of the MV Lyubov Orlova is now being used as a way to test the ability of a new system of marine monitoring called the Global Maritime Awareness system.

Guy Thomas is a retired former science & technology adviser to the U.S. Coast Guard and has been involved in maritime surveillance for more than 40 years.

In 2005 he had an idea that if the countries of the world combined their technologies and everybody banded together, a global maritime awareness system could be established that would allow for greater monitoring of the marine environment.

The idea is based on the four types of satellites that exists, says Thomas, each of which offers a different type of data.

The Automatic Identification System (AIS) is an automatic tracking system used on ships as a means of collision avoidance. It's used for identifying and locating vessels by electronically exchanging data with other nearby ships.

"It was designed for ships in the immediate vicinity of each other and control points in harbours to be able to reach out and signal to a specific ship," he says.

Information such as a ship's position, speed, course and even the captain's name can be shared back and forth between vessels. That tried and true method of sharing information lit a spark in Thomas' mind.

"I had the idea that if you put that receiver in space, you would now have the international identification system for ships that was lacking."

That was done and a second satellite system was created that provides radar information from space. It expanded on the ship-to-ship ability of the initial idea allowing for vessel information to be shared over larger areas.

The third satellite type is probably the one that people are most familiar with — the ones that take pictures.

"There's been an explosion in that technology in the last five years, as well," says Thomas. "From space, now you can routinely see tie downs on holes. You can see anchor chains by links."

The imaging systems have a big downfall though, he adds. They can't operate at night and they don't operate through clouds.

That is the advantage of the radar systems. They operate in both those conditions.

The fourth type of satellite data involves a small box on ships that sends information to satellites in space. It tells a ship's location and even some conditions on the ship. This became known as Long Range Identification and Tracking or LRIT. Ships have to report into the governmental authority of any country they're going to pass within 2,000 miles of, says Thomas. All ships have to report on LRIT four times a day and companies use it to track their assets on ships.

Those four satellite systems, combined, Thomas says they would make for a very effective tool of monitoring marine environments for illegal activity, including such things as polluting and smuggling.

"If you meld those together you could come up with a system to allow you to improve security of your shores," says Thomas.

Orlova's part

So how does the drifting Lyubov Orlova fit into all this?

Well, it's a dead ship whose location is unknown and even with the knowledge of current patterns, it's a big ocean out there. Using a combination of the types of satellite information available will test the notion that cooperating and sharing technologies will result in a Global Maritime Awareness system far superior than any individual system.

Thomas, who lives in Baltimore, actually saw the Orlova tied to the wharf in St. John's while he was here December past giving a presentation to the National Research Council's Institute for Ocean Technology on his idea for a Global Maritime Awareness system. However, he found out about the ship's current state of affairs through the Irish Coast Guard, with whom he also has dealings.

Thomas says that Chris Reynolds, the director of the Irish Coast Guard, had mentioned to Thomas that he had serious concerns about a dead Russian cruise ship that was heading toward his country from Canada, and that he didn't want his country to bear the burden of it coming aground in Ireland.

Thomas suggested they use his method of combining different satellite data to find the location of the ship. Of course, the drifting Orlova isn't going to be sending signals to satellites the way an active ship would be, but sometimes what a ship doesn't send out lets you track it too, says Thomas.

If they know they're are so many ships in an area from a satellite image and they can tell one of those ships isn't transponding through the AIS system, then that's a little curious, he says. They'll find the Orlova by scratching out the vessels that are sending out data through the satellite systems. You're left with the dead ship. It's a process of elimination and it works in keeping the marine environment safe from illegal activity, too, says Thomas, since those ships breaking the law won't be responding either because they don't want to be tracked. They want their location to be as mysterious as that currently of the Lyubov Orlova.

"It's the fellas that aren't transponding that you want to look at," he says. "AIS tells you where the good guys are. AIS tells you where the guys who are obeying the law are."

Thomas is now in collaboration with the Irish Coast Guard to track the ship through these methods. They know the last position of the Orlova as taken by Transport Canada before the vessel went A.W.O.L. and by studying ocean currents, they can come up with an idea of where they think the vessel might be.

Then, by using various types of satellite information, they can get a read on how many ships are in that area and if any aren't transponding.

The challenge was not just taken up the Irish but also by an Italian company called e-Geos, which specializes in Earth observation and in geo-spatial application. They, too, took the last location of the Orlova, and by taking ocean currents into consideration came up with a location, they felt should be where the ship is located. Then they got a satellite image of the area.

And they got a hit.

There's something they found south southeast from the tip of Greenland, says Thomas, that has some probability of being the Orlova, though that's not written in stone as of yet. The company is going to get more images over the next few days to see if they're really onto something.

Regardless if this it or if they have to have to keep searching, Thomas is confident in his method working and working punctually.

"We are going to find it. Before it ever approaches Ireland we will be able to tell the various navies where it is," he says.

His plan then is to also give the location to the ship's owner, Reza Shoeybi.

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Lyubov Orlova lost in North Atlantic

Category :- Accidents

Author :- Editorial

Posted on February 17, 2013, 10:22 pm

Canadian Transportation Safety Board says a report into the circumstances surrounding the failed attempt to tow the Lyubov Orlova to the Caribbean for scrap will be released in about a year. The tug Charlene Hunt is being detained in St. John's Harbour due to a long list of mechanical and safety deficiencies. The tow line from the Hunt broke just outside the Narrows, sending the Orlova adrift. After the derelict ship came uncomfortably close to offshore oil rigs, it was towed outside Canadian waters and is floating somewhere out in the North Atlantic. One of the owners of the ship, Reza Shoeybi, who is now living on the Charlene Hunt, is still hoping to retrieve the former Russian cruise ship.

Vocm.com 14.2.13

Previous news:

Passenger vessel Lybov Orlova drifting in the Atlantic

January 26, 2013

The unmanned passenger vessel Lybov Orlova is drifting in the Atlantic after tow line broke in the afternoon Jan 24 13. Vessel was to be towed to Dominican Republic for dismantling, and left port of St. John's, Canada, on Jan 23 on tow of tug Charlene Hunt. Lyubov Orlova was stranded in St. John's since September 2010. In year 2002 vessel was refurbished and chartered by Quark Expeditions for the Antarctic and Cruise North Expeditions for the Arctic. Powerful cyclone is forming in North Atlantic, south of Cape Farewell in Greenland, with forecasting seas 10-15, up to 20 meters high. Vessel is not causing a hazard to marine traffic or the environment, says Transport Canada. On a photo Orlova in St. John's harbour.

Passenger vessel Lyubov Orlova, IMO 7391434, 4251 gt, built 1976, flag Cook Islands. Tug Charlene Hunt, Callsign WDC4507, flag USA, length 29 meters, owner Hunts Tugs and Barges Inc.



Tagged Keywords: Tug Charlene Hunt, IMO 7391434, Passenger vessel Lyubov Orlova

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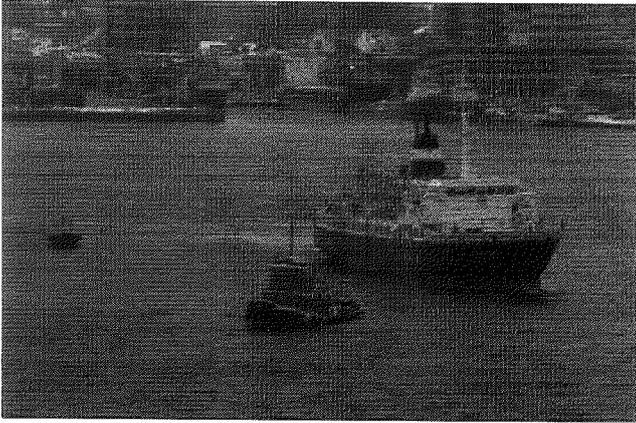
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Transportation Safety Board launches investigation into botched tow of lost ship



Published on February 14, 2013

The Canadian Press

Topics : **Transportation Safety Board of Canada** , **Canadian Coast Guard** , **Transport Canada** , **North Atlantic** , **Newfoundland** , **Gatineau**

ST. JOHN'S, N.L. — The Transportation Safety Board of Canada is formally investigating the tugboat failure that sent a Russian cruise ship adrift in the North Atlantic as its fate draws international attention.

Board investigators are gathering witness accounts and other details for a report that will be released in about a year, spokesman Chris Krepski said Wednesday.

"We have to analyse that information and then identify causes and contributing factors," he said from Gatineau, Que.

Any lessons learned could help prevent a similar incident in future, he added.

Investigators spoke earlier this month to the co-owner of the Lyubov Orlova and the crew of the tugboat that tried to pull the ship from St. John's, N.L., to a scrap yard in the Dominican Republic.

At the time, another board spokesman John Cottreau said there had not yet been a commitment for a formal probe of what went wrong when the tow line snapped in rough seas on Jan. 24.

The Lyubov Orlova, a 100-metre vessel that sat neglected for more than two years in the St. John's harbour, is now drifting somewhere in the North Atlantic northeast of Newfoundland. Its exact location was not clear Wednesday.

"The Canadian Coast Guard has not received any updated positional information on the Lyubov Orlova since Feb. 4," spokeswoman Michele Boriel said in an emailed response.

Mariners have been asked to report any sightings of the vessel, she said. Coast Guard officials warned them about the derelict ship by notifying the National Geospatial-Intelligence Agency in the U.S. which has "a large international distribution list," Boriel said.

A message was also sent through a satellite-based service that would have reached all vessels within 1,600 kilometres of the Orlova, she said.

Tracking beacons on the ship have failed, and Transport Canada had nothing new to add Wednesday about its direction or condition.

"The vessel has drifted into international waters and it is very unlikely that (it) will re-enter waters under Canadian jurisdiction," spokesman Steve Bone said in an email. He reiterated that the ship's owner is ultimately responsible for it.

Efforts to reattach the Lyubov Orlova, named for a beloved Russian actress from the 1930s, failed as Transport Canada ordered the tugboat Charlene Hunt back to St. John's. The tugboat is now detained pending a long list of repairs that followed a shorter list ordered last fall after it had mechanical issues en route

to Halifax.

Many observers, including federal NDP transport critic Olivia Chow, have questioned why the Charlene Hunt was ever allowed to haul the cruise ship from the St. John's harbour at one of the stormiest times of the year.

The debacle has made international headlines as the ship drifts northeast of Newfoundland toward Ireland at a pace of about four kilometres an hour.

German national newspaper Die Welt (The World) published an article Sunday musing about which unlucky country will wind up hosting the "rat-infested" ship. It quoted Greenpeace spokesman Jorg Feddern lambasting Canada for washing its hands of the Orlova's fate.

On social media site Twitter, a fictional account of the ship's lonesome voyage includes such offerings as:

"Wondering how long would take to be found if Justin Bieber was on ship. Maybe he is! bieberonboard."

Co-owner Reza Shoeybi said he's still hoping to catch the vessel and sell it for scrap with help from a salvager on the other side of the Atlantic. He and his partners had hoped to make \$700,000 to \$800,000 in the Dominican Republic, depending on metals markets.

"As of right now I'm just in touch with this one person that's based out of Ireland and hoping to come up with something and go and retrieve her," Shoeybi said in an interview Wednesday. He's living aboard the Charlene Hunt tugboat in the St. John's harbour as repairs progress.

"It's not going to be an easy mission to retrieve her at this time of year."

Owner asks government to help find drifting ship



Published on February 11, 2013

Josh Pennell

Transport Canada partially responsible for Orlova, Reza Shoeybi says

Topics : Transport Canada , Canadian Coast Guard , Hunt Tugs Barges , Turkey , Canada , Halifax

The owner of the Lyubov Orlova says the least the Canadian Coast Guard and Transport Canada can do is find the location of his vessel, since they're partially responsible for the ship's uncertain co-ordinates.

Reza Shoeybi stands in the wheelhouse of the tug Charlene Hunt, the vessel that failed to tow the Orlova to its scrap yard fate in the Dominican Republic.

When the line broke between the Hunt and the dead cruise ship, the Orlova drifted into the waters near the Hibernia platform.

It was then that the offshore supply vessel Atlantic Hawk towed the ship clear of the oilfields and transferred the tow to another ship chartered by Transport Canada.

But the line again broke and the Orlova drifted into international waters.

It's because of this final act by Transport Canada that Shoeybi says the federal government now shares the burden of responsibility for the ship with him. They touched the vessel. They got involved.

"I think they're a bit responsible now," he says.

The last update he had on the Orlova was Feb. 4, which put the ship at approximately 330 nautical miles northeast of St. John's.

There were tracking beacons on the boat, but they have all failed.

The one thing Shoeybi is sure of is the Orlova isn't anywhere near where it was almost a week ago and neither Transport Canada nor the coast guard know where the vessel is.

"I call them every morning. They tell me to call back. They don't know," he says.

"Maybe they're planning to send somebody out there or maybe they have. I don't know exactly. They just keep telling me to call back tomorrow."

Shoeybi hopes a coast guard flight will locate his vessel, which he now says is destined for a scrap yard in Turkey, if and when it's found.

He's contacting tug companies on the European side of the Atlantic in the hope of hiring them to intercept the drifting Orlova.

The vessel is starting to draw attention on that side, as is Transport Canada's handling of the case. The Telegram has been contacted by several European journalists looking to pick up the story for different publications.

Also, on a British merchant navy forum website called Merchant-Navy.net, the comments are extremely opinionated. And they're similar to Shoeybi's.

"How can a responsible country like Canada just abandon a derelict on the high seas? Once they had it on tow, surely they are responsible for it. What happens if another ship hits it? It's the sort of thing you might expect of a Third World tinpot nation," writes Alf Corbyn.

Ivan Cloherty's comments are equally biting.

"What a totally irresponsible attitude which may come back to bite them in the arse with a vengeance at sometime in the future, as we all know that weather patterns are notoriously unpredictable. Will we read about her foundering on some Canadian shore with a subsequent oil spill? Perhaps before they released the tow someone should have gone aboard and opened up a few portholes on the lower decks. I bet someone went aboard to collect a few souvenirs."

The website describes its membership as representing all ages, from Second World War merchant navy veterans up to present-day seafarers.

Meanwhile, the Charlene Hunt, in St. John's harbour, has become Shoeybi's de facto home. The Hunt has been detained by Transport Canada, which conducted an inspection of the vessel and identified a number of deficiencies. It cannot leave until the deficiencies are corrected, it is re-inspected and Transport Canada releases it from detention.

But Shoeybi says the number of demands Transport Canada is asking him to correct on the tug is ridiculous.

Four Transport Canada investigators spent three days inspecting the tug and came up with a list of corrections that is pages long and is so specific, it even gets down to things like demanding the galley be cleaned.

Shoeybi says it's ridiculous, because the tug was inspected in Halifax when he first chartered it from its owner, Hunt Tugs & Barges Inc. It was detained then, too, because the Hunt almost sank off the coast of Nova Scotia.

It was also inspected when the insurance was purchased for the towing job. So if it passed all those inspections, Shoeybi wants to know why suddenly there are so many things wrong with the boat.

"This boat is in better condition than it was when it was in Halifax," he says.

He says he's willing to work with Transport Canada on making necessary repairs on the vessel, but officials have to meet him part way.

"If they don't want to work with me, I'm just gonna say you deal with it with the owner," he says.

Meanwhile, the Charlene Hunt is a mere nuisance compared to Shoeybi's bigger conundrum of finding his drifting vessel. He says he's called every possible towing company on this side of the ocean and is running out of options on the other side, too. Even if he manages to hire one, he needs the ship's position.

He admits he's attracted a lot of criticism here, but he points out that when they first left with the Orlova under tow after it had been tied to the wharf in St. John's harbour for two years, it was like a celebration and he was looked upon in a much better light.

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News / Canada

Abandoned cruise ship drifts out of Canadian waters

The Lyubov Orlova, a cruise ship abandoned after numerous attempts to tow it south, is drifting 600 kilometres northeast of St. John's for ports unknown.



By: Kamila Hinkson News reporter. Published on Sat Feb 09 2013

It could be weeks, months, or even years before a dilapidated, empty cruise ship reaches shore again.

The Lyubov Orlova was a fixture in Port of St. John's for more than two years before ill-fated attempts began to tow the boat to the Dominican Republic to be scrapped. It is now drifting in the northeast Atlantic Ocean, abandoned by the government and out of the reach of its owners.

The saga began in 2010 when the ship was seized by Canadian authorities as part of a lawsuit between the ship's Russian owners and the company that operated it.

The first try to get the ship south, on Jan. 24, failed when the tow line snapped. The ship then began drifting toward an offshore oilpatch. Last week, Husky Energy, an oil and gas company, sent a boat out to tow the ship away from the oilpatch.

A private vessel chartered by Transport Canada took over the tow and was to bring the ship to "a Canadian port," but "due to weather ... the operation could not be completed," according to a Transport Canada spokesman. The cruise ship is now floating in international waters.

Brad deYoung, a professor of oceanography at Memorial University, said the most likely scenario is that the vessel follows the North Atlantic Current east to Ireland. That could happen in a matter of weeks or months.

Winds could also push the ship northwards into the Labrador Sea, where it could potentially remain for years.

"The thing about the ocean currents (is) you're in one of the most dynamic regions on the planet, where the currents are kind of all going in different directions," he said. "So if you just move it 50 kilometres in one way or another, you're in a strong current that's going in a quite different

direction.”

The Canadian Press reported the ship was bought for \$275,000 by Hussein Humayuni, an Iranian scrap merchant in a Federal Court process last year. It also reported the ship's co-owners are Reza Shoeybi and his uncle, Saeed Shoaibi, both of Toronto.

Though the government was involved in the towing operation, the vessel is ultimately the responsibility of its owners, according to two lawyers.

Clay Hunter, partner with Paterson MacDougall, LLP, likened the situation to this: If a car on a hill were to suddenly start accelerating down the hill, and a police officer tried to stop the car but failed, the police officer wouldn't be held responsible for any damage done by the car.

Jean-François Bilodeau, a maritime lawyer with Robinson Sheppard Shapiro, said under maritime law, because the vessel is abandoned, anyone can go get it.

“It's a race, basically. The first to grab hold of the ship will be able to claim salvage rights because she's abandoned. Nobody's minding her,” he said.

Bilodeau explained that if the ship were involved in a collision with another ship, the owners would be responsible, and depending on the type of agreements between the parties, the tug company and the insurers of the tug company and of the ship could also be held liable.

Hunter pointed out that other ships should be able to detect the Lyubov Orlova. If a collision were to occur, the other ship could also assume some responsibility.

According to Transport Canada, as of Feb. 4, the ship was about 680 km northeast of St. John's.

With files from The Canadian Press



PIONEERS IN MARITIME TECHNOLOGY

Drifting Blues: The Strange Saga Of The M.V. LYUBOV ORLOVA

Posted on Thursday, February 7, 2013 by Shawn Dake

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Drifting Blues

The Strange Saga Of The m.v. LYUBOV ORLOVA

By

Shawn J. Dake

By rights, hardly anyone outside of the shipping industry should have ever heard of a vessel named LYUBOV ORLOVA. This small passenger ship was designed to sail primarily on short international routes for the Far Eastern Shipping Company, registered in Vladivostok, Russia. Now, at the end of a long and active career that no one could have envisioned when she was built in 1976, the ship literally finds herself adrift in a storm of controversy.



LYUBOV ORLOVA photo © Robert Young October 21, 2012

Since September, 2010 the former Soviet vessel had been laid up at St. John's, Newfoundland in Canada. It was reportedly in very poor condition and fetched only \$275,000 in scrap value when sold to a "Caribbean-based" Iranian buyer in February, 2012. The 4,251 gross ton LYUBOV ORLOVA was supposed to have left Canada in May, but the ship reportedly suffered a small fire and remained in port, delaying her date with destruction. Finally on January 23, 2013 the ship left St. John's under tow of the American tug CHARLENE HUNT with the intended destination of the Dominican Republic. Still reluctant to be scrapped, the ship parted her tow line in rough seas the next day and remained adrift off Newfoundland. Sea conditions were 10 to 18 feet high with winds of 35 knots. Attempts to reattach a line proved fruitless and dangerous. The tug returned to port leaving her charge loose in the winter North Atlantic. As the ship was in international waters Transport Canada decided the vessel no longer came under their jurisdiction and said it was solely the owner's responsibility.



LYUBOV ORLOVA photo © Robert Young, August 22, 2012

On January 31st the offshore supply vessel ATLANTIC HAWK was secured to the derelict mini-liner after the ship was deemed a potential threat to drift into offshore oil rigs. However, on Monday, February 4th Transport Canada made the decision to cut her loose again. Their statement read "The LYUBOV ORLOVA no longer poses a threat to the safety of offshore oil installations, their personnel or the marine environment. The vessel has drifted into international waters and given current patterns and predominant winds, it is very unlikely that the vessel will re-enter waters under Canadian jurisdiction." Safety concerns were cited by Transport Canada as their reason to not pursue a salvage operation to retrieve the ship, not to mention they have no desire for the unwanted vessel to be returned to a Canadian port. As this is written, the ship is drifting in a northeasterly direction approximately 250 nautical miles east of St. John's, Newfoundland, some 50 nautical miles outside Canada's territorial waters. If no private or governmental entity interferes, the ship could continue drifting with the wind and currents, ending up almost anywhere around the rim of the North Atlantic. The ship's position will continue to be monitored to avoid interference with international shipping, but for now at least, it appears the LYUBOV ORLOVA will end up being the responsibility of whatever nation's waters she floats into, unless she sinks first.

The LYUBOV ORLOVA was built by the Brodogradiliste Titovo shipyard (Yard number 413) at Kraljevica, Yugoslavia. The ship was named after one of Russia's most famous actresses of both theater and cinema. Fedor Shalyapin, who would later have a ship named after him as well, predicted her future as a famous actress when she was only seven years old. The ship was one of eight sisters built between 1974 and 1977 for various Soviet companies in the former Yugoslavia. The others in the class were the MARIYA YERMOLOVA, ALLA TARASOVA, KLAVDIYA YELANSKAYA, OLGA ANDROVSKAYA, OLGA SADOVSKAYA, ANTONIA NEZHANOVA, and MARIYA SAVINA. Besides the LYUBOV ORLOVA, the MARIYA YERMOLOVA, and the ALLA TARASOVA went on to careers serving western passengers as expedition ships primarily in the Arctic and Antarctic regions. The latter became fairly well known as the CLIPPER ADVENTURER and still sails under the name SEA ADVENTURER. Since 1996 the LYUBOV ORLOVA had been owned by the Lyubov Orlova Shipping Company Ltd, of Novorossiysk and operated by a variety of charter operators. When her owner's defaulted, the ship was sailing under charter to Cruise North Expeditions on cruise service in the Canadian Arctic. Cruise North are reportedly owed \$251,000 of the \$750,000 in debt claims that have piled up against the vessel. The company is owned by the Inuit, First Nations People of Canada. For the summer season 2013 they plan to operate cruises with the former sisterships SEA ADVENTURER. Both vessels have also been used by Quark Expeditions in Antarctica.

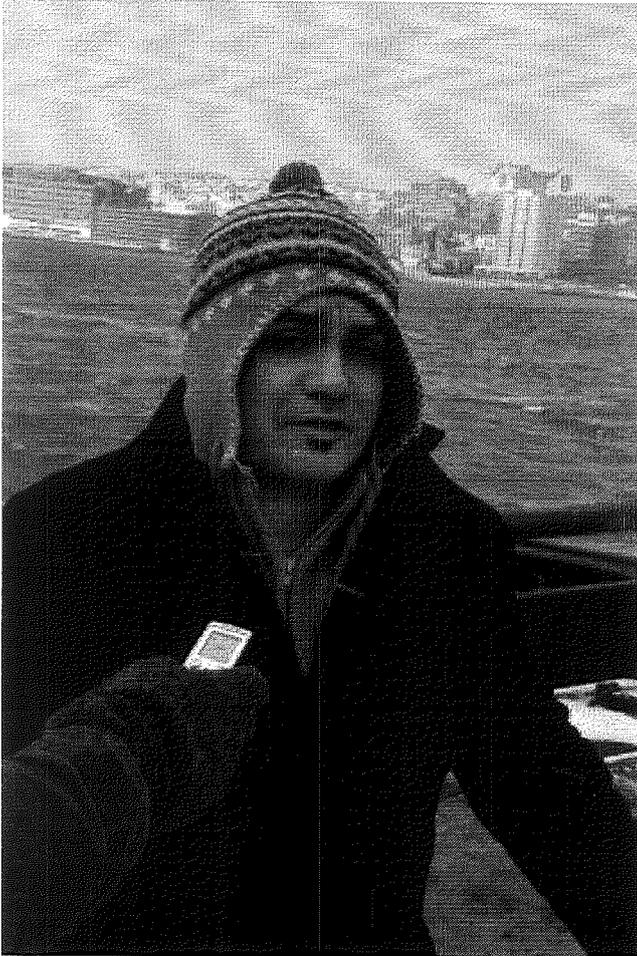
The LYUBOV ORLOVA is 328 feet in length with a 53 foot beam and a draft of 15 feet. Normal passenger capacity as an expedition ship was 110 passengers. She is now drifting around the North Atlantic as a ghost ship on a final cruise, with no one aboard. Destination unknown.

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Orlova may be intercepted on the other side of the pond



Published on February 6, 2013

Josh Pennell 

Topics : [Transport Canada](#) , [Dominican Republic](#) , [CBC Radio](#) , [Ireland](#) , [Rhode Island](#) , [Halifax](#)

One of the owners of the MV Lyubov Orlova is now looking to tug companies in Ireland to possibly intercept the drifting cruise ship.

Reza Shoeybi, who bought the ship with his uncle, is now solely making the decisions on the ship's fate, though his uncle is still a silent partner. And as the Orlova drifts closer and closer to Ireland and further and further from Newfoundland and Labrador, the next chapter of the misguided salvage job may be written from across the pond.

"I'm not having any luck here," says Shoeybi with regards to finding a ship willing to chase the Orlova.

He says he is still in communication with one tug company on this side of the ocean, but with the weather not likely to unclench its fists for some time yet, the Orlova could soon be making headlines in the Irish papers.

Shoeybi is currently staying on the Charlene Hunt in St. John's harbour, the tug Shoeybi brought up from Rhode Island to guide the Orlova down to a Dominican Republic scrap yard.

The towline between the vessels broke a day after leaving St. John's and the Charlene Hunt was ordered back to port by Transport Canada out of concern for the vessel and crew.

Still, Shoeybi maintains the Hunt could have done the job under different circumstances.

"I probably could have done it with this boat if it was in summertime," he says, standing next to the tug.

That's a statement a number of people would likely disagree with.

Mac Mackay writes several blogs including "Shipfax" and "Tugfax." He's also a guest on CBC Radio's

Information Morning" out of Halifax, N.S., every second week for a segment called "Harbour Watch."

In a previous interview with The Telegram, Mackay said he was astounded to see the Charlene Hunt in Halifax when it arrived last fall.

On Tuesday, as the Orlova drifted further eastward across the Atlantic, its story finally headed inland, all the way to Parliament Hill.

The federal Opposition weighed in saying it is irresponsible of Canada to abandon the derelict Russian cruise ship as it drifts in the North Atlantic.

NDP transport critic Olivia Chow said Transport Canada never should have allowed the Lyubov Orlova to be towed out of port in

St. John's in the dead of winter.

Tug's appearance questionable

Looking at the Charlene Hunt tied up on the southside of St. John's harbour, the boat certainly doesn't scream dependability.

With garbage bags strewn about the deck and plywood up to one of the wheelhouse windows, the boat barely seems able to fight the wind cutting at her as it blows through the narrows, let alone what is waiting out to sea through the rocky harbour gates.

As Shoeybi speaks, several people watch from the wheelhouse. Last weekend the Transportation Safety Board sent down a crew to do an investigation as to why the tow line snapped between the Hunt and the Orlova in the first place.

Transport Canada also did an inspection of the tug after it ordered it back to port.

The supply vessel the Atlantic Hawk eventually got a line on the Orlova when it drifted within 11 kilometres of the Hibernia platform. The tow was transferred to another ship, but that line also failed and the Orlova was free once again, this time in international waters.

Transport Canada now says inspectors identified deficiencies with the Charlene Hunt and the tug can't leave until those issues are corrected, it is reinspected and Transport Canada releases it from detention.

Shoeybi says it has been recommended he not try and finish the job of getting the Orlova to the Dominican with the Charlene Hunt. However, he says since the Orlova is in international waters, he has the right to do as he wishes once he leaves port.

"Once we get out of here it's pretty much our call," he says.

Shoeybi adds he wouldn't pursue the Orlova with the Hunt because of what he's heard about the conditions on the water and the position of the Orlova.

There are questions as to why the Charlene Hunt was allowed to leave port with the Orlova undertow in the first place when it seems, in retrospect, that the mission was doomed.

For his part, Shoeybi put faith in a positive outlook.

"We were positive throughout the whole thing because everything seemed to work out even though there was a lot of things against us," he says.

That may be something of an understatement.

Mackay told The Telegram the tug was in such a state of distress when it made its way into Halifax from Rhode Island before striking out for St. John's that pumps were air-dropped to the boat to keep it afloat, and the entire crew except for the captain and engineer were evacuated by the coast guard.

Under pressure?

Shoeybi says they made the attempt to tow the Orlova with the Hunt on Jan. 23 because they were feeling pressure from parties he doesn't want to name to get the Orlova out of here.

The derelict cruise ship sat in

St. John's harbour for two years.

Following the sale of the ship to Shoeybi and his uncle, the port authority told The Telegram they were out more than \$100,000 for fees the ship incurred during its stay, but would never collect.

No doubt, a lot of groups and individuals wanted the derelict cruise ship, that was found to be rat infested, out of the harbour.

Shoeybi says he figured if they took enough precautionary measures, things would work out. He and his uncle bought the ship for \$275,000.

He says the Orlova is insured, but only for a total loss under tow. The ship may be decrepit, but at this point it's not considered a total loss and, of course, isn't under tow.

The Lyubov Orlova was insured for US\$850,000, says Shoeybi.

Shoeybi says unless another group comes forward with an interest in the Orlova, the ship is still destined for the scrap yard.

They expected to make between \$700,000 and \$800,000 when they scapped the Orlova depending on metals markets.

In the meantime, he has to get the Charlene Hunt back to its owner Hunt Tugs & Barges, Inc. in Rhode Island, the company it was chartered from.

When questioned about whether he'll bounce back financially from his ordeal with the Orlova, he pauses.

"It's going to be tough," he says, but adds that he has partners and projects to help him gain his buoyancy.

As for the Orlova?

Monday, the vessel was approximately 330 nautical miles northeast of St. John's and still at the mercy of the ocean currents.

"It's in God's hands right now so I can't say nothing," Shoeybi says.

Regardless of one's faith, both environmental groups and concerned citizens are starting to wonder whose hand should be guiding the Lyubov Orlova as it continues to drift through international waters.

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— With files from The Canadian Press

government has a big problem .

"Transport Canada is really falling down on its job. It's important that they make sure that these tugboats that are tugging these cruise ships or the MV Miner really have the capacity to do so," said Chow.

Transport Canada has said repeatedly in emails that the Lyubov Orlova is the responsibility of its owner.

Reza Shoeybi, the owner of the Orlova, said he was pleased to hear Chow's comments.

Shoeybi said he believes Chow is right, but he said he fears that won't help him get his ship back.

Federal officials have said the ship is not blocking navigation and it is free of possible pollution.



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Opposition questions why cruise ship is allowed to drift as owner laments losses

The Canadian Press and Melanie Patten and Sue Bailey, The Canadian Press Feb 5, 2013 05:21:59 PM



The crew of the Lyubov Orlova, which was seized by Canadian authorities on Sept. 25, 2010, pose for a photo on Thursday, Nov. 4, 2010. THE CANADIAN PRESS/ho-Mike Wert
THE CANADIAN PRESS/ho-Mike Wert

The co-owner of a Russian cruise ship adrift in the North Atlantic said his attempt to salvage the derelict vessel has ruined him as the federal Opposition questioned why it was ever allowed to be towed in the dead of winter.

NDP transport critic Olivia Chow said that Transport Canada never should have permitted the Lyubov Orlova to be towed out of port in St. John's, N.L.

"Just because the ship is now drifting in international waters, it's still the Canadian government that gave it the authority to tow the ship," Chow said in an interview.

The empty cruise ship was being pulled to the Dominican Republic for scrap when its tow line snapped in rough seas on Jan. 24.

Efforts to reattach the cable failed, and Transport Canada ordered the tugboat Charlene Hunt back to port a few days later.

An offshore supply ship from Husky Energy was sent to tow the Lyubov Orlova away from oil platforms last week before a vessel chartered by Transport Canada took over.

However, the department said the towing operating was hampered by poor weather and the

vessel was allowed to drift into international waters.

"Transport Canada, in consultation with its partners, decided not to pursue the drifting vessel as there are no people aboard the ship and there was a serious concern for the safety of Canadian sailors involved in the salvage operation," spokeswoman Celine Gaudet wrote in an email.

She said the Canadian Coast Guard installed a tracking device on the cruise ship, and government surveillance flights would also monitor its location.

Transport Canada has said the ship is not expected to re-enter Canadian waters and the owners of the ship remain responsible for its movements.

Reza Shoeybi said he and his uncle Saeed Shoaibi, both of Toronto, became co-owners of the Lyubov Orlova after Hussein Humayuni, a family friend and Iranian scrap merchant, bought the ship for \$275,000 in a Federal Court process last year in Montreal.

Shoeybi said Humayuni struggled with the payments and that the other two men invested a total of more than \$400,000 getting the vessel ready to be towed to the Dominican Republic for scrap, and they expected to make between \$700,000 and \$800,000 depending on metals markets.

It wasn't ideal to set out in mid-winter but Shoeybi, 32, said he felt pressured to get the vessel out of the harbour as soon as possible or risk having it seized by the courts.

"It has ruined me," Shoeybi said Tuesday while aboard the Charlene Hunt, which remains docked in St. John's harbour.

"I don't have anything else. I've lost 12 years of my savings."

The Lyubov Orlova was insured for US\$850,000 but only for a total loss while under tow, he added.

Shoeybi said he has tried to partner with another tow company but the vessel is now about 560 kilometres east of St. John's, floating northeast at almost four kilometres an hour, he said.

"Considering where the location is and the winds ... she's not going to be hitting anything, unless a miracle happens, for another two months.

"She's in the open water heading ... between Iceland and Ireland. She might even end up in Russia. You never know."

Chow said the federal Conservatives have a history of washing its hands of orphaned vessels, citing the case of the MV Miner off Nova Scotia.

The bulk carrier ran aground on Scaterie Island off Cape Breton in September 2011 while being towed to a scrapyards in Turkey. Neither the federal nor provincial governments have been willing to take responsibility for the wreck.

"We see a pattern of shirking responsibility," said Chow. "And when accidents happen, the Conservative government walks away."

Transport Minister Denis Lebel was not available for comment.

The Transportation Safety Board sent two investigators to St. John's last week, but has not yet committed to a formal investigation into how the vessel broke free from the American tug.

Kevin Hunt of Hunt Tugs and Barges Inc. in Rhode Island said his company is the owner of the Charlene Hunt. But he said the company entered into a charter agreement with the owners of the Lyubov Orlova last October to sell the tug and his company wasn't involved

with any efforts to tow the cruise ship to the Dominican Republic.

"I didn't know anything about any of this," he said. "I heard something, but I didn't know the name of the ship, I didn't know the plans."

Hunt said the decision to pull a cruise ship in the North Atlantic in January wasn't "too bright."

"I think if they had nice weather, the right tow gear, I think they would have made it," he said.

Gaudet said in her email that it's up to a vessel's flag state to issue a safety certificate.

However, she said the Charlene Hunt was inspected at the port in Halifax last November as per the department's Port State Control program. Another inspection is due in September.

The Lyubov Orlova was a popular Arctic cruise ship before Canadian authorities seized it in St. John's in September 2010 as part of a lawsuit by Cruise North Expeditions against its Russian owners. The company was trying to recoup cash for the cost of a trip it cancelled due to technical problems.

The ship sat in the harbour for more than two years before being bought. It was recently refitted to hold 110 passengers, down from 237, Shoeybi said.

Note to readers: This is a corrected story. A previous version said the tow line snapped Jan. 23.

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Orlova is no prize for salvagers, expert says



Published on February 5, 2013

Josh Pennell 

Topics : [Transportation Safety Board](#) , [The Telegram](#) , [Transport Canada](#) , [London](#) , [Rhode Island](#)

Owen Myers, a St. John's lawyer well-versed in marine and fisheries law, says normally there is an incentive for mariners to help salvage a derelict ship, but the worthlessness of the MV Lyubov Orlova makes it a unique case.

"Normally if you have a valuable vessel — say an oil tanker or a container ship or something that is in distress — obviously there is a lot of incentive," says Myers.

People go after it, not because a drifting vessel becomes the property of anybody who can lasso it, but because a salvage operation results in compensation. If the ship has any value, that is.

Marine law concerning salvage operations is based on a standard form salvage agreement penned by Lloyd's of London. The idea is if mariners come across something at sea and take the risk and expense to bring it into port, they will be given restitution by the owner. The value of what they get is based on the value of what they brought in, the risk they took in bringing it back and any other factors that may be relevant.

"It's known in the business as "no cure, no pay." In other words, if you can get something to the shore, then there will be an arbitration and you'll be paid," says Myers.

The ownership of the vessel doesn't change. A ship adrift in international waters like the Orlova still has an owner — in this case one that is staying incredibly silent, at least with the media.

"The ownership doesn't change, but you would be able to hold onto it with a very strong claim that you should have to be paid a great deal," Myers says.

That's the procedure as laid out by Lloyd's of London. If an owner fails to pay the salvager, the salvager can bring an action against the boat. They can sue and arrest the boat until they are compensated appropriately.

"But this is the exact opposite. This is the one case where you're looking at it going like, 'who wants this?'" says Myers.

And that's why nobody wants to touch the Orlova, he says. You can't tow in a worthless ship and expect to be compensated for the salvage job. In fact, the situation is worse than not getting anything, says Myers, because if you tow the Orlova in, you risk becoming the de facto owner.

"Probably to the great relief of the previous owners," he adds.

On Jan. 20, The Telegram reported the ship was bought for \$225,000. Why that much was paid for a ship which appears to be deemed worthless by everybody else is a mystery. The ship was supposed to be bound for a Dominican Republic scrapyard when the tow line between it and the tugboat Charlene Hunt broke, sending the Orlova adrift. Since then, another tow line was tied to the Orlova from the supply vessel the

Atlantic Hawk when the Orlova drifted within 11 km of the Hibernia platform. That line either snapped or was cut for safety reasons and since then the ship has been adrift in international waters.

An attempt to call the owner of the Lyubov Orlova met with a message saying the mailbox has an extended absence greeting in place and will not accept new messages. Calling the number has met with that result since last week.

Myers questions whether there's insurance on the dead cruise ship now drifting northeastward through international waters.

"In this case, is there an insurance company? I can't see it," says Myers. "I'm only guessing, but I bet there's no insurance on it. If there was insurance on it somebody would be interested because insurance would be going 'Boy! That's a floating liability for us.'"

Meanwhile, the Transportation Safety Board (TSB) is investigating why the line between the tugboat Charlene Hunt and the Orlova broke in the first place. A crew from the TSB has been on the ground in St. John's since Saturday morning.

"It all depends on complexity. This one is taking a little time. Normally we like to get an assessment done in 72 hours, but it could take longer," says John Cottreau, a TSB spokesman.

The tugboat tried to reattach the line when it broke the day after leaving St. John's harbour, but Transport Canada called the tug back to port out of concern for the crew and vessel. Transport Canada has said it will inspect the vessel, but no results have been released. The tugboat was chartered from Hunt Tugs & Barges, Inc. in Rhode Island.

According to the St. John's Port Authority, the Charlene Hunt is being billed \$14.10 every day it is in port and Reza Shoeybi, the man in charge of taking both the Charlene Hunt and Lyubov Orlova to the Dominican, is being billed.

The Orlova was tied up in

St. John's harbour for two years before this attempt was made to move it. When it was finally sold, Sean Hanrahan, president and CEO of the St. John's Port Authority, told The Telegram the port authority was out more than \$100,000 in port fees that would never be paid.

Transport Canada says it will continue to monitor the situation with the Orlova, but the ship is the responsibility of its owner.

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Orlova owner hopes to retrieve drifting vessel

CBC News

Posted: Feb 4, 2013 9:21 PM NT

Last Updated: Feb 4, 2013 7:36 PM NT

The owner of the derelict and drifting cruise ship Lyubov Orlova said he knew it was a bad idea to attempt to move the ship from St. John's harbour almost two weeks ago.

Reza Shoeybi said he feared the courts might seize the Orlova before he had a chance to move it.

"We had to take a chance and get it out of here, because a lot of people didn't like to have it here," said Shoeybi. "And basically, it was either take it out of here or lose the ship."

Shoeybi is staying in St. John's aboard the tug boat Charlene Hunt, which failed to tow the Orlova to a scrap dealer in the Dominican Republic.

The Hunt managed to haul the Orlova out of the harbour on Jan. 23. A day later, the line between the tug and the Orlova snapped southeast of St. John's.

Shoeybi said Transport Canada has told him that he can't use the Charlene Hunt to retrieve the Orlova, so he hopes to find another vessel to catch up with it and bring it to the Dominican.

In international waters

Meanwhile, after another failed attempt to tow the vessel, Transport Canada has decided to leave the ship adrift in international waters.

The federal agency hired a vessel to tow the Orlova, but the line between the ships snapped on Friday, 20 minutes after the tow line was connected.

There were seven-metre-high waves and 140 kilometre-an-hour winds at the time.

Officials decided it was too dangerous to try to re-attach the line to the former Russian cruise ship in those high seas.

After the Orlova broke free of the Hunt on Jan. 24, it was picked up by the Atlantic Hawk, an oil industry supply vessel, on Jan. 30.

The Orlova was then transferred to the supply vessel hired by Transport Canada on Feb. 1.

Tracking device

The agency said there is a tracking device aboard the Orlova, and the ship was last reported to be drifting in a north-easterly direction.

Meanwhile, Transportation Safety Board officials have arrived in Newfoundland to investigate how the Orlova originally ended up adrift.

Derelict Russian ship adrift in international waters

Lyubov Orlova no longer threat to offshore oil platforms

CBC News

Posted: Feb 3, 2013 10:56 AM NT

Last Updated: Feb 3, 2013 1:58 PM NT

Transport Canada says it will not pursue the drifting Lyubov Orlova since the cruise ship has officially entered international waters.

A spokesperson said the Russian vessel is no longer a threat to the safety of offshore oil platforms, its personnel, or the marine environment.

It is unlikely that it will re-enter Canadian waters, given the current patterns and predominant winds.

According to Transport Canada, the vessel was spotted approximately 250 nautical miles east of St. John's, approximately 50 nautical miles outside Canada's territorial waters.

The fate of the Lyubov Orlova remains unclear.

Transport Canada said in a release Saturday night that they have decided not to pursue the vessel because it would be a safety risk to the Canadian sailors.

The department said the owners of the vessel have been made aware of the current status of the ship and they are responsible for it.

The Lyubov Orlova had been tied up in the St. John's harbour for more than two years before it was towed away last week.

The derelict vessel started drifting toward open water after it snapped its tow line as a tugboat was pulling it to the Dominican Republic for scrap.

The Atlantic Hawk, a supply vessel in the offshore oil industry, managed to take the Orlova under tow again last Wednesday.

With files from The Canadian Press



THE GLOBE AND MAIL

February 3, 2013

Cruise ship without crew abandoned in stormy North Atlantic

By TU THANH HA

Vessel reported about 50 nautical miles outside Canadian waters, and moving northeasterly

The cruise ship M/V Lyubov Orlova was supposed to take tourists to the Canadian Arctic, its promotional brochure full of photos of polar bears, glaciers and northern lights.

Instead, after idling for two years, vacant and rat infested, in St. John's harbour, the 100-metre-long Lyubov Orlova is now adrift without a crew in stormy Northern Atlantic waters, following two separate towing accidents.

First, a tug boat hired by its owner lost the 4,251-tonne cruise ship 12 days ago as it tried to pull it to a scrapyard. The empty vessel then threatened to float into Newfoundland's offshore oil fields. Last Wednesday, Husky Energy used one of its supply ships, the Atlantic Hawk, to pull the Lyubov Orlova away as it came 50 kilometres from one of its offshore facilities, the vessel SeaRose FPSO.

By Friday afternoon, the Atlantic Hawk transferred the towing to another freighter, the Maersk Challenger, which had been chartered by Transport Canada, Husky spokeswoman Colleen McConnell said. A source in St. John's said that 20 minutes after the new ship began pulling the Lyubov Orlova, the tow line snapped.

A tracking device was installed on the Orlova and it was then decided to let it drift away.

Transport Canada abandoned the towing because of waves of up to seven metres and wind gusts of more than 140 kilometres an hour, spokeswoman Marie-Eve Higo said. "Continued efforts to tow the the Lyubov Orlova would have caused unacceptable risk to the crews of the towing operation," she wrote in an e-mail.

Transport Canada said the ship was no longer its concern, having left Canadian waters, but noted that the Lyubov Orlova's owner remains responsible for its movements.

"The vessel has drifted into international waters, and given current patterns and predominant winds, it is very unlikely that the vessel will re-enter waters under Canadian jurisdiction," the department said in a statement Saturday.

The communiqué said the ship was about 50 nautical miles outside Canadian waters, and moving northeasterly.

Federal court records show the owner is Hussein Humayuni, owner of Neptune International Shipping Inc. He could not be reached for comment. An article last year in the St. John's Telegram said that while the company is based in the British Virgin Islands, Mr. Humayuni is a Toronto resident. He was reported to have purchased the ship to dismantle it and sell the metal for scrap.

Even before the recent events, the Lyubov Orlova had long made headlines. Cruise North Expeditions, a partner firm of the Quebec Inuit's Makivik Corp., wanted to charter the ship for summer cruises in the Arctic.

Because of a financial dispute between Cruise North and the Russian ship owners, the Lyubov Orlova was seized when it arrived in St. John's in September, 2010. Local residents donated food, clothes and cigarettes to the stranded crew of 44 until they could be repatriated to Russia three months later.

Last month, an American tug boat, the Charlene Hunt, was dispatched to pull the Lyubov Orlova to a scrapyard in

~~2016~~: Cruise ship without crew abandoned in stormy North Atlantic

the Dominican Republic. However, a day after leaving, on Jan. 23, the tow line broke and the Russian cruise ship went adrift.

Halifax maritime blogger Mac Mackay was skeptical that the Charlene Hunt was adequate. "The tug, in my opinion is unfit for the job, and was very nearly lost just getting to St. John's, " he wrote two weeks before the tow.

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Bureau de la sécurité des transports du Canada

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Enquête maritime M13N0001

Le *Charlene Hunt* : Perte de remorque du vaisseau *Lyubov Orlova*, au sud du cap Race à Terre-Neuve

L'événement

Tôt le matin du 24 janvier 2013, le vaisseau *Lyubov Orlova* s'est détaché du remorqueur *Charlene Hunt*, au sud du cap Race à Terre-Neuve. Il n'a pas été possible de reprendre le remorquage, de sorte que le *Lyubov Orlova* est maintenant abandonné à la dérive dans les eaux internationales.

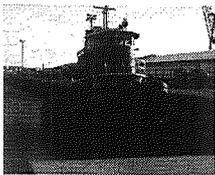
Carte de la région



Enquêteur désigné

Terry Hiltz s'est joint au Bureau de la sécurité des transports du Canada à titre d'enquêteur principal, Marine, en 2012. Il a auparavant occupé divers postes à la Garde côtière canadienne (GCC), dont le poste d'officier mécanicien dans l'Extrême-Arctique, sur des navires baliseurs et sur des vaisseaux veillant au respect des règlements sur la pêche. Il a également participé à des opérations de recherche et de sauvetage. De plus, il a assuré le rôle de directeur de l'entretien des vaisseaux à terre et d'expert technique au cours de contrats de radoub à bord de divers vaisseaux de la GCC.

Photos



Cliquez sur les images pour les voir en taille complet.



Voir des images en haute résolution sur [la page Flickr du BST](#).

Processus d'enquête du BST

Une enquête du BST se déroule en 3 étapes :

1. **L'étape du travail sur le terrain** : une équipe d'enquêteurs examine le lieu de l'événement et l'épave, interviewe les témoins et recueille toute l'information pertinente.
2. **L'étape d'examen et d'analyse** : le BST examine toute la documentation liée au dossier, effectue des tests en laboratoire sur des composantes de l'épave, établit la chronologie des événements et identifie toute lacune en matière de sécurité. Lorsque le BST soupçonne ou constate des lacunes en matière de sécurité, il en informe sans tarder les organismes concernés sans attendre la parution du rapport final.
3. **L'étape du production du rapport** : une version confidentielle du rapport est approuvée par le Bureau et envoyée aux personnes et organismes qui sont directement touchés par le rapport. Ceux-ci ont l'occasion de contester ou de corriger l'information qu'elles jugent erronée. Le Bureau considère toutes les observations fournies avant d'approuver la version définitive du rapport, qui est ensuite publiée.

Vous trouverez de plus amples détails à la page sur le [Déroulement des enquêtes](#).

Médias

01 février 2013—Le Bureau de la sécurité des transports du Canada envoie une équipe à St. John's (Terre-Neuve-et-Labrador) pour enquêter sur un incident impliquant le remorqueur *Charlene Hunt* et le navire de croisière *Lyubov Orlova*

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Date de modification : 2013-02-19

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Avis de déploiement

Le Bureau de la sécurité des transports du Canada envoie une équipe à St. John's (Terre-Neuve-et-Labrador) pour enquêter sur un incident impliquant le remorqueur Charlene Hunt et le navire de croisière Lyubov Orlova

Gatineau (Québec) le 01 février 2013 – Le Bureau de la sécurité des transports du Canada (BST) dépêche une équipe d'enquêteurs à St. John's (Terre-Neuve-et-Labrador) pour enquêter sur un incident impliquant le remorqueur Charlene Hunt et le navire de croisière Lyubov Orlova, qui s'est détaché de son câble de remorque en route vers la République dominicaine et est parti à la dérive. Le BST va recueillir des informations et évaluer l'événement.

Le BST est un organisme indépendant qui mène des enquêtes sur des événements maritimes, de pipeline, ferroviaires et aéronautiques. Son seul but est de promouvoir la sécurité des transports. Le Bureau n'est pas habilité à attribuer ni à déterminer les responsabilités civiles ou pénales.

Pour de plus amples renseignements :

Relations avec les médias du BST

Bureau de la sécurité des transports du Canada

819-994-8053

Date de modification : 2013-02-14

St. John's Port Authority refuses to take back Lyubov Orlova



Published on February 1, 2013

Ashley Fitzpatrick

Meanwhile, oil company helping out with the Orlova and a fishing vessel in distress

Topics : Port Authority , Transport Canada , Department of Fisheries and Oceans , Orlova , Atlantic Hawk , Flemish Pass

The St. John's Port Authority says the former cruise ship Lyubov Orlova will not be allowed to berth in St. John's harbour when and if she is brought back to shore in Newfoundland and Labrador.

In a statement sent to the media, Department of Fisheries and Oceans and Transport Canada, port authority president and CEO Sean Hanrahan said the Orlova was "abandoned" for the last two and a half years, resulting in "significant financial loss to the St. John's Port Authority."

Not allowing the ship to berth at a St. John's Port Authority facility again is meant to avoid more of the same, Hanrahan states.

Oil company still helping out

The Lyubov Orlova is now about 180 kilometres North of St. John's, in the Flemish Pass area, under tow of the offshore supply vessel Atlantic Hawk, according to the previous contractor for the supply vessel, Husky Energy.

The Atlantic Hawk was offered up to Transport Canada to tow the Orlova away from the province's oil-producing offshore installations on Wednesday.

The ship had passed the Hibernia platform and was about 50 kilometres from the SeaRose FPSO when oil companies operating offshore, in collaboration with federal officials, collectively decided to arrange for the ship to be pulled north and avoid incoming bad weather forecasted for the area.

The Atlantic Hawk will be trading off its mission to a separate vessel contracted by Transport Canada — the Maersk Challenger — later today, said Husky spokeswoman Colleen McConnell, who spoke with The Telegram this morning.

"She sailed from St. John's last night," she added.

McConnell said Transport Canada has not said where it ultimately plans to bring the Orlova.

Second vessel under tow

Meanwhile, last night a second supply vessel being used by Husky — the Maersk Chancellor — was en route back to St. John's when it was reportedly tasked by the coast guard to help a fishing vessel in distress.

The Telegram has contacted both the coast guard and the joint rescue centre in Halifax seeking details on the rescue.

The Husky spokeswoman said the fishing vessel was the Cape Dorset and it has been successfully placed under tow about 75 kilometres from St. John's.

The two ships are now headed back to St. John's harbour and expected to arrive in port around 5 p.m. today.

There has been no word on the reason the tow was required.

The Telegram will have more as it becomes available.

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TSB to investigate Lyubov Orlova saga

CBC News

Posted: Feb 1, 2013 5:29 PM NT

Last Updated: Feb 1, 2013 7:06 PM NT

The Transportation Safety Board (TSB) is sending a team to St. John's to investigate the never-ending saga of the derelict cruise ship Lyubov Orlova.

Specifically, the TSB will investigate how the rusting vessel broke free from a tugboat on Jan. 23 and went adrift in the North Atlantic.

On Wednesday, Husky Energy had to send the offshore supply ship Atlantic Hawk to tow the Orlova away from oil installations. The vessels are still travelling north in the direction of prevailing wind and weather.

Destination unknown

Meanwhile, Transport Canada has commissioned the Maersk Challenger to take over the tow from the Atlantic Hawk.

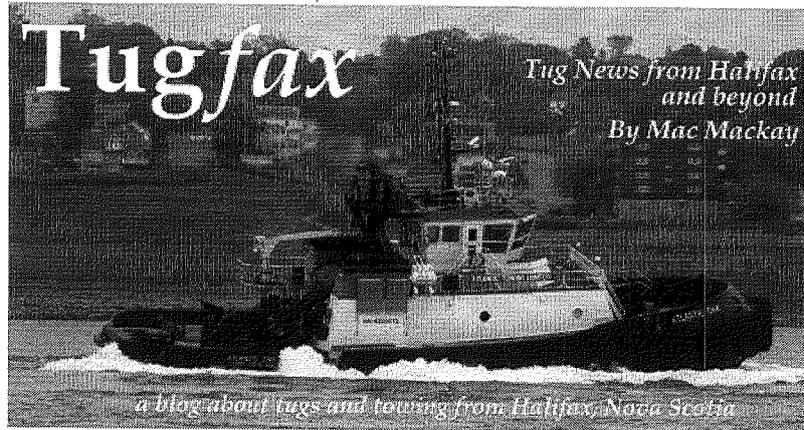
There's still no word on where the Orlova will end up, but the St. John's Port Authority has issued a warning, telling Transport Canada it will not allow the ship to berth at any of its facilities.

"It's an environmental risk to the port, the environment in general, our other vessel users that are in the port," said Sean Hanrahan, the president and CEO of the port authority.

"Secondly of all, an operational nightmare. We can't operate a port around a vessel of such size when we've got such demand for our berthage. And third of all is the financial aspect of it all. Nobody's paying the bills, and we simply can't take on that loss all over again."

Hanrahan said the bill for the 2.5 years the Orlova spent tied up at the St. John's waterfront is about \$200,000.

He added that the port authority would like the owner of the Orlova to reconnect a tug boat to the ship and continue to tow it to the Dominican Republic, where it will be scrapped.



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About Me

[MAC](#)

I maintain constant situational awareness of the comings and goings in Halifax Harbour- I wish.

Showing posts with label **Charlene Hunt**. [Show all posts](#)

THURSDAY, JANUARY 31, 2013

[Atlantic Hawk - to the rescue](#)



1. Atlantic Hawk as built.

Reports have reached me that the anchor handling tug/supplier **Atlantic Hawk** has taken the drifting **Lyubov Orlova** in tow. The tug secured the wayward ex cruise ship last night (January 30). Destination for the tow has not yet been made known to me, although I suspect it will be St. John's. I doubt that there will be much of a welcome mat extended there, since the ship languished in that port for two years after being abandoned by its owners. The resident rodent population may be happy to have its hotel back, although I am told it was fumigated at some point before sailing on its ill-fated tow behind **Charlene Hunt**.

There is some question now if the **Charlene Hunt** was bareboat chartered to **Lyubov Orlova's** owners or actually purchased by them. The US Coast Guard's web site still shows that tug owned by Hunt Marine I LLC of Narragansett, RI..

Atlantic Hawk was built by Halifax Shipyards in 2000, and was the second of a pair of UT 722 AHTSs constructed for Atlantic Towing Ltd. It is powered by a pair of monster V-12 Ulstein Bergen engines developing a total of 14,400 bhp, driving CPPs in nozzles for a Bollard Pull rating of 157 tonnes. It is also bristling with thrusters. Since the photo above it has added a 20 tonne Iron Fist crane and FiFi II fire fighting gear.

Posted by [Mac](#) at 4:00 PM [No comments:](#)
 Labels: [Atlantic Hawk](#), [Charlene Hunt](#), [Lyubov Orlova](#)

WEDNESDAY, JANUARY 30, 2013

[Craig Trans - lights on, no one home](#)



After the repatriation of the tug's crew, through the generosity of the public, there was a little activity on the tug last week. A welding

Tugfax: Charlene Hunt

[View my complete profile](#)

machine was parked on the pier and there was a watchman also. Since then the tug has taken a bit of a list to starboard. Now the gates to pier 24 are closed at both ends and there is no sign of any activity on board.

There are still lights on, indicating that a generator must be running, but there is no sign of other life. I hear that the owner is arranging for another crew, and hopes to resume his trip to Beauharnois, QC as soon as the Seaway opens in March.

With the ongoing **Lyubov Orlova / Charlene Hunt** situation in Newfoundland, I wonder if that will be allowed to happen? The ship is still adrift and the tug remains tied up in port, but there doesn't seem to be any resolution in the offing.

<http://www.ctvnews.ca/canada/empty-cruise-ship-drifting-off-newfoundland-raises-alarms-1.1132103>

Posted by Mac_ at 6:50 PM No comments:

Labels: [Charlene Hunt](#) , [Craig Trans](#) , [Lyubov Orlova](#)

SUNDAY, JANUARY 27, 2013

[Charlene Hunt - more on the story](#)

According to latest reports the tug **Charlene Hunt** has been ordered back into St. John's over concerns for the safety of the crew. As you will see from comments attached to previous postings, the tug sailed from St. John's towing the former cruise ship **Lyubov Orlova**, but the tow line parted off Cape Race. The tug ahas not been able to reconnect, and the ship is still drifting, but in a seaward direction. CCGS **Cape Roger** was standing by to warn off approaching ships, but there does not seem to be any particular concern or effort to seek alternative means of securing the ship.

As we know the Canadian Coast Guard will not take a ship in tow. Commercial salvors will unlikely be interested in the ship, particularly if it is not insured, as scrap-bound ships frequently are not. Salvage awards are based on the value of the salvaged ship under traditional law.

There are certainly questions about the capability of the tug **Charlene Hunt** itself to under take such a tow in winter time, so a return to port may well be the end of the story for her.

The fate of the ship is open to question. The Department of Transport is taking a 'hands off' approach, as long as it not polluting or impeding navigation. Does that mean they would allow it to sink, with whatever ensuing pollution may result?

I have been promoting rescue / salvage tugs for Canada for several years, and this would seem to be another example to make the case, even though there is no immediate threat to human life. There are certainly potential environmental risks which should be of paramount concern now.

There is still a great deal of controversy in the salvage industry over how to compensate salvors for preventing pollution and environmental damage. Recent ship sinkings around the world, the **Rena** off New Zealand being a prime example pose huge risks to shipping.

I favour a pool of funds taken from harbour, pilotage or a new port fee from which to draw for compensation to salvors who step in to prevent pollution, groundings or loss. I also favour standby rescue tugs, on hire or owned by the government, that can step in and tow ships to safety.

Britain has recently cancelled or cut back such a plan through their Coast Guard, but France, the Netherlands, Germany and Spain, among others, do have such tugs. In Canada's case they would rarely be used, and so would have other duties, but they should be in place for situations just as this.

Posted by Mac_ at 8:41 PM 4 comments:

Labels: [Charlene Hunt](#) , [Lyubov Orlova](#)

SATURDAY, JANUARY 19, 2013

[UPDATE: Charlene Hunt - welcome to Bolivia - or here we go again](#)



I have been informed that the US flag tug **Charlene Hunt**, which called in Halifax, in distress in November, has now been re-flagged to Bolivia. This welcoming flag state is "home" to the tug **Craig Trans** also in Halifax in distress.

Charlene Hunt managed to get itself back into condition to sail to Newfoundland, complete with plywood over its windows and had other harrowing adventures on the way. It took more than a week to

Tugfax: Charlene Hunt

reach St.John's.

The tug has been lying there ever since, but is set to sail today towing the miniature cruise ship **Lyubov Orlova**.

The Yugoslavia built ship dates back to 1976, and was arrested in St.John's in September 2010 for debts to Canadian charterers. The owners walked away, leaving 49 Russian and 2 Ukrainian crew unpaid. The crew had been depending on local charities for food, and were eventually repatriated with public assistance.

In January 2012 the ship was sold in Federal Court to an owner based in the British Virgin Islands.

The intention is to tow the ship to the Dominican Republic for scrap.

Update: The tug and tow left St.John's on Wednesday January 23. Their weather predicting capabilities are being brought into question as a rare winter "super storm" is predicted for the weekend.

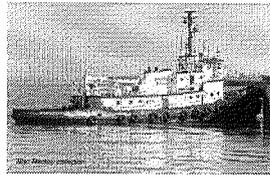
'A historic extratropical storm is possible over the central North Atlantic on Saturday, the 26th of January based on the latest computer models. A weak 1014mb low will move off the Virginia and North Carolina coasts early Thursday moving rapidly east to northeast deepening to a 977 mb storm low by 12Z Friday, the 25th southeast of Cape race with winds to 50 knots. Thereafter, this low is forecast to "bomb out" as it moves northeast dropping 57 mb of pressure to 920 mb by 12Z Saturday, the 26th with hurricane force winds to 85 knots (nearly 100 mph) likely.' *Source [Ocean Weather Services blog](#)*

Posted by [Mac](#) at 10:29 AM 5 comments:

Labels: [Charlene Hunt](#), [Lyubov Orlova](#)

TUESDAY, DECEMBER 18, 2012

Craig Trans - in the teeth of a gale (more to come)



1. As Craig Foss

The classic tug **Craig Trans** flying the flag of Bolivia, arrived this afternoon in the teeth of a gale. It anchored at first, but was unable to hold position, and so moved to pier 25 - where I hope to get a better picture.

Built in 1943 by Tampa Marine Corp for the US Army, it was one of the class of Large Tugs and was named **LT 648**.

The Army laid up the tug in 1960, and Foss Maritime of Seattle acquired in 1965. They rebuilt the tug at their own yard in 1966. They replaced the original single 1343 bhp Fairbanks-Morse with a pair of 2,000 bhp EMDs. Renaming it **Craig Foss** they sent it far and wide. First hauling lumber barges to Hawaii, and latterly running to Alaska, it made numerous long tows to the Gulf of Mexico, Venezuela and got as far north as New Jersey on at least one trip.

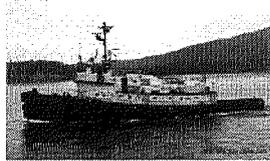
Eventually in 2011 Foss said goodbye to the tug. Its first assignment for the new owners was to tow the ferry **Queen of Saanich** from Anvil Island, BC to Ensenada, MX for scrap last August. I don't have any details on its more recent movements however.

At this point my bet is that it is heading for St.John's to tow the cruise ship **Lyubov Orlova** to the Dominican Republic, instead of the woefully under powered **Charlene Hunt** featured in these pages a few weeks ago. *[My bet was wrong - see updates]*

That tug is still sitting in St.John's with plywood on its windows after encountering severe weather on its way past Halifax. I hear it had to be evacuated by some of its crew, and was brought in full of water by only its master and engineer.

Regrettably I fear that **Craig Trans**, despite its power and wonderful sea keeping abilities may be well past its prime too, so there may be little good news in this story.

More later.



2. As Craig Foss.

Posted by [Mac](#) at 6:08 PM No comments:

Labels: [Charlene Hunt](#), [Craig Foss](#), [Craig Trans](#), [Lyubov Orlova](#)

TUESDAY, NOVEMBER 27, 2012

Charlene Hunt - unexpected visitor



© Mac Mackay photo

The venerable US flag tug **Charlene Hunt** arrived in Halifax yesterday for an unexpected visit. On its way to St. John's, NL, the tug put in to Halifax, probably to escape fierce winds and high seas, and maybe to seek a calm spot to effect some repairs.

There was no sign of life aboard at sunrise this morning, but I will keep an eye open today.

Built way back in 1962 by Equitable Equipment in Madisonville, LA, the tug has the traditional US "boot heel" design of pilothouse/captain's cabin. A single screw tug of 2200 bhp it was originally powered by an Alco main engine-and may still be -(*Lloyd's Register* isn't sure.)

It has had numerous names and owners over the years. It started life as **Colonial** later becoming **HR 1**. It then did a stint as **Morania No. 24** for the well known New York tank barge operators (now named Penn Maritime), moving on to the Staten Island operator Turecamo Bros as **Betty Jean Turecamo**. (Turecamo has since merged into Moran). In 1993 it became **Anna V. McKay** and in 1996 it became Bay State Towing's **Molly**.

When the Boston area Bay State morphed into Constellation Maritime in 2005 it was renamed **Orion**.

In 2006 it moved on to its present owners, Hunt Marine I LLC of Narragansett, RI and became **Charlene Hunt**.

It is wonderful to see these wonderfully maintained older tugs still operating. In case I can't supplement this posting with more photos, look for Jack Clifford's excellent photos on AIS at:

<http://www.marinetraffic.com/ais/shipdetails.aspx?mmsi=367025770&header=true>

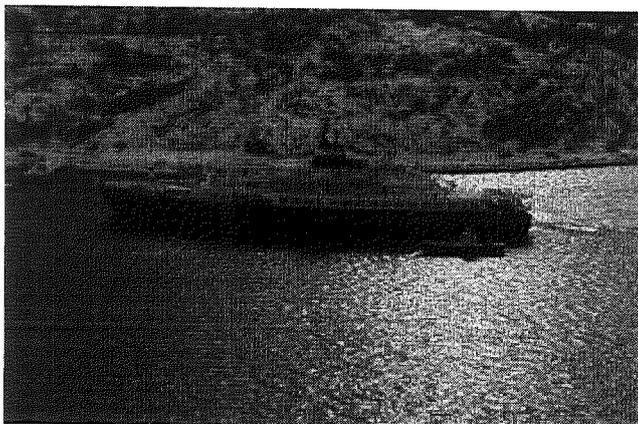
Posted by [Mac](#) at 8:10 AM No comments:
Labels: [Charlene Hunt](#)

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UPDATE: Lyubov Orlova moves further north of SeaRose platform



Published on January 31, 2013

Topics : [Husky Energy](#) , [Hibernia](#) , [CBC News](#) , [Newfoundland](#) , [Newfoundland.According](#)

As of 4 p.m. today, the towed MV Lyubov Orlova was 100 kilometres north of Husky Energy's SeaRose floating production, storage and offloading (FPSO) platform, according to a spokeswoman for the operator.

An offshore supply vessel, the Atlantic Hawk, began towing the previously adrift vessel at 6:15 p.m. Wednesday. As of 10 a.m. Thursday, it was 70 kilometres north of the FPSO platform.

Transport Canada said it is finalizing arrangements to determine where the former cruise ship will be sent.

The Orlova left St. John's last Wednesday via a tugboat, but the tow line separated the following day. It was due to travel to a scrapyard in the Dominican Republic.

...

(Earlier story)

A vessel belonging to an offshore operator is now towing the Lyubov Orlova in a northerly direction off the coast of Newfoundland.

According to a spokeswoman for Husky Energy, the immediate priority is to move the former cruise ship away from offshore facilities.

Adrift at sea since Thursday, the Orlova was at one point moving towards the Hibernia platform. CBC News reported the vessel was at one point 11 kilometres from the platform.

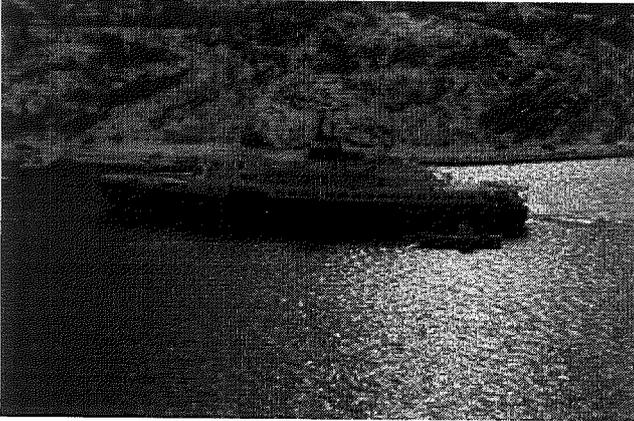
The Husky spokeswoman said the tow with the Atlantic Hawk was established at 6:15 p.m. Wednesday. As to where it will be towed, she said no final decision has been made.

A spokesman for the Canada-Newfoundland and Labrador Offshore Petroleum Board said discussions took place among local operators that were monitoring the situation with the Orlova.

A fixture in St. John's harbour for over two years, the Lyubov Orlova left the port last Wednesday with assistance from an American tugboat, the Charlene Hunt. The tow line separated the following day.

More details on this story will be released as they become available.

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January 31, 2013

OSV Manages to Secure Drifting Russian Cruise Ship, Near Misses with Offshore Platforms

BY MAREX

3

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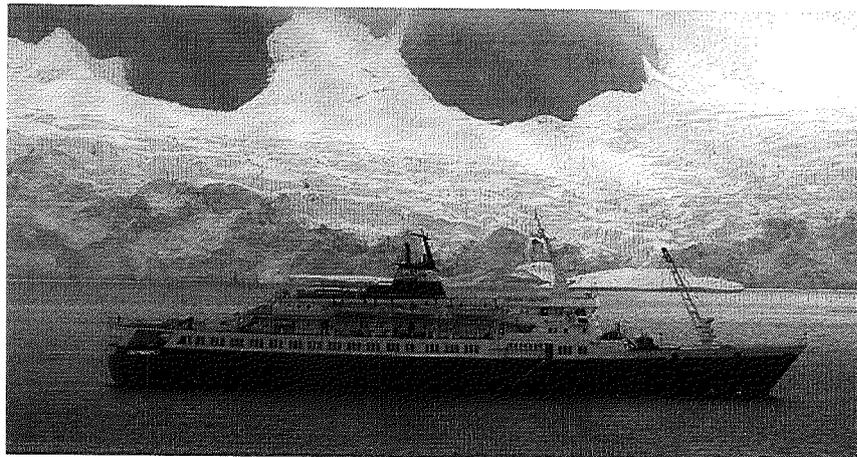
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COMMENTS



Drifting cruise ship, Lyubov Orlova, is now being towed by offshore supply vessel (OSV) Atlantic Hawk. The OSV was able to successfully secure a tow line to the derelict Orlova on Wednesday night off Newfoundland's coast.

The Russian cruise ship had been drifting for nearly one week in the North Atlantic Ocean after its original tow line, connected with to a tug, snapped off Cape Race.

Officials became worried when the vessel was drifting dangerously close to the Hibernia oil platform. They were about 12 kilometers apart, and the Orlova was moving about 40 kilometers per day on average. If ignored, the derelict ship would have hit Ireland's coast in just over two months.

For Husky Energy, operator of the Atlantic Hawk, the immediate priority is to move the former cruise ship away from offshore facilities. No final decision regarding where the Orlova will be towed to has been made; it was initially being pulled to the Dominican Republic for scrap.

Earlier today, the ship was about 70 kilometers north of Husky's SeaRose oil platform and heading north.

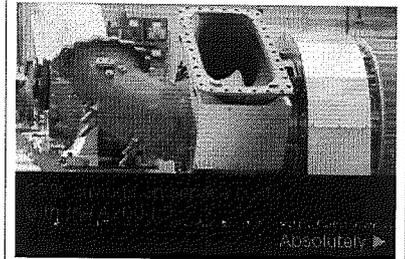
Tugboat Charlene Hunt, which originally lost the Lyubov Orlova, is docked in St. John's Harbour. Transport Canada is continuing its inspection regarding safety concerns for the tug and its crew.

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Derelict cruise ship again under tow

Lyubov Orlova broke free from tow last week; ship was an eyesore in St. John's harbour

CBC News

Posted: Jan 31, 2013 6:04 AM NT

Last Updated: Jan 31, 2013 4:36 PM NT

The Lyubov Orlova is once again under tow - this time - by the offshore supply vessel the Atlantic Hawk.

The Hawk latched onto the former Russian cruise ship Wednesday around 6:15 p.m.

It was successful in pulling the vessel away from offshore oil installations.

The Hawk and the Orlova are heading north, and are approximately 90 kilometres north of the Sea Rose platform.

Husky Energy operates the Atlantic Hawk. A spokesperson from the company said they will continue towing the Orlova until Transport Canada makes a decision about the vessel's final destination.

Husky said it isn't clear at this point, who will be footing the bill for the operation.

Strange days indeed

Published on January 31, 2013

Topics : [Transport Canada](#) , [Port Authority](#) , [Halifax](#) , [Bolivia](#) , [North Atlantic](#)

First, there was a cruise ship firm that sought

to distance itself from paying its crew during financial woes, leaving the Lyubov Orlova stranded in St. John's for years.

Then, there was the Orlova's distant owner, Iranian scrap merchant Hussein Humayuni, who had purchased the abandoned boat at a federal court auction and outlined plans for a vessel that listed endlessly against the marginal wharf, growing progressively more decrepit and apparently sporting a bumper crop of rats.

There were plans to sail the vessel south — until its engines were tested and the blanket of thick black smoke brought the fire department to the wharf after callers thought the vessel was ablaze.

Then, there was the Orlova distancing itself from its attendant tug, the Charlene Hunt, during a winter tow to the Dominican Republic.

Then, there was a tug company owner distancing himself from the tug and its crew, saying they had leased his vessel and it was all nothing to do with him.

All in all, a story that just gets curiouser and curiouser. The 50-year-old tug had been mothballed for years, and needed emergency repairs in Halifax before coming here. Its crew, after losing its tow, was ordered back to St. John's by Transport Canada officials for a safety inspection of the tug. The boat was flagged as an American vessel on its way here, but now flies the flag of Bolivia.

The Orlova, meanwhile, was to be sailed south for a date with a Dominican scrapyards.

Instead, it's floating somewhere near the Hibernia oil platform, bobbing eastwards, while Canadian shipping authorities maintain the derelict vessel is the responsibility of its owner.

This is a story that is still missing many, many crucial pieces — and not only the basic “what happens next?”

There's the question of how the tugboat — if there are safety concerns — managed to leave the harbour with its tow in the first place. After all, Transport Canada can hardly say it wasn't aware the tow was going on — the event was practically broadcast live.

There's the question of whether the crew was in any way prepared for the weather and sea conditions it was bound to face in the North Atlantic in January.

There's also the question of who pays for whatever happens next — the Orlova is certainly worth far less than the cost of recovering the hulk, yet it seems more than capable of staying afloat. Is the vessel insured for the costs of recovery? Is it insured at all? Does it owe money to the St. John's Port Authority? What exactly were the circumstances surrounding the broken tow?

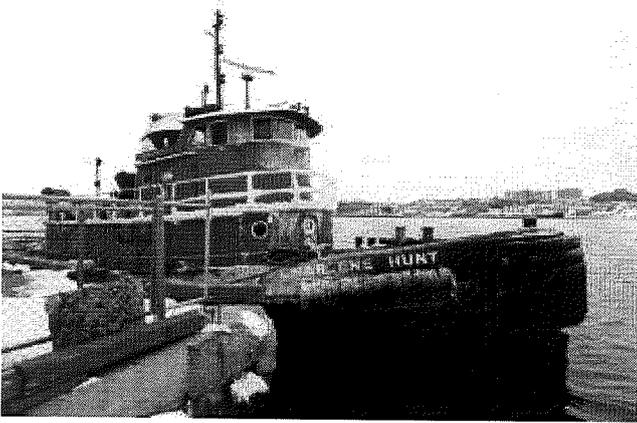
Questions abound, answers are far more scarce.

And when it comes to answers, it's not just the owners of the Orlova and the Charlene Hunt who are keeping their distance. It's remarkable how little federal shipping authorities have been prepared to say.

It's pretty clear the ball was dropped all over the place.

And no one seems to want to answer for that.

Tugboat has its own troubles



Published on January 29, 2013

Josh Pennell 

Charlene Hunt in St. John's harbour; Lyubov Orlova remains adrift

Topics : Dominican Republic , Transport Canada , CBC Radio , Halifax , Rhode Island , Canada

A dedicated ship watcher and marine blogger out of Halifax, N.S., says the tugboat Charlene Hunt, which was supposed to tow the Russian cruise ship MV Lyubov Orlova to the Dominican Republic, almost sank off the coast of Halifax a few months ago.

Mac Mackay writes several blogs including Shipfax and Tugfax. He's also a guest on CBC Radio's "Information Morning" out of Halifax every second week for a segment called "Harbour Watch." He watched with interest when the Charlene Hunt made its way from Rhode Island, where the company who owns it is located, to Halifax in November.

"When it first came into Halifax, I was almost astounded that it was here and, of course, it barely made it to Halifax," says Mackay.

He says the tug was in such a state of distress that pumps were air-dropped to the boat to keep it afloat, and the entire crew except for the captain and engineer were evacuated by the coast guard. It then spent a week or more in Halifax harbour for repairs before it left for St. John's.

"It took an awfully long time to get back to St. John's so I suspect it had some more problems along the way," Mackay says.

On his blog Tugfax, he wrote that it took more than a week to make the trek. As for the job of towing the Orlova to the Dominican Republic, Mackay says, it's not the boat for that job.

"It's a very traditional American style of tug that you don't see too much anymore. They don't stray too far from home waters. Certainly not this time of year for that kind of work. It's a very odd situation that anyone would think that a boat like that could do the job."

And it appears that it couldn't. The dilapidated former cruise ship Orlova was en route to a Dominican Republic scrapyards when the towline between it and the Charlene Hunt snapped last Thursday.

The cruise ship has been adrift ever since and, on Sunday, the Charlene Hunt was ordered back to St. John's harbour by Transport Canada who said in a statement that it was "because of safety concerns for the vessel and its crew."

Kevin O'Driscoll of Rhode Island has a boat which he docks next to where the Charlene Hunt was docked until it left for Canadian waters in the fall.

He says the tugboat hadn't been started for quite some time, from what he saw, before that trip. He took a video and posted it to YouTube of the boat being cranked for the first time, in what he figures, was two years.

"I've been around diesels my whole life. When one sits for a real long time they fire up hard," says O'Driscoll.

"She fired up ... but it took a while. I saw her smoke and smoke and smoke with no engine noise. You could hear the engine cranking and cranking, causing all that smoking."

The tug is owned by Hunt Tugs and Barges Inc. of Rhode Island. Attempts to reach company owner Kevin Hunt were not successful.

Transport Canada said it is monitoring the situation with the Orlova, but its mandate is to ensure Canada's waterways are safe to navigate by marine vessels and are free of ship-source pollution.

The Lyubov Orlova remains adrift but is not blocking navigation, nor is it leaking pollutants.

Transport Canada also said it intends to conduct an inspection of the vessel.

Monday, a Transport Canada vehicle could be seen parked on the southside of St. John's harbour alongside the Charlene Hunt.

Someone could be seen in the wheelhouse, but whether this was an employee of Transport Canada conducting an inspection or a member of the Charlene Hunt crew is unknown.

The Charlene Hunt appears to have seen better days. Some of the wheelhouse windows were boarded up with plywood and there were garbage bags strewn about the decks. Thick layers of ice clung to the tug's sides and railings.

Despite that the Orlova is adrift at sea with an uncertain future, it is the Charlene Hunt that is becoming the conversation piece.

On the dock yesterday, one man was taking photos of the tugboat while another chatted with him from a car.

One commented that the real story wasn't that Transport Canada had ordered the Charlene Hunt back to port for a planned inspection, but that Transport Canada allowed it to leave port at all with the intention of towing another hazard, the Lyubov Orlova, all the way to the Dominican Republic.

Transport Canada has said it will continue to monitor the Orlova.

josh.pennell@thetelegram.com

UPDATED: Tug for Lyubov Orlova sent back to St. John's

Published on January 27, 2013

Transport Canada cites safety concerns for crew of vessel

Topics : Transport Canada , Dominican Republic , Department of Fisheries , Canada , Atlantic , St. John's

The tugboat tasked with hauling the MV Lyubov Orlova to the Dominican Republic was ordered to return to St. John's harbour on Sunday, three days after the towing line snapped.

In a statement released to media, Transport Canada said it ordered the Charlene Hunt to return to St. John's "because of safety concerns for the vessel and its crew."

Transport Canada said it intends to conduct an inspection of the tug, which is owned by Hunts Tugs and Barges Inc. in Rhode Island. The Telegram attempted to contact company owner Kevin Hunt on Sunday, but he could not be reached.

Meanwhile, Transport Canada said the Lyubov Orlova remained adrift as of early Sunday evening and was not blocking navigation routes or leaking pollutants into the marine environment.

Prior to leaving the harbour on Wednesday, the Lyubov Orlova had been a fixture there for over two years. In the fall of 2010, the ship was ordered to dock in St. John's. At the time, its Russian crew had not been paid in months, and creditors were also seeking compensation.

The ship's current owner, Sam Shoeybi, was planning to send it to a scrapyards in the Dominican Republic.

(Earlier story)

The MV Lyubov Orlova is still adrift in the Atlantic but is not causing a hazard to marine traffic or the environment, says Transport Canada.

The disabled Russian cruise ship, which was destined for the Dominican Republic where it will be scrapped, was being towed out of St. John's when it broke free from a tugboat Thursday afternoon.

The ship had been sitting in the harbour since September, 2010

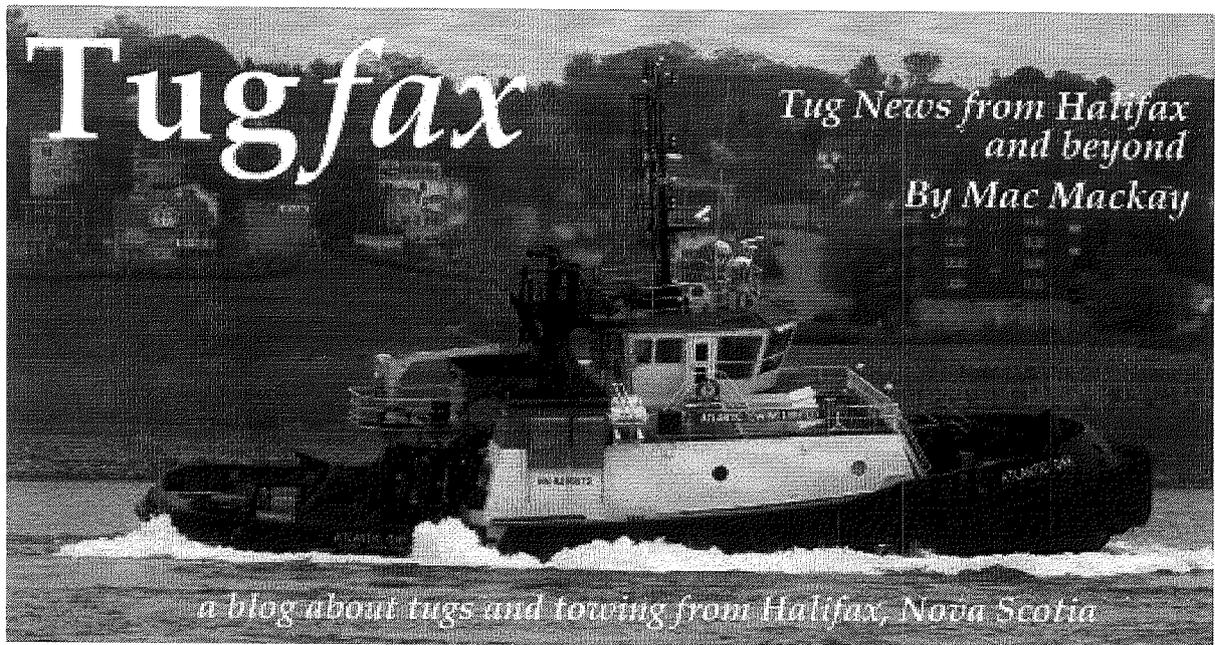
Marie-Eve Higo with transport Canada says that Transport Canada's role is to ensure that Canada's waterways provide safe navigation to marine vessels and are free of ship-source pollution.

"At this time, MV Lyubov Orlova remains adrift and is not blocking navigation," she said. "Nor is it leaking ship-source pollution. Transport Canada continues to monitor the area for pollution."

The Department of Fisheries is also monitoring the situation.

The tug being used to pull the ship southward is the Charlene Hunt, registered to Hunts Tugs and Barges Inc. in Rhode Island. However, company owner Kevin Hunt when contacted by phone yesterday, said the tug has been contracted out to do the work.

The Canadian Coast Guard's Joint Rescue Co-ordination Centre in Halifax said recently it's not involved in the incident because there are no crewmembers on board the Orlova.



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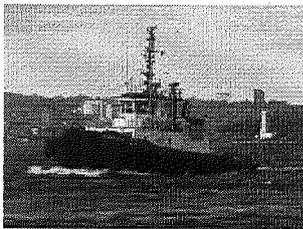
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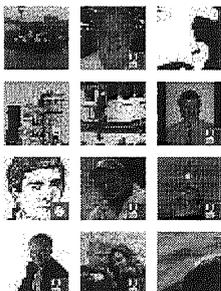


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SUNDAY, JANUARY 27, 2013

Charlene Hunt - more on the story

According to latest reports the tug **Charlene Hunt** has been ordered back into St.John's over concerns for the safety of the crew. As you will see from comments attached to previous postings. the tug sailed from St.John's towing the former cruise ship **Lyubov Orlova**, but the tow line parted off Cape Race. The tug ahas not been able to reconnect, and the ship is still drifting, but in a seaward direction. CCGS **Cape Roger** was standing by to warn off approaching ships, but there does not seem to be any particular concern or effort to seek alternative means of securing the ship.

As we know the Canadian Coast Guard will not take a ship in tow. Commercial salvors will unlikely be interested in the ship, particularly if it is not insured, as scrap-bound ships frequently are not. Salvage awards are based on the value of the salvaged ship under traditional law.

There are certainly questions about the capability of the tug **Charlene Hunt** itself to under take such a tow in winter time, so a return to port may well be the end of the story for her.

The fate of the ship is open to question. The Department of Transport is taking a 'hands off' approach, as long as it not polluting or impeding navigation. Does that mean they would allow it to sink, with whatever ensuing pollution may result?

I have been promoting rescue / salvage tugs for Canada for several years, and this would seem to be another example to make the case, even though there is no immediate threat to human life. There are certainly potential environmental risks which should be of paramount concern now.

There is still a great deal of controversy in the salvage industry over how to compensate salvors for preventing pollution and environmental damage. Recent ship sinkings around the world, the **Rena** off New Zealand being a prime example pose huge risks to shipping.

I favour a pool of funds taken from harbour, pilotage or a new port fee from which to draw for compensation to salvors who step in to prevent pollution, groundings or loss. I also favour standby rescue tugs, on hire or owned by the government, that can step in and tow

▼ 2013 (15)

- ▶ March (2)
- ▶ February (5)
- ▼ January (8)

[New for McKeil](#)

[Atlantic Hawk - to the rescue](#)

[Craig Trans - lights on, no one home](#)

[Charlene Hunt - more on the story](#)

[UPDATE: Charlene Hunt - welcome to Bolivia - or he...](#)

[Tarpon makes a side trip](#)

[Surprise new Canadian tug](#)

[Atlantic Juniper - say it ain't so Joe](#)

▶ 2012 (78)

▶ 2011 (91)

▶ 2010 (107)

▶ 2009 (1)

About Me

[MAC](#)

I maintain constant situational awareness of the comings and goings in Halifax Harbour- I wish.

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ships to safety.

Britain has recently cancelled or cut back such a plan through their Coast Guard, but France, the Netherlands, Germany and Spain, among others, do have such tugs. In Canada's case they would rarely be used, and so would have other duties, but they should be in place for situations just as this.

Posted by [Mac](#) at 8:41 PM

Labels: [Charlene Hunt](#) , [Lyubov Orlova](#)

4 comments:



iroquois280 [January 27, 2013 at 8:55 PM](#)

I agree 100%. To me it is an embarrassment to hear how the Coast Guard is handling this situation. A stop has to be put on what's going on here. Our environment is at risk. If there is no insurance secured they should not be allowed to move. But then they would only use it to their advantage to dump their junk. To me you can't win either way.

[Reply](#)



Anonymous [January 27, 2013 at 10:32 PM](#)

Sadly, the history of the Charlene Hunt does look disturbingly like that of the Craig Trans. Built in 1964 and last drydocked in 2007 Hunt Tug and Barge had her for sale on <http://www.maritimesales.com/HNT11.htm>, for a reduced price of 135,000! and it is now delisted from the site.

Early news reports heralding the Orlova's long awaited departure from St John's harbour reports <http://news.ca.msn.com/local/newfoundland/abandoned-cruise-ship-finally-leaves-st-johns> her owner as one Reza Shoeybi of Boston, but his name has disappeared from media reports since the incident.

[Reply](#)



JEM [January 28, 2013 at 12:02 PM](#)

As of Noon Jan.28, both the Charlene Hunt and Cape Roger are showing as secure in St. John's on AIS.

[Reply](#)



Anonymous [January 31, 2013 at 12:35 AM](#)

The tail of the Charlene Hunt and her tow, and who's really behind it is about as clear as the North Atlantic in February. Hunt Tug and Barge had the Charlene Hunt up for sale on <http://www.maritimesales.com/HNT11.htm> but delisted her recently. Early media reports listed the Hunt's owner as Reza Shoeybi of Boston and the owner of the Orlova as Sam Shoeybi, his uncle.

<http://ca.news.yahoo.com/abandoned-cruise-ship-finally-leaves-st-johns-164306737.html>

While later reports indicate Toronto based scrap dealer Hussein Humayuni as the cruise ship's owner.

<http://www.cbc.ca/news/canada/newfoundland-labrador/story/2012/03/04/nl-orlova-scrapped-304.html>

It seems the practice here is buy a big ship for scrap, buy an old tug(cheap), reflag it, hire some poor bastards to crew her

and try to get them both to the breaker yard. If you make it both get cut up...If you don't, Oh well.

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Orlova not Transport Canada's responsibility



CBCnews.ca CBC - Sat, 26 Jan, 2013

Transport Canada says the Lyubov Orlova does not fall under their jurisdiction, making the fate of the vessel unclear as it continues to drift off the coast of Newfoundland.

According to a release from Transport Canada, the flag state of the ship is responsible for issuing safety certificates for the vessel, so it did not conduct an inspection before the ship left the St. John's harbour

Insiders told CBC on Friday that they question the seaworthiness of the ship itself, as well as the competency of the crew aboard the tugboat responsible for towing the cruise ship to the Dominican Republic.

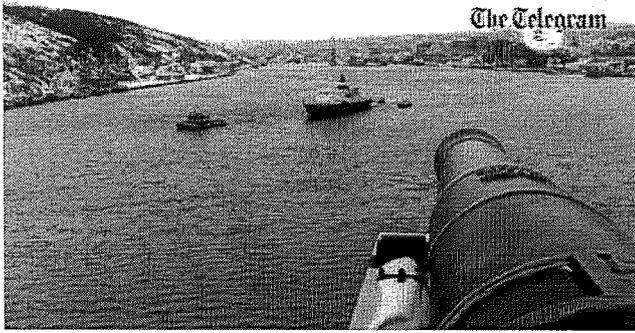
Transport Canada said it will continue to monitor the situation for pollution, but since the Orlova is not blocking any navigation or leaking any pollution, it is not currently an unsafe situation.

The ship was towed out of the St. John's harbour on Wednesday after being tied up there for nearly two-and-a-half years – but it took less than 24 hours for it to run into problems.

It remains adrift off the coast of Newfoundland after the tow line attached to the tugboat taking it to the Dominican Republic broke.

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Lyubov Orlova checks out



Published on January 24, 2013

Topics : **St. John's**

The saga of the Lyubov Orlova finally came to an end Wednesday afternoon as the derelict cruise ship was towed from St. John's harbour by a tugboat.

The ship had been moored so long that the mooring ropes had to be cut to release it from the dock.

The process took about an hour. Two tugboats helped to manoeuvre the ship out into the harbour and turn it towards the Narrows. The Orlova will be reportedly broken down for scrap metal.

Abandoned cruise ship finally leaves St. John's

CBC News

Posted: Jan 23, 2013 2:18 PM NT

Last Updated: Jan 23, 2013 3:59 PM NT

A derelict ship that has been taking up space on the St. John's waterfront for nearly two and a half years has finally left port.

The Lyubov Orlova, an abandoned cruise ship, had its last line to the wharf cut at about 12:30 p.m., and was towed out of the harbour by a tugboat shortly afterwards.

The Lyubov Orlova will be towed to the Dominican Republic, where it has been sold for scrap. The voyage should take three to four weeks.

The ship was arrested in St. John's in September 2010 after a creditor put a lien on the vessel.

A Russian company, Locso Shipping, owned the 90-metre Orlova. At the time of the ship's arrest, the Russian-based company owed Cruise North Expeditions \$250,000. The company also owed 51 crew on the vessel more than \$300,000 in wages.

Since 2010, the abandoned ship has been sold and resold, all the while being moored on the St. John's waterfront.

Reza Shoeybi, owner of a tugboat from Boston, arrived in St. John's in early December to prepare the Orlova for towing, and has been waiting for five to six weeks for the right conditions in which to move the vessel.

Weather conditions delay Orlova departure

CBC News

Posted: Dec 27, 2012 12:58 PM NT

Last Updated: Dec 27, 2012 7:43 PM NT

Poor weather conditions have once again delayed the departure of a decrepit Russian cruise ship that is docked in St. John's.

The Lyubov Orlova has been tied up in the harbour for the past two years.

A crew was preparing the ship for its final castoff yesterday, but rough seas have pushed the departure back a few days.

The vessel will be towed to the Dominican Republic, where it will be dismantled and sold for scrap.



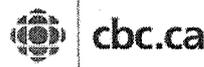
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Newfoundland and Labrador

Updated: Thu, 13 Dec 2012 06:52:40 GMT | By CBC News, cbc.ca

Abandoned cruise ship preparing for final voyage

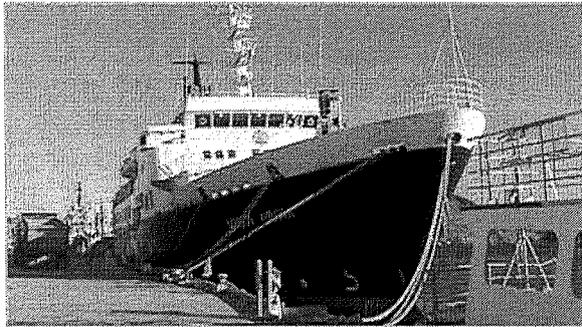


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A small cruise ship docked in the port of St. John's since 2010 is getting ready for its last voyage to a scrap heap in the Dominican Republic.

Reza Shoeybi, owner of a tugboat from Boston moored just up the harbour from the Lyubov Orlova, said his job will be to tow the Orlova south as early as next week.

"As soon as we get it prepped and we find a good window to leave, we'll be out of here," said Shoeybi.

Crew working on ship

Rumours that the Lyubov Orlova was finally getting ready to make a move started circulating a few days ago.

A crew has been working to make the vessel seaworthy again, taking care of a leaky valve that caused the ship to list as it was moored to the St. John's waterfront.

But Shoeybi said the state of the ship's engine and electrical system are not an issue for him.

"For what we're doing, it doesn't make much sense to have it up and running," said Shoeybi.

Owners could not pay bills

The Lyubov Orlova was seized because its owners couldn't pay the bills, including the wages for its mostly Russian crew.

The Orlova's former owners owe more than \$1 million in unpaid bills, including \$100,000 to the St. John's Port Authority.

Shoeybi said towing the ship down south should take about 23 days, but in the meantime, he said he's willing to sell some equipment from the Lyubov Orlova locally, including a Zodiac and some unused life rafts.

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- Drifting cruise ship moves closer to oil platform
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Abandoned cruise ship preparing for final voyage

CBC News

Posted: Dec 13, 2012 5:33 AM NT

Last Updated: Dec 13, 2012 8:22 AM NT

14

A small cruise ship docked in the port of St. John's since 2010 is getting ready for its last voyage to a scrap heap in the Dominican Republic.



Reza Shoeybi will tow the Lyubov Orlova to the Dominican Republic. (CBC)

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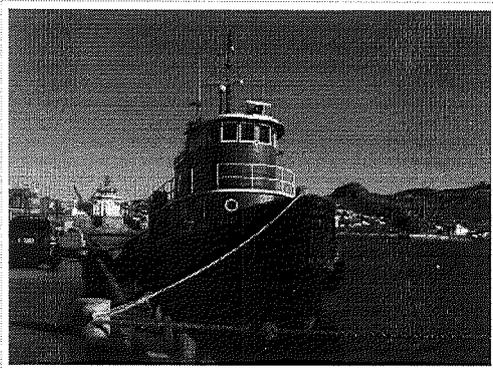
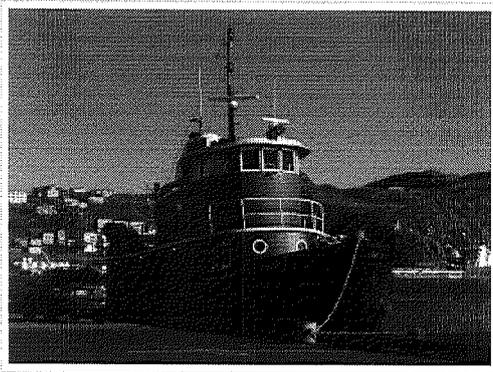
to sell some equipment from the Lyubov Orlova locally, including a Zodiac and some unused life rafts.

Ship Movements at St. John's and other ports in Newfoundland

This is a Blog showing photos of ship arrivals into the port of St. John's and any other notable activity at the port

SATURDAY, DECEMBER 15, 2012

In for a big tow



The American tug Charlene Hunt arrived St. John's Dec 9, 2012 to tow the cruise ship Lyubov Orlova out of St. John's and to the Dominican Republic where she will be scrapped according to CBC News reports. The tug built in 1962, and the Orlova which has been in St. John's since 2010 will leave the week of Dec 17, 2012 and according to the Captain of the tug will take 23 days to reach the Dominican Republic.

Posted by Dean Porter at 3:18 PM

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ABOUT ME

Dean Porter

I am a ship photographer, I have taking photos of ships for more than 20 years

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 - In for a big tow
 - Aldona on dry-dock
 - CCGS Alfred Needler
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RENSEIGNEMENTS SUR LES INSTANCES

INSCRIPTION(S) ENREGISTRÉE(S) POUR T-580-11

(Fermer)

Numéro de dossier : T-580-11
Intitulé de cause : ST.JOHN'S PORT AUTHORITY v. M.V."LYUBOV ORLOVA" ET AL
Catégorie de l'instance : Actions : **Caractère** Amirauté - Quayage, droits portuaires
Type d'action : Ordinaire

(91 données trouvées)

Doc	Date	Bureau	Sommaire inscription enregistrée
-	2012-09-11	Ottawa	Acknowledgment of Receipt received from Ms. Jamie Smith with respect to Payment Out of Court, cheque number 2752-19059937-1. signed and dated Septebmer 4, 2012. placed on file on 11-SEP-2012
-	2012-08-24	Ottawa	Letter sent by Registry on 24-AUG-2012 to Ms. Jamie Smith re: Payment Out of Court, cheque no. 2752-19059937-1 payable to John's Port Authority in trust. Copy placed on file.
-	2012-08-15	Montréal	Proof of receipt received from the parties with respect to Order doc. #40 placed on file on 15-AUG-2012
40	2012-08-15	Montréal	Order dated 15-AUG-2012 rendered by Richard Morneau, Esq., Prothonotary Matter considered without personal appearance The Court's decision is with regard to Order dated 03-AUG-2012 Result: "It is to be understood that the order dated August 3, 2012 for payment out is to include any interest accumulated on the capital amount mentioned in said order." Filed on 15-AUG-2012 copies sent to parties entered in J. & O. Book, volume 1166 page(s) 1 - 2 Interlocutory Decision
			Communication to the Court from the Registry

-	2012-08-15	Montréal	dated 15-AUG-2012 re: request for an amended/further order re: Order dated 03-AUG-2012 to include provision for the accumulated interest for the monies to be paid out of Court.
-	2012-08-08	Ottawa	Memorandum to FINANCE from C. Doré dated 08-AUG-2012 re: Payment Out of Court, Orders of the Court (Morneau, P.) dated August 3 & August 15, 2012. Please note that another memorandum was sent to Finance on August 15, 2012. placed on file.
-	2012-08-03	Montréal	Proof of receipt received from the parties with respect to Order dated 2012-08-03 (doc. # placed on file on 03-AUG-2012
39	2012-08-03	Montréal	Order dated 03-AUG-2012 rendered by Richard Morneau, Esq., Prothonotary Matter considered without personal appearance The Court's decision is with regard to Letter from Plaintiff dated 31-JUL-2012 re: payment out of Court Result: granted Filed on 03-AUG-2012 copies sent to parties entered in J. & O. Book, volume 1165 page(s) 25 - 26 Interlocutory Decision
-	2012-08-02	Montréal	Communication to the Court from the Registry dated 02-AUG-2012 re: Request for an Order/Directives allowing the sale proceeds of the Ship to be paid out to St-John's Port Authority.
38	2012-08-02	Montréal	Certificate of monies in Court filed on 02-AUG-2012
-	2012-07-31	Montréal	Letter from Plaintiff dated 31-JUL-2012 seeking an Order or Directions of the Court allowing the sale proceeds of the Lyubov Orlova in the full amount of \$275,000.00 as paid into Court by the Sheriff on February 29, 2012, to be paid out to the St.John's Port Authority...By Certificates of Assessment dated June 25, 2012 this Court assessed and allowed the Sheriff's Bill of Costs and Plaintiff's Additional Charges... received on 31-JUL-2012
37	2012-06-25	Toronto	Certificate of assessment of costs of THE SHERIFF issued on 25-JUN-2012 Certified copy filed
36	2012-06-25	Toronto	Certificate of assessment of costs of Plaintiff issued on 25-JUN-2012 Certified copy filed
			Letter from Kim Walsh dated 12-JUN-2012

-	2012-06-12	Toronto	advising the court that they will not be taking any position with respect to the Bill of Costs. cc to Respondent received on 12-JUN-2012
-	2012-06-12	Toronto	Letter from Steven A. Scruton dated 12-JUN-2012 advising the court that they will not be taking any position in respect of the St. John's Port Authority's motion. cc to Respondent received on 12-JUN-2012
-	2012-05-15	Toronto	Letter from Marc de Man @ De Man, Pilote to Federal Court - Toronto Registry dated 15-MAY-2012 Pursuant to our telephone conversation this morning, please take note that our client, Terra Financial & Management SA will not take a position in the above cases. received on 15-MAY-2012
-	2012-05-07	Toronto	Letter from Plaintiff dated 03-MAY-2012 ...affidavit is in support of an order allowing the sheriff's bill of costs approving all additional charges incurred by the SJP A received on 07-MAY-2012
34	2012-05-07	Toronto	Solicitor's certificate of service on behalf of Jamie M. Smith confirming service of Doc 33 upon all parties by telecopier on 03-MAY-2012 filed on 07-MAY-2012
33	2012-05-07	Toronto	Affidavit of Brian Scott sworn on 30-APR-2012 on behalf of Plaintiff the Sheriff's Bill of Costs with Exhibits A -C filed on 07-MAY-2012
35	2012-05-01	Montréal	Bill of costs of Sheriff, from Mr. Alymer P. Gribble, Acting Sheriff, Gibson CDN & Global Inc filed on 01-MAY-2012
32	2012-02-29	Montréal	Tender of payment into Court on behalf of Plaintiff pursuant to Order filed on 14-NOV-2011 in the amount of \$275,000.00 filed on 29-FEB-2012
-	2012-01-31	Halifax	Oral directions received from the Court: Richard Morneau, Esq., Prothonotary dated 31-JAN-2012 directing that "Further to the SUMENA S.L. letter dated January 31, 2012, please advise same that the Court does not intend to address or comment on any of the items raised by SUMENA in its letter. The Order of the Court dated January 18, 2012, and the documents referred to therein, are publicly available through a consultation of the Court's file. Any other comments by the Court would be inappropriate.

			SUMENA is at liberty to contract the Plaintiff's counsel to see if he is willing to provide additional information or comments." placed on file on 31-JAN-2012 Confirmed in writing to the party(ies)
-	2012-01-31	Montréal	Communication to the Court from the Registry dated 31-JAN-2012 re: sending letter id 68 to the court
-	2012-01-30	Halifax	Letter from SUMENA SHIPPING AGENCY, claimant, dated 30-JAN-2012 seeking Directions re: sale process received on 30-JAN-2012
-	2012-01-18	Montréal	Acknowledgment of Receipt received from parties with respect to orders dated 18-jan-2012 placed on file on 18-JAN-2012
31	2012-01-18	Montréal	Order dated 18-JAN-2012 rendered by Richard Morneau, Esq., Prothonotary Matter considered with personal appearance The Court's decision is with regard to Motion Doc. No. 24 Result: granted see electronic version for full details Filed on 18-JAN-2012 copies sent to parties entered in J. & O. Book, volume 1146 page(s) 80 - 83 Interlocutory Decision
30	2012-01-18	Montréal	Order approving sale dated 18-JAN-2012 rendered by Richard Morneau, Esq., Prothonotary Matter considered with personal appearance The Court's decision is with regard to Directions of the Court dated 11-JAN-2012 Result: granted ...approved for the sum of 275,000.00\$... ..in accordance with schedule G to the sheriff... ..and as appendix A to this order... Filed on 18-JAN-2012 copies sent to parties entered in J. & O. Book, volume 1146 page(s) 77 - 79 Interlocutory Decision
-	2012-01-18	Montréal	Montréal 18-JAN-2012 BEFORE Richard Morneau, Esq., Prothonotary Language: E Before the Court: Meeting direction of the court leading to this teleconference regarding sale of ship Lyubov Orlova Result of Hearing: Matter granted order approving sale is rendered Before the Court: Motion Doc. No. 24 on behalf of Cruise North Expeditions to remove property from vessel Result of Hearing: Matter granted held by way of Conference Call Duration per day: 18-JAN-2012 from 09:36 to 10:25 Courtroom : Teleconference Room 341 - Montréal Court Registrar: Linda Leblanc Total Duration: 49min Appearances: Jamie Smith

			709.753.1306 representing Plaintiff Mr. Gribble 514.933.7371 representing Sheriff Flora Wahnon & Marc DeMan 514.985.2262 representing Terra Financial (file T-1527-10) Isabelle Pillet 514.985.2262 representing Cruise North Expeditions (file T-1527-10) William Cahill 709.570.5577 representing Plaintiff in file T-582-11 Minutes of Hearing entered in Vol. 855 page(s) 447 - 449 Abstract of Hearing placed on file
-	2012-01-18	Montréal	Letter from Plaintiff dated 17-JAN-2012 ...enclosing a draft order approving sale of the ship... all regarding teleconference of 18-jan- 2012 received on 18-JAN-2012
-	2012-01-18	Montréal	Letter from Plaintiff dated 17-JAN-2012 ...does not oppose to motion doc. 24 ...enclosing a draft order changes to be addressed during teleconference of 18-jan-2012... received on 18- JAN-2012
29	2012-01-17	Montréal	Notice of claim of Terra Financial & Management S.A. with indication of service upon parties involved with vessel Lyubov Orlova on 17-JAN-2012 filed on 17-JAN-2012
-	2012-01-17	Montréal	Letter from Plaintiff dated 17-JAN-2012 ...update in respect of the teleconference of 18- jan-2012... received on 17-JAN-2012
-	2012-01-17	Montréal	Accusé de réception reçu(e) des parties concernant l'envoi de la directive du 16-jan-2012 placé(e) au dossier le 17-JAN-2012
-	2012-01-17	Montréal	Letter from Mr Simmott (T-1527_10) dated 17- JAN-2012 ...will not be participating in teleconference of 18-jan-2012 re: sale of ship received on 17-JAN-2012
-	2012-01-16	Montréal	Letter from Défendant (CNE) dated 16-JAN- 2012 regarding the motion record doc. 27 ...further to service and filing of Plaintiff's motion... received on 16-JAN-2012
-	2012-01-16	Montréal	Written directions received from the Court: Richard Morneau, Esq., Prothonotary dated 16- JAN-2012 directing that "The motion by Cruise North Expeditions dated January 16, 2012 can be filed and shall be returnable and heard before this court during the teleconferenc already scheduled for January 18, 2012 at 9:30 am Montreal Time. Any Motion record in response shall be served and filed on or before 4:00pm

			Montreal time on January 17, 2012 (with the same time a courtesy copy faxed to the Montreal office of this court)." placed on file on 16-JAN-2012 Confirmed in writing to the party(ies)
-	2012-01-16	Montréal	Covering letter from Defendant - Cruise North Expeditions Inc. dated 16-JAN-2012 concerning Doc. Nos. 27 28 placed on file on 16-JAN-2012
28	2012-01-16	Montréal	Solicitor's certificate of service on behalf of Isabelle Pillet confirming service of 27 upon Plaintiff by telecopier on 16-JAN-2012 confirming service 27 upon all parties by telecopier on 16-JAN-2012 filed on 16-JAN-2012
27	2012-01-16	Montréal	Motion Record containing the following original document(s): 24 25 26 Number of copies received: 3 on behalf of Defendant -Cruise North Expeditions Inc. filed on 16-JAN-2012
26	2012-01-16	Montréal	Written Representations on behalf of Defendant (Cruise North Expeditions Inc.) concerning Motion Doc. No. 24 filed on 16-JAN-2012
25	2012-01-16	Montréal	Affidavit of Duglad Wells sworn on 16-JAN-2012 on behalf of Defendant Cruise North Expeditions Inc. in support of Motion Doc. No. 24 with Exhibits A to F filed on 16-JAN-2012
24	2012-01-16	Montréal	Notice of Motion on behalf of Defendant Cruise North Expeditions Inc. returnable at Special Sitting in Montréal on 18-JAN-2012 to begin at 09:30 for an order to remove and discharge from the vessel its property that still remains on board the vessel filed on 16-JAN-2012 Draft Order\Judgment received.
-	2012-01-13	Montréal	Letter from De Man, Pilote (Me Wahnon) re: Terra Financial & Management SA dated 13-JAN-2012 ...will participate re: teleconference of 18-jan-2012 re: sale of ship... received on 13-JAN-2012
23	2012-01-13	Montréal	Sheriff's report and affidavit filed on 13-JAN-2012
-	2012-01-13	Montréal	Letter from Plaintiff dated 13-JAN-2012 "chart" as requested by direction dated 11-jan-2012 re: teleconference scheduled for 18-jan-2012 received on 13-JAN-2012
-	2012-01-13	Montréal	Letter from Mr. Gregory F. Kirby dated 13-JAN-2012intends to participate re: hearing

			regarding sale of ship... hearing of 18-jan-2012 received on 13-JAN-2012
-	2012-01-11	Montréal	Accusé de réception reçu(e) de la partie demanderesse concernant l'envoi de la directive placé(e) au dossier le 11-JAN-2012
-	2012-01-11	Montréal	Written directions received from the Court: Richard Morneau, Esq., Prothonotary dated 11-JAN-2012 directing that "This direction is further to the letter dated January 10, 2012 from counsel for the plaintiff. The hearing requested therein shall be held on January 18, 2012 at 9:30 am Montreal time, by teleconference. The Sheriff's report and affidavit shall be served and filed on or before January 16, 2012 at noon, Montreal time. The Plaintiff's counsel shall in the meantime see who intends to oppose the motion or who intends to participate in the January 18 teleconference and provide the court on or before January 13, 2012 at 4:00 pm with a chart to that effect. If need be, that is if the motion is opposed, a schedule shall be provided to the court at the same occasion with respect to the deadline for the production of a moving motion record and any motion record in response." MR. SMITH SHALL SERVE THIS DIRECTION BY FAX OR EMAIL TO THE INTERESTED RECIPIENTS. placed on file on 11-JAN-2012 Confirmed in writing to the party(ies)
-	2012-01-11	Montréal	Communication to the Court from the Registry dated 11-JAN-2012 re: sending the file to court re.: letter dated 11-jan-2012
-	2012-01-11	Montréal	Letter from Plaintiff dated 10-JAN-2012 ...further to order dated 14-nov-2011 re: order for sale ... a special hearing is requested in the week of 16-jan-2012... before Me Morneau, by teleconference, to permit acting sheriff to present an offer to purchase ship... received on 11-JAN-2012
22	2011-12-29	Halifax	Affidavit of Raymond Collins sworn on 29-DEC-2011 on behalf of the claimant for a claim for a share of the proceeds of the sale of a ship with Exhibits "A" filed on 29-DEC-2011
21	2011-12-29	Halifax	Notice of Claim (in the form of a cover letter with attached "Memorandum of Particulars of Registered Mortgage" and "Authenticity Affidavit" on behalf of SUMENA Shipping Agency & General Ship's Suppliers in the Canary

			Islands (Spain) in support of a claim for a share of the proceeds of the sale of the vessel "LYUBOV ORLOVA" filed on 29-DEC-2011
20	2011-12-22	Montréal	Amended Commission of Sale, addressed to Aylmer Gribble, Gibson Canadian & Global Inc. filed on 22-DEC-2011
19	2011-12-20	St. John's	Affidavit of service of Steven A. Scruton sworn on 20-DEC-2011 on behalf of Claimant, Blue Water Agencies Limited confirming service of doc.17, doc.18 upon Plaintiff by telecopier on 20-DEC-2011 with Exhibits A filed on 20-DEC-2011
18	2011-12-20	St. John's	Affidavit of Robert Coady sworn on 20-DEC-2011 on behalf of Claimant, Blue Water Agencies Limited for a claim for a share of the proceeds of the sale of a ship with Exhibits A filed on 20-DEC-2011
17	2011-12-20	St. John's	Notice of Claim pursuant to the Order of 14-NOV-2011, doc.15 on behalf of Claimant, Blue Water Agencies Limited filed on 20-DEC-2011
-	2011-12-15	Montréal	Letter from Plaintiff dated 14-DEC-2011 (...) we draw the Court's attention to an error in the Commission of Sale appearing as Schedule "A" to the Order of Sale granted by the Court on November 14, 2011 and the Commission of Sale as issued by the Court on the same date. The Commission of Sale, as prepared by my office, is addressed to Aylmer Gribble, Gibson Marine Services Limited, Montreal, QC, Acting Sheriff of the Federal Court. In fact the Commission should have been addressed to Aylmer Gribble, Gibson Canadian and Global Inc., Montreal, QC as appears in paragraph 3 of the Order for Sale. received on 15-DEC-2011
-	2011-11-15	Montréal	Acknowledgment of service (proof of transmission by fax) received from Plaintiff, Defendant (Cruise North Expeditions Inc.) Plaintiff in (T-582-11) with respect to documents #15, #16, as well as written direction dated 14-NOV-2011. placed on file on 15-NOV-2011
			Written directions received from the Court: Richard Morneau, Esq., Prothonotary dated 14-NOV-2011 directing that "The Court notes the letter of De Man, Pilote dated November 9, 2011 and filed in this matter raising an issue of repossession of client property still on board the

-	2011-11-14	Montréal	Vessel, „Lyubov Orlova“. Further to the order for Sale granted by the Court on today's date, counsel for the Defendant, Cruise North Expeditions Inc., is to consult with the Sheriff and the Plaintiff in an effort to reach a mutually acceptable arrangement as to property on board the Vessel and claimed by Cruise North Expeditions Inc. Failing such mutually acceptable arrangement, Cruise North Expeditions Inc. shall be required to apply to this Court, in a timely fashion, to have its interest in any such on board property determined. Cruise North Expeditions Inc. shall have regard to the timelines set out in the referenced order for sale and shall conduct itself in a manner so as not to jeopardize the sale process of the Vessel. Costs associated with removal and repossession of client property, as claimed, shall be for the account of Cruise North Expeditions Inc." placed on file on 14-NOV-2011 Confirmed in writing to the party(ies)
16	2011-11-14	Montréal	Commission of Sale re: M.V. "LYUBOV ORLOVA" directed to the Marshal\Sheriff of Mr. Aylmer Gribble, Gibson Marine Services Limited, Montreal, QC issued on 14-NOV-2011 Copy filed
15	2011-11-14	Montréal	Order for Sale dated 14-NOV-2011 rendered by Richard Morneau, Esq., Prothonotary Matter considered with personal appearance The Court's decision is with regard to Motion Doc. No. 10 Result: granted Filed on 14-NOV-2011 certified copies sent to parties entered in J. & O. Book, volume 1141 page(s) 1 - 16 Interlocutory Decision
-	2011-11-14	Montréal	Montréal 14-NOV-2011 BEFORE Richard Morneau, Esq., Prothonotary Language: E Before the Court: Motion Doc. No. 10 on behalf of Plaintiff Result of Hearing: Matter granted held by way of Conference Call Duration per day: 14-NOV-2011 from 09:30 to 10:20 Courtroom : Teleconference Room 341 - Montréal Court Registrar: Alain Dernek Total Duration: 50min Appearances: Mr. Jamie M. Smith (709) 753-1306 representing Plaintiff Mr. William T. Cahill (709) 570-5570 representing Plaintiff in file T-582-11 Minutes of Hearing entered in Vol. 852 page(s) 353 - 355 Abstract of Hearing placed on file

-	2011-11-10	Montréal	Letter from Plaintiff dated 10-NOV-2011 providing an update to Plaintiff letter dated 09-NOV-2011 received on 10-NOV-2011
-	2011-11-10	Montréal	Letter from P.F. Collins Customs Broker Limited in action T-1868-10 dated 10-NOV-2011 (...) we will not be appearing upon nor will we be taking a position in the within motion. received on 10-NOV-2011
-	2011-11-09	Montréal	Letter from Caveator Sumena S.L. dated 09-NOV-2011 have been unable to obtain instructions in the motion by the St-John's Port Authority. Accordingly, I will not be appearing on the motion or taking any position in respect of the matter received on 09-NOV-2011
-	2011-11-09	Montréal	Letter from Terra Financial & Management SA dated 09-NOV-2011 We do not object to the sale of the ship "LYUBOV ORLOVA" and will not appear on the Application for Sale. However, we maintain our client's claim, including its entitlement to a maritime lien. Therefore, our client would be entitled to be paid out of the proceeds of the sale of the Ship (...). Costs should not be on a solicitor-client basis. received on 09-NOV-2011
-	2011-11-09	Fredericton	Letter from Caveator, Blue Water Agencies Limited to Court dated 09-NOV-2011 "...We advise the Blue Water Agencies Limited will not be taking any position in respect of the St. John's Port Authority's Notice of Motion related to the sale of the Lyubov Orlova and that we will not be attending upon the hearing scheduled for November 14, 2011..." received on 09-NOV-2011
-	2011-11-09	Montréal	Letter from Plaintiff dated 09-NOV-2011 Further to the Court direction rendered 07-NOV-2011, report those interested parties intending to appear on or object to the motion for sale of the vessel scheduled to be heard by teleconference 14-NOV-2011 (..) received on 09-NOV-2011
-	2011-11-09	Montréal	Letter from Defendant Cruise North Expeditions Inc. dated 09-NOV-2011 (...) do not oppose to the motion subject to our client's rights to obtain payment of its claim from the proceeds of the sale (...). However, we do object to the request to obtain costs of the motion (...) received on 09-

			NOV-2011
-	2011-11-08	Montréal	Copy of a Letter from Defendant Owner Lyubiov Orlova Shipping Company to Plaintiff dated 08-NOV-2011 (...) informing that they will not appear on the Application for Sale and accordingly have no objections to the matter proceeding on Monday (...) received on 08-NOV-2011
-	2011-11-07	Montréal	Oral directions received from the Court: Richard Morneau, Esq., Prothonotary dated 07-NOV-2011 directing that ;Considering that November 11, 2011 is considered a statutory holiday, any motion record in response to the SJPA's motion for sale shall be served and filed on or before November 10, 2011 at 1:00 p.m. Montreal time (with, at the same time, a courtesy copy sent to the Montreal office of the Registry of this Court). Counsel for the SJPA is to see with his interested colleagues, and report to the Registry in Montreal on or before November 9, 2011 at noon Montreal time, as to which parties are to appear on the motion and who is likely to oppose the motion.¿ placed on file on 07-NOV-2011 Confirmed in writing to the party(ies)
-	2011-11-07	Montréal	Copy of a Letter from Defendant Owner Lyubov Orlova Shipping Company to Plaintiff dated 07-NOV-2011 re: motion (doc.#10) availabilities of party. received on 07-NOV-2011
14	2011-11-04	St. John's	Solicitor's certificate of service on behalf of Jamie M. Smith, Q.C. confirming service of doc.13 (doc.10,11,12) upon Defendant, owner Lubov Orlova Shipping Company by courier on 04-NOV-2011 confirming service doc.13. (doc.10,11,12) upon Caveator, Blue Water Agencies Limited by courier on 04-NOV-2011 confirming service doc.13(doc.10,11,12) upon Plaintiffs (crew) of T-1631-10 by courier on 04-NOV-2011 confirming service doc.13(doc.10,11,12) upon Defendant, Oleg Uliyanchenko (owner) (T-582-11) by courier on 04-NOV-2011 confirming service doc.13(doc.10,11,12) upon Defendant, Cruise North Expeditions Inc by E-mail with Consent on 04-NOV-2011 confirming service doc.13(doc.10,11,12) upon Caveator, P.F. Collins Customs Broker LTD by courier on 04-NOV-2011 confirming service

			doc.13(doc.10,11,12) upon Caveator, Sumena S.L. by courier on 04-NOV-2011 confirming service doc.13(doc.10,11,12) upon Caveator, Terra Financial & Management Services SA and AGS Consulting by E-mail with Consent on 04-NOV-2011 confirming service doc.13(doc.10,11,12) upon Plaintiff in action T-582-11, RUSLAN ZAYNIGABDINOV by courier on 04-NOV-2011 filed on 04-NOV-2011
13	2011-11-04	St. John's	Motion Record containing the following original document(s): 10 11 12 Number of copies received: 3 on behalf of Plaintiff filed on 04-NOV-2011
-	2011-11-04	St. John's	Draft Order for Sale concerning Motion Doc. No. 10 received on 04-NOV-2011
12	2011-11-04	St. John's	Written Representations contained within a Motion Record on behalf of Plaintiff concerning Motion Doc. No. 10 filed on 04-NOV-2011
11	2011-11-04	St. John's	Affidavit of Brian Scott sworn on 03-NOV-2011 contained within a Motion Record on behalf of Plaintiff in support of Motion Doc. No. 10 with Exhibits A,B,C,D,E filed on 04-NOV-2011
10	2011-11-04	St. John's	Notice of Motion by teleconference contained within a Motion Record on behalf of Plaintiff returnable at General Sitting in Montréal on 14-NOV-2011 to begin at 09:30 duration: .0625 language: E for an Order for sale of the Vessel, M.V. "LYUBOV ORLOVA" pursuant to Rule 490 filed on 04-NOV-2011 Draft Order\Judgment received.
-	2011-07-21	Montréal	Accusé de réception reçu(e) de toutes les parties concernant l'envoi de l'ord. doc. 9 placé(e) au dossier le 21-JUL-2011
9	2011-07-21	Montréal	Order dated 21-JUL-2011 rendered by Richard Morneau, Esq., Prothonotary Matter considered without personal appearance The Court's decision is with regard to Motion in writing Doc. No. 5 Result: granted Default judgment be entered against the defendant vessel, M.V. "Lyubov Orlova" St-John's Port Authority be awarded its costs of this motion. Filed on 21-JUL-2011 copies sent to parties entered in J. & O. Book, volume 1130 page(s) 90 - 91 Interlocutory Decision

-	2011-07-20	Montréal	Communication to the Court from the Registry dated 20-JUL-2011 re: R369 doc.5
8	2011-07-20	Montréal	Certificate of search filed on 20-JUL-2011
7	2011-06-29	St. John's	Motion Record containing the following original document(s): 5 6 Number of copies received: 3 on behalf of Plaintiff filed on 29-JUN-2011
-	2011-06-29	St. John's	Draft Order concerning Motion Doc. No. 5 received on 29-JUN-2011
6	2011-06-29	St. John's	Affidavit of Brian Scott sworn on 29-JUN-2011 contained within a Motion Record on behalf of Plaintiff in support of Motion Doc. No. 5 with Exhibits A,B filed on 29-JUN-2011
5	2011-06-29	St. John's	Notice of Motion made ex parte contained within a Motion Record on behalf of Plaintiff in writing to be dealt with in the Montréal local office for Default Judgment filed on 29-JUN-2011 Draft Order\Judgment received.
4	2011-06-03	Montréal	Defence on behalf of Cruise North Exdpeditions inc. with consent to extend the time for filing with proof of service upon Plaintiff on 03-JUN-2011 filed on 03-JUN-2011
-	2011-04-29	Montréal	Covering letter from from the Defendant Cruise North Expeditions Inc. dated 29-APR-2011 concerning Doc. No. 3 placed on file on 29-APR-2011
3	2011-04-29	Montréal	Acknowledgment of Service received from Defendant, Cruise North Expeditions Inc. with respect to Statement of Claim doc.01 filed on 29-APR-2011
2	2011-04-21	Fredericton	Affidavit of service of Guy Badcock sworn on 20-APR-2011 on behalf of Plaintiff confirming service of doc.1 upon M.V."LYOBOV ORLOVA" by process server on 20-APR-2011 filed on 21-APR-2011
1	2011-04-06	St. John's	Statement of Claim and 2 copies filed on 06-APR-2011 Tariff other action - \$150.00

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[Haut de la page](#)

Inspection database search

Please select landscape setting when printing the inspection results from this page

Type

Gross Tonnage **To**

Age **To**

Period **To**

Inspection regime
 Port State Control
 RO-RO Ferries And High Speed Passenger Craft (Ropax)

Result
 Detention
 Prevention of operation
 Refusal of access (Ban)

Number of deficiencies

Duration of detention

Search Reset

Inspections Details

Ship Details

IMO Number 8842208 **Name** CHARLENE HUNT **Flag** United States **Age** 50 Years
Type Tug **Gross Tonnage** 196 **Keel Laying Date** 01/01/1962

ISM Company

IMO Number 5662801 **Address** **Country**
Name Hunt Tugs & Barges Inc **City**

Class Certificates

Issuing Authority OTHER **Issue date** 28/11/2011 **Expiry date** 31/12/2012

Statutory Certificates

Certificate	Issuing authority	Issue date	Expiry date	Surveying authority	Date of last survey	Place of last survey
Other Certificate	United States	28/11/2011	31/12/2012	United States	28/11/2011	United States

Inspection Details

Type of Inspection PSC - More detailed inspection **Date of first visit** 27/11/2012 **Nb. of Deficiencies** 8

Place of Inspection Halifax **Date of final visit** 30/11/2012 **Nb. of Deficiencies ground for detention**

Inspected Areas

Inspected Areas Accommodation and galley
Engine room
Navigation bridge
Outside decks and forecastle
Steering room

Operational Controls

Operational Controls Carried Out Other
Abandon ship drill

Deficiencies

Area	Defective item	Nature of defect	Ground for detention	RO Related	Accidental Damage
Life saving appliances	11104 - Rescue boats	Not properly maintained	No	No	No
Emergency Systems	04102 - Emergency fire pump and its pipes	Not as required	No	No	No
Certificate & Documentation - Ship Certificates	01108 - Load Lines (including Exemption)	Missing	No	No	No
Pollution prevention - Marpol Annex I	14102 - Retention of oil on board	Not as required	No	No	No
Fire safety	07115 - Fire-dampers	Not as required	No	No	No
Water/Weathertight conditions	03109 - Machinery space openings	Not as required	No	No	No
Living and Working Conditions - Working Conditions	09215 - Other (working space ILO)	Other	No	No	No
Living and Working Conditions - Working Conditions	09206 - Safe means of access Deck - hold/tank, etc.	Incomplete	No	No	No

Deteriorating Russian cruise ship's future unclear

Lyubov Orlova has been tied up in St. John's since 2010

CBC News

Posted: Apr 11, 2012 8:20 AM NT

Last Updated: Apr 11, 2012 11:37 AM NT

10

There are conflicting reports about the future of a former Russian cruise ship that has been tied up in St. John's harbour since late 2010.

One of the new owners of the Lyubov Orlova said the 35-year-old ship was destined for scrap in the Dominican Republic, but another owner told CBC News this week that there are other plans for the vessel.

Mir Shoaiby said the ship could be used for humanitarian purposes.

"We are talking to the people that have a non-profit organization and they want to get that one for a children's hospital or a hotel for people in Haiti," he said.

Shoaiby said the vessel is scheduled to leave St. John's within two weeks.

The Lyubov Orlova was sold in February.

Last month one of its new owners, Hussein Humayuni, told CBC that he took a chance when he paid \$275,000 for the ship, which has operated as a cruise ship and a research vessel in both the Arctic and the Antarctic.

"Gambling, you know, If the price of scrap comes up, we can get some profit, If it goes down, we are losers... this is my business...for 45 years," said the Iranian man, who is now living in Toronto.

Many people, especially St. John's Port Authority officials, will be glad to see the Orlova's stern limp out through The Narrows. Canadian authorities seized the Lyubov Orlova in 2010. Since then, the ship has accrued more than \$200,000 in unpaid berthing fees.

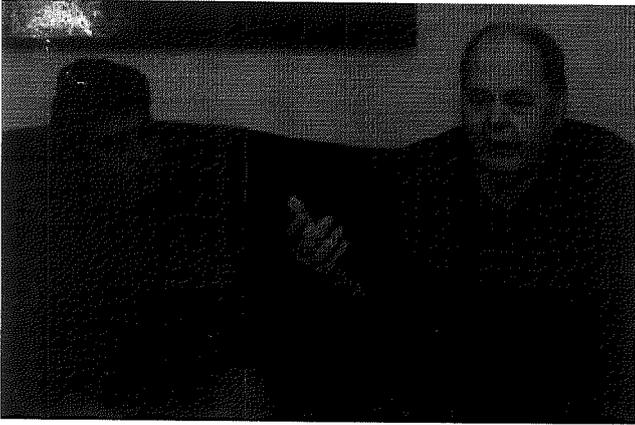
The port authority said the new owners have been paying berthing fees for the Orlova since they bought it.

The ship was arrested in St. John's in September 2010 after a creditor put a lien on the vessel. A Russian company, Locso Shipping, owned the 90-metre Orlova.

At the time of the ship's arrest, the Russian-based company owed Cruise North Expeditions \$250,000. The Russian company also owed 51 crew on the vessel more than \$300,000 in wages.

Port authority officials say the vessel's debts were never paid.

Workers say Russian ship infested with rats



Published on March 6, 2012

Ashley Fitzpatrick 

Team was to prepare former cruise ship for its sail to Dominican Republic

Topics : [The Telegram](#) , [Dominican Republic](#) , [Neptune International Shipping Inc.](#) [The](#) , [Miami](#) , [British Virgin Islands](#) , [Toronto](#)

Parked behind Lukey's Boat in St. John's harbour, the former cruise ship Lyubov Orlova is not yet ready to depart. Rats are the main problem, according to members of a team hired to prepare the ship for sailing.

On Monday, two tradesmen from the crew hired to start the engines, check out the onboard equipment and generally make sure the ship is OK, told [The Telegram](#) they are refusing to finish the job.

"We cannot continue," said chief engineer Jan Haave. He said rats have infested the abandoned vessel and are now creating a health risk for him, his fellow workers and anyone else going aboard.

"There's not one rat. There are many," Haave said. "They need to fumigate the vessel."

Haave is one of a three-man team hired out of Miami at a rate of \$5,000 a month (beginning Feb. 23) to ready the ship.

He said, despite the money, he is not willing to simply ignore the wildlife he said he has seen onboard.

"I don't want to come home sick," he said.

Haave said he has come across rat problems before, having been 20 years in his trade and sailing for 40. In those previous cases, exterminators were called in.

This time, he said, he was offered a plane ticket home by the ship's owner.

The Lyubov Orlova was purchased in February by Neptune International Shipping Inc.

The company is based in the British Virgin Islands and owned by Toronto resident Hussein Humayuni.

Humayuni was reached by phone Monday. He had some difficulty with English and, as a result, with responding to questions in English from [The Telegram](#). However, he was clear in conveying that he was attempting to deal with the complaints of a rat infestation.

"We want to do rat off the ship, but we want price of how much," he said.

Humayuni said he had come across this type of problem before with other vessels, but had no idea of how much an extermination service might cost here.

Haave said there are at least three workers, one man from his team and two other men, Russian-speaking tradesmen he does not know, still working on getting the ship in working order.

He said he wants to see the vessel dealt with before it leaves port and, after being unappeased by a

Conversation with Humayuni Monday, said he has notified the Canadian Coast Guard and the United States Coast Guard of the current condition of the vessel.

Haave also said he does not believe he will be paid for the work he has completed here and does not want to leave without a commitment from Humayuni that he will be paid.

He said he will attempt to connect with the International Transport Workers Federation, obtain a lawyer and work to stop the ship from leaving if he feels it is necessary to deal with the rats and his payment.

Meanwhile, St. John's Port Authority president and CEO Sean Hanrahan said there has been no complaint about rats aboard the Lyubov Orlova made to the port authority. With such a complaint, the occupational health and safety division of Labour Canada would take charge, contacting the ship's owner and arranging for an inspection, Hanrahan said.

This is but one more chapter in the saga of the former cruise ship. When the Lyubov Orlova first docked in St. John's in September 2010, its 51-member crew had not been paid in months.

Creditors owed more than \$750,000 on the vessel as of last November.

Approval of the vessel's \$250,000 sale was made last month at a federal court in Montreal. One stipulation was the Lyubov Orlova would leave St. John's before the end of February. The federal court's sheriff for the sale retained the discretion to allow the vessel to stay in port if repairs were necessary.

Once it is able to depart, the ship is destined for the Dominican Republic and will be broken up and sold for scrap.

afitzpatrick@thetelegram.com

Russian ship to leave St. John's for the scrap heap

By Mark Quinn, [CBC News](#)

Posted: Mar 5, 2012 6:07 AM NT

Last Updated: Mar 5, 2012 10:10 AM NT

24

A Russian ship that's been tied up in St. John's for more than a year and a half will be in Newfoundland for a little while longer as its new owners prepare it for its last trip.

The Lyubov Orlova was finally sold last month but the vessel, which has operated as a cruise ship and a research vessel in both the Arctic and the Antarctic, will not be carrying passengers again.

The 35-year-old ship is destined for the Dominican Republic where it will be broken up and sold as scrap.

Its new owner Hussein Humayuni – who hopes the Orlova will ready to leave in mid-March — said he took a chance when he paid \$275,000 for the ship.

"Gambling, you know, If the price of scrap comes up, we can get some profit, If it goes down, we are losers... this is my business... for 45 years," said the Iranian man, who is now living in Toronto.

Many people, especially St. John's Port Authority officials, will be glad to see the Orlova stern limp out The Narrows.

The Lyubov Orlova was seized by Canadian authorities in 2010. Since then, the ship has accrued more than \$200,000 in unpaid berthing fees and deteriorated into a rust bucket that lists badly.

The ship was arrested in St. John's in Sept. 2010 after a creditor put a lien on the vessel. A Russian company, Locso Shipping, owned the 90-metre Orlova.

At the time of the ship's arrest, the Russian-based company owed Cruise North Expeditions \$250,000. The Russian company also owed 51 crewmembers on the vessel more than \$300,000 in wages.

Before it was seized, the Lyubov Orlova was used for adventure tourism trips to northern Labrador. No passengers were on the ship when it was seized.

Lyubov Orlova departure delayed



Published on February 18, 2012

Andrew Robinson

Ship's sale finalized last week

Topics : [Neptune International](#) , [St. John's Port Authority](#) , [St. John's](#) , [British Virgin Islands](#) , [South Pacific Cook Islands](#)

The departure of the MV Lyubov Orlova may not happen before the end of the month, according to the St. John's Port Authority.

It could take six weeks for the vessel to be ready to leave St. John's harbour, according to port authority president and CEO Sean Hanrahan.

"But you don't know what you're going to find, either," he added.

The ship's departure is dependent on how well the engine and electrical system have held up over the last 17 months. Hanrahan said it is possible the ship could be towed from the harbour.

The sale of the vessel to Neptune International Shipping Inc., based in the British Virgin Islands and owned by Hussein Humayuni, was finalized last Friday, according to Hanrahan.

The ship has been docked in St. John's since Sept. 25, 2010 after it was flagged in the South Pacific Cook Islands. Its 51-member crew had not been paid in months, and creditors were owed more than \$750,000 as of last November.

Approval for the vessel's \$250,000 sale was made last month at a federal court in Montreal. One stipulation was that the Lyubov Orlova would leave the harbour before the end of February, but Hanrahan said the federal court's sheriff for the sale has the discretion to allow the owner to keep the vessel in St. John's beyond the end of this month if repairs are necessary.

Hanrahan confirmed the new owner is incurring berthing fees.

The new owner has a crew in place to help make the ship sea-worthy again, said Hanrahan.

Meanwhile, people walking past the ship might notice it's tilting towards the dock. Hanrahan said the Lyubov Orlova has been listing at an angle of between four and five degrees ever since the ship began its prolonged stay in St. John's.

When the port authority was looking after vessel maintenance, Hanrahan said, a professional marine engineer took care of the issue. He said if listing was considered a problem at any point, the bilge water leaking into the vessel was pumped out of the ship.

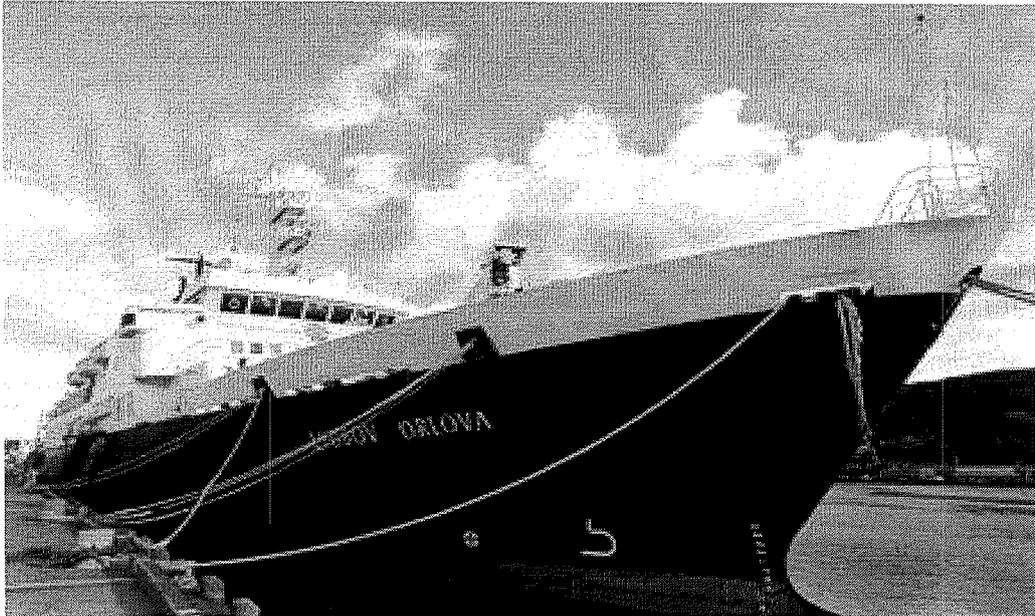
Hanrahan understands from speaking with staff that Humayuni has retained the services of the same marine consultant used by the port authority to monitor the vessel.

Hanrahan said the port authority's marine operations staff briefed Neptune International on maintenance issues as recently as Tuesday.

SeaNews Turkey

Lyubov Orlova finally sold after 2 years

Saturday, 21. Jan. 2012, 22:19 (GMT3)



The saga of a ship that has been docked in St. John's harbour for almost 16 months should soon reach its end, as news spread Thursday of the MV Lyubov Orlova's sale to a buyer based in the Caribbean.

The sale was confirmed to The Telegram by Sean Hanrahan, president and CEO of the St. John's Port Authority.

According to Hanrahan, the sale was made at a hearing in federal court Wednesday in Montreal, with the final price coming in at \$275,000. He said the buyer is based in the Caribbean.

John Andrews, a Newfoundland-based broker who worked on the deal for the buyer, refused to comment on the sale when contacted by The Telegram.

The ship was initially flagged in the South Pacific Cook Islands and has been tied to the docks in St. John's since Sept. 25, 2010. The ship's 51-member crew had not been paid, and is said to be owed \$300,000 plus interest.

The creditors were owed more than \$750,000, according to figures provided by sources who spoke with The Telegram in November. That number has likely risen since then.

Hanrahan said the port authority will lose more than \$100,000 as a result of the sale.

"Even though I'm happy to see her go for the financial, operational, and environmental reasons, we still did lose on the file, because we were the only ones out of all the creditors on this that paid money to maintain the vessel as best we could."

It was the St. John's Port Authority who made a motion in court last fall to allow for the vessel to be sold, with creditors to be paid by the proceeds. The motion was later approved by a Federal Court of Canada judge.

Hanrahan said one condition of the sale is the boat must be removed from the harbour by the end of next month.

"From our perspective, there was a financial risk in that we were losing money on the vessel everyday," said Hanrahan. "There was an environmental risk, because as much as we were maintaining the vessel as best we could, we didn't know how long the vessel would be able to be maintained, and there was an operational risk in that it was using a very high profile, really useful berth in the port that others could use. Those three things were on our mind, so we're really glad (the sale) came to fruition."

Aylmer Gribble, acting sheriff for the Federal Court on the sale of the Lyubov Orlova, could not be reached for comment.

The Telegram

Russian ship tied up in St. John's since 2010 sold

By Mark Quinn **CBC News**

Posted: Jan 18, 2012 9:45 PM NT

Last Updated: Jan 18, 2012 9:43 PM NT

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A Russian ship that's been tied up in St. John's for almost a year and a half has finally been sold and is expected to leave the city's harbour later this winter.

The Lyubov Orlova was seized by Canadian authorities in 2010.

Last November, a federal court appointed Gibson Canada Global Incorporated of Montreal to sell the vessel. An officer of the court told CBC News Wednesday that an offer to buy the vessel has been accepted.

The deal should close next week and the Orlova is expected to leave St. John's by the end of February.

The officer of the court said he could not disclose the amount the vessel was sold for; who has purchased it; or where it will go next.

The ship was arrested in St. John's after a creditor put a lien on the vessel. A Russian company, Locso Shipping, owned the 90-metre Orlova.

At the time of the ship's arrest, the Russian-based company owed Cruise North Expeditions \$250,000.

The Russian company also owed 51 crewmembers on the vessel more than \$300,000 in wages.

The motion to appoint a sheriff to sell the vessel was applauded by the St. John's Port Authority.

The Orlova has accrued more than \$200,000 in berthing fees since it was tied up.

Depending on the purchase price and how much money is left over after prioritized creditors, such as former crewmembers and Gibson Canada are paid, the port authority could recover some of the money it is owed.

Before it was seized, the Lyubov Orlova was used for adventure tourism trips to northern Labrador. No passengers were on the ship when it was seized.

Federal Court



Cour fédérale

Date: 20120118

Docket: T-580-11

Montréal, Quebec, January 18, 2012

PRESENT: Richard Morneau, Esq., Prothonotary

**ACTION *IN REM* AGAINST THE SHIP
M.V. "LYUBOV ORLOVA"
AND *IN PERSONAM* AGAINST THE OWNERS,
CHARTERERS, AGENTS AND ALL OTHERS INTERESTED
IN THE SHIP M.V. "LYUBOV ORLOVA"**

BETWEEN:

ST. JOHN'S PORT AUTHORITY

Plaintiff

and

**M.V. "LYUBOV ORLOVA"
and
THE OWNERS AND ALL OTHERS
INTERESTED IN THE SHIP
M.V. "LYUBOV ORLOVA"
and
LUBOV ORLOVA SHIPPING COMPANY
and
CRUISE NORTH EXPEDITIONS INC.**

Defendants

ORDER APPROVING SALE

UPON reading the Sheriff's Report and Affidavit dated and filed January 13, 2012
seeking approval of the Court to sell the M.V. "LYUBOV ORLOVA";

AND UPON the recommendation of the Acting Sheriff of the Federal Court, Aylmer P. Gribble, contained therein;

AND UPON hearing the representations of the parties;

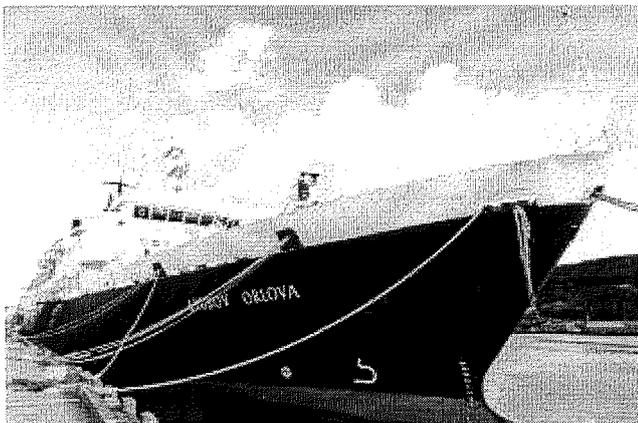
IT IS ORDERED THAT:

1. The Court hereby approves the sale of the ship M.V. "Lyubov Orlova" for the sum of Two Hundred and Seventy-five Thousand Dollars Canadian (\$275,000.00) in accordance with the offer to purchase attached as Schedule "G" to the Sheriff's Report and Affidavit and as Appendix "A" to this Order and otherwise in accordance with the Order for Sale of the Court granted November 14, 2011 including the Sheriff's Terms and Conditions of Sale contained therein.
2. In accordance with paragraph 21 of the Order of this Court granted November 14, 2011, the Plaintiff, the St. John's Port Authority, shall have its full out-of-pocket costs of this motion/petition, including all legal fees and disbursements, incurred by or on behalf of the Plaintiff.

"Richard Morneau"

Prothonotary

The boat that wouldn't float



Published on November 26, 2011

Colin MacLean

Topics : [St. John's Port Authority](#) , [Federal Court](#) , [Global Inc. of Montreal](#) , [Canada](#) , [St. John's](#) , [Newfoundland and Labrador](#)

What is the MV Lyubov Orlova still doing here? It's a question that's been asked many times in the past year, and finally there's an answer.

The vessel has been stranded in a legal quagmire for more than a year. But on Nov. 14, there was some movement in the case.

A Federal Court of Canada judge has approved a motion by the St. John's Port Authority to allow the vessel to be sold and its creditors paid from the proceeds.

The motion passed without objection from any of the creditors.

For the port authority, the court decision is the beginning of the end of the story of the Lyubov Orlova in Newfoundland and Labrador.

And it's about time, said Sean Hanrahan, president and CEO of the St. John's Port Authority.

"The effect on us has been troublesome, but not extreme. That would be probably the best description I can come up with," Hanrahan said in a recent interview.

"We have wanted the vessel gone. No one would want these circumstances to occur in their port," he said.

"When situations are as they are in this case, it's a fairly complicated piece of work because there's a lot of parties involved, there's a lot of creditors involved and the owner can't be located. So it's really a perfect storm of administration and legal manoeuvring to get this vessel sold."

How much the vessel sells for will determine who gets paid.

And the bills have piled up - to more than \$750,000 and counting.

A brief history

The Lyubov Orlova, flagged in the South Pacific Cook Islands, has been tied to the St. John's dock since Sept. 25, 2010, when it was arrested upon arrival. At that time, the crew had not been paid in months and the ship's creditors were tired of waiting for their money.

On Oct. 2, 2010, the mostly Russian crew called a news conference on the wharf and explained their plight. They had no money, were running out of food and had no way to get home. The story garnered national and international attention, especially in Russia and across Canada.

The citizens of St. John's donated food and supplies for the stranded crew. Only a handful of them had the means to pay their own way home, and the Russian government eventually footed the bill for most of them.

The final crewmembers flew home in early December and the ship has been abandoned ever since.

The sale

According to court documents, responsibility for the sale of the former cruise ship, and the acting title of sheriff of the court, has been transferred to Gibson Canadian Global Inc. of Montreal.

"Gibson Canadian is the leader in Canada in the sale of vessels such as this, so if anyone can do it, they can do it," Hanrahan said.

A representative from Gibson Canadian said ship inspectors visited the Lyubov Orlova last week and have completed a preliminary inspection.

Those results were not available, but Hanrahan said that, to his knowledge, the vessel is in rough shape.

"The main thing now is whether or not her engines are working to the point where she can get out of here without undergoing a major repair," Hanrahan said.

"We don't know whether they will or not, to be perfectly honest. But it's a big plus if they do."

There is also a mould issue due to water seepage and some of the pipes burst last winter.

The sheriff's mandate to sell the ship is for 45 days, but can be extended by mutual agreement between the sheriff and the port authority. The court documents also include a provision that the sale of the vessel not include leased or rented equipment still onboard.

Cruise North Expeditions Inc., the former charterer of the ship at the time of its arrest, has been given permission to consult with the sheriff to retrieve any of its property still onboard. If no agreement can be reached between Cruise North and the sheriff, then the cruise company will have to go back to court to get a ruling on its property.

The crew

The 51-member crew, meanwhile, is owed more than \$300,000 plus interest, for past-due wages.

According to maritime law, the crew has priority of payment when the ship is eventually sold. They are represented by the International Transport Workers Federation (ITF), which assumed their power of attorney last year and hired a local lawyer to represent them.

The lives of the former crewmembers have been severely affected by this episode, said Peter Lahay, a national co-ordinator with ITF.

"The crew continue to write to us; quite regularly I hear from the former captain. ... He's still in contact with the full crew and they're hopeful to see their wages," Lahay said.

The St. John's Port Authority and the sheriff are tied for second place on the priority list of creditors.

The sheriff is entitled to be paid for its efforts to sell the vessel and any costs accrued in doing so. The sheriff's cut is the greater of either \$20,000 or two per cent of the sale price.

The port authority

The port authority has been responsible for the ship since the final crewmembers were flown back to Russia.

Hanrahan said the vessel has been accruing berthing costs since it was tied up 14 months ago.

The port authority is owed about \$199,000 overall, and that bill goes up by \$300 for every day the ship is tied to the wharf.

Of that amount, berthage for the ship accounts for the lion's share of the bill, at \$120,000.

The port authority is owed \$70,000 for ensuring the safety of the vessel, which includes having security patrol the area and replacing lines securing it to the dock when necessary.

The ship has listed more than a half-dozen times and every time it happens the port authority hires a company to inspect the vessel and to right it again.

Cruise North Expeditions

Before it was arrested last year, the Lyubov Orlova - owned by Russian-based Locso Shipping - was chartered by Cruise North for adventure tourism trips to the Canadian Arctic.

Cruise North was the first company to put a maritime lien on the vessel, which allowed authorities to arrest the ship. At the time, the owner of the ship owed the tour company more than \$250,000.

Cruise North still has a lien on the vessel, but according to maritime law, its claim is weaker than that of the crew, the port authority and the sheriff, said Dugald Wells, former president of Cruise North.

"We would hope that the ship is sold and the creditors are paid. It remains to be seen how much an auction of the ship would get. ... Cruise North, unfortunately, is a simple trade creditor and, depending on how much money might be obtained by the vessel at auction - after all the various priority claimants are paid, and the court costs are paid and everything else - it remains to be seen how much money will be left," Wells said.

Last year, Cruise North become part of another company, Adventure Canada, and has replaced the Lyubov Orlova with a sister ship. It is still offering Arctic cruises.

cmaclean@thetelegram.com

Federal Court



Cour fédérale

Date: 20111114

Docket: T-580-11

Montréal, Quebec, November 14, 2011

PRESENT: Richard Morneau, Esq., Prothonotary

**ACTION *IN REM* AGAINST THE SHIP M.V. "LYUBOV ORLOVA"
AND *IN PERSONAM* AGAINST THE OWNERS,
CHARTERERS, AGENTS AND ALL OTHERS INTERESTED
IN THE SHIP M.V. "LYUBOV ORLOVA"**

BETWEEN:

ST. JOHN'S PORT AUTHORITY

Plaintiff

and

M.V. "LYUBOV ORLOVA"

and

**THE OWNERS AND ALL OTHERS
INTERESTED IN THE SHIP
M.V. "LYUBOV ORLOVA"**

and

LUBOV ORLOVA SHIPPING COMPANY

and

CRUISE NORTH EXPEDITIONS INC.

Defendants

ORDER FOR SALE

UPON PLAINTIFF'S MOTION for an order pursuant to rule 490 of the *Federal Courts Rules* (the rules), or otherwise, for the sale of the Defendant vessel M.V. "LYUBOV ORLOVA" (referred to variously as the "LYUBOV ORLOVA", the "Vessel" and the "Ship");

AND UPON reading the motion record of the plaintiff and upon hearing the submissions of counsel;

IT IS ORDERED THAT:

1. The vessel M.V. "LYUBOV ORLOVA", presently under arrest in the Port of St. John's, NL, shall be sold by a Sheriff of the Federal Court in accordance with the terms and conditions of this Order.
2. The Vessel shall be sold, as set out below, on an as-is where-is basis with all existing faults, without any allowances for deficiencies or errors of description whatsoever and without any legal or contractual representations or warranties whatsoever but free and clear of all liens and encumbrances. Further, the Vessel shall be sold exclusive of fuel and lubricants and any equipment on lease or rental. Without limitation, prospective buyers shall satisfy themselves as to the condition of the Vessel, the currency of the Vessel's certificate(s) and the status of any equipment on lease or rental. The prospective buyer shall be required to take and pay separately for any unused bunker fuel and lubricants onboard the Vessel.
3. Aylmer Gribble, of Gibson Canadian and Global Inc., Montreal, QC, shall be and is hereby appointed acting Sheriff of the Federal Court (the "Sheriff"). The Sheriff shall be required to promote the sale of the Vessel and seek out potential buyers and, for such purposes, utilize the services of his own brokerage firm/company.

4. The Sheriff is authorized and directed to find prospective buyers for the Vessel and, in consultation with the Plaintiff, to present to the Court, for approval, the highest and best offer in his opinion, attainable at the time, all in accordance with this Order and as set out in the Commission of Sale, a copy of which is attached as Schedule "A" hereto and the Sheriff's Terms and Conditions of Sale, a copy of which is attached as Schedule "B".

5. In determining the highest and best offer attainable, the Sheriff, without limitation, shall have regard to the deteriorating condition of the Vessel together with any and all appraisals of the Vessel and condition surveys of the Vessel. The Sheriff shall be at liberty to commission any further appraisals or surveys deemed necessary or appropriate.

6. As remuneration for services rendered, the Sheriff shall be entitled to a fee which shall be calculated as the greater of \$20,000.00 Canadian or 2% of the eventual sale price of the Vessel, payable \$10,000.00 Canadian on appointment and the balance on delivery of the Vessel to new owners. The said fee shall include, without limitation:
 - i. The services of the Sheriff or his own brokerage firm/company in contacting and prospecting potential buyers either directly or through agents appointed by prospective buyers;
 - ii. Conducting negotiations for the sale and delivery of the Vessel to buyers in consultation with the Plaintiff and the Court where appropriate, including the negotiation of any allowance for commission payable to agents of prospective buyers, if any;
 - iii. Arranging shipboard attendances by potential buyers (subject to the provisions of paragraph 7 below);
 - iv. Drafting Sheriff's and Plaintiff's indemnity papers for signature by potential buyers before boarding the Vessel;

- v. Dealing with any deposit(s) or funds to be held in trust, from time to time, by the Sheriff;
 - vi. Dealing with the balance of the purchase price;
 - vii. Arranging for delivery documentation including a Bill of Sale, protocol of delivery and acceptance, and deletion certificate;
 - viii. Preparation of a statement of Sheriff's taxable costs which shall include but not necessarily be limited to those matters referred to in paragraph 7 below; and
 - ix. Dealing generally with the sale of the Vessel.
7. Sheriff's taxable costs shall be payable in priority from the proceeds of sale and shall include, without limitation, the Sheriff's fee stipulated in paragraph 6 above, together with the following additional fees and expenses, which shall collectively be referred to as the "Selling Costs":
- i. Costs of local agents, if required (such agents to be appointed in the sole discretion of the Sheriff);
 - ii. Costs of "showing" the Vessel to potential buyers;
 - iii. Costs of ensuring that double bottom tanks and fore and aft peak tanks are gas free for man entry along with stand-by emergency equipment;
 - iv. Costs of ensuring adequate shore power is available for light and heat (heat only if expressly requested in writing by the Plaintiff);
 - v. Costs of "arranging" suitable accommodation and transportation to the Vessel in respect of visits by potential buyers but not the actual out-of-pocket expenses of such potential buyers;
 - vi. Disbursements for advertising;
 - vii. Costs of reproduction of plans and photographs;
 - viii. Costs of courier services;

- ix. Costs of survey report(s) and appraisal(s) (actual surveyors and/or appraiser(s) to be appointed in the sole discretion of the Sheriff) deemed necessary or appropriate. Any appraisal(s) shall remain confidential as between the appraiser(s), the Sheriff and the Plaintiff, and the appraisal(s) shall be sealed in an envelope and filed with the Court by the Sheriff, suitably notated, to be opened by the presiding judge or prothonotary at the time of presentation of an offer to the Court for approval;
 - x. Sheriff's travel expenses (if expressly requested in writing by the Plaintiff);
 - xi. Any advances made to the Sheriff by any party in connection herewith; and
 - xii. Any additional commission which may be stipulated in an offer to purchase made by a potential buyer in consultation with the Plaintiff and acceptable to the Court.
8. In the event that the Sheriff requires clarification of the Court as to the extent and coverage of his mandate and Commission of Sale, or any aspect of this Order, including any issue of Sheriff's Taxable Costs, the Sheriff is at liberty to apply to the Court on short notice.
9. Upon appointment, the Sheriff shall prepare a summary of those reasonably anticipated Sheriff's taxable costs as outlined in paragraph 7 above and forward same to the Plaintiff who shall promptly put the Sheriff in funds in such total amount, which funds shall be subject to reconciliation, including refund if appropriate, within 10 days of delivery of the Vessel.
10. Unless otherwise expressly agreed in writing between the Sheriff and the Plaintiff, the Sheriff and/or his own brokerage firm/company, not being in possession of the Vessel, shall in no way whatsoever be responsible for the Vessel, for her safe keeping, for her security, for her maintenance or preservation, for the employment of watchman, for the placing of either hull and machinery and protection and indemnity insurance, for berthage,

or for any other matter not directly related to his mandate and Commission of Sale as specified herein.

11. In the event that the Sheriff is specifically requested to provide any or all of those items or services referred to in paragraph 10 above, the additional, reasonably anticipated Sheriff's taxable costs in such respects shall be dealt with in the same way as those Sheriff's costs referred to in paragraph 7 above.
12. The owner, Plaintiff and any interested party shall provide to the Sheriff copies in their possession, if any, of the Vessel's general arrangement plans, capacity plans, technical documentation concerning the Vessel's main machinery and auxiliaries and classification society certificates, the costs of reproduction of same being a Sheriff's cost payable out of the proceeds of the sale, and all such parties shall provide and/or not impede access to the Vessel to any ship broker, appraiser, surveyor or other person authorized by or on behalf of the Plaintiff or the Sheriff to inspect, survey, appraise and show the Vessel to prospective buyers, their inspectors, surveyors or agents, at any time of day and on any day of the week.
13. The Sheriff shall advertise the sale of the Vessel twice, at a two week interval between advertisements, in a local newspaper in St. John's, NL, as recommended by the Plaintiff. Such advertisement shall include the following information concerning the sales process and the terms of sale:

- (a) The vessel M.V. "LYUBOV ORLOVA" shall be sold in its present condition and location, on an as-is where-is basis with all existing faults, without any allowances for deficiencies or errors of description whatsoever and without any legal or contractual representations or warranties whatsoever but free and clear of all liens and encumbrances. Further, the Vessel shall be sold exclusive of fuel and lubricants and any equipment on lease or rental. Without limitation, prospective buyers shall satisfy themselves as to the condition of the Vessel, the currency of the Vessel's certificate(s) and the status of any equipment on lease or rental. The prospective buyer shall be required to take and pay separately for any unused bunker fuel and lubricants onboard the Vessel;
- (b) Any offer to purchase the Vessel shall be accompanied by a deposit, in Canadian dollars, in the amount of 10% of the offered price, by way of certified cheque or bank draft drawn on or issued by a Canadian chartered bank and made payable to Gibson Canadian and Global Agency Inc. "in trust";
- (c) The sale of the Vessel shall be subject to the approval of the Court, in consultation with the Plaintiff;
- (d) Within seven (7) days of approval of the offer/sale by the Court, the successful buyer shall pay in Canadian dollars by certified cheque or bank draft drawn on or issued by a Canadian chartered bank and made payable to Gibson Canadian and Global Agency Inc. "in trust":
 - (i) the balance of the purchase price of the Vessel; and

- (ii) a sum in respect of bunker fuel and lubricants (if any) calculated in accordance with the Sheriff's Terms and Conditions of Sale;
 - (e) Risk and title to the Vessel shall pass to the buyer on delivery to the buyer of a signed Bill of Sale.
- 14. The Sheriff shall include in the advertisement for sale, a notice to creditors to the effect that:
 - (a) The vessel M.V. "LYUBOV ORLOVA" is under arrest in the Port of St. John's, Newfoundland and Labrador, Canada;
 - (b) Any claim against the vessel M.V. "LYUBOV ORLOVA" by *in rem* creditors and mortgagees must be filed by notice of claim supported by affidavit, in the Federal Court, on or before December 31, 2011, failing which the claim shall be barred; and
 - (c) For further details of the Vessel, her availability for inspection and of the complete Sheriff's Terms and Conditions of Sale as provided for in the Order for Sale of the Vessel dated November 14, 2011 and which are incorporated, by reference, herein, please contact: Aylmer Gribble, Acting Sheriff of the Federal Court, whose address is: Gibson Canadian and Global Agency Inc., One Westmount Square, Suite 711, Montreal, QC, Canada, H3Z 2P9.
- 15. In the event of the sale of the Vessel as approved by the Court, the Sheriff shall be vested with the right to execute a Bill of Sale transferring to the buyer the ownership of the Vessel in the same manner and to the same extent as though the Sheriff was the registered owner thereof, but free and clear of any liens or encumbrances.

16. All reasonable expenses incurred by the Plaintiff from the time the Vessel was placed under arrest in the Port of St. John's, NL, together with those costs and expenses stipulated in paragraph 10 above, if borne by or owing to the Plaintiff, shall be treated the equivalent of Sheriff's Costs. For greater certainty, berthage charges incurred by or on behalf of the Vessel, and owing to the Plaintiff since the Vessel was placed under arrest, shall be treated the equivalent of Sheriff's Costs.
17. Further, for greater certainty, but without limiting the scope of the above paragraph 16, all expenses which are the subject of an Order for Enhanced Priority granted by this Court May 5, 2011, in action T-1527-10 shall be treated as Sheriff's Costs and payable immediately in priority from the proceeds of sale.
18. Rule 490(5) notwithstanding, the Sheriff's account shall be submitted directly to the assessment officer of the Court who shall promptly examine it and issue a certificate authorizing all or such portion of the account as he or she deems appropriate whereupon the amount set out in the certificate shall be payable from the proceeds of the sale, immediately and in priority, to the Sheriff or as the Sheriff may direct.
19. The Sheriff's mandate and commission pursuant to this Order shall extend for a period of 45 (forty-five) days from the date of the appointment of the Sheriff unless extended by mutual agreement of the Sheriff and the Plaintiff. The Sheriff shall use his best efforts and that of his brokerage firm/company to apprise the international markets as to the availability of the Vessel for purchase and to encourage outright firm offers, however, no

minimum price shall be set. At any time during the term of his appointment and following consultation with the Plaintiff, the Sheriff shall be at liberty to seek the approval of the Court of any offer by a competent buyer to purchase the Vessel in accordance with the terms and conditions of this Order.

20. All questions relating to the right of any claimant *in rem* against the vessel or the proceeds of sale and all questions respecting the priority of all *in rem* creditors, not otherwise the subject of this Order, shall be reserved until further order of the Court.
21. Without prejudice to any other claims for costs, the Plaintiff shall have its full out-of-pocket costs, including all legal fees and disbursements, incurred by or on behalf of the Plaintiff in bringing the Vessel to sale to the benefit of all creditors, including such out-of-pocket costs of the Plaintiff on this motion and that of the Plaintiff's motion for Enhanced Priority granted May 5, 2011 in action T-1527-10, all of which shall be taxable by an Assessment Officer of this Court and payable as Sheriff's Costs out of the proceeds of sale of the Vessel, and a copy of this Order shall be placed in Court File No. T-1527-10.

“Richard Morneau”

Prothonotary

SCHEDULE "A" TO ORDER OF SALE DATED NOVEMBER 14, 2011

Docket: T-580-11

**ACTION *IN REM* AGAINST THE SHIP M.V. "LYUBOV ORLOVA"
AND *IN PERSONAM* AGAINST THE OWNERS,
CHARTERERS, AGENTS AND ALL OTHERS INTERESTED
IN THE SHIP M.V. "LYUBOV ORLOVA"**

BETWEEN:

ST. JOHN'S PORT AUTHORITY

Plaintiff

and

M.V. "LYUBOV ORLOVA"

and

**THE OWNERS AND ALL OTHERS
INTERESTED IN THE SHIP
M.V. "LYUBOV ORLOVA"**

and

LUBOV ORLOVA SHIPPING COMPANY

and

CRUISE NORTH EXPEDITIONS INC.

Defendants

COMMISSION OF SALE

TO Aylmer Gribble, Gibson Marine Services Limited, Montreal, QC, Acting Sheriff of the
Federal Court:

WHEREAS this Court has ordered that the ship M.V. "LYUBOV ORLOVA" be sold;

YOU ARE DIRECTED to cause the ship M.V. "LYUBOV ORLOVA" to be sold for the highest and best price attainable at the earliest possible date having regard to the deteriorating condition of the ship and any further appraisals and/or condition surveys of the ship deemed necessary or appropriate by you.

YOU ARE FURTHER DIRECTED to find prospective buyers and for such purposes utilize the services of your own brokerage firm/company and, in consultation with the Plaintiff, present to this Court, for approval, the highest and best offer attainable.

YOU ARE FURTHER DIRECTED, as soon as the sale has been completed, to pay the proceeds thereof into Court and to file the certificate of appraisal and an account of the sale signed by you, together with this commission.

Montréal, Quebec, November _____, 2011.

Issued by: _____
(Designated Officer)

Address of local office: _____

This commission was issued at the request of, and inquiries may be directed to:

SMITH LAW OFFICES
Solicitors for the Plaintiff, St. John's Port Authority
The Law Chambers, 2nd Floor
263 Duckworth Street
St. John's, NL A1C 1G9
Per: Jamie M. Smith, Q.C.
Telephone # 1-709-753-1306
Facsimile # 1-709-753-1344

SCHEDULE "B" TO ORDER OF SALE DATED NOVEMBER 14, 2011

Docket: T-580-11

**ACTION *IN REM* AGAINST THE SHIP M.V. "LYUBOV ORLOVA"
AND *IN PERSONAM* AGAINST THE OWNERS,
CHARTERERS, AGENTS AND ALL OTHERS INTERESTED
IN THE SHIP M.V. "LYUBOV ORLOVA"**

BETWEEN:

ST. JOHN'S PORT AUTHORITY

Plaintiff

and

M.V. "LYUBOV ORLOVA"

and

**THE OWNERS AND ALL OTHERS
INTERESTED IN THE SHIP
M.V. "LYUBOV ORLOVA"**

and

LUBOV ORLOVA SHIPPING COMPANY

and

CRUISE NORTH EXPEDITIONS INC.

Defendants

SHERIFF'S TERMS AND CONDITIONS OF SALE

SUBJECT MATTER OF SALE

1. In these terms and conditions the expression "the Ship" means the Ship agreed to be sold with everything on board belonging to her but excluding any equipment on lease or rental (see clause 13).
2. The Buyer shall take and pay for any bunker fuel and lubricants remaining on board the Ship in accordance with clauses 5, 6 and 7.

BASIS OF SALE

3. The Buyer undertakes that, in making any offer, the buyer has not relied upon any information which may have been given by or on behalf of the Sheriff of the Federal Court and that the buyer has relied solely upon the buyer's own inquiries and/or inspection. The Buyer must make its own inquiries and arrangements as to services such as navigation, communications facilities, power, etc.
4. The Ship is sold as lying at the date of sale with all its faults and errors of description whatsoever. The Buyer shall not be entitled to reject the Ship nor to any damages or diminution in price, by reason of any fault of or in the Ship, including latent defects, or any error of description whatsoever.
5. Payment shall be made by the Buyer in Canadian Dollars to the Sheriff of the Federal Court in accordance with the Sheriff's directions as to venue and as follows:
 - (a) any offer to purchase the Vessel shall be accompanied by a deposit, in Canadian dollars, in the amount of 10% of the offered price, by way of certified cheque or bank draft drawn on or issued by a Canadian chartered bank and made payable to Gibson Canadian and Global Agency Inc. "in trust";
 - (b) within seven (7) days of approval of the offer/sale by the Court, the successful Buyer shall pay in Canadian dollars by certified cheque or bank draft drawn on or issued by a Canadian chartered bank and made payable to Gibson Canadian and Global Agency Inc. "in trust":
 - (iii) the balance of the purchase price of the Vessel; and
 - (iv) a sum in respect of bunker fuel and lubricants (if any) calculated in accordance with clause 6.
6. The sum (if any) payable in respect of unused bunker fuel and lubricating oil shall be calculated by reference to:
 - (a) the quantities (if any) remaining on board unused at noon on the day seven (7) days after the approval of the offer by the Court or the day of the final payment whichever shall be the earlier; and
 - (b) the current market prices ruling in the Port of St. John's, NL, where the Ship is lying.

The quantities and prices shall be determined by the Sheriff of the Federal Court or his agent.

DELIVERY

7. On completion of the payments referred to in clause 5, the Sheriff shall give and the Buyer shall take immediate delivery of the Ship (together with the Ship's bunker fuel and lubricating oil), if any.
8. If the Buyer requires delivery of the Ship to an Agent, such Agent shall produce the Buyer's written authority to that effect, signed by the Buyer and addressed to the Sheriff.
9. On delivery the Buyer shall have the Sheriff's Bill of Sale for the Ship, together with any documents belonging to the Ship, which are in the Sheriff's possession.
10. On delivery the Buyer shall forthwith appoint a local agent in the Port of St. John's and give written notice of such appointment and the name of such agent to the St. John's Port Authority.

RISK

11. The Ship shall be at the Buyer's risk from the time when the payments referred to in clause 5(b) are made or become due, whichever is earlier, and from that time all expenses relating to the Ship, including berthage and other dues, shall be for the Buyer's account.

DEFAULT OF BUYER

12. If the Buyer is in default in making any of the payments referred to in clause 5, or is in any other respect whatsoever in breach of any of these terms and conditions, the Sheriff may exercise all or any of the following rights:
 - (a) by notice in writing rescind the contract and/or sale;
 - (b) if the Buyer has made the payment referred to in clause 5(a) declare it to be forfeited to the Sheriff;
 - (c) resell the Ship by public or private sale or otherwise;
 - (d) recover from the Buyer all losses, damages, costs and expenses caused by the Buyer's default including, in the event of such resale, any loss suffered as a result thereof;
 - (e) if the Buyer has made any further payments additional to that referred to in clause 5(a), retain in satisfaction or part satisfaction of the right of recovery given by sub-clause (d) above the whole or part of such further payments but without prejudice to any other means of enforcing such right.

EQUIPMENT ON LEASE OR RENTAL

13. If any equipment of any kind on board the Ship is on lease or rental, it shall not be included in the sale but the Buyer shall make its own arrangements in respect of such equipment with its Owners, and if the Buyer fails to do so the Buyer shall indemnify the Sheriff in respect of any claims arising from such failure.

We (buyer's name)

of (address)
(phone)
(e-mail)

Whose agent(s) in Canada (if using an agent to lodge the bid) is/are (agent's name)
of (agent's contact details)

hereby offer to purchase at the price of (currency) (figure)

say (price in words)

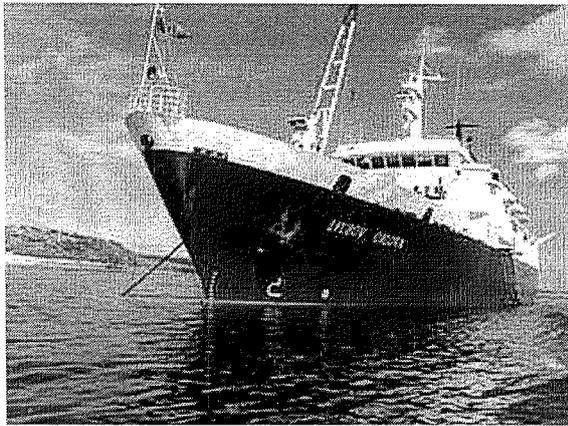
the M.V. **LYUBOV ORLOVA** now lying at Pier 8, in the Port of St. John's, NL, Canada and at present under arrest of the Federal Court of Canada.

This offer to purchase the said M.V. **LYUBOV ORLOVA**, on the terms of the Sheriff's Terms and Conditions of Sale above, shall remain open for 7 business days after the date appointed for receiving offers. We recognize that the Sheriff of the Federal Court is not bound to accept the highest or any offer.

Signed:

Dated:

Witnessed:



Concern Over Abandoned Arctic Cruise Ship

Ship out of fuel, crew unpaid for months...

Be the first of your friends to recommend this.

The ITF is expressing deep concern over the abandonment of the Lyubov Orlova in St Johns, Newfoundland, Canada.

Eight crew remain on board after the ship was arrested in October by the ITF, with an outstanding wage claim of more than \$300,000 (now \$375,000).

The vessel, registered in the Cook Islands, was chartered by Canadian company Cruise North, for cruises into the Arctic. The owner claimed to have a buyer lined up, but confirmed he would be abandoning the ship last week.

ITF inspector Gerard Bradbury has been helping the crew in their claim, and says they are facing extreme hardship as a result of the abandonment. The ship has run out of fuel, and the seafarers are only able to use an emergency generator for part of the day. The seafarers are surviving with help from the local community, and will shortly be repatriated.

"Many of the crew have worked on this ship for eight years or more," said Bradbury.

"They flagged up the non-payment of wages back in June, but no action has been taken. It's unacceptable that seafarers should have to bear the brunt of the

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abandonment,"

The ITF is also very concerned about the safety and security of the Arctic environment: older, run-down FOC vessels could put this delicate habitat at risk.

Source: ITF

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Editorial contact: editor@shippingtimes.co.uk

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Stranded Russians poised to leave St. John's

Last Updated: Thursday, November 4, 2010 | 8:04 PM NT

The Canadian Press



The cruise

ship Lyubov Orlova was arrested by Canadian authorities when it arrived in St. John's in September. (Courtesy of Dean Porter)

Workers aboard a popular Arctic cruise ship who've been stranded in St. John's since authorities seized the vessel six weeks ago in will be heading home to Russia starting Saturday.

Local residents have donated everything from food to clothes to cigarettes to help crew members who are owed months of back wages.

Their ship is named the Lyubov Orlova for the beloved Russian actress who is perhaps best known for her work in the 1934 comedy, *Jolly Fellows*.

But the International Transport Workers Federation says there's nothing funny about how the ship's former Russian owner failed to pay 52 crew members about \$340,000 in wages.

The 50 Russian workers and two Ukrainians are to be paid as part of ongoing negotiations for the sale of the 122-passenger vessel to a Norwegian company, federation inspector Gerard Bradbury said Thursday.

Not paid since spring

Workers have been toiling without payment since June, and some since April, he said. The crew, aged 20 to 60, includes about 15 women — many of whom are in their early 20s and had never worked on a ship before.

Their plight has been big news in Russia, where the government has offered to fly workers home starting with a group of 27 who are to leave Saturday. The rest are needed to maintain the ship, said Capt. Alexander Pokhilets.

Six workers already flew home at their own expense, while two jumped ship to seek asylum in Canada, Bradbury said. A man in his 60s who was suffering from a heart condition was recently flown home to Ukraine.

Not impressed with company

Bradbury said he isn't impressed with the Inuit company, Cruise North Expeditions, that has chartered the ship for trips to the Arctic and Labrador over the last several years. It continued to accept passengers on the vessel through the summer cruising season even though the crew wasn't being paid, he said.

"They may not have any legal responsibility, but they should have a moral one to step in."

Canadian authorities seized the ship on Sept. 25 as part of a separate legal action launched by Cruise North Expeditions. The Canadian company is trying to recoup the cost of a cruise it had to cancel because of technical issues with the ship, Bradbury said.

In an emailed statement, Cruise North Expeditions said it's not "responsible for the crew's wages and the timely pay of those wages."

Still, the company said it "collects gratuities for the crew, which are a significant portion of the crew's total compensation, from our guests." The money is to be split among workers.

Bradbury said crew members on the Lyubov Orlova were contracted to work 320 hours a month for a monthly wage of \$800 to \$1,000 US. On other cruise lines, workers get even less, he said.

"Many of the tipping staff are paid very little, if anything, and they're dependent on the handouts by the passengers that are taking these cruises."

Svetlana Shabanova, 39, walked through the ship's deserted bar Thursday, its walls hung with photos of the actress Orlova in her heyday. She headed down an echoing hallway, its public address system blaring crew announcements in Russian, and headed for the back deck overlooking Signal Hill.

Shabanova has worked on cruise ships around the world for 12 years and has never had an experience like this one, she said.

"He's a very good and professional captain," she said of Pokhilets, whom she credits for running a tight, well-managed ship under the circumstances.

"With another person, the situation might have been very different."

Shabanova said she hasn't been paid since June and just wants to get home to Novorossiysk, a port city on the Black Sea in southern Russia.

"My family, my parents, my sister, brother, my nephews, my friends ... everybody is waiting for me."

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Russian cruise-ship crew approaching six weeks in limbo

Published jeudi, nov.. 04, 2010 04:18PM EDT

Last updated jeudi, nov.. 04, 2010 04:18PM EDT

Workers aboard a popular Arctic cruise ship have been stranded for almost six weeks since the vessel was seized in St. John's, N.L.

The International Transport Workers Federation says the Russian owner of the ship owes \$340,000 in wages to 52 crew members, most of whom are Russian.

Workers are to be paid as part of continuing negotiations to sell the vessel Lyubov Orlova to a Norwegian company.

Canadian authorities seized the ship on Sept. 25 as part of a separate legal action launched by Cruise North Expeditions.

Union spokesman Gerard Bradbury says some crew members haven't been paid since April, others since June.

Their plight has been a big story in Russia, where the government has offered to fly crew members home starting Saturday.

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Russian ship stranded in N.L. is sold

Last Updated: Monday, November 1, 2010 | 6:43 AM NT

CBC News



The

Russian-owned cruise ship Lyubov Orlova was seized by Canadian authorities when it arrived in St. John's Sept. 25. (Courtesy of Dean Porter)

A Russian ship that has been stranded in St. John's since Sept. 25 was sold to a Norwegian company on Saturday.

The Lyubov Orlova was seized by Canadian officials because its owner, Oleg Ulianchenko, owes hundreds of thousands of dollars to a Canadian company.

The International Transportation Workers Federation has been trying to assist the 50 Russian and Ukrainian sailors to get the \$350,000 in back wages that they are owed and then get them back home.

Federation spokesman Gerard Bradbury said he's optimistic that will happen soon.

"The new owner would like to have the ship in Europe as soon as possible so hopefully negotiations will move at a very quick pace," Bradbury said.

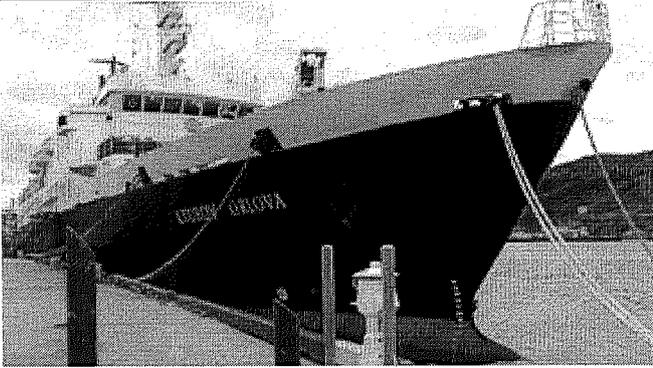
The union and the new owner have committed to working through the weekend to get the deal completed.

Sailors stranded in N.L. to get update today

More than 50 Russian, Ukrainian crew members stuck since September

Last Updated: Friday, October 29, 2010 | 10:51 AM NT

CBC News



This Russian cruise ship Lyubov Orlova has been held in St. John's since late September, leaving more than 50 Russian and Ukrainian sailors stranded in the city. (Glenn Payette/ CBC)

An update is coming Friday for more than 50 Russian and Ukrainian sailors stranded in St. John's since late September, according to a union that is trying to help them get home.

The crew members have been waiting in the city for help since Sept. 24 when the cruise ship they were working on was arrested by Canadian authorities.

Canadian officials seized the Lyubov Orlova because its owner, Oleg Uliyanchenko, owes hundreds of thousands of dollars to a Canadian company.

He also owes crew members more than \$300,000 in wages.

International Transportation Workers Federation representatives in Canada have been trying to help the sailors get their wages. The union said it would update the sailors' situation on Friday.

Crew members have been relying on local donations to get by.

More than a week ago, a member of the crew told CBC News the vessel's owners told some crew members that the ship may soon be sold.

The Lyubov Orlova was used during the summer for adventure tourism trips to northern Labrador.

No passengers were on the ship when it was seized.

Possible sale for stranded Russian ship

Last Updated: Tuesday, October 19, 2010 | 2:29 PM NT

CBC News



This Russian cruise ship has been held in St. John's since late September. (Glenn Payette/ CBC)

The owner of a Russian cruise ship stranded in St. John's says he has found a buyer for the vessel, according to crewmembers.

The Luybov Orlova was arrested by Canadian officials on Sept. 24 because its owner, Oleg Uliyanchenko, owes hundreds of thousands of dollars to a Canadian company.

"He told us that he find somebody and they make deal," crewmember Antone Federovsky said.

More than 50 people who work on the ship have been living on the ship in St. John's for more than three weeks. They told CBC News they haven't been paid for five months.

A group helping the 49 Russian and two Ukrainian crewmembers hopes the boat will be sold. It says the money from the sale should go towards paying more than \$300,000 in back wages that crewmembers are owed.

But the national co-ordinator for the International Transportation Workers Federation said Uliyanchenko didn't mention the pending sale last time he spoke with him.

"He asked us 12 days ago to give him 10 to 12 days to sort out some additional financing. He has been silent," said Peter Lahay.

Lahay said the Federation's next step is to call for the vessel to be auctioned off.

"We'll be seeking an order to arrest the vessel and appoint an admiralty marshall for the sale of the ship," he said.

The Lyubov Orlova was used during the summer for adventure tourism trips to northern Labrador.

No passengers were on the ship when it was arrested.

Marins bloqués et bouleversés

Mise à jour le vendredi 8 octobre 2010 à 15 h 48 HAE



Le Lyubov Orlova dans le port de Saint-Jean. Photo : Glenn Payette/CBC

Les 51 membres d'équipage d'un bateau russe, le Lyubov Orlova, sont bloqués dans le port de Saint-Jean, à Terre-Neuve, depuis le 25 septembre.

Les 51 membres d'équipage d'un bateau russe bloqués depuis deux semaines à Terre-Neuve en raison de problèmes financiers commencent à s'impatienter.

Ce brise-glace de 100 mètres d'envergure se spécialise dans les croisières dans l'Arctique. Son propriétaire doit 250 000 \$ à l'entreprise canadienne qui a affrété ce bateau. Par conséquent, les autorités canadiennes ont ordonné au Lyubov Orlova de rester à quai.

Svetlana Zhobana, qui travaille depuis 12 ans à bord de ce bateau, affirme qu'elle n'avait jamais rien vu de pareil. Elle dit que tout l'équipage est bouleversé. Elle ajoute que leurs proches, en Russie, s'inquiètent beaucoup pour eux, qu'ils n'ont pas reçu de salaire depuis des mois et qu'ils commencent également à manquer de nourriture.

Depuis quelques jours, l'Armée du Salut à Saint-Jean fournit des vivres aux membres d'équipage. Gerard Bradbury de la Fédération internationale des ouvriers du transport, tente également de les aider. Il déplore que les autorités russes abandonnent leurs citoyens.

Cependant, Igor Girenko, conseiller à l'ambassade russe à Ottawa, défend son pays. Il soutient que des discussions sont en cours entre les autorités russes et canadiennes. Selon lui, les membres d'équipage bloqués à Saint-Jean devraient bientôt pouvoir rentrer chez eux.

Stranded Russians appeal to Canadian court

Russian government to investigate case

Last Updated: Friday, October 8, 2010 | 10:54 AM NT

CBC News



This Russian vessel has been tied up in St. John's since Sept. 25. (Glenn Payette/CBC) The union that's helping a Russian and Ukrainian cruise ship crew stranded in St. John's said it's going to court to fight for the wages they are owed.

The 51 crewmembers of the cruise ship Lyubov Orlova have been stuck in St. John's since Sept. 25.

The Lyubov Orlova was used during the summer for adventure tourism trips to northern Labrador but no passengers were on the ship when it was seized in late September because the vessel's owner owes more than \$250,000 to a Canadian company.

A union helping the crewmembers said Thursday that it's going to court because the vessel's owner also owes the crew about \$300,000 in wages.

"Under Canadian law, hopefully, the crew will come first and foremost with trying to secure their wages," said Gerard Bradbury, of the International Transportation Workers Federation.

Bradbury said the union will file an application in St. John's to the Federal Court of Canada.

On Thursday evening, Bradbury received word that the Russian government has instructed its consulate in Ottawa to investigate the case.



Lyubov Orlova crewmember Svetlana Shabanova said people

in St. John's have been good to the stranded crew. (Glenn Payette/ CBC)"It is a terrible situation. I've worked on the ships for 12 years, and this happen the first time in my life, and I hope the last time," said crewmember Svetlana Shabanova.

She said waiting in limbo for weeks has been difficult.

"Everybody's upset, of course. Our families in Russia, they're worried about us but we still hope everything will be good as soon as possible," Shabanova said.

Salvation Army marches in for Russians in St. John's

Last Updated: Tuesday, October 5, 2010 | 8:06 AM NT

CBC News

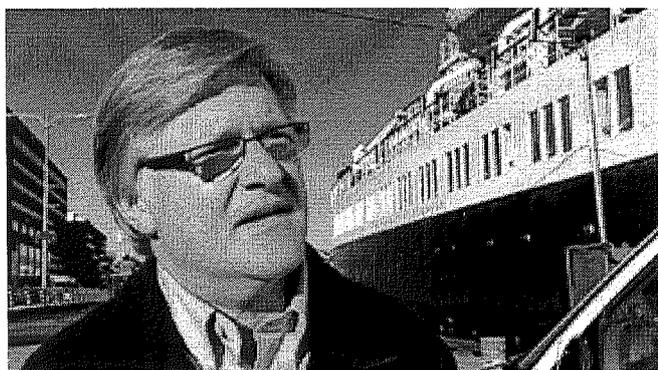


The

Russian-owned cruise ship Lyubov Orlova was arrested by Canadian authorities when it arrived in St. John's September 25. (Courtesy of Dean Porter) The Salvation Army has stepped in to help dozens of Russian and Ukrainian crewmembers stranded on a ship that was arrested in St. John's.

The Lyubov Orlova has been tied on in the city's harbour since Sept. 25. Its owner owes a quarter of a million dollars to the Canadian company that chartered it.

The more than 50 crewmembers haven't been paid in months, and now that Canadian authorities are holding the vessel, they have no way home, little money and not much food.



Salvation Army Maj. Ken Percy said Russian officials asked his church for help. (CBC) Salvation Army Maj. Ken Percy said Russian officials asked his church for help. "We were able to deliver a van load of fresh produce, meats, eggs, and products for the ladies that are on board. About 20 women aboard right now as well," he said.

Before the van arrived, crewmembers were limited to tea and bread in the morning. Salvation Army Maj. Dawnette Percy said the group is trying to find a doctor and dentist willing to go onboard and help the crew.

"Depending on how long the ship is actually in the harbour, and how long the crew are here, then we'll just determine what they need," she said. "And the Salvation Army will be there to meet their need."

An unnamed crewmember told CBC News that he's grateful.

"Thank you very much, very good support and very good cooperation, very good understanding between Russian and Canadian people," he said.

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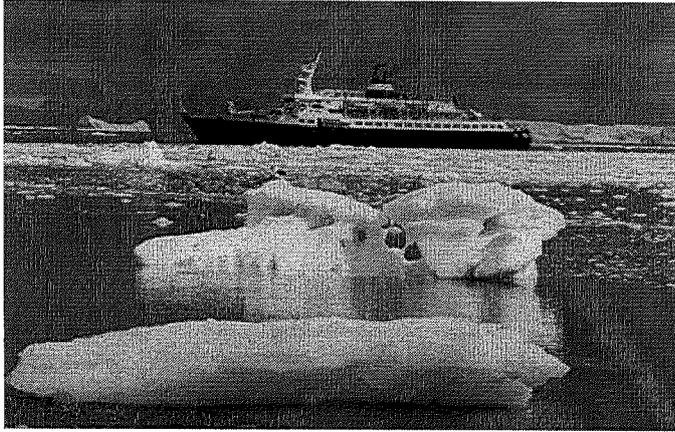
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LYUBOV ORLOVA Detained — Updated

Posted on Friday, October 1, 2010 by Martin Cox

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MV LYUBOV ORLOVA in 2008. Photo Jerzy Strzelecki cc-by-3.0 or GFDL

The 1976-built expedition ship MV LYUBOV ORLOVA was placed under arrest when it arrived at St. John's, Newfoundland in Canada last week. The Russian registered ship, with 49 Russian and two Ukrainian crew members on board but no passengers, "was seized following a suit by a haulage contractor over a \$251,000 debt," Pyotr Osichansky of the International Transport Workers Federation told the Russian Information Agency Novosti. The crew, it appears, has not been paid in five months and the Russian Foreign Ministry spokesman Andrei Nesterenko told the Voice of Russia, "The fear is that if the debt is not paid off, the ship will be auctioned off." The MV LYUBOV ORLOVA is named after the first recognized star of Soviet cinema, famous theatre actress and a gifted singer born in 1902 who came to fame in the mid 1930s.

Update: October 31, 2010:

Still stranded in St. John's since September 25, MV LYUBOV ORLOVA was reported sold to an unnamed Norwegian company. The International Transportation Workers Federation has been attempting to assist the 50 Russian and Ukrainian crews to get the CAN\$350,000 in back pay and then return them to their homes. The new Norwegian owners plan to have the ship in Europe soon and the ITWF and the owner are committed to finding a solution.

Update: February 18, 2012: MV LYUBOV ORLOVLD sold at auction "as is" at St. Johns, Canada where she arrived October 2010 under arrest. The buyers are described as being Caribbean based – price US\$275,000.

Additional information from Maritimematters's Shawn Dake: The ship has reportedly been sold to undisclosed buyers based in the Caribbean for \$275,000. Since the vessel had \$750,000 in debt claims some creditors will undoubtedly be taking on loss. The deal was brokered by Gibson Canadian Global of Montreal, P.Q. Canada. The ship had been Russian owned but was chartered to Cruise North Expeditions who are reportedly owed \$250,000 of the debt sum. Cruise North plans to operate three voyages in 2012 to the Canadian Arctic region with the former sister ship CLIPPER ADVENTURER ex ALLA TARASOVA, built in 1975. It will be interesting to see where this attractive mini-liner next turns up.

[Translate]

No related posts.

Dozens of Russians stranded in St. John's

The vessel they were working on was arrested by Transport Canada

Last Updated: Thursday, September 30, 2010 | 4:11 PM NT

CBC News



The

Russian-owned cruise ship Lyubov Orlova enters the Narrows into St. John's, where it was placed under arrest. (Courtesy of Dean Porter)

Dozens of Russian and Ukrainian crewmembers from a cruise ship are stranded in St. John's because the owner of the ship owes \$250,000 to the Canadian company that chartered it.

Canadian officials placed the Russian-owned ship Lyubov Orlova under arrest when it arrived in St. John's five days ago.

Crewmembers, who have been living on the ship in St. John's, told CBC News they haven't been paid for five months.

"I am a little angry because I have a credit on my house and most of the crew have credits on houses in our country," said Russian Anton Fyederovski, the ship's third mate. "There will be a lot of trouble with banks at home, yes."

The Lyubov Orlova was used during the summer for adventure tourism trips to northern Labrador.

No passengers were on the ship when it was arrested.

There are 49 Russians and two Ukrainians working on the vessel.

MV *Lyubov Orlova*

From Wikipedia, the free encyclopedia

MV Lyubov Orlova is a 1976 Yugoslavia-built ice-strengthened Mariya Yermolova class cruise ship. Once known for Antarctic cruises, the ship made headlines after it was abandoned dockside in St. John's, Newfoundland and then became a floating derelict in the North Atlantic Ocean in 2013.^[3]

Contents

- 1 History
- 2 Incidents
- 3 References
- 4 External links

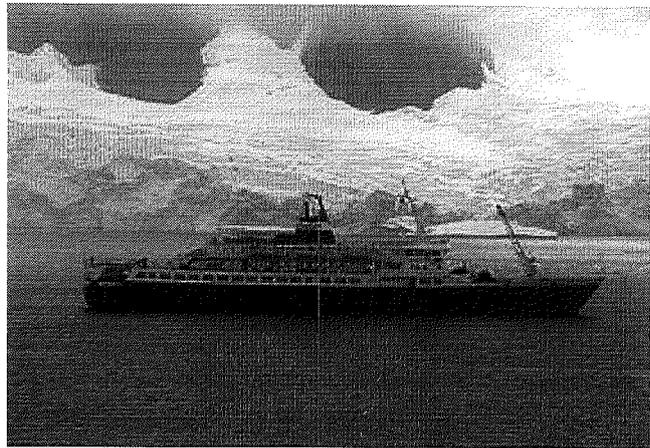
History

Lyubov Orlova is named after Russian film star Lyubov Orlova. The ship was built for the Soviet Union based Far East Shipping Company.^[4] She served as an expedition cruise ship, like her equally unlucky sister *MV Clipper Adventurer*. Her hull is built to withstand impacts with ice, and she often sailed in Antarctica and other polar regions.^[5]

Lyubov Orlova was refurbished in 1999 and underwent extensive renovations in 2002. She was chartered by Quark Expeditions for the Antarctic^[6] and Cruise North Expeditions (<http://www.cruisenorthexpeditions.com>) for the Arctic.

Incidents

Lyubov Orlova ran aground at Deception Island on 27 November 2006.^[7] She was towed off by Spanish Navy icebreaker, *Las Palmas* and made her own way to Ushuaia.

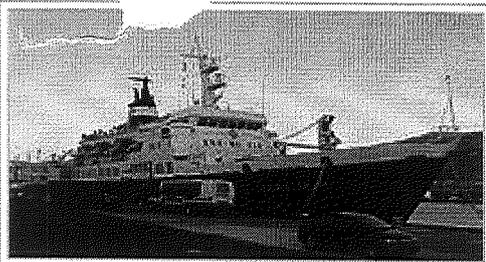


Lyubov Orlova seen from Petermann Island.

Name:	<i>MV Lyubov Orlova</i>
Owner:	Lubov Orlova Shipping Co Ltd, Malta & Novorossiysk
Port of registry:	1976–1992: Vladivostok, Soviet Union 1992–1999: Vladivostok, Russia 1999–2013: Avatiu, Cook Islands
Builder:	Brodogradiliste 'Titovo', Kraljevica, Yugoslavia (now Croatia)
Yard number:	413
Launched:	1975
In service:	1976
Out of service:	February 2012, to be broken up ^[1]
Identification:	Callsign E5U2246 IMO number: 7391434 MMSI: 518296000 (http://www.marinetraffic.com/ais/shipdetails.aspx?mmsi=518296000)
Status:	Arrested in Newfoundland, sold to Neptune International Shipping, February 2012, to be broken up ^[2]

General characteristics

Tonnage:	4,251 gross tons
Length:	295 ft (90 m)
Beam:	53 ft (16 m)
Draught:	15 ft (4.6 m)
Ice class:	L3



Lyubov Orlova derelict dockside in St. John's, 2012

In	Installed	5280bhp
	power:	
	Propulsion:	twin screw
	Speed:	11 knots
	Capacity:	110 passengers
	Crew:	70 (maximum)

September 2010, *Lyubov Orlova* was seized at St John's, Newfoundland due to debts of US\$251,000^[8] owed to the charterer, Cruise North Expeditions, from a cancelled cruise due to faults with the ship. In addition, the 51 crew members had not been paid in five months.^[9] *Lyubov Orlova* is no longer listed on the Quark Expeditions website.^[10]

As of January 28, 2013 the *Lyubov Orlova*, has been drifting slowly eastward off the southeastern end of the Avalon Peninsula in Canada. The derelict vessel had been tied up in St. John's harbor for over two years and was being towed to the Dominican Republic to be scrapped. The tug *Charlene Hunt*, owned by American tug operator Hunt Marine, was initially contracted to tow the ship south to the Dominican Republic. Just one day after leaving the dock, the tow rope broke. The crew of the tugboat tried unsuccessfully to reconnect the line hampered by 35 kilometers an hour winds and three metre waves.

On February 1, 2013, Transport Canada announced that the offshore supply vessel, *Atlantic Hawk*, with a 157 tonne continuous bollard pull rating, had successfully gained control of the drifting ship was no longer a risk to oil and gas operations in the region. *Atlantic Hawk* was under contract by Husky Energy and was tasked to regain control of the drifting vessel.

As of February 4, 2013, in response to fears of a possible collision with oil and gas installations off eastern Canada, *Lyubov Orlova* was secured by the *Atlantic Hawk* anchor handler on the 31st of January however, after the ship drifted into international waters, Transport Canada decided to cut her loose. "The *Lyubov Orlova* no longer poses a threat to the safety of offshore oil installations, their personnel or the marine environment. The vessel has drifted into international waters and given current patterns and predominant winds, it is very unlikely that the vessel will re-enter waters under Canadian jurisdiction," the department said in a statement. Safety concerns were cited by Transport Canada in their reason to not pursue a salvage operation to retrieve the ship.

The ship was located on February 4 at approximately 250 nautical miles east of St. John's, NL (approximately 50 nautical miles outside Canada's territorial waters) and drifting northeasterly. If left alone she could end up almost anywhere from the Norwegian arctic, to western Africa, or stuck in the middle of the North Atlantic Gyre. Transport Canada reiterates that the owner of the vessel remains responsible for its movements, and they note that measures have been taken to monitor the position of the drifting ship.^[citation needed]

References

- ¹ ^ Equasis (<http://www.equasis.org/EquasisWeb/restricted/ShipList?fs=ShipSearch>)
- ² ^ Equasis
- ³ ^ Tu Thanh Ha, "Cruise ship without crew abandoned in stormy North Atlantic", *The Globe and Mail*, Feb. 3 2013 (<http://www.theglobeandmail.com/news/national/cruise-ship-without-crew-abandoned-in-stormy-north-atlantic/article8156758/>)
- ⁴ ^ "Lyubov Orlova" (<http://ch4n.com/blog/?p=26>) . <http://ch4n.com/blog/?p=26>. Retrieved 7 May 2011.
- ⁵ ^ "Lyubov Orlova" (<http://www.adventuresmithexplorations.com/accommprofile.php/d/antarctica/accid/170>) . Adventure Smith Explorations. <http://www.adventuresmithexplorations.com/accommprofile.php/d/antarctica/accid/170>.
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7. ^ "Derelict Ship MS Lyubov Orlova Runs Aground Needing Rescue In Antarctica" (http://www.cruisebruisse.com/Lyubov_Orlova_runs_ground_nov_27_2006.html) . CruiseBruise. http://www.cruisebruisse.com/Lyubov_Orlova_runs_ground_nov_27_2006.html. Retrieved 7 May 2011.
8. ^ Martin Cox (1 October 2010). "Lyubov Orlova Detained — Updated" (<http://maritimematters.com/2010/10/lyubov-orlova-detained/>) . Maritime Matter: Shipping News. <http://maritimematters.com/2010/10/lyubov-orlova-detained/>. Retrieved 7 May 2011.
9. ^ "Dozens of Russians stranded in St. John's" (<http://www.cbc.ca/canada/newfoundland-labrador/story/2010/09/30/nl-vessel-arrest-930.html>) . CBC News. 30 September 2010. <http://www.cbc.ca/canada/newfoundland-labrador/story/2010/09/30/nl-vessel-arrest-930.html>. Retrieved 7 May 2011.
10. ^ "Expedition ships" (<http://www.quarkexpeditions.com/our-ships>) . Quark Expeditions. <http://www.quarkexpeditions.com/our-ships>. Retrieved 7 May 2011.

External links

- Derelict cruise ship now under tow by Atlantic Hawk (<http://www.cbc.ca/news/canada/newfoundland-labrador/story/2013/01/30/nl-orlova-not-a-problem-hibernia-01-30.html>)

Retrieved from "http://en.wikipedia.org/w/index.php?title=MV_Lyubov_Orlova&oldid=538875263"

Categories: 1976 ships | Cruise ships | Expedition cruising | Ships of Russia | Ships of the Soviet Union | Ghost ships

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VESSEL'S DETAILS

Exclude from REGISTER OF SHIPS 05.04.2011

GENERAL INFORMATION

Name:	LYUBOV ORLOVA
Former name:	LYUBOVY ORLOVA
Year of name change:	1999
RS number:	752020
IMO number:	7391434
Call sign:	E5U2246
Port of registry:	Avatiu
Flag:	Cook Islands
Last Special survey:	03.06.2007
RS Class notation:	KM(*) L1[1] passenger ship
RS Class notation (second):	
Hull renovation:	2
Date of renovation:	01.06.2007

SHIP'S TYPE

Basic type:	Passenger ship
Subtypes:	Cruise

CONSTRUCTION DETAILS

Date of build:	19.07.1976
Country of build:	Yugoslavia
Hull No:	413

DIMENSIONS AND SPEED

Gross tonnage:	4251 international
Net tonnage:	1439 international
Gross TM:	0
Net TM:	0
Deadweight (tonn):	1465
Displacement (tonn):	4160
Length OA (m):	100,02
Length BR (m):	90,00
Breadth OA (m):	16,24
Moulded breadth (m):	0,00

Depth (m):	7,00
Draught (m):	4,65
Speed:	17,20

MACHINERY

Main engine date of build:	1975
Main engine country of build:	Yugoslavia
Main engine number, power:	2 * 1942
Main engine model:	8M 35BF 62
Propulsion Electric motors number, power:	-
Propeller number, type:	2 - Fixed pitched solid propeller
Number of blades:	3
Generators number, power:	4 * 352
Main boiler number:	0
Main boiler type:	
Pressure (MPa):	0.0
Heating surface (sq.m.):	0

REFRIGERATING PLANT AND NAVIGATION AIDS

Refrigerating plant:	-
Ref. temperature:	
Refrigerant:	
Aids of navigation:	Magnetic compass Gyro-compass Radar Radar Depth sounder Log (any type) Heading or Track Control System (Autopilot) Automatic radar plotting aids Radio navigation system receiver VHF Radioinstallation (VHF radio-telephone station with digital selective calling) VHF Radioinstallation (VHF radio-telephone station with digital selective calling) MF/HF radio installation (MF/HF radio-telephone station with digital selective calling and telex) MF/HF radio installation (MF/HF radio-telephone station with digital selective calling and telex) GMDSS ship earth station COSPAS-SARSAT Satellite emergency position-indicating radio beacon COSPAS-SARSAT Satellite emergency position-indicating radio beacon NAVTEX receiver Enhanced group call receiver Digital selective calling receiver HF direct-printing radio-telegraph receiver

	Search and Rescue Radar Transponder, AIS Search and Resc Two-way radio-telephone apparatus Automatic identification system Voyage data recorder Ship security alert system Public address system Equipment of Long-range identification and Tracking of Ships
GMDSS sea areas:	A1+A2+A3+A4

CAPACITIES

Fuel oil bunkers (tons):	532
Fuel oil types:	Diesel oil Motor oil
Water ballast (tons):	392
Heating coils:	fnc
Equipment Number:	780
Grade of anchor chains:	Повышенной прочности
Diameter of anchor chains (mm):	44,00

HOLDS, DECKS, PASSENGERS

Number and capacity of cargo holds:	1*750
Refrigerated cargo spaces:	-
Cargo tanks:	-
Number and type of containers:	-
Number of decks:	2
Number of bulkheads:	7
Number of passengers berthed:	237
Number of passengers unberthed:	-
Special personnel:	0

HATCHES, DERRICKS, CRANES

Cargo hatches (number and dimensions in clear:	1 - 5,60*4,00
Derricks:	-
Cranes:	-

REGISTERED OWNER

Registered owner:	LYUBOV ORLOVA SHIPPING COMPANY
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COMPANY INFORMATION

LYUBOV ORLOVA SHIPPING COMPANY

1696316

Adress : Valletta, Malta; c/o predstavitelstvo v Novorossiyske: Russia, 353922
 Novorossiysk, ulitsa Geroev Desantnikov 22
 Phone : -
 Fax : -
 Email : losco@mail.ru
 Telex : -
 Web : -
 Number of ships : 1
 Key to the list of shipowners

LYUBOV ORLOVA	752020	CK - Cook Islands	E5U2246 4251	237 pass	19.07.1976	Passenger ship
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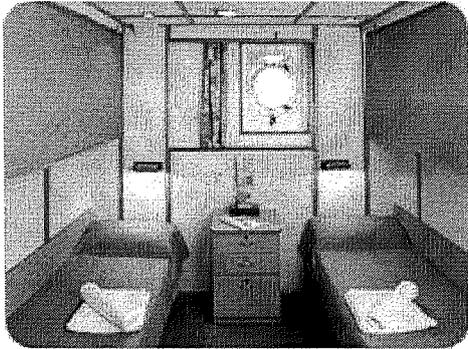
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accommodation profile

z-Orlova



2 of 4



accommodation specifics

- 70 Staff and crew
- 110 passengers
- Length 295 feet
- Beam 53 feet
- Draft 15 feet
- Gross Tonnage 4251
- Propulsion 2 Diesel ME 5209-horsepower engines
- Ice Class L3
- Cruising Speed 12 knots
- Registered Malta
- 59 outside cabins, all with private facilities
- Spacious dining room with unreserved seating, buffet style breakfast with table service; table service lunch and dinner with main course choices from a changing daily menu; cakes served in mid afternoon
- Well appointed auditorium and lounge
- Lounge and bar, open late morning, afternoon and evening, with a wide selection of wines and spirits; coffee, tea and cocoa available all day.
- Library with selection of polar themed books
- Ship to shore communications via satellite
- Clinic with licensed doctor
- Exercise Room
- Please note there is no passenger elevator between decks

Please scroll down for deck plan

The **Lyubov Orlova** was built in 1976 and upgraded in 2002. This spacious, comfortable ice-strengthened motor vessel carries a maximum of 110 passengers and has passive stabilizers for smooth sailing.

CABINS: All cabins are outside, with private facilities.

Triple, Cabins 400-405 and 416. 2 lower and 1 upper berth, private facilities, chairs and an opening porthole (except cabins 400 and 401)

Lower Deck Twin, Cabins 300 - 315. 159 sq ft. Two lower berths, private facilities, fixed porthole, chair.

Main Deck Twin, Cabins 407 - 431. 127 sq ft. Two lower berths, private facilities, opening porthole, chair. Main Deck Triple Cabins: 400 - 405 are 180 sq ft.

Captain's Deck Twin, cabins 602-607. 110 sq ft. Two square windows (one that opens and one fixed).

Superior, Cabins 503, 505, 506. 128 sq ft. Cabin 503 has a sectional couch and three square windows that open plus one fixed porthole and TV monitor. Each has two lower standard beds. Cabin 503 opens onto the outside promenade. Cabins 505 and 506 have one square window that opens and one fixed porthole plus a TV monitor, and open into Deck 5 hallway.

Amundsen Suites, cabins 501 and 502. 333 sq ft. Have a separate living room with a sectional couch and two square windows that open along with two fixed portholes and VCR and monitor. Two lower standard beds.

All cabin floors are carpeted. Each has a loudspeaker for general announcements and music piped in from the radio room. Hairdryers, robes, quality soap and shower gel are available in each cabin.

Meal Service: Open seating. Three meals plus afternoon snacks. We will try to accommodate special dietary requirements. However, the kitchen is not set up for Kosher meal preparation.

Cabin Service: Cabins cleaned daily. Towels changed as desired but for environmental reasons, we ask to change only if necessary

Cabin Temperature Control: In each cabin.

Communication: The radio room is equipped w satellite phone, facsimile and email systems (for TEXT messages only).

Dress On Board: Casual and informal

Electric Current: 220 volts. The electrical sockets are standard European two round pin system.

Elevator: There is NO elevator aboard this vessel.

Engine Room: Engine room visits NOT allowed.

Facilities: Lounge, bar, dining room, infirmary, exercise room.

Laundry: Laundry service will be available

Library: There is a small library on board

Mail: Mail may be posted from the ship and will be charged

Medical Facilities: The vessel has a well equipped medical clinic.

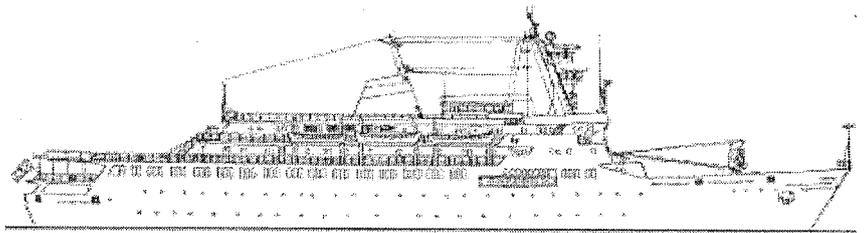
Shop/Souvenirs: There is a shop offering a range of items.

Smoking: Smoking is only allowed on the open outside decks.

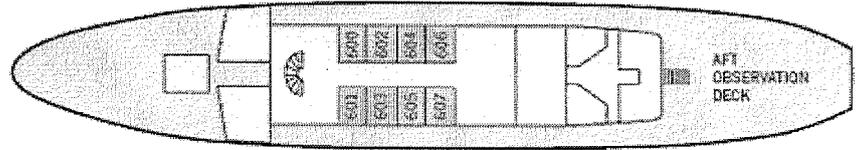
Zodiacs: The M/V Orlova carries a fleet of sturdy Zodiac craft

antarctica

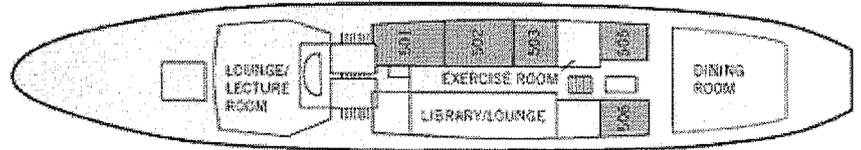
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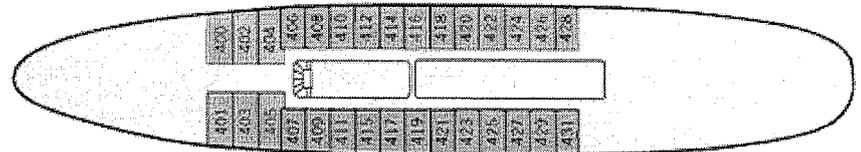
captains deck



upper deck



main deck



lower deck

