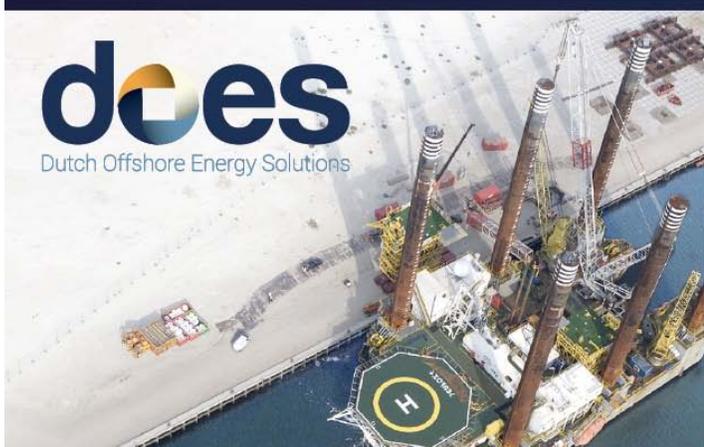


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does what it says



Above seen the 69 mtr long bunkertanker **PACIFICA II** moored in Veracruz (Mexico) built in 1969 at the Seutelvens Verksted - Fredrikstad Yard under yard number 97 and delivered to Island Shipping as the **AGGERSBORG**, renamed **ISLAND KING** in 1985 followed by **PACIFICA II** in 2001, the tanker is powered by an Atlas-MaK Maschinenbau GmbH – Kiel Built engine of 809 kW (1,100 hp) at 375 rpm for a max speed of 11 knots.

Photo : Ton Mulder – Fugro Marine Services ©

Port operator admits safety breaches after tug boat deaths in 2007

The operators of a port where a tug boat sank and killed three crew members have pleaded guilty to a series of health and safety breaches. The **Flying Phantom** capsized in thick fog in December 2007 while towing a cargo vessel on the River Clyde in Clydebank, West Dunbartonshire. A **Marine Accident Investigation Branch** found that the crew on the **Flying Phantom** had been unable to disconnect the tow line linking it to the larger cargo vessel quickly enough to prevent sinking. Stephen Humphreys, 33, and Eric Blackley, 57, both from Gourock, Inverclyde, and Bob Cameron, 65,

from Houston, Renfrewshire, died in the incident. A fourth man, Brian Aitchison, 37, from Coldingham in the Borders, managed to swim free and cling to a buoy before being rescued. At the High Court in Edinburgh on Tuesday, Clydeport Operations pleaded guilty to a series of health and safety breaches.



They admitted failing to have in place an adequate contingency plan if fog was encountered, especially when a large vessel was being towed. They also admitted failing to provide a safety management system and to appoint a suitable individual or individuals as the designated person. Advocate depute Gillian Wade QC said: "The charge before the court relates to failures on the part of Clydeport to adequately assess risks and provide a safe system of work. The present charge is not that Clydeport was the proximate cause of the December 2007 incident by their failures." The prosecutor said the introduction of new work instructions had ensured "a more robust safety regime for those engaged in towage on the Clyde". Richard Keen QC, counsel for Clydeport told

Lord Kinclaven the breaches were not "a significant cause" of the crew's deaths. He said: "A review, an investigation of Clydeport's systems discloses that it could and indeed should have done things better. There are no aggravating features here such as a party being told they are not doing it right and then doing nothing about it." The court heard the **Flying Phantom** was involved in a previous incident in December 2000 when it was holed after an Egyptian cargo ship, the **Abu Egila**, collided with during towing in thick fog. Ms Wade said the bulk carrier the Red Jasmine was the largest ship to have visited the Clyde for about 20 years. A pilot had boarded the vessel which was met by three tugs off Greenock, with the Flying Phantom as bow tug. Conditions were initially good but as the ship made its way upriver it changed. Ms Wade said: "It was apparent from radio communication between the pilot and the tug masters that visibility had significantly diminished." The **Flying Phantom** radioed to the pilot it had run aground and was told to let go the line. The advocate depute said: "Although the tow release button was operated the two was not disconnected. Subsequent investigation conducted on the **Flying Phantom** after salvage disclosed that the tow release mechanism on the tug was actually operating with a delay of six to eight seconds." Lord Kinclaven adjourned sentencing to Monday. It comes almost a year tug operator **Svitzer Marine Limited** was fined £1.7m for breaching health and safety legislation over the incident. They admitted a series of health and safety breaches after it emerged that the Danish firm failed to act after a similar incident involving the **Flying Phantom** in December 2000. **Source : STV**



The **CHANG HANG TAN SUO** during her maiden call to Otago Harbour – **Photo : Ross Walker ©**

Carnival Allision Claims Fail to Impress Judge

in the case against Carnival over a cruise ship that struck an Army dredging vessel during a storm, a federal judge has declined to resolve certain facts before trial. The **M/V Carnival Triumph** was moored in a shipyard in Mobile, Ala., on