

CRYSTAL RUBINO

IMO No: 9010917 TANKER 1992 / 5045 GT

OWNER & HOMPEPORT:

Finbeta S.p.A., Italy

YARD INFORMATION:

Nuovi Cantieri Apuania S.p.A.
Marina di Carrara (Italy)

SCRAPPING INFORMATION:



Delaware River 7/4/2004 © J. Curdy

GENERAL INFORMATION:

Name: Crystal Rubino IMO No: 9010917
Ex: Built: 9/1992
Type: Chemical Tanker Status: In Service
SubType: Flag: Italy
DWT: 7,998 Draft: 7.10 Builder: Apuania
GT: 5,045 LOA: 125.16 Owner: Finbeta
NT: Beam: 17.37 Speed/Cons: 14.00/-
Class: RI Depth: 9.00 Engine Type: Wartsila

OWNER & FLAG HISTORY:

RUBINO 03-10-2005 LRF
CRYSTAL RUBINO 12-05-2000 LRF
Flag Date of record Source
Italy 12-05-2000 LRF
Registered owner Date of record Source
FINBETA 01-01-1995 LRF
Ship manager Date of record Source
FINBETA 01-01-1992 LRF

SALES, TRANSFERS & RENAMINGS:

CRYSTAL RUBINO	1992-05	Finbeta S.p.A., Italy
RUBINO	2005-	Finbeta S.p.A., Italy

GENERAL VESSEL INFORMATION:

The incident occurred on the 17th August 1999 when a routine fisheries surveillance flight operated by MAFF spotted and photographed a discharge from the Crystal Rubino. The substance discharged was a Category C Noxious Liquid Substance, being the residual tank washings of a cargo of Tall Oil Fatty Acid. The discharge was 22 miles off the coast of Norfolk, in water between 12 and 22m deep.

Finbeta were fined £15,000 for discharging in waters less than 25m depth and £3500 for failing to make an entry in the cargo record book plus costs of £2500

www.mcga.gov.uk

On 20 July 2000 the Italian chemical tanker CRYSTAL RUBINO was loading Nonyl Phenol Ethoxylate at berth no. 2 in the port of Hamina. At 1300 the chief officer, who was in charge of supervising the loading, was relieved by the second officer. The second officer had neither the experience nor the qualifications to act as an independent duty officer during cargo loading operations. At 1610 a seaman on deck noticed that the cargo was overflowing from no. 1 port tank ullage hatch. The cargo spilled from the deck to the port side drainage tank at the rear of the deck area and then on through an open drainage tank valve onto the pier and into the sea. Foam was produced in the harbour basin and dead fish rose to the surface.

www.onnettomuustutkinta.fi

Last update: 3/6/2006