

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 299



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News reports received from readers and Internet News articles taken from various news sites.

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The **FAIRPARTNER** seen loading 2 pieces with a weight of 1200 tons reactors in Rotterdam

Photo : Richard L. Krabbendam ©

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EVENTS, INCIDENTS & OPERATIONS



The loading seen of Jumbo's mv **Fairpartner** with reactors of 1200 tons each in the port of Rotterdam. In total 4 reactors of 1200 tons were loaded.

Left Photo : Douwe de Jong ©

Two on the tanktop en two on deck.

It was a heavy lift day in the Waalhaven as also the **JUMBO SPIRIT** was spotted, who was discharging locomotives, as well as the Big Lift heavy Lift vessel mv **Tracer**, loaded with an **IHC Beaver** and pipelaying equipment on deck. Also the SAL **Annegret** was in port as well as the **Tai An Kou**.



Photo : Richard L. Krabbendam ©

Moscow protests border violations by Japanese ships

Russia has lodged a strong protest with Japan over repeated violations of its border by Japanese ships, the Russian Foreign Ministry said on Thursday. The latest crude violation of Russia's maritime border, which followed shortly after the exchange of documents on the terms of fishing and completion of Russian-Japanese inter-government consultations "arouses particular regret," the Foreign Ministry said.

The chief of Japan's diplomatic mission was summoned to the Foreign Ministry in connection with the incident.

"Moscow expresses its strong protest against the illegal crossing of the Russian state border by Japanese ships," the ministry said. "If the Japanese side fails to take effective action in the near future to prevent any violations in the area subject to the operation of the agreement between the Russian government and the Japanese government on some aspects of cooperation in the sphere of extraction of marine biological resources of February 21, 1998, and not just make verbal promises to do so, the Russian side will reserve the right to raise the theme of Japanese fishing boats' presence in this area again," the Foreign Ministry said.

"Of particular regret is the fact that the yet another violation by Japanese fishing boats took place immediately after the exchange of diplomatic documents setting the terms of fishing in 2008 and soon after the Russian-Japanese inter-government consultations and Japan's written and verbal promises it will take every measure to ensure its fishermen observe the clauses of the agreements concerning the agreement between the Russian government and the government of Japan of February 21, 1998," the Russian Foreign Ministry said.

"This is not the first case of crude abuse by Japanese fishermen in the area of the South Kuril islands, committed lately," the ministry recalled. "Despite Tokyo's official promises to enforce strict compliance with the terms of the agreement there has been no improvement in that sphere to this day. On the contrary, the number of violations has soared, and the violations themselves have been ever more daring," the Russian Foreign Ministry said.

Russia, for its part, "confirmed its firm intention to keep strengthening traditional and mutually beneficial relations in the sphere of fishing between our countries on the condition of strict observance of the existing mutual agreements."

A patrol ship of the Sakhalin border guards department spotted four Japanese fishing boats inside Russia's territorial waters, which had crossed the Russian state border. The ships tried to escape. **Source : Itar-Tass**



The **CAP PORTLAND** seen departing from Brisbane (Australia)

Photo : Richard Matterson ©

Divers find body of tug engineer

The body of **Robert Cameron**, one of three sailors whose tugboat capsized in the River Clyde, has been found, police have confirmed. Mr **Cameron**, 65, from Houston, Renfrewshire, served as the engineer on the **Flying Phantom**, which sank in heavy fog on Wednesday evening.



Skipper **Stephen Humphreys**, 33, from Greenock, and **Eric Blackley**, 57, from Gourock, are both presumed dead.

The tug sank while towing a cargo vessel to Glasgow. Strathclyde Police said Mr Cameron's body was recovered from the submerged tug by divers at about 1620 GMT on Friday.

The search for the bodies of the two men who are still missing resumed on Saturday morning. A fourth man, **Brian Aitchison**, 37, from Coldingham in the

Scottish Borders, was rescued from the water by a passing boat on Wednesday.

At its height, the search involved 60 people and a dozen boats, with teams from the RNLI, Coastguard, Royal Navy and Strathclyde Police scouring the water and coastline.

But their efforts were hampered by poor visibility, and on Thursday rescuers said there was no chance of finding anyone alive. Earlier, the family of Mr Blackley paid tribute to a "much loved husband and father".

The Marine Accident Investigation Branch has begun an inquiry into the incident. **Source : BBC**



The most recent finished oilpainting of Hans Breeman shows the "**Coastal Spider**" with the **DMS Raven**, an assignment for "**Five Oceans Services GmbH**", from Leer in Germany. This company is responsible for the operation of this multipurpose cable installation barge.

www.hansbreeman.nl

Sole survivor holds key to tug mystery

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THE search for the three crew members of a tug that capsized in heavy fog on the River Clyde was temporarily called off last night, with rescuers admitting there was little chance of finding them alive.

The missing men from the Flying Phantom have been named as Stephen Humphries, 33, the skipper from Greenock; Robert Cameron, 65, an engineer from Houston, Renfrewshire; and Eric Blackley, 50, a crew member from Gourrock.

Brian Aitchison, 37, the fourth crew member, managed to swim to shore at Clydebank on Wednesday evening. His cries were heard by Brian Torrie and Charlie Ayre, community safety wardens, and he was rescued by a passing boat after the Coastguard was alerted.

He was discharged from the Western Infirmary. His wife Alison said last night: "He is extremely shaken by the whole tragedy and, naturally, he is devastated at the loss of the other members of the crew."

John Curry, the managing director of Svitzer UK, which owns the tug, said it is holding its own inquiry, but will co-operate with one launched by the Marine Accident Investigation Branch. Clyde Coastguard said the search, which had been hampered by heavy fog giving a visibility of only 15 metres, will resume at first light today.

Two orange buoys marked the location of the sunken tug on the river near the former John Brown shipyard, close to the mouth of the River Cart. Tugs and smaller vessels, including Glasgow City Council's St Mungo boat, which cleans the river, earlier searched in the shadow of the Titan crane.

The tug, which was one of three helping to tow the bulk-carrier **Red Jamine** into George V Dock in Glasgow, capsized near Clydebank at 6:10pm on Wednesday.

Inspector Louis Jeffrey, of Strathclyde Police, said: "Given the passage of time, the operation is now being treated as a recovery (rather than a rescue) operation for practical policing purposes."

The families of the missing men had been informed of this and were being given support by the police, he added.

Mr Jeffrey said the rescued sailor was "lucid" and speaking to police about what had happened. He added that Mr Aitchison was now the "primary source" of information in the accident inquiry.

Mr Curry, speaking on behalf of the shipping company, said: "This has been a tragic accident. We are maintaining constant contact with the families of all four crew members."

Ian Plater, Clyde Coastguard's sector manager, confirmed that a number of vessels had resumed the search shortly after 7am yesterday. "Most of the units who took part in the search on Wednesday night came back at first light," he said. "We still have no idea what went wrong and I would not like to speculate on the cause."

Mr Plater said conditions yesterday were "slightly better" than on Wednesday night, but still "extremely cold".

"At midnight, the water was just two degrees above freezing. It's probably not much more above that now," he added, before the search was called off for the night. "We've far exceeded the survival time of anybody that was in the water last night. But with search and rescue we never say never."

Caledonian MacBrayne said the missing skipper, Mr Humphries, was well-known to them as he was employed by sub-contractors who operated some of its boats. A spokesman said: "He has been a very competent seaman and the kind of person you could depend on. He was also very popular around the place as he tends to get on very well with everyone, so he has been a great asset."

Mr Humphries often skippered the AliCat catamaran, which runs between Gourrock and Dunoon. CalMac said that today the vessel was taken off this route to help with the search efforts. The **Flying Phantom** had helped guide the **QE2** as it arrived at the Ocean Terminal on the Firth of Clyde in September.

Seven years ago, it suffered a punctured hull in an accident. On 28 December, 2000, it hit an underwater obstacle while escorting an Egyptian vessel off Dumbarton and was beached to prevent sinking.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 299

Friends pay tribute to a 'complete professional' who died amid the fog as their spotlights pierced through the white wall of the fog, the tugmasters of the Clyde searched in vain for one their brothers.

The skipper of the **Flying Phantom** had navigated the channel at the mouth of the River Cart thousands of times before on his way to the River Clyde Boat Yard in Clydebank. The route was second nature to Stevie Humphries. Having given up a job as a ferry master with Caledonian MacBrayne for the vessels he loved, he was still only 33 and in his prime as a tugmaster.

Well respected, always in demand, and with a newborn baby at home, Mr Humphries was "weaned on the sea" and appeared to have it all – before tragedy took it away.

A colleague and friend of Mr Humphries last night told The Scotsman how one crewman's life was saved after the **Flying Phantom** capsized on Wednesday night. He also spoke of his respect and admiration for the vessel's skipper.

The search for Greenock-born Mr Humphries – along with his 65-year-old engineer, Robert Cameron, from Houston, Renfrewshire, and Eric Blackley, 57, from Gourock, Inverclyde – was all but brought to an end at 4:30pm yesterday. So poor was the visibility underwater that police and navy divers were forced to search the vessel by feeling around its edges.

As dense fog again descended on the river, low tide brought the **Flying Phantom's** hull just above the surface. There, presumed dead, the boat's skipper remained at sea, the place where he excelled during his lifetime.

It was around 6:10pm on Wednesday when Keith Russell knew something was wrong. Ordinarily, the former boatman who is now the co-director, partner and operations manager of Offshore Workboats, a modest boat yard in Clydebank, would have been home. But he had reason to stay behind at the firm's small office in a portable cabin, surrounded by workboats and rusting hulks.

Mr Humphries, a "great personal friend" for two decades, was due to dock as he had done countless times before. His tug was pulling the bulk carrier Red Jasmine, the largest cargo ship to arrive at the boat yard in about a decade.

However, when the **Flying Phantom** finally came into partial sight through the fog opposite Clydebank College, Mr Russell knew all was not as it should be. The boat appeared to run aground and began to capsize.

Immediately, he took a workboat and single-handedly made his way into the middle of the river towards desperate screams. He was the first to the scene but could save only one life. Brian Aitchison, 37, was plucked from the water by Mr Russell and taken to hospital to be treated for severe shock.

But as night descended and the temperature dropped to 2.5C, those intimate with the Clyde's every ebb and flow knew what had happened. As well as four Coastguard rescue teams, three RNLI lifeboats, and Royal Navy and Strathclyde Police divers, about a dozen boats from the River Clyde Boat Yard volunteered to help.

There are five firms, employing about 100 men, which work the tugs on the Clyde. It is a community where camaraderie prevails, where everyone knows each other and lends a helping hand – driving one another's boats, or assisting with repairs. Mr Humphries was one of the industry's most respected and well-liked figures.

Yet no amount of goodwill could save his life, or those of his two missing crew. As conditions worsened, the searchers were stood down early yesterday. The men will now be recovered, not rescued.

Saddened as they were to admit it, men of the water like Rex Lyons knew there was no hope. "After two to three hours in those conditions, a search is a waste of time. You don't last for long," he said.

Mr Lyons, the managing director of Offshore Workboats, also knew Mr Humphries well. He considered the skipper one of the finest exponents of his profession, describing Mr Humphries as the "consummate professional, always round the docks helping everyone out".

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 299

His life, Mr Lyons believes, was snuffed out in an accident that took only a split second to manifest itself.

"Even pros have accidents," he explained. "Most of the time, it involves hitting another boat, or a pier, and getting a ribbing off the boys, but it's incomprehensible that a man like him could lose his life this way.

"It's like the difference between a driver denting a parked car or running over a child. It's a dreadful tragedy."

Mr Lyons attested that Mr Humphries was born to be a tugmaster. Having grown up in Greenock, with its rich maritime heritage, he had started out young, helping on tugs, before progressing to the position of workboat operator.



Then came a spell as a Caledonian MacBrayne ferry master on the Ali Cat vessel's crossings from Gourock to Dunoon.

The position did not fulfil him and he soon left to work for the UK operation of the Danish firm, Svitzer, for a spell before returning to Scotland with the firm.

Frequently, offers of employment promising higher wages and more glamorous vessels, would come his way. But Mr Humphries never had his head turned. He was interested only in life on the tugs.

Even in his own time, Mr Humphries would buy run-down workboats and refurbish them before selling them on.

Only last month, he sent word around the tug community that he was looking to buy a new boat. Mr Lyons said that was symptomatic of his love of the sea. "You couldn't get him off a boat, basically," he recalled. "He was a boatman and a wheeler and a dealer. But he was very straight. He only did extra jobs for beer money."

Mr Lyons added: "Even when he had a day off from Svitzer, he'd come and work for us. It wasn't anything sneaky. His employers knew about it. He just couldn't stay away from the water. He was one of the first guys I'd call."

Given the wealth of Mr Humphries' experience, Mr Lyons has no doubts that the tragedy of the **Flying Phantom** cannot be put down to bad seamanship. As part of his training, he commanded various simulators and performed several mock runs in variable weather.

Mr Lyons insisted the **Flying Phantom**, built in 1981, was "brilliantly maintained". He said: "Stevie was meticulous about his equipment, and Svitzer paid for anything and everything. Even if he noticed the tiniest of flaws in a rope, it'd be scrapped and replaced. That tug was a premiere vessel. When it was out on the river people would know it, and think nothing could go wrong."

Mr Lyons said the severe fog had doubtless played a part in the accident. The 59-year-old said: "You'd have to be incredibly naive not to realise that the weather is a very important factor. The amount of fog that was on the river has an impact on a crew's concentration – they have to focus on it more than they would clear, or even wet and windy conditions. "Something's gone horribly wrong, but it wasn't through neglect or bad seamanship.

"When a tug is in trouble, it can release the sea rope. It's possible the tug went a little too close to the bank and the automatic release failed. I think there was a geometry problem between the towrope and the momentum of the ship. The only way to roll a tug over is with the towrope, and it must have got in a position where it couldn't be released."

Source : Scotsman



The **NORTH CRUSADER** seen in Cape Town – Photo : Aad Noorland ©

Fietvoetveer na kerst gerepareerd

Het fietsvoetveer **Maxima**, tussen Vlissingen en Breskens, kan pas na Kerstmis gerepareerd worden. Het schip is tot die tijd uit de vaart. Het schip liep vrijdag in dichte mist vast in de haven bij Breskens. Door de botsing ontstond een gat van 15 centimeter. Pas na Kerstmis is er een dok beschikbaar voor de reparatie.

De andere boot, de **Willem-Alexander**, is al enige tijd niet beschikbaar. Veolia zet de komende tijd bussen in en verwacht dat de Maxima eind volgende week weer in de vaart komt

CASUALTY REPORTING

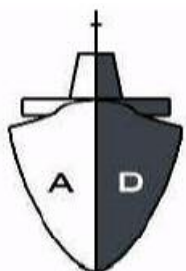


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Brazil May Work With France on Nuclear Submarine

Brazil may team up with a French company to build a nuclear-powered submarine, part of plans to rearm the country's military, Defense Minister Nelson Jobim said.

France is the most likely candidate to help Brazil develop military ship-building techniques to create submarines that can be fitted with a Brazilian-designed naval nuclear reactor, Jobim told reporters at the Angra dos Reis nuclear power station outside of Rio de Janeiro.

Brazil is seeking new warships to protect its expanding offshore oil reserves, resources that have transformed Brazil from an oil importer into an oil exporter, Jobim said. State-controlled Petroleo Brasileiro SA said in November its Tupi offshore field may hold as much as 8 billion barrels of oil, one of the largest finds in the last 20 years.

“France is the most-likely candidate because they are willing to transfer technology to Brazil so we can build up our own defense industry,” the minister said. “Defense is something you need to do on your own; if you depend on others, it can be cut off when you need it.”

The minister will discuss the submarine plan, which envisions building facilities to construct most of the submarine in Brazil, when he meets with French President Nicolas Sarkozy in January, he said.

Jobim will also speak with U.S., Indian, Russian and Chinese defense contractors about military technology transfers in coming months. Brazilian companies such as Empresa Brasileira de Aeronautica SA, or Embraer, the world's fourth-largest aircraft manufacturer, are expanding their defense-contracting businesses.

Brazil would likely build a conventional submarine first, learning the naval construction techniques needed to build underwater craft, before building ships capable of using the Brazilian Navy's home-grown nuclear reactors, and locally enriched nuclear fuel to power the craft.

Brazil, which abandoned its nuclear weapons program in 1990, has no intention of arming the submarine with anything but conventional weapons, the minister said.

Most of Brazilian Navy is more than 25 years old. On Christmas Day 2000, **Tonelero**, a 1972 submarine built for Brazil by the U.K.'s Vickers Ltd., sank in 9 meters of water at its dock in Rio de Janeiro. Sailors on the \$150 million vessel had left a valve open, creating toxic gasses and forcing them to abandon ship before they could stop the flooding.

Source : Bloomberg

USS Greenville submarine arrives at shipyard

The **USS Greenville** will be pulling into the Portsmouth Naval Shipyard this morning for maintenance and upgrades.

The **Greenville**, a Los Angeles-class submarine, was named after the Tennessee town of Greenville. It carries a crew of 20 officers and 127 enlisted personnel.

The **Greenville** is based in Pearl Harbor, Hawaii, and will be at the shipyard until 2009 to undergo a Depot Modernization Period (DMP), which includes systems maintenance and equipment upgrades, according to a press release from the shipyard's Public Affairs Office. The **Greenville** was christened on September 17, 1994, by Tipper Gore. It conducted shakedown operations in the Western Atlantic from February 1996 to July 1996. From October 2001 to July 2004, **Greenville** completed two Western Pacific deployments, in addition to numerous exercises.

The **Greenville's** commanding officer is Cmdr. Alan Dorrbecker.

SHIPYARD NEWS

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Schelde Awarded Contract for Patrol Vessels



The Netherlands' Defence Materiel Organization (DMO) and Schelde Naval Shipbuilding signed a contract for the supply of four Patrol Vessels. The contract has a value of 240 million euros. The four Patrol Vessels will be built for the Royal Netherlands Navy, and are to be delivered in a time-frame between November 2010 and November 2012. The Patrol Vessels fulfil the operational requirements of the Royal Netherlands Navy for a robust platform with a limited weapon outfit, specifically designed for coastal patrol missions and maritime defence tasks in the territorial waters and EEZ of The Netherlands, The Netherlands Antilles and Aruba. The first two vessels will be built at Schelde's premises in Vlissingen, whereas the construction of the third and fourth vessel will largely take place at Damen Shipyard Galatz under supervision of Schelde Naval Shipbuilding. The

contract marks the ongoing, intensive relation between the Royal Netherlands Navy and Schelde Naval Shipbuilding over many decades. It also highlights the outstanding reputation of Schelde Naval Shipbuilding as a major naval shipbuilder of patrol vessels, fast-attack craft and corvettes.

EU to Examine STX, Aker Yards Deal

EU regulators will reportedly open an in-depth investigation of the acquisition by South Korea's STX Shipbuilding of a controlling stake in Norway's Aker Yards, according to a Reuters report. Earlier this year STX bought a nearly 40% stake in Aker Yards for \$800m.

ROUTE, PORTS & SERVICES

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S. Korea Plans Ban on Single Hull Tankers

In the wake of the country's worst oil spill, South Korea reportedly plans to introduce a ban on single-hulled tankers, according to an AFP report.

A drifting barge hit a 147,000-ton Hong Kong-registered tanker **Hebei Spirit** on December 7, holing it in three places, resulting in an estimated 10,900 ton crude oil spill.

According to the AFP report, the Ministry of Maritime Affairs and Fisheries is mulling moving up the country's single-hull phase out from 2015 to 2010. **Source : MarineLink**



Artist impression of the new to built 800 mil Euro GAS TERMINAL in Rotterdam-Europoort

Bay-Houston takes delivery of first Z-Tech tug

Bay-Houston Towing Co., Houston, has taken delivery of the first of its innovative Z-Tech 7500 tugs. The Z-Tech 7500 design is the largest of the Robert Allan line of Z-Tech tugboats. The **WESLEY A** is only the second Z-Tech 7500 to be completed, and is also only the second Z-Tech to be built in the United States. It was delivered to Bay-Houston on Dec. 18, 2007 by its builder, Main Iron Works, of Houma, LA after extensive dock and sea trials at New Orleans.



The arrival of the **WESLEY A** brings to 16 the number of harbor tugs in Bay-Houston Towing Co.'s growing fleet.

The **WESLEY A's** principal dimensions are: Length, 98.5 ft., beam 39.3 ft., and a hull depth of 16.4 ft.

It is powered by two Caterpillar 3516C engines, which produce 3,150 horsepower each for a total of 6,300 horsepower and are mated to Model SRP-1520 Schottel drives.

Designed for a minimum bollard pull of 75 tonnes, the **WESLEY A** is fully FiFi 1 compliant, with twin Caterpillar 3412 engines powering the fire pumps, each rated at 5300 gpm. Electrical power is provided by two John Deere gensets, each rated at 125 kw. The winch on the **WESLEY A** is a Markey Model -DYSF Ø 52 Escort Line Winch. It has an automatic render/recover mode, and will be equipped with an application specific Markey tension meter. The winch will have a brake capacity of 500,000 pounds.

The **WESLEY A** will not be the only Z-Tech tugboat in Bay-Houston's fleet for long. The first of the Z-Tech 7500's ordered from Conrad's Orange Shipbuilding yard, the **LEXIE M** is due to be delivered in April. The third of the series, the HUNTER M is due for delivery the following February.

WESLEY A, **LEXIE M**, and **HUNTER M** are all named after members of the fifth generation of the same family, the Haden family. Bay-Houston Towing Co. traces its roots to Capt. W. D. Haden who founded the companies that make up Bay-Houston back in the 1880s.

Source : MarineLog

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Vroon Group to Acquire Nomis Shipping January 2008

Vroon Group is set to acquire Nomis Shipping (Aberdeen, UK). Vroon and Nomis are working towards finalizing the transaction, which is expected to close in early January 2008. Upon completion of the transaction Mr. Frank Deans, Chairman and founder, will retire from the Company. Mr. Rory Deans will remain as Managing Director.

Nomis will continue to operate from its present offices in Aberdeen and Singapore. The existing management team at Nomis will remain in place and there will be no change to any contractual relationships with customers, crews, employees or suppliers.



Vroon's **VOS INSPIRER** seen leaving Aberdeen

Photo : Piet Sinke ©

Nomis currently owns and operates a fleet of 20 Emergency Response and Rescue Vessels (ERRV), 12 Anchor Handling Tug Supply Vessels (AHTS), one medium-size Platform Supply Vessel (PSV) and one dynamically positioned Dive Support/ROV Vessel, in support of the offshore oil and gas industry. The company employs approximately 720 sea staff and 29 shore based staff.

Vroon presently operates about 60 offshore support vessels, under the Vroon Offshore Services (VOS) banner, primarily in the North Sea and Mediterranean.

In addition, another 20 newbuildings are on order for delivery in 2007 - 2011. VOS has offices in Aberdeen, Den Helder, Genoa and Stokesley (MPI Offshore).

As Nomis vessels are dry-docked they will be rebranded in Vroon's red and white colors and livery - a large white V on each side of the red hull. They will also be renamed, with the prefix VOS replacing the existing Dea.

Source : Rigzone

CAMILLO EITZEN KEEPS CHEMICAL TANKER INTEREST

NORWEGIAN shipping company Camillo Eitzen says that its evaluation of its options regarding its controlling 50.5% shareholding in Eitzen Chemical has not found strategic alternatives that reflect the values in Eitzen Chemical or would be beneficial to the chemical tanker company and all its shareholders.

Eitzen Chemical claims to be one of the largest regional chemical transportation companies, controlling 123 vessels, including 33 are newbuildings. The company is listed on the Oslo Stock Exchange. It noted the decision in a statement which said the company looks forward to continue to have Camillo Eitzen as a strategic shareholder. Meanwhile Eitzen Chemical also announced that it had completed the sale of its French subsidiary Fouquet Sacop, which had been announced on 24 October. Source : Maritime Global Net



The Super **STAR GEMINI** seen arriving in Sydney

Photo : Ian Edwards ©

Icebreakers Break into Action

With ice forming at a rate that suggests the first "normal" winter shipping season in several years, Coast Guard officials have icebreakers working in disparate locations this week, according to a report on www.sooeveningnews.com. For now, two Bay-Class tugs, Katmai Bay and Biscayne Bay are working the ice in largely unfamiliar waters at Thunder Bay, Ont. and at Serpent Harbor, Ont. located at the northern end of Georgian Bay. Biscayne Bay, based at St. Ignace, has been working at Duluth-Superior then nearby Thunder Bay while the Duluth-based tender-breaker **USCGC Alder** was off about her buoy tending duties. **Source : sooeveningnews**

BUNKER PRICES

Last updated: 19-Dec-07

PORT NAME - COUNTRY	IFO 380	IFO 180	MDO
Rio De Janeiro - <i>Brazil</i>	<u>457 - 459</u>	<u>497 - 499</u>	<u>850 - 860</u>
Rotterdam - <i>Netherlands</i>	<u>448 - 450</u>	<u>469 - 471</u>	<u>740 - 825</u>
Seattle - <i>United States</i>	<u>451 - 453</u>	<u>499 - 501</u>	<u>860 - 870</u>
Singapore - <i>Singapore</i>	<u>482 - 484</u>	<u>491 - 493</u>	<u>800 - 815</u>
Suez El Suweis - <i>Egypt</i>	<u>486 - 488</u>	<u>498 - 500</u>	<u>870 - 875</u>
Tokyo, Tokyo - <i>Japan</i>	<u>505 - 510</u>	<u>515 - 520</u>	<u>795 - 800</u>
Los Angeles - <i>United States</i>	<u>495 - 497</u>	<u>525 - 527</u>	<u>820 - 850</u>
Montreal - <i>Canada</i>	<u>487 - 489</u>	<u>522 - 524</u>	<u>997 - 999</u>
New Orleans - <i>United States</i>	<u>455 - 460</u>	<u>465 - 470</u>	<u>775 - 850</u>
New York - <i>United States</i>	<u>490 - 499</u>	<u>518 - 524</u>	<u>835 - 860</u>
Panama Canal - <i>Panama</i>	<u>482 - 487</u>	<u>520 - 536</u>	<u>830 - 850</u>
Philadelphia - <i>United States</i>	<u>490 - 493</u>	<u>512 - 517</u>	<u>850 - 855</u>
Piraeus - <i>Greece</i>	<u>456 - 459</u>	<u>515 - 517</u>	<u>825 - 835</u>

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 299

Pusan - <i>Korea (South)</i>	<u>495 - 500</u>	<u>515 - 520</u>	<u>795 - 810</u>
Damman - <i>Saudi Arabia</i>	N/A	<u>478 - 480</u>	<u>792 - 794</u>
Durban - <i>South Africa</i>	N/A	<u>460 - 462</u>	<u>870 - 875</u>
Freeport - <i>Bahamas</i>	<u>487 - 505</u>	<u>515 - 530</u>	<u>855 - 865</u>
Fujairah - <i>United Arab Emirates</i>	<u>472 - 474</u>	<u>492 - 494</u>	<u>800 - 815</u>
Gibraltar - <i>Gibraltar</i>	<u>476 - 478</u>	<u>502 - 504</u>	<u>855 - 875</u>
Houston - <i>United States</i>	<u>446 - 457</u>	<u>468 - 475</u>	<u>760 - 775</u>
Jeddah - <i>Saudi Arabia</i>	<u>462 - 464</u>	<u>484 - 486</u>	<u>819 - 822</u>
Lagos - <i>Nigeria</i>	S.I.	S.I.	S.I.
Buenos Aires - <i>Argentina</i>	<u>497 - 500</u>	<u>545 - 552</u>	<u>925 - 935</u>
Cape Town - <i>South Africa</i>	N/A	<u>485 - 505</u>	<u>850 - 870</u>
Antwerpen - <i>Belgium</i>	<u>450 - 452</u>	<u>467 - 469</u>	<u>745 - 840</u>

Bourbon Finalizes Harbor Towage Sale

In line with the announcement made on July 19 of Bourbon's plan to sell its harbor towage business to Grupo Boluda Corporación Marítima, the sale was completed today, effective immediately.

Ancient ship raised from S China Sea



Chinese archaeologists have raised a merchant ship which sank in the South China Sea 800 years ago while transporting a cargo of precious porcelain. The Nanhai 1 treasury ship, built during the Song dynasty which ruled China from 960-1279, is believed to contain one of the biggest discoveries of Chinese artefacts from that period.

"It's the biggest ship of its kind to be found," said professor Liu Wensuo, and archaeologist from Sun Yat-sen University.

"It lay in about 25m (82ft) of water and was covered in mud - perfect conditions for preservation. Both the ship and its contents are in exceptionally good condition." The salvage team

began building a massive steel cage around the 30m (98ft)-long vessel in May in order to raise it and the surrounding silt. The cage was made up of 36 steel beams, each weighing around 5 tons. Together with its contents, the cage weighed more than 3,000 tons.

The heavy lifting began a day earlier than expected at 0900 on Friday due to favourable weather conditions. It was completed two hours later and placed on a waiting barge.

As many as 6,000 artefacts have already been retrieved from the 13th Century vessel, mostly bluish white porcelain, as well as personal items from crew members, including gold belt buckles and silver rings. A further 70,000 artefacts are believed to be still on board, many still in their original packing cases.

MOVEMENTS



The 2004 built HARREN & PARTNER ship **PANAGIA** entering Valletta Friday 21st December bound to Malta Shipyards to load STPM Buoy 5 piloted by Pilot Lawrence Farrugia & assisted by the local tug **LIENI** with Cpt. Michael Azzopardi at the helm. Passenger ship onboard the ship is bound to Mumbai, India & her name is **SIR WINSTON** with her port registry as Miami, Florida built in 2000 & 587Gt.

Photo : Lawrence Dalli - Malta Ship Photos ©



The **JRS CASTOR** seen moored in Rotterdam-Parkkade - Photo : Henk Wadman ©

AIRCRAFT / AIRPORT NEWS

CHC WITHDRAW FROM HELICOPTER SERVICE IN SOUTH AFRICA

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Replacement needed for offshore Operations

Attending a Christmas lunch for clients turned out to be a wake. CHC Helicopters announced to their guests at the function last week that operations would cease at the end of December. This is a major blow to the shipping community as many relied on the dependable, vital helicopter service, especially in off-port-limits operations, transfers of personnel to offshore rigs, and in salvage work.

While the air force has many extremely miraculous sea rescue operations to its credit - including the rescue of over 60 people from SA Seafarer, wrecked in terrifying seas at Green Point in 1966 - the highly professional CHC pilots have also worked miracles, sometimes in appalling weather, piloting their aircraft to land on the decks of umpteen rolling ships.

During the 1967-1975 Suez Canal closure, the forerunner of CHC, Court Line Helicopters, established a base on the present site of the Table Bay Hotel. Their first aircraft here was a Sikorsky that reminded me of the first helicopter I ever saw - as part of the 1952 Van Riebeeck Festival, aircraft, including a Sunderland flying boat, made several fly-pasts over our house.

Since hundreds of ships diverted to the Cape route, Court upgraded their choppers that became very busy ferrying crew, mail, victuals and other stores to passing vessels, their cargo often dangling in a net underneath the ship as they flew to the rendezvous point, usually about 7 miles off the Green Point lighthouse.



The **CHC Sikorsky S-61** helicopter seen lifting salvage materials from the tug **SMIT AMANDLA** in the port of East London for transportation to the grounded **SAFMARINE AGULHAS**

Photo : Pim Zandee ©

On reaching the vessel, the pilot employs every skill to adjust his aircraft's speed to that of the ship so that he can land on the deck, or position his helicopter to place the under-slung cargo on the deck, always wary of the dangers posed by radio aerials, radar masts and ships' derricks.

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The attraction of a helicopter service is that, during the entire operation, the ship can keep her course and speed.

Evacuations of casualties from ships or salvage operations have caused the chopper crews to scramble at a moment's notice. My first helicopter flight - in a later Sikorsky - was to the Norwegian bulk carrier **Fernmanor** off Cape Point. A week later, that chopper crashed into the sea, killing a well-known ships' agent.

One of the finest hours of the commercial helicopter service at Cape Town was the lowering of divers onto the anchor of the huge laden tanker **Castillo de Belver** that had caught fire and split in two near Saldanha Bay in 1983. Her after section had sunk while the forward section remained afloat, upturned, with the massive bulbous bow pointing to the sky. The task of those intrepid divers was to secure to the anchor a towing hawser from the salvage tug **Wolraad Woltemade** so that the bow section of the tanker could be towed away from the coast. I marvelled at the sheer guts of the divers, and at the skill of the pilot, flying that aged Sikorsky, as those men were lowered onto that anchor some 50 metres above the sea.

CHC took over the South African operations, and, besides servicing passing ships, are also used for crew transfers for the oil and gas structures off the southern coast. Soaring fuel prices and considerable periods of inactivity have brought closure to the CHC operations, a sad conclusion to an efficient service involving friendly people.

Other helicopters are around, notably those serving the tourists and the powerful Russian-built aircraft on standby for mountain fires, but not necessarily suitable for offshore work. Before they will sanction the use of a chopper to service their ships or rigs, oil companies and many shipowners demand special equipment, certain payload capacity in terms of passengers and cargo, as well as compliance with stringent international regulations for maritime operations.



The CHC **Sikorsky S-61** hovering over the **SAFMARINE AGULHAS** East London (South Africa)
Photo : Piet Sinke ©

In the absence of a helicopter operations, the launches of Carrier Marine Services (CMS) will be busy. The company has its roots in the rope launch services of the Ruddy and Quine families that began way back, and several of my box

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brownie photographs show those old launches, open to the weather, with a seasoned boatman at the tiller and a youngster up forward to take the headline from an incoming ship.

Like the helicopter service, both launch outfits boomed during the Suez closure when dozens of ships took advantage of their off-limits services. Carrying ships documents or accompanying crewmembers to ships in the roadstead, I was a frequent figure on Quine's launches, and occasionally we ventured quite far out, sometimes in atrocious weather. When the south-easter in full cry, the outward voyage to a waiting vessel was akin to surfing, but the return trip was a different story as those old launches battled into the teeth of the wind.

A personal delight was to watch expectant crewmembers receive mail on board, at the time the only contact with home. I always felt for the chap for whom I had brought no mail, and who must have wondered what was happening all those miles away in Poland, Norway or the Philippines.

Later restructuring of the launch operation formed CMS whose craft with considerable cargo capacity are a far cry from the cockleshells of its ancestral companies. Although passing ships still require stores or crew changes, CMS launches will carry less mail as most ships have email facilities, and seafarers can communicate directly with their families via fancy satellite phones.

No doubt CMS launches will have much Yuletide fare to transport. After all, Christmas gifts can't be emailed.

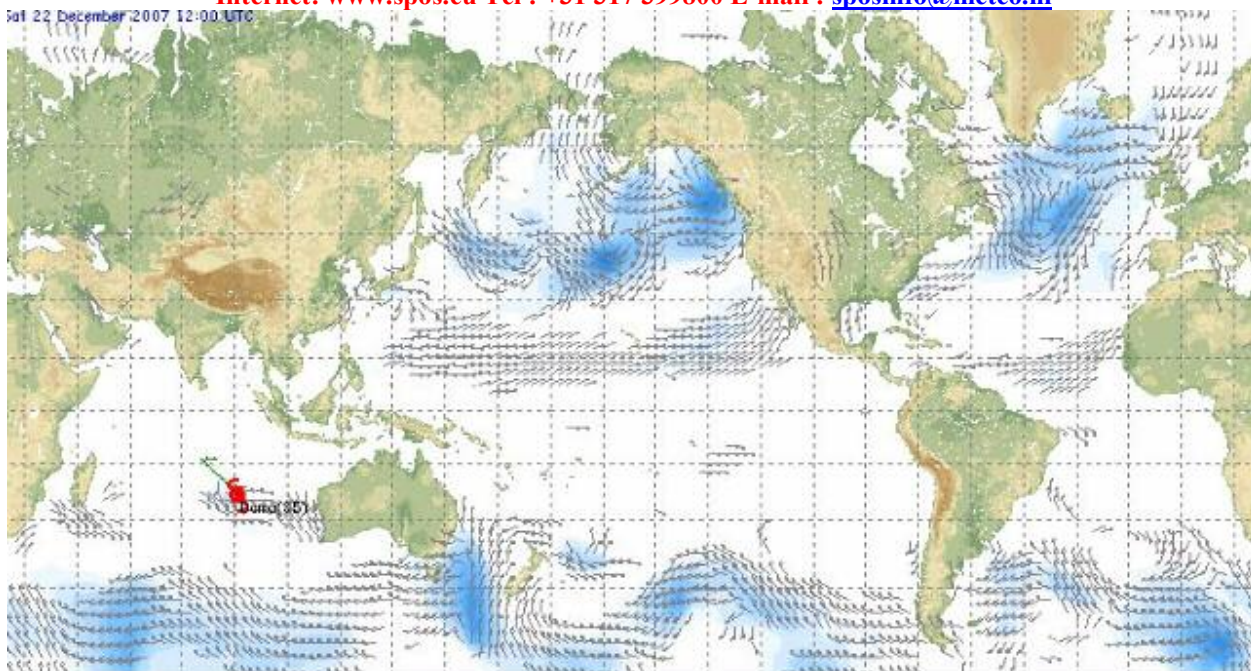
Source : Brian Ingpen – Cape Times

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 1000 vessels today.

.... PHOTO OF THE DAY

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JUMBO crewmembers seen rigging the 1200 tons reactor prior loading onboard the **FAIRPARTNER**
Photo : Richard L. Krabbendam ©

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