

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 295



**Number 295 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 22-10-2010**

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

An advertisement for endenburg. It features a background image of large yellow and blue synthetic ropes. On the left, there is a small inset photo of a red and white tugboat. A red speech bubble contains the text "steelwire & synthetic ropes lifting, hoisting & towing equipment". At the bottom, the endenburg logo is displayed on a red banner, with a small circular logo to its left.

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**Look for the differences between Fairplay's Fairplay 30 and URS's Union Fighter, above seen moored at Heerema's Marine Supply Base in Porto Amboim, Angola**

**Photo : Reinder Buren ©**

## IN MEMORIAM



It is with profound sorrow that we announce the passing of our friend and colleague

### **N. Vekramaraja**

**"RAJA"**

following a courageous fight against cancer. He passed away peacefully the evening of October 20th 2010.  
We wish his spouse and relatives strength in this difficult time.

Raja was born in Singapore on November 03, 1958. He has been working with many of us since 1991 when he first joined Singa Pump Services Pte Ltd, the predecessor of his last company MariFlex Far East Pte Ltd where he worked since 2005. He was among the most experienced pump supervisors in the group and an expert in liquid cargo troubleshooting. He was a capable leader and always willing to offer his assistance to the people he worked with. Furthermore he had an excellent reputation with the many constituents served by our office including clients, employers, and other professional organizations.

Above all, Raja was more than just a good Supervisor; he was a wonderful human being full of kindness and consideration. All who knew him always welcomed seeing him at every opportunity.

We know that his passing will not only leave a void in our lives, but in the hearts of all those who knew him. Raja will always remain within our hearts.

**On behalf of all his colleagues in the MariFlex Group of companies.**



Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

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## Oil starts to leak from Nokor ship marooned in Ilocos Norte

Oil has started leaking from a marooned North Korean vessel along Pagudpud Bay in Ilocos Norte, the Philippine Coast Guard (PCG) said on Wednesday. The vessel may have listed due to strong winds accompanying Super-typhoon “Juan” (international name: “Megi”), causing oil to leak out of holes in the vessel's hull, said Captain George Ursabia, PCG district commander. Authorities dealt with the seepage from the MV **Nam Yang 8** by spraying oil dispersant, Ursabia said. He said more than 5,000 liters of diesel and 1,000 liters of bunker fuel had spilled from the vessel.

The oil leak has spread to at least a 400-meter radius near the shoreline of Barangay Balaoi in Pagudpud town. The vessel has been gushing oil at a rate of 30 liters per hour since Tuesday, Ursabia said. The PCG has sent eight more containers of dispersant to prevent the spread of the oil leak. Ursabia said the PCG has notified the vessel's salvor, Royal Jessan, to immediately siphon off the remaining oil stored in the vessel and to conduct clean-up operations should oil spill worsen.

Pagudpud Mayor Maja Sales said the local government could not take action on the vessel because the Bureau of Customs (BOC) has taken primary jurisdiction over the vessel's removal. Sales said she was told by the BOC that the local government could remove the ship but that its ownership should remain with the bureau. “We are caught in a legal dispute. We have asked the BOC to donate the vessel to us so that we can immediately start removing the vessel with the help of a salvor,” Sales said. Reports from the scene said the oil has been washed ashore and deposited in coral crevices along the shoreline. Sales said the oil has spread to at least 15 hectares of coral bed along the shores and could threaten marine life. The **MV Nam Yang 8** has been marooned off the coast of Barangay Balaoi since January after it developed engine trouble. The vessel, which was bound for China and left the port of Aparri in Cagayan on December 31 last year, was carrying at least 100,000 liters of bunker fuel in its main tank. Philippine authorities seized the vessel after its crew abandoned the ship in June due to irregularities in its documents. **Source :** **Inquirer Northern Luzon**



## T&T BISSO SALVAGE OFFICIALLY OPENS PREMISES IN FAR EAST



Yesterday evening the office and warehouse of **T&T BISSO SALVAGE ASIA Pte Ltd** where officially opened in Singapore, many business related guests attended this ceremony and enjoyed the evening.



## USCG - Banning of foreign vessels

The United States Coast Guard (USCG) has recently advised that all foreign flagged vessels operating in United States waters are required to be maintained in compliance with United States regulations, international Conventions and other required standards. The USCG has stated that it now has procedures in place so that if ships have a history of operating in waters subject to US jurisdiction in a substandard condition, outside acceptable standards, they may be denied entry. The Coast Guard further stated: "Over the past several years there have been cases where foreign flagged vessels have been repeatedly detained by USCG Port State Control Officers for significant safety and security non-compliances and substandard conditions. In each case, the vessel's Flag administration was notified and the substandard conditions were corrected; however, the underlying causal factors for the substandard conditions may not have been identified and/or adequately addressed as would be expected if an effective and properly implemented Safety Management System (SMS) was in place."

Denial of entry only applies to vessels which have been repeatedly detained – three detentions within twelve months – and if it is determined that failure to effectively implement the Safety Management System (SMS) may be a contributing factor to the sub-standard condition(s) that led to the detentions. The USCG has also stated that as much information as possible will be gathered before a port state control (PSC) inspection on a vessel with previous history. This information will include: deficiencies, detentions, marine casualties, pollution incidents or marine violations. It will not be limited to USCG inspections, but may include previous PSC results from other port states including detentions and/or bans on the vessel or company. If it is determined that adequate measures have not been taken to prevent future non-compliance, then a Letter of Denial will be issued to the vessel's owner and company (listed on the Document of Compliance) informing them that the vessel will be denied entry into any port or place in the United States unless specific actions are completed to the satisfaction of USCG. The denial of entry will be associated with the vessel by its IMO number and will remain in effect until removed by USCG. Conditions governing a vessel's re-entry into US waters will be considered on a case-by-case basis by USCG Headquarters in Washington DC. The below link to the policy letter outlines Coast Guard procedures for denying entry of certain foreign flagged commercial vessels into any port or place in the United States due to their history of operating in waters subject to US jurisdiction in a substandard condition, outside acceptable standards. **Source: BIMCO**



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## Ship finance activity to pick up in 2011

Bank lending to the shipping sector is set to pick up in 2011 with institutions from Asia looking to expand their financing activities in the seaborne market, a senior official with ABN Amro bank said. Economic turmoil in 2008 has hit lending in the shipping sector as banks have cut back on new financing to the industry. Funding demand from ship owners has also been muted. Joep Gorgels, head transportation West-Europe with ABN Amro, told Reuters that global



lending volumes to date in 2010 for shipping reached US\$10 billion compared with a peak of close to US\$90 billion to US\$100 billion for reported transactions in 2007 and 2008.

'So it is at a very low base at the moment,' he told Reuters in an interview. 'I expect it to pick up.' Mr Gorgels estimated that volumes could double from this year. 'For banks that are open for business it is a very interesting market to be in because the good priced deals can be done with less competition,' he said on the sidelines of a shipping conference. 'The traditional shipping banks are reducing their portfolios.' Earlier this year German landesbank NordLB said it aimed to scale down its shipping exposure. Major lenders to the shipping sector include DnB, BNP Paribas, Royal Bank of Scotland, Nordea and HSBC. RBS said in August that lending conditions in the shipping sector would remain 'challenging for the foreseeable future'. Mr Gorgels said he expected the pick-up in ship lending next year to be helped by Asian banks and export credit agencies especially from South Korea and China. Ship lenders in Asia include export credit agency Korea Eximbank, Korea Development Bank as well as Chinese state banks China Development Bank and the China Exim Bank. 'You would see more deals, more participations coming from Asian banks basically helping their own exports,' Mr Gorgels said. With seaborne trade growth moving eastwards, analysts expect banks in Asia to play a growing role in ship financing. 'There are a few new players in the market mainly the Chinese and Korean banks,' said Eri Tsironi, senior vice president, dry bulk shipping with DVB Bank in Greece. 'For strong corporates there is an alternative source of financing,' she told the shipping conference in London. Mr Gorgels said ABN Amro saw shipping as one of its 'key niches' in banking which it aimed to grow internationally. It has offices for shipping in Athens, Singapore, Oslo and Rotterdam. 'We have experienced teams, we are increasing the teams and there is enough capital for growth,' he said. **Source: Reuters**

### Coastguard tug axed under UK Government cuts

The Stornoway coastguard tug is being axed under Chancellor George Osborne's cuts to the UK Government's budget. Some £32.5 million would be saved by getting rid of the four powerful emergency towing vessels (ETV) placed around the UK coast to tackle maritime emergencies. The ETVs - heavy duty seagoing workhorses designed to pull disabled ships away from rocks to avoid oil spill disasters - are based at strategic, busy, shipping points around Britain. A fifth tug is used as a relief vessel. The UK Government states the tugs are not required as salvage should be the responsibility of individual ship owners. The purpose built offshore tugs will be withdrawn when the current contract with private operator Lowestoft-based Klyne Tugs, owned by JP Knight, ends in September 2011.



The **Anglian Sovereign** seen moored in Ullapool (West Hebrides/Scotland) - **Photo : Harm Jongman ©**

On behalf of the Maritime and Coastguard Agency (MCA), Klyne operates the tugs out of Stornoway, Lerwick and Falmouth to patrol huge stretches of coastline. The Straits of Dover is jointly covered with the French maritime authorities. The pollution avoidance fleet was introduced following the **Braer** oil tanker disaster in 1993 which resulted in 86,000 tonnes of oil polluting the Shetland seas. Lord Donaldson review into the UK's means of protecting itself from

pollution from shipwrecked oil tankers and shipping resulted in the then UK government placing the huge tugs around Britain. Crucially, they are ready to be dispatched to any oil spill threat within half an hour. A Department of Transport review issued on Wednesday states: "The MCA will no longer provide Emergency Towing Vessels (ETVs) at taxpayers' expense from September 2011. "Emergency towing vessels are mainly deployed when vessels break down.

"The Government believes state provision of ETVs does not represent a correct use of taxpayers money and that ship salvage should be a commercial matter between a ship's operator and the salvor. "Removing ETVs will save £32.5 million over the Spending Review period." Western Isles MSP Alasdair Allan expressed serious worries over the safety of the coastline and shipping without an apparent alternative being suggested. He said: "I am certainly concerned that the UK Government is axing the tugs run by the MCA. "It is far from clear what the UK Government sees as an alternative for this service which not only protects lives and property but also the marine environment. He added: "I shall be contacting the UK Government to raise my concerns about this issue as no assurance has been given, as yet, that an alternative service will be put in place to replace these vessels." The current ETV fleet of four include the **Anglian Monarch**, **Anglian Princess**, **Anglian Sovereign** and **Anglian Prince**. The **Earl** is used as a relief vessel



The survey ship "**Western Pride**" assisted by the tug "**Lieni**" to berth at Boiler wharf, Grand Harbour, Malta

Photo : **Gejtu Spiteri** ©

## **Hong Kong braces for super typhoon**

Super typhoon Megi is expected to hit bunkering and marine operations in Hong Kong "in the next few days". "Please be advised that due to typhoon [Megi], it is expected that [bunker] deliveries in Hong Kong will be affected by the adverse weather conditions in the next days," said a notice from local supplier Fratelli Cosulich Bunkers (HK) Limited on Wednesday. "As per port regulation, deliveries will be suspended when typhoon signal number three is hoisted."

The typhoon has also prompted Hong Kong supplier Chimbusco to advise clients to take deliveries of bunker fuel at the inner area of South Lamma Anchorage (SLA) "where it is more sheltered."

"All we can do is advise our customer to shift their bunker calls to the inner anchorage of SLA," the source told Bunkerworld. "Suppliers at the port will judge each bunker delivery at their own discretion. "It really depends on how strong, or close, the typhoon is as well as the exact location of supply." Bunker suppliers at the neighbouring Chinese ports of Shenzhen and Guangzhou are also concerned that adverse weather may disrupt their operations. "We are closely monitoring the typhoon, but so far [we are] not being affected," said a source from Brightoil. Meanwhile, bunker operations at most Philippines ports, including Manila, have resumed following disruptions due to the typhoon. However, two separate incidents of bunker spills at Manlia and Pagudpud Bay in Ilocos Norte were reported following the onslaught of the typhoon. **Source: Portworld**



The **Caribbean express** has been dragging her anchor overnight and is currently just a mile off Milnerton Beach.

Photo : Glenn Kasner ©

## Dredgers Not Liable for Katrina Damages

Government-contracted dredging companies are not liable for the catastrophic flooding of the New Orleans area after Hurricane Katrina, even if they failed to follow the U.S. Army Corps of Engineers' specifications for dredging, the 5th Circuit ruled. The decision upholds a federal judge's determination that the alleged damages are "beyond the pale of general harm which reasonably might have been anticipated by negligent dredgers." Tens of thousands of individual and corporate property owners sued various private dredging companies in Federal Court, claiming that dredging of the Mississippi River Gulf Outlet (MRGO) amplified the storm surge and contributed to the levee breach and massive flooding of Orleans and St. Bernard Parishes. Dredging operations severely damage Louisiana wetlands, "which provide a natural barrier against tidal surge from storms and hurricanes," according to the ruling.

But the courts concluded that the dredging operations were not significant enough to have singlehandedly contributed to the catastrophe. The dredging companies "had no knowledge of an immediate and pending natural disaster that would affect how they conducted their dredging operations," Judge Carolyn King wrote for the three-judge panel. "Furthermore, it cannot be said that any dredger could have foreseen that performing its dredging activities negligently -- as opposed to in conformity with the Corps of Engineers' specifications -- would probably result in the series of events culminating in the catastrophic damages that occurred during Hurricane Katrina," King concluded. Landowners had argued that the flooding stemmed from the erosion of protective wetlands caused by the negligent dredging of the MRGO, a 76-mile navigational channel built by the Army Corps of Engineers between 1958 and 1965. The channel connects the Gulf of Mexico with the Industrial Canal in New Orleans by bisecting the marshy wetlands of St. Bernard Parish. The Corps of Engineers dredged the MRGO exclusively from 1965 until 1993, after which it began awarding contracts to private dredgers. Between 1999 and 2004, the Corps awarded 154 contracts to private dredging companies to dredge the length of the MRGO. In two earlier class actions, landowners sued the private companies contracted by the government to operate 22 dredging vessels along the MRGO between 1993 and 2004. Several dredgers filed petitions seeking to avoid or limit their liability for Katrina-related damages. A federal judge granted the dredgers' motion to dismiss, finding that the devastation caused by Katrina was not a foreseeable event. The judge also granted them government-contractor immunity, since they were never accused of failing to comply with governmental specifications. Following dismissal of the class actions, property owners sued the dredgers in the limitation action, adding allegations of negligence to defeat any assertions of government-contractor immunity.



Specifically, the plaintiffs said the dredgers "failed to perform their dredging work with due care" and "performed their dredging work in the MRGO negligently." But the 5th Circuit said the landowners failed to show how flood damages were a "foreseeable consequence" of the allegedly negligent dredging operations. No reasonable dredger could have anticipated that its negligence would make the difference between the levee systems holding or failing in the event of a hurricane," King concluded, affirming dismissal of the case. **Source : Courthouse News Service**



The TSHD **WATERWAY** seen moored in Las Palmas enroute Soyo (Angola) - **Photo : Crew Waterway ©**

## **CASUALTY REPORTING**



## **Missouri, Coast Guard officials respond to the Bill Pehler**

The Coast Guard is responding to a report of a towing vessel, **Bill Pehler**, that sank at its moorings in the Mississippi River, Wednesday, at mile marker 182.5. At approximately 4:30 p.m., Wednesday, watchstanders at Coast Guard Sector Upper Mississippi River received a report that a 70-foot by 26-foot vessel sank with approximately 8,700 gallons of diesel fuel in its tanks on board.

A Coast Guard pollution investigator from Sector Upper Mississippi River and members of the Missouri Department of Natural Resources were dispatched to assess the incident. A light sheen of diesel fuel is visible at the scene. There are no reports of injuries. Sorbent boom has been deployed around the vessel as a precaution, and a salvage company

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 295

has been notified. The salvage company will evaluate the situation Thursday morning for a removal operation. The Coast Guard is investigating the cause of the incident.



The **TRADEWIND PASSION** seen in Willemstad (Curacao) - Photo : Bart Klos ©

## NAVY NEWS



The Dutch MCM **M 864 WILLEMSTAD** seen at the Oude Maas passing Spijkenisse outbound  
Photo : Lia Mets ©

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## Singapore acquires another submarine

Minister for Education and Second Minister for Defence, Dr Ng Eng Hen, officiated the launch of the Republic of Singapore Navy's (RSN) Archer-class submarine RSS Swordsman at the Kockums Shipyard in Karlskrona, Sweden today.



His wife, Mrs Ivy Ng launched the submarine, which is the second Archer-class submarine that the Republic has acquired from the Royal Swedish Navy (RSwN). During the launch he pointed out that the acquisition of the submarine was essential to the RSN's continual development of its submarine capabilities.

Photo : Goran (c)

He said: "The RSN's submarines are part of an integrated war-fighting system which includes our stealth frigates, naval helicopters, missile corvettes and mine-countermeasure vessels.

"Together with the Challenger-class submarines, **RSS Archer** and **RSS Swordsman** will enable the RSN to

better fulfill its mission of protecting Singapore's sea lines of communication and territorial integrity." The launch of the RSS Swordsman reflects the strong alliance between the two nations, which goes back to the 1970s.

Singapore's defence relationship with Sweden encompasses wide-ranging interactions and collaborative projects such as the assistance provided by the RSwN to build the RSN's mine-countermeasure force and submarine capability. Dr Ng had also met with Mr Jan Björklund, Swedish Deputy Prime Minister and Minister for Education, and signed an agreement to encourage further education collaborations between Sweden and Singapore. **Source : AsiaOne**

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## Witte asbest op vrachtschip

De asbest die is verwerkt in onder andere de pakkingen rond de boilers van het vrachtschip **DP Polar**, blijkt witte asbest te zijn. De minst gevaarlijke soort als er gesloopt wordt. Het schip ligt echter sinds vorige week woensdag, toen een dokwerker op het materiaal stuitte, in volledige quarantaine.





Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Dat meldde directeur Errol Martina van de Curaçaose Droogdokmaatschappij (CDM) gisteren in een speciaal belegde persconferentie. Op het schip waren ongeveer 170 mensen aan het werk en zij zullen een grondige medische controle krijgen. Niet alleen eenmalig; hun medisch dossier zal voorlopig de komende tien jaar worden bijgehouden. De **DP Polar** was 4 oktober het dok binnengekomen en lag aan het A-dok voor grootscheepse werkzaamheden die een maand zouden duren. Onder andere de twee boilers zouden eruit gehaald worden en er moesten nieuwe geplaatst worden. Het schip lag al sinds juni vorig jaar aan de Brionwerf, maar dat het pas deze maand bij CDM kwam had te maken met vertraging in de levering van de boilers. Het schip is anderhalve maand geleden in handen gekomen van een reder in Singapore, nadat het daarvoor eigendom was van een bedrijf in Monaco. De geplande werkzaamheden zouden 3 miljoen dollar gaan kosten. De kosten voor de experts, die overkomen uit Nederland om te onderzoeken waar en hoeveel asbest in het schip is verwerkt, en de kosten voor het opruimen komen allemaal voor rekening van de eigenaar. De Inspectie voor de Veiligheid heeft de toegang tot het schip verboden tot de opruimploeg een plan heeft opgesteld om de boot weer vaarklaar te maken, en zal ook afkondigen wanneer de reparaties hervat zouden kunnen worden. Of dat zal gebeuren weet directeur Martina echter nog niet. De deadline voor de werkzaamheden zou 31 oktober verstrijken en er komen andere schepen. Maar dat betekent niet dat de eigenaar van **DP Polar** er makkelijk van afkomt. Dat wordt bekeken door de juristen van CDM. Het is niet de eerste keer dat er asbest op een schip bij CDM wordt aangetroffen en in het verleden zijn hiervoor ook experts uit het buitenland overgekomen om het op te ruimen. Toen het bewuste materiaal bij de boilers werd ontdekt, is direct aan de kapitein gevraagd om documenten te overleggen met betrekking tot het isolatiemateriaal. Maar daaruit werd de samenstelling niet duidelijk. Daarom is er een monster naar laboratoria in de VS en Nederland gestuurd en de uitslag daarvan kwam dinsdagavond binnen. Het bleek dus witte asbest te zijn. **Bron : Amigoe**

## STX wins order for UT 515 CDs

Fearnley Offshore Supply says an order for 3 x UT 515CDs has been placed by an unnamed company at STX Europe Brattvaag in Norway. Deliveries are scheduled for fourth quarter 2011, second quarter 2012 and third quarter 2012.

The vessels are designed to carry out towing and rescue operations including fire fighting and oil recovery duties and will be 86m loa and 17,5m beam. **Source : Offshore Shipping Online**

## Daewoo Shipbuilding wins US\$800 mln order from Russia

Daewoo Shipbuilding & Marine Engineering Co., South Korea's second-largest shipbuilder, said Thursday that it has won an order worth US\$800 million to jointly construct oil carriers for Russia with its venture there. The order calls for the companies to deliver 12 ships by 2014 to the Russian state-owned shipping company Sovcomflot OAO, the Korean company said in a statement. **Source: Yonhap**



The **Fanara** seen unloading in Benghazi harbor (Libya) - **Photo : Theo Wupkes ©**

## Poor governance led to Vinashin's financial wrongdoings

The state-owned Vietnam Shipbuilding Industry Corporation's outstanding debt stood at about VND90 trillion (US\$4.5 billion). The group's leaders had kept making up financial reports to the Government in recent years. Last year, Vinashin suffered losses of VND1.6 trillion but it reported its profit of VND750 billion. The shipbuilding group also posted its profit of VND100 billion in the first quarter of this year. This has misled the authorized agencies in taking prompt measures to tackle the group's financial woes. Irresponsible in the mobilization, management and use of the state capital, have pushed Vinashin to the brink of bankruptcy. The Government also confessed that the management and implementation of state ownership in Vinashin had been inadequate and confused.

The Government said that the mechanism for evaluation, monitoring and auditing were inefficient. And the Ministry of Transport had failed to find out the group's wrongdoings promptly. Teams of inspector and auditor who worked separately with the shipbuilder many times between 2006 and 2009 had failed to unmask the group's false reports.

The government has taken drastic measures such as improving the management of institutions of state, request the review what have been done, not done, proposals to raise the effectiveness of the management in the state-owned enterprises. The Prime Minister has asked corporations to get the authorized agencies' approval for their foreign loans, newly-established offshoots, and capital contrition to new business. Five-year plan on development and investment of



the corporation must be managed and proved by the ministries of finance; planning and investment. The authorities have been clarifying who to take responsibility to Vinashin's wrongdoings, Ha Van Hien, Chairman of the National Assembly's Economic Committee, told reporters on the sidelines of the NA sitting. The NA's Economic Committee couldn't detail the case while investigation is being taken into the group. Vinashin's financial wrongdoings were due to poor governance. It's necessary to clarify the management role of the state and the role of state ownership in the upcoming restructure of corporations and companies in the state-owned. NA deputy Vu Quang Hai, who took many times to ask Vinashin issues, said, Prime Minister has claimed responsibility for the Government's oversight in Vinashin case; and the government has sent a detailed report on the case to NA, showing that NA deputies' opinions have been paid attention. The National Assembly deputies have unsatisfied with the report. According to General Government Inspectorate Director Tran Van Truyen, the investigation into Vinashin will be wrapped up by the end of this month. The investigation result will be submitted to Prime Minister. **Source: Vietnamnet Bridge**

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## Japanese ship orders up 96.1 percent in September

Orders for ships received by Japanese exporters increased for the 10th consecutive month in September, surging 96.1 percent compared with the depths of the recession a year ago. In September, Japanese shipbuilders received orders for 30 export ships -- all of them bulk carriers. The 30 ships total 502,793 compensated gross tons. Gross tonnage in September was still 51.9 percent lower than in September 2008, according to figures released by the Japan Ship Exporters' Association on Tuesday. The year-on-year pace of growth in September was also slower than 111.3 percent in August. In the first half of fiscal 2010, which started in April, Japanese export ship orders totaled 6,933,231 gross tons, up 108.6 percent from the same six-month period last year. Japanese shipbuilders have not received any orders for container ships since the beginning of the fiscal year in April. Japan started providing official financial support early this year to shore up slumping vessel exports, through the government-affiliated Japan Bank for International Cooperation. **Source: joc.com**

## Daewoo Shipbuilding sale restarts

The Korea Development Bank is weighing government-issued stock, as one of the ways of selling controlling stake in Daewoo Shipbuilding & Marine Engineering. KDB President Min Yoo-sung said during a government audit on Tuesday, "We will examine every options flexibly to sell DSME." "Government-issued stock could be included in the options," he said. About the timing of sale announcement, Mr Min said, "We will put up a notice after reviewing market M&A situations and shipbuilding market conditions." The state-run KDB and the Korea Asset Management Corp. (KAMCO) hold a combined 50.4% stake in DSME after swapping debt for equity in December 2000, rescuing the company from near collapse. KAMCO also said on October 18th (Monday) that DSME sale will be re-promoted strategically considering market situations. KDB will manage the offloading of DSME going forward. KDB's first attempt to sell DSME had failed early last year as preferred bidder Hanwha Group sought to revise the terms of its offer amid the US-sparked global financial crisis. **Source: seatradeasia**





The **SEVKETTIN SONAY**, IMO 9334813, approaching Kiel-Canal locks at Brunsbüttel, bound for Rendsburg/Germany.

Photo : Michael Brakhage ©

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## 28 Ships to Berth at Lagos Port

Twenty eight ships laden with various commodities are waiting to berth at the Lagos Port Complex (LPC). The shipping position released by the Nigerian Ports Authority (NPA) in Lagos on Tuesday indicated that 11 of the ships are laden with petroleum products. The petroleum products include petrol, aviation fuel, diesel and kerosene. Seventeen other ships are carrying fish, containerised goods, bulk cement, bulk urea and rice. The port is also expecting 91 other ships in the next three weeks. The News Agency of Nigeria (NAN) reports that many of the ships are laden with containerised goods. Other consignments are rice, vehicles, fertiliser, ethanol, sugar, wheat, salt, steel, fish, bulk fertiliser, bulk cement and gypsum. **Source : All Africa**



If contributor **George de Haas** memory serves him well the **Bali Sea** is Wijsmuller's ex **Super Servant 5** and the **Banda Sea** ex **Super Servant 6**. Both vessels were sold, handed over and modified in Singapore's Jurong Shipyard in 1996, initially for project cargo in the Singapore/Indonesia area. Nowadays the **Bali Sea** serves a regular service with a cargo of railroad wagons of Mobile Alabama USA to Mexico. Above seen the **Bali Sea** as seen Oct 20 2010 leaving Mobile Alabama.

Some, amongst others myself, have special memories of these vessels while under Wijsmuller flag.

**Photo : George de Haas ©**

## NOL posts \$282m profit for Q3 2010

NOL Group has reported net earnings of \$282m for the third quarter of 2010, a US\$421m turnaround from the \$139m net loss in the third quarter of 2009. NOL said revenue in the third quarter improved 55% to \$2.4bn. The group has now reported net earnings of \$283m through three quarters of 2010. It lost \$530m during the same period last year. "Strong demand and an improved rate environment have helped us turn around our performance," said group ceo Ronald D. Widdows. "Our emphasis at this point is on operating efficiency and cost containment to ensure that we maintain our momentum." **Source: seatradeasia-online**



### The first line of defence

P-Trap is a very simple and cost-effective defence against pirates. It creates a safety zone around the ship where it is vulnerable and keeps unwanted guests at a safe distance (**watch the demo on [www.p-trap.eu](http://www.p-trap.eu)**). The Royal Dutch Navy, the Netherlands Coastguard and the Royal Netherlands Sea Rescue Institution successfully tested the system. Contact us for more information.

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**[www.P-TRAP.eu](http://www.P-TRAP.eu)**



The **NYK VIRGO** seen approaching Rotterdam-Europoort – Photo : Hans van Ewijk ©

## World top ports see declines in September after August

THE world's nine largest container ports have suffered a six per cent drop in box shipping volumes in September, compared to the previous month when global box volumes peaked. Volumes are expected to remain weak over the next four months, as the seasonally weak winter period draws near, reports Alphaliner.

On the other hand, all the main container ports recorded positive growth compared to last year, albeit at a "significantly" slower growth rate compared to the early part of the year. The average throughput growth for the nine ports amounted to 11.8 per cent in September compared to 19.3 per cent in the first eight months of the year.

"Chinese ports led the growth, with Shanghai continuing to extend its lead over the second placed Singapore. Shanghai has surpassed Singapore's throughput volumes for six consecutive months and now looks certain to end the year as the busiest container port in the world for the first time," it said.

"Singapore's volumes have suffered since reaching an early peak in July. The port's September volumes are 11 per cent lower than the July figures.

"Apart from lower volumes from the region, Singapore and a few other hubs have also been affected by the rise of Cai Mep (Ho Chi Minh City Area) as more direct calls at the Vietnamese port have affected up to 100,000 TEU per month of containers previously transhipped at the hubs of Singapore, Hong Kong and Kaohsiung," said Alphaliner.

"Hong Kong also lost ground to Shenzhen, with handling volumes lagging behind those of the Shenzhen ports since July. However, Hong Kong is still expected to retain its number three position in the global rankings for this year due to its stronger liftings during the first half of 2010. "However, based on current trends, Shenzhen might well topple its southern neighbour by next year and thus reach the number three spot for the first time."

Other major ports that suffered volume declines were Kaohsiung in Taiwan, with September's throughput down 2.1 per cent compared to year previous. "Part of the reason for Kaohsiung's drop can be attributed to the loss of a significant share of its Vietnam transshipment volumes of US bound cargo. The Taiwanese port, which is ranked 13th based on 2009 throughput, could fall behind Port Kelang this year," said Alphaliner.

Ho Chi Minh City's ports saw volumes fall in September, after registering a decrease of 5.6 per cent against August. "The decline occurred despite the surge in volumes handled at the Cai Mep terminals, where 10 line-haul services (eight to the US and two recently launched services to Europe) call since the first facilities opened in May 2009," the report added. **Source : Schednet**





The **VOS TRAPPER** seen outward bound passing Hoek van Holland – Photo : Frans de Lijster ©

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## Biggest liftboat in its class, on track for fruition under design from A.K. Suda



A. K. Suda, Inc. is a firm of naval architects and marine engineers providing design and engineering services to the maritime industry. It has designed some of the largest, most sophisticated, and most well-known liftboats in the world. The firm has probably designed the largest number of completed, large liftboats in the USA. Its latest creation involves a 320 3-legged liftboat for Semco shipyard. According to Mr. Ajay Suda, the vessel will, when completed receive ABS MODU Restricted Service certification as well as USCG Subchapter I-A/L. It is also believed to incorporate the largest dwt/displacement ratio (a measure of merit in ROI) vessel of its type. "The selection of the parameters is complemented by a streamlined deep chine form with a complementing bowthruster pod. One of the secrets of success of this project is the excellent working relationship, not only between the yard and the designer, but also with SEATRAX, the designer and manufacturer of the behemoth cranes. The uniqueness of these cranes lies in their patented design and ease of operation, wrapped around the forward legs. This helps to provide an even larger unobstructed working area than would have been possible with a vessel of this size. The design parameters allow this vessel to not only work as an oil exploration support services vessel, but also in wind energy support services. The vessel can carry components of an entire windmill at a time" said Suda.

First of all, could you give us some details about your company's operations and fields of business?

A. K. Suda, Inc., along with its sister company A. K. Suda, Ltd., is a firm of naval architects and marine

engineers providing design engineering services to the maritime industry.

The firm has designed/retrofitted a variety of vessels including:

Heavy Lift Vessels, Tugs, Ferries, Jackup Rigs/Lift Boats, Dredges, Passenger Vessels, Pipe Laying Barges, Floating Docks, Gaming Vessels, Anchor Handling Tugs, Research Vessels, Yachts/Luxury Boats, Offshore Supply Vessels and Tankers.

We have been pioneers in various designs, particularly the modern liftboat.

The firm has designed some of the largest and most well-known liftboats in the world, including:

- First U.S. Coast Guard approved liftboat
- Original designer and engineer of the Searex vessels, a 260' lattice leg self-propelled, self-elevating work boat, including the famous Trident Crusader
- Recently finished design of what will be the world's largest liftboat, a 320' leg vessel
- Currently developing a 400' leg liftboat

Our designs have consistently won peer recognition.

We have not only done our own designs, but have assisted yards in optimizing existing designs. For owners, we have helped increase the carrying capacities of existing vessels and securing class approval.

*Who are your main customers and how do you ensure quality of service?* Our clients are both shipyards and ship owners world wide. Suda has engineered total quality management into every process and product. The company's assets are its human resources and the development of true professionalism is the core of the quality management effort.

*You recently launched a three-legged liftboat, which from what we can tell is the world's largest. Can you tell us what the ship's specifications are, what it can provide its owner and who your first client will be for such a vessel?* The design is ours, but it was launched by our client, the shipyard Semco LLC of Lafitte, Louisiana, USA. There are many uses for a liftboat. Many liftboats work as oil exploration support vessels, but there has been increased interest in using these vessels in wind energy support services.

*Do you think that such vessels will be in high demand in the future?* As the demand for alternative energies increases, we feel that the demand for the modern liftboat will also increase.

*How is demand shaping up for your products so far this year?* Demand has remained steady for us. However, the industry overall has seen a decline in demand due to the downturn of the world economic climate and the moratorium on deep water drilling in the Gulf of Mexico.

*Would you say that the crisis in the shipping business is close to its completion?* Although we have not seen the affects of the shipping business crisis, we have seen the wide-spread affects of the drilling moratorium on the business in this area. Our sincere hope is that the damage is short term.

*How did the crisis affect A.K. Suda?* Due to our outstanding reputation, demand for our services has not diminished. However, many companies are more conservative with regards to launching new projects.

*Will you be expanding to new markets or regions in the near future?* Our company has supported clients around the globe from the U.S., to Europe, the Middle East, Near East and Far East. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

## **Rosmorport sends tugs to its Vladivostok branch**

State-owned Rosmorport chartered the **Beluga Houston**, which left the Big Port of St. Petersburg to carry two tugs to Vladivostok branch of Rosmorport, the federal state enterprise's press release said. The two tugs of project 90,600 were built by order of Rosmorport at JSC Pella Shipyard in the Leningrad region.

The chartered vessel's crane of lifting capacity of 400 tons loaded one boat into the ship's hold, the other - on the deck on a specially constructed keel blocks. The weight of each tug - about 320 tons.

Thanks to the coordinated work of specialists of Beluga Group and the staff of the St. Petersburg branch of Rosmorport, the loading operation of tugs on board has been successful and on time. The **Beluga** ship is expected to arrive at the sea port of Vladivostok in mid December 2010.

## **Antwerp container volume up 16.9pc in first nine months**

BELGIUM's Port of Antwerp, the largest port in Europe after Rotterdam, increased container volume 16.9 per cent year on year to 6.3 million TEU in the first nine months of 2010, nearing pre-crisis records set in 2008. Overall tonnage is



expected to rise to 175 million tonnes by year's end, said the port authority. Ro-ro totalled 2.7 million metric tons, a 14.9 per cent increase of which automobiles came in at 670,990 units loaded or unloaded, a 22.8 per cent hike.

The spike in container volume was stark compared to breakbulk cargo which was down 6.3 per cent in the same period, though steel product movement increased 8.5 per cent at 4.8 million tonnes with fruit freight rising four per cent to 980,912 tonnes while wood cellulose and paper fell 10.2 per cent to 832,242 tonnes.

Bulk cargo came in at 44 million tonnes, a 4.8 per cent increase. **Source : Schednet**



The **AMADEA** and the **LE GRAND BLEU** visited Horta (Azores) - **Photo : Miguel Nóia ©**

## Wilh. Wilhelmsen ASA: USD 232 million in financing of ro-ro vessels in place

Wilh. Wilhelmsen ASA (WWASA) has achieved a favourable loan financing through a Japanese export agreement for its two ro-ro vessels currently under construction at Mitsubishi Heavy Industries in Japan "We are pleased to have reached a unique agreement for the two ro-ro vessels to be delivered in 2011 and 2012. We have secured a total of USD 232 million for the two vessels at highly favourable interest rate terms and with a 12 year tenor," says Jan Eyvin Wang, president and CEO at WWASA. The agreement is the first corporate deal achieved between a ship owner and the Japan Bank for International Cooperation (JBIC). JBIC will be joined by Nippon Export and Investment Insurance (NEXI) and two Japanese commercial banks in providing the loan. "We see this as a clear indication of our strong standing in the international financial community. This achievement opens up a new and very interesting capital source for us," says Wang. "The ro-ro vessels are unique and key in differentiating WWASA from its competitors. The innovative design includes high ramp capacity, deck strength and height and makes the vessels tailor-made for transporting attractive high and heavy as well as bulk cargoes. The vessels can carry a variety of cargo, and will make us even better suited to meet our customers' needs," says Wang. The vessels which are owned by Wilhelmsen Lines Shipowning Malta, owned 100% by WWASA, will be the largest ro-ro vessels in the world with a cargo capacity equivalent to 138 000 cubic metres. The vessels will be deployed in Wallenius Wilhelmsen Logistics, owned 50% by WWASA. **Source: Wilh. Wilhelmsen ASA**

## New freight transit service China-Russian-Japan starts operating

A new cargo transit line Hunchun (China) - Zarubino (Russia) - Niigata (Japan) via JSC Sea Port in the Trinity Bay (Port of the Trinity, formerly Port Zarubino, Primorsky Territory) was launched Wednesday, Oct. 20, Interfax reports citing Jaroslav Stelmashchuk, a deputy to the General Director of the company. The service ship arrivals schedule and the number of containers were not reported.

Seaport in the Troitsa (Trinity) Bay, located in the Far East in the Trinity Bay of Posyet Bay, is a short service for the transit of goods from China to Japan and South Korea. For ten recent years Port of the Trinity has been a transit port for Sokcho- Zarubino-Hunchun service. **Source : PortNews**



The 2010-built **APL Ningbo** pictured making her debut at Southampton on 20 October the 19th maiden caller at the port this year.

Photo : Gary Davies - [www.maritimephotographic.co.uk](http://www.maritimephotographic.co.uk) ©

## Maersk to cut Asia-Europe capacity 10pc mid-November

COPENHAGEN's Maersk Line has announced it will suspend its Asia-Europe AE-9 service, deploying nine ships each between 6,000 to 8,000 TEU, from mid-November, cutting its capacity on the trade lane 10 per cent in response to shrinking demand.

"A few weeks ago, we said that we were ready to adjust our capacity to post-peak demand levels," said Maersk's Asia-North Europe chief Lee Sissons. "We are taking out one service [and] we will make adjustments to our network to maintain schedule reliability and coverage."

Maersk Line has joined the Grand Alliance in announcing that it will withdraw vessel capacity from the Asia-Europe trade lane during the winter season, reported London's Containerisation International. The slow period is usually used for vessel maintenance. Thus, no lay-ups are expected.

Maersk will also reduce capacity from Asia to the US in December when its TP1 service stops after an Horizon Lines announced it would assume service itself, reported American Shipper. Maersk said it will not replace eastbound capacity and will allow other Maersk services to make up for it. "Market demand is the driver," said a Maersk spokesman. "Should the market drop we would review. Additional capacity could be withdrawn, but there is no indication of this at this time."

Other carriers are understood to have cut capacity too. Maersk also expects more capacity to be withdrawn after the February 3 Chinese New Year. According to Container Trade Statistics (CTS), July and August's average monthly flow of 807,000 TEU to northern Europe was only 9.4 per cent more than the second quarter's monthly average of 738,000 TEU. Growth rose 6.9 per cent to 1.22 million TEU per month if the Mediterranean is included.

According to the Shanghai Containerised Freight Index, the average spot rate from Shanghai to north Europe on October 15 was US\$1,563 per TEU all-in, which was down from \$1,870 per TEU on June 30, and US\$1,552 per TEU to main Med ports against to US\$1,906 per TEU charged at the end of June. London's Drewry Shipping Consultants said average all-in spot rates from south China to the Britain peaked in July at \$4,170 per FEU, then dropped to \$3,950 per FEU in August and shrank again to \$3,800 per FEU in September. **Source : Schednet**

## **350 million to dredge new Icelandic harbour...again**

Iceland's brand new Landeyjahöfn harbour, built for the Westman Islands ferry, continues to cause expensive headaches. The country's transport minister now believes he will have to put an extra ISK 350 million (USD 3.1 million) aside for sand dredging at the harbour in order to keep it serviceable. A report from the ministry in 2007 concluded that dredge maintenance would not be noticeably expensive.

Transport minister Ögmundur Jonasson has decided the new "motorway" to the Westman Islands is important enough to warrant the unexpected costs which will be taken from emergency funding which is also available for things like volcano damage. The dredging works will be tendered out to private companies.

Right now it is three weeks since the ferry last visited Landeyjahöfn, which was opened this summer to drastically cut the travel time to and from the islands. It takes three-and-a-half hours to sail to Þorlákshöfn, as opposed to just over half-an-hour to the new harbour. Difficult wind conditions have also been hampering the operation and prevented any new sand pumping in the last three weeks. **Source : IceNews**

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**.... PHOTO OF THE DAY ....**





The **MAERSK JAMBI** seen in Rio Grande – **Photo : Marcelo Vieira ©**