

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 132



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**The KOTUG sisters SD SEAHORSE and SD SEAL seen moored in Rotterdam-Europoort  
Photo : Jacco van Nieuwenhuyzen ©**

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Above seen the 2010 built ATG flag Heavy Load Carrier **COMBI DOCK IV** anchored and Bunkering Area 6, Malta on  
Saturday 8th May, 2010

**Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

## Governor Jindal's office issues statement about oil spill and dredging plan

Governor Bobby Jindal, Plaquemines Parish President Billy Nungesser, New Orleans Mayor Mitch Landrieu, Senate President Joel Chaisson and other local officials flew over the coast of Plaquemines Parish this weekend to assess the impact of the oil spill. The Governor and officials also met after the flyover to discuss different strategies, including a proposal to use dredged material and the use of "boudin bags" to guard the fragile coastline from the impact of the spill.

Governor Jindal said: "Besides the booming strategy and opening up all the state-controlled water diversions to help divert oil away from our coast, we discussed other options with President Nungesser today that could also assist in our fight to protect the coast. We talked with parish officials about different points along our fragmented coast where we could pump sand to restore our historic island chains while also working to prevent additional oil from contaminating our shore. Re-establishing our coastal barrier shorelines can serve as an important defense against the intrusion of oil."

"Specifically, we talked with scientists and looked at different maps showing critical points along the coast where deploying a strategy of dredging and filling in sand could serve as a 'sand booming' type strategy. Over the next few days, we will work with local leaders and our coastal experts to determine which specific points along the coast would be the best, most cost-effective points to use this 'sand boom' tactic."

"We are also continuing to work to construct tiger dams, a water filled bladder to help stop oil contamination, in lower Plaquemines Parish to protect seven miles of coastline. The National Guard will start to stand up four tiger dams at strategic locations in Southwest Pass on Tuesday. They expect it will take them between seven and nine days to stand up all four dams."

"The news that BP's cofferdam faced a set back today and the need to continue to work on it over the next few days further reinforces the fact that we cannot let our plans depend on their attempts at stopping this leak. Just like when a hurricane is off of our coast, we need to prepare for the worst and hope for the best. All of our plans to protect our coast – from booming, to tiger dams and even dredging – will be needed to prevent as much oil as we can from impacting our shoreline."

"Let there be no doubt about it, we are in a fight to protect our Louisiana way of life. We will not rest until not only the leak has been shut off, but the oil is cleaned up from our coast and our wildlife and fisheries are fully restored to their healthy and thriving condition before this spill. We know this is a marathon, not a sprint, and we are in this fight for the long haul."

The Governor also stressed the importance of BP and the Coast Guard continuing to supply hard boom and sorbent boom along a predictable timeframe so Plaquemines Parish and other coastal areas can continue to protect fragile wetland areas.

The Governor pointed out that DEQ scientists saw oil impacting the land along the southern side of the Chandeleur Islands as the tide shifted the oil toward the islands.

He said: "Wind patterns could push the oil back away from land there, but again, weather conditions like this demonstrate why we expect for oil to impact the shoreline repeatedly throughout this event, which is a major concern for vegetation there and wildlife. In our flyover today we saw marks where the oil had made impact with several parts of the Chandeleur Islands. We also saw a helicopter on the ground on one of the islands that appeared to be examining the effects of the oil on the birds and land there."



"We know two aerial SCAT teams and two ground SCAT teams were dispatched to the Chandeleur Islands area yesterday to determine the location and extent of stranded oil and oiled wildlife. The Louisiana Department of Wildlife and Fisheries also has seven boats in the Hopedale area and four boats in the Mississippi River delta area conducting assessments." **Source : Dredging News Online**



The **MARFRET GUYANE** seen enroute Rotterdam – **Photo : Henk van der Heijden ©**

## **Norway Coast Guard detains a Russian trawler**

The Russian trawler **Viking** (home port - Murmansk) has been earlier detained in a fisheries protection zone established by Norway in Svalbard, PRIME-TASS reports citing quoting Trond Johansen, a representative of the Norwegian Coast Guard.

The Norwegian inspectors who were patrolling the zone on a helicopter, spotted the Russian trawler was dumping fish into water. "This is a particularly serious offense in Norway. The vessels' accounts papers have inconsistent catch data," Trond Johansen said.

The **Viking** has been escorted and docked at the port of Tromsø. Local police who have been investigating into the case alleged the Russian ship crew was engaged in illegal fishing. **Source : PortNews**

## **Diplomatic Row**

The same Russian ship that sent in commandos to free the **Moscow University** tanker last week is understood to have been the subject in recent weeks of complaints from Yemeni fishermen that is threatening to create a diplomatic row. Arab News reported, "The Russian Navy has been accused of attacking Yemeni fishermen and destroying seven fishing boats in an incident last month, Arab News learned on Wednesday following a sit-in demonstration in the coastal city of Mukalla by Yemeni fishermen. They claim harassment by naval armadas is getting more aggressive."

According to that Arab News report, the number and flag description indicates that the warship was the Udaloy-class destroyer RFN **Marshal Shaposhnikov**.

The Wednesday report – prior to Thursday's rescue – noted that the Yemeni fishermen "described the vessel as bearing the number 543 and flying a white flag with a blue cross — the Russian Navy's ensign. As they approached the ship, they saw 19 other fishermen held on board under armed surveillance."

Yemen's Foreign Minister Abu Baker Al-Qiribi is reported to have said his country is demanding compensation and has briefed ambassadors from the US, Russia, Japan, India, China and EU countries. As reported, commandos from the **Marshal Shaposhnikov** ship freed the **Moscow University** tanker earlier on Thursday. The operation to release a Russian vessel seized by Somali pirates on Wednesday lasted 22 minutes, the commander of the Russian naval task force in the Gulf of Aden said Thursday.

"Around 3.00 a.m. Moscow time [23:00 GMT], the large anti-submarine ship sailed out toward the tanker's location to assess the situation using technical equipment. Then the decision on conducting a special operation was made. During the operation, none of the Russians was injured," the official said adding the pirates had been detained, as reported by RIA Novosti.

According to the official in that report, the commandos from the **Marshal Shaposhnikov** detained 10 pirates and killed one during the release of the tanker.

"During the reconnaissance preceding the assault operation, the Russian commandos simultaneously used helicopters and speedboats while special forces covertly approached the tanker," the official said adding that after a short shootout the pirates were detained and put under custodial guard in one of the tanker's compartments, the RIA Novosti report continued.

Thursday's Russian operation to free the tanker mirror actions the Yemeni fishermen say they have been subject to in recent months. "They used to mistreat us at sea but would set us free with our possessions," said Awadh Abdullah Bamagad, a 30-year-old Yemeni fisherman, according to the Arab News report. "Now they don't just confiscate fishermen's properties, they destroy the boats." That Arab News report added, "Bamagad and others described one incident that occurred on the morning of April 5 about 112 km from the coastal city of Qusay'ir when a helicopter gunship fired on a number of fishing boats."

"We stopped fishing and decided to head back home because we were so terrified and thought it would come again," said Bamagad. According to the Arab News report, the helicopter returned and signaled for the fishermen to head west toward a warship.

"They rifled through our boats, taking our money, IDs, GPS units and even asked us to remove our clothes," said Bamagad, according to the article, which added that the men were all placed on one of the vessels and ordered to return to Yemen. "We waited for a moment hoping that they might bring back our stolen possessions," said Bamagad. "Instead, they fired behind the boat to force us to leave." The fishermen managed to recover the burnt remains of one of the boats, which have been put on display in the city of Mukalla to bring people's attention to their ordeal. The fishermen claim that they've endured about YER30 million (\$140,000) worth of damage from these searches and seizures, Arab News reported. **Source : ShipTalk**

## Seized tanker 'probably bound for Somalia'

The German chemical tanker that was hijacked by Somali pirates off the coast of Oman was probably on route to Somalia, a spokesperson for the European Union's naval mission Atalanta said a day after the attack on Sunday.

Somali pirates generally drop anchor along the coast of their own country before negotiating for ransom, the spokesperson from the mission's headquarters in Northwood, Britain. "We assume that a day or two will pass until we know where the pirates have taken the vessel have. We are monitoring the situation," the spokesperson said.

The pirates took control of the German-owned, Marshall Islands-flagged Marida Marguerite off Oman's coast early on Saturday. The crew of 19 Indians, two Bangladeshis and one Ukrainian were doing well, according to the spokesperson. Some had managed to lock themselves in a room during the attack. **Source : Sapa-dpa**



## Viering van de 65ste verjaardag van Roger Horsten

in Restaurant Coursand Heijplaat



Foto Roger en zijn vrouw Giselda in de bloemetjes gezet .

De viering van **Roger Horsten** zijn 65ste verjaardag en het afscheid als Algemeen Directeur bij van D. van de Wetering in Rotterdam Wij wensen Roger en zijn vrouw Giselda en gezonde toekomst .

**Foto : Ed Schoolderman ©**

## SA men adrift off Moz arrested

Two South Africans were arrested on an abandoned floating dock with suspected radioactive material on board off the coast of Mozambique during the week end, state media reported on Sunday. The two told police that they were from a South African insurance company contracted to remove the dock to South Africa, a police spokesman told Mozambican Sunday newspaper, Domingo.

Authorities at first suspected the dock carried around 300 tonnes of radioactive material in its 13 containers, but preliminary investigations suggest the contents were not dangerous. The 65-meter-long structure was discovered abandoned off the coast of Vilankulo in central Mozambique at the end of April.

It is 28m wide and 16m tall. The two South Africans claim the dock was released from the principal vessel without the crew's notice en route from Kenya to South Africa. They allegedly travelled as far as Madagascar to look for the dock, finally to discover it off the coast of Vilankulo.

The owner then hired an insurer to move the dock to South Africa. The two further claimed that the main part of the vessel which the dock broke loose from arrived in South Africa on Wednesday evening.

The name of the insurance company and that of the owner of the vessel was not yet known, but documents found on board mentioned Singapore, the newspaper reported. Authorities initially were alarmed when they discovered locals had broken into the vessel and stole welding equipment and other tools, however it was not established there was radioactive material on board or not.

The expert in charge of investigating the contents, Riduan Ismael, told the newspaper preliminary investigations indicated that the containers did not hold dangerous materials. A commission comprising maritime and police experts now have to decide where to move the dock, since Vilankulo does not have a large enough harbour to receive it.

Source : [timeslive.co.za](http://timeslive.co.za)



Another photo of the **STAR PRINCESS** seen departing from Rotterdam – Photo : Henk van der Heijden ©

## Shift Change

Queensland is hoping to try once more to shift the stricken coal carrier **Shen Neng 1** from its anchorage off Gladstone in central Queensland. The ship ran aground on April 3 spilling up to four tonnes of heavy fuel oil from its ruptured fuel tank and causing extensive damage to the reef at Douglas Shoal.

It's expected to leave for calmer waters between Fraser Island and Hervey Bay where it should arrive on Tuesday morning. The ship's arrival is timed to coincide with the arrival of a barge from Singapore which will help unload about



19 thousand tonnes of coal so it can be moved out of Queensland waters and taken on a deep sea tow for repairs in China.

Environmentalists and the local tourism industry object to the vessel being towed to the Great Sandy Marine Park near Hervey Bay for the unloading. **Source : ShipTalk**

## **EU NAVFOR warship Johan de Witt disrupts Pirate Action Group**



On the morning of 7 May, the EU NAVFOR Swedish Maritime Patrol Aircraft detected another Pirate Action Group (PAG), in the middle of Somali Basin.

Left : File photo of the **Johan de Witt** seen moored at the Den Helder naval base

**Photo : Piet Sinke ©**

EU NAVFOR Netherlands warship **Johan de Witt**, only 30 Nautical Miles from the position, was sent to intercept the suspected pirates by the Force Commander Jan Thörnqvist onboard the Flag ship **HSwMS Carlskrona**.

In mid-afternoon, **HNLMS Johan de Witt** found the PAG, consisting of one Whaler and two skiffs with a total of 11 suspected pirates. During the approach, the suspected pirates

were appeared to be throwing their weapons overboard. The mother ship and the two skiffs were stopped and, subsequently a boarding from Dutch marines, evidence of piracy was found. All 11 pirates were taken on board **Johan de Witt** as well as the three pirate boats.

***EU NAVFOR Somalia – Operation ATALANTA's main tasks are to escort merchant vessels carrying humanitarian aid of the World Food Programme (WFP) and vessels of African Union Mission in Somalia, AMISOM and to protect vulnerable vessels in the Gulf of Aden and Indian Ocean and to deter and disrupt piracy. EU NAVFOR also monitors fishing activity off the coast of Somalia.***

## **Zeemanshuis dicht.**

Miljoenen euro's hebben wij over om het voetbaltuig in bedwang te houden. Miljoenen euro's hebben wij over om Rotterdam met de Tour de France op de kaart te zetten.

Maar geen eurocent hebben wij over voor de zeelieden, schakels in de vervoersketen, die met hun werk bijdragen aan onze welvaart en welzijn. Waarmede hebben wij Rotterdam op de kaart gezet, met het voetbaltuig, de Tour of met de haven en de zeelieden?

## **Rotterdam houd de zeemenshuizen open!**

**Nico Sannes.**

**Stichting C.A.S.C.O. - Welfare organisation for seafares.**

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The **VERA RAMBOW** seen enroute Rotterdam – Photo : Ruud Zegwaard ©

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Cobelfret Ferries' Ro-Ro **Valentine** inward bound for Rosyth from Vlissingen with Norfolk Lines' **Scottish Viking** outward bound for Zeebrugge, off Hound Point Oil Terminal, Firth of Forth, 27th March 2010.

Photo : Iain McGeachy ©

## Seli wreck removal hits a snag

The removal of coal from the holds of the shipwrecked bulker **SELI 1** in Table Bay has run into a snag with expert reporting that the vessel is deteriorating rapidly.

Nevertheless the salvage team which undertook the removal of the cargo of 30,000 tonnes of coal originally loaded in Durban, has succeeded in recovering 21,000 tonnes ashore which has been sold to a local distributor.



Pictures taken by **Glenn Kasner**, above and below seen SMIT Salvage evacuating 2 salvage crew from the wreck of the **SELI 1** of Cape Town at noon last Monday.



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The Turkish ship **Seli 1** (19,031-gt, built 1980) ran aground one night in September last year while en route from Durban to Gibraltar. The vessel had put into Table Bay to undertake repairs but around midnight on 7 September the master reported his ship had lost engine power and was in danger of washing ashore, which it did a short while later after the anchor chain snapped. The grounding took place opposite Sunset Beach facing Cape Town.

Efforts to strengthen and refloat the ship were thwarted by storms and bad weather during which the vessel was extensively damaged. This was followed by the abandonment of the vessel by her owners and insurers, leaving the cost of her salvage to the South African government in the form of SAMSA – South African Maritime Safety Authority.

Since then a small but determined group with a desire to remove the vessel from the Cape shoreline has been attempting to keep the momentum of the project going, despite the lack of direct funding, reports Captain Dave Colly of SAMSA in the Western Cape.

He said that the operation to remove the remainder of coal from the ship has ended, due to the equipment used for its removal having been substantially damaged by the elements and the cost of reinstating the equipment having become far too expensive for the return on cost.

In addition, he said, the facilities aboard will no longer safely and hygienically support the team of 'coal miners' and SMIT Salvage personnel aboard as well as the fact that the cranes have deteriorated over time.

"Recent hopes and enthusiasm for a refloating attempt were dashed when the highly professional naval architects and salvage masters of SMIT completed their calculations on the stresses and strains which would be placed on the Seli 1 in her present seriously damaged condition and predicted a 90 percent chance of failure.

"Given the accuracy of their predictions on the spectacular wreck reduction of the barge **MARGARET** in Jacob's Bay, we have had to put that methodology to bed once and for all," said Capt Colly.

"Nevertheless, no-one has conceded defeat yet and the team will continue to work towards the eventual removal of the **Seli 1**."

He said that once the current storm being experienced in the Western Cape has subsided, the condition of the wreck will be evaluated and a decision made on whether to continue any wreck reduction activities over the winter pending a new operation in summer.

Colly said that small pockets of oil remain trapped within the wreck and are released from time to time through cracks in the hull, especially when there is appreciable swell and wave action.

"Regardless of whether the operation is temporarily suspended or not, SMIT will continue to monitor the structure of the wreck as well as the oil pollution threat and will remove any oil which presents itself in an accessible space onboard the wreck."

The current storm has dislodged equipment on the shipwreck and local bathers should be aware that floating debris may still be in the area and pose a danger to swimmers and surfers.

Because of the danger no-one may board the vessel without the express permission of SAMSA or SMIT.

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The **MSC Malaga** seen in Civitavecchia - Photo : Ronald de Bloeme ©



## BP to try to contain leak with smaller dome

BP is to again attempt to put a collection dome over the main leak at the Deepwater Horizon site. A second, smaller containment device is being readied as the cofferdam deployed last week remains parked on the sea bed, away from the spill area. Efforts to place it over the leak were stymied by a build up of methane hydrate crystals. BP says the smaller dome is "designed to mitigate the formation of large hydrate volumes." The small dome will be connected by drill pipe and riser lines to a drill ship on the surface to collect and treat oil. This operation has never been done before in 5,000 feet of water. Further work on the blow out preventer has positioned BP to attempt what it is calling a "top kill" option aimed at stopping the flow of oil from the well. This option will be pursued in parallel with the smaller containment dome over the next two weeks. All of the techniques being attempted or evaluated to contain the flow of oil on the seabed involve significant uncertainties because they have not been tested in these conditions before," cautions BP.



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Meantime, work on the first relief well, which began on Sunday May 2, continues. It is expected to take some three months to complete. Work continues to collect and disperse oil that has reached the surface of the sea. More than 275 vessels are being used, including skimmers, tugs, barges and recovery vessels.

The volume of dispersant applied to the spill on the surface amounts to over 315,000 gallons since the spill response began. Intensive operations to skim oil from the surface of the water also continued. Some 90,000 barrels of oily liquid has now been recovered. The total length of deployed boom is now more than 1 million feet as part of the efforts to stop oil reaching the coast. The cost to date of the response amounts to about \$350 million, including the cost of spill response, containment, relief well drilling, commitments to the Gulf Coast States, settlements and federal costs.

Source : MarineLog

## NAVY NEWS



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Above seen the RN Submarine **Astute** during trials on the Clyde.

**Photo : Jim Prentice - <http://caledoniantransportphotos.blogspot.com> ©**

## Navy takes control over Bulava

The Russian Navy will from now on take the full control over the production of the Bulava intercontinental missile, Chief Navy Commander Vladimir Vysotskii confirms. Talking to journalists last week, the Navy Commander stressed that the Navy from now on will take the full control over the production of the "Bulava". -The Navy must take control

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over the whole process, from the beginning to the end of the production line, Vysotskii said, Interfax reports. –The assembly [off the missile], down to screws and bolts, is now the ceaseless work of military representatives, he added.

Vysotskii also told the journalists that the reason for the failed test launch of a Bulava missile on 9 December last week will be announced on 20 May. Investigators have tried to find the reason for the failed launch made from the sub "**Dmitry Donskoy**". The launch was made from the Barents Sea and created a remarkable light pattern over major parts of northern Norway. The Bulava missiles have become a headache and money-drain for Russian authorities. Of 12 test launches, only five are considered successful.

When fully developed and tested, however, the Bulava missile will be the Russian military's most advanced weapon. It will be placed on the country's latest nuclear-powered submarines of the "Borey"-class. **Source : BarentsObserver**



The French **R 97 Jeanne d'Arc** seen downstream on river Elbe off Brunsbüttel on Mai 10th, 2010 after the 821th Hafengeburtstag in Hamburg - **Photo : Michael Brakhage ©**

## SHIPYARD NEWS



2 new « AXE-BOW » hulls seen at the **DAMEN Shipyard** in Singapore – **Photo : Piet Sinke ©**

## Shipyards: Once mighty sector feels a rush along its keel

When asked recently about Brazil's shipping industry, a Greek engineer working in a South Korean shipyard replied: "I didn't know they had one." This has been a forgivable misconception. Until very recently, the last ship built in Brazil to help meet the sizeable demands of Petrobras, the national oil company, was contracted in 1987.

But it is a perception the country is hoping to change. On Friday, the Estaleiro Atlântico Sul shipyard, in Pernambuco, is set to launch an oil tanker for Petrobras at a ceremony to be attended by President Luiz Inácio Lula da Silva. The vessel, which can transport 1m barrels of oil, is the first of 49 ships to take to the seas for Petrobras as part of Promef, a programme launched by Transpetro, Petrobras's logistics subsidiary, in 2004 to revitalise the country's shipyards. Shortly after taking office, Mr Lula da Silva's administration gave Petrobras the target of using at least 70 per cent local content for its maritime needs. For upgrades and expansion, the shipyards, which also build oil platforms for Petrobras, had access to a new Merchant Marine Fund, with contributions from the BNDES, the country's development bank.

The plan has put the once mighty industry back to work. In the 1970s, Brazil had the second-largest industrial fleet in the world. By 2000, the entire sector had about 200 workers. Now there are 45,000, according to the government. "In Brazil, we don't have the choice of having ships or not. We have the choice as to whether or not they will be ours," says Sergio Machado, president of Transpetro. He says part of the reason for the plan is to avoid the so-called "Dutch disease", named after the resource curse experience of the Netherlands in the 1960s that crippled non-oil related sectors of the industrial economy. In 2008, Transpetro spent \$16bn on maritime investment, and expects the 2009 figure to turn out higher. Of the 49 ships to be built under the first two phases of Promef, 41 have already been

contracted, and eight are still in the final phases of tenders to private companies. The contracts awarded so far total \$4.4bn.

Thyssen Krupp yard seen in Kiel  
**Photo : Kees van Huisstede ©**



In some cases, companies began building the shipyards and the ships at the same time. But the May 3 launch – and the other 48 ships – are part of plans hatched long before the success of Petrobras's pre-salt exploration, which promises to make Brazil an important operator among oil-exporting countries. The revenues that come from oil reserves discovered deep below the ocean's

surface will vastly increase Petrobras's demand for infrastructure, platforms and transport – regenerating shipyards even more. Last year, the government put R\$15bn into the Merchant Marine Fund to meet the growing demand for financing new ships and the construction of new shipyards.

In April, the fund identified nine new projects totalling R\$4bn and the BNDES is studying the real level of long-term demand in the country. Luis Marcelo Martins, head of the BNDES's oil and gas department, says he believes Brazil will need two or three new large shipyards (with an area of more than 1m square metres) and three new medium sized ones, in addition to the current 26.

The BNDES study followed increased finance requests for shipyards. "It's important to have better planning to avoid the situation in the 1970s and 1980s, with the construction of many shipyards without long-term demand," he says.



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Mr Machado says his goal is not to build ships and platforms in Brazil “at any cost”, but to create an industry which, in the long term, would be globally competitive. After comparing models, the South Korean industry was selected as the benchmark. Despite initial scepticism in Asia, Mr Machado says the worthiness of the project was reinforced by Samsung’s decision to invest in Atlântico Sul – the most technologically advanced of Brazil’s shipyards.

“If they are putting money here, we know we have a future,” says Mr Machado. PdVSA, Venezuela’s state-owned oil company, is now making purchases from Brazil. Brazilians of Japanese origin have returned after working in Japanese shipyards. The Korean group STX is planning a new shipyard in the state of Ceará – there is no stipulation the shipyards must be Brazilian-owned, only that they be in Brazil. Because of pre-salt oil, there should be no shortage of local demand. Petrobras is planning investment totalling more than \$200bn, including five new refineries and thousands of kilometres of pipelines. Mr Machado says Transpetro has plans in the works to add 40 rigs, 146 supply boats, 70 tankers and 10 FPSOs – floating vessels used by the offshore industry for the processing and storage of oil and gas. Brazil now has the world’s fifth-largest order book for tankers. “Given the amount of revenues likely to come in from pre-salt oil, there’s no reason Brazil’s shipyards couldn’t compete globally,” says Pietro Donatello Pitts, editor of Latin Petroleum magazine. Transpetro is also launching a barge transport programme, which it hopes will use additional capacity to transform the country’s 42,000km of navigable rivers into important transport routes.

**Source: Financial Times**



**Chemical Tankers Europe** latest newbuilding 'm/t **LOYA**' (IMO 9540273) seen at the **Desan Shipyard** in Tuzla, Turkey.

**Photo : Ralf Kroon ©**



## Sembcorp: Net profit grew by 23.8% to \$148.8 million

Sembcorp Marine delivered another quarter of growth with an increase of 23.8% in Group net profit to \$148.8 million from \$120.2 million in 1Q 2009. Group turnover was comparable at \$1,359.4 million as compared with \$1,363.5 million for the corresponding period in 2009.

Group operating profit at \$159.6 million was 18.6% higher than the same quarter in the previous year. Group pre-tax profit increased 22.2% to \$184.9 million from \$151.3 million in 1Q 2009 attributable to higher operating margins from rig building and offshore and conversion projects.

The Group has a net order book of S\$5.0 billion with completion and deliveries stretching till December 2012. This includes S\$680 million contract orders secured to-date since January 2010 comprising S\$550 million for the construction of Ekofisk accommodation topside for the North Sea for ConocoPhillips Skandinavia AS, Norway and the S\$130 million pre-FPSO conversion contract for



Petrobras Netherlands B.V.

The outlook for global oil demand continues to improve. Oil prices have fluctuated within the range of mid-US\$70 to mid-US\$80 a barrel. The long-term fundamentals driving deepwater exploration and production activities are expected to continue to boost production reserves to meet growing energy demand.

**Photo's : Piet Sinke ©**

While the current oil spill in the Gulf of Mexico may affect offshore drilling in that region, it is too early to assess the incident's overall effect on the drilling rig market. Our initial appraisal of the situation gives us no major cause for immediate concern. FY 2009 was an

exceptional year in terms of profit. The Group expects to achieve satisfactory results for FY 2010. **Source: Sembcorp Marine**

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## IHC Parts & Services offers rental service for improved TT Pump Dredging Unit



**IHC Parts & Services**, part of the IHC Merwede group, now offers dredging operators and utility and infrastructure engineering companies all over the world the opportunity to rent its improved TT Pump Dredging Unit. The TT Pump Dredging Unit was specifically developed for use in small-scale dredging projects, including maintenance activities, as well as environmental projects, loading and unloading hopper barges and mining activities. The TT Pump Dredging Unit can be used on a crane, with an A-frame or combined with an excavator connector and includes, in addition to the TT Pump, an advanced multi-purpose cutter unit, a diesel engine, a water pump and a floating pipeline.

The TT Pump Dredging Unit is provided as a complete package, allowing the user to start work immediately. The unit has already been used successfully in small-scale dredging operations and in various civil engineering projects. The main advantage of renting the comprehensive TT Pump Dredging Unit is that it does not

require any large capital investment and therefore spreads the financial risk for customers. Another advantage is that there is no need to pay maintenance or repair costs. These advantages are important for many international companies at a time when every euro counts. The compact TT Pump Dredging Unit is available as a complete rental package and in four different configurations. Customers are offered the most suitable configuration for the scale of their dredging projects. The TT Pump has undergone a technical overhaul, and is now more durable, maintenance-friendly and efficient in terms of mobility and operational use.

The introduction of the TT Pump Dredging Unit to the rental market means that the product range provided by IHC Parts & Services, a full-service provider, is even better tailored to meet market demand. As well as renting the TT Pump Dredging Unit, customers also still have the opportunity to buy the total package or spare parts.



The **PENELOP** seen in Rotterdam-Europoort - Photo : Rob van Deijk ©

## Havila Phoenix flies off to Oz

Njal Saevik will be smiling after Havila Shipping penned a new two-year contract for one of its subsea-construction vessels. Australia's TS Marine has hired the 13,400-bhp **Havila Phoenix** (built 2009) for two-years.

TS Marine also has two further six-month options on the vessel, Havila says in a statement to the Oslo Stock Exchange. Havila says only that the fixture is on market terms. Analysts place the day rate at between \$45,000 and \$50,000, depending on whether the vessel operates inside or outside Australian waters.

Higher costs off Australia would lead to a slightly higher rate, TradeWinds is told.

Attempts to contact Havila CEO Saevik for comment on the deal were unsuccessful at the time of writing Monday.

The **Havila Phoenix** will begin its new charter in June. It has been working in the Gulf of Mexico for the past year having seen a 10-year contract with Phoenix International cancelled following the onset of the financial crisis.

Source : Tradewinds

## CSAV starts new direct

CSAV Group has announced a new direct service between Central America and North Europe.

The Europe Caribbean Service, ECS, will be run with 6 vessels of 2,200 TEUs, in a weekly service with the following rotation: Rotterdam, Tilbury, Hamburg, Antwerp, Le Havre, Kingstony, Cartagena, Santo Tomas de Castilla, Puerto Cortes, Puerto Limon, Kingstony and Rotterdam. Source : Cargonews Asia





The TSHD **ALEXANDER VON HUMBOLDT** seen at the Westerscheldt River – **Photo : Henk de Winde ©**

## MARITIME BY HOLLAND PAVILION AT NAVALIA 2010

**Holland Pavilion consists of 14 Dutch companies**



The Spanish maritime trade fair Navalia, offers a lot of opportunities for Dutch maritime companies, to discover the Spanish shipbuilding industry in an effective way. Navalia takes place from **May 18 till May 20** in Vigo. Among the expected 500 exhibitors, 14 Dutch companies will present their latest product developments in the Maritime by Holland Pavilion in Hall F. The Maritime by Holland Pavilion is officially

sponsored by NL EVD International.

It is the second time for project organisation HME to organise a collective presentation at this Spanish trade fair. In comparison with Navalia's trade fair edition in 2008, a lot more visitors are expected. The trade fair organisation spelled out the expectation to welcome over 50 per cent more visitors.

Decision makers from Spanish shipyards, design institutes, ship owners, yacht builders, offshore operators, state agencies and equipment manufacturers will be most welcome at the Maritime by Holland Pavilion and Holland Lounge in Hall F.

### **Dutch maritime industry**

The Dutch have a long tradition in providing innovative maritime solutions. As a seafaring nation the Netherlands has always excelled in marine technology. Much of the equipment on board nowadays is provided by independent Dutch companies that are active worldwide and offer state-of-the-art marine equipment.

### **Participants of the Maritime by Holland Pavilion**

- Benes Machinefabriek BV
- Börger BV
- Corrosion & Water-Control BV
- Dagin Marine Technology



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 132

- Discom
- Eefting Engineering BV
- Eekels Elektrotechniek BV
- GEA Bloksma
- Heatmaster BV
- Numeriek Centrum Groningen BV
- Promac BV
- Scheen BV
- SMST, Rodenstaal BV
- Straaltechniek International BV

### Network reception

On the first trade fair day, Tuesday May 18, HME is organising a network reception in the Holland Lounge of the Maritime by Holland Pavilion. The reception starts at 13.00 hours. The Spanish ambassador Peter Paul van Wulfften Palthe will be present. The network reception will be organised especially for participants at the Maritime by Holland Pavilion and their guests.

### Organisation Maritime by Holland Pavilion

Project organisation HME organises the Maritime by Holland Pavilion. For more information about the participants and the Maritime by Holland Pavilion, please contact Mr Kristian Pronk, HME's Export Manager India, the Middle-East and Europe (T: +31 (0)10 44 44 333 or E: [kp@hme.nl](mailto:kp@hme.nl) ).

This trade fair participation is supported by NL EVD International, part of NL Agency of the Ministry of Economic Affairs.



The **MULTRATUG 18** seen passing the Forth bridge  
Photo : Jim Prentice - <http://caledoniantransportphotos.blogspot.com>

## Improved Port Operations Impresses

FREQUENTLY criticized Dar es Salaam port's main operators have been commended for cutting down time taken to clear a container from 24 days five months ago to between 8-10 days at present.

World Trade Organization (WTO) Director General, Mr Pascal Lamy, said last November he spent a day at the country's major port and observed that laxity was a major problem causing delays in cargo clearance.

"Five or six crucial operators in handling cargo at the port got their act together and improved things, there has not been an extra investment," Mr Lamy told delegates attending a session on Africa's Infrastructure Development at the World Economic Forum on Africa which ended yesterday. He challenged Dar es Salaam port operators to further reduce time taken to clear containerized cargo at the port because it served a large number of hinterland countries.

The WTO chief touted the importance of good infrastructure in fostering trade and pointed out that Dar es Salaam is an important gateway for six landlocked countries, saying that facility needed to attain world class efficiency.

Dar es Salaam port's container terminal which was leased to Tanzania International Container Terminal Services for 10 years in 2000, a contract that was later extended for another 15 years in September 2005, in a controversial procedure, has increased the number of containers being handled from 100,000 to over 300,000 at present.

But the terminal's operator, TICTS which is jointly owned by Hutchison Port Holdings of Hong Kong and local investors, has in the past been criticized for poor performance blamed on lack of investment in infrastructure.

"At one point, criticism was so loud and there were calls in parliament for me to resign because of inefficiency at the port," said Infrastructure Development Minister, Dr Shukuru Kawambwa. Dr Kawambwa said TICTS which managed to beat its target of increasing containers being handled annually from 100,000 to 250,000 in ten years from 2000, managed to meet its target by 2005. "Then there was some kind of laxity here as you know when you have reached the peak," Dr Kawambwa said.

He said although it takes eight days to clear cargo at Dar port compared to Mombasa's five days, the difference is that locally cargo is delivered to the client while at the Kenyan port, it goes to a dry port for further clearance. **Source : All Africa**



The bulker **NORFOLK** seen arriving in IJmuiden – **Photo : Marcel Coster ©**

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## 4 carriers form Asia / Adriatic Service

Yang Ming, Hanjin Shipping, Hyundai Merchant Marine and United Arab Shipping Co. will start a service connecting ports in East and Southeast Asia to the Adriatic Sea, Yang Ming said Friday.

The service, dubbed AAX by Yang Ming, will be operated with eight Panamax vessels, with a rotation of Pusan, Shanghai, Ningbo, Yantian, Singapore, Colombo, Jeddah, Port Said, Alexandria, Mersin, Koper, Trieste, Rijeka, Venice, Port Said, Singapore, Hong Kong and Pusan.

The service begins May 30. The exact vessel sizes to be used weren't immediately clear, nor which of the carriers would provide the vessels. Yang Ming said each of the four carriers would provide ships.

Yang Ming and Hanjin are members of the CKYH Alliance, while Hyundai is a member of the New World Alliance.

Source : American Shipper



The **TORM ESTRID** seen departing from Rotterdam-Europoort – Photo : Rob van Deijk ©



## COSCO Star makes maiden voyage to Kaohsiung from Xiamen

COSCO Star, a passenger-cum-cargo liner under China Ocean Shipping (Group) Company (COSCO), has made its maiden voyage from Xiamen to Kaohsiung Harbor May 10, heralding direct shipping between Xiamen and Kaohsiung, which is expected to become a regularly weekly service, according to Ximen Mayor Liu Sigui, who is currently visiting Taiwan.

Sigui pointed out May 9 that thanks to the advantages of convenient transportation and lower costs, Chinese people traveling from Xiamen to Taiwan accounted for 14.8% of total Chinese tourists to Taiwan last year, which is expected to climb further following the inauguration of high-speed rail from Xiamen to Shenzhen next year.

An official of Kaohsiung Harbor Bureau pointed out that the inauguration of direct shipping service between Kaohsiung and Xiamen will considerably boost the number of Chinese tourists visiting southern Taiwan.

The direct shipping of COSCO Star to Kaohsiung follows its direct shipping from Xiamen to Keelung Harbor and Taichung Harbor, launched last November. In its first sail to Kaohsiung, the liner will carry over 500 travelers, mostly from Fujian Province.

With 20,000 metric tons, COSCO Star can accommodate 683 passengers, 150 small cars, and 256 TEU (twenty-foot equivalent unit) containers. It will take some 10 hours for it to travel from Xiamen to Kaohsiung. In the future, it will leave Xiamen in the evening and arrive at Kaohsiung Harbor early in the morning. **Source: CENS**



HAL's **PRINSENDAM** seen moored in Piraeus – **Photo : Ronald de Bloeme ©**

## KL Brevikfjord arrives for outfitting

The hull for the first of K Line Offshore's newbuilds, the PSV **KL Brevikfjord** arrived at STX Brevik Yard in Porsgrunn, Norway, at the end of April, where final outfitting will take place.



**KL Brevikfjord** is due to be delivered on 21 October 2010. The three next hulls for K Line Offshore are currently under construction at the STX Yard in Braila, Romania.

**KL Brevikfjord** is a STX PSV 06 CD design and equipped for efficient carriage and handling of deck cargoes, pipes, dry bulk, fuel, fresh water, mud, methanol and drilling fluids.

The vessels are designed in accordance with DNV Class notation Clean Design, and will fly the Norwegian Flag.

Source : **Offshore Shipping Online**

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## Hanjin Shipping back in black

Hanjin Shipping announced 2010 1Q business results with total sales of US\$1.638bn and operating profit of US\$2.2m.

Hanjin Shipping explained, "Even though the first quarter is traditionally a slack season, the cargo volume jumped by 30.1% YoY with 32.9% increase in total sales. Especially, the container division saw 38.8% upturn in sales (US\$1.356bn) mainly due to the recovering global economy, which resulted in the sharp rise in cargo volume and rates of the company's major trades including the transpacific and Asia-Europe. For bulk division, its sales rose by 13.1% recording US\$327m owing to the improved profitability of time charter business of small/medium sized vessels." The company commented that despite the recovered cargo volume and rates of Asia-Europe trade, the container division experienced operating loss of US\$8m due to an insufficient rate increase in the transpacific trade and the costs caused by laying up vessels during the slack season.

On the other hand, the bulk division was able to return to black in operating profit recording US\$10m thanks to the improved profitability of time charter business of small/medium sized vessels in spite of some decline in revenue after returning the chartered vessels.

Hanjin Shipping added, "In the 2nd quarter, for the container market, we expect vessel supply to increase along with the delivery of mega-sized vessels and redeployment of laid-up ships. However, we also expect our operating profit to continue to improve owing to the recovering global economy leading the growth in cargo volume during the traditional peak season, rate recovery in the transpacific trade and our extensive efforts to reduce costs.

"In case of the bulk market, we believe the demand for mega-sized vessels will slow down as China is delaying the pricing of iron ore while the demand for small/medium sized ships will grow as the transport of raw materials is expected to boost." **Source : Seatrade Asia**



The **MSC ORCHESTRA** seen anchored at Hound Point – Photo : John Dunnet ©

## OLDIE – FROM THE SHOEBOX



Photo compilage of the Swedish **SCOL ROVER**  
Compilage : Kees van Huisstede ©

## ..... PHOTO OF THE DAY .....



The **BOURBON THALIE** seen moored in Cape Town – Photo : Aad Noorland ©

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