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The RESOLVE PIONEER seen departing from Willemstad (Curacao)
Photo : Kees Bustraan – http://community.webshots.com/user/cornelis224 (c)

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EVENTS, INCIDENTS & OPERATIONS

Anthony Veder have taken the 153. 9 mtr **BW HAVLUR** in bareboat charter and changed the name into **PRINS HENDRIK** as well the vessels flag was changed to the Dutch flag, the 15.649 DWT tanker is a fully refrigerated LPG/Ammonia tanker which can carry cargo upto a temperature of -48C, the 1997 built tanker with a tank capacity of 17789 cubm at 98% is powered by a MAN B&W 6S50MC with an output 6840 KW for a maximum speed of 15.5 knots. Above the tanker is seen moored at the Scheldepoort Yard in Vlissingen - **Photo : Wouter van der Veen ©**

Lord Nelson must be turning in his grave

By : Colin Richey

I COULDN'T believe what I was reading when I saw that **HMS Cornwall** captured a gang of vicious Somali pirates – and was told to treat them with kindness. What happened next must have made Admiral Lord Nelson turn in his grave!

The crew of the Royal Navy ship provided the Somalis with food, medical checks and cigarettes before freeing them. Unbelievable, but true! These thugs should have been brought before a court and given long prison sentences. Every

Somali pirate will now look upon the Royal Navy as a soft touch to be treated with contempt. Has the world gone mad? **Source : This is Exeter / Express & Echo**

The **MAGGIE M** seen near Vlissingen – **Photo : Frans Sanderse ©**

Opec’s monthly report paints a pretty picture for tankers

The latest monthly report from OPEC regarding the month of March was released this montha and painted a pretty picture for most tanker markets. It said that OPEC spot fixtures increased by 4.33 mb/d or 40% in March compared to the previous month. The increase was supported by Middle East fixtures. In terms of volume, Middle East to East fixtures increased by 1.9 mb/d and Middle East to West increased by 1.0 mb/d. According to preliminary data, OPEC sailings decreased by 0.5 mb/d or 2% in March compared to the previous month mainly on supply reduction from North Africa.

On an annual basis, OPEC sailings in March represented an increase of 1%. According to estimated data, arrivals at major regions in the world were mixed in March compared to the previous month as North America arrivals increased by 6%. Far East and Europe arrivals declined by 6% and 1% respectively in March compared to the previous month.

Tanker market sentiment improved in all segments in March as spot freight rates increased on almost all reported routes. VLCC spot freight rates experienced a modest increase of 5% in March, while Suezmax and Aframax spot freight rates registered robust gains of 45% and 30% respectively, compared to last month. The modest gain in VLCC spot freight rates was supported by the healthy increase in West Africa/East and Middle East/West spot freight rates in March. The increase was partially offset by the slight decline of Middle East to East spot freight rates. Compared to February, VLCC spot freight rates for tankers operating the Middle East to East route declined 5% in March, the only decline in dirty spot freight rates in March out of the reported routes. However, VLCC spot freight rates delivering on the Middle East to West route edged up 5% in March compared to the previous month.

Spot freight rates for VLCC operating the West Africa to East route encountered a strong increase of 17%. The decline of Middle East to East spot freight rates was partially attributed to the refusal of some ship-owners to deliver cargos to Japan because of radiation fears. Similarly, the release of oil reserves as well as the lower demand right after the earthquake further depressed tonnage demand to Japan. The healthy gains in spot freight rates for VLCC operating the West Africa to East route was supported mainly by higher tonnage demand from China, India and South Korea. For the Middle East to West route, the increase in VLCC spot freight rates in March compared to a month earlier was backed by higher tonnage demand from Europe as well as the possibility for owners to shorten their ballast time by loading cargoes from West Africa to the East on their return voyage. VLCC spot freight rates were also affected by insurance premiums as political tension continues in the Middle East and North Africa as well as the rise in piracy activities.

The **MARITINA** seen entering the IJmuiden locks – **Photo : Henk van der Heijden ©**

The Suezmax sector experienced the strongest increase among the dirty market in terms of spot freight rates in March. Compared to the previous month, Suezmax average spot freight rates rose by 47% in March. Spot freight rates for Suezmax operating the West Africa to USG route increased by 45% and rates for vessels delivering from North West Europe to USG gained 48% in March compared to the previous month. The strong rate gains for vessels sailing from West Africa to the US was supported by higher tonnage demand as refineries returned to operation from the maintenance period. From Northwest Europe, the reduced output from North Africa, due to the geopolitical tension, whereby buyers had to source out their requirements from other suppliers, hence increasing the time where vessels are outside the trading pool and influencing tonnage demand. Additionally, the spillover from other sectors of the tanker market further supported the rates in March.

Aframax spot freight rates registered strong growth in March compared to the previous month, with Aframax average spot freight rates increasing 30%. Spot freight rates for Aframax operating on the Caribbean to the US East Coast routes achieved the highest increase of 39% among other routes in March, backed by higher demand in Latin America and weather conditions. Aframax spot freight rates for vessels delivering on the Mediterranean to Mediterranean route as well as on the Mediterranean to North-West Europe experienced strong growth. The growth in the Mediterranean was driven by the risk premium, delays, as well as healthier demand from Novorossiysk and Sidi Kirir ports. Compared to the previous month, spot freight rates for Aframax operating the Mediterranean to Mediterranean route increased 30.6% in March, while rates for vessels on the Mediterranean to Northwest Europe gained 31.1%. Aframax spot freight

rates for vessels delivering on the Indonesia to East route increased 18% in March compared to last month, mainly on the back of increased insurance premiums relative to a rise in piracy activities. In March, clean spot freight rates increased on most reported routes. West of Suez clean spot freight rates achieved the highest increased. East of Suez clean spot freight rates from the Middle East to East experienced a modest increase in March compared to the previous month on the back of higher tonnage demand for deliveries to Japan. The increase in tonnage demand from Japan was due to the loss of refining output owing to the effect of the earthquake and tsunami on the refining industry. Similarly, the lower naphtha demand from Japan negatively influenced clean spot freight rates from Singapore to the East. Higher activities from the Caribbean and Northwest Europe to the US Gulf supported tonnage demand and mainly drove the increase in clean spot freight rates in March compared to a month earlier. Clean spot freight rates increased 56% on the Caribbean to the US Gulf route in March. While rates on the Northwest Europe to the US East Coast and US Gulf Coast increased by 35%. Improved US imports on the back of driving season requirements supported the clean spot freight rates in March, in addition to higher demand in South America and weather conditions. Clean spot freight rates gains on the Northwest Europe to US East Coast and US Gulf Coast was supported by the open arbitrage in both gasoline and diesel. Mediterranean to Mediterranean and Mediterranean to Northwest Europe clean spot freight rates exhibited robust gains in March of 29% and 27% respectively compared to the previous month. The healthy increases of spot freight rates from Mediterranean loading ports was supported by the increase in risk premium and the spillover of the increase in naphtha demand in the US for blending as the driving season approaches as well as the expectation of improved fuel oil demand generally in Asia and, particularly, from Japan. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

The ITC tug **TEMPEST** seen outbound from Rotterdam with the loaded **VIKING BARGE 7** passing Maassluis.
Photo : Skyphoto Maasluis ©

Baltic index at near 6-week low, ship glut grows

The Baltic Exchange's main sea freight index .BADI, which tracks rates to ship dry commodities, fell to its lowest in nearly six weeks on Friday as slow cargo business and a build of vessels took their toll. Brokers said expectation for stronger iron ore imports into China in the second quarter was likely to provide modest support for depressed rates.
The index was down 0.99 percent or 13 points to 1,296 points, falling for a 14th session to its lowest since March 2.
"Chinese iron ore imports stand a better chance of seeing a significant increase next month, as steel mills will likely ramp up production by June," said Jeffrey Landsberg, managing director of dry bulk consultancy Commodore Research.
"The increase in imports would help capesize rates, but a very large amount of new buildings continue to be delivered." The main index has fallen over 20 percent this year as the dry bulk market has struggled with rising ship supply, which has outpaced demand for commodities. "Dry bulk freight rates are expected to remain subdued in April on the back of lower iron ore and coal imports by Japan, which is the second-largest importer of dry bulk commodities after China," said brokerage ICICIdirect. "We also expect iron ore inventory levels to moderate in China. This would

lead to pressure on dry bulk freight rates." Brokers said the smaller panamax market was also softening as grains bookings from South America had slowed, which was adding to the negative tone. The Baltic's capesize index .BACI fell 0.57 percent, with average daily earnings edging lower to $6,855 after rising on Thursday. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. The Baltic's main index, which tracks the cost of shipping key commodities such as iron ore, cement, grain and coal, has halved in the past six months and languished at just over 1,500 points, close to levels last seen during the financial crisis in 2008.

The Baltic's panamax index .BPNI fell 2.2 percent, with average daily earnings falling to $12,129. Panamax vessels usually transport 60,000-70,000 tonne cargoes of coal or grains. "We expect a mini spike in rates next week, but the rate increase will be short lived as always in a dead cat bounce," broker Braemar Seascope said. While there are indications of some vessel cancellations and delays, analysts expect deliveries to gather pace between 2011 and 2012, adding further pressure on dry bulk earnings. **Source: Reuters**

Zandmotor in aanleg

The TSHD **OSTSEE** seen rainbowing at the Zandmotor project – **Photo : Michael Taal ©**

In januari 2011 is de aanleg van de ZANDMOTOR begonnen. Met de Zandmotor voeren Rijkswaterstaat en de Provincie een pilot uit met het aanbrengen van een grote hoeveelheid zand voor de Nederlandse kust. Na aanleg zal dit zand zich door wind, golven en zeestroming verspreiden langs de kust tussen Hoek van Holland en Scheveningen.

De Zandmotor heeft de vorm van een haak. Deze haak komt ten noorden van Ter Heijde te liggen, op de hoogte van natuurgebied Solleveld.

Bekijk de animatie over de zandmotor : http://media.zuid-holland.nl/Archief/wmv/ZANDM_v3_720p_NL_sub.wmv

The TSHD **SHOALWAY** seen operating at the Zandmotor project along the Dutch coast – **Photo : Michael Taal ©**

In dit unieke pilotproject wordt optimaal gebruik gemaakt van natuurlijke krachten: transport van zand door water en door wind. We noemen dit bouwen met de natuur. Met deze innovatieve manier van kustontwikkeling scheppen we extra ruimte voor natuur en recreatie. Naast deze kwaliteitsimpuls van het gebied draagt de Zandmotor bij aan de kustveiligheid op lange termijn. Dit principe is op het schaalniveau van de Zandmotor in ons land - en wereldwijd - nog niet eerder zo uitgevoerd.

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The **EEMS CHRYSTAL** seen outbound from Amsterdam bound for Trondheim - **Photo : H. Blomvliet ©**

The Duke of Kent visits Lizard lifeboat station

Lizard lifeboat station has been visited by royalty. His royal Highness The Duke of Kent visited the station to see how work on the new boat house was progressing.

Accompanied by the Lord Lieutenant of Cornwall, Lady Mary Holborow, The Duke met various local dignitaries, and RNLI volunteers and their families, before joining RNLI supporters at a fundraising lunch at the Housel Bay Hotel.

He also visited St Wynwallow Church at The Lizard, where he presented 80-year-old Derrick Popple with a lifetime service award from the RNLI. **Source : the Falmouth Packet**

Somalia pirates release Panama-flagged bitumen cargo ship

Somali pirates have released a Panamanian-flagged bitumen carrier ship after receiving a ransom, but detained some of its crew, pirates and a maritime official said on Friday. The 3,884-deadweight metric ton MT **Asphalt Venture** was seized on September 29 last year as it was heading to South Africa's port city of Durban from Mombasa in Kenya and had 15 crew members, all Indian nationals. The pirates said they had freed the tanker after receiving $3.6 million, but this could not be independently verified. **Source : Hartford Courant**

NAVY NEWS

The Dutch **LCU L 9526** seen outbound from Willemstad (Curacao)
Photo : Kees Bustraan – http://community.webshots.com/user/cornelis224 (c)

Submarine delay could cost Australia's defences

Australia is facing serious naval capability problems unless it can get its new generation of submarines operational within the next decade, according to a study by the Australian Strategic Policy Institute. Australia is set to decommission its six existing Collins class submarines in 2026 and the Government says a new fleet of 12 submarines built in Adelaide will take their place. The report says it will take at least 15 years to build the new fleet and the Navy could be caught short unless efforts are stepped up to build the replacements. The 2009 Defence White Paper outlined a process to select and build the submarines, which will have greater range and longer patrol endurance.

The Collins class submarines have been plagued by problems from the outset and they are still expensive to maintain. But defence analyst Mark Thompson, from the Australian Strategic Policy Institute, says issues with the Collins class subs have delayed planning for the new fleet. Mr Thompson says no progress has been made since the 2009 Defence White Paper.

"The longer you delay, you build more risk into what you're trying to do because you are going to have to rush, you are going to have to try to cut corners," he said. "The longer the project gets delayed the narrower your options become. We are struggling to make our existing submarines work and that, I think, has probably diverted a bit of attention from the next generation of submarines.

The serious flaws in the Collins class submarine means they have been kept on land at various times for maintenance that can last years. Mr Thompson says due to their maintenance and time out of the water the boats have suffered much less wear and tear, and it might be possible to extend their life. But he says the on-board system is increasingly obsolete and the diesel engines would have to be replaced at great expense.

He also says the boats would still lack the top-end capabilities the Government wants from the new fleet.

Acquiring the future submarines from start to finish will cost billions, but Mr Thompson says their final price tag depends on exactly what the Government wants them for. "If you want submarines that could complicate the planning of a potential adversary who wished to block our sea lanes, you could probably get away with small European-designed submarines," he said. "If, on the other hand, you want submarines that can go forward into North Asia, which is the strategic hot spot, then you are looking at a larger and more sophisticated submarine.

"[An] estimate of the larger option came up a bit over $30 billion for 12 submarines. With the European option, $1.5 billion per boat." Mr Thompson is calling on the Government to address the situation in next month's budget. "The best thing that could happen is in the forthcoming budget if the Government were to identify some initial work to begin looking at what their options are and doing some initial design work," he said.

A spokesman for Defence Minister Stephen Smith said designing and building the future submarines will reach well into the 2030s. He said Mr Smith is still considering the report but the Government is very focused on making sure the lessons from the Collins program are not ignored. **Source : ABC News**

An Israeli submarine sails off Israel's Navy port in the Mediterranean coastal city of Haifa on April 12, 2011.

SHIPYARD NEWS

On April 15th 2011 **Damen Shipyards Yichang** handed over yardnr. 567311, m.v. **Wenningstedt** to the Owner Rederei Eckhoff and they will leave Shanghai by the end of next week in Charter, For this charter the vessel will be renamed in **Thorco Copenhagen**. **Photo : Peter Wehrmeijer ©**

Cochin Shipyard set to win order from SCI to build container ships

Cochin Shipyard Ltd, India's biggest shipbuilder, is set to get a contract to build two container carriers from Shipping Corp. of India Ltd (SCI) without inviting competitive bids as the two state-owned companies continued their association with the backing of the shipping ministry that controls them. The two ships, each having a capacity to load as much as 3,500 standard cargo containers, will cost at least $100 million (Rs.445 crore) to build from scratch,

according to two industry executives who asked not to be named. They will be the first container ships to be built in India.
"Broadly, Shipping Corp. has decided to buy two container ships from Cochin Shipyard on nomination basis (without a tender) and one through a competitive bidding process," said Rajeev Gupta, joint secretary in the shipping ministry. India's biggest ocean carrier had earlier planned to buy the three ships through a bidding process and had even floated tenders for it last year. "However, the pricing formula for the two ships was yet to be worked out," said Gupta, who sits on the board of Shipping Corp. as a nominee of the Union government. Executives at Shipping Corp. and Cochin Shipyard said that the two firms were discussing the details of the shipbuilding contract. "It will be competitive pricing," said a spokeswoman for Cochin Shipyard. "We won't get any pricing privileges at all," she said. The lowest price discovered through the competitive bidding process for one ship will act as the benchmark for the remaining two to be ordered at Cochin, she said. Gupta defended Shipping Corp.'s move to order two ships from Cochin Shipyard on nomination basis. "We are looking at encouraging Indian yards," he said. This is in line with the practice in China, where fleet owners buy ships from local yards, boosting the domestic industry. "It makes a lot of sense," the spokeswoman for Cochin Shipyard said. "In this way, volumes get created, ancillary business are set up and that's how you create an industry."
Shipping Corp. plans to buy 110 ships worth a combined Rs.27,668.4 crore as part of a 10-year programme to boost capacity, Union shipping minister G.K. Vasan told members of a parliamentary consultative committee on 15 March. Of these, 26 will be ordered by March 2012, Vasan said. The acquisition plan includes 15 container ships to serve new routes such as the Mediterranean, he said. SCI is India's only mainline container ship operator servicing the export-import trade. It currently runs a fleet of five owned container ships while another three have been hired from the market. These ships are used to run container-shipping services to Europe, China, Hong Kong and West Asia. Cochin Shipyard is currently building six offshore oil drilling support vessels for SCI, one of its biggest customers, worth a combined Rs.800 crore. Four of these ships were ordered during the peak of the global recession in June and July 2009 with the prodding of the shipping ministry, breaking a long dry spell of new orders for Cochin Shipyard. In February this year, SCI again bailed out Cochin Shipyard by agreeing to buy two more oil drilling support vessels after the Norwegian fleet owner that had originally ordered them walked out of the contract citing delays in construction. Cochin Shipyard is currently executing orders for 36 ships. More than half the order book by value and size consists of the Indian Navy's order for the first locally made aircraft carrier, costing about Rs.2,500 crore, and 20 fast patrol vessels worth a total Rs.1,500 crore for the Coast Guard. **Source: Live Mint**

Sevmash director to resign

Sevmash shipyard's powerful director Nikolay Kalistratov has resigned and the shipyard will probably be semi-privatized, a Russian web site writes. Kalistratov has resigned on his own free will, presumably because of the shipyard's failure to deliver State military orders according to schedule, in particular the schedules for construction of nuclear submarines of the fourth generation, Central Navy Portal reports, citing a source close to the shipyard's leadership.

Sevmash is one of two major shipyards in Severodvinsk outside Arkhangelsk.

In September last year Commander of the Russian navy, Admiral Vladimir Vysotsky, gave clear instructions to Kalistratov to speed up the on-going construction of several nuclear-powered strategic submarines. Russia's newest nuclear sub, the "**Yury Dolgoruky**", in November had to return to Severodvinsk after a week of testing in the White Sea. - Not all is going as smoothly as one would like, Kalistratov admitted after the return of the sub. Kalistratov's resignation may be connected to a planned "semi-privatization" of Sevmash, Arcticway.ru writes. Thus, for example is the shipyard's own casting workshop practically not used at present, while the casting is subcontracted in other regions of Russia. The transportation department will be the next to freeze its operation, whereas transportation services will go for outsourcing. Sevmash has a huge fleet of different vehicles and means of railway and sea transport.

Andrey Dyachkov, General Director of the design bureau Rubin will probably be appointed as new director of Sevmash, Arcticway.ru writes. **Source : Barents Observer**

ROUTE, PORTS & SERVICES

The **BOS TOPAZIO** seen in Rio de Janeiro – **Photo : Jaap van den Heuvel ©**

Falmouth welcomes Shipping Minister, who supports dredging project

The UK' s Shipping Minister Mike Penning has backed proposals by Falmouth Harbour Commissioners (FHC) for the future of the port, which could create hundreds of jobs over the next five years and safeguard the local economy. During the two-hour visit Mr Penning was given a guided tour of the harbour onboard pilot boat Trelawney, and learned about the vital role the port plays in the Cornish economy.

David Ellis, Chairman of Falmouth Harbour Commissioners, briefed the minister on plans for the future, including the Port of Falmouth Development Initiative, and FabTest, Falmouth's proposal to become a test site for marine energy devices. Last month the Port of Falmouth Masterplan was unveiled to the public. It centres around proposals for the development of Falmouth Docks over the next five years, as well as for the longer term, up to 2026.

Mr Penning said the port had his "full support". He said: "Coastal shipping and ports play a vital role in the economy and we need our ports operating to the best of their abilities. "I've been out to see the area where the dredging is needed and it seems to me that this is very important for Falmouth. We need to protect jobs, create jobs and create growth."

Proposals include modernising ship repair facilities, upgrading wharves at the Docks, improving bunkering services, a new state-of-the-art 290 berth marina and providing new super yacht workshops and offices. The strategic aim of the study is to ensure Falmouth is maintained and developed as a successful and viable operational port that is of regional significance and makes a major and continuing contribution to the Cornish economy and the wellbeing of local communities.

Mr Ellis said: "I was delighted to welcome the Minister to Falmouth and to have the opportunity to discuss the future of the port and the issues we are facing with him. "The next five years could be an exciting time for Falmouth, bringing in hundreds of high quality employment opportunities and playing a major role in supporting the growth of the Cornish economy.

"But what I made clear to the Minister is that the entire future of Falmouth as a thriving port hinges on the ability to dredge a deep water channel into the docks - not only to safeguard existing port functions but to develop businesses which need use of the port by larger vessels. "Today's visit gave us the opportunity to highlight the environmental issues which are currently holding us back and the significant economic benefits the project would bring to Falmouth. We remain confident that the full potential of Falmouth Harbour can be unlocked." **Source : Dredging News Online**

The **SEA JACK** seen installing Wind Turbines at the Ormonde field bij Barrows UK
Photo : Tony Brands ©

Dry bulk sector has gotten a bit too bulky

If you thought the container shipping industry was burdened by overcapacity, have a look at the dry bulk sector that is being flooded with new ships.A Cargill International executive said in Singapore that dry cargo ships totaling 106 million dwt would be delivered this year.

The cascade of new capacity would boost the world's fleet by 17 percent, while the dry bulk market was only expected to grow by 7.5 percent. This relatively low market growth estimate is a result of China's attempts to cool its runaway economy. The mainland is facing fast rising inflation and has placed harsh curbs on bank lending. This will see fewer property and manufacturing developments, which will lead to slowing demand for dry bulk raw materials such as iron ore and coal. Operators of dry bulk fleets were pessimistic in their outlook, expecting this year to be poor and next year to be even worse as China's austerity measures begin to bite. Chief concern to ship owners is the drop in freight rates. The South China Morning Post reports that average rates for a 180,000 dwt dry cargo capsize ship carrying iron ore from Brazil to China is now at US$21,000 per day compared to the $48,000 per day that was being earned last year.

Yet there are imponderables that make the supply-demand balance difficult to predict with any accuracy. Construction may slow in China, but if mainland export orders flood in for the peak season there will be a new demand for raw materials for manufacturing and coal to stoke the fires of industry. Scrapping of older ships a few years early may be another factor affecting the supply of capacity, as will slowing the construction of new ships in the Korean and Japanese yards. Still, when your shipping fleet is growing at more than double the rate of the market, it is probably time to get worried. Or at least splash a little more scotch over your rocks. **Source: Maritime Professional**

The TSHD **Mowa** (ex W.D. Tideway – see yesterdays Newsclippings) in less active condition near Dodo Island Port Harcourt Nigeria in 2006 She have been laid up on that location for some year where she finally sunk the maker of the photo have sailed with here from the UK to Nigeria Lagos when she was sold as part of the delivery crew.
Photo : Kees Verheij ©

Sovcomflot announces 2010 results

SCF Sovcomflot ('SCF Group'), Russia's largest shipping company and a global leader in the provision of seaborne energy solutions, has today announced its results for the year to 31 December 2010. Gross revenue for the year ended 31 December 2010 was USD 1,312.9 million, an increase of 7.4 per cent over the previous year. Time charter equivalent earnings increased by 1.3 per cent to USD 943.7 million (2009 USD 932.0 million). Earnings before interest, tax, depreciation and amortisation (EBITDA) declined by 3.0 per cent to USD 533.3 million (2009 USD 549.7 million). 2010 net profit was USD 164.3 million (2009 185.3 million). As at 31 December 2010, the Group had total assets of USD 6,513.0 million (2009: USD 6,002.2 million) and net assets of USD 3,123.0 million (2009 USD 3,012.7 million). At the year end, the Group's net debt stood at USD 2.44 billion (2009 USD 2.31 billion), and its net debt ratio was maintained at a conservative by industry standards level of 43.9 per cent. 2010 saw SCF's successful debut in the Eurobond markets, raising seven year funds at a coupon of 5.375 per cent. For this tenor, this was the lowest ever coupon for a Russian issuer and reflected the underlying strength and prospects for the Group. The Group maintained investment grade credit ratings during the year (Baa3 from Moody's / BBB- from Fitch, both with a "stable" outlook). At the end of the year, the Group had cash and bank deposits of USD 512.2 million (2009 USD 335.7 million). During 2010, SCF further consolidated its ownership position in Novoship (through a series of share buy-backs performed by Novoship), raising its effective control of the company to 87.62 per cent (2009 86.63 per cent), and its effective ownership of Novoship ordinary shares to 98.03 per cent. SCF Group retains ample access to liquidity and is supported by solid cash flows with good levels of visibility, reflecting the long-term nature of the Group's relationships with largely blue-chip customers. The highly successful debut in the Eurobond markets helped maintain a conservative debt/capitalisation ratio by industry standards. Looking ahead, while the Group has ambitious expansion plans, these are supported by strong and growing contracted revenues. The continuing move into higher value-added activities together with a strong and sustainable financial profile, leave SCF Group well placed to deliver long-term sustainable earnings growth.

The Group maintains a balanced chartering policy with 61.4 per cent (2009 63.2 per cent) of vessel days in operation during 2010 coming from time charters. Meanwhile, 38.6 per cent (2009 36.8 per cent) of the fleet was operating on the spot market during the year. SCF's growing involvement in serving industrial hydrocarbon projects continued through 2010. This important area is set to provide a steady increase in the Group's long-term fixed rate revenue and cash-flow, providing yet further visibility of forward earnings.

At the end of December 2010, the Group owned 135 vessels representing 10.4 million tonnes DWT. During the year 13 new vessels were delivered and acquired, comprising four Suezmax tankers; three Aframax tankers; two Arctic shuttle tankers; two escort tugs, one Panamax tanker and one acquired ice-breaking supply vessel. Nine older tankers were sold along with two dry cargo vessels. The Group had 19 new vessels on order at the end of 2010, representing some 2.1 million tonnes DWT. SCF continued to invest during 2010 in the reduction of its environmental footprint. The SCF Energy Efficient Programme has been approved by the SCF Board to develop green tools to assist in reducing energy consumption at the Sovcomflot Fleet and decreasing the impact of shipping on the environment. The SCF Energy Efficient Programme also represents a joint collaboration between Sovcomflot and the Russian Research Institutes and the Marine Academies. The project has stipulated USD one million annually for Science Technology and Innovation projects with a special emphasis on Green Technologies. Overall Sovcomflot strategy provides more than USD 100 million for the fleet modification within next five years. SCF takes a proactive approach to the environmental responsibility. While complying with the existing environmental regulations, the company goes ahead setting innovative goals and ensuring environmental progress in new areas.

In line with the Group's development strategy 2010-2015, SCF entered the LR1 products tanker segment in 2010. This followed the delivery of SCF Alpine in November under a joint venture with a major international commodities trader – Glencore International AG. The joint venture is set to acquire and handle the commercial management of five coated Panamax products tankers (LR1 class). Technical management of the vessels will be undertaken by Unicom – a subsidiary of OAO Sovcomflot. Another new market segment entered during the year is that of Very Large Crude Carriers (VLCC), arising from a strategic long-term cooperation agreement with Chinese National Petroleum Corporation (CNPC), signed in November 2010 in St. Petersburg. As a result, orders were placed for two 320,000 tonne DWT VLCCs in China for delivery in 2013. The ships will be employed under long-term contracts for the transportation of CNPC cargoes. Vessels of this type will expand SCF's coverage of the tanker market and strengthen its competitive capabilities in the Asian market. Above all, the agreement between SCF and CNPC is aimed at the development and steady growth of cooperation between the companies. Further expansion into offshore supply services continued during the year with the acquisition of an Ice Breaking Supply Vessel (IBSV) from FESCO. The 4,200 tonne ice enhanced vessel, SCF Sakhalin, will serve Sakhalin 1 under charter to Exxon Neftegas. In December 2010 the Group won a tender issued by Exxon Neftegas for the construction and long-term charter of two further IBSVs designed to service the Arkutun-Dagi offshore oil field developed under the Sakhalin-1 Project.

"In 2010 Sovcomflot (SCF) Group delivered a robust financial and operating performance despite the background of another challenging year for the shipping industry - the year of the weakest freight market in the past decade. We have out-performed our peer group in revenue growth and profitability. This has been possible whilst continuing to enhance the quality of our services, implementing programmes designed to ensure safe navigation for our fleet, taking further steps to protect the marine environment and to reduce the environmental impact of our activities. Most of our success reflects the collective contribution of over 8,000 employees on shore and at sea across SCF Group. Much credit is due to our hard working and highly experienced Captains and crews." says Sergey Frank, President and CEO of OAO Sovcomflot. "Today, in addition to being a leading owner and operator of oil and gas tankers, SCF Group is developing as an integrated provider of energy transportation logistics. We are engaged in the transhipment of crude oil via FSO facilities; the development of effective logistics for energy resources transportation in the harsh climates of the Arctic/Sub-Arctic and Far Eastern seas; providing shuttle tanker services and supply vessels for offshore production platforms," notes Senior Executive Vice-President of OAO Sovcomflot, Evgeniy Ambrosov. "During the year we had a successful and well-received debut in the Eurobond markets adding to the Group's investment capacity and allowing it to take advantage of market opportunities. We maintain a conservative financial policy, with a significant portion of the Group's contracts being of long-term nature. The Group's move into higher value-added sectors combined with very limited exposure on chartered-in tonnage, modest order book and capital discipline at a time of inflated prices in previous years continue to underpin the delivery of long-term sustainable growth in line with the Group's strategy. Future contracted revenues at the end of 2010 amounted to USD 4.9 billion", comments Nikolay Kolesnikov, Executive Vice-President of OAO Sovcomflot, Chief Strategy & Financial Officer. "Throughout 2010, SCF Group has continued to invest in the training, development and wellbeing of its crews. This ongoing commitment, together with operating one of the most modern, technologically advanced and environmentally friendly fleets in the world, lies at the heart of everything we do. "Safety Comes First" is an imperative deeply embedded in the SCF corporate culture", says Sergey Popravko, a Member of the SCF Executive Board. **Source: SFC Group**

Referring to the yesterdays newsclippings of the arrival of the **NAFTOBULK VII** in Rotterdam under tow of the tug **RM MOULIS** , above seen the **NAFTOBULK VII** assisted by the tugs **SIRIUS** and **EN AVANT 4** arriving at the **Heuvelman** facilities in 's Gravendeel – **Photo : Paul Borsboom ©**

Port of Hamburg showing in force at "transport logistic" 2011 trade fair

Under the "Gateway Hamburg" banner, the Port of Hamburg will be exhibiting at this year's "transport logistic" trade fair in Munich.48 companies from the port, transport and logistics sectors of Germany's largest seaport and its metropolitan region will be showing on a joint venture stand organized by Port of Hamburg Marketing (HHM) between

10 and 13 May 2011. Together with Hamburg Port Authority (HPA), Hamburger Hafen- und Logistik AG (HHLA) and the BUSS Group a number of 23 Port of Hamburg Marketing association and 20 members of the Hamburg Logistics Initiative w ill be informing customers and visitors about their own ranges of services within an area totalling 950 square metres. In addition, section of the stand. The variety of exhibitors on the Gateway Hamburg joint stand also reflects the immense range of services offered in the universal port. From traditional cargo handling terminals, container trading companies, consulting firms and training institutions, the bandwidth ranges all the way to NVOCCs and container packers. Among the exhibiting 23 Port of Hamburg Marketing members are: ARIVIST Logistics Overseas GmbH, BUSS Group GmbH & Co. KG, Brunsbьttel Ports GmbH, Containerships CSG GmbH, CSAV North & Central Europe GmbH, Delta Shipping Agency GmbH, Emons Rail Cargo GmbH, GERLACH Zolldienste GmbH, the "Baltica-Trans" group of companies, Hafenbetrieb Aken GmbH, Hamburger Hafen und Logistik AG, Hamburg Port Authority AцR, HЦEGH Autoliners GmbH, HPTI Hamburg Port Training Institute GmbH, IGS Schreiner GmbH, the Institut fьr BSFV an der HAW Hamburg, INTTRA Germany GmbH, ma-co maritimes competenzcentrum e.V., PCH Packing Center Hamburg GmbH, Saco Shipping GmbH, Swan Container Line GmbH & Co. KG, TCI International Logistics GmbH, TCO Transcargo GmbH, UMCO Umwelt Consult GmbH, vesseltracker.com GmbH and ZIM Germany GmbH. This makes the Port of Hamburg joint stand in hall B4 one of the three largest at this international trade fair for logistics, mobility, IT and supply chain management. Over 1,800 exhibitors from all over the world are expected for "transport logistic" and the integrated Air Cargo Europe event at Munich Trade Fair. "'transport logistic' in Munich is the leading international trade fair site and rendezvous for experts. It offers our partners and the exhibitors an excellent platform for cultivating existing contacts and gaining new customers," says Claudia Roller, CEO of Port of Hamburg Marketing.

With seaborne cargo throughput of 121 million tons, in 2010 around 11 million tons more cargo were handled in the Port of Hamburg than in the previous year. Rising by 12.7 percent to 7.9 million TEU (20-foot standard containers), container handling picked up strongly. Along with containerized general cargoes, imports and exports of bulk cargoes remain of great importance for the universal port of Hamburg. In this segment Hamburg achieved a 9.5 percent upswing to 40.3 million tons. Given a continued positive development of the world economy and the related stabilization and increase of worldwide goods transport by ocean-going ships, for 2011 the Port of Hamburg anticipates distinct growth in seaborne cargo handling. Positive development of the economy continues to underline Hamburg's role as Northern Europe's top distribution hub in container transport. This is based on the one hand on the high proportion of local cargo, and on the other on its outstandingly effectively developed transport links with the hinterland of German and European seaports. Whether by truck, rail, feeder or inland waterway craft, its network of pre- and post-carriage services makes Hamburg Northern Europe's foremost hub for seaborne foreign trade.

Source: Transport Weekly

Reddingbootdag 2011: vrijwilligerswerk op zee!

Op zaterdag 7 mei a.s. organiseert de **Koninklijke Nederlandse Redding Maatschappij (KNRM)** haar landelijke open dag. Dé dag om actief kennis te maken met het werk, de professionele vrijwilligers en het materieel van de KNRM. Het thema van dit jaar - "vrijwilligerswerk op zee" - wordt ingegeven door het Europees jaar van het vrijwilligerswerk! Bij de KNRM draait alles om vrijwilligerswerk. Het reddingswerk kan niet bestaan zonder de 1.100 vrijwilligers. Met hart en ziel zijn velen al jaren verbonden aan hun reddingstation. 365 Dagen per jaar staan ze klaar. Niet elke dag voor een redding, maar wel 24 uur per dag beschikbaar. Voor échte reddingen en dankbare hulpverleningen. De vrijwilligers kunnen hun werk doen dankzij de vrijwillige bijdragen van mensen die de KNRM een warm hart toedragen. En voor die mensen is Reddingbootdag. Want deze Redders aan de wal, zoals de KNRM haar donateurs noemt, steunen de redders niet alleen met een vaste vrijwillige bijdrage, maar daarnaast vormen zij een morele achterban voor de redders.

Waar?

Reddingbootdag duurt van 10.00 tot 16.00 uur en wordt in 42 plaatsen langs de Noordzeekust, de Zuid-Hollandse en Zeeuwse wateren en aan het IJsselmeer gehouden. In Stellendam word de dag gehouden bij het bemanningsverblijf aan de buitenhaven van Stellendam. In Ouddorp is dit bij het boothuis bij de oude haven van Ouddorp. Het duurt van 10.00 tot 16.00 uur. Bij gunstig weer kunt u meevaren als u donateur bent of donateur gaat worden.

Fotowedstrijd

Speciaal voor Reddingbootdag heeft de KNRM de site http://fotowedstrijd.knrm.nl online waarbij de mooiste foto's rondom Reddingbootdag meedingen naar prachtige prijzen. Ook bij de fotowedstrijd is het thema Vrijwilligerswerk op zee! Insturen kan tot 15 mei.

AIDAsol on maiden voage in Amsterdam

The **AIDAsol** seen enroute Amsterdam during her maiden voyage
Photo top : Erwin Willemse © – Photo below : Joop Marechal ©

Rolls-Royce opens Walvis Bay service center

Rolls-Royce today opened its latest Marine Service Center, in Walvis Bay, Namibia. Rolls-Royce has opened seven Marine Service Centers in the last two years and the global network now includes facilities in 34 countries. The Walvis Bay facility will serve companies operating predominantly off the west coast of Africa - one of the world's fastest growing areas for oil and gas production. It will be operated in partnership with Elgin Brown & Hamer (EBH) Namibia and located within its ship repair yard, in the Port of Walvis Bay.

Martin Hall, Rolls-Royce, Senior Vice President Services - Europe & Africa, said: "Rolls-Royce is continuing to invest in its global service network in response to growing customer demand for our world-class engineering capabilities."

"Walvis Bay is a key port for merchant shipping and vessels supporting the offshore industry. It is also firmly established as a regional hub for ship repair, which makes it an ideal location to provide mission critical support, which will be available to our customers around the clock. I would like to thank EBH and the Port Authority - Namport - for their support in establishing this facility." Rolls-Royce is creating 14 jobs at the facility, which can repair and overhaul the full range of Rolls-Royce thrusters and propellers, diesel and gas engines, and steering gear. Engineers from Walvis Bay will also carry out servicing and repairs on board vessels throughout the region.

Earlier this month, the Group completed a major expansion of its service center in Rotterdam, Holland, and is currently constructing new facilities in Hamburg, Germany and Gdynia, Poland, both of which are due to open this summer. **Source : MarineLog**

Shipping surcharge probe nearly done

A Ministry of Transport investigation being conducted to resolve problems with new shipping surcharges imposed by international ship owners is due to be completed before the end of the month. Ngo Hai Hang, chief executive officer of Bee Logistics, told the Daily that since end-March foreign ship owners including Gold Star Line, Hanjin, Evergreen, Wanhai and OOCL had imposed Emergency Bunker Surcharges (EBS).

Together with EBS, Hanjin has imposed the Container Imbalance Charge (CIC) for all shipments to Asian destinations including China, Korea, Hong Kong, Taiwan, and Singapore. Now all shipments have to pay US$30 per 20-foot container and double that for a 40-foot container for the EBS. And shipments have to pay the same fees for the CIC.

According to Hang, ship owners have imposed these charges for fears that political tension in oil producing countries, especially in Libya, will lead to a hike in oil prices. "Currently, some ship owners are also charging shipments with the Bunker Adjustment Factor (BAF) fee, which applies to normal and air-conditioning containers. This fee is adjusted monthly to fit the global situation, especially oil prices. This means exporters have to bear double charges at the same time," Hang said. Since 2008, economic downturn has brought about unstable oil prices and currency market. In the meantime, ship owners have established the Bunker Adjustment Factor (BAF) and the Currency Adjustment Factor (CAF) to protect their business. Those fees still remain in the bills of logistics services providers, Hang said.

One furniture exporter in Binh Duong Province said his shipment to a buyer in Singapore used to cost only US$15 per 20-foot container and now he has to pay US$30 of EBS, which means a 200% hike to US$45 per 20-foot container for the same goods and the same distance. "In addition, we have to pay port owners in HCMC a charge called 'transport blockage charge' and many other fees," he said.

In March, the Government Office sent out a document asking the Ministry of Transport to cooperate with the related ministry and organizations to establish a special delegation to investigate, collect evidence and suggest a solution on the over-charging by ship owners. The probe is due to be completed by the end of this month. In the meantime, another delegation, headed by the Vietnam Chamber of Commerce and Industry, in collaboration with the Vietnam Shippers' Council, in March jointed the Asian Shippers' Council to hold negotiations with international ship owners to help remove the unreasonable fees and surcharges for exporters. Phan Thong, secretary general of the Vietnam Shippers' Council, told the Daily the process will complete by the end of April before a report is sent to the Prime Minister. **Source : SaigonTimes**

Danaos Corporation Adds One More Newly Built Vessel to Its Fleet

Danaos Corporation, a leading international owner of containerships, announced that on April 15, 2011, it took delivery of one more newly built containership, the **Hanjin Constantza**, expanding its operational fleet to a total of 54 containerships aggregating 246,929 TEU. The **Hanjin Constantza,** built at Hanjin Heavy Industries & Construction Co. Ltd., has a carrying capacity of 3,400 TEU, is 222.5 meters long, 32.2 meters wide and has a speed of 23 knots. The **Hanjin Constantza** has commenced its 10-year time charter at a fixed charter rate immediately upon delivery. Danaos Corporation is an international owner of containerships, chartering its vessels to many of the world's largest liner companies. Our current fleet of 54 containerships aggregating 246,929 TEUs ranks Danaos among the largest containership charter owners in the world based on total TEU capacity. Danaos is one of the largest US listed containership companies based on fleet size. Furthermore, the company has a contracted fleet of 11 additional containerships aggregating 115,750 TEU with scheduled deliveries up to 2012. The company's shares trade on the New York Stock Exchange under the symbol "DAC". **Source: Danaos Corporation**

State boosts support for coastal steamer Hurtigruten

The Norwegian state has secured ongoing sailings of Norway's popular coastal shipping line Hurtigruten by boosting taxpayer support. Lengthy negotiations between the Norwegian government and Hurtigruten concluded with the state agreeing to buy transport services from the line for an average of NOK 640 million (app € 81,3 million) per year over the next eight years.

This secures continued calls at all its 34 ports between Bergen and Kirkenes twice a day, seven days a week, Aftenposten reports. A result of the increased financing could be that Hurtigruten will buy new vessels to replace some of the oldest ones.

Tourism industry officials had been anxious for the state and Hurtigruten to come to terms, and advocated the ongoing seven-day-a-week sailings to all of Hurtigruten's ports between Bergen on the west coast of Norway to Kirkenes in the far north. Hurtigruten's agreements with land-based tourism operators, like those offering "king crab safaris" and other activities along the coast, generate an estimated 200 jobs and NOK 145 million in local revenues that would have been threatened if service was cut.

This summer Norwegians will get a unique opportunity to cruise along the scenic coast of Norway, without getting up from their couch at home. The Norwegian state broadcaster NRK is mounting cameras on one of Hurtigruten's vessels and plans to air a five-day long live broadcast of the whole journey. NRK is already experienced in showing Zen-television. In 2009 the company showed a seven-hour program documenting every minute of the train journey across the mountains from Bergen to Oslo. 1.2 million (of a total of 4.9 million) Norwegians watched all or part of the broadcast. **Source : Barents Observer**

…. PHOTO OF THE DAY …..

Above seen the **Deep Ocean Mendocino** during a short stop over at the coast of St Helena (South Atlantic), the drillship is enroute from Cape Town to Curacao

Photo via : Capt. Jef s' Jegers - Master Deep Ocean Mendocin