

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 219



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**The MSC MELATILDE seen arriving at Felixstowe, on her maiden voyage, 5th August
Photo : David Hazell (c)**

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The **CMA CGM ARISTOTE** seen at maaspilot station – **Photo : Marijn van Hoorn (c)**

Somali pirates seize another ship in "safe" corridor

For the second time within a week Somali pirates have hijacked a ship sailing in the Internationally Recommended Transit Corridor through the Gulf of Aden. EU NAVOR says that during the afternoon of Aug 5, 2010, the **MV SYRIA STAR** reported that she was under attack from pirates who had climbed onboard and fired shots at the crew.

Helicopters were immediately dispatched to the vessel and tried to establish communications with the **SYRIA STAR**, which had stopped in the water.

They helicopters found an abandoned skiff nearby, containing fuel and ammunition. When warships arrived on the scene shortly after, the SYRIA STAR had reversed course and was heading southeast back towards the Horn of Africa under the control of the pirates, who refused to respond to radio contact.

The **SYRIA STAR** was sailing west in the Internationally Recommended Transit Corridor through the Gulf of Aden with a cargo of sugar. The Syrian-owned **SYRIA STAR**, deadweight 18, 838 tonnes, is managed by Reem Maritim and flagged to St Vincent and the Grenadines. It has a crew of 22 Syrians and 2 Egyptians.

The hijacking of the **SYRIA STAR** comes three days after the August 2 seizure of the 17,300 dwt MV **SUEZ** in the transit corridor. And it comes one day after EU NAVFOR reported the return to Somalia of seven individuals apprehended after being detained while trying to attack a Norwegian chemical carrier, the **BOW SAGA**.

EU NAVFOR said that "due to the legal framework and timelines encompassing piracy and criminal activity at sea, the prosecution of the seven individuals in this specific case could not be initiated with confidence." **Source :MarineLog**



The **TOR PRIMULA** is renamed in **PRIMULA SEAWAYS** and as can be seen **TOR LINE** on the hull is replaced by **DFDS SEAWAYS**

Photo : Marcel & Paul van Luik - www.shipsofterneuzen.nl (c)

Former Vinashin chief is jailed

Former Viet Nam Shipbuilding Industry Group (Vinashin) chief Pham Thanh Binh has been jailed. The state-controlled Vietnam News Agency reports Investigative Police under the Ministry of Public Security as saying he was put into temporary detention yesterday afternoon .

Mr. Binh, 57, has been initially accused of "having intentionally violated State regulations on economic management, resulting in severe consequences" pursuant to Article 165 of the Criminal Code. The case is still under investigation.

State-run Vinashin is now struggling with a debt of \$4.5 billion and is undergoing restructuring.

Last month the Commission for Inspection of the Communist Party of Vietnam Central Committee said that Mr Binh's wrongdoings called for disciplinary actions as he had been irresponsible in the mobilization, management and use of the state capital, pushing Vinashin to the brink of bankruptcy. **Source : MarineLog**



The **SOLITAIRE** seen moored at the Heerema location in Rotterdam-Caland canal

Photo : Mark Popken (c)

Trico Marine could seek bankruptcy protection

Trico Marine Services has warned that it may need to seek bankruptcy protection even if talks to restructure its debt obligations are successful. The company said it may violate its financial covenants due to poor second-quarter results.

"The company may also be required to undertake bankruptcy proceedings as a result of its inability to meet its past, current and future commitments," it said in a statement.

As Reuters noted in a recent report, in June, in connection with a credit facility and obtaining forbearances for a notes offering, the company became subject to financial covenants requiring it to achieve certain EBITDA and liquidity targets. Trico had available cash of US\$32 million as of June 30. Its expected second-quarter adjusted EBITDA of US\$7 million to US\$9 million would likely be insufficient to meet the requirements of its financial covenants.

On June 14, Trico said it might have to seek bankruptcy protection if it fails to make convertible notes payments by the due date of June 17. It said its forecasted cash and available credit capacity are not expected to be sufficient to meet its other commitments as they come due over the next year. **Source : Offshore shipping Online**

Shippers challenge benefits of larger ships

Shippers' Voice has asked if the continued introduction of ever-larger ships brings any benefits to exporters, importers and others who actually pay the bills.

Dr Andrew Traill, managing partner, says the recent celebrations surrounding the introduction of the first few of eight 13,800 TEU ships by CMA-CGM will not necessarily be shared by the line's customers. "I know big ships have economies of scale and ship owners reap big cost savings from them; but rather like slow steaming, I suspect many shippers doubt that they will ever see any of the apparent savings themselves."



Dr Traill points out that very few ports are able to handle ships of this size, making transshipment onto smaller vessels or longer overland road and rail journeys inevitable. This adds time, cost and potential security and damage issues. "Large hub ports will often be hundreds of miles away from the cargo's origin or destination. Think back to that time you flew with one of those low-cost airlines only to find yourself at an airport barely in the same country as your holiday, and you can imagine just how annoying this can be."

Dr Traill admits that there are good and efficient feeder services or rail connections but transshipment inevitably adds time, which is also a cost to shippers. "So, while the lines boast of their amazing savings they can make with their big new shiny ships, spare a thought for everyone else that has had to fork-out more cash as a consequence."

He challenges the shipping lines to explain exactly how the shippers will benefit from larger ships. **Source :** Motorship

Low rents speed up scrapping of single-hull tankers

Returns on hauling Mideast crude down 93% since Jan19

Scrapping of older supertankers with single hulls will speed up as a collapse in rents leaves the vessels unable to find employment, Fearnley Consultants said.

Daily returns from hauling two million-barrel cargoes of Middle East crude oil to Asia have slid 93 per cent since Jan 19 to US\$6,538, according to the London-based Baltic Exchange. That's less than two-thirds of the US\$11,601 that Drewry Shipping Consultants estimates owners need to meet crewing, repairs and other daily running costs.

A global phase-out of single-hulled oil tankers started this year, and a ban by the International Maritime Organisation takes full effect in 2015. The number of single-hulled carriers has fallen to 50 from 80 at the end of 2009, Sverre Bjorn Svenning, an Oslo-based analyst at Fearnley, said.

'At one point in time, they will have to make a decision whether to scrap' or seek alternatives that exclude transporting oil, Mr Svenning said, referring to tanker owners. 'Single hulls will be without employment' and are already 'at the back of the line' when oil companies are seeking to charter vessels, he said.

Supply of the ships in the Persian Gulf, the biggest cargo-loading region for crude oil, is at its highest for at least six years, Imarex ASA, an Oslo-based freight derivatives broker, said last week. Frontline Ltd, the world's largest operator of supertankers, said on May 21 it needs US\$31,100 a day to break even on the carriers. Frontline said last week it is anchoring ships and declining cargoes until the plunge in rental rates is reversed.

Most single-hulled carriers will cease transporting oil in the second half of this year, Mr Svenning said. The ships make up 10 per cent of the global supertanker fleet, according to Lloyd's Register-Fairplay data on Bloomberg.

The current slump in charter rates stems from a 'seasonal' decline in refineries' demand for crude oil during the Northern Hemisphere summer, according to Mr Svenning. There are 20 per cent more ships available in the Persian Gulf than there are cargoes over the next 30 days, according to a Bloomberg survey of seven brokers and owners on Wednesday. A week ago, the excess was 16 per cent.

In industry-standard Worldscale terms, charter rates on the benchmark Saudi Arabia-to-Japan route fell 1.4 per cent to 47.18 points on Wednesday, the sixth retreat in a row, according to the Baltic Exchange. Returns from the voyage slid 16 per cent, extending the current streak of declines to 63 per cent. The Baltic Dirty Tanker Index, a measure of crude oil transportation costs that also spans smaller ship sizes, slid one per cent to 771 points, according to the exchange.

Source : Bloomberg



The **LAMMY** seen outbound from Hamburg – Photo : Bas van Hoorn (c)

French fisherman killed in Madagascar

A Frenchman became the latest foreigner to be killed this year in Madagascar after he was shot dead on his boat off the coast of the troubled Indian Ocean island at the weekend, a local newspaper reported on Wednesday. Jean Noel Sauvageot, 64, was attacked by a group of men as he was returning by boat on Sunday to his home, close to the town

of Majunga on the north-west coast of the vast island, L'Express de Madagascar daily reported. Sauvageot's widow told the paper she had just alerted her husband to a break-in at their home and that he was on his way to the remote area, which is best accessed by boat, when he was intercepted by the suspected thieves. Another Frenchman who was with him on the boat escaped the attack by hiding in the cabin, the report said.

The report did not say whether the attackers were also travelling by boat. Three suspects, including a 47-year-old policeman, were arrested within hours of the attack and taken to a police station in Majunga. But the policeman later escaped from the station and is still at large, L'Express reported. Sauvageot, who was a businessman, is the fifth foreign national to be killed this year in Madagascar, where banditry has spiralled in the wake of a coup in March 2009. The power grab by interim President Andry Rajoelina plunged Madagascar into a crisis and stoked crime on the normally tranquil island of 20 million people, which is famous for its sandy beaches and abundance of rare flora and fauna.

In January, a Spanish tourist in his forties was found dead in a taxi shortly after landing at the Ivato International Airport in the capital Antananarivo. In May, a South African couple were hacked to death with machetes at the small hotel they ran on Sainte Marie island off Madagascar's north-east coast. The same month, an Italian man was also shot dead near his house in the south-western city of Tulear. Two of the hotel's former employees have been charged with the South Africans' murder. Meanwhile, residents in the capital have complained of a spike in house robberies, while in rural areas armed robbers have taken to holding up bush taxis. Analysts have pegged the rise in crime to the economic turmoil caused by the political impasse. Gross domestic product growth slowed to 0.6 percent last year from seven percent in 2008, and Western donors have suspended all non-essential aid to the island over Rajoelina's refusal to honour a power-sharing deal. **Source : Sapa-dpa - iol.co.za**



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The **TOR BEGONIA** (in the background) and the **MAAS VIKING** seen in the several stages of the "re-branding" operation - **Photo : Arjen van 't Hooft (c)**

ITF congress launches in Mexico

The world congress of the ITF begins tomorrow in Mexico City. Running from 5 to 12 August, it will be the largest ever and the first to be held in Latin America. Some 1376 participants from 368 trade unions in 112 countries are expected to attend the event, which sets ITF (International Transport Workers' Federation) policy for the next four years and elects its president, vice-presidents, general secretary and executive board.

ITF General Secretary David Cockroft commented: "This is the forty-second ITF congress and the largest in our 114 year history. For us it is a vital event that brings transport workers and their representatives together from all over the world and lets them decide how, why and where we will campaign together to improve conditions, working lives and freedoms in the next four years."

He continued: "This congress will debate issues that affect transport workers and the wider public. Everything from union relations in Mexico itself and the Gulf of Mexico, to how to fight the effects of the global financial crisis on jobs and working conditions while building strong unions and tackling the issues of transport and climate change."

Cockroft concluded: "Every congress has a theme, and this one's is Strong Unions – Sustainable Transport, a pledge that will run through everything we do at this event, which also gives us a chance to back our members' fight for trade unions rights in Mexico, as part of which we will be actively lobbying the government here."

The congress is preceded by two special one day conferences: a youth conference that will recommend changes to the ITF constitution to recognise the importance of unions organising young workers; and a conference on trade unions, transport and climate change (see: www.itfglobal.org/press-area/index.cfm/pressdetail/4808)

There will also be a special session on the fight for quality public services – including public transport – which will be addressed by the General Secretary of the sister Global Union, Public Services International. During the congress period delegates will also be getting the chance to judge and experience new developments such as the ITF's commitment to the Year of the Seafarer 2010 and the fight against piracy (see www.endpiracypetition.org); campaigns for safe rail and road; the launch of a good practice guide on HIV/Aids; a new focus for the ITF's flag of convenience campaign; a planned website for cabin crew; Dockers' Port Intelligence, the latest tool in the campaign against ports of convenience; and issues affecting transport workers on land, at sea and in the air. **Source: ITF**

Scientists Forecast 9 More Atlantic Hurricanes

The forecast for the 2010 Atlantic hurricane season calls for nine more hurricanes by November, including five major ones with winds topping 178 kilometers (110 miles) per hour, a Colorado State University study said Wednesday.

The predictions for a "much more active than average" June-November hurricane season includes 18 named tropical storms, three of which--Alex, Bonnie and Colin--have already hit the region between June and August. The predictions by CSU scientists Philip Klotzbach and William Gray confirm an earlier study that called for 10 hurricanes this season--Alex became a hurricane with 150 kilometers (93 miles) per hour winds and struck Mexico's eastern shores on July 1. With 18 tropical storms predicted, the 2010 season would best the average 9.6 tropical storms and 5.9 hurricanes recorded this past century, the study said.

The scientists attributed the unusually active season to the La Nina weather phenomenon that sees cooler Pacific Ocean temperatures and warmer ones in the Atlantic Ocean, giving rise to favorable hurricane-forming conditions.

La Nina is a cyclical phenomenon opposite to El Nino, which brings unusually warm ocean temperatures to the equatorial Pacific, but cooler temperatures to the Caribbean and the Atlantic. "We estimate that 2010 will have... five major (Category 3-4-5) hurricanes (average is 2.3) and 13 major hurricane days (average is 5.0)," the scientists said.

The CSU study put the chances of a major hurricane--Category 3, 4 or 5 on the Saffir-Simpson scale--striking U.S. shores this season at 75% , compared to the last century's 52% average. The chances of a major hurricane entering the Gulf of Mexico, where a three-month BP oil spill was plugged Wednesday, were put at 49%, against a 30% average. And the chances of a major storm slamming islands in the Caribbean Sea were put at 64%, against a 42% average. The Saffir-Simpson Hurricane Wind Scale covers five categories ranging from 119 kilometers (74 miles) per

hour to 249 kilometers (155 miles) per hour and above. A Category Three storm is defined as causing "devastating damage," while categories four and five can wreak "catastrophic damage." Source : Dow Jones & Company, Inc.

BAMBI TRYING TO SWIM THE RIVER



Yesterday evening on the VHF it was reported that a deer (Bambi??) was spotted at the Waterweg near the Stena ferry terminal near Hoek van Holland, the **RPA 14** and **16** and the **Police 4** arrived at the spot but later the deer swim back to shore near Hoek van Holland, climbed ashore and despite the presence of the (arrived) police the deer left full speed the location and disappeared, luckily the deer did not get a penalty for swimming illegally in the river ☺

Photo's : Piet Sinke (c)

Shipwreck removal to become documentary

The unique operation on removal of the wreck of the Russian cruiser **Murmansk** in Sørøya, Northern Norway, will be made into a documentary. A webcam has been put up by the wreck, giving people the opportunity to follow the operation on-line. Since this is a unique project on world basis the contractor Norwegian company AF Gruppen Norge AS and the Norwegian Coastal Administration want to document the operation through a documentary, NRK reports. The two parties have concluded an agreement with a film production company.

The web camera that has been put up near the shipwreck will provide possibilities for time-laps sequences in the film. This is the first time the new camera system Roundshot livecam is being used in Norway, which on three seconds can take 360° freeze-frames. The on-line pictures will have a 24 hour delay, the Norwegian Coastal Administration's web site reads.

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Watch the removal operation on-line here : <http://murmansk.livecam360.com/flash/main.php>

Removal of the wreck of the Russian cruiser “**Murmansk**” started last summer, as BarentsObserver reported. The vessel ended its days in Sørøya in the rocks outside Sørvær on the coast of Finnmark in December 1994. The cruiser was being tugged southwards for scrapping when it tore away during a storm and has since been to a lot of nuisance to the local population.



the wreck by using jetties and then cut the vessel in pieces on the dry bottom. The operation should be completed in 2011. **Source : BarentsObserver**



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CASUALTY REPORTING



Fisherman missing after boat collision

A fisherman is missing after his prawn boat '**Homeland**' collided with a ferry off the coast at St Abbs in Berwickshire.

The accident, involving the ferry '**Scottish Viking**' which was travelling between Rosyth and Holland, is reported to have happened just before 2000 BST. A rescue helicopter, lifeboats and 15 boats are involved in the search.

Forth coastguard said the other member of the fishing boat's two man crew was rescued. Steve Higgins, Forth Coastguard watch manager, said: "We have requested the Eyemouth and Dunbar all weather RNLI lifeboats and the Dunbar and St Abbs RNLI inshore lifeboats to launch and they are currently on scene and searching for the missing man.

"The rescue helicopter from RAF Boulmer has been scrambled and is also on scene. "We have broadcast messages to all shipping requesting assistance and 15 other fishing vessels have joined the search. There are south-south westerly winds at five knots." **Source : BBC**

Latest news on BBC News 24. They have rescued one person and have called off the search for the second person for the evening. Around 15 ships were searching for him. Scottish Viking appears have just left the scene at 21 knots.

NAVY NEWS

NATO-Russian cooperation at sea

In a sign of continuing cooperation between NATO and the Russian Federation, naval commanders met earlier this week, at sea in the Gulf of Aden, to share experiences regarding counter piracy operations. Commodore Michiel Hijmans (Royal Netherlands Navy), Commander of NATO's counter piracy Task Force, hosted the Russian Task Force Commander, Senior Captain Vladimir Kondratov, on board the Dutch flagship **HNLMS De Zeven Provinciën**.

The two commanders had met earlier in June when their ships rendezvoused in the Atlantic Ocean on their way to the Gulf of Aden, where they spoke of possible future cooperation. Now approximately six weeks later, the Russian ship RFS Admiral Levchenko was once again invited to rendezvous with the NATO flag ship to share information and to discuss future ways of collaboration between NATO and the Russian Federation in the area of counter piracy.

The Chief of Staff of the NATO Task Force, Commander Ricardo Hernandez (Spanish Navy), said: "Every meeting with commanders and representatives of other counter piracy task forces is extremely useful and it will greatly benefit the operation. The operation area is a vast space, comparable to the size of the continent of Europe, and therefore any opportunity to discuss the coordination of counter piracy units will help safeguard the shipping lanes off the Horn of Africa."

The NATO Task Force will continue to contribute to the counter piracy effort off Somalia as part of Operation Ocean Shield until at least December 2012. NATO continues to cooperate with other ship formations including the Task Force of the European Union and the Task Force of the Combined Maritime Forces, as well as with independent navies from India, Japan, Malaysia, South Korea, Saudi Arabia, Australia and China. **Source : defpro.com**

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The Belgian flagged stone carrier **POMPEI** seen on Eldock where she is getting a new maindeck and general refit before proceeding to Europe

Photo : Willem Kruk ©

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The **M.P.R. 1** seen passing Hoek van Holland outward bound – Photo : Piet Sinke (c)

ABS revises guide for vessels operating in Polar regions

ABS has revised its comprehensive guide for vessels operating in the Arctic and comparable harsh environments incorporating nearly four years of operational experience since the guide was first issued in September 2006. Drawing upon feedback from the industry, the ABS Guide for Vessels Operating in Low Temperature Environments was

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reviewed by members of ABS' newly established Arctic technical advisory committee comprised of prominent industry representatives active in harsh environment developments.

The unique demands imposed on vessels operating in Polar regions are addressed in the guide as well as guidance relating to personnel safety and training. Major sections include: materials, welds and coatings; hull construction and equipment; vessel systems and machinery; safety systems; crew considerations; and training and related documentation.

According to Robert Conachey, ABS senior managing principal engineer, marine technology, the major revisions include updated notations to reflect occasional operation in low temperatures and continuous operation in the polar regions; clarification of requirements applicable to continuous service and occasional service in low temperatures; and references to regulations since the guide was first published. Contact information for administrations in Baltic, Arctic and Antarctic areas as well as meteorological organisations is included in the guide.

Conachey points out a new notation for vessels with de-icing systems has been created and charts and tables have been updated. "Detailed coloured temperature charts have been added in the climatic conditions appendix," he says. "These charts can be used for guidance to determine temperatures to be expected when operating in the Arctic and Antarctic areas." Additionally, materials charts have been updated to reflect recent changes to the IACS Unified Rule (UR) S6. The charts now point out requirements for thick plates, castings and forgings. A new table has also been added listing various equipment and systems along with relevant temperature criteria and cross references.

Vessels designed and equipped in accordance with the optional requirements of the guide are eligible for a special class notation. The notation CCO+(TDST, TMAT) will be listed in the ABS Record with the service and minimum temperatures for which the vessel is designed listed in the parenthesis. For example, CCO+(-30, -40 degrees C).

Other optional ABS class notations specified are: cold climate operation, cold climate operation – Polar, cold climate operation plus, cold climate operation – Polar plus and DE-ICE. **Source : The Motorship**



The **CHRISTIAN ESSBERGER** seen moored in Rotterdam-Botlek
Photo : Clemens Smits (c)

Hyundai wins Bubiyan order

Hyundai Engineering & Construction has won a contract worth US\$1.13 billion for the construction of Bubiyan Port. The contract was awarded by Kuwait's Ministry of Public Works.

Hyundai, which along with local firm Kharafi will execute the contract, said the order was part of a larger project that could draw additional investments worth US\$20.4 billion. The commercial port on Bubiyan Island is expected to be operating with an initial four berths in 2015, the Ministry of Public Works said.

The contract with the South Korean and the Kuwaiti companies includes dredging works, designing 16 berths and building four of them. The project is envisaged to eventually have 60 berths. **Source : Dredging News Online**



A well recognised tug around the UK is the **TIOGA B**. Usually she is the plough tug for a dredger working in ports and harbours around the British Isles. However for the past week or so she has been out of the water at a boatyard near Clydebank for repairs to her stern tube.

Photo : Tommy Bryceland, SCOTLAND (c)

Transparency urges Port Qasim Authority to stop corruption

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Transparency International Pakistan (TIP) has urged the Chairman Port Qasim Authority, Karachi to take action against the contractors involved in collusive practices and to hold inquiry about expected loss of Rs6 billion for delaying dredging tender for one year. TIP has also hinted at the recent order of Competition Commission of Pakistan which has imposed Rs50 million penalty on four contractors for collusive business activities in the dredging contracts at Port Qasim.

Syed Adil Gilani, chairman TIP in a letter to Chairman PQA has stated that "TIP refers to the following decision of the Competition Commission of Pakistan: The CCP has imposed a penalty of Rs 50 million each on M/s China Harbour Engineering Company Limited (CHEC), M/s Dredging International (DI), M/s Jan De Nul N.V (JDN) and M/s China International Water & Electric Corporation (CWE) for collusive business activities in the dredging contracts at Port Qasim.

TI Pakistan also referred to the letter sent to the Chairman PQA on 21 July 2009 by TIP, with following remarks:

"The news items on collusive acts of three bidders were alarming for TI Pakistan. This situation has developed when PQA could not award the Dredging Tender last year, to the most responsive evaluated lowest bidder. The efforts of Deputy Chairman Planning Commission to get that tender re-evaluated through other consultants (M/s NESPAK, who are reported to have refused the request of PQA) were against Public Procurement Rules 2004. PQA should have taken firm step in the award of contract, if all GoP procedures were approved, as it would have been most economical and could have saved 12 months time. PQA is also responsible to explain the reason of discharge of the tender under Rule No. 33(1). Note: The tendered cost in 2008 was Rs10.2 billion, and the tendered cost in 2009 was Rs16.05 billion. Exchequer is losing Rs6 billion by not awarding the contract in 2008 and its causes as well as responsibilities are to be determined by the government."

"CCP in its order has also commented on this tender in para 13, as given below. Only CHEC and DI submitted their technical as well as financial bids. CHEC submitted its financial proposal of Rs10.2 billion for the PQA project and the second lowest bidder for the project was DI with the financial proposal of Rs10.8 billion.13. PQA Board vide its Resolution No 139/2008 dated 21-10-08 approved the award of project to CHEC, since it was the lowest bidder for the project. As per the news reports, after award of the project to CHEC, the second lowest bidder for the project, DI, maneuvered to knock out CHEC from the tendering process. Subsequently, the Ministry of Ports and Shipping vide its letter dated 3-12-2008 scrapped the whole tendering process.

Again of 19th September 2009, while advising PQA on the capital dredging tender modalities for foreign exchange issue of dollars and rupee, TIP has commented as under: "It is unfortunate that the recommendations of TI Pakistan have been sought, but not acted upon, which has resulted in delaying the works, which subsequently cost billions of rupees additional expenses to PQA. Deepening & Widening of Port Qasim Navigation Channel is a serious example of such a case, and,

TI Pakistan wants to request Chairman PQA that TI Pakistan recommendations shall not be sought, if they are not acted upon, as it may effect the credibility of TI Pakistan. TIP would like to quote Supreme Court order given on 28th April 2010 in which the SC has announced that it is the duty of the court to ensure the application of Public Procurement Rules 2004.

In view of CCP orders, actions are to be taken by PQA against the contractors under rule No 7, "Integrity Pact", and 19, blacklisting of suppliers and contractors. Inquiry is also required to be held for the expected loss of Rs6 billion for not awarding the contract in 2008, and causes as well as responsibilities are to be determined by the government."



The **ACERGY EAGLE** see arriving at the river Tyne – Photo : Kevin Blair (c)

AET takes delivery of 53rd aframax

At a ceremony held on 29 July 2010 at the Sungdong shipyard in Korea, Paramount Tankers – the tanker company jointly owned by AET and Golden Energy of Athens, Greece – took delivery of a new 114,164dwt vessel. The vessel was formally named "**Paramount Helsinki**" by Mrs. Jean Card, wife of Vice Admiral James Card, a member of the AET Board of Directors. Paramount Tankers has placed orders for six aframax tankers with the Sungdong yard. Three have now been delivered and the remaining three vessels are due to be delivered later this year. All Paramount Tankers' vessels are commercially managed by AET and operate as part of the worldwide AET aframax fleet which is now 53 vessels strong.

Paramount Helsinki was formally named by Mrs Jean Card, wife of Vice Admiral James Card, a member of the AET Board of Directors. Presiding over the ceremony was AET President and CEO Hor Weng Yew who said: "The delivery of Paramount Helsinki cements AET's position as one of the largest owner-operators of aframax tankers in the world and marks another key milestone in the continued growth of AET. We are also very pleased to be working in partnership with Golden Energy and for the contribution the Paramount fleet is making to our operations." AET specialises in the global ocean transport of petroleum and operates a fleet of 76 petroleum vessels comprising 11 VLCCs, 53 aframax, one suezmax, one panamax and ten clean tankers. AET has a further 21 vessels on the newbuilding list. The company is headquartered in Kuala Lumpur, with commercial centres in Singapore, London, Houston and Gurgaon (India), together with a specialist offshore lightering unit in Galveston, Texas. AET is a wholly-owned subsidiary of Malaysian energy logistics group, MISC Berhad. **Source: AET**

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Van Oords **JAN BLANKEN** and **GOLIATH** see operating in Rio de Janeiro

Photo 's : Jaap van den Heuvel (c)



Stranded box ship towed to HK repair yard

The Singapore-registered container ship **KOTA KADO**, stranded near Cheung Chau for more than a month after hitting an underwater object near Nansha, has been towed to a Hong Kong ship repair yard, reported the South China Morning Post. Most of the fuel and containers carrying dangerous goods had already been offloaded. The remaining cargo would be unloaded from the 39,916 deadweight tonne Kota Kado now that the vessel was at Tsing Yi.

The ship was taken to Tsing Yi after salvage crews temporarily patched holes in the hull, pumped water out of the bow and cargo area and refloated the vessel on July 27. The ship, built in 2005 and which has the capacity to carry 3,000 TEUs, was moved to HUD Ship Repair following the approval of a salvage plan this week. It is owned by privately held Singaporean company Pacific International Lines (PIL). A report from Hong Kong's Maritime Rescue and Co-ordination Centre said the bow and two cargo holds were flooded after the ship hit an unidentified object on June 29.

Source: cargonewsasia



The **MIGNON** seen at the Westerscheldt River Photo : Peter Hollands (c)

Marine and dredging work facilitate Southampton terminal upgrade

Maritime Journal reports that DP World Southampton is upgrading its shipside capabilities by deepening its container berths and purchasing further ship to shore cranes. It is a much needed addition to the port's capabilities, as vessels continue their relentless increase in size. Once the dredging works are completed later this year the depth for berths 205, 206 and 207 will be 14.0m, 14.6m and 15m respectively. These deeper berths will provide greater flexibility for vessels calling at Southampton, with nearly 80 per cent of the terminal's quay providing a minimum depth of 14.0m alongside.

In addition to the dredging works, DP World Southampton has placed an order with Liebherr for two additional super post-panamax cranes to upgrade the terminal's crane fleet. Talking about the deeper berths and new cranes, Chris Lewis, DP World Southampton's managing director said: "The terminal continues to meet the ongoing industry trend towards larger containerships through providing deeper berths and upgrading our crane fleet with super post-panamax cranes which have enhanced operational capability and technology." "Deep water berths coupled with the commissioning of two more super post-panamax cranes are two exciting developments for the terminal and will mean that we have the capability of servicing some of the widest and deepest drafted container ships in operation in a highly efficient and productive way." Source : Dredging News Online

Singapore extends port dues concession

The Maritime and Port Authority of Singapore (MPA) will be extending its port dues concession at Singapore port from October 1, 2010 to the end of March 2011. According to the MPA, the extension is valid for all ocean-going ships with a port stay of not more than ten days, and harbour craft engaged in commercial activities. "Ocean-going ships will get 5% port dues concession and this is over and above existing port dues concessions already enjoyed by the industry," said a statement from MPA. "Harbour craft, with the exception of pleasure craft for personal use, will get 10% port dues concession." MPA introduced the concessions in April last year in a bid to cushion the shipping industry during the economic downturn. Source: portworld



The **RYUJIN** seen at the Westerscheldt River – Photo : Peter Hollands ©

Port of Tanjung Pelepas H1 cargo volume up 13% to 3.2 million TEUs

The Port of Tanjung Pelepas, the biggest transshipment port in Malaysia, is confident of achieving its cargo volume target of 6.5 million TEUs (twenty-foot equivalent units) this year, supported by the expected increase in East-West trade. Deputy chief executive officer Azlan Shahrim said the port's volume for the first half of the year stood at 3.2 million TEUs – a 13% jump compared with the same period last year. "Based on current trends, we expect to finish the year with about 6.5 million TEUs compared with 6 million TEUs last year. This is in line with the growth forecast for the transshipment industry of between 5% and 10% this year," he told StarBiz.

Azlan said PTP was quite optimistic of achieving the target despite a potential slowdown in world trade in the final quarter of 2010. "Because of our proximity to the main trade lanes, we stand to benefit from the expected increase in trade between East and West. Westbound trade between the the Far East and North Europe is expected to rise by 6% this year and eastbound trade between North Europe and the Far East is expected to grow by 9.7%," he said. Azlan said PTP was well positioned to capture this additional volume as it had extra capacity. "This is a result of the completion of new berths last year, which has increased capacity to 8.5 million TEUs," he said. On expansion, Azlan said PTP expected to build berth 13 and 14 over the next three years. Phase 2 of PTP's expansion plan, which began in 2005, covers the building of eight additional berths (berth 7 to berth 14). Six of these new berths have already been completed. The port currently has 12 berths measuring a total of 4.3km in length with an annual handling capacity of 8.5 million TEUs. "We expect to build berths 13 and 14 over the next three years depending on the state of the global economy and projected market demand. Once completed, our total 14 berths would increase our capacity to 11 million TEUs," he said.

Azlan said whilst the local and global economy had improved significantly in the first half of 2010, a substantial portion of the growth was due to the low base experience during the height of the global economic crisis early last year. "But still, economic indicators suggest a positive full-year outlook. Drewry, a shipping consultant, recently revised its outlook on global container traffic for 2010 from 5.2% to 8.5%. "Idle capacity has also declined to about 2% as shipping lines have started deploying idle vessels," he said. Azlan also said the International Monetary Fund had projected China's gross domestic product (GDP) to grow by 10.5% in 2010 and the GDP of five Asean countries –

Malaysia, Thailand, Vietnam, Philippines and Indonesia – to grow by 5.4%. "These encouraging indicators suggest that the performance of ports will generally improve in 2010 and 2011," he said. **Source: thestar.com.my**



The **KRITON** seen outward bound from Amsterdam – **Photo : Marcel Coster (c)**

NOL swings into profit

Singapore headquartered container shipping giant Neptune Orient Lines (NOL) reports a net profit of US\$100 million for the second quarter of 2010. That compares with a net loss of US\$146 million in the second quarter of 2009. Core EBIT (Earnings Before Interest and Taxes) for the quarter was \$114 million compared to a Core EBIT loss of \$131 million in the same quarter a year ago. Second quarter 2010 revenue increased 53 percent to \$2.1 billion.

"Continued strong container shipping volumes and improving freight rates have helped return us to profitability," said Group President and CEO Ronald D. Widdows. "The result for this latest quarter reflects significant progress as we turn around our performance from the economic downturn of 2009."

NOL reported core EBIT of \$40 million for the first half of 2010, compared to a \$353 million core EBIT loss a year ago. Revenue in the first half increased 44 percent to \$4.2 billion. Net profit for the first half of 2010 was \$1 million, compared to a net loss of \$391 million in the first half of 2009. Though the Group said it will not pay an interim dividend to shareholders, it will consider a final dividend to be paid based on its current policy of paying an annual dividend of 20 percent of net profits after tax. As previously announced, NOL is presenting the financial results of Container Shipping and Terminals as one business unit, namely Liner. APL, NOL's liner shipping business, reported first half 2010 revenue of \$3.7 billion, up 46 percent from \$2.5 billion a year ago. Volume in the first half increased 39 percent to 1.35 million FEUs (forty-foot equivalent units). Core EBIT for the first half was \$13 million, up from a core EBIT loss of \$372 million a year ago.

"Vessels were effectively full during much of the first half of 2010 even though we reintroduced idled vessels to our network and added incremental capacity," said APL President Eng Aik Meng. "In the second half, we will continue to emphasize operational efficiency and service reliability to meet the needs of our customers."

APL Logistics, NOL Group's supply chain management business, reported core EBIT of \$27 million in the first half of 2010, up 13 percent from 2009. Revenue increased 33 percent to \$578 million. The improvement was attributed primarily to increased volume across various business lines, higher rates in the freight forwarding business and growth in the auto logistics sector. "We are particularly encouraged that average weekly revenue in the second quarter of 2010 was the highest it has been since late 2008," said APL Logistics President Jim McAdam. With further

improvement anticipated in container shipping volume and rates, NOL Group expects significant improvement in third quarter profits **Source : MarineLog**



Above seen Jadrolinija's "**Marko Polo**" entering the port of Rijeka - Croatia
Photo : Svetozar Catovic RRM ©

Matson boosts capacity of China-Long Beach Express

MATSON NAVIGATION COMPANY is expanding its China-Long Beach Express by adding a second string of vessels, which will provide service from the ports of Hong Kong, Shenzhen and Shanghai to Long Beach. The weekly service will allow Matson to further extend its geographic presence in China. Operations will begin in mid-August and be in full swing by early October. With the new service, Matson will offer twice weekly departures from Shanghai, with a 10-day transit time. Matson currently offers customers a weekly service from Xiamen, Ningbo and Shanghai to Long Beach.

"Matson's expanded service is a direct response to the exceptionally positive support we've received from customers utilising our CLX service," said Dave Hoppes, senior vice president, ocean services. "The addition of the dynamic markets of Hong Kong and Shenzhen will allow us to offer our customers premium service from Southern and Central China. In addition, Shanghai, our busiest port, will benefit from the additional service frequency the new service will provide." **Source : Schednet**

Itajai draws on virtual experience

The port of Itajai in Brazil is once again open to large container vessels after its sudden silting two years ago by flash floods. The port authority was forced to reduce the size and draught of vessels that could enter the port, which hit the port's revenue severely, especially at a time when the world's shipping economy was experiencing a severe downturn in trade. Following one of the largest surveying and dredging operations in Brazil, the port is looking to recapture demand.

However, problems had impacted not just the physical environment but also the 'human factors' within the port, so in order to refresh the pilots' ship handling knowledge and experience of large containerships the port authority commissioned a marine simulator workshop at the port's offices in Brazil.

The workshop provided the pilots with a simulated model of a 290m container vessel which had been fully validated against previous ship trials data. The Port of Itajai was recreated in BMT Argoss' PC Rembrandt simulator using the standard British Admiralty chart and the port's latest bathymetry and hydrodynamic data, incorporated from information gained through the Coastal Planning and Engineering of Brazil (CPE Brasil) recent surveying work.

Source : PortStrategy

OLDIE – FROM THE SHOEBOX



Rio de Janeiro, Saturday 21 November 1970 - The Swedish passengerliner **KUNGSHOLM** alongside berth Armazem 1 and was preparing to sail, just before a tropical rainshower came down. At 1800 she left Rio de Janeiro with a real Dutch brass band playing on her aft sundeck. Today she is still sailing as "**MONA LISA**" at an age of 44 !

Photo : Capt. Frank Haalmeijer (c)

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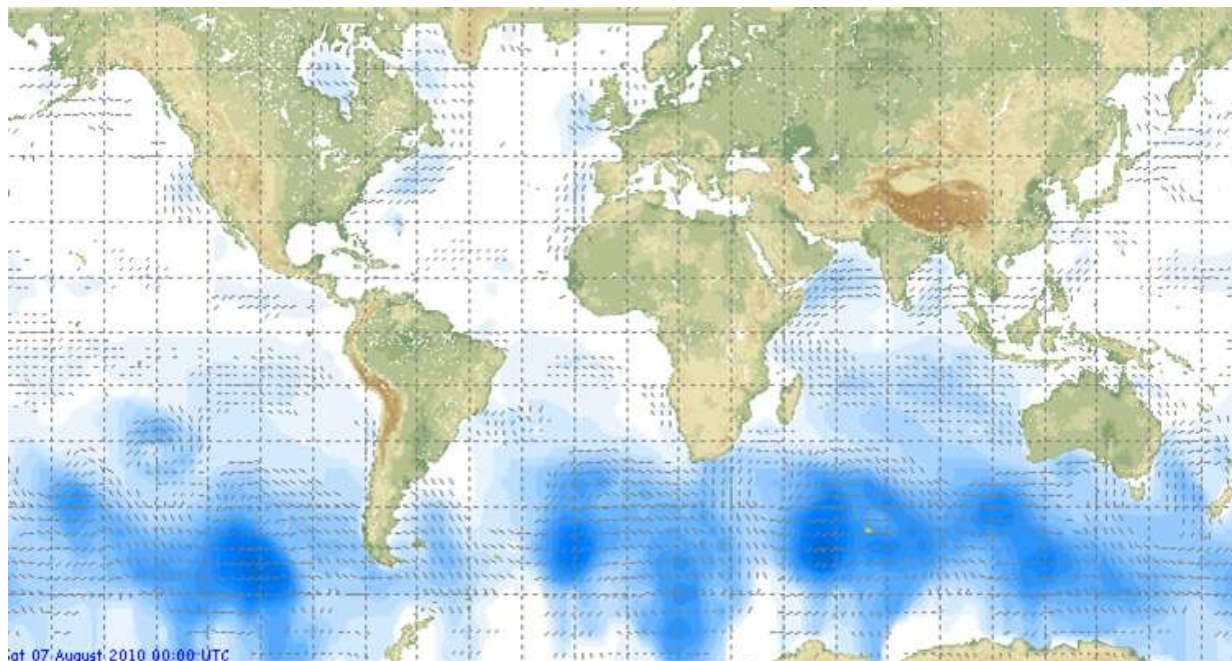
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.... PHOTO OF THE DAY



Above seen the 2005 built GRC flag and owned crude oil tanker **GREAT LADY** entering Grand Harbour, Malta bound to Palumbo Malta Shipyard Ltd Dock no 6 on Thursday 5th August 2010 piloted by 3 pilots

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)