

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 301



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**The COSTA ALLEGRA was spotted in Ho Chi Min City (Saigon)**

**Photo : Capt. Jelle de Vries ©**

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## EVENTS, INCIDENTS & OPERATIONS

Dear readers,

At this Christmas day I like to let you know that this is the last newsclippings I will compile for **this year**, due to traveling and upcoming works, I broke my own record, last year I compiled 275 clippings , and this year in total 301 clippings were compiled with some extra special reports, I will continue again January 1<sup>st</sup>, 2008

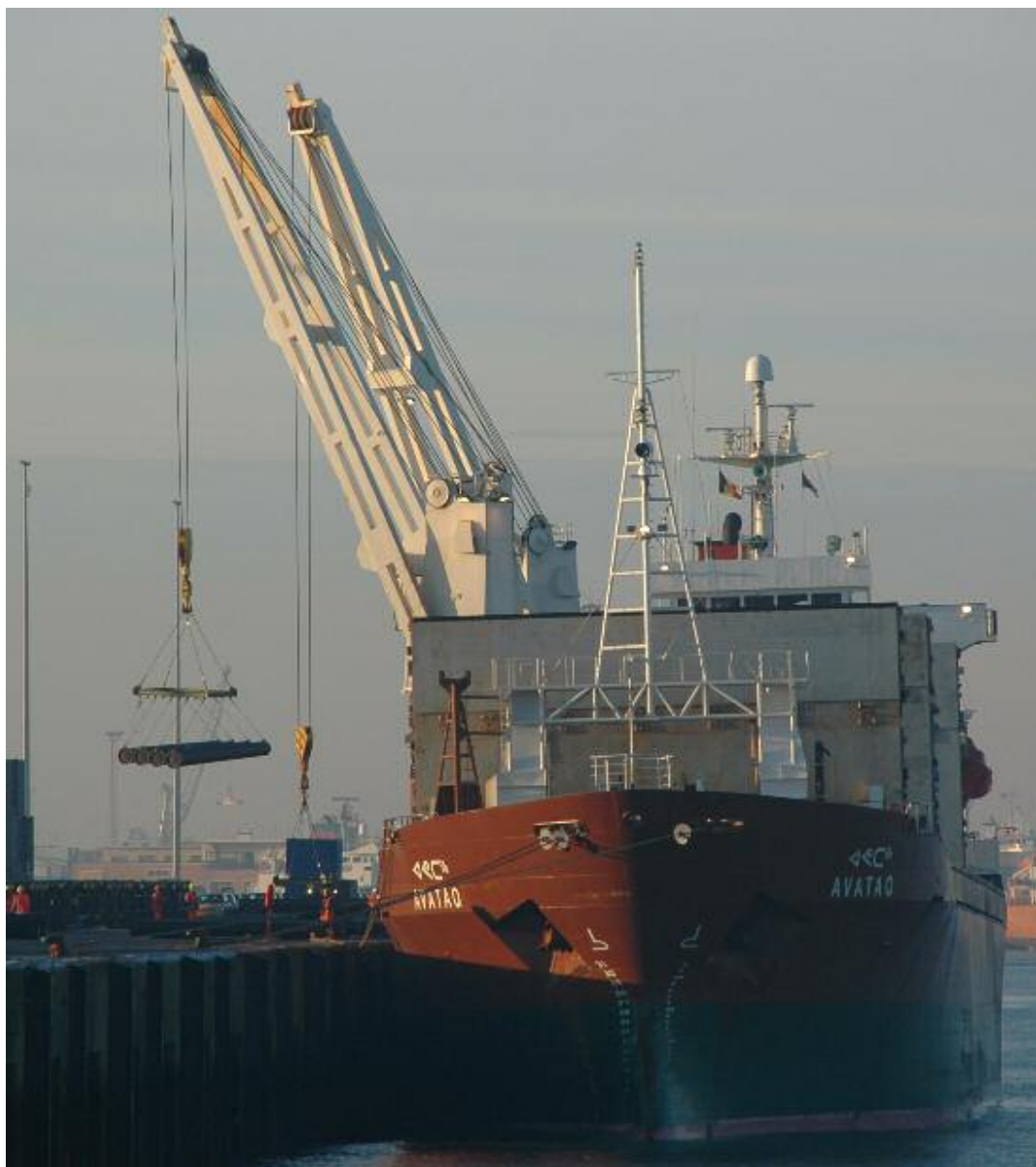
I wish you all, together with your family, relatives and friends a very nice Christmas time all together and see you all again in 2008 !!, please keep on sending news items and photos !!

Piet



The **ARCTIC WIND** ( ex Spliethof's BICKERSGRACHT ) seen enroute Rotterdam

**Photo : Bert Bot ©**



The **AVATAQ** ( ex Spliethof's LOOTSGRACHT ) seen moored in Zeebrugge

Photo : Henk Claeys ©

## Vier ton marihuana in beslag genomen in Costa Rica



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De autoriteiten van Costa Rica hebben vrijdagnacht vier ton marihuana in beslag genomen. De drugs bevonden zich op een boot die van Colombia naar de VS koers zette en zou een straatwaarde hebben van 106 miljoen dollar (73,8 miljoen euro). De drugs werd in de nacht van vrijdag op zaterdag aangetroffen op een boot die vlak bij Puerto Golfito voer, in het zuiden van het land. Niet ver daarvandaan werd dezelfde dag een boot onderschept met een ton cocaïne aan boord.

Toen de kustwacht aan boord kwam van het vaartuig met de marihuana was de boot verlaten. (afp/sam)



The 299 mtr long **MSC CATANIA** seen at the Westerscheldt River, built as the 4743 TEU **NYK ALTAIR** during 1994, renamed **SANDRA AZUL** during 2001 and the container liner got her present name during October 2007 and is at present owned by *Zodiac Maritime Agencies Ltd*, United Kingdom and operated by *MSC*

Photo : Richard Wisse ©

## New Flame's stern breaks up and begins to sink

The Government of Gibraltar held an emergency meeting with the maritime authorities and salvors of the **New Flame** after severe weather conditions saw the already foreseen and anticipated break up of the vessel during the early hours of the morning.

News of the break up was soon circulating this morning as observers reported that the vessel's stern had sunk further to the seabed. As from early morning both the Chief Minister and DTI Minister Joe Holliday were at Europa Point observing the ongoing operations, under heavy rain, as contingency plans were put in place to secure the vessel and safeguard the area as the vessel broke in two, leaving the tug boat **Fortiy Krylov** pulling on the stern of the vessel to ensure it would not shift from its present position.

At an impromptu press conference, the Chief Minister informed that following heavily prolonged bad weather the vessel had broken up into two. The stern section of the stricken cargo vessel, which sunk off Europa Point back in August was now expected to disappear below the sea level. He further informed that unless the vessel moved laterally into deeper waters, the funnel and one and a half decks of the superstructure of the bridge would remain above water. Asked on the possibilities of the vessel shifting laterally Mr Caruana informed that a shift laterally could see the vessel sink to a depth of some 45 metres due to the reef's geological formation. At present the vessel was settling at a depth of just 27 metres. A shift of some 50 metres laterally could, however, see it sink further sinking the whole of the stern, including the bridge.

Whilst the vessel's stern had been expected to float initially, the constant battering from waves had now seen its holds filled up with water, with the sinking of the vessel now seen as a certainty. However, the refloating of the vessel was still an option discussed by salvors. Salvage experts have also advised the Gibraltar Government that there is no risk of material pollution, since the vessel is defuelled and only small remnant amounts of fuel remain in the engines

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themselves. Salvors' pumps and other light equipment had, however, already submerged due to the latest changes in the position of the vessel.

As reports of oil spills across some Spanish coastlines were blamed on the **New Flame**, the government rejected the allegations, claiming that since August most spills had been attributed to the **New Flame**. Insisting that there was no risk of a fuel spill, the Government assured that, notwithstanding the lack of risk of pollution, the Gibraltar Port Authorities had deployed the necessary anti-pollution resources. With the assistance of Spanish Maritime Authorities the situation was being monitored and contained. Co-operation between Spain and Gibraltar was still in place, with the tugs **Salvamar** and **Cervantes** already off Europa Point monitoring the ongoing operations and providing their assistance to the local authorities.

As the vessel's stern sunk further onto the sea-bed the salvors will now be appointed. The salvage operations will however not start until the vessel has settled on the seabed, with the tugboat **Fortiy Krylov** expected to release its line once it is deemed the vessel is secure and will not move any further along the seabed. With sea currents and bad weather expected throughout the forthcoming days it is expected that it will take up to five days before the vessel is considered secure in its position. However, a further shift which could dislodge the vessel to an area in which it could sink a further 200 metres was described as totally improbable.



The pilot SWATH **PERSEUS** makes a rendez vous with the pilot cutter **MARKAB** at Maaspilot station  
Photo : Piet Sinke ©

## Divers recover body of second crew member from capsized Clyde tugboat

Strathclyde Police confirmed that the body of **Eric Blackley**, 57, from Gourock, was found in the **Flying Phantom** during a recovery operation. The body of his colleague **Robert Cameron**, 65, was found on Friday afternoon.

Boat skipper **Stephen Humphreys**, 33, from Greenock has yet to be found. A fourth crew member was rescued.

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Yesterday it emerged that **Humphreys'** sons Callum, 10, and Scott, six, were refusing to give up hope that their father had survived the sinking last Wednesday, which happened in thick fog.

Cameron's body was recovered from the submerged boat in the River Clyde on Friday night, a Strathclyde Police spokesman said. Cameron, of Houston, Renfrewshire, worked as an engineer on the vessel, which ran aground at Clydebank while towing a cargo vessel.

Rescuers planned to resume their search for Humphreys at first light today. The lone survivor, **Brian Aitchison**, 37, from Coldingham in the Scottish Borders, was rescued by a passing boat as he swam towards shore.

A family friend of Humphreys said: "Callum and Scott still expect their dad will be back. They keep thinking he's in a lifeboat. "They have been told what's happened, but in their minds he's coming home." A search operation was launched when the alarm was raised at about 6.40pm, but was hampered by the dense fog.

At its peak, the search involved 60 rescuers and a dozen boats, and included RNLI vessels, coastguard teams, and Royal Navy and Strathclyde Police divers. Police and coastguards began scouring the river again shortly before 11am yesterday, with divers searching the waters.

The **Flying Phantom**, operated by Svitzer UK, was lead tug towing the 39,738-tonne bulk carrier **Red Jasmine** when it got into difficulty and went down opposite Clydebank College. Svitzer UK managing director James Curry said: "We will continue to provide as much support and assistance as we possibly can to Bob's family and to the families of Stephen and Eric. We will also continue to do everything we can for Brian and his family as he recovers from this terrible ordeal.

"Our investigation into the accident is ongoing and we are continuing to co-operate fully with the Marine Accident Investigation Branch of the Department of Transport." Blackley's family have also paid tribute to "a much loved husband and father". They said: "This is an extremely upsetting time for us as a family. "Our thoughts are also with the families of Eric's colleagues at this most difficult time."

The Marine Accident Investigation Branch has launched an investigation. It emerged on Thursday that the Greenock-based **Flying Phantom** was involved in a collision on December 28, 2000, when it hit an Egyptian cargo vessel carrying 1,000 tonnes of fertiliser in thick fog.

## Tug skipper body found by divers

The body of the skipper of the **Flying Phantom** tug has been found by police divers searching the capsized vessel. **Stephen Humphreys**, 33, from Greenock, was the last of three dead crew members to have been recovered.

**Mr Humphreys'** wife Helen said it was "fitting" that the skipper was the last one taken off the boat. Search teams had previously found the bodies of his colleagues, **Eric Blackley**, 57, of Gourrock, and **Robert Cameron**, 65, of Houston, Renfrewshire.

Special prayers had earlier been said in churches in Greenock for the families affected by the tragedy on the River Clyde. A spokeswoman for Strathclyde Police confirmed Mr Humphreys' body had been found at 1100 GMT. Police divers had resumed their search at first light.

The **Flying Phantom** sank while towing a cargo vessel to Glasgow at about 1830 GMT on Wednesday. In a statement issued through police, Helen Humphreys said: "I am extremely relieved, as is the rest of the family, that Stephen has been found within the boat. I feel that it is very fitting that being the skipper he was the last one off the boat."

Mrs Humphreys said her thoughts were with the friends and families of the other three men involved in the tragedy.

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She added: "Finally, I would like to thank all of the people who have assisted in the search and for all their efforts in recovering Stephen." Mr and Mrs Humphreys attended the christening of their baby daughter Nina at Finnart St Paul's Church in Greenock four months ago. Mr Humphreys also had two stepsons, Calum and Scott.

Finnart St Paul's Church minister the Reverend David Mills said: "Everyone is devastated by what has happened and our thoughts and prayers also extend to the other families."

Prayers were said on Sunday morning at Westburn Parish Church in Greenock, where Mr Blackley was a member. His body was recovered from the tug on Saturday. The Reverend Bill Hewitt said the whole community was "stunned" by the tragedy. The family of Mr Blackley paid tribute to a "much-loved husband and father".

Mr Cameron, whose body was found on Friday, worked as an engineer on the tug. His wife, Linda, and daughters, Lorna and Helen, said: "Bob was a much-loved husband, dad and papa, and his loss, particularly at this time of year, is deeply felt.

"We love and miss him and take comfort that he has now been returned to us." Both families expressed their condolences to Mr Humphreys' family. A fourth crew member, Brian Aitchison, 37, from Coldingham in the Scottish Borders, was plucked from the water by a passing boat shortly after the tug sank. **Source : BBC**

## Horizon's all-woman bridge

In what the Hawaiian press is calling a possible first aboard a US-flag ship, a Horizon Lines containership is headed by all-female bridge officers. On the bridge of the 2,360-teu **Horizon Navigator** (ex-CSX Navigator, built 1970) is Capt Robin Espinosa, chief mate Sam Pirtle and second mate Julie Duchi, leading an otherwise all-male crew of 25.

The trio has just arrived in Honolulu from Los Angeles after being assigned to the ship by a union bidding process. They say they ended up together on the **Horizon Navigator's** bridge by chance.

"It's a real anomaly. It's very unusual," Espinosa told the Honolulu Star Bulletin. "When I first started, I was pretty much the only gal around. I never worked on a ship with any other women for the first 10 years."

The International Organization of Masters, Mates and Pilots in Honolulu says that 10% of its members are women, compared to 1% 30 years ago. **Source : Tradewinds**

## Cosco Busan bill bites insurance

The cost of cleaning up the **Cosco Busan's** oil spill in the San Francisco Bay is likely to exceed the owners' \$61M in liability insurance under the Oil Protection Act, according to head of the coast guard Admiral Thad Allen. He told a Senate commerce subcommittee that the cost so far has reached \$55M, or \$770,000 a day. "You can waive the limits of liability under certain circumstances. We are discussing that now," he said. Darrell Wilson, a spokesman for the owners, Regal Stone, said the company is paying for private cleaning operations. "Our main concern and priority is the environmental response," Wilson said. "From the very beginning, we've been financially committed to the cleanup." He declined to say what action will be taken if the cleanup costs exceed the liability limit. **Source : Lloyds / Fairplay Daily News**

## CASUALTY REPORTING



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The **AUTORUNNER** hit the **NOBLESSE C** just outside the port of Zeebrugge during poor visibility last Thursday  
Photo's : Henk Claey's ©



## Trawler adrift, Barents sea

December 23, 06.00 LT, southern part Barents sea – trawler **Huginn** (dwt 406, built 1975, owner Dalnye Zelentsy, Murmansk) got propeller entangled in floating net, drifting. No danger to crew or vessel, diver required. Trawler Gaiduk standing by. Salvage tug **Purga** proceeding to assist, ETA December 24, 08.00 LT. Weather wind nnw 10 meters/sec. **Source : Mike Voitenko**

## Fishing vessel sank, near Kuril islands

December 23, 17.00 LT in 45.05.7N 144.57.6E (60 nm sw from Kunashir Island, Kuril Chain) sank f/v **ROONEY** (Cambodia-flagged, owner B.N Line Co, ROK). Crew 19, 12 – russian citizen. 18.00 – all crew was taken aboard Coast Guard ship coded Velbot. Reason and details of the accident unknown. **Source : Mike Voitenko**





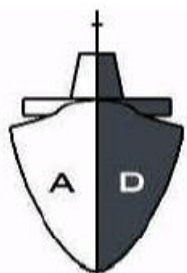
The shearlegs **TAKLIFT 4** and **TAKLIFT 6** seen lifting the 3<sup>rd</sup> module from the **Giant 3**

**Photo : Alex de Leur ©**

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The **TRITON** under construction in Turkey for **ISKES tugs** in IJmuiden

**Photo : Iskes Tugs**

## **China yards enter FPSO market**

Many Chinese shipyards have decisively entered the offshore arena with its intense demand for offshore drilling units and FPSO facilities. DNV's credentials have helped it achieve classification services currently for 13 newbuilding offshore projects in China.

Another three projects have been completed and delivered to owners. The assignments underway encompass a sophisticated and diverse project list of which all participants can be justifiably proud.

As an example, COSCO Dalian Shipyard on July 7, 2007, conducted the keel laying ceremony for the **MPF-1000 FDP**, which stands for Floating, Drilling, Production, Storage and Offloading Unit. As the name indicates, this complex DNV-classed offshore unit will combine drilling, production and storage facilities and be used in ultra-deep waters.

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The market has taken notice of this as a major leap forward for COSCO as it demonstrates its growing capability to service the buoyant offshore oil and gas industry. The FDPSO contract was secured in September 2006 and is touted as the largest and most versatile drill ship ever built. Delivery is early 2008 and MPF has the option of ordering a second FDPSO from COS, possibly at a higher value due to additional engineering content.

Earlier this year, Bjorn K. Haugland held a formal meeting with the President of COSCO Shipyard Group Mr Wang, Xing Ru and both parties have agreed to further actively extend the cooperation in offshore newbuildings under a strategic cooperation framework agreement. COSCO Shipyard Group is a key partner for DNV with projects at three different COSCO Shipyard Group facilities. MARACC is constructing a GM4000 semi-submersible well intervention vessel at COSCO Zhoushan.

In addition to this offshore unit, DNV is also classing a semi-submersible drilling unit that Sevan Marine has contracted at COSCO Nantong. The two-phase Sevan contract is for a drilling unit based on the **Sevan 650 design**. The first phase, hull construction, is expected to be completed by the first quarter of 2008. Phase two involves assembling and outfitting the drilling unit and the whole project is scheduled for delivery in the fourth quarter of 2008.

The Sevan rig, with oil storage capacity of 150,000 barrels, will be able to drill wells up to 12,000 metres deep at water depths of up to 3,000 metres. It will be deployed by Petrobras in the Gulf of Mexico. COSCO Shipyard Group is a long-established leader in ship repair and conversion.

COSCO Shipyard Group has shipyards strategically located in the most important sites along China's coast line, and these include: Nantong, Dalian, Zhoushan, Guangzhou, Shanghai, Xiamen. In preparation for its new offshore rig-building focus, COSCO Shipyard Group has been hiring experienced technical staff with offshore marine engineering experience.

COSCO Zhoushan is by far the largest of all the yards, but there are strengthening efforts underway in all the facilities. By mid 2007, the group's total docking capacity is set to increase by 26% to 1.73 million dwt and the yards are set to engage in a wide range of projects, such as a series of single hull Suezmax tanker conversions to heavy-lift vessels at COSCO Nantong.

The next several years should see exciting offshore developments at COSCO Shipyard Group in terms of new projects and enhanced offshore engineering facilities and capabilities. **Source : Marine Norway**

## Two more dry docks for Daehan

Daehan Shipbuilding in South Korea will begin the construction of two additional dry docks with a ground-breaking ceremony on 21 December. The shipbuilder currently operates a single dry dock. Dock number two will measure 460m in length and 110m in breadth, and dock number three will be 540m long and 122m wide. The first of these is expected to be completed by October 2008, and is aimed at the construction of 170,000dwt bulk carriers. Dock number three is slated for completion by October 2009 and will mainly build medium and large container ships and VLCCs. Once the new dry docks are operational Daehan will have an annual shipbuilding capacity of 2.89M CGT. The shipbuilder said it is aiming for a W3.4 trillion turnover in 2010, doubling to W7 trillion by 2015. Daehan, which is investing a total of W1.7 trillion (\$1.8bn) in the project, currently has 43 capesize bulk carriers on its orderbooks at a value of \$3.58bn. **Source : Lloyds / Fairplay Daily News**

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The **SEA LYNX** and **NORMAND MJOLNE** arrived with **ROWAN GORILLA VII** in Rotterdam-Europoort

Photo : Fred Vloo ©

## China Oilfield lands \$100 mn Libyan rig deal

China Oilfield Services Ltd has clinched a deal worth around \$100 million after tax to supply drilling rigs to a Libyan company as part of a push into the Middle East and Africa.

The firm, the equipment arm of China's dominant offshore oil producer CNOOC Group, said in a statement received by Reuters on Sunday that it would deliver the rigs from March but did not identify its Libyan partner.

It was the first overseas onshore drilling deal for China Oilfield, which raised \$900 million in a Shanghai initial public offering in September. **Source : Economic Times**



"Seatrade's latest purchase, the **ATLANTIC REEFER**, with the freshly painted Seatrade logo in the funnel seen at the IJmuiden cruise terminal for repairs"

Photo : Henk-Jan Kip ©

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## Six-month delay for Sakhalin LNG

Sakhalin Energy, which was taken over by Gazprom early this year from Royal Dutch Shell, will be unable to start exporting LNG by September of next year, and may not commence shipments until well into 2009. A statement from the company, which operates the Sakhalin-2 oil and gasfield, said that construction of the LNG plant and tanker loading terminal at Aniva Bay, at the southern end of Sakhalin island, is on schedule. But completion and certification of the 800-km pipeline is the principal cause of the delay. Sakhalin-2 has already signed long-term contracts for 90% of its annual predicted production; 60% of this production will go to Japan and the remaining contracted volumes destined for South Korea and the US markets. Japanese customers include Tokyo Gas and Tokyo Electric Power. Crude oil exports from Sakhalin-2 will be delayed to 2008 from the end of this year, Sakhalin Energy has also acknowledged. The oil shipment delays in the peak winter season will mean penalty higher prices to be paid to replace the cargoes in the open market for delivery to contracted buyers. **Source : Lloyds / Fairplay Daily News**

## Carnival slumps

Carnival Corp today posted a 13.9% decline in quarterly profits, although the Miami- and London-based cruise giant reported growth in full-year earnings. After fuel costs ate into the company's bottom line, the company posted \$358m in fourth-quarter net earnings, compared to \$416m in the same period of 2006.

The results amount to \$0.44 in diluted earnings per share (EPS), down from \$0.51 a year ago. (Click [here](#) for the earnings release filed with the US Securities and Exchange Commission.)



The **CARNIVAL CONQUEST** seen moored in Galveston (Texas)

Photo : Piet Sinke ©

Continually rising fuel costs and the expected higher dry-dock costs held back our fourth-quarter performance," chief executive Micky Arison said in the release.

Still Arison spoke positively of the results, as they were at the higher end of company forecasts. Fuel costs were higher than expected, Arison said, but that was offset by stronger pricing on close-in bookings. Quarterly revenue increased by 11.2% to \$3.1bn.

"Our brands enjoyed strong yield growth in our fourth quarter as the continued recovery of Caribbean business led to higher yields for our North American brands, while our European brands were bolstered by the stronger euro and sterling," Arison said.



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Full-year net income was \$2.4bn, which was 5.7% higher than 2006 earnings of \$2.3bn. Revenue increased 10.1% to \$13bn. Arison said European brands saw a record year, as the continent was the primary focus of 8.4% capacity growth. **Source : Tradewinds**



The jack-up rigs **ROWAN GORILLA VII** and **ENSCO 100** seen in the "offshore put" in Rotterdam-Europoort  
**Photo : Piet Sinke**



**Ken Ann Maru** sailing from Lyttelton, New Zealand 23.12.07 for Picton. While at Lyttelton she loaded logs for Inchon, South Korea. The ship is owned by Inui Steamship Company of Japan which is an subsidiary of Mitsui O.S.K. Lines of Japan. It is interesting to note that she is registered in Tokyo and only one of two in the fleet that is.

**Photo : Alan Calvert ©**



After many years service, finally seen at the breakers in Gent (Belgium) the URS tug **BOXER**, (note the Dutch flag in the mast of the tug) - **Photo : Richard Wisse ©**

## 8 miljoen containers per jaar in Antwerpen

De Antwerpse haven heeft de 8 miljoenste twintigvoetcontainer van het jaar afgehandeld. Dat is een absoluut jaarrecord voor de haven. In 2006 handelde de Antwerpse haven ongeveer 7 miljoen containers af. Dit jaar zijn dat er 1 miljoen meer. Die groei is vooral een gevolg van het nieuwe Deurganckdok, zegt het Gemeentelijk Havenbedrijf.

De 8 miljoenste twintigvoetcontainer werd vandaag feestelijk binnengehaald, in aanwezigheid van onder andere de Antwerpse schepen en voorzitter van het Havenbedrijf Marc Van Peel.

Uit de feestcontainer stegen ballonnetjes op om het record te vieren. Een record dat niet lang zal standhouden, want door de uitdieping van de Schelde zullen er in 2008 nog meer containers kunnen worden vervoerd. In de haven van Rotterdam doen ze het nog iets beter. Daar werden het voorbije jaar 10 miljoen containers verscheept. Maar Antwerpen is hard op weg om die achterstand in te halen. **Bron : VRL Nieuws**

## MOVEMENTS



The **HUSKY RUNNER** seen arriving in Rotterdam-Europoort – **Photo : Piet Sinke ©**

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The **ENSCO 85** was shifted from Keppel-Verolme shipyard to the Caland Canal where the rig was loaded onboard the **WILLIFT EAGLE** – Photo's : Jan Oosterboer ©



## OLDIE – FROM THE SHOEBOX





The **CHRISTIAAN HUYGENS** seen approaching the IJmuiden Locks around 1930, the **CHRISTIAAN HUYGENS** ran on a mine shortly after WW II off Walcheren and was lost.

Photo : Coll. John Kooijman (Curacao)

## AIRCRAFT / AIRPORT NEWS

### KLM neemt concurrent VLM Airlines over

Air France-KLM neemt officieel de Vlaamse branchegenoot VLM Airlines over. VLM Airlines, dat de grootste speler is op de zakenluchthaven Londen City Airport, gaat intensief samenwerken met CityJet, een dochteronderneming van Air France. Het Nederlandse Panta Holdings van Jaap Rosen Jacobson was tot nu toe de eigenaar van VLM Airlines.

VLM Airlines is een bekende maatschappij in de Nederlandse zakenwereld. Het bedrijf vliegt dagelijks veelvuldig van Schiphol en Rotterdam naar Groot-Brittannië. De vloot bestaat uit achttien Fokker 50's en een gehuurde BAe-146.

Directeur Johan Vanneste van VLM Airlines is blij met de overname door Air France-KLM. Door de intensieve samenwerking met CityJet vergroten beide maatschappijen hun positie op Londen City Airport enorm en krijgen passagiers de keuze uit meer bestemmingen en meer frequenties.

Jaap Rosen Jacobson, eigenaar van Panta Holdings, verklaarde: "VLM Airlines is een juweel onder de regionale luchtvaartmaatschappijen. Ze is van een kleine maatschappij uitgegroeid tot de belangrijkste speler op Londen City Airport. Ik ben trots op deze ontwikkeling en nog meer op de spannende opportuniteiten die VLM Airlines te wachten staan onder de vleugels van Air France-KLM."

## MARINE WEATHER

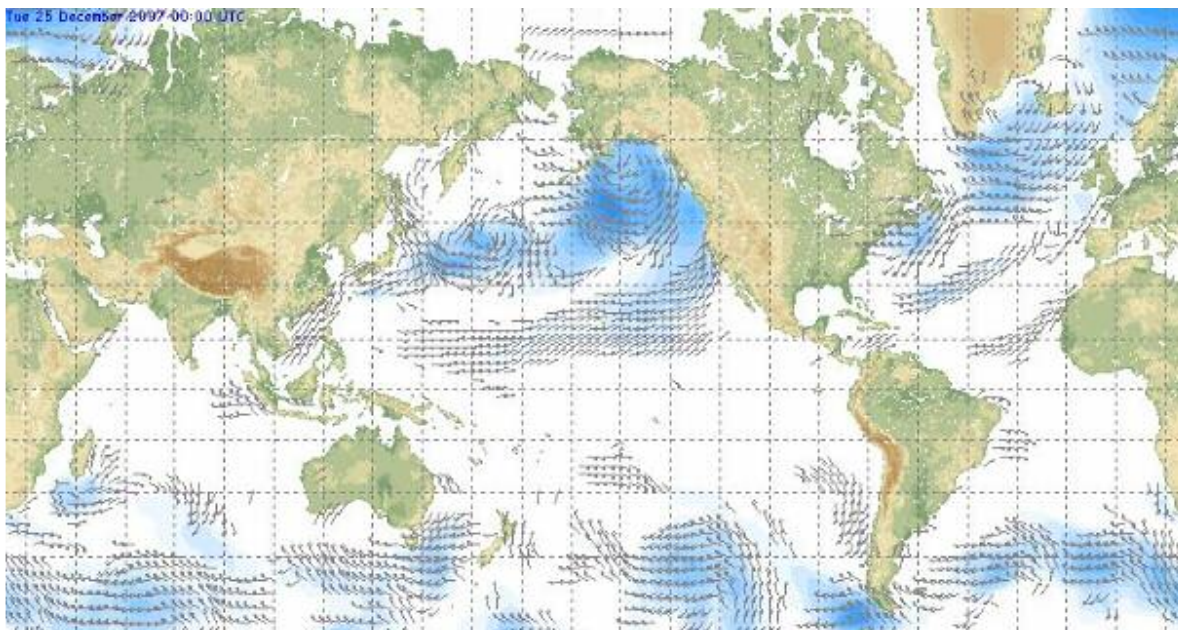
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

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



The **NIRINT HOLLANDIA** seen in a wintery Holland  
Photo : **Frans Sanderse ©**

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