

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 010



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**The GREEN TOLEDO seen moored in the port of Scheveningen.**

**Photo : Koos de Jong ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **SNOEKGRACHT** seen in Antwerp – Photo : Willem Kruit ©

## Offshore Worker Dies

An offshore worker has died and another has been injured after an accident on a North Sea support vessel.



Matthew Grey, 59, a pipefitter from Darlington, County Durham, was killed while working in the cargo tanks of the "**Bleo Holm**", 72 miles north-east of Aberdeen 07 January.

Colleague Norman Jackson, 58, from North Shields, Tyne and Wear, suffered an arm injury.

Ship operators Talisman Energy have launched an investigation.

**Photo : Jim Gallacher ©**

## French keep up pollution watch

French authorities summoned the Leif Höegh-owned car carrier **City of Paris** to Brest on Saturday after the Isle of Man-flagged vessel was seen 320km off Penmarc'h Point in Brittany with a 12km-long slick in its wake. Leif Höegh has been ordered to pay bail of €150,000 (\$195,000) to enable the vessel to resume its voyage. The captain is expected to be asked to appear before a local court at a later stage. The 1999-built, 9,950-gt **City of Paris** was carrying 834 cars on a voyage from Tyne to Setubal when it was spotted by French customs aircraft. Pollution cases off the French Atlantic coast have fallen dramatically since mid-2005 after a record number of vessels were arrested in 2004. The authorities say the investment that has been made in spotting polluters and the wide publicity given to each case seems to have discouraged potential polluters. France has collected millions of dollars in fines since starting the fight against marine pollution along its coasts in 2001.

## Tourists stranded in Southern Chile

More than 200 tourists and crew members were stranded on a Magallanes ferry for four days in Chile's southern Puerto Edén region, according to a report in today's Santiago Times. The 150 foreign tourists, 18 Chilean tourists and 43 crew members were stranded when the vessel's engine broke down 16 hours after leaving Puerto Natales, destined for Puerto Montt. The ship, run by the Navimag tour company, was taking the tourists through the austral channels of the southern Chile's coastline. The Navimag tour company will compensate the passengers for their losses and has already paid out \$600,000, according to the Chilean newspaper. Passengers missed connecting flights and boats and hotel bookings due to the delay. The Santiago Times did not note the ship's name.





## Warm welcome as HAL goes home

Carnival Corp subsidiary Holland America Line is to reopen for business in the Dutch city of Rotterdam, 36 years after ending its trans-Atlantic operations. HAL's new regional head office will be close to its old base at Wilhelminapier, near the city centre. The HAL Beheer branch office at Spijkenisse, which employs masters, officers and managers for the company, will be transferred to the head office; they will be joined by a marketing team. HAL allowed Rotterdam mayor Ivo Opstelten to break the news in his New Year speech; more details will emerge at a 28 February press briefing. Two years ago HAL chief executive Stein Kruse suggested the operator might boost its presence in Europe to attract more European passengers, and said Rotterdam was one of the locations being considered. Since then the Cruise Port Rotterdam marketing team, under MD Mai Elmar, have worked hard to persuade HAL to return home. Rotterdam's cruise terminal was formerly HAL's departure and arrivals hall for its trans-Atlantic sailings. Fittingly, the first HAL vessel to call at Rotterdam port this year will be the 59,652-gt 1997-built, Rotterdam-registered **Rotterdam** on 23 June. The operator uses its Dutch heritage as a marketing tool, and will soon to be able to add a Dutch regional office.



The **Ndongeni** & the **Pentow Service** are the two SMIT owned tugs based in the port of Durban  
Photo : Mike Skinner – Master Pentow Service ©

## Stannah Airlift

An elderly pensioner airlifted to hospital by helicopter after being taken ill on a cruise ship has been named as Phyllis Pearce, 88, from Surrey, UK.

Mrs Pearce and her husband, Hugh, 88, were about to celebrate their 60th wedding anniversary when they set out on the cruise from Southampton to the Canary Islands on December 20. Mrs Pearce was taken ill shortly after the ship set off and was airlifted to hospital in Dorchester.

A hospital spokesman said Mrs Pearce is recovering well and is expected to leave hospital in the near future.

Mr and Mrs Pearce have a son Jon, 49, and a daughter Ann, 59.



Seatrade's **MAGIC** seen riding high in the Bay of Biscay  
Photo's : Wouter van der Veen ©



## Rescued Then Captured

A Coast Guard boarding team turned over custody of a Dominican Republic stowaway to Customs and Border Protection (CBP) agents 07 Jan. The man jumped off from the cargo vessel "**Caribbean Carrier**" as it was entering San Juan Harbor.

Coast Guard controllers launched a Station San Juan 25-foot response boat after being notified by the crew of the "Caribbean Carrier" that a stowaway aboard their vessel had jumped off the ship while it was transiting into San Juan Harbor.

The response boat crew arrived on scene, in the proximity of buoy number three, and recovered the person from the water as he was trying to swim to shore.

Meanwhile, the "**Caribbean Carrier**" moored at pier 16 where it was boarded by a team of law enforcement officers including Coast Guard Ports Waterways and Coastal Security personnel and CBP agents. The boarding team conducted a thorough inspection of the Caribbean Carrier, to ensure there was no other stowaway aboard the vessel.

After the CBP agents concluded their inspection of the Caribbean Carrier, they turned over the stowaway to Immigrations and Customs Enforcement agents for processing.

## More Survivors Found

Fourteen people on board a ferry that sank were picked up by a passing cargo ship after spending nine days on a life raft, a rescue official said Monday (08 Jan).

A 15th person died soon after being rescued by the ship late Sunday, said Ketut Purwa, head of the search and rescue agency on Bali island.

The survivors were scheduled to arrive in Makassar, a port city on Sulawesi island, on Monday evening, said Purwa, who spoke to the captain of the cargo ship by radio. They had drifted almost 370 miles before being picked up.

Indonesia's tropical waters are generally between 72 degrees Fahrenheit and 84 degrees Fahrenheit. People have been known to survive days at sea, officials said. The "**Senopati Nusantara**" was sailing from Borneo Island to the country's main island of Java when it sank just before midnight on Dec. 29 after being pounded by waves of up to 12 feet high for several hours.

About 245 people have been found alive since the ferry sank, but around 400 are either dead or listed as missing. Only 10 bodies have been recovered. "We presume hundreds of bodies remain trapped on board," Navy spokesman Lt. Col. Tony Syaiful said.

Head of the National Search and Rescue Agency Bambang Karnoyudho said authorities plan to locate the wreck and remove the bodies. A government investigator said Thursday she suspected the waves washed into the car deck and became trapped there, causing the vessel to capsize. Similar accidents have occurred on other "roll-on, roll-off" ferries around the world, leading to calls for a change in their design.

Ferries are a main source of transportation in Indonesia, a vast archipelago of more than 17,000 islands with a population of 220 million. Overcrowding and poorly enforced safety standards mean accidents are common.

## CASUALTY REPORTING

### Viskoter op de keien

Bij het verlaten van de Oeverse haven maakte de Wieringer kotter **WR52** maandagochtend de bocht te ruim en belandde tussen de klei en basaltstenen van de leidam. Door snel optreden van de KNRM werd de kotter grotere rampspoed bespaard.

Op het moment van uitvaren, om kwart over vier, werd er volop gespuid vanaf de sluizen van Den Oever. De schipper van de **WR52** rekende op veel verzet door de stroom en nam daarom de bocht naar de Waddenzee ruim. Er werd direct geprobeerd op eigen kracht los te komen. Toen daarbij basaltbrokken door de schroeftunnel begonnen te vliegen, achtte de schipper toch het moment aangebroken de kustwacht te waarschuwen.

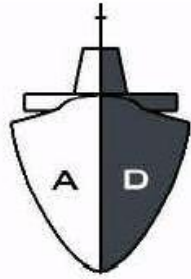
Om tien voor vijf kwam reddingboot **Johanna Margareta** in actie. Twee opstappers werden overgezet op de kotter voor het maken van de sleepverbinding. De **Johanna Margareta** trok eerst de kont van de kotter tegen het heftig

stromende spuiwater in, net zo lang tot het schip rondging. Daarop werd de sleeplijn naar de kop verplaatst en opnieuw werd alle kracht van de reddingboot ingezet om de kotter uit de taaie klei te trekken. Om zes uur was de **Johanna Margareta** terug in Den Oever.

## NAVY NEWS

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## Abu Dhabi Ship Building to install RAM on UAE Navy Baynunah Class Corvettes

The UAE Armed Forces and Abu Dhabi Ship Building (ADSB) have finalized a contract amendment adding the Rolling Airframe Missile (Ram) Weapons Systems on all six **Baynunah Class** Corvettes already contracted to ADSB.

The RAM MK49 MOD3 Guided Missile Launching System (GMLS) is a state-of-the-art high firepower close in weapons system (CIWS) for anti-ship missile defense supplied by Raytheon Company.

This latest addition to the **Baynunah Corvette** Program represents a very significant change to the overall value of the contract and provides a major enhancement of the vessels capability.

The original contract for the Baynunah Corvette Program was signed between ADSB and the UAE Government at the end of year 2003 based on four ships with the option for two more. This option was exercised on 9th July 2005 bringing the total number of ships ordered on the contract to ADSB for this program to six.

The vessel is designed by French Company Constructions Mecaniques De Normandie (CMN). The first of class vessel is being built at CMN's Cherbourg Yard under sub-contract from ADSB and the remaining five will be built at ADSB's yard in Abu Dhabi. The keel for the second vessel was laid in July 2006 and the vessel is currently under construction in the ADSB shipyard in Mussafah, Abu Dhabi, UAE.

ADSB's Chief Executive Officer, Bill Saltzer commented, 'The addition of the RAM system adds even more capability to these highly advanced, 70m Naval Corvettes and ADSB is pleased to have finalized this complex configuration change through close cooperation with the UAE Navy and GHQ.

'A change of this magnitude, especially on a program where the design is well along and the ships are already under construction is certainly challenging, but the Rolling Airframe Missile is one of the most effective self-defense systems available today and we are excited about any enhancements that will make '**BAYNUNAH**' the most well equipped vessel in its size range anywhere in the world.'

The **Baynunah Class** vessels are highly sophisticated Multi-Mission Naval Corvettes. They have a cutting edge combat system with the capability to perform a wide range of military operations, including defense against both air and surface threats. The vessel's design also allows for additional equipment to support future underwater operations.



The ship will utilize the latest in electronic sensor technology, along with a combination of newly developed missiles and guns, to provide a degree of defensive firepower that is unprecedented for vessels of this size. This capability will be further enhanced by the latest in communications technology that facilitates both voice and data communications with the naval fleet, land based forces and supporting military aircraft.

ADSB is the only shipbuilder in the Gulf region with the capability to construct and repair complex naval warships. The company has already completed a number of highly complicated new building, refit and upgrading projects for the UAE Navy and Coast Guard, and has been increasingly successful in offering its capabilities to other navies throughout the GCC and Gulf region. Recently ADSB successfully delivered a 64m Naval Landing Craft to the Royal Navy of Oman.

## **RN Officer Charged**

A Royal Navy officer has been charged with raping a woman colleague on a warship while they were serving overseas.

Chief Petty Officer Phillip Coates, a medical assistant, is due to appear at a court martial hearing in Portsmouth next month. It is believed to be the first alleged rape of a woman sailor in a Navy warship since women were allowed to go to sea in the early 1990s.

The accused, a non-commissioned officer, is listed as a local acting chief petty officer, which means that he had not been confirmed in the post of chief petty officer. The rank is, however, a senior position in a warship, equivalent to staff sergeant in the Army.

The case, which will be heard at the end of next month at **HMS Nelson** in Portsmouth, the shore-based establishment where all Navy courts martial are held, has already led to the imposition of severe reporting restrictions because of concerns that the identity of the alleged victim may be revealed.

Publication of the details of the ship has been banned on the orders of Judge Jeff Blackett, the Judge Advocate-General who is in overall charge of courts martial.

Normally about 10 per cent of a warship's crew are women, although some vessels have much smaller female contingents. Ever since the decision in 1990 to allow women to serve on warships at sea, commanding officers have followed a strict "no touching" rule between men and women. The women have separate quarters and washing facilities.

At an unpublicised hearing in Portsmouth on December 19, Judge Blackett made an interim order under Section 11 of the Contempt of Court Act 1981, listing a number of reporting restrictions to ensure the anonymity of the woman allegedly raped.

"The accused is charged with a serious sexual offence. Therefore, this order prohibits the publication of any material which will lead or may lead to the identification of the complainant," he said.

The list of restrictions includes the alleged victim's name, rank and service number, her specialisation within the Royal Navy, her service or home address and the name and type of vessel in which the alleged offence took place. The judge also declared a ban on identifying the location within the ship where the offence was alleged to have occurred.

Since the scrapping of all-male crews — except on board submarines, where women are still barred — there have been a number of highly publicised cases of sexual indiscretions.

Physical relations between the sexes are prohibited while a warship is at sea, but relationships may be carried out ashore. The Navy's code of conduct frowns on relations between senior and junior personnel.

The presence of women on board warships has been hailed as a successful change of policy by senior navy officers.



It has largely been accepted by the male crews, although there were some misgivings. There were also initial concerns among the wives of officers and other ranks. The separate Women's Royal Naval Service was axed in 1993 and Wrens were integrated into the Royal Navy.

## USS Bataan Deploys in Support of MSO

The multipurpose amphibious assault ship, **USS Bataan (LHD 5)**, departed her homeport Jan. 4 as the flagship of the Bataan Expeditionary Strike Group (ESG) for a regularly scheduled six-month deployment. The deployment marks the first time Bataan has deployed overseas since 2004. The Bataan ESG deployed to conduct maritime security operations in support of the ongoing rotation of forward-deployed forces.

"Together with the Marines, the Bataan ESG is an ample force to show presence, agility and mobility," said Capt. Donna Looney, Bataan Strike Group commander. "Our job during the deployment will be to respond to whatever the nation needs and the training we've done has prepared us." The list of exercises and certifications the crew completed last year includes ESG Integration Exercise (ESGINT), Composite Training Unit Exercise (COMPTUEX), and Certification Exercise (CERTEX).

"We have been training for months leading up to this deployment, and I know our Sailors are ready to go," said Capt. David Hulse, Bataan's commanding officer. Family members and friends were on the pier to bid teary-eyed farewells and express their pride to their Sailors and Marines. "It seemed like deployment came quickly since our son, Leo, was born less than five months ago," said the wife of Aviation Boatswain's Mate 3rd Class (AW) Jacob Wiley of Bataan's V-4 Division. "I'm sad to see him go, but I'm very proud of my husband and everyone else aboard **Bataan**." Rear Adm. Garry Hall, commander, ESG 2 also made a quick visit to the ship to give a message to the crew.

"I just wanted to say how proud I am, and how proud the Navy is of each and every one of you," said Hall in a message to the crew. "You are sailing into a seam of history and sailing to show the world how great our nation and Navy are." Bataan is the flagship of the Bataan ESG, which is comprised of the Bataan Strike Group and the 26th Marine Expeditionary Unit (MEU). The **Bataan Strike Group** includes Amphibious Squadron 2, Bataan, **USS Shreveport (LPD 12)**, **USS Oak Hill (LSD 51)**, **USS Vella Gulf (CG 72)**, **USS Nitze (DDG 94)**, **USS Underwood (FFG 36)**, and **USS Scranton (SSN 756)**. The 26th MEU is based out of Camp Lejeune, N.C., and is commanded by Col. Gregg Sturdevant.

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The **SCHULPENGAT** and the **PASVIK** seen in drydock at Damen shiprepair in Schiedam  
Photo : Jan Simons ©

## Keppel On Track for First Delivery of 2007

Keppel Offshore & Marine Limited (Keppel O&M) maintains its track record of on time, on budget deliveries with its first completion in 2007. Through its wholly-owned subsidiary, Keppel Shipyard Ltd (Keppel Shipyard), the Floating Production Storage and Offloading facility (FPSO) Polvo is on course to be delivered to valued customer, Prosafe Production (Prosafe) in February. FPSO Polvo was named by Lady Sponsor, Mrs CJ Hadden at a ceremony held earlier today. Mrs Hadden is wife of Mr Stephen J. Hadden, Senior Vice President (Exploration & Production) of Devon Energy, the oil company chartering FPSO Polvo. A leading owner and operator of FPSO and FSO facilities, Prosafe has in the last ten years entrusted Keppel Shipyard exclusively to carry out the conversion and upgrading of all their FPSO and FSO systems, numbering eight in total.

Upon delivery FPSO Polvo will be deployed offshore Brazil in the Polvo Field. It is capable of handling a daily oil production of 90,000 barrels of oil per day (bopd) and having a storage capacity of 1.6 million barrels.



The **AMBASSADEUR** seen ready to be launched in Westerbroek, the general cargo ship, owned by Ben ter Stege and managed by Wagenborg Shipping in Delfzijl, measures 110.78 mtr in length and 3.990 GT, the vessel will be launched January 19<sup>th</sup> and delivered to the owner next month.

**Photo : Marius Esman ©**

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## **FREDRIKSEN OFFLOADS ANOTHER SINGLE-HULL TANKER**

JOHN Fredriksen-controlled companies Ship Finance International Frontline have agreed the sale of the hull suezmax tanker **Front Transporter** for US\$38m.

A statement says that Frontline will receive a compensation payment of approximately US\$15.4m and that it expects the sale to generate a "small" book profit. Delivery of the 1989-built ship to the unnamed new owner is expected to take place in May or June. Meanwhile the companies are pondering the future of the single hull suezmax tanker **Front Target** that is to be converted to a heavy-lift vessel at COSCO Shipyard in China. The conversion will begin in May 2007, and completion is expected in August 2007. Ship Finance says that it is "currently in discussions with Frontline to structure a new 10 year time-charter for the converted heavy-lift vessel". The alternative is to sell the vessel to Frontline prior to conversion. Ship Finance says: "Following the sale and conversion, Ship Finance will have 14 single hull vessels in the fleet, down from 18 vessels only three months ago. Including vessels under construction and conversion, the company's fleet will then consist of 59 vessels. The announced sale and the heavy-lift conversion confirms the board of director's strategy to diversify and grow the long-term charter business and actively pursue alternatives for the company's single hull tanker fleet."



The **STENA DISCOVERY** as she left the river Stour for the last time, she entered Harwich Harbour, where the world's largest catamaran passed the world's largest containership **EMMA MAERSK**, which was sailing from Felixstowe at the same time. - **Photo's : David Hazell ©**



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## Maersk Line Launches Asia-Europe Network

Maersk Line is pleased to announce our improved Asia - Europe network, which we will launch in April 2007. The new Asia - Europe network is a result of the ongoing review of Maersk Line's global network. "To support the improvements and accommodate the expected market growth of 15% on the westbound trade we will increase our capacity by 13% during 2007, primarily through deployment of larger tonnage," says Peter Frederiksen, senior vice president in Maersk Line. The restructured Asia - Europe network will also feature enhanced coverage of the markets in the Eastern Mediterranean and Black Sea. Maersk Line will dedicate 2 services to these markets with direct calls in Istanbul (Turkey), Piraeus and Thessaloniki (Greece), Constantza (Romania) and Ilychevesk (Ukraine). Emma Maersk and her sister vessels (the PS-class) will be deployed in the AE7 service, which connects East and South China to our hub in Algeiras (Spain) and the Northern European markets.





January 8<sup>th</sup> the **Baltivia** (ex. Dieppe) which was bought two months ago by Polferries from Transmanche Ferries enter into Gdansk - Nynashamn service with three weekly sailing each way. Since 5 years on that route was only one ferry. Now there is a **Baltivia** and **Scandinavia** - so its meant that you can catch the ferry to Nynashamn every day.

Photo : Jakub Bogucki ©

## Nieuwe reddingboot 'Joke Dijkstra' voor Helderse redders

Het reddingstation Den Helder van de Koninklijke Nederlandse Redding Maatschappij (KNRM) krijgt de beschikking over een nieuwe reddingboot. De reddingboot met de naam **Joke Dijkstra** (type Arie Visser) wordt zaterdag 13 januari 2007 om 10.30 uur gedoopt in de jachthaven van Den Helder. De bouw van het schip werd mogelijk gemaakt uit de nalatenschap van de heer Huibert Dijkstra. De doop zal worden verricht door mevrouw E. Schippers, eertijds levensgezel van de heer Dijkstra.

De **Joke Dijkstra** is de derde reddingboot die de KNRM uit de nalatenschap heeft kunnen laten bouwen en is vernoemd naar de zuster van **Huibert Dijkstra**. De reddingboten **Huibert Dijkstra** (type Atlantic 75) en **George Dijkstra** (type Valentijn) zijn inmiddels al aan de vloot van de KNRM toegevoegd.

De **Joke Dijkstra** vervangt de reddingboot **Dorus Rijkers**. De voornaamste reden is het vergroten van de gereddencapaciteit (van 90 naar 120 personen) en actieradius (van 6 naar 16 uur). De **Dorus Rijkers** wordt met de komst van de **Joke Dijkstra** toegevoegd aan de reservevloot van de KNRM. Als reserveboot zal de **Dorus Rijkers**

langs de gehele kust worden ingezet, in geval een operationele reddingboot - om wat voor reden dan ook - tijdelijk uit de vaart is.



The ongoing works of the wreck removal of the **SAFMARINE AGULHAS** in East London by **MAMMOET Salvage**

## Another Utility Vessel for Supreme Service

The Fanguy brothers are optimistic about the ongoing demand for versatile off shore supply vessels in the Gulf of Mexico. Last summer their Supreme Services Inc. took delivery of the 166 by 36-foot Bertha D. Now they are anticipating the delivery of a sister-ship, the OSV **Warren Thomas**. Main engines in the vessel are a pair of Cummins KTA38-M0. Gen sets are a pair of Cummins 6CTA8.3 producing 99 kw each and the bow thruster is powered by a Cummins QSM11M-360. By early December 2006 when the attached photo was taken at the Lockport Fabrication Inc. yard the latest vessel was nearing completion and should deliver in January.

## MOVEMENTS

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The latest **DAMEN** newbuilding **SKIKDA** commenced yard trials

Photo : Hans Lingbeek ©

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## **AIRCRAFT / AIRPORT NEWS**

### **Helicopter wreckage starts to wash ashore**

WRECKAGE from the fatal Morecambe Bay helicopter crash which killed six oil workers has started washing up on Cumbrian beaches.

And coastguard officers are pleading with walkers not to touch any aircraft parts as an investigation into the cause of the accident continues.



The appeal follows the discovery of debris near Flimby. Anyone who spots any wreckage should contact either the coastguard or police with details of its location, which will be passed on to the Air Accident Investigation Branch.

A coastguard spokesman said: "Any of the pieces could be vital as part of the investigation."

Investigators often use the wreckage discovered after crashes to rebuild aircraft in an attempt to discover what happened, as they did after the Lockerbie disaster.

It was confirmed yesterday that the helicopter's black box flight data recorder – which could hold vital information into how the crash happened – had been found and attempts to recover it would be made once weather conditions improve.

Inquests have been opened into the six deaths, while the search for a seventh man has been called off. The 20-year-old helicopter crashed while on a routine flight from Blackpool over the Irish Sea gas fields on December 27.

## Air France-KLM vervoert meer passagiers

Air France-KLM heeft in december meer dan 5,7 miljoen passagiers vervoerd. Dat is een stijging van 3 procent ten opzichte van december 2005, aldus een verklaring die dinsdag naar buiten is gebracht. De zogeheten bezettingsgraad nam af met 0,4 procentpunt naar 79,4 procent.

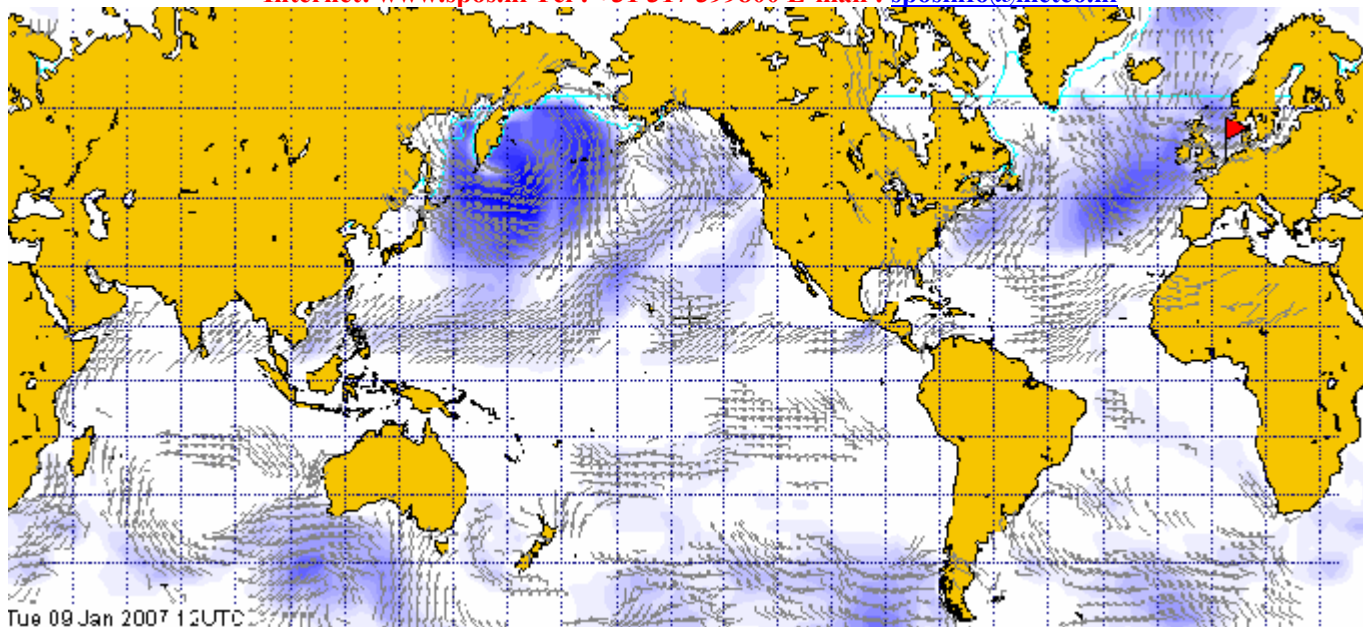
De capaciteit van Air France-KLM nam toe met 3,8 procent. Het aantal vluchten in december naar Noord- en Zuid-Amerika nam toe met 2,1 procent bij 3 procent meer capaciteit. Bij Azië bedroeg dat cijfer 8,4 procent. Op die vluchten bleef de bezettingsgraad stabiel.

## MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.



## .... PHOTO OF THE DAY ....



The **MSC MARA** seen in the port of Cape Town  
Photo : Glenn Kasner ©

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