

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 111



Number 111 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 21-04-2010**

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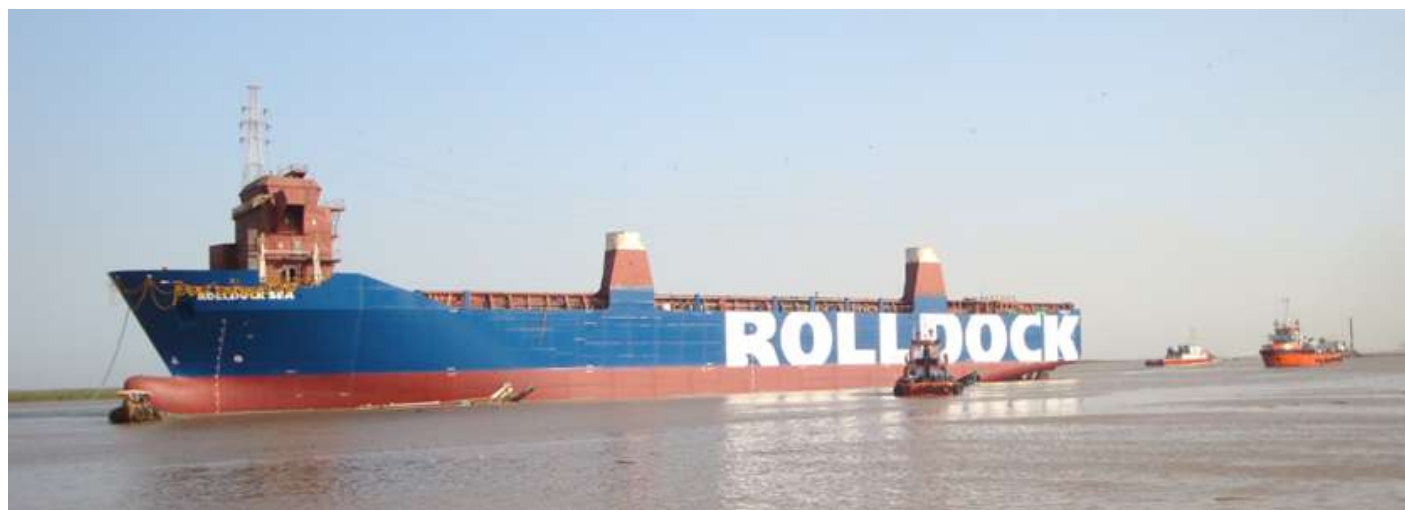


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Above seen the succesfull launching of the m/v Rolldock Sea on Saturday 17 April at Larsen & Toubro in India.

The christening of the vessel was done by mrs Anneke van Aalst (wife of Wim van Aalst - President NileDutch / Board member of Rolldock)

Photo : Rik Hofsté ©

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EVENTS, INCIDENTS & OPERATIONS



The **IOS CASTLE** seen anchored off Singapore – Photo : Piet Sinke ©

Boskalis: company's strategy paid off in 2009

In its latest review of activities in its review of 2009, Dutch dredging contractor Boskalis says it achieved what it called an "excellent result" in 2009 thanks to its policy of policy a broad geographical spread of activity over the market segments in which it operates, including offshore oil and gas, ports, and land reclamation and coastal protection.

"In the oil and gas segment we completed construction work on the Ras Laffan LNG terminal in Qatar, as well as the LNG port in Angola. Meanwhile, we started work on part of the Nord Stream pipeline linking northern Germany and Russia, as well as a pipeline in Magellan, Argentina," said Boskalis in its Annual Review 2009.

"in the ports segment, construction work started on Maasvlakte 2 in the Netherlands - a project that will run until the end of 2012. In Abu Dhabi, we continued to work with our subsidiary Archirodon on constructing the new Khalifa Port, involving extensive and complex cutter and rock work. In Australia, the celebrations at the end of November to mark the completion of the Channel Deepening Project, which we executed in alliance with the Port of Melbourne, attracted keen media interest."

"In the land reclamation and coastal protection segment, work in The Netherlands was concentrated on reinforcing the sections of coastline known as the 'Zwakke Schakels' (Weak Links), including the Delfland Coast."



Above seen the **CORNELIA** operating in the port of Felixstowe April 19th 2010

Photo : Andrew Moors (c)

"In Russia work continued on the St Petersburg Barrier, the retractable storm surge barrier designed to protect the city from flooding. In the Maldives preparation work started for the reconstruction of three islands which are to be raised in order to protect the local population from rising sea levels."

"Execution of all these projects stretched the organization and its people to the limit," said Boskalis. "A lot of hard work was done: on site, aboard our vessels, at the office and in the market - and it paid off!"

"Although market conditions deteriorated, revenue rose 4 per cent to a record high of EUR 2.2 billion and profit was EUR 227.9 million - only 3 per cent less than the figure - net of extraordinary items - achieved in the record year 2008," said the company.

Pirates take 3 Thai ships with 77 crew

Somali pirates hijacked three Thai fishing vessels with 77 crew members over the weekend in one of their most daring raids so far, a maritime official said on Tuesday. Patrols by European Union warships since December 2008 to deter hijackings have done little to dent the enthusiasm for piracy among Somalis.

"This was in the Indian Ocean but far away from the east coast of Africa," said Andrew Mwangura, coordinator of the East African Seafarers' Assistance Programme. "This is the farthest hijacking to date. They are now operating near the Maldives and India." Somali pirate attacks have continued apace and have spread south to the Seychelles and farther out towards India.

The European Union Naval Force said the three ships belonged to a Thai-based company, PT Interfishery Ltd, and were named Prantalay 11, 12 and 14. The Thai crew members were safe and well and the vessels were headed towards the Somali coast.

"These latest hijackings are the furthest east of any pirate attacks in the area since the start of EU NAVFOR's Operation Atalanta in December 2008, almost 600 miles outside the normal EU NAVFOR operating area," it said on its website.

According to the International Maritime Bureau, Somali pirates accounted for more than half the reported piracy incidents worldwide in 2009 and nearly all of the hijackings, with 47 successful captures **Source : Khaleej Times**



The NORWEGIAN JEWEL seen approaching Willemstad (Curacao)

Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

Vroege actie voor KNRM station Stellendam.

Maandag 19 april om 04.26 uur werd de bemanning van de reddingboot **Antoinette** van KNRM station Stellendam buiten, door het Kustwacht Centrum gealarmeerd voor een jacht wat was gestrand en water zou maken.

Het jacht zou liggen bij de MV-D boei bij de 2e Maasvlakte. Ook de reddingboot **Jeanine Parqui** van station Hoek van Holland was voor deze melding gealarmeerd. Beide reddingboten gingen ter plaatse, waarbij de **Jeanine Parqui** iets eerder ter plaatse was. Er was al een werkschip aanwezig. Nadat de bemanning van het jacht weer rustig was kwam het Finse jacht weer vlot. Door de schipper en bemanning van de reddingboot van Hoek van Holland werd besloten het jacht te begeleiden naar Hoek van Holland. De **Antoinette** is nog wel langs gevaren, maar omdat verdere hulp niet nodig was werd terug gegaan naar station Stellendam.

Queen Recognizes Hallin Marine with Award.

Hallin Marine UK Ltd has been awarded the Queen's Award for Enterprise after increasing its sales 14 fold in just three years! The wholly owned, UK arm of Hallin Marine Subsea International PLC last year recorded sales in excess of £22million despite only being formed in 2006 in Scotland.



The Queen's Award judges described this phenomenal increase as an 'outstanding achievement,' adding that it reflected 'an effective marketing strategy based on establishing strong client relationships.'

The lengths the Aberdeen-based company would go to ensure customer satisfaction also impressed the judges, including the modification of a construction class ROV to dive to 3,000 metres for a specific project in the Gulf of Mexico.

Hallin Marine UK now employs more than 100 people: either at its headquarters in the Aberdeen or offshore around the globe.

Offshore Hallin's skilled staff operates and services its large fleet of ROVs and associated equipment that inspect, repair, maintain and assist in the construction of subsea platforms, pipelines and structures for the oil and gas industry.

The UK company has recently moved into diving and vessel operation with the purpose built SOV Windermere due to arrive in the region shortly.

Mike Arnold, Hallin West Division's MD, said: 'The award reflects the brilliant teamwork from all our Hallin family in the UK and from the staff that we send to work around the world.'

'Our aim is simple: "To provide outstanding customer service and to go the extra mile or ten, if that is what it takes, to ensure a successful outcome for our client." We are really proud our achievements have been recognized by this Queen's Award and proud we are flying the flag for the subsea oil and gas industry. Now I'm going to go and order the flagpole so we can really fly the Award flag!'

Stranded tourists to be rescued by cruise ship

Celebrity Eclipse will return on Friday with stranded tourists from Spain

A new £500m luxury cruise ship has put its inaugural celebrations on hold to travel to Spain where it will pick up stranded tourists. **Celebrity Eclipse** left Southampton for Bilbao at about 2000 BST.

The vessel was due to launch on Thursday, but tour operators have asked for it to pick up about 2,000 people stranded by volcanic ash air delays. Flights into and out of the UK have been suspended since Thursday after a volcanic eruption in Iceland.

The Civil Aviation Authority said UK airspace was expected to reopen after 2200 BST.

Celebrity Eclipse, which can carry 2,850 passengers, arrived in Southampton at 0900 BST. It is scheduled to arrive in Bilbao in the early hours of Thursday where those stranded will embark, before the ship returns to Southampton where it is expected to dock on Friday evening.

Some of the delayed holidaymakers have been stranded for up to seven days, many of whom were on package holidays with major UK tour operators. Richard Fain, chairman of Celebrity Cruises, said: "The events affecting air travel are completely unprecedented and it is in times like these that the global travel industry needs to pull together."

He said he hoped guests booked on to the launch would understand the change of plan and the naming ceremony would now take place on Saturday.



The **CELEBRITY ECLIPSE** seen departing from Southampton bound for Bilbao
Photo : Chris Brooks - www.ShipFoto.co.uk (c)

Rescued holidaymakers will be travelling back in luxury on the ship which has a real lawn measuring nearly half an acre, as well as bars, 10 restaurants, a casino, a theatre and swimming and spa pools. Source : BBC



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Tug and barge confirmed hijacked in South China Sea

The hijacking of a Singapore-owned tug and barge in the South China Sea has been confirmed. Singapore-based ReCAAP said the Singapore-registered tugboat **PU 2007** and barge **PU 3316** were hijacked 2328hrs on April 19, 57nm of Kuantan. Seatrade Asia Online reported earlier today the vessels were missing feared hijacked by pirates.

The tugboat has a crew of nine and were headed from Kalimantan, Indonesia to the Gulf of Thailand. The Malaysia Maritime Enforcement Agency activated ships and aircraft to look for the missing vessels.

The Singapore-registered tugboat, **Asta**, was hijacked in the South China Sea on February 6, the vessel was recovered the following month in the Philippines. **Source : Seatrade Asia**

Heavier fines for Australian oil spills

Ship owners whose vessels violate Australia's strict penalties for oil spill face a near ten-fold increase in fines, according to Queensland Premier Anna Bligh. The top fine will increase from Aus \$1.75m to Aus \$10m (\$9.3m) and the maximum charge for individuals will go up from Aus \$350,000 to Aus \$500,000. "Nothing but the greatest attention to safety and care will be tolerated," Ms Bligh warned.

The move follows the grounding last week of the 1993-built, 69,110 dwt Chinese flag **Shen Neng 1**. The incident prompted Australian Prime Minister Kevin Rudd to declare that "the book would be thrown" at any foreign vessel or vessel violating the proper protection of the Great barrier Reef.

Despite fears of a major ecological disaster it is reported that most of the fuel oil onboard has been removed and transport minister Anthony Albanese said a decision on refloating the vessel could be made today,

However, Mr Albanese added: "It is quite clear this vessel went on a course that was unlawful. The Australian government will ensure that the full force of the law is brought to bear on those responsible ... and we will also ensure compensation is paid with regard to the cost of cleaning up."

*The South Korean master and two Vietnamese officers from the 2007-built, 50,000 dwt Mimosa were charged in court today with entering a prohibited zone of the reef without permission while en route to Abbot Point Coal Terminal in Queensland. The trio, who face maximum fines of Aus \$220,000, were granted bail and told to return to court on Friday. **Source : Ship Management**



The "**Zhen Hua 22**" seen arriving in Gent from Felixstowe, the vessel is loaded with a new crane for Arcelor Mital in Gent.

Photo : Paul van Luik - www.shipsofterneuzen.nl ©

Somali pirate attacks closing in on Indian coast, warns IMB

Somali pirate attacks are closing in on the south and west coasts of India the International Maritime Bureau is warning shipping. "Recent attacks (have) indicated that pirates are moving closer towards the eastern part of the Indian Ocean approaching closer to the Indian west and south coast, Lakshadweep/Minicoy islands, and Northern Maldives," warned an alert sent to ships earlier today by the IMB's piracy reporting centre in Kuala Lumpur. The alert listed six recent attacks in the eastern Indian Ocean, including hijackings and vessels that had been fired upon, ranging from 60 degrees east to 69 degrees east. Vessels were advised to "exercise extreme caution", and for strict anti-piracy measures to be maintained by vessels sailing in the western, central, eastern and northern parts of the Indian Ocean. The IMB has written to the authorities in India and the Maldives appealing to them to step up patrols. If the attacks go unchecked Noel Choong, head of the piracy reporting centre said the pirates could move to attack ships closer to the two country's coastlines. **Source : Seatrade Asia**

Gewonde visserman geëvacueerd naar ziekenhuis

Rond 05.00 heden morgen meldde het vissersschip **GY127 (Hendrika Jacoba)** aan het Kustwachtcentrum Den Helder dat het een ernstig gewonde man aan boord had. Betrokkene was door een haak aan het hoofd getroffen. Het schip is direct doorverbonden met een arts van de radio medische dienst. Deze arts besliste dat de man direct naar de wal gebracht moest worden voor opname in het ziekenhuis. Daarop is door het Kustwachtcentrum een defensie helikopter vanaf Vliegkamp De Kooy gealarmeerd. Het schip bevond zich op dat moment op ca 270 kilometer noordwest van Den Helder. Om 07.00 was de helikopter ter plaatse en heeft een dokter afgezet. De arts heeft de patiënt onderzocht, gestabiliseerd en gereed gemaakt voor transport en om 09.30 is de man afgezet bij het Academische Ziekenhuis Groningen. Helaas heeft de hulpverlening niet mogen baten. Kort na aankomst in het ziekenhuis is de man overleden.



'Little volcano' means big business for ferry firms

IT'S mad busy," says Margaret Hegarty, spokes-person for Fastnet Line, which runs the Cork to Swansea ferry service.

"It hasn't stopped all day. It's amazing what one little volcano can do." That little volcano means big business for ferry companies which have seen bookings soaring.

Conor Buckley, chairman of the recently launched Cork/Swansea Fastnet Line, said yesterday the previous 72 hours had been "the busiest since the service was launched last month". The Government emergency task force had contacted ferry operators on Sunday asking them to review their schedules and look at increasing capacity.

Stena has carried an additional 30,000 passengers on its Irish Sea routes, which serve Belfast, Dublin, Dún Laoghaire and Rosslare over the past four days.

The busiest routes out of Ireland yesterday were from Dublin and Dún Laoghaire to Holyhead, but Stena Line spokesman Eamon Hewitt said there was spare capacity in Rosslare. He added the HSS from Belfast has capacity for 1,500 passengers with three sailings a day.

P&O Irish Sea services on the Dublin-Liverpool route are operating on schedule. Available remaining spaces can be booked by calling 01-4073434, or www.poirishsea.com

Services operated by Stena Line and Irish Ferries were booked out for the weekend. Irish Ferries spokesman Don Hall said the firm had a car ferry with capacity for 1,875-foot passengers and fast ferry with capacity for 800, making two return services daily to Holyhead.

Meanwhile, 50 American tourists, due to fly into Cork from Britain, were rescued by the PaddyWagon private bus service. The company sent a coach to the Lake District to bring the travellers to the south west of Ireland.

Source : irishexaminer



The buoy tender **VLIETROOM** seen passing Spijkenisse – Photo : Lia Mets ©

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Aankomst Celebrity Constellation

22 april, 8 UUR: OPENING ROTTERDAMS CRUISESEIZOEN

Op donderdag 22 april arriveert de **Celebrity Constellation** om 08.00 uur bij Cruise Port Rotterdam aan de Wilhelminakade. Het gaat om een schip van 294 meter lengte uit de exclusieve 'Millennium-klasse' van rederij Celebrity Lines. Het is het eerste cruiseschip dat dit seizoen arriveert in de haven.

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In totaal arriveren dit jaar in ieder geval vijftien cruiseschepen in Rotterdam . Hoogtepunt van het seizoen zijn de feestelijkheden rondom het officieel in gebruik nemen van de **Norwegian Epic** tussen 17 en 21 juni. Op zondag 30 mei arriveert de **Queen Mary 2**.

In 2011 verwacht Cruise Port Rotterdam een verdubbeling van het aantal aankomsten. Alleen de Holland America Line heeft voor dat jaar reeds 19 'arrivals' aangekondigd.



The **STATENDAM** seen moored in Bonaire – Photo : Henk Ram ©

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NAVY NEWS



India's first anti-submarine warfare corvette launched



The first Anti Submarine Warfare Corvette (ASWC), built at the Garden Reach Shipbuilders & Engineers Limited, being launched in Kolkata on Monday.

Launching the country's first Anti Submarine Warfare Corvette (ASWC) for the Indian Navy at the Garden Reach Shipbuilders & Engineers (GRSE) Limited here on Monday, M.M. Pallam Raju, Union Minister of State for Defence, said three more such P-28 Corvettes will be launched by the GRSE by 2015.

Pointing to the completion of the Rs. 560 crore modernisation programme of the GRSE scheduled for 2011, Mr. Raju said the dock's building capacity will be boosted manifold as it could then manufacture frigates.

"The current value of the book of orders for the GRSE is Rs. 8,000 crore, but once the orders for the P-17 frigates starts coming in within two years, the book of orders will increase to Rs. 24,000 crore... once there is greater infrastructure, bigger ships will be built here," he said.

Named Kamorta, after an island in the Andaman Sea, the ASWC is indigenously built and is designated as a frontline warship with anti-submarine warfare capabilities and a very low signature of radiated underwater noise.

The ASWC Kamorta will be docked at the Eastern Naval Command. Hoping that large private houses will come forward to invest in the shipbuilding sector along with the Ministry of Defence on a public-private partnership mode, Mr. Raju said around 6,000 small and medium private companies have already participated in giving "vertical expertise" to the defence public sector.

West Bengal Finance Minister Asim Dasgupta said the State government has placed an order for 13 high-speed boats that are used during natural calamities with the GRSE, and is also mulling purchasing portable double-line steel bridges from it.

Mr. Raju said these boats will be delivered within the coming three to four months. **Source : The Hindu**

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Putin demands restructuring of Murmansk Navy yards

The Navy yards in Murmansk Oblast must modernize and become part of the United Shipbuilding Corporation, Prime Minister Vladimir Putin stressed in his meeting with representatives of the industry Saturday. Putin underlined that the two regional Navy yards which are not yet included in the United Shipbuilding Corporation must, within one week, eliminate all salary debts and obtain construction orders. In addition, the yards must by 15 June have arranged for their entry into the Shipbuilding Corporation, a government press release reads.



Photo : Beau Bisso ©

Murmansk Oblast have four Navy yards, of which two are included in the United Shipbuilding Corporation, a 100-percent state-owned holding established in 2007 to stimulate the industry. The two yards, the Nerpa and the "Sevmorput", are the only ones doing satisfactory, Putin said.

The other two yards, the Navy Yard no. 10 (Shkval) and the Navy yard no. 82 (Safonovo) have been struggling with serious salary debts and are out of orders.

STX Offshore & Shipbuilding Continues Winning Orders in April

South Korea's STX Offshore & Shipbuilding Co. is found to be remaining steady for winning contracts in April. STX Offshore & Shipbuilding Co. announced Friday that it won orders of one 80,500 deadweight tons (DWT) Kamsarmax bulk carrier from a ship owner in Singapore. The bulk carrier will be constructed at the Jinhae shipyard of STX and is scheduled to be delivered by 2012.

In addition, the shipbuilder has signed a contract for building one Kamsarmax bulk carrier with a ship owner in Greece. Furthermore, STX Offshore & Shipbuilding Co. successfully won orders for two of 24,000 DWT scale special purpose vessels (SPV) from ship owners in Asia recently. The SPV, which can be used for carrying various types of freight under the decision of ship owners, has high efficiency compared to the existing vessels that could only carry one type of freight. "In 2010, we not only won orders of 19 vessels worth \$710 million including the performance of our production base in Dalian, China, but also secured the first order of the special purpose vessel," said an official from STX Offshore & Shipbuilding. The official went on saying that the company will enhance marketing activities in preparation for the shipbuilding market's rebound in the near future as the market is showing signs of recovery.

Source: Maeil Business



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IHC Merwede achieves record revenue for 2009

IHC Merwede's revenue increased to €1.13 billion in 2009 (€1.09 billion in 2008), with a net profit of €57 million (€76 million in 2008) over the same period. This record turnover was backed by a €1.8 billion order book at the end of 2008. The reduced level of profit compared to last year is predominantly explained by operational issues during the construction of a large custom-built vessel. The reduced level of profit compared to last year is predominantly explained by operational issues during the construction of a large custom-built vessel. The overall picture is one of a company in good financial health.

Key figures

- Three per cent increase in revenue to €1.13 billion
- €57 million net profit
- Sizable order book of €1.1 billion

Market developments (group)

After years of growth – in both the dredging and offshore sectors – the global recession is also having an impact on IHC Merwede's markets. The number of competitors has increased significantly, with many standard shipbuilders now turning to specialist market segments. Also, the number of new orders declined in 2009 on a global basis. However, despite these unfavorable developments in the market, IHC Merwede has maintained its market share in 2009 due to its reputation for delivering excellent and innovative products that meet specific customer requirements. In spite of weak market conditions in 2009, IHC Merwede received orders for new ships and equipment worth €450 million.

The order book carried over from the previous year ensured that IHC Merwede's shipyard capacity was fully utilized in 2009 and will continue to be in 2010. It was the company's busiest ever year for production and a record for the delivery of vessels and equipment. Although an isolated number of contracts were renegotiated, there were no cancellations and many customers are cautiously optimistic about long-term market prospects. There are enough current opportunities to reinforce IHC Merwede's belief that there will be renewed demand for its innovative vessels, advanced equipment and life-cycle support.

Despite the cautious outlook, IHC Merwede will diminish in size during forthcoming years. It will forecast its production capacity in line with demand and therefore the capacity will be reduced to maintain a solid profit level. In line with this, it has been decided to mothball the Hardinxveld-Giessendam shipyard in 2010 and the lease at Heusden will be terminated by the end of the year. No redundancies are foreseen and the employees will be relocated to other IHC Merwede facilities and replace temporary staff.

IHC Merwede CEO Govert Hamers says, "As part of our outlook for 2010, we anticipate a slight decrease in turnover, but still expect to achieve a solid profit. Our main priorities for the forthcoming year are to increase sales, reduce costs and to strengthen our focus on research and development."

Market developments (Dredging & Mining division)

As expected, the dredging sector has also been experiencing a downturn. In certain countries, the government has introduced a number of supporting measures, including the accelerated implementation of infrastructure programs. However, protectionism is an issue in some regions, especially Asia, but also in Europe. Local shipyards are receiving substantial financial support in conjunction with other measures, such as restrictions on foreign suppliers.

IHC Merwede's response has been to develop new dredging vessels that are outstanding in terms of their cost efficiency and impact on the environment. For maintenance work, a completely new line of 'green' IHC Beaver® dredgers has been developed. Customers with restricted budgets also now have the option of a standard medium-sized trailing suction hopper dredger, known as the 'Beagle' – a modular design that can be built overseas and adapted to meet customer requirements with a range of cost-effective features.

In response to the increasing number of requests for deep sea dredging and mining application solutions, IHC Merwede has combined all of its activities in this sector to create a new business unit, IHC Deep Sea Dredging & Mining. It will focus on the extraction of minerals in deep water (to a depth of 3,000m) and vertical transportation of these materials.

This emerging area of the business is promising because demand for raw materials (minerals) is expected to double in the next 25 years – according to studies from the Organization for Economic Co-operation and Development (OECD) – and existing sources on land will be inadequate. With 70 per cent of the earth's surface consisting of water, it is therefore logical to assume that the future lies underwater.



The sheerlegs **GPS ATLAS** seen installing the bow coupling onboard the newbuild **TSHD ISANDLWANA**
Photo : Jan Oosterboer ©

Market developments (Offshore & Marine division)

Oil and gas prices are the overriding factors in the offshore market, as they determine the climate for investment. After the oil price bottomed out at \$35 a barrel in early 2009, it has now soared back to \$80 a barrel, making many investments profitable again.

With an increasing demand for energy, oil companies are cautiously rekindling their investment programs to find new supplies of oil and gas. Easily accessible sources have already been found and so the search is focusing on more remote areas, such as the ocean floor and Arctic regions – where activities of this kind are unprecedented. Innovative technology is therefore required to explore and exploit these new reserves.

IHC Merwede is responding to these developments with a major expansion of activities in the offshore sector. It is promoting its pioneering role in the market by developing new offshore construction vessels for sea-bed pipe laying, diving support, sub sea trenching equipment, oil-well drilling, placing wind farms and specialist marine handling systems. The latest technology is currently being developed for these new and promising markets.

The IHC Merwede Offshore & Marine division's strong reputation in the industry is due to its unique knowledge. Much was done in 2009 to strengthen the organization, increase its expertise and tailor the product range even closer to customer requirements, so that it can reinforce its position in the marketplace.

This has led to the establishment of the division's own research body, the IHC Offshore Technology Institute (OTI) in 2009. Its initial tasks will be to focus on market analysis and determine which technologies are required to satisfy each market segment. The OTI aims to become a research institute for the offshore sector with a global reputation within the next five years.

Globalization

Globalization is a priority in IHC Merwede's growth strategy. To achieve a leading position in the global marketplace, IHC Merwede will look increasingly beyond its national borders.

A global network serves two purposes: firstly, it presents new opportunities to build ships and equipment in countries where labor costs are lower than in The Netherlands; and secondly, it provides IHC Merwede with access to markets that would otherwise remain closed to the company.

The globalization process is already progressing well with partnerships in the areas of engineering, yard capacity (in China, Serbia and plans for other third-party locations) and research and development programs.

In 2009, the sales organization expanded geographically, with new branches in Aberdeen (UK) and Houston (USA), and regional offices opened in Bombay (India) and Lagos (Nigeria). Customers are now provided with important strategic sales, parts and life cycle support services from these local offices.

Investment in sustainability

IHC Merwede aims to make a meaningful contribution to society, and strike the perfect balance between people, planet and profit. The company invests extensively in the environment to manufacture products in a sustainable and responsible way. Several initiatives in 2009 highlight IHC Merwede's commitment to its corporate social responsibility. Its participation in the Far and Large Offshore Wind Farm (FLOW) research program, for example, incorporates the construction of a unique demonstration wind park off the Dutch coast. Further examples include the development of a climate-neutral cutter suction dredger by IHC Beaver Dredgers; IHC Hydrohammer® developing a piling hammer driven by water rather than hydraulic oil; and IHC Lagersmit making the Supreme Ventus® Seal to prevent oil leaks. IHC Merwede also aims to protect the environment and reduce CO2 emissions in its business operations. The company is currently discussing the installation of solar panels at its locations with energy supplier Eneco. The results of ongoing technical studies will determine if IHC Merwede's activities can be driven by solar energy.

Human resources and training

As an employer to around 2,800 people and to maintain a position as an innovative leader in its markets, the quality of human resources is key to IHC Merwede.

2009 was a year of stabilization and consolidation, with the emphasis on making timely adjustments for internal flexibility and employee mobility. The workload continued to be high in the early part of the year, but there was less work in the pipeline for some of the business units during the last quarter. IHC Merwede's policy for many years has been to have a flexible workforce of at least 30%. The company drew on this flexibility last year to adapt capacity and help meet its business activities.

In addition, IHC Merwede's extensive training program is an important asset to the company with courses and training options for the entire workforce. The company's own accredited school, Technisch Onderwijs Centrum (TOC), trained approximately 80 employees in 2009, with welders, bench operators and steelworkers elevated to BBL level 3. In addition, 2009 saw approximately 160 members of staff extending their professional competences by participating in 'multi-skill' training.

The IHC Merwede Management School gave 280 employees the opportunity to develop their knowledge and skills further in the initial training and follow-up curriculum. Eight promising technical graduates joined the IHC Merwede trainee program. For the purposes of replacing employees leaving the organization and opportunities for promotion, a Talent Management program was established in collaboration with the Twente School of Management. The first group of 18 participants from various IHC Merwede business units completed the training successfully in December 2009.

Source : ihcmerwede.com

ROUTE, PORTS & SERVICES

Norasia using Freeport as Med. hub

Shipping giant CSAV Norasia has started to use Malta Freeport as its Mediterranean hub under a major deal that will see an additional 350,000 containers passing through the freeport annually. Malta Freeport said it managed to secure this new business in the face of very stiff competition from neighbouring transshipment ports which were presently underutilised.

Three mainliners plus a network of feeder vessels will call on a weekly basis as part of the new venture. These include the Indian/Middle East/Europe Express Service (IMEX Service), which will be calling westbound at Malta Freeport Terminals, and the Mare Nostrum Service, which will be calling both eastbound and westbound and hence deploying two mainline vessels on a weekly basis. The CSAV Rio de Janeiro, on the Mare Nostrum Service, called for the first time last Saturday while CSAV Jura called yesterday on the IMEX Service.

The Mare Nostrum Service will be taking the following schedule: Malta Freeport - Jeddah - Port Kelang - Hong Kong - Xingang - Qingdao - Shanghai - Ningbo - Xiamen - Hong Kong - Chiwan - Port Kelang - Malta Freeport - La Spezia - Genoa - Fos - Barcelona - Valencia and back to Malta Freeport.

The IMEX Service's port rotation will be Malta Freeport - Rotterdam - Hamburg - Felixstowe - Antwerp - Port Said - Jeddah - Jebel Ali - Port Qasim - Nhava Sheva - Mundra - Port Said and back to Malta Freeport.

To complement this business, CSAV will also be operating a feeder network at Malta Freeport. These services will be further increasing its worldwide network connections which will now be totalling 132 ports worldwide, 69 of which are in the Mediterranean and Black Seas. **Source: Times of Malta**



The **HAPPY RIVER** seen enroute Rotterdam – **Photo : Kees Torn (c)**

Naming ceremony for Polarcus Asima

On April 14th, Polarcus Limited held the naming ceremony for the company's third and most sophisticated 3D seismic vessel yet, **Polarcus Asima**. The ceremony was held at the Drydocks World - Dubai shipyard in the United Arab Emirates and was attended by over 200 local and international guests.

Polarcus Asima is a purpose-built 12-streamer 3D seismic vessel of the ULSTEIN SX134 design and is the largest vessel in the company's fleet with an overall length of 92m and a beam of 21m.

Said Polarcus: "Polarcus Asima is also the first true Arctic-ready 3D seismic vessel in the industry with an ICE-1A class notation from DNV, double hull and an advanced ballast water treatment system that eliminates the risk of introducing invasive species into fragile ecosystems such as those found in the Arctic."

The vessel has a maximum speed of 15 knots and is capable of deploying 12 streamers of 9,000m length at 100m separation.

Rolf Ronningen, CEO Polarcus, expressed in his welcome speech Polarcus' gratitude to the shipyard and to all involved in the project, before commenting: "We are proud to introduce the world's first true Arctic-ready 12 streamer seismic vessel to the industry. Her advanced hull design and incorporated maritime technologies will ensure that **Polarcus Asima** will be one of the safest and cleanest seismic vessels in the industry for years to come, whether operating in the harsh Arctic environment where her high ice class will be critical for her safe operation, or the environmentally sensitive sea areas of Australia and Brazil where her sophisticated environmental features will come into their own."

Source : Offshore shipping Online



The last days of the **WAKER** are approaching as can be seen - Photo : Bram Plokker (c)

MOL calls adds South African port

Liner carrier MOL is restructuring a handful of services connecting Asia to South Africa.

The restructuring primarily involves switching out a westbound call at the port of Durban with a call at South Africa's newest deepwater port, Ngqura, on MOL's CSW service, which connects China, South Africa and several South America ports.

The service now calls at Ngqura in both directions, with a revised rotation of Xingang, Daliany, Qingdaoy, Busan, Shanghaiy, Hong Kongy, Singapore, Ngqura, Santosy, Buenos Airesy, Montevideoy, Paranagua, Sao Francisco Do Sul, Santosy, Rio de Janeiroy, Cape Towny, Ngquray, Singapore, Hong Kong and Xingang.

The service is operated with 12 MOL vessels (average size 3,824 TEUs).

Similarly, MOL is adding a second call at Ngqura to an intra-Africa service, the SWX, which now has a rotation of Durbany, Ngqura, Cape Towny, Walvis Bay, Abidjany, Tema, Lomey, Cotonouy, Doualay, Ngqura and Durbany.

MOL has also realigned its MZX service linking Singapore to Durbany. The service was previously offered every 10 days but will now be offered weekly. The MZX will cut out previously included calls at the Indian Ocean island ports of Port Louisy, Reunion and Tamatave, but will include a new call at Port Klang in Malaysia. The new rotation is Singapore, Durbany, Maputoy, Port Klang and Singapore.

To account for the ports deleted in the MZX restructuring, MOL will start a new service (IOX) between Singapore and the Indian Ocean islands ports, offered every two weeks, with a rotation of Singapore, Port Louisy, Reunion, Tamatave and Singapore. A shuttle service between Ngqura and Angola (AOS) has also been added. The service will be offered every 21 days with a rotation of Ngqura, Luanday and Ngqura. **Source : American Shipper**

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Evergreen to resume US west coast-Asia / Med pendulum May 10

The UAM service, starting on May 10 from Kaohsiung, will replace the company's current Asia-Pacific-North West Coast (PNW) and Far-East Mediterranean (FEM) services Taiwan-based carrier Evergreen Line will resume its 20-port pendulum service to Tacoma six months after it withdrew the US West Coast-Asia/Mediterranean (UAM) service with a May 10th sailing from Kaohsiung.

The 20-port pendulum service for the region will range from Tacoma to Valencia, Spain, via the Far East, Middle East and Suez Canal.

The U.S. West Coast-Asia-Mediterranean (UAM) service, starting on May 10 from Kaohsiung, will replace the company's current Asia-Pacific-North West Coast (PNW) and Far-East Mediterranean (FEM) services, which were

introduced last October as an interim measure. The UAM service will operate with a total of 14 U-type (TEU5,364) vessels.

The first vessel to depart will be the Ever Unison 0132-104E from Kaohsiung on May 10, 2010. The first sailing from the Port of Tacoma will be May 23.

The port rotation is as follows: Tacoma - Vancouver - Tokyo - Osaka - Qingdao - Shanghai - Ningbo - Kaohsiung - Hong Kong - Yantian - Tanjung Pelepas - Colombo - Ashdod - Alexandria - Taranto - Genoa - Barcelona - Valencia - Taranto - Colombo - Tanjung Pelepas - Kaohsiung - Hong Kong - Yantian - Shanghai - Ningbo - Tacoma.

There will be a slight reduction in capacity on the UAM from its previous service of thirteen 5,700 TEU class ships.

Source: Port2port

Vopak vergroot opslagcapaciteit in Emiraten

Tankopslagbedrijf Vopak gaat samen met zijn partners de opslagcapaciteit van de zogeheten Vopak Horizon Fujairah-terminal in de Verenigde Arabische Emiraten vergroten. Dat heeft het Rotterdamse bedrijf dinsdag bekendgemaakt.

Vopak bestiert de terminal samen met de overheid van Fujairah en de Onafhankelijke Petroleum Groep van Koeweit. De haven van Fujairah is volgens de groep een wereldwijd knooppunt voor olieproducten. Dat leidt tot een toename van internationale handelsstromen en de daarmee samenhangende vraag naar opslag, overslag en mengdiensten, aldus Vopak.

De capaciteit wordt vergroot met 606.000 kubieke meter, waarmee het totaal na afronding in het eerste kwartaal van 2012 meer dan 2,1 miljoen kubiek meter zal bedragen. Financiële details over de uitbereiding zijn niet bekendgemaakt.

JUMBO JUBILEE: SINGLE CRANE DISCHARGE OF FOUR 700 t SPUD CANS



Jumbo Shipping's latest vessel, HLV **Jumbo Jubilee**, has completed the loading, transport and discharge of four 700 tons spud cans from Dubai (UAE) to Arendal (Norway). The spud cans were discharged into the water and handed over to two tugboats, which brought them to the quay for further handling by Master Marine ASA.

To handle the 700 t spud cans, each with a diameter of 21 m and a height of 8 m, Jumbo used a project-specific shackle. Jumbo's standard onboard lifting gear includes 500 t shackles. The new shackle, weighing 1.5 t, can carry loads up to 1,000 t.

After loading and transporting the spud cans from Dubai to Arendal, they were safely discharged one by one in single lifts, with the crew carefully ballasting both the ship and the spud cans. The Port of Arendal is half open to sea. Although there is barely any swell, there is a current, which can get as strong as 2 knots. To keep the cans in control, mooring winches were installed at the side of the **Jumbo Jubilee**. With these winches, the cans were



kept in the correct position during overboarding and after discharge in the water.

Once overboarded, they were handed over to two tugboats and towed to a nearby construction site. After final adaptations by Master Marine, the add-on spud cans will be put on the seabed in approx. 25 m water depth off the Norwegian shore. Here they will be used as a foundation for a jack-up platform.

You Tube. A short video is available at Jumbo's You Tube channel.

Click on: http://www.youtube.com/watch?v=s5dsnE3TE_w

or go to: <http://www.youtube.com/user/jumboheavylift>



The **SLUISGRACHT** seen arriving in Willemstad (Curacao)

Photo : Kees Bustra - community.webshots.com/user/cornelis224 (c)

Cochin Port registers record cargo throughput

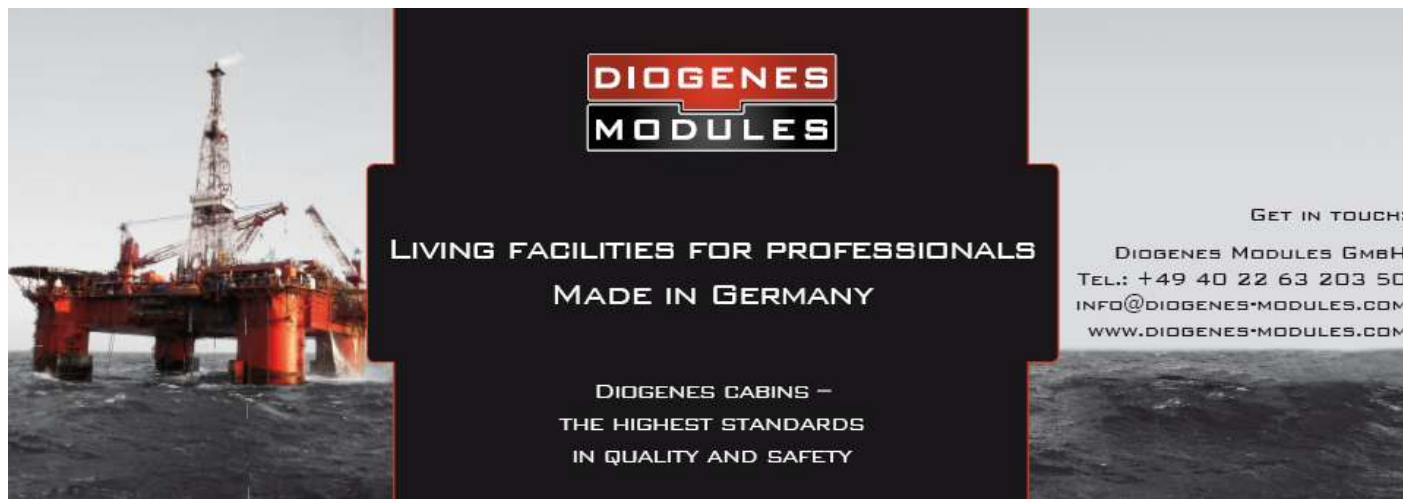
Cochin Port achieved a record high cargo throughput of 17.43 million tonnes in the last fiscal, the Cochin Port Trust said here Monday. This was almost two million tonnes more than the 15.49 million tonnes of cargo the port handled in 2008-09 -- a growth rate of 12.50 percent, the port said in a statement.

Though the port's traditional cargo like coal, fertilizers and industrial salt fell by about 10 per cent, the deficit was more than compensated by higher volumes in liquid bulk, especially petroleum products, and in general cargo like cement, iron scrap and timber logs.

During the period, an increase of about 11 per cent in container traffic was registered with a total of 289,817 twenty foot equivalent units (TEUs) containers as against 260,784 TEUs handled in 2008-09.

The vessel traffic also registered an increase of 18 per cent, while the average turn around time of ships showed an improvement of three per cent. The average ship berth day output also registered an improvement of two per cent. Cochin Port hosted 44 cruise ships on international calls and seven high-seas overnight voyages, which is the highest among all Indian Ports so far. The port has set a target of 19.11 million tonnes of cargo throughput for 2010-11.

Source: IANS



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The **RPA 14** left the De Haas Shipyard after nearly 1 year complete overhaul

Photo : Annette Barendrecht ©

Aqaba Container Terminal, Genoa Port Authority sign MoU

The Aqaba Container Terminal and the Port Authority of Genoa have signed a Memorandum of Understanding MoU to lay a joint general framework and executive plan to upgrade container and cargo Ro-Ro handling procedures and raise performance to European standards. Ministry of Transport Secretary-General Mohannad Qudah said that the MoU would help to attract European goods into Aqaba and increase the number of ships docking in the port and demand on transport and logistical services.

Qudah said that the MoU would also improve the standards of marine services and security, protect the marine environment, and develop customs procedures for goods containers and Ro-Ro transported by sea between the two countries.

Ro-Ro cargo is a term for roll-on roll-off cargo which is driven on and off the vessel. RORO cargo consists of items such as tractors, buses and trucks, or oversized cargo loaded on special flatbed, mafi or lowboy trailers. The memorandum was sealed by Chairman of the Aqaba Container terminal Shadi Al-Majali and President of the Port Authority of Genoa Luigi Merlo. The signing, overseen by the Ministry of Transport, was in implementation of the transport sector's new strategy, which is compatible with the Kingdom's cooperation programs with the European Union and also falls within the framework of the Euro-Mediterranean Transport Project.

The Euro-Mediterranean Transport Project aims to facilitate cooperation between the 12 Mediterranean Partner Countries with the goal of supporting the development of the future Euro-Mediterranean Free Trade Area and promoting regional economic integration. **Source: Jordan News Agency**

HAVENBEDRIJF ROTTERDAM HOUDT SLIJKGAT OP DIEPTE

Havenbedrijf Rotterdam is deze maand begonnen met het op diepte houden van het diepste gedeelte van het Slijk gat. De vaarweg van 18 kilometer lengte en 100 meter breedte heeft daar sinds 2009 een gegarandeerde diepte van 5, 5 meter (-/- NAP).

In het Slijk gat vinden continu aanzandingen plaats van zee en aanslibbing vanuit het Haringvliet. Om de haven van Stellendam bereikbaar te houden is er dus onderhoudsbaggerwerk nodig.

De **Deo-Gloria**, een sleeophopperzuiger van de firma Faasse uit Goes, zuigt al varend het sediment van de bodem. Tijdens het zuigen hangt de zuigbuis langs zij het schip en rust de zuigmond op de bodem. Om de lading te optimaliseren wordt tijdens het zuigproces overtollig proceswater overboord gespoeld. Het opgezogen sediment wordt in de beun geladen.

Alders Akkoord

Het op diepte houden van het Slijk gat door het Havenbedrijf komt voort uit de overeenkomst 'Natuurcompensatie Landaanwinning & Leefbaarheidpakket Voorne en Goedereede' die op 29 november 2001 de gemeente Rotterdam sloot met onder andere de gemeente Westvoorne. Dit akkoord wordt in volksmond ook 'Alders Akkoord' genoemd. De uitbreiding van de haven met Maasvlakte 2 maakt onderdeel uit van het Project Mainportontwikkeling Rotterdam (PMR). PMR heeft een zogenaamde dubbeldoelstelling: de Nederlandse overheid wil het havengebied van Rotterdam versterken en wil tegelijkertijd de kwaliteit van de leefomgeving in regio Rijnmond verbeteren. In dit verband moet de verdieping en onderhoud van het Slijk gat worden gezien.



The **BRITANNIA** seen moored in Leith – Photo : Hans de Visser ©

Blyth lifeboat crew's plans to build new £500,000 station



Sea rescue volunteers are looking forward to starting a new era amid plans to build a £500,000 replacement lifeboat station. The RNLI boathouse in Blyth is more than 80 years old and no longer considered fit for purpose in the modern-day maritime rescue service.

It is hoped to start work by the end of the year, although this depends on how quickly the county council is able to make progress with the application.

The station will provide a new home for the town's D-class lifeboat, **Jennie B**, important facilities for essential safety equipment and crew training, and space for meeting rooms.

The RNLI, which has been working closely with the Port of Blyth on the scheme, has earmarked a budget of around £500,000 for the new boathouse.

Local officials believe the facility will help them to recruit additional volunteers and supplement the existing 14-strong lifeboat crew. It will also include a visitor observation area, a souvenir shop and space for more supporters to raise vital funds. Yesterday an RNLI spokeswoman said the project had been planned in conjunction with development plans by the Port of Blyth.

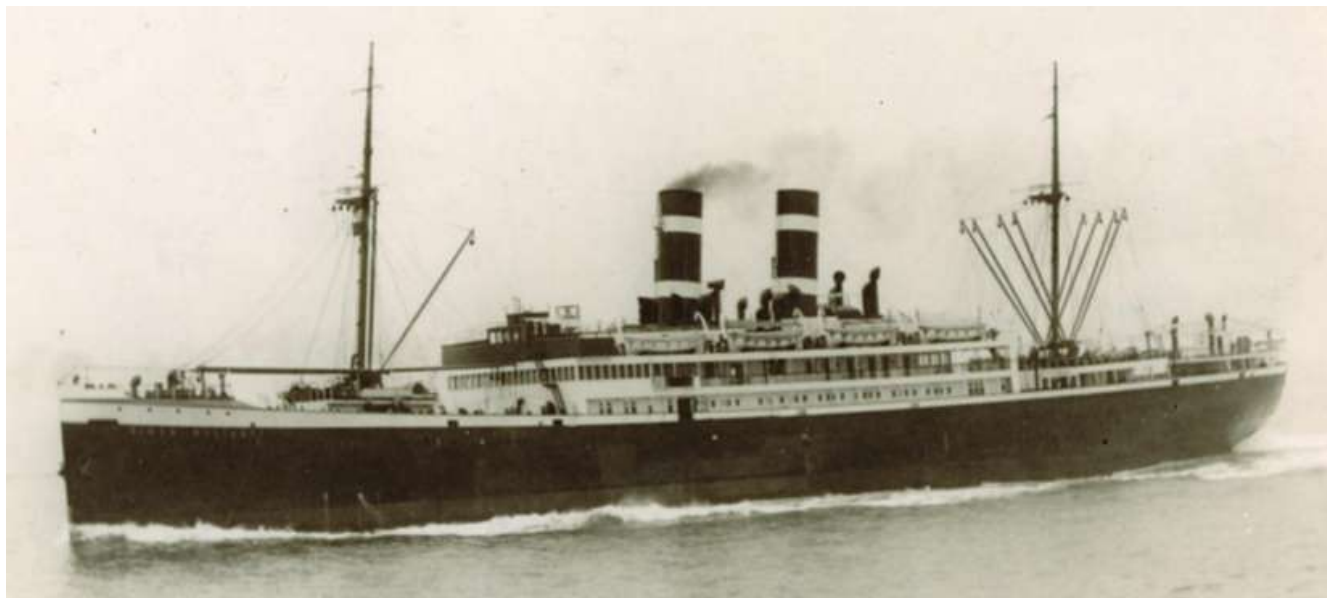
"We hope to submit plans to the county council in the summer and, ideally, would like to start work this year.

"The existing station in Blyth has passed its sell-by date but it will continue to operate until the new one is completed."

Last year the Blyth lifeboat was called out 13 times by the coastguard. Yesterday station treasurer Richard Elwen said: "The current station was built for the Joseph Adlam lifeboat, which had sails, oars and a motor.

"The new station has been planned for quite a while now and everyone here wants to see it happen as soon as possible. "It will be a modern facility and we look forward to recruiting more volunteers to man the lifeboat, as well as more people to help the committee with fundraising." **Source : The Journal**

OLDIE – FROM THE SHOEBOX



Above seen the Dutch **SIMON BOLIVAR** which sunk off Harwich in November 1939
Photo : Coll. Andrew Moors - Harwich lifeboat.

.... PHOTO OF THE DAY



Above seen **Baltic Trader**, inbound for Grangemouth April 19th
Photo : Iain Forsyth ©

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