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Number 313 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 09-11-2010**

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HAVILA HARMONY sighted at Labuan, Malaysia anchorage Nov. 07, 2010

Photo : Charles-Dauphin Miller - www.pixs-7seas.com

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The **BONANZA EXPRESS** seen moored in Las Palmas , (note the damage to the front of the Portside float)

Photo : Martin Kramer ©

\$2.1 million penalties in Gould pollution case

A Louisiana ship-operating company was sentenced in U.S. District Court in New Orleans on charges related to the illegal discharge of oil into the oceans, the Justice Department announced Thursday.

Galliano, La., headquartered **Offshore Vessels LLC (OSV)**, formerly **Edison Chouest Offshore Vessels LLC**, was sentenced to pay a criminal fine of \$1,750,000 and remit a payment of \$350,000 as community service to the National Marine Sanctuary Foundation. The community service funds are to be used to study polar water pollution and protection of vulnerable marine ecosystems in the Antarctic region. OSV also will serve a period of probation for three years, during which it will be required to operate under an Environmental Compliance Plan. OSV pleaded guilty on July 22, 2010, to knowingly discharging waste oil from one of its vessels, in violation of the Act to Prevent Pollution from Ships (APPS). "The criminal fine in this case will serve as a strong deterrent to all vessel companies, American and foreign, against deliberately violating the laws enacted to protect oceans," said Ignacia S. Moreno, Assistant Attorney

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General of the Environment and Natural Resources Division of the Department of Justice. "The required payment will provide a means of studying polar water oil pollution and its impact on Antarctica's fragile marine ecosystem."

OSV owned and operated the R/V **Laurence M. Gould (R/V Gould)**. The **R/V Gould** was a 2,966 gross ton American-flagged vessel that served as an ice-breaking research vessel for the National Science Foundation on research voyages to and from Antarctica. In its guilty plea earlier this year, OSV admitted that crew members knowingly discharged oily wastewater from the bilge tank of the **R/V Gould** overboard to the high seas, in violation of APPS. In doing so, they bypassed the ship's oily-water separator, a pollution-control device. Regulations promulgated under APPS require that oily wastewater be discharged only after it has been sent through an oily water separator.

The case was investigated by the U.S. Coast Guard Criminal Investigative Service. The case is being prosecuted by Senior Trial Attorney Daniel Dooher of the Environment and Natural Resources Division of the Department of Justice and Assistant U.S. Attorney Dorothy Manning Taylor. **Source : MarineLog**



Above seen a rare visit to the Clyde over the weekend by the Polish tug **CYKLOP**. The tug had the water barge **SD WATERPRESS** under tow from her Polish builders yard for the Serco base at Greenock. The **SD WATERPRESS** is part of the fleet replacement order by Damen for the Serco MOD fleet in the UK.

Photo : Tommy Bryceland , SCOTLAND ©

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SUPERTANKER FREED BY NOW RICH SOMALIS

The Marshall Islands-registered "**Samho Dream**", a 300,000t oil tanker owned by South Korea's Samho Shipping, was seized by three Somali pirates in waters some 1,500 km south-east of the Gulf of Aden at around 16:10 Seoul time (0710 GMT) on April 02, 2010. There are a total of 24 crew members on board, including five South Koreans and 19 Filipinos. The 319,000 dwt very large crude carrier was on its way from Iraq to Louisiana of the United States. The **Samho Dream**, which was built in 2002, is carrying crude oil that could be worth as much as \$170 million at current oil

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prices. The vessel had been commandeered to Hobyo at the Central Somali Indian Ocean coast and is now anchored 4.6nm off the beach.

The South Korean government ordered their destroyer Chungmugong Yi Sun-shin out of the Somali waters and back to its working routine in the Gulf of Aden, but still there are two warships keeping a watch close by, staging mock attacks and caused tension on board, which made the pirates to issue a statement that they would blow up the oil-tanker if the harassment would not stop and no ransom would be paid. soon. While negotiations with the owners were ongoing but no conclusion reached, the vessel was moved from Hobyo, where she was held since her capture until the advancement of Al-Shabaab spearheaded Hizb-ul-Islam groups, to Garacad, but was then again returned to Hobyo. The pirates' demand had at first not been accepted by the company.

Captain Kim Sung-kyu told Yonhap News in a phone call that the 24-member crew with five Koreans and 19 Filipinos is now living in sub-human conditions. Kim said the abuses are getting worse as the pirates deprive them of sleep and food and threaten to kill them one by one if a ransom is not paid. He also expressed frustration towards the Samho Shipping Company's silence over the pirates' latest demands, which were issued last Saturday (05. Sept. 2010). The vessel was held clearly visible off the coast off Hobyo at the Central Somali Indian Ocean coast, when a group of international media representatives visited the coastal town in August. MT **SAMHO DREAM** left that anchorage area off Hobyo) in the morning hours on 14th of Sep 2010. The ship is still commandeered as one skiff has been sighted on board. At 0505Z she was heading eastward at 08/09 kts and was about 80nm east of Somali coast, NATO reported. The shipping community was warned that vessel might have been used either to investigate sea states or to conduct mothership operations in the vicinity of shipping lanes. The giant oil-tanker then was commandeered first to Garacad, and Negotiations have reportedly become extremely difficult. NATO also assesses that the pirated **VLCC Samho Dream** was conducting pirate mother ship operations near the shipping lanes, approximately 190 nm SE of Socotra Island (approximately 10 38N 056 44E), where the vessel was observed tracking eastbound. The **Samho Dream** is approximately 333 m long, with an orange hull and white superstructure. This vessel represents an active threat to merchant shipping and any small boat observed in the vicinity of the Samho Dream should be considered to be a potential pirate vessel. Since the 4th of October, however, the vessel was again held off Hobyo at the central Somali Indian Ocean coast until it left again the coast at the end of October for another spree and was allegedly used as pirate base to have the product tanker **MT POLAR** captured using an earlier sea-jacked Iranian fishing vessel. "Since the onset of the hostage crisis, this tanker, which often was misused to serve as pirate-launch for other operations, was a constant major concern, because if anything would have gone wrong, the ensuing oil-spill would have been a marine and coastal catastrophe," said a spokesman of ECOTERRA Intl. in Nairobi.

"We received an amount of \$9.5 million early in the morning, now we are dividing the ransom and will abandon the ship (soon)," a pirate who gave his name as Ali told Reuters earlier, referring to the ransom paid for **Samho Dream**. "We have abandoned the ship and set it free and it is sailing away, the crew is safe," he said. Andrew Mwangura, coordinator of the East African Seafarers Assistance Programme, confirmed the supertanker was free. "I can confirm Samho Dream is now free, but still in Somali waters," said Mwangura, who is based in the Kenyan Indian Ocean port of Mombasa. He told Reuters the ransom paid for Samho Dream would be the highest paid out to the pirates since they started hijacking vessels in the past several years. "It is a large ship and it's unlikely that it can dock in Mombasa, maybe it will dock somewhere along South Africa's coast or elsewhere to replenish its supplies." Yonhap News Agency cited a daughter of one of the South Korean crew members as saying the company head had phoned her Saturday to say negotiations had gone well and money was sent to the pirates by an airdrop. "It's very, very good. I am anticipating a quick and safe return of all the sailors, including father," the daughter, Jeong Ji-eun, said. **Source :** Ecoterra

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The tug **MTS VENGEANCE** seen departing with the **JB-104** from Vlissingen
Photo : Wim Kosten – www.maritimephoto.com (c)



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The **SANTA GIANNINA** (ex. NEDLLOYD SALSA) seen enroute Antwerp
Photo : Richard Wisse – www.richard-photography.nl (c)

Stichting Pensioenfonds Smit

Dit pensioenfonds met 2100 aangesloten belanghebbenden van het wal- en kantoorpersoneel en de havensleepdiensten van Smit is het zwaarst getroffen slachtoffer van de pensioenpaniek die Nederland momenteel in zijn ban houdt. Dat het fonds in zwaar weer verkeert heeft niet alleen te maken met de kredietcrisis, maar veel meer met het feit dat Smit zich in het verleden met een bedrag van zo'n **vijftig miljoen euro** ten koste van het pensioenfonds heeft verrijkt. Daar kan een fonds nooit zelf tegenop roeien en het resultaat is nu dat de pensioenen en opgebouwde rechten per 1 januari a.s. met 13,2% zullen worden afgestempeld.

Tenminste....., als er verder niets gebeurt.

De gang van zaken is bij veel collega's en voormalige collega's in het verkeerde keelgat geschoten en een aantal van hen heeft bij Smit aangedrongen op steunmaatregelen voor het fonds. Deze actie heeft inmiddels ook de pers gehaald, maar een en ander is helaas tot nu toe zonder het beoogde resultaat gebleven. Het fondsbestuur heeft de kant van Smit gekozen en Smit zelf geeft niet thuis, alhoewel de directie destijds heeft toegezegd het fonds financieel te zullen steunen mochten er in de toekomst problemen ontstaan. Er is dus nog veel werk aan de winkel dat het beste verricht kan worden door een officiële vereniging die nu in oprichting is onder de naam **Vereniging Pensioenherstel Smit**. De initiatiefnemers zijn **Rien van Felius, John de Groot, Henk Heuzinkveld, Arno Moonen, Klaas Reinigert, Hans van Rooij, Neeltje Snoeij** en **Louis van Steveninck**. De vereniging stelt zich ten doel korting op de pensioenen en de opgebouwde rechten nu en in de toekomst te voorkomen. Het is voor alle belanghebbenden van de **Stichting Pensioenfonds Smit** van groot belang lid te worden van de **Vereniging Pensioenherstel Smit**. U kunt er dan op rekenen dat de Vereniging zal instaan voor uw belangen. U kunt u opgeven als lid door uw naam en adres per e-mail te zenden aan e-mail adres: verenigingpensioenherstelsmit@gmail.com daarbij te vermelden dat u lid van de **Vereniging Pensioenherstel Smit** wenst te worden. De Vereniging kan u dan ook per e-mail op de hoogte houden van de ontwikkelingen. (Hebt u zelf geen e-mail adres dan kunt u het e-mail adres van een naaste gebruiken. Vermeld dan s.v.p. wel uw eigen naam en adres.)



Allseas **AUDACIA** seen arriving in Rotterdam Caland canal – Photo : Jan Oosterboer ©

NYK Captain Receives European Defence Medal

NYK captain **Ko Shindo**, who was dispatched as a Merchant Navy liaison officer (MNLO) of the EU, has received a distinguished service medal from the UK's Chamber of Shipping and the Oil Companies International Marine Forum A

Merchant Navy liaison officer plays an incredibly important role in the EU's anti-piracy measures off the coast of Somalia by acting as a bridge between the shipping industry and the military. Captain Shindo was the first Asian to hold this position, and served in this role for about two months from April 2009. The position requires an individual who can explain activities involving merchant vessels to related parties at the MSC-HOA (Maritime Security Centre Horn of Africa), which is located at the EU NAVFOR headquarters to help them take appropriate measures, implement strategies. The liaison officer must also provide needed information to vessels passing through the Gulf of Aden, and their operating companies.. This conferral resulted from an appraisal of his contribution to the safety of home and overseas shipping companies.

On October 28, a ceremony was held at the Chamber of Shipping, a London-based trade association for the UK shipping industry, and was attended by about 60 guests, including EU officials and the press. At the ceremony, Captain Shindo received a distinguished service medal, and NYK was given a certificate of merit. This award encourages NYK to remain close to related parties around the world to maintain a safe shipping environment. **Source: NYK Line**



The **BRO GLORY** seen moored in Amsterdam - **Photo : Erwin Willemse ©**

Naval ship was security bluff

Reports of US warships with fighter jets being moved to guard the high seas off the Mumbai coast have turned out to be a massive bluff that American agencies spun to ensure no one even considered attempting a security breach via the sea route.

According to Mumbai police officers involved in Barack Obama's security, there was no US naval warship manning Mumbai's coast. Some of these same officers had earlier briefed the media about the US moving an aircraft carrier from the sixth fleet of the US Navy and stationing it 330 km off the coast. It was said at the time that this was being done to ensure no one fired a missile at the Taj Mahal hotel where Obama was put up.

Since much of the security of the visiting US president was handled by the US forces, the officers – along with the media – took the bait. Sources said that even the officers were kept in the dark until a day or two before the president's arrival. A Mumbai Police officer said, "After you hear of such elaborate arrangements – **where an aircraft carrier with F-16 fighter jets** (?? Note from editor – article writer is not into military naval matters !!!) is guarding the sea – no one would try to breach security. In reality, no one except Mumbai police, Coast Guard and the Indian Navy was guarding the sea." According to sources, Mumbai police had pressed 12 speed boats in all to patrol the Mumbai coast. All these boats had armed commandoes who had been given night-vision binoculars. Snipers had been station at two light-houses at Dolphin Rock and Sunk Rock.

The Indian Navy and Coast Guard had together pressed three ships, including two warships, to man the high seas. Two choppers each from the Navy and the Coast Guard constantly patrolled the shores while four boats full of Marine Commandoes from the Navy assisted the operations.



An Indian Coast Guard **Cheetak** helicopter seen safeguarding the Mumbai coast line – **Photo : Piet Sinke ©**

To ensure complete security, police had already removed all catamarans and a total of 133 yachts off Gateway of India and parked them at Ferry Wharf, Dharamtar and Mandwa. While no fishing was allowed, the anchorage too had been cleared.

While this was a deliberate bluff on part of US agencies, there was no dearth of fanciful stories floating around Obama's security. There were reports that the US security apparatus included a gadget that could record whispers of people within a 500-metre radius of Obama. Reports said that the gadget beeped each time the word Obama was uttered. Laughing about the report, a senior Mumbai police officer said, "Civilisation has not been able to develop such technology so far. We can only tap phone calls, not conversations in the air."

Another story on Obama's security detailed how security agents travelling with him were actually highly qualified doctors. This was apparently done to ensure that - in the unlikely situation of the president being hit by a bullet while travelling in his bullet-proof Cadillac One -- he could be operated upon inside the car. An officer involved with Obama's security said, "This is a figment of someone's imagination. The US president's car is not an operation theatre." **Source : Mumbai Mirror**

Capesize rates to slip on ample tonnage, China

Freight rates for large dry bulk carriers on key Asian routes are expected to fall next week on waning Chinese iron ore demand and ample tonnage in the Pacific. For panamax vessels, rates were seen mixed with transpacific ships likely to slip on oversupplies of unchartered vessels, while shorter intra-Asia routes could rebound on increased traffic. Capesize Capesize fixture rates on the key iron ore route into China from Western Australia dipped to a three-week low of US\$11.89 a tonne on Wednesday from US\$12.55 last week. 'Sentiment for this week was definitely negative,' said broker firm Fearnleys in its weekly report. 'In the Pacific, the major miners successfully brought the market down well into the US\$11 mark for Western Australian cargoes.'

STX Pan Ocean booked a 170,000-tonne iron ore carrier to Qingdao, loading from Port Hedland at the end of the month, for US\$11.80 a tonne. That is down US\$1 from a similar vessel chartered by BHP on the same route loading a week earlier. The Baltic Exchange's main sea freight index fell 2.23 per cent or 58 points to 2,542 from the previous session. Freight rates for the Brazil-China route slipped to a one-month low of US\$28.74 a tonne from US\$31.29 last week. Futures traders were betting rates would likely drop in the Brazil-China route, while the Australia-China market would remain steady for the next three months.

In the panamax market, the Baltic's rate for vessels travelling via the transpacific route fell to US\$18,960 a tonne from US\$20,705 a tonne last week. Demand for panamaxers in Australia and India were supporting the market, traders said. 'We do not expect a big change in demand and supply in the Far East this week,' said broker firm ICAP. The Baltic's panamax index fell 1.08 per cent from Tuesday with average daily earnings falling to US\$18,436. 'Despite a still bearish sentiment, there is an increasing opinion there is support at current levels with room for a short-term improvement,' Fearnleys said. **Source: Reuters**



ITC's **SIROCCO** seen anchored off Malta – Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©



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Pirates extort \$200m annually from shipping community

PIRATES, who rob and plunder vessels at sea without instructions from recognised sovereign nations, extort an average of \$200m from the global shipping community annually. The Vice-President, Indian Maritime Foundation, New Delhi, Mr. Ranjit Rai, said this at a global conference on "Coastal Surveillance and Protection: Current Problems and Options for the Future," organised by the International Quality and Productivity Centre, Sentosa, Singapore on Monday.

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He said, "The shipping community has to give up between \$180m to \$200m in ransom to piracy, which is not too much for insurance companies and ship owners when a ship costs \$30m. The loss is not so much in monetary terms, but it is, in the fear and safety of the human being, time lost and the money spent on security. "For surveillance on the ship, we need Automatic Identification System, Long Range Identification and tracking radars, protection of the ship, water guns and detonators to scare the pirates, because only a state warship can fight piracy. Private companies cannot use ships to stop piracy. It has to change." He added, "You need surveillance, cooperation and intelligence to fight them. India always has ships on patrol, we always have helicopters on board for immediate action. It is being practised and we have been successful."

Rai, a former defence adviser at the Indian High Commission, Singapore and South-East Asia, said the challenges of maritime security, globally, included free access to harbours and offshore installations; protection of critical infrastructure and natural resources; and protection of liners against piracy. According to him, others are control of flow of people; interdiction of smuggling, protection of seaborne energy export and independence from foreign military powers. He said there was the need for countries to strengthen their maritime surveillance and work together to forestall insecurity in the waters, adding that a lot of ships and cooperation were needed to achieve that. Citing the example of Somalia that lacks proper government and semi-official collaboration, Rai said that these had made piracy to be a thriving business through hijacking of vessels for ransom. He said this affected maritime trade in the coastal region.

Speaking in the same vein, the Division Chief, Asia and Pacific, International Affairs Directorate, United States Coast Guard Auxiliary, Mr. Felix Lopez, said that coast guards were essential to maritime security. The coast guard is an organisation responsible for various services at sea. However, the term implies widely different responsibilities in different countries, from being a heavily armed military force with customs and security duties, to being a volunteer organisation tasked with search and rescue functions and lacking any law enforcement powers. Stressing the importance of coast guards, Lopez said, "Coast guards are trained to save lives and fly aircraft, even in the worst weather. But the Army, Navy and the Air Force are trained to kill, while the pilots only fly the aircraft when the weather is good, not when it is bad." On coast guard operations from the participants' countries, Nigerian officials claimed that the nation had a Maritime Guards Command, which was an arm of the Nigerian Navy that operated in collaboration with the Nigerian Maritime Administration and Safety Agency. **Source: Punch**



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Sinking sailboat at Aeolian Islands rescued by cruise liner PRINCESS DAPHNE



On November 1st the cruise liner **PRINCESS DAPHNE**, bound to Civitavecchia rescued two men, Maltese and Italian aboard a sailboat that sank off the Aeolian islands, because of bad weather, 17 miles north-east Lipari. The two sailors, who are doing well, before leaving the boat raised the alarm via radio by launching the SOS.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

NAVY NEWS



The **Yuriy Dolgoruki** seen in a Orca jump

Indian Coast Guard to buy training ship for officers

To coach its officer cadets, the Indian Coast Guard is planning to buy a training ship, which can also be used in search and rescue operations at sea. The Defence Ministry has issued a Request for Information (RFI) asking global and Indian ship builders to specify if they can deliver the training ship.

"The Defence Ministry intends to acquire one training ship for the Coast Guard. The primary role of the ship will be to provide basic sea training to Coast Guard officer cadets and secondary role is to carry out search and rescue operations," a Coast Guard officer said here.

In its secondary role, the ship will also be used to detect and prosecute hostile craft in area of operations. The ship, with a 25-year life expectancy at 3,000 hours of sailing annually, will have a displacement of 3,500 tonne and it can touch speeds of 20 knots with a cruising speed of 15 knots on single shaft. Its endurance will be about 5,000 nautical miles in cruising speed with a mission duration of 60 days with sea worthiness and survivability in all weather conditions.

The ship will have a complement of 281 personnel on board, with a modern navigation deck, a cadets' training deck being the main bridge and three 30-seater class rooms. Apart from four-lane weapon training simulators, it will also have a pollution laboratory for testing water and oil samples, apart from capability to be replenished and refuelled at sea. Among the weapon systems it will carry, include two each of 30/40 mm gun and 12.7mm heavy machine gun with optronic fire control system. **Source : Indian Express**

MoD admits to 16 nuclear submarine crashes

The Ministry of Defence (MoD) has been accused of a "catalogue of blunders" after admitting there have been 16 crashes involving British nuclear-powered submarines since 1988. More than half of the accidents were in seas around Scotland. According to critics, the repeated errors that caused the accidents suggest that the MoD has failed to learn

from past mistakes. A serious incident in the future could cause radioactivity to leak and put public health at risk, they warn.

The Royal Navy's newest nuclear submarine, **HMS Astute**, is being repaired at the Faslane naval base on the Clyde after it ran aground for 10 hours near the Skye Bridge on October 22. It emerged last week that one of the boat's fins was damaged in a collision with a tug trying to rescue it.

The list of accidents came in a parliamentary answer

to the Scottish Nationalist defence spokesman, Angus Robertson MP. In addition to **HMS Astute** last month, it included eight other accidents in Scottish waters. Two were around Skye, one near Lewis, and one in the Firth of Clyde. Another occurred in the North Channel off the south-west coast and two in unspecified places "west of Scotland".



The worst incident was on November 22, 1990, when **HMS Trenchant** snagged the net of the Antares fishing vessel in Bute Sound, north of Arran. The boat sank with the loss of four lives, and an official inquiry blamed mistakes by submarine commanders.

The list also revealed a previously unreported accident in April 2009 somewhere in the Eastern Mediterranean. "HMS Torbay grounded in soft sand and mud to avoid a merchant vessel which was sailing erratically," an MoD spokeswoman told the Sunday Herald. The craft had not been damaged, she said. "The incident was investigated and no further action was taken."

Other incidents took place off the coast of Northern Ireland, in the north Norwegian Sea, in the Arctic, in the Red Sea, in the Atlantic, and off Australia. In all, Britain's nuclear submarines have run aground 11 times, collided with two other boats and an iceberg, and snagged the nets of two fishing vessels.

"The incident involving **HMS Astute** was clearly not a one-off, and the MoD must explain why previous groundings have not been made public," said Mr Robertson. "One collision is one too many – especially when it involves a submarine with a nuclear reactor. This catalogue of blunders makes the MoD look even more shambolic, and leaves the credibility of the nuclear deterrent in tatters."

An independent expert on nuclear submarine safety, John Large, argued that the number of accidents is increasing, and the possible hazards growing. He called on the Royal Navy to review its navigational training. "Collisions and groundings not only put the submarine hull at risk of damage but also put the weapons, both nuclear and conventional, and the nuclear reactor in jeopardy," he said.

"If any of these elements were damaged the consequences to submariners and the public at large could be severe." The 120 or so crew on board are "wholly insufficient" to deal with a major leak of radioactivity, he claimed. The MoD defended its record, saying: "When incidents do occur, they are taken very seriously. Each is thoroughly investigated and lessons are learnt."

But John Ainslie, coordinator of the Scottish Campaign for Nuclear Disarmament, pointed out that detailed reports on submarine accidents are destroyed after 10 years. "This may explain why they repeat the same mistakes," he said. "It is time the Royal Navy stopped treating the coast of Scotland as a playground for nuclear submarines."

Source : Scotland Herald

'One collision is one too many'

- October 2010 **HMS Astute** grounded off the Isle of Skye
- April 2009 **HMS Torbay** grounded in the Eastern Mediterranean
- February 2009 **HMS Vanguard** collided with the French submarine **Le Triomphant** in the Atlantic
- May 2008 **HMS Superb** grounded in the Red Sea
- May 2003 **HMS Tireless** struck an iceberg while on Arctic Patrol
- November 2002 **HMS Trafalgar** grounded on Fladda-Chuain, north of Skye
- November 2000 **HMS Triumph** grounded west of Scotland
- November 2000 **HMS Victorious** grounded on Skelmorlie Bank in the Firth of Clyde
- July 1997 **HMS Trenchant** grounded off the coast of Australia
- July 1996 **HMS Repulse** grounded in the North Channel off south-west Scotland
- July 1996 **HMS Trafalgar** grounded off the Isle of Skye
- March 1991 **HMS Valiant** grounded in the North Norwegian Sea
- November 1990 **HMS Trenchant** snagged the fishing vessel **Antares** off Arran
- October 1989 **HMS Spartan** grounded west of Scotland
- November 1989 **HMS Sceptre** snagged the fishing vessel **Scotia** near Lewis
- July 1988 **HMS Conqueror** collided with the yacht **Dalriada** off the coast of Northern Ireland

Fault hits new navy ship

One of the New Zealand Navy's new \$110 million ships has been forced to cancel its first international deployment.

HMNZS Otago had to turn back just 12 hours into its three-week mission to the Pacific Islands because of fuel contamination. The patrol vessel left for Samoa on October 29 but returned to Auckland the next day. Its mission to Samoa, Tonga, Tokelau, the Cook Islands and Niue has been cancelled. Defence Minister Wayne Mapp said it was suspected the ship had received a batch of fuel contaminated with salt water. "The ship has taken fuel on board at various New Zealand ports and it is the only ship with the problem," he said. Navy staff had checked the hull and the exterior of the fuel tank and taken all the fuel out but could not find where the water could have leaked in, Mapp said.

They were also investigating whether a mechanical problem caused the contamination. Commanding officer Lieutenant Commander Simon Rooke said the contaminated fuel was in one main holding tank and had been pumped into two other tanks. The source had not yet been traced. "It is being dealt with between ourselves, the manufacturer of the ship and the manufacturer of the fuel separation equipment as well," he said. The ship was to carry out sea trials this week to make sure the problem was fixed. Rooke said **Otago** and her sister ship **HMNZS Wellington** were a brand new class of ship. "It is one of those little setbacks." Mapp said it was "frustrating" the problem was not able to be fixed in time for the ship to continue on its mission.

"At first we thought we would be able to fix it within a day or two but now expect it will not be until the end of the week." The crew and the island nations were extremely disappointed the voyage had to be cancelled, but it would be re-scheduled, Mapp said. **Otago** is part of the navy's \$500 million Project Protector fleet and one of two new offshore patrol vessels, the other being the **HMNZS Wellington**. The ships were designed to "go further offshore, stay at sea longer and conduct more challenging operations" than the navy's inshore patrol ships, according to its website.

Source : NZPA - stuff co

USS Orleck prepares to open its doors

After months of restoration, officials with the **USS Orleck Naval Museum** are hoping to open the historic navy ship to the public by November 20th. Museum officials showed their appreciation to the volunteers for five months of restoration through a party on the upper deck of the **Orleck** on Saturday evening.



The volunteers have restored most of the inside rooms, installed new lifelines on the deck, and repainted a majority of the inside and outside areas of the ship. "We're going to try and make it realistic to where when people come aboard they can see what the men and women went through when defending our freedom," said Mark Boudreaux, President of the **USS Orleck Naval Museum**.

Boudreaux said the museum officials have been working with sailors who served on the ship. The navy veterans have been telling them stories and giving them ideas on how to restore the ship. Lloyd Lewis served on the **USS Orleck** as a baker from 1946 to 1947. Lewis said although some things have changed drastically on the ship, there was one area that immediately took him back to his service days. "When I walked through the passageway I turned and saw what I remembered as the bread locker," said Lewis. "I remembered exactly where that was. I pointed right to it and there it was."

Lewis said he cannot wait for the **USS Orleck** to open to the public. "I'm just glad that people are volunteering to restore it and get it ready to go again," said Lewis. Although the navy ship is almost ready to open to the public, museum officials said the restoration process will still be on-going. For information on how to volunteer or make donations to the **Orleck**, call Ron Williams at +01 (337) 526-2699. Source : KPLC-TV

SHIPYARD NEWS

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Drydocks World launches jack-up construction vessel

Drydocks World Southeast Asia has launched the newbuild jack-up construction vessel **Nora** at its Graha shipyard in Batam, Indonesia. It is the second of two Service Jack units that the yard is building for Lysaker, Norway, headquartered Master Marine AS.



On completion next year, the vessel will commence a contract to install 88 wind turbines at the U.K.'s Shearingham Shoal field for Scira, a joint Statoil/Statkraft venture. The first vessel, Haven, was delivered from the Graha shipyard in June. It is now in southern Norway completing preparations for a three-year assignment as an accommodation unit at the Ekofisk field in the Norwegian sector of the North Sea.

Designed by Global Maritime, and classified by ABS, **Nora** is DP2 equipped and can jack-up in 80 m water depth. It has an open deck area of 2,500 sq. m and has accommodations for up to 260 people. It will be equipped with two pedestal cranes, each of 750 t capacity. The vessel has a hull length of 110 m and breadth of 50 m. It has four 130 m long legs and the spud can area of each leg is 180 sq.m.

Sovcomflot and USC sign tanker newbuilding contract

SCF group and Zvezda-DSME, the Joint Venture between United Shipbuilding Corporation (USC) and Daewoo, have signed agreements to build six tankers. These include two LR2 product carriers (117,800 dwt, ice class 1C) and four crude Aframaxes for delivery between the middle of 2012 through 2014. Also included is an owner's option to order six more Aframaxes and LR2s. The LR2s will be constructed in accordance with LR's classification rules.

Among the design features are :

- The energy efficiency index of the new ships, determined in accordance of IMO approved methods, will be 10% higher than the standard index for ships of similar class;
- The ship's design will take in the possibility of the prolonged use of low-sulphur fuel (0.1%). In combination with other measures, this is designed to achieve a major reduction in emissions;
- The scantling draught will be limited to 14.6 m and the moulded breadth increased to 46 m, allowing the vessel to have the maximum possible cargo capacity for the passage through Baltic and also corresponding to the conditions for lifting oil from the terminals at Primorsk and Ust-Luga;
- The ships' cargo systems will allow the simultaneous carriage and transfer of four different types of cargo, contained in 12 coated cargo tanks. The use of special paints to coat the tank surfaces will greatly enhance the range of cargoes that can be transported.

As for technical innovations, these include :

- A special rudder design to increase the propulsion efficiency and manoeuvrability of the vessels.
- The hulls will be coated with special antifouling paints, with a low friction coefficient and an effective life of more than five years.
- Equipment will be installed to continuously monitor the optimum parameters of speed, draft and trim, in accordance with the vessel's load and navigation conditions.
- The vessels will also be able to operate in low temperatures (up to -25 deg C).

In addition, the LR2 Aframaxes will be built with a modification to their cargo capabilities, to facilitate crude oil transportation. Sovcomflot's senior executive vice-president Evgeny Ambrosov said: "Keeping in mind the growing requirements of regulators and shippers in respect of safe energy transportation, we devote serious attention to reconciling the technical specifications of the vessels ordered, with a view to building the best tankers in their class, measured by their energy efficiency and technical solutions. "In accordance with current Sovcomflot procedures, the contract signing was preceded by a thorough evaluation process to select a shipyard. The offer made by the Zvezda (Daewoo) joint venture was the optimal one. "All the work of technical and commercial parameter reconciliation, as well as yard selection was performed with the direct participation of specialists from our OAO Novoship subsidiary, who will track the project's implementation and the tankers' operation afterwards," he said. Sovcomflot UK managing director, executive board member Callum Ludgate explained: "The planned renovation of our company's Aframax tanker fleet, as well as our growing capabilities in the LR2 segment are stipulated in the group's investment programme for 2010 - 2015.

SCF Group is the world's leader in the Aframax tanker segment - the ships most in demand for the transportation of oil both from Russian and foreign ports, with due regard for the changing geography of the seaborne transportation of oil in the world," he concluded. Roman Trotsenko USC president noted: "The work performed under the signed set of agreements is directly connected with the construction of a new modern shipyard in Russia's Far East - the first yard in the country's history which will build large-capacity ships. "During the construction of the first two tankers at DSME (Daewoo) yard, intensive training of the JV 'Zvezda-DSME' personnel will take place. In all more than 500 engineers, designers and professional workers will take part in this training. Part of block hull construction of the third and the fourth tankers will be performed at the new yard 'Zvezda-DSME'. The fifth and the sixth tankers will be completely constructed in Russia," he said. DSME's CEO & president Nam Sang-Tae said: "We welcome the first serial order received by the Russian-Korean Joint Venture Zvezda-DSME (established in the Primorsk Region), which, after major reconstruction and personnel training, is to start building oil tankers, LNG tankers and producing platforms for offshore fields." **Source: Tanker Operator**

ADSB profits increase to \$13m

Abu Dhabi Ship Building (ADSB), the emirate's supplier of naval and commercial vessels, doubled its profits in the most recent quarter as it attracted new contracts from navies around the Gulf. Net profits rose to US\$13 million (Dh47.6m), led by a 36.8 per cent increase in revenues from new contracts to \$118m. Riad Kahwaji, the chief executive of the Institute for Near East and Gulf Military Analysis, said ADSB had established itself as a strong regional competitor in recent years, attracting contracts from a number of Gulf navies, including Oman, Bahrain and Qatar. "They've managed to gain miles over the years and have their footprint on various vessels in the region, whether being built by them or elsewhere," Mr Kahwaji said.

But the company shelved plans to build 12 patrol boats for the UAE Coast Guard, which cancelled the contract, saying it was "currently reconsidering their design requirements". Each of the 34-metre light attack craft would have contained a smaller interceptor vessel that could be launched from a ramp at the rear. Military analysts said the move to scrap the patrol boats and retrofit others reflected the UAE's changing security needs in guarding the Straits of Hormuz. Paul Burke, a former military intelligence officer and the managing director of Middle East Security, a company based in the UAE and the UK, said: "What they'll probably be doing is looking to re-role them with a different weapons fit or different capabilities, different radar equipment." Mr Burke said the UAE recognised a need for fast-intercept boats to deal with many smaller threats. The Strait of Hormuz is one of the Middle East's biggest thoroughfares for commercial shipping, carrying about 90 per cent of all the region's oil and 31 million tonnes of liquefied natural gas a year. William Saltzer, the chief executive of ADSB, announced last Sunday he would stand down when his contract expired at the end of the year. **Source: The National**

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MSC Cruises to bring over 120,000 passengers next year

MSC Cruises will bring over to Malta 120,000 tourists during next year, with a great possibility that the number will increase in 2012, Norman Hamilton, managing director of Hamilton Travel, local agents for the Italian shipping company, said. "Expect big things for 2012," he said when he addressed journalists on board the **MSC Splendida** for the launch of a rebranding exercise of the company he set up in 1992. This year, the number of tourists brought over by MSC Cruises totalled 130,000, which is 10,000 higher than the figures expected for next year. But this has come about because cruises this year started earlier and will finish later than they will do in 2011.

"Cruises usually start in Easter week and finish in mid-November. But next year Easter will come later in the year and cruises will finish in late October, as the number of people who opt for cruises in early November has dropped," Mr Hamilton explained. Still, 2011 will be another bumper year for MSC Cruises and 2012 is expected to be better, he added. Mr Hamilton said that MSC Cruises are the perfect fit for Maltese passengers as the official languages on board

are Italian and English, languages with which the Maltese are familiar. He expressed concern that other shipping lines were cutting drastically on their calls to Malta, saying that one of them – without mentioning the name – will be reducing the number of visits from 50 to just eight next year.

"This will be a big blow for Malta," he said, adding that he failed to understand why this was happening.

During the 2011 season, instead of the **MSC Splendida**, MSC Cruises will be using **MSC Fantasia** for the 27 back-to-back weekly cruises to and from Malta every Wednesday. The 334-metre long 138,000-tonne flagship was launched in Naples in December 2008 and is the identical twin of the **MSC Splendida**, which has been coming to Malta regularly for the last two years. **MSC Fantasia's** first cruise from Malta will be the Easter one departing on 20 April, while the last call will be on 19 October.

Next year, three other MSC liners will be calling at Malta. These are the **MSC Armonia**, **MSC Musica** and **MSC Melody**. About 4,000 Maltese travel on board MSC Cruises each year out of Malta. The company employs 11 full-timers, two part-timers and over 40 tour leaders. Hamilton Travel have been Malta's agents for the Italian company since 1996. While specialising in cruises, the company also offers other tour operator services, both for groups and for individuals. Several tours are organised each year to various countries, not only European. The new logo, which replaces the one that has been with the company since its inception, still has a "wing" that is synonymous with travelling. "Yet, the wing also looks like a ship's bow, which encompasses all that Hamilton Travel stands for," Mr Hamilton said. "We make it happen," Mr Hamilton concluded, naming the company's official motto.

Source : Malta independent



The **MOL HERITAGE** seen arriving in Cape Town – Photo : Ian Shiffman ©

Torm revises its financial forecast for 2010

As a result of the expectations for the freight rate development for product tankers in the fourth quarter of 2010, Torm revises its forecast for 2010 from an expected loss before tax of 40-60 million dollar, to an expected loss before tax of 75-85 million dollar. "The rates for product tankers continue to be weak, and the signs of recovery we experienced during the summer months of 2010 have not materialised into better rates. However, this does not change our long-term view of the product tanker market, and we remain positive on the future prospects of this segment", says TORM CEO Jacob Meldgaard. As planned, Torm will release its interim financial statements for the first nine months of 2010 on 18 November 2010. Source: Torm / maritimedanmark.dk



The former salvage tug **TTB Singapore** (ex **Hans Tide**) which has been sold and is re-named in **SSE Charlotte** is seen above, together with the crane barge **SSE Ignatius**, while assisting during salvage operations near Singkep Island (East of Sumatra) in Indonesian waters.

Siri Marine was again part of the salvage team during the operations

Photo : **Albert Lenting – Siri Marine ©**



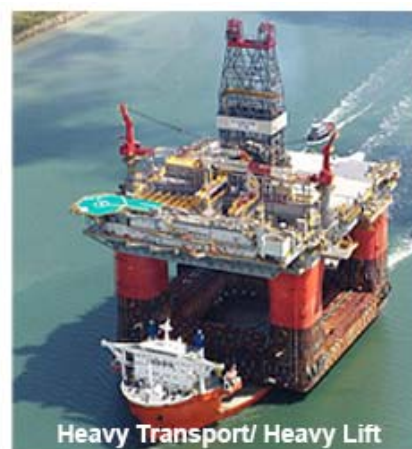
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Erria has sold one its two containerships

Erria has sold the 534 TEU container feeder **Ingrid**, one of the company's two containerships, to an unnamed buyer. Since August 2009, Ingrid has been laid up in the Swedish port of Malmö.

In a statement Erria says, that the remaining container vessel will also be sold this year. In the future, Erria will have total focus on product tankers. Source: **Erria / maritimedanmark.dk**



The **INDEPENDENCE OF THE SEAS** seen moored in Las Palmas – Photo : Martin Kramer ©

JIM TROTTER RETIRED

Well dear friends and colleagues, some of you might find this hard to believe but after 40 continuous years of working offshore, I have decided to officially RETIRE and you can take it to the bank. The first 20 years were the hardest and the last 20 were the best. Since 1989 on the projects that I work as Client Rep, 95 % of them were on **Allseas contracts**. And during that time I have had the pleasure to work with total professionals and on the best pipe lay and trenching vessels in the industry which certainly made being away from home and offshore life more bearable and enjoyable.

I had the pleasure of working on **Lorelay** about 12 times, **Solitaire** about 6 times, **Trenchsetter** about 12 times, **Audacia** 1 time and **Tocmor** 3 times. All in all I estimate I have spent about 2000 days on Allseas vessels over the past 21 years since South Africa in 1989.

I wish to thank all of you at **Allseas** and on all of the vessels, those who gave me the work from the Client and those who are no longer with Allseas. I appreciate all of the help, assistance and cooperation you have given me over the years. I am sure I will miss coming onboard for another "one" but one has to hang it up sometime and now is my time. I will miss all of the friendship from all and especially my birthday cakes (total of about 10 over the 20 years).

I would appreciate hearing from you from time to time to see how you are doing and how the job is going. Please pass on to those whose address I do not have. Many thanks and kind regards to all, **Jim Trotter**

Saving time in port through stronger terminal ties

By collaborating closely with terminals on one of the strings between Asia and Europe, Maersk Line has reduced the time each vessel stays in the port. Next year, the project which is called "Terminal Partnering" will go global. Since June, Maersk Line has been working with a multitude of different terminal operators, including Hutchinson Ports Holdings, Modern Terminals Limited and APM Terminals to reduce the time that each vessel stays in ports on the route between Asia and Europe. In many ports, the project has so far reduced total port time required by up to 15%, but the ambition remains to reach 30%. "We look at all aspects of a vessel call", says Steen Knudsen, who is heading the project under Maersk Line's On-time Delivery Leap. "It is not about just adding terminal resources to our vessels; we

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also focus highly on vessel preparedness and the entire port stay from arrival at the pilot station to dropping off the pilot on our way to the next port. The fleet has been very cooperative in assisting to realise some time savings potential," he explains.

The project allows not only Maersk Line to increase reliability by reducing the time in ports. It also helps terminals to improve efficiency. One example is to truly understand the root causes of efficiency loss in the yard crane operation. "We are able to identify improvement areas in both the way Maersk Line manages the flow of data and the way that the yard equipment is physically operated within the terminal facilities. We have witnessed improvements from a starting point of 70% effectiveness to 90% and above in the terminals", says Andy Lane, Terminal Engagement Leader in Asia. For APM Terminals, the project has helped optimise the space on terminals and drive more business through the existing capacity. "The exciting thing is that terminals and Maersk Line are now working closely together on the hand-over processes with both parties being willing to change in sync to optimise both sides, says Key Client Director Lars Koch-Soelyst who adds that APM Terminals will apply the learnings to other terminals before they become formally involved in the project.

The project will go global through 2011 with Maersk Line rolling out across all terminals in the main liner network maintaining the target to reduce the time of port stays by 30%. According to Steen Knudsen, the project will have far-reaching impacts on the business. "By getting vessels out of the port earlier, we'll be able to reduce bunker consumption. Other benefits are that we can also create opportunities to add extra port calls to — or even take a vessel out of — a rotation," he says. **Source: Maersk**



The **SAIPEM 3000** seen arriving in Cape Town – **Photo : Aad Noorland ©**

		
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Boven afgebeeld een actie van Mammoet, Schiedam het betreft hier het inhangen van een fietsbrug aan de Harmsenbrug die over het Hartelkanaal in de N57 ligt

Photo : Ruud Zegwaard - <http://tugfoto.blogspot.com> ©

Port Tracker: No double dip, US box volume to rise 9pc in November

IMPORT cargo volume through major US retail container ports continued to slip as the peak season comes to an end, yet it was still expected to rise nine per cent in November over the same month last year, according to the monthly Global Port Tracker report released by the National Retail Federation and Hackett Associates.

"We continue not to project a double-dip recession despite the economic uncertainty and the weakness of the economy. Underlying fundamentals remain healthy," said Hackett Associates founder Ben Hackett said. "Consumer confidence has not changed much, but consumer expenditures have picked up. Fear of unemployment may be waning," he said.

Said federation vice president Jonathan Gold: "Retailers know shoppers still have the economy in mind, so they are being very mindful with inventory levels this year. Cargo numbers show retailers are expecting a much better holiday season than they have seen over the past two years, but the industry is still cautious."

US ports handled 1.34 million TEU in September, the latest month for which actual numbers are available. That was down six per cent from August but up 17 per cent from September 2009. It was the 10th month in a row to show a year-on-year improvement after December 2009 broke a 28-month streak of declines.

October was estimated at 1.29 million TEU, a nine per cent increase over last year. October is historically the busiest month of the year as retailers stock up for the holiday season, but the peak shifted to August this year as retailers

brought merchandise into the country early to avoid a repeat of delays on the part of ocean carriers seen earlier this year.

Year on year, December is forecast at 1.1 million TEU, up one per cent; January at 1.08 million TEU, up seven per cent. But February, traditionally the slowest month of the year, is forecast at 1.06 million TEU, down five per cent from last year, and March is forecast at 1.04 million TEU, down 10 per cent.

Numbers beyond March have not yet been calculated, but a solid recovery is expected in the second and third quarters of 2011 after the usual winter slowdown, said the report. The first half of 2010 totalled 6.9 million TEU, up 17 per cent from the same period last year. The full year is forecast at 14.6 million TEU, which would be up 15 per cent from the 12.7 million TEU of 2009, which was the lowest since the 12.5 million TEU reported in 2003. The 2010 number remains below the 15.2 million TEU seen in 2008 and the peak of 16.5 million TEU of 2007.

Global Port Tracker covers Long Angeles/Long Beach, Oakland, Seattle, Tacoma, New York/New Jersey, Hampton Roads, Charleston, Savannah and Houston. **Source : Schednet**

DBP offers to promote, finance Filipino ship designs

The Development Bank of the Philippines (DBP) is offering to finance ships designed by Filipino naval architect and marine engineers to spur shipbuilding activities in the country. Paul Lazaro, DBP senior assistant vice president, said through the Maritime Leasing Corporation, "we are financing the modernization of vessels and I hope some shipyards will accommodate this."

DBP acquired the Maritime Leasing Corporation from National Development Corporation (NDC) in 2008 for P379 million to develop the Road Roll-on, Roll-off Terminal System (RRTS) and the missionary route program in the country.

Engineer Samuel T. Lim, president of the Society of Naval Architects and Marine Engineers Inc. (SONAME), said they are advocating the use of technology designed by Filipinos for the Filipinos. "Look at the industrialized nations like US, Japan, UK, China, Vietnam– they have huge shipbuilding (industry). While we are number one in seaman. We can do it also in naval architecture," Lim said, adding that there is a big opportunity to do the designs here instead of other countries like the US.

He said there is a big demand for naval architects and marine engineers (NAME) in the industry. So far, only 20 NAMEs are produced a year by four institutions which offer that course. He appealed to President Aquino to support the NAME course, as old maritime architects would not adopt modern software used for design and because of opportunities for the economy. NAME should be taught in state universities like the University of the Philippines, said Lim. "We have three (SONAME members) with masters degree in naval architecture, but they are not naval architecture graduates. They are naval engineers. They got masters degree from UP, then they go to US, one of them is Dr. Rey Bea, head of Mapua," he said.

The Asian Institute of Maritime Studies (AIMS) may open this course next year and is presently looking for naval architect with masters degree within SONAME. "Naval architect and marine engineer, is a course which schools don't make money from because only few students take this course whether in the Philippines, in US or in Europe, unlike seaman or nursing – there are thousands of them."

At present, the four maritime schools offering naval architecture are the Naval Architecture and Marine Engineering Institute (NAMEI), University of Perpetual Help in Las Pinas, the Mariners Polytechnic in Bicol and the University of Cebu. SONAME is focused on professionalizing the status of NAME and has helped develop new curriculum for Commission on Higher Education (CHED). They also offer free board exam review and as a result, passing rate went up to 40 percent from 20 percent. Out of 67 who took the exam, more than 20 passed, which is the biggest batch to pass in the board so far. The curriculum included the mandatory use plus enhancement of the software on ship design.

In celebrating SONAME's 60th anniversary, they held the "Ships and Boat Design Contest" for naval architecture and marine engineer practitioners.

In category 1 or the passenger ship design contest, Edward Cruz was declared the champion and Raymund Puso bagged the first runner up while for Category 2 for passenger/ cargo design, Vin Mark Maralit was the champion and Vin Sylvan Balancio took the first runner up. **Source : Malaya**



The 1995 built 37,221 DWT Chemical Tanker **BOW RIYAD (ex NCC RIYAD)** seen in Rio Grande
Photo : Marcelo Vieira ©

US fines Panalpina US\$81.9 million for Nigerian customs bribes

SWISS-based forwarder Panalpina has admitted to violating the US Foreign Corrupt Practices Act (FCPA) by bribing customs officials in at least seven countries, notably Nigeria, and will pay US\$81.9 million in fines.

The Deferred Prosecution Agreement (DPA) has agreed to defer prosecution of Panalpina World Transport (Holding) for three years with Panalpina's agreeing to regular reports to the US Department of Justice (DOJ) and improving its compliance policies.

Panalpina has pleaded guilty and will pay a fine of \$70.6 million in four instalments along with a seizure of profits totalling \$11.3 million. London's Daily Telegraph reported that the plea has also led to penalties for Panalpina clients Shell, Transocean, Tidewater, Pride International and Noble Corp, which fined amounts ranging to \$236 million.

The companies "approved of or condoned the payment of bribes on their behalf in Nigeria and falsely recorded the bribe payments made on their behalf as legitimate business expenses in their corporate books, records and accounts".

Panalpina president and CEO Monika Ribar said in a company statement that the settlement marks the "closing of an extremely burdensome chapter" in Panalpina's history. She said the company established a global compliance organisation to assess jointly with Panalpina's internal audit function, implementing systematic third-party due diligence and developing a whistle blowing programme with the support of the Basel Institute on Governance. **Source : Schednet**

OLDIE – FROM THE SHOEBOX



The Dutch motorvessel **BALONG**, belonging to the former **Stoomvaart Maatschappij Nederland** of Amsterdam (fleetlist nr 129), cargo handling in the Port of Amsterdam. The exact date of this picture is not known anymore, but should be in the seventies. Her funnel is seen already painted in Nedlloyd colors. This ship was built in 1956 by **NV Machinefabriek & Scheepswerf P.Smit jr** in Rotterdam (yard nr 614) as **BATANG**, but in January 1957 changed name into **BALONG**. Her capacity was 8789 grt, 10375 deadweight. Call sign: PCXQ. In the engine room an oil engine: 2 stroke single acting with 7 cylinders type B&W. She had 63 crewmembers plus capacity for 12 passengers. Sold on 29 November 1976 to Bangkok and renamed **JUTHA DHIPYA**, handed over in Japan (Yokohama). Her end of the career came in August 1980 after been sold to the breakers in Taiwan. **Photo : Capt. Frank Haalmeijer ©**

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.... PHOTO OF THE DAY



The **STAD AMSTERDAM** seen in the port of Brest – Photo : Jacques Carney ©