

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 251



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The ABEILLE LIBERTE seen in drydock in Brest
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Dockwise **TRANSPORTER** seen in Qingdao (China) loaded with 4 modules – **Photo : Andre Korver ©**

Starving crews in Newcastle

At least two coal ships arrived at Newcastle with "starving" crews in recent months, a leader of the church-run Mission to Seafarers claimed. Reverend Garry Dodd told a monthly shipping lunch at the Newcastle Club last Friday he believed the situation was created by a new vessel arrival system that stopped coal ships from anchoring off Newcastle more than seven days before loading. The ships must wait off New Guinea, steam slowly down from Japan or wait about 110 nautical miles off the coast before approaching the Newcastle anchorage. The latest official figures show almost 40 ships waiting an average of 12 days to load in Newcastle. Mr Dodd's disclosures sparked an angry response yesterday from the Maritime Union of Australia and the union-linked International Transport Federation, which both asked why they had not been told at the time. Mr Dodd said the mission only found out about the first ship after it had sailed and the second vessel arrived while he was out of the state. He passed the case on to the mission's Illawarra-

based national co-ordinator Colin Brown, who recalled yesterday contacting the ship's agent to ensure food was brought on board.

Newcastle Port Corporation chief executive Gary Webb said the new vessel arrival system did not stop ships asking to be provisioned and "no-one has asked" since the system began in June. Mr Dodd said he was not surprised the port corporation had not been alerted to a food shortage because the sailors' concerns might not even make it to the captain. "If they were at anchor they could get supplies to them more easily but they can't if they are out there drifting," Mr Dodd said. **Source : Garry Luxton**



The Indian Navy successfully thwarted a Somali pirate attack on Sunday. Guided missile destroyer **INS Delhi** was escorting a convoy of 12 ships through the Gulf of Aden when pirates attempted to attack one of the merchant vessels. The pirates' boat was intercepted by the Indian warship **INS Delhi** that deployed a helicopter with marine commandos, who seized a cache of weapons and offloaded the fuel and left their boat adrift, the spokesperson for the Indian Navy was reported as saying by local press. The attack took place 12-15 hrs on 5 September in the International Recommended Transit Corridor in the Gulf of Aden. "On investigation, a cache of arms and several fuel drums and ship boarding equipment were found. There were seven Somali and one Yemeni national as part of the speed boat's crew. The men were disarmed and excess fuel on the boat was disposed of by the boarding commandos' team," he said.

Japanese tanker attacked by Indonesian pirates

Japanese tanker has become the 27th vessel this year to be hit by pirates in Indonesian waters in the South China Sea. The chemical tanker **Chemroad Luna**, owned by Iino Kaiun Kaisha, was boarded by pirates armed with knives close to the Anambas Island at 0300hrs on Sunday morning. The two pirates stole cash from the vessel and then fled the ship. None of the crew of 20 were injured in the attack. It is the 27th pirate attack in the area since February.

Source: [seatradeasia](#)

New Piracy Prevention Technology Installed on Treasure



The new Dutch invention, the **P-Trap**, which claims to stop pirate skiffs dead in the water, is being piloted on the Dockwise vessel **Treasure**. The non-lethal defense product was installed on the semi-submersible last month in Rotterdam, Netherlands. Dockwise, the global market leader in the transport of extremely large and heavy cargoes, is the first company to purchase the new anti-piracy technology, as part of an innovative pilot project to test the technology on a vessel at

sea. "We're committed to keeping our crews, our vessels, and our cargoes safe," said Marco Schut, Dockwise Vice President of Operations. "We welcome the opportunity to provide additional tools and resources to our crews to reduce the risk of piracy attacks at sea."

Dockwise operates the largest fleet of specialized vessels in the world: A versatile fleet of 19 semi-submersible vessels of different concepts and designs. Dockwise provides specialty services in Heavy Marine Transport, Offshore Engineering, Transport &



Installation, Logistical Management, Offshore Equipment, and Yacht Transport. Pirate activity off the Somali coast has become a major threat to international shipping in recent years and is increasingly making headlines today. According to a recent UN report, 139 piracy-related incidents have occurred off the coast of Somalia within the last seven months. Thirty ships were hijacked, and seventeen ships and 450 seafarers are being held ransom.



The **TREASURE** seen near the river Elbe loaded with the jack up platform **HAVEN** – Photo : Jacob Versteeg ©

Westmark Managing Director **Mr. Lodewijk Westerbeek van Eerten**, creator of the **P-Trap**, says his product can make a substantial difference in combating piracy and armed robbery at sea. "The P-Trap stops pirates from taking control of a ship by making sure they can't get close enough to board. If they do come too close, the **P-Trap** functions to stall their engines and leave them stranded, until perhaps the authorities can arrive." The **P-Trap** prototype was tested in February by the Netherlands Coast Guard, The Royal Dutch Navy and the Royal Netherlands Sea Rescue Institution. Four simulated pirate attacks at varying speeds put the product to the test with promising results—in all cases the "pirates" were unable to come within five meters of the ship.

Westmark BV, founded in 1990, specializes in innovative safety and security products for the oil and gas and maritime industries. For more information about P-Trap visit www.p-trap.eu

Deepwater Horizon: Lessons learned

Underlying causes of the **Deepwater Horizon** disaster include complacency and "routinism" the tendency of those within a large organization to avoid testing established policies. That's the analysis of Clay Maitland, Chairman of the North American Marine Environmental Protection Association (NAMEPA). Other causes identified by Mr. Maitland in a speech prepared for delivery at today's Global Maritime Environmental Congress 2010 in Hamburg, Germany, include "Bean-counteritis" -- a failure to examine constraints on risk management budgets-- and collectivism -- a conviction that existing company policy is, by definition, the best that could possibly be.

Most significant, he says, is the failure to establish a risk control or safety awareness mindset at all levels of the corporate hierarchy, particularly at middle-management levels, and to effectively offset a "get it done, at the lowest possible cost" attitude at the "coalface." What needs to be done to prevent another disaster?

There are generally acknowledged to be three material stages in protection from oil spills: Prevention, Response and Remediation. Mr. Maitland recommends particular attention to the following steps. The need to match cost awareness and risk awareness. The one must not become the enemy of the other. Prevention: implementing a successful risk assessment and management scheme for the oil industry, and indeed the shipping industry as a whole. Including in this process, an effective third-party audit system that goes "BP", that is, "beyond paper".

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Ensuring that risk management programs, exemplified by the ISO System and the ISM Code, are not subject to unreasonable "starvation" by corporate budgetary controllers. Funding an adequate engineering and scientific platform before, and not during or after, the disaster takes place. Requiring that government agencies have the adequate fiscal and material resources to conduct remediation, after the spill has taken place. Emphasizing the need for community involvement and understanding during "peacetime," that is, before an incident occurs. Cooperate with organized environmental advocacy groups, scientific and technical experts and other public and not-for-profit organisations to develop successful collaborative practices, drills, informational and problem-solving models.

NAMEPA, says Mr. Maitland, is concerned about these "lessons learned." The management of risk, in terms of oil spill prevention, means among other things that the right measures be taken to avoid disaster in the first place. Prevention and remediation go hand in hand. Planning therefore begins before the spill, to avoid it and to have a seamless response process in place. What was done after April 20, why and how the process worked, and what needs rethinking, will be studied and debated for some years to come. It is clear that a more enforceable system of assessment and management of risk factors is needed.

There is no understandable reason -- except cost cutting - for BP to have incurred \$40 billion or more in liabilities; or for there to have been loss of life; or serious damage to several major industries, from petroleum to shellfish; or vast environmental harm; or the possible destruction of a company with hundreds of thousands of investors and eighty thousand employees; -- except for its failure to embed an effective safety management system, when and where it mattered.

"But bean-counters seldom have remorse; quality, safety and risk management will often have no place in a corporate budget unless the law compels otherwise, and imposes severe penalties for noncompliance," says Mr. Maitland. And if you want to hear Mr. Maitland's thoughts on what future regulations will look like after the **Deepwater Horizon** incident, he'll be addressing that topic in a September 24 luncheon address at Marine Log's Global Greenship conference in Washington, DC, when he will be speaking in his capacity of Managing Partner, International Registries, Inc **Source : MarineLog**



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The **GRAND MISTRAL** seen departing from IJmuiden bound for Dover - Photo : Marcel Coster ©

CHIEF ENGINEER WHO COVERED UP CARGO SHIP'S OIL DUMPING SENTENCED TO PROBATION

A cargo ship engineer who ordered the dumping of oil-containing waste into the ocean was sentenced Friday in U.S. District Court, according to the U.S. Attorney's office. **Dimitrios Dimitrakis**, chief engineer of the cargo ship M/V **New Fortune**, was sentenced to three years probation, a \$5,000 fine and a \$100 special assessment for failing to maintain an Oil Record Book.

The sentencing stems from the overboard disposal of oil residue, sludge, oil and oily mixtures into the ocean and Dimitrakis's efforts to conceal the discharges by falsifying onboard records, according to the U.S. Attorney's office. According to court documents, the ship was boarded by the U.S. Coast Guard for a routine inspection in February after it traveled from South Korea to the Port of Oakland. Prosecutors said inspectors found that the crew had been using a so-called "magic hose" to dispose of the vessel's oil-containing waste overboard, bypassing the vessel's pollution prevention equipment.

According to the U.S. Attorney's office, further investigation by the Coast Guard and the U.S. Environmental Protection Agency revealed waste oil in the overboard piping of **New Fortune**. The investigation also uncovered evidence of false entries made in the vessel's Oil Record Book, a document required by MARPOL, which is a treaty ratified and implemented by the United States and other countries. MARPOL, which stands for marine pollution, requires that all transfers of sludge, oil-contaminated bilge water, and overboard discharges of bilge water be fully and accurately recorded in the Oil Record Book.

Greek shipping company Transmar Shipping Co., S.A., the operator of the **New Fortune**, was sentenced last month to pay a \$750,000 fine and an additional community service payment of \$100,000. The company was also ordered to follow an environmental compliance plan. Volodymyr Dombrovskyy, the cargo ship's second engineer who works under Dimitrakis, was sentenced to two years probation, a \$500 fine and a \$100 special assessment. Dombrovskyy had pleaded guilty to aiding and abetting the failure to maintain the book. The **New Fortune** is a 26,136-gross-ton ocean-going bulk cargo ship registered in the Marshall Islands. Source : [contracostatimes](#)

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CASUALTY REPORTING



DOZENS FEARED DEAD IN CONGO BOAT ACCIDENTS

Dozens are feared to have died when two boats capsized in two separate incidents in recent days in Democratic Republic of Congo, authorities in the central African country said on Monday. One boat sank in the Ruki river in Equateur province in the north of Congo, and another in Kasai-Occidental province, close to the border with Angola.

"The (Kasai-Occidental) accident was caused by fire. The manifest gives 39 names but in reality there were more. We are waiting for the navy to give us the death toll," said Djalo Meba, a regional official for the town of Tshikapa, around 60 km from where the accident happened on Saturday. "There were 17 deaths on the river Ruki in Equateur, and others who are missing," said Richard Ilunga, an official at the interior ministry, who said the boat sank between Thursday night and Friday morning. Decades of conflict and neglect have left the nation's infrastructure in tatters, meaning travel by air and river are often the best or only option for Congolese.

Accidents are frequent and often blamed on overloading. It was not immediately possible to establish exact death tolls in the latest accidents. Up to 138 people died when a boat sank in a stretch of the Congo River in the western Bandundu province, east of Kinshasa, police said in July, and at least 73 people were killed when a boat carrying logs and illegal passengers sank on a lake in Bandundu last November. **Source : reuters**

NAVY NEWS

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The 1976 built Navigation Aids tender **KARAKAT** is operated by the **Sea Communications Agency** in Indonesia
Photo : Piet Sinke ©

India OKs \$6.5B Plan To Build Stealth Destroyers

The Indian government has approved spending \$6.5 billion to build four stealth destroyers for the Navy under Project-15B. The Indian Defence Ministry cleared the project in late 2009, but the government only approved funding last month, a senior Defence Ministry official said.



The four destroyers will be built at the Indian Navy's Mumbai-based Mazagon Docks after construction is completed for three earlier stealth warships under Project 15-A. These are expected to be completed by 2012-2014. The new destroyers will have greater stealth and advanced sensor and weapon packages, and will be fitted with a 1,000-kilometer-range nuclear capable cruise missile currently being developed by the Defence Research and Development Organisation with Israeli help, Navy sources said. The new stealth destroyers also will be fitted with an extended-range surface-to-air missile system, which is being developed jointly between India and Israel. There was no competitive bidding for the four 6,800-ton destroyers since Mazagon Dock is the only Indian shipyard large enough to build destroyers.

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The Navy, which has been retiring old ships faster than building new ones, has given orders to various shipyards for the building of 39 warships. The Navy's current strength is about 140 vessels. Most of these warships are of Russian make and one Navy officials said the service is concerned that these ships are aging faster than new ones can be inducted. Naval responsibilities have increased with India emerging as a major power throughout the Indian Ocean region.

In July, the Defence Ministry approved procurement of six conventional submarines worth more than \$10 billion. Under the program, three of the subs will be built at Mazagon Docks, one will be built at state-owned Hindustan Shipyard in Visakhapatnam with the help of a foreign collaborator, and two will be purchased directly from an overseas vendor.

Source : Defense News



The Indonesian patrol vessel **867 KRI KOBRA** seen leaving the port of Tj Priok – Photo : Piet Sinke ©



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France, Britain: No Plans To Share Aircraft Carriers

France and Britain announced Sept. 3 that they are talking about sharing the cost of military aircraft programs but rejected reports that they plan to merge their aircraft carrier fleets. "In terms of actually being able to share an aircraft carrier, I would have thought that that was utterly unrealistic," British Defence Minister Liam Fox told reporters after talks with his French counterpart Herve Morin.

But when it comes to pooling assets in other areas such as strategic or tactical lift I would have thought that that was a different case altogether," he added, referring to military transport planes and helicopters. Earlier this week, British media reported that the Royal Navy and the Marine Nationale were preparing to put centuries of often bloody rivalry behind them and share the use of their most powerful vessels.

But the ministers, while admitting that their budgets were extremely tight and that they were seeking ways to share costs by pooling resources, insisted that no such drastic measure was on the table. Britain is undergoing a strategic defense review to decide which of its military programs to cut, and Fox and Morin are scheduled to meet Oct. 14 to discuss "concrete plans" for cooperation.

"The work underway is ongoing at the rhythm determined by the British, who are undergoing an in-depth strategic review against the backdrop of a serious budget problem," Morin said at the news conference. "We have some tracks we're going down: the A400M, the refueling planes and perhaps cooperation on naval capacity - but not on aircraft carriers, just so things are clear," he added.

The A400M is European plane-maker Airbus' troubled project to produce a military transport plane to replace the ageing fleets of C130 Hercules and Transalls working around the clock in Afghanistan and elsewhere. The A400M was first ordered in 2003 by seven nations. Air forces were to take their first deliveries at the end of 2009, but after lengthy technical delays deliveries are not expected until at least early 2013. The project is also more than 5 billion euros over budget, and client governments are looking for ways to reduce defense spending by renegotiating their contracts with Airbus.

Morin suggested that France and Britain could work together to ready the planes for combat service once they were delivered. Airbus is also developing a new military plane based on its A330 civilian airliner for mid-air refueling of attack jets. Britain plans to buy the jets through a complex public-private leasing deal.

"You'll have to wait for the end of October for more precise details," said Morin, when asked for concrete examples of how Britain and France are planning to work together more closely in the years to come. But he said that the militaries, the most powerful in the European Union and currently comrades in NATO's Afghan mission, would seek to save cash by working towards "mutualization" of procurement projects. Morin said France and Britain could work together developing weapons and systems at the industrial level "either in cooperation or in creating extremely strong projects that would lead us to interdependence." Fox did not go so far, but said that the United States and France were Britain's two most important Western allies and that France's willingness to deploy forces abroad made it a "natural ally and partner."

Both ministers said that they were in complete agreement over the need to cut bureaucracy at NATO headquarters in Brussels, and would push for those moves at the alliance's summit in Lisbon in November. "The fat needs to be trimmed away, because we're not in NATO as a job creation project," Fox said. "We are there to ensure that it delivers what we need in terms of our combined security." **Source : DefenseNews**

SHIPYARD NEWS

A photograph of an offshore oil rig in the ocean, with a red and white structure and a large crane.

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New cutter suction dredger for Panama Canal launched at IHC Merwede

A custom-built cutter suction dredger destined for the Panama Canal was launched by IHC Merwede in The Netherlands on 6 September. The 12,000kW vessel was designed and built by IHC Beaver Dredgers at its Sliedrecht shipyard in The Netherlands for the Panama Canal Authority (ACP – the Panama Government's autonomous agency).



Photo : Jan van Heeteren ©

QUIBIÁN I was named and launched before invited guests at Sliedrecht, and will now be completed by IHC Merwede. The vessel will be delivered to the ACP in April 2011, within the schedule agreed when the contract was signed in March 2008.

The cutter suction dredger will work on the Panama Canal's ongoing expansion programme in the run-up to its centenary in 2014. After this notable historic landmark, it will continue to be used for ongoing maintenance work and future modernization projects.

The new addition to ACP's fleet will have the capacity to dredge along the entire 80km shipping route that joins the Pacific Ocean to the Atlantic Ocean.

QUIBIÁN I has the capacity to achieve high outputs at a relatively low cost. It can work to a depth of 25m and under the challenging conditions it will encounter on the Canal. The vessel has been equipped with the latest dredging technology – including rock-cutting capabilities – and other features, including:

- an electrically driven cutter and winches for dredging hard soils
- Cutter Special pumps, which combine a large spherical passage with high efficiency and suction performance
- three dredge pumps (one submerged and single-walled, and two onboard and double-walled) with identical wear parts
- enginerooms and onboard pumps on the main deck level for easy access
- wear-resistant material for onboard pipelines
- heavily insulated daytime accommodation, engine watch room and dredge control room, placed on vibration dampers to improved the crew's comfort levels
- special equipment to ensure minimal impact on the environment
- special provisions to ensure safe operation in the Canal with regard to the heavy traffic.

"IHC Merwede is creating a state-of-the-art dredger, which is the best solution for ACP's specific requirements in the Panama Canal – not only for the present, but also for the future," says IHC Holland's Area Manager Ruud Ouwerkerk.



Photo : Jan van Heeteren ©

"ACP has appreciated the partnership with IHC Merwede in developing a specialist dredger for such a unique environment. This co-operation will not curtail after the delivery of the **QUIBIÁN I**, but will be extended with starting up the vessel, training the crew and other life-cycle support activities." **Source : Dredging News Online**

Harland & Wolff wins order for offshore wind farm platforms

Siemens has awarded Harland and Wolff Heavy Industries Limited, Belfast, Northern Ireland, the design and build contract for two offshore substation platforms for the Gwynt y Mor offshore wind farm off the coast of North Wales. The substations will be completed by June 2012. H&W, with long experience in offshore and marine projects for the oil, gas and shipbuilding industries, has designed the platform using stiffened panels typical of shipbuilding and offshore structures. This approach offers cost and weight savings, increased watertight integrity, structural flexibility and opens opportunities for floating, self-installing projects in the future.

Harland & Wolff CEO Robert J Cooper said the award "clearly demonstrates our continuing development as part of the UK supply chain for marine renewable energy. Our project goals are to make the design and build process frictionless for Siemens and to ultimately provide the operator, RWE Innogy, with a robust and durable offshore platform, built safely, on time and to budget." The Gwynt y Mor offshore wind farm is a 576 MW, 160 turbine UK Round 2 wind farm being developed by a consortium of RWE Innogy, SWM - Municipal Utility Munich, Germany and Siemens 13 km off the coast of North Wales. Siemens will supply the wind turbines which will be connected via 33 kV array cables to two new offshore substations.

Siemens' equipment on the H&W built platforms will transform the power from 33kV up to 132kV for transmission back to a new onshore substation at St Asaph also to be built by Siemens.

John Willcock, director of Major Projects for Siemens Transmission and Distribution Ltd. Says: "Siemens is delighted to make this award to Harland and Wolff. This is a key project for Siemens, as one of the largest of its type ever developed. The H&W team impressed us by their approach to the project and understanding of our requirement. This is a new relationship for both companies and one that could be fruitful in the future. It is great also to be able to support a UK-based firm."

Trevor McCormick, H&W Project Manager will have responsibility for the project in Belfast. He says: "This is a substantial project that will be the focus of our attention over the next two years. The project was secured due to a number of factors including the commitment demonstrated by all areas of the company during the tendering phase; we fully intend carrying this enthusiasm and dedication through to completion." **Source : MarineLog**



The **RPA 15** seen at the slip at the **DE HAAS SHIPYARD** in Maassluis – **Photo : Jan Steehouwer ©**

Vinashin gets new acting head

State-owned shipbuilder Vietnam Shipbuilding Industry Group (Vinashin) has a new acting head, following the suspension of previous head, Tran Quang Vu, for alleged mismanagement. The government appointed the company's chief business director Nguyen Quoc Anh on August 30 to the position.

Vinashin's rapid expansion and shaky financial state has led to strong criticism from the ruling Vietnamese Communist Party. The Communist Party's central committee concluded that his wrong doings called for disciplinary actions, as he had been irresponsible in the mobilisation, management and use of state capital, pushing Vinashin to the brink of bankruptcy, local press reported.

This comes on the back of recent restructuring plans under which Vinashin must hand over 13 shipyards, shipbuilding industrial parks and shipping lines to PetroVietnam and Vinalines. The two state-owned companies will also absorb Vinashin's debts.

The Vietnamese Ministry of Transport (MoT) released a statement in early July saying that the firm's financial ability was "in a very difficult stage" that should "be urgently and resolutely restructured" both in business and manufacturing operations and financial investments. **Source : Baird**

ROUTE, PORTS & SERVICES

Thailand's Nan River to be dredged

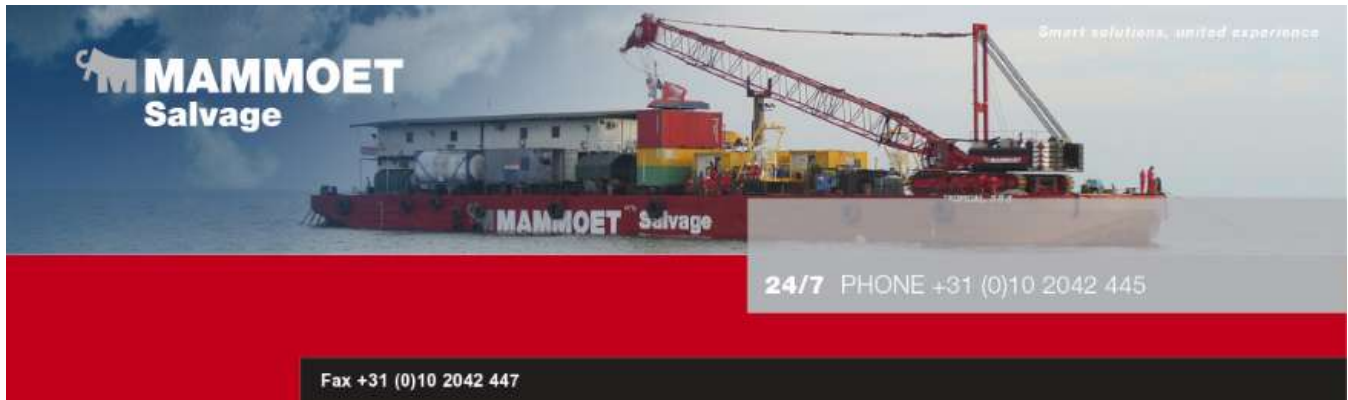
The Bangkok Post in Thailand reports that the Nan River and two adjacent rivers will be dredged and have sluice gates installed as part of an integrated approach to tackle chronic flooding and drought in Phichit. The proposed dredging of the Nan, old Phichit and Yom rivers has been agreed upon by provincial authorities, local leaders as well as former and serving ministers from Phichit, which borders Nan.

Former labour minister Paithoon Kaewthong said he had discussed strategies to tackle flooding and drought in Phichit recently with Deputy Prime Minister Sanan Kachornprasart, Deputy Finance Minister Pradit Phattraraprasit and community leaders. They agreed the three main rivers, which run adjacent, should be dredged and have sluice gates installed.

If the three rivers were dredged, water from the Nan River would be diverted to the old Phichit River before being released into the Yom River to provide water for farmland during the dry season. During flooding, excessive water from the Yom River would be diverted to the old Phichit River before being released into the Nan, said Mr Paithoon, a Democrat Party list MP representing Phichit. **Source : Dredging News Online**



Above seen onboard Allseas **AUDACIA** the new deck engineer **Simon Bakker** hard at work on the Noble Tamar Pipe line in Egypt, which is being layed at present by the **Audacia**



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Mammoet Maritime's fleet extended with the SCHELDE multipurpose pontoon

Mammoet Maritime, with its head office at Schiedam, the Netherlands, recently extended its fleet with the **SCHELDE** multipurpose pontoon. This seagoing pontoon (length: 85 meters, breadth 22 meters) can be used for RoRo and conventional transport, and to launch large ships. Mammoet recently launched a frigate and a large yacht with the **SCHELDE**.



Photo : Mammoet / Jorrit Lousberg ©

There are few multipurpose pontoons available in Europe. Mammoet Maritime, specialists in transport, heavy lifting and salvage, expect to use the new pontoon to serve the following industries: offshore, shipbuilding and civil engineering. The **SCHELDE** will be used in the Benelux, Germany, Scandinavia, France and the UK.

Arkhangelsk port's throughput is up 39% in Jan-Aug, to 3,1m tons

Freight traffic volume via the port of Arkhangelsk in January-August rose by 39% from the same period in 2009, 3.1 million tons, PortNews IAA reports citing the Port Authority.

Eight-month exports volume surged by 50.7% to 1.33 million tons. The volume of exported lumber increased by 13.2%, to 346.900 tons, petroleum products leaped by 58.5% to 665,000 tons, exports of coal showed over a twofold spike, to 174.300 tons, while volume of pulp, cardboard and paper fell 4.5% to 95,500 tons.

The volume of coastal traffic increased by 33,4% to 1.43 million tons, including 659,700 tons of goods carried by river transport (there were no river traffic last year). However, the volume of transshipped crude oil plunged by nearly 63%, to 212.400 tons.

Eight-month volume of inbound goods increased by 24.5% to 378,100 tons thanks to general cargo shipments.

In August, the total volume of cargo handling at the port jumped by 52.1% from the same period a year earlier, to 545.300 tons.

Arkhangelsk, a year-round navigable seaport, is located in the delta of the Northern Dvina River flowing into the White Sea. The Northern Sea Route freight traffic passes through the port's terminals. The Port of Arkhangelsk specializes in transshipment of general cargoes, cellulose, cardboard, containers, timber, metals, fertilizers, heavy-lift equipment and bulked cargoes. The total capacity of Arkhangelsk port allows handling up to 4.5 million tons of cargo a year. Last year, the port's throughput shrank by 30.58%, to 3.271.600 tons. **Source : PortNews**



The **Ocean Drover** loading sheep for the Middle East in Fremantle at North wharf

Photo : Chris de Jong ©

Korean box throughput ups 23% to 1.69 million TEUs in August

The volume of container cargo handled at South Korea's seaports rose sharply in August thanks to the worldwide economic recovery that fuelled trade, a government report showed, according to Yonhap News Agency.

The volume of containers handled amounted to 1.69 million TEUs last month, up 21.8 percent from a year earlier, according to the report by the Ministry of Land, Transport and Maritime Affairs. Since April, figures have stayed over 1.6 million TEUs.

In the first eight months of the year, containers handled by the country reached 12.81 million TEUs, up 23.4 percent from a year earlier, according to the ministry. Busan, the nation's largest port city located on the southeastern coast, handled just under 1.25 million TEUs of container cargo last month, which was 22.3 percent higher than the previous year. Cargo processed at the port of Gwangyang on the southern coast came to 190,000 TEUs, while the volume at Incheon, just west of Seoul, totalled 152,000 TEUs. **Source: cargonewsasia**



The Offshore Construction vessel **SAMPSON**, IMO 9429455 seen moored at Kai 13 in Kristiansand, Norway.

Photo : Hans de Roo - Belwind rep o/b Nexans Skagerrak ©

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Three lines stop Belawan service due to congestion

Three foreign shipping companies have stopped their operations at Belawan port, North Sumatra, over the past two years following the high congestion rate at the port and a decline in export productivity in the region, reported Bisnis Indonesia. The three companies consist of two Taiwanese companies, which have been out of operation since August 2010, and one South Korean company, which has been out of operation since last year. Currently, there are only seven foreign shipping companies operating at Belawan port.

Asmari Herry, co-chairperson for container transportation at the Indonesian National Shipowners' Association (INSA), revealed it had been more difficult for foreign shipping companies to compete at Belawan due to the worsening congestion.

Therefore, he argued, it was understandable for them to stop operations in Medan due to high cost.

"Congestion at Belawan port, especially at the international container terminal, is very poor," he told Bisnis last week. In addition to the poor congestion, export cargoes from Belawan and some other ocean-going ports have been sluggish, while imports have been surging sharply, especially from China, following the implementation of the Asean-China Free Trade Agreement (ACFTA)

Asmari added the ACFTA had bolstered the import flow from China to Indonesia, boosting container charge from China and at the same time lowering container charge from Indonesia. At Belawan port, prior to the ACFTA, regional carriers were still able to carry 14,000 TEUs of containers per month, higher than 11,000 TEUs of import containers.

However, in the wake of the ACFTA, the flow of export container is declining, while that of import flow is on the rise. Data by the Central Statistics Agency (BPS) showed North Sumatra's export volume in the first semester of 2010 hit 3.36 million tonnes, down from 3.69 million tonnes in the first semester of 2009.

Asmari previously cited congestions at three ocean going ports had been exacerbating following a surge in goods shipment ahead of Idul Fitri 2010 and the soaring flow of import. The three ports are Belawan, Pontianak, and Banjarmasin ports. "The capacities of the yard locations are unable to accommodate the surging flow of goods."

At the three ports, carriers have to wait for five to seven days to receive docking services. At Belawan port, congestion took place at the international pier due to damaged equipment and soaring flow of import. **Source: cargonewsasia**



The Indonesian ferry KM **TRISTAR 2** seen arriving in Tj Priok (Jakarta) – **Photo : Piet Sinke ©**

Dutch transport minister leads delegation to Hong Kong

DUTCH Transport Minister Camiel Eurlings is to lead a 32-strong business delegation from September 5-10 to Hong Kong, Shanghai and Singapore to learn from Asia's success, said a Netherlands government communique.

Hong Kong will stage a roundtable to discuss developments in the Greater Pearl River Delta, specifically the integrated infrastructure and administration between Hong Kong, Macau, Shenzhen and Guangzhou, with the addition of a visit to the Bridge Tunnel Project. With innovative developments and international co-operation high on the agenda, Mr

Eurlings seeks to boost economic collaboration in port and airport development, maritime transport, logistics concepts, public transport and traffic management, said the statement.

In Singapore, Mr Eurlings will hold meetings with Transport Minister Raymond Lim and will visit the Land Transport Authority and the Kallang-Paya Lebar Expressway Operations Control Centre to learn more of Singapore's experience with traffic management, road safety and sustainable urban traffic.

A series of roundtable sessions is also planned including a Singapore roundtable on September 8 "Holland, Connecting Global Airport/Seaport Hubs" to share the experience of the successful combination of the ports of Rotterdam, Amsterdam and Schiphol and the logistics industry for hubs facing the same issues of sustainable requirements, upgrading of labour market and training, facilitating data transfer, developing port community systems, and organising hinterland connections.

A discussion on "ITS-Smart and Sustainable Urban Transport" will reflect on state-of-the-art developments in traffic management, as well as opportunities for collaboration between Singapore and the Netherlands with focus on Smart and Sustainable Urban Transport, Road Pricing, Public Transport Smartcard Capabilities, ETicketing, and Multimodality.

Source : Schednet



Seatrade's latest fleet addition is seen above, the **BALTIC KLIPPER** she was delivered at Kitanihon in Japan to Seatrade September 7th, 2010 and set sail for New Zealand to load a full cargo of fruit for destination Zeebrugge.

Photo : Barend Eeltink ©

New container yard expands Colombo port capacity

THE Sri Lanka Ports Authority (SLPA) is building a new container yard next to its main transshipment facility at the Port of Colombo in a bid to ease congestion caused by increasing cargo flows. SLPA chairman Priyath Wickrama said the yard, adjacent to the Jaya Container Terminal (JCT), will also have a separate entrance for trucks.

"We're going to shift all FCL [full container load] boxes to a separate dedicated FCL yard next to the JCT," Mr Wickrama was quoted as saying at a seminar on ports at the Ceylon Chamber of Commerce organised by the Asian Shippers' Council. "This is a very important measure to reduce congestion inside the terminal. You all will get the benefit as there'll be no need to get into the terminal. You can directly come into the yard."

The new container stacking yard is expected to be in operation by January 2011, reports Lanka Business Online.

"Yards were in bad condition," Mr Wickrama said. "Some are 15 years old. We did renovation work using own staff and saved INR250 million. We've now completed yard renovation work." **Source : Schednet**

Record order for waterjets

MJP Waterjets says that it has won one of the largest contracts ever for waterjets, worth €12 million. The Swedish company will supply waterjets for 36 high-speed interceptor boats for the Indian coast guard. The boats will be designed and constructed by MJP's Indian engineering and construction partner Larsen & Toubro. Deliveries of the waterjets will take place during 2010-2013.

The order is the company's first in India and now a total of 22 countries have selected MJP Waterjets for their governmental applications. It was won in tough international competition.

MJP says that it has a current order backlog worth €33 million. The order to the Indian coast guard will also generate after-sales revenues in coming years. **Source : The Motorship**



Barge Carrier "**BACO-LINER 1**" seen outward bound Westerschelde passing Terneuzen. Delivered in 1979 by Thyssen Nordseewerke GmbH with yardnumber 457. The ship equipped with bowdoors and ramp can carry 501 TEU in cluding 78 ref.containers and 12 lighters/barges. Loa x Lbp x B x D x d: 203,89m x 195,00m x 28,50m x 11,26m x 6,651 - 22.349 GT - 21.801 TDW.

Photo : Marius Esman ©

Westports on course for RM900m turnover

Westports Malaysia expects to chalk up revenue of close to RM900 million (S\$389 million) this year, driven by brisk business activities due to an improved global economic scenario.

Last year, Westports posted revenue of about RM700 million. Other factors which would boost earnings include greater throughput, continuing measures to increase efficiency, existing clients, as well as new and major clients who see Westports as a hub, meeting their port servicing needs better, its executive director, Ruben Emir Gnanalingam said.

'Our best year was 2008 where we hit revenue of RM950 million. Although volume picked up tremendously subsequently, it did not match the high of 2008 due to the onslaught of the global economic crisis, with a lot of customers asking for rebates,' Mr Ruben told Bernama.

Westports expects to achieve a total container throughput of about 5.4million TEUs (twenty-foot equivalent units) for this year, which is about 30 per cent higher than 2009. For the first six months of this year, he said that the port had achieved over 2.6 million TEUs.

'We have new customers coming in from Singapore, like the United Arab Shipping Corp, which has switched its hub from the city-state. 'This has contributed significantly to our growth while existing clients also continued to drive it,' he said. He said that Westports' market strategy was always based on productivity and turnaround time.

'We have a world record for turnaround time and our average is higher compared to other ports. This has positioned us well to provide good services to clients and are also factors as to why they come to us,' he added.

Mr Ruben said that Westports intends to invest between RM3 billion and RM4 billion over the next 15 years on expansion, including the wharf, facilities and equipment. He said that the company would be utilising self generated funds and proceeds from the issuance of the RM800 million sukuk musyarakah medium term notes (MTN) programme, which it embarked on in 2008.

Asked why the company pursued sukuk financing, he said: 'Islamic financing gives better deals (and) there is a shared involvement of risks and rewards.' According to Mr Ruben, Westports is also embarking on a massive land reclamation project at its port premises, to build an additional two-kilometre berth. The company is also looking at immediately building another 300-metre berth and a corresponding yard.

'We envisage to build 300 metres of berth every year for the next three or four years,' he explained. He said that once the port hit a 50 per cent capacity for the year, it would embark on further expansion plans. In July this year, he said, the port hit about a 55 per cent capacity and hence, the present expansion. Westports is also looking at acquiring new ports in India, but this might require more financing.

'If that happens and because the ports are of various sizes, we do not discount listing,' he said. Mr Ruben said that Westports will also look to newer technologies to enhance efficiency and productivity, which has become the hallmark of the premier port going forward, in what is surely a highly competitive industry. **Source : Bernama**

Songa provides August fleet update

Songa Venus achieved operating efficiency of 93% during the month; the rig completed its work on the first and has now commenced work on well no 2 out of 3 firm wells for Shell Development (Australia). **Songa Mercur** achieved operating efficiency of 99% during the month; the rig continues to operate outside Sakhalin Russia on a one well contract for Gazflot..

Songa Saturn remained warm stacked in Malta undergoing maintenance and operational preparedness for future contracts. The rig has undergone dry docking, painting and 5 years hull classifications in Malta during the month and the Company continues to actively market the rig. .

Songa Dee achieved operating efficiency of 99% during the month; the rig continues to operate for Marathon / Lundin in Norway. The rig is scheduled to enter into a 30 day yard stay at Westcon in Ølen, Norway during the first part of September. Work scope for yard stay will mainly consist of repairs from earlier announced Far Grimshader collision together with deck crane replacement and general maintenance taking place in parallel of collision repair works..

Songa Delta has achieved operating efficiency of 100% during the month; the rig continues to operate for Wintershall / Det Norske Oljeselskap in Norway. Songa Trym has achieved operating efficiency of 98% during the month; the rig continues to operate for Statoil in Norway. **Songa Eclipse** is under construction at Jurong Shipyard in Singapore. Helideck, Bridge Control's and BOP handling crane installations have taken place during the month and outfitting work continues, overall construction activities are progressing on schedule and commissioning activity has started. .

Estimated delivery time remains at end of April 2011. The Company is actively marketing the rig towards several specific contracts targeted for immediate start up after commissioning and delivery.



Le Havre makes progress in port privatisation scheme

THE Port of Le Havre has received signatures on all sales contracts concerning equipment usage at container terminals, an important step in implementing its port reform package.

Grand Port Maritime du Havre signed the last two sales contracts for container terminals, one with the Societe d'Equipement du Terminal de Normandie (SETN), the third party investing in TNMSC, who has acquired two Reggiane gantries. The second contract was signed with Compagnie Nouvelle de Manutention Portuaire (CNMP) for the equipment at Terminal de l'Atlantique.

The Port of Le Havre also signed a "method agreement" between the board and the CGT trade union of the Port of Le Havre Authority. This agreement provides guarantees in terms of reliability at the port terminals.

In line with the recent completion of the sale of gantry cranes, the signing of a "method agreement" is said to be a significant step in the local implementation of the French port reform.

By signing the agreement, the board and the CGT trade union of the Port of Le Havre Authority formalised their willingness to continue discussions at the local level, in compliance with the national framework agreement. From now on, the CGT trade union of the Port of Le Havre Authority has committed itself to guaranteeing port activity continues until negotiations have been completed on the local agreement.

"This social peace agreement involves the end of local work stoppages, which have recently disorganised and disrupted business port activities," a statement from port authorities said. **Source : Schednet**

OLDIE – FROM THE SHOEBOX

Durban harbour

- In 1497 Vasco da Gama named the bay entrance Rio de natal.
- The first ship to be built here was built in 1685 by British and Portuguese sailors living on the shores of the Bluff



Looking down from the Bluff headland a long time ago

Photo coll : Tertius Potgieter

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.... PHOTO OF THE DAY



The **LE PONANT** seen arriving in Grand Harbour (Malta) – **photo : Anthony Chetcuti ©**