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The Dutch pilot tender DRACO seen operating off IJmuiden – Photo : Joop Marechal ©

EVENTS, INCIDENTS & OPERATIONS



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Above seen the loaded workdeck of the **OLEG STRASHNOV** whilst moored in Rotterdam DFDS Terminal, the vessel left the terminal last Saturday bound for the BOW Terminal in Vlissingen to commence her first Works, she will commence with the installation of 66 monopiles and 71 transition pieces at the Sheringham Shoal, UK .

Photo : Seaway Heavy Lifting B.V.

Nine Piracy Incidents At Sea In Malaysia In First Quarter Of 2011

Nine piracy incidents at sea occurred in Malaysia in the first quarter of 2011, including the hijacking of a tugboat and barge off Tioman Island. Vessels were also boarded in seven incidents by robbers armed with guns and knives, said the director of the International Maritime Bureau (IMB), Captain Pottengal Mukundan, Thursday. He said piracy at sea had hit an all-time high in the first three months of this year with 142 attacks worldwide where 18 vessels were hijacked, 344 crew members taken hostage, and six kidnapped.

Another 45 vessels were boarded and 45 more reported being fired upon, he said in the statement. "The sharp rise was driven by a surge in piracy off the coast of Somalia where 97 attacks were recorded, up from 35 in the same period last year. Figures for piracy and armed robbery at sea in the past three months were higher than we had ever recorded in the first quarter of any year," he said. The IMB's Piracy Reporting Centre which has monitored piracy worldwide since 1991, also reported that during the same period, pirates had murdered seven crew members and injured 34 compared with just two injuries in 2006. Mukundan said of the 18 ships hijacked during the period, 15 were captured off the east of Somalia, in and around the Arabian Sea and one in the Gulf of Aden. "In this area alone, 299 people were taken hostage and six more were kidnapped from their vessel," he said, adding that at the last count on March 31, IMB figures showed that Somali pirates were holding captive 596 crew members on 28 ships. He noted that there were also a dramatic increase in violence and techniques used by pirates in the seas off Somalia. "The overwhelming number of vessels hijacked off Somalia took place east and northeast of the Gulf of Aden. The positions of some of the attackers' mother ships are known. It is vital that strong action is taken against these mother ships to prevent further hijackings," he said. Mukundan also said that large tankers carrying oil and other flammable chemicals were particularly vulnerable to firearms attacks. "Three big tankers of over 100,000 tonnes deadweight had been hijacked off the Horn of Africa this year. Of a total of 97 vessels attacked in this region, 37 were tankers and of these, 20 had a deadweight of more than 100,000 tonnes," he said. Elsewhere, he said the Indian navy captured 61 Somalia pirates on a hijacked ship off India's west coast, while Nigeria recorded five incidents with three attacks against vessels in Lagos. "Crews in the area are reporting increased violence, including one incident where all 27 crew members were injured. "IMB's concern about an expansion of Nigeria-style piracy has been heightened by the hijacking of a chemical tanker off neighbouring Benin, which its captors finally directed to Lagos," he said. **Source: Bernama**



In Singapore the TSHD **QUEEN OF PENTA OCEAN** was renamed in **ANDROMEDA V**, above the TSHD is seen yesterday morning anchored at the Eastern Anchorage – **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

HMS Liverpool has stopped a suspect car ferry entering Libya as part of the Nato arms blockade

The Portsmouth-based destroyer leapt into action to board the roll-on, roll-off ferry **Setubal Express**, which was sailing from Malta toward the Libyan capital Tripoli with a cargo of vehicles. The crew suspected cargo was onboard which could be used by forces loyal to Colonel Gaddafi.



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

Liverpool sailors boarded the ferry and discovered the ship's cargo record book 'contained irregularities', the MoD said. As a result, the vessel was ordered not to enter Libyan territorial waters and to redirect to Salerno, Italy. Liverpool also controlled aircraft over Libya this week. The ship's fighter controllers worked with coalition F18 fighter jets, tanker support aircraft and maritime patrol aircraft to ensure the continuity of the no-fly zone. Liverpool's captain, Commander **Colin Williams**, said: 'I'm immensely proud of my ship's company for the way they have dealt with the challenges they have faced so far.' **HMS Liverpool** left Portsmouth at the end of March to relieve the Type 22 frigate **HMS Cumberland**, which was due to return home to Plymouth today after rescuing hundreds of people from the war-torn country and helping to set up the no-fly zone last month **Source : Portsmouth.co.uk**



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Want to save fuel? Fly a kite, German inventor says

The blue-hulled vessel would slip by unnoticed on most seas if not for the white kite, high above her prow, towing her to what its creators hope will be a bright, wind-efficient future. The enormous kite, which looks like a paraglider, works in tandem with the ship's engines, cutting back on fuel consumption, costs, and carbon footprint.

"Using kites you can harness more energy than with any other type of wind-powered equipment," said German inventor Stephan Wrage, whose company SkySails is looking for lift-off on the back of worldwide efforts to boost

renewable energy. The 160-square-metre (524-square-foot) kite, tethered to a yellow rope, can sail 500 metres into the skies where winds are both stronger and more stable, according to the 38-year-old Wrage. The secret to the kite's efficiency lies in its speed and computer-controlled flight pattern. The idea is for the kite to describe figures of eight, which increases airspeed, said Wrage, who has been working on the new technology for 10 years and who still enjoys flying kites on the beach for fun. "If you double the airspeed you multiply the energy by four. That's the secret of the system," he added. A new 320-square-metre kite, recently produced, "has a towing force of 32 tonnes which is more than what two engines on an A320 Airbus (aircraft) can produce. So we're not talking toys," he said. The kite towing the 87-metre-long ship **Theseus** would produce a maximum of 16 tonnes of thrust in perfect wind conditions. Retailing at half a million and one million euros (715,000 to 1.3 million dollars), the kites allow fuel savings of 15 to 25 percent depending on wind and shipping routes, said Wrage.



SAL's **ANNEGRET** seen leaving Singapore waters yesterday morning – **Photo : Piet Sinke ©**
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

The strongly-built kites are best suited for slow moving ships, such as bulk carriers and tankers, which do not exceed 15 to 16 knots and which ply windy trans-Atlantic or trans-Pacific routes, according to SkySail engineers. Customers could recoup their money within two to six years, depending on bunker fuel prices, shipping routes, and types of carrier, they added. But the company, with funding of 47 million euros mostly from venture capital investors, has struggled to stay afloat. "When I started SkySails, the oil price was at 21 dollars (a barrel) so everyone thought I was totally nuts. We were laughed at a lot," explained Wrage. Then the economic downturn badly hit shipping. To date, only five kites are in commercial use around the world. "It has been a tough time for us," Wrage acknowledged. But the economic recovery -- along with rising oil prices -- is fuelling new interest in this new "green" technology, not only from ship-owners, but from large trading companies eager to advertise efforts to reduce carbon footprints. But not everyone in the shipping industry is convinced. The system "isn't suitable for most fast-going container ships," said Max Johns, a spokesman for the Association of German Ship-owners. "The system works but has proved difficult to use, with expensive kites being torn, and all this at a time when the industry is suffering a severe downturn," added Johns.

The kite, he suggested, will likely be just one of many systems introduced over the coming years to help slash fuel expenditure, which currently accounts for 60 percent of shipping costs. Uwe Hollenbuch, an expert on resistance and propulsion at the Hamburg centre for ship research agreed, saying wind propulsion "won't play much of a role for now." Ship-owners believe "they can achieve savings by using larger ships travelling more slowly" rather than banking on the right wind blowing, said Hollenbuch. "I don't think we'll be going back to wind power," said Uwe Bruemmer, a sea captain now in charge of inspection at the German heavy lifting shipping company SAL, which operates a 16-strong fleet. "We've looked at the kite, but it wouldn't be worth it," he added. "To use this sail you need at least six to seven knots of tail wind and you only find this rarely, and only on certain routes," the captain said. The sail could be used in regions where monsoons winds blow regularly "for example in the Indian Ocean or off the Somali coast where pirates are now active. "But in such places we can't allow ourselves to go slower. You have to get through as fast as possible". For now, "we are concentrating on reducing fuel consumption by reducing engine power to 90 or 80 percent", says Bruemmer, who is pinning his hopes on the development of gas-powered turbines. **Source: AFP**

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The **Bahia** making her first visit into the Port Chalmers container terminal on 17/4/11. - Photo : Ross Walker ©

OOCL Scanning Ships, Crews Before Tokyo Departures

OOCL said it is scanning all vessels it owns or charters for radiation before they depart from the Kanto ports of Tokyo and Yokohama to protect its crew members and to mitigate the risk of radiation spread from outbound vessels. The scanning, which is being done by a group licensed by the Japanese government, covers the crew, superstructures, open decks, and selected containers. When the scanning shows safe levels of radiation, a certificate is issued to indicate the safe status of the vessel and it is cleared for departure. OOCL said it has not received notification from Japan or any importing countries so far to mandate scanning for radioactive materials on containers and shipments, but is undertaking the scanning as a precautionary measure. Source: Journal of Commerce



AET's **BUNGA KELANA DUA** seen anchored off Singapore yesterday – Photo : Piet Sinke ©
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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The 53 mtr long **ITASCA** seen moored at the Princess Wharf in Hobart (Tasmania) , original to be named **CARIBISCHE ZEE** but launched as the **THAMES** in 1961 for Smit International was converted into a yacht in 1979 and renamed **ITASCA** during 1980 - **Photo : Glenn Towler ©**

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Low Report Rate

According to figures released by MSCHOA, three quarters of Hong Kong-flagged ships and two thirds of Singapore-flagged ships are not registering with EU Navfor's Maritime Security Centre-Horn of Africa when they sail in high risk pirate waters. According to the data from MSCHOA, of 68 Hong Kong-flagged ships transiting through high-risk areas in January, 50, or 76%, did not register. For Singapore-flagged vessels, 61 ships failed to register, the equivalent of 63%. Ships from both flag states also had poor reporting performances in February, when 73% of Hong Kong-flagged

and 59% of Singapore-flagged vessels failed to register. Seeing as reporting is a basic part of the BMP approach, it seems that many are falling at the first hurdle. But why?

Several theories have been put forward as to why two of Asia's leading centres of shipping tonnage have less than average compliancy. Uppermost seems to be confusion and the often huge disparity between policy and practice when it comes to anti-piracy measures. It seems Masters are unsure about where and when they need to report, especially as the piracy danger zone widens. "In the last few months the area for required for registration expanded to include the Indian Ocean so also now includes ships not transiting the Gulf of Aden," said Dan Caldwell, assistant chief of staff with EU Navfor's operations support group.

This had led to a "common misconception" that ships only needed to register when using the Gulf of Aden, Mr Caldwell said. A spokesman for the Marine Department of the Hong Kong government said it issued circular letters regarding security to Hong Kong-registered vessels navigating in pirate-infested area. These reminded masters and seafarers the importance to follow the measures as advised in the Best Management Practices to Deter Piracy in the Gulf of Aden and off the Coast of Somalia, the spokesman said. These encourage passing merchant vessels to report to the MSCHOA and to consider joining the PLA convoy when transiting the Gulf of Aden, he said, in reference to the People's Liberation Army of China.

Meanwhile, a spokesperson for the Maritime and Port Authority of Singapore said the country was one of the flag states that shares long-range identification tracking information with EU Navfor and NATO counter piracy forces. Singapore also receives regular reports on vessels that failed to register with MSCHOA and that these reports have allowed MPA to focus its attention on ship operators who were not registering with MSCHOA, MPA said.

"In most instances, ship operators cited confusion over the dual reporting requirements to both UKMTO and MSCHOA," the spokesperson said. "Many were under the impression that a vessel needed only to report to one and not the other." "Another reason why some shipowners were not reporting to MSCHOA was the misconception that they only needed to do so if their vessels were transiting the Gulf of Aden. In many cases, the ships did not report as they were operating off the coast of India," the spokesperson added. MPA said it was taking steps to ensure that shipowners of Singapore-flagged ships were aware of the reporting requirements. **Source : ShipTalk**



Above seen the 2001 built EGY flag and owned crude oil tanker **ETC ISIS** offshore Malta performing sea trials after she left Palumbo Malta Shipyard Ltd Dock no 6 on Saturday 16th April, 2011. She was bought from Tsakos Shipping & Trading SA in March 2011 and her former name was **OPAL QUEEN** of which she changed name offshore Malta.

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



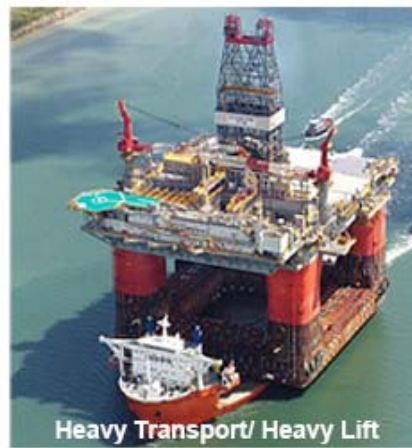
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Corrie Dijkstra-van Elk trekt Toermalijn vlot.

Vrijdag 15 april om 17.56 uur werd de bemanning van de **Corrie Dijkstra van Elk**, (de tijdelijke vervanger van de **Griend**) door het Kustwacht Centrum gealarmeerd voor een zeiljacht aan de grond op de Grevelingen. Na telefonisch overleg met het Kustwacht Centrum zou het gaan om een zeiljacht in de buurt van de Hompelvoet wat door een navigatiefout aan de grond was gelopen. Omdat zij stroomstoring aan boord hadden was er alarm gemaakt via de telefoon en was er dus geen communicatie mogelijk met de reddingboot **Corrie Dijkstra van Elk**. Er werd vertrokken richting Hompelvoet en daar aangekomen lag het jacht **Toermalijn** van 8,30 meter lengte en met 7 personen aan boord, bij de HG 5 boei vast aan de grond. Twee opstappers werden overgezet om de situatie op te nemen. Er werd een sleepverbinding gemaakt en het jacht werd losgetrokken richting de geul Geprobeerd om de motor i.v.m. de stroomstoring te starten, wat lukte en zodoende kon het jacht op eigen gelegenheid haar weg richting Port Zelande vervolgen. Hierna keerde de reddingboot terug naar station.

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NAVY NEWS

Destroyer used in missile defense test

Officials say the military's sea-based missile defense system successfully intercepted an intermediate-range missile for the first time during a test more than 2,000 miles off Hawaii. The Missile Defense Agency said the destroyer **Hopper**, equipped with the Aegis Ballistic Missile Defense system radar, tracked the target that was launched from a Marshall Islands atoll about 2,300 miles south of Hawaii.

The test was the first time the Aegis system shot down an intermediate-range ballistic missile. It was also the first time the system used remote radar data. Aegis is the sea-based midcourse component of the nation's ballistic missile defense system, designed to intercept and destroy short- to intermediate-range ballistic missile threats. **Source :** NavyTimes

Germany Targets Greek Ex-Minister for Corruption

German prosecutors are targeting a Greek former defense minister in a corruption probe concerning a submarine deal, the weekly Der Spiegel reported in its edition to be published April 18. The weekly said Akis Tsohatzopoulos, who is also the object of an inquiry in Greece, had been named in charges against two former directors of the Ferrostaal company as a recipient of bribes. Tsohatzopoulos told Der Spiegel, "I have never asked for or received money or other

advantages in connection with the sale of submarines to Greece." The prosecutions office in Munich, which is conducting the probe, was not available for comment April 16. According to Der Spiegel, the charge sheet alleges that other Greek officials were also implicated in the 2000 deal involving four submarines built by Ferrostaal. The weekly said Ferrostaal was suspected of paying hundreds of millions of euros in kickbacks to win contracts with foreign governments, including for a gas pumping station in Turkmenistan.

Current Greek Defence Minister Evangelos Venizelos last month accused German companies of encouraging corruption in his country over a long period, naming the Siemens group, Ferrostaal and its former parent company MAN. He cited "elements" provided by a German legal investigation into Ferrostaal, and a report by the Greek financial authorities which, according to press reports, calculated that \$140 million in bribes had been paid.

A preliminary inquiry was launched by the Greek legal authorities but in view of the supposed involvement of former ministers, one of them identified by newspapers as Tsohatzopoulos, the case had to be sent to parliament. **Source :** Defense News



A boarding party from **HMAS Stuart** approaches a Yemeni-flagged dhow being held by pirates off the Horn of Africa. April 11, 2011.

New Problem Hits LPD 17: Bad Work Documentation

The **San Antonio (LPD 17)**, first of a class of large amphibious transport dock ships, has been under repair at Norfolk, Va., for over a year, with much of the work being done by the Earl Industries shipyard. The work was expanded from its original scope to include a comprehensive effort to fix a wide range of fundamental problems with the ship, which has never been considered fully operational since her delivery in July 2005. Now, said Naval Sea Systems Command (NAVSEA), audits of the work being done on the ship's four main propulsion diesels revealed "unacceptable, improper documentation in the overhaul reports" by Earl and Fairbanks Morse, makers of the Colt Pielstick diesel engines.

"There were missing reports; reports with data indicating out-of-specification conditions without indication of what repairs were performed; and reports with missing data or inconsistent data," NAVSEA said in a statement. "This kind of

performance fails to meet the maintenance standards we expect for ship repair by our contractors and their subcontractors."

A Navy investigation is ongoing to check the work and see if any material deficiencies exist. "So far there is no indication of a material problem but the investigation is continuing," said NAVSEA spokesman Chris Johnson. The ship is scheduled to get underway from Norfolk for sea trials in late April, Johnson said April 15, but so far the investigation has not affected the trials schedule.

Personnel actions also appear to be underway as a result of the improper documentation. NAVSEA declined to comment, saying it would violate privacy policies. Work on the San Antonio was extended last year as the overhaul revealed more problems with the ship stemming from its protracted construction period at Northrop Grumman's Avondale shipyard near New Orleans. Among the work was the discovery that bolts holding down the engines and main reduction gear were improperly installed, requiring all the bolts to be reworked. Similar problems were found on other ships in the class.

A separate problem with the ship's diesel engines involved particles getting into the lube oil system. The Navy and Fairbanks Morse believe they now have cured that issue. A sister ship of the **San Antonio**, the second-in-class **New Orleans**, has been under repair at San Diego since the fall.

The **Mesa Verde** and **Green Bay**, third and fourth ships in the class, are currently deployed. The fifth ship, **New York**, recently completed an overhaul at Norfolk. The **San Diego** is scheduled to be delivered this summer from Huntington Ingalls Industries at Pascagoula, Miss., formerly Northrop Grumman. The Navy plans to build 11 of the 26,000-ton ships. **Source : Defense News**

SHIPYARD NEWS



China State Shipbuilding Corporation posts 4.32% rise in profit

China State Shipbuilding Corporation (CSSC), the country's largest shipbuilder, posted Friday a 4.32 percent year-on-year increase in net profit in 2010 on robust growth in revenues, Xinhua reports. Top shipbuilder posts 4.32% rise in profit China's leading shipbuilder CSSC net profit down 38.4% in H1 Net profit totaled 2.61 billion yuan (\$399 million), and earning per share stood at 3.94 yuan, an increase of 4.51 percent from 2009, CSSC said in a statement filed with the Shanghai Stock Exchange.

The profit growth was achieved after the company scored 18.3 percent annual growth in revenues to 29.86 billion by building 56 ships, producing 113 diesel engines and repairing 223 ships, said the statement. CSSC also said rising costs and prices and more fierce competition from other countries' shipbuilders would make 2011 a difficult year, although the company had become stronger after weathering the financial crisis.

In face of the difficulties, the company said it aimed to build 52 ships, produce 140 diesel engines and repair 270 ships this year. Shares of CSSC ended 1.36 percent down to 78.85 yuan per share on Friday at the Shanghai Stock Exchange. **Source : PortNews**

Van Oord 'invasion' at STM yard



Above seen the **HAM 312**, **Volvox Terranova** and **Volvox Asia** currently all under repair at STM in Singapore.

Photo's : Jan Elzinga ©



Severnaya Verf launches 3rd warship for the Russian Navy

JSC Shipbuilding Plant Severnaya Verf (St. Petersburg) April 15th, launched the third corvettes "**Boikiy**" of Project 20380, PortNews correspondent reports from the official launching ceremony. The vessel will join the Russian Navy fleet in 2012.

In 2007 the Russian Defense Ministry took delivery of "**Stereguschiy**," the lead ship of the series. The **Stereguschiy** was the first major surface ship built for the Russian Navy in post-Soviet era. JSC Shipbuilding Plant "Severnaya Verf" (Northern Shipyard) is one of the leading companies of the Russian defense industry. The firm has been part of United Industrial Corporation (Moscow) since 2004. The shipyard specializes in building warships and merchant vessels of various purposes. **Source : PortNews**

General Dynamics NASSCO Launches USNS William McLean

General Dynamics NASSCO, a wholly owned subsidiary of General Dynamics launched the U.S. Navy's newest supply ship, **USNS William McLean (T-AKE 12)**, during an evening christening ceremony at the shipyard. The **USNS William McLean** is the 12th of a class of 14 dry cargo/ammunition ships slated to serve as Combat Logistics Force (CLF) ships or be part of the Maritime Prepositioning Force.

USNS William McLean is named after William Burdette McLean (1914–1976), the U.S. Navy physicist who conceived and developed the heat-seeking Sidewinder missile. The Sidewinder was the first effective heat-seeking, short-range, air-to-air missile carried by fighter aircraft. After five decades, variants and upgrades of the Sidewinder remain in active service with many air forces today.

More than 1,000 people attended the evening launch of the **USNS William McLean** at the NASSCO shipyard. McLean's eldest niece, Mrs. Margaret Taylor, served as the ship's sponsor. Mrs. Taylor christened the ship by breaking the traditional bottle of champagne against the bow before the 689-foot-long vessel slid into the waters of San Diego Bay.

During World War II, McLean worked on ordnance equipment and testing at the National Bureau of Standards in Washington, D.C. Following the war, he moved to the Naval Ordnance Test Station in Inyokern, Calif. (now the Naval Air Weapons Station China Lake), where he led the project team developing the Sidewinder missile from 1945 to 1954. In April 1954, he was appointed technical director, the senior civilian position at the station, a position which he held until 1967. He then served as technical director for the U.S. Navy's submarine-warfare research center in San Diego until 1974.

"We at NASSCO are proud of the role the **USNS William McLean** will play in support of the U.S. Navy," said Fred Harris, president of NASSCO. "This ship joins a distinguished tradition of NASSCO-built or modified ships bound for service under the direction of the Navy's Military Sealift Command."

USNS William McLean is the twelfth ship of the 14-ship **Lewis and Clark (T-AKE) Class** of dry cargo ammunition ships General Dynamics NASSCO is building for the Navy's Military Sealift Command. NASSCO began constructing **USNS William McLean** in September 2009. Following its at-sea testing phase, the ship will be delivered to the Navy in the third quarter of 2011. When delivered to the Military Sealift Command, the ship will carry necessary supplies and equipment required to support U.S. Marine Corps operations anywhere in the world.

There are currently 16 Military Sealift Command prepositioning ships that have been especially configured to transport supplies for the U.S. Marine Corps. Nearly half of the ships in this Maritime Prepositioning Force were built or modified at General Dynamics NASSCO since the mid-1980s and are now forward-deployed to the western Pacific Ocean, the Indian Ocean and the Mediterranean Sea.

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Above seen the Canadian Coast Guard Ship **Louis S St Laurent** in bound in Halifax harbour passing pier 9 bound for the Bedford Institute of Oceanoeering. The “Louis” was based in Dartmouth but is now based in Newfoundland.

Photo : John Attersley ©

GE Shipping to sell 3 VLCCs; stocks down

Great Eastern Shipping has entered into a contract to sell three VLCCs being built at Hyundai Heavy Industries , South Korea. The vessels will be delivered to the buyer upon delivery from the yard. The stock was at Rs 278.15, down 1.10 per cent on the BSE . It touched a high of Rs 282 and low of Rs 274.90 in trade so far. **Source: Economic Times**



The **HANJIN DALLAS** seen departing from Felixstowe – Photo : Andrew Moors ©

MICT receives first OOCL vessel

Mundra International Container Terminal (MICT) has announced that it received the first OOCL vessel, m.v. **OOCL San Francisco**, subsequent to the line joining the well known Europe Pakistan India Consortium (EPIC) service, reports Exim News Service. When the vessel berthed at MICT on April 11, the terminal's CEO, Mr Ramji Krishnan, along with representatives of the MICT team and Mr Sangit Raj from OOCL's Gandhidham office welcomed Capt. Yuan Hai Zhai. He was presented a memento to mark this first voyage. The MICT team comprised Mr Ajay Tyagi-GM Operations, Capt. Jitendra Verma, Mr M.V.S. N. Sastry and Mr Madhav Ratnaparkhi. OOCL is reputed for its services to the Far East and South-East Asia markets. In joining CMA's EPIC service, through a joint service agreement, it is looking to expand into the Europe sector. The 56-day round voyage port rotation of EPIC is: Jebel Ali, Port Qasim, Nhava Sheva, Mundra, Jeddah, Port Said, Malta, Tangier, Southampton, Rotterdam, Hamburg, Antwerp, Le Havre, Khorfakkan and Jebel Ali. With the introduction of larger vessels on this service, the expected volume of 1,500 TEUs ex-Mundra will benefit the increasing trade between Europe and Mundra. **Source: Transport Weekly**

Otto Marine sells another offshore newbuild

Singapore-based Otto Marine has announced its second sales order within a week, an MT6009 MKII DNV-class platform supply vessel, to Australia's Mermaid Marine for US\$31.5 million.



Otto Marine's **OTTO 2** seen anchored off Singapore yesterday – **Photo : Piet Sinke ©**

The ship is due for completion in May from Otto's shipyard in Indonesia. Last week, the company sold a pair of 6,000kW AHTSs for US\$43.4 million. **Source : Baird**

SBM Offshore N.V. Signs letter of intent with eni for Fpso Xikomba

SBM Offshore is pleased to announce that on behalf of its Joint Venture companies with Sonangol it has received a Letter of Intent (LOI) for twelve year lease and operate contracts from ENI Angola SpA for the block 15/06 development, offshore Angola.

The development plan involves relocation of the existing **FPSO Xikomba**, which has been operating under contract for ExxonMobil in Angola since 2003. Following the notice of termination of the current contract by ExxonMobil the unit is scheduled to stop operation in the first half of 2011. The unit will then undergo a major upgrade in order to meet the new project specific requirements. Part of that work will be performed in the PAENAL yard in Angola.

The LOI covers the early phase of the project and allows SBM Offshore to commence engineering and procurement work. The full scope lease and operate contracts are expected to be signed in the coming months.



The TSHD **UILENSPIEGEL** seen operating in front of the Ymond harbour (Ijmuiden) – Photo : Marcel Coster ©

Building of first Vietnam transshipment port slows

Nearly two years after a groundbreaking, construction of Van Phong international transshipment port in the central province of Khanh Hoa has stalled due to slow construction progress, reported Vietnam News Brief Service. Vietnam's first international transshipment port project with four stages of construction was mainly financed by Vietnam National Shipping Lines (Vinalines) in Van Ninh District. Under the plan, the US\$3.6 billion project is slated for completion by 2020. With 42 wharfs, a 12.5 km in length and a site of 750 hectares, the port will have an annual capacity of 200 million tonnes of goods and receive container ships of up to 18,000 TEUs.

During the starting phase, the contractor, a joint venture of Korea-based SK Engineering & Construction Corp and Vietnam Waterway Construction Co, will invest US\$287 million to develop basic infrastructures, including shipping channel, roadwork and storage covering 42 ha of land. By the end of the first-phase, which is expected to complete in October this year, the port with a designed capacity of 710,000 TEUs per year could accommodate 9,000 TEU container ships. However, at present just a few dozen steel stakes have been laid in the wharf building areas offshore, while a huge pile of hundreds of steel stakes are left rusting under ragged coverings. Nguyen Ngoc Quy, director of the project management board, said the project was initially designed for 9,000 TEU ships, but to avoid becoming outdated due to the rapid growth of the maritime and shipping industries in the region, the port will be expanded to accommodate 12,000-15,000 TEU ships.

Difficulties also come from disagreement over the design of the storage area and the embankment protection system, because the designer asked for costly sand that is not available locally. The biggest challenge, however, is capital shortage since the project is mostly funded by loans and the lending cost for such a big project is becoming more expensive for Vinalines these days, Quy said. However, Hoang Dinh Phi, deputy manager of Van Phong Economic Zone, said geological complexity is the most thorny issue since Vinalines had pledged they would provide sufficient capital for the project. The port project plays a key role in shaping and developing Van Phong Economic Zone. Since it has fallen behind schedule, investors have become more cautious in disbursing more money in the area, some analysts said. **Source : PortNews**



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The **OCEANIC ENDEAVOUR** seen in Den Helder for crew changing on Saturday 16th April.

Photo : Pat McCardle - Highland Trader ©

Halifax welcomes season's first cruise ship

The first cruise ship of the season called on the Port of Halifax on Saturday morning. The arrival of the **Princess Danae**, a cruise liner registered in Portugal, was a few weeks ahead of the usual late April/early May start to the cruise ship season.

The strong Canadian dollar is expected to impact tourism this summer. Michele Peveril with the port said that while officials are projecting a strong year, passenger traffic is expected to be down slightly — by about five per cent.

"It's something that, you know, consumer demand, the U.S. economy — the dollar can impact, so it's going to be a very strong year in the region, but those factors that can impact consumer demand are always something that we watch closely in the industry," Peveril said. Angela Malec, who heads marketing for Halifax waterfront tour operator Murphy's The Cable Wharf, is also predicting a slight decrease in tourist traffic.

Her company will be reaching out to convention groups and cruise ship passengers by trying to offer a true Maritime experience, Malec said. In all, 126 cruise ships are expected in the port this season, with an estimated 240,000 passengers bringing about \$50 million to the local economy. **Source : CBC**

Lyttelton Port Of Christchurch – Operational Status Update

Lyttelton Port of Christchurch has completed initial engineering, maintenance and electrical assessments on the ports infrastructure, plant and auxiliary services. We wish to advise that operations have resumed for:

Lyttelton Container Terminal – all operations commenced at 1030

Lyttelton Coal operations – all operations commenced at 1100

Oil Berth – Temporary repair work is being undertaken on the Oil Berth and we anticipate operations commencing at approximately 1300.

We are working with all parties to ensure limited affects to forecasted shipping movements and cargo transfer through the port. Engineers and civil maintenance staff will be continuing to carry out extensive structural checks to monitor the ports infrastructure and services over the coming days / weeks, as we have consistently been doing since each major earthquake and aftershock since September 2010. We would like to thank all of our customers for their understanding and patience in what has been a stressful and busy time for everyone. **Source : Scoop**

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The TSHD **PRINS DER NEDERLANDEN** seen operating in the port of Felixstowe – **Photo : Andrew Moors ©**

Ezra wins \$88m subsea contract

Ezra Holdings' subsidiary has secured a \$88m new subsea and offshore services contract from commodities firm Noble Energy, Seatrade-asia reports. EMAS, the operating brand for Ezra, will install approximately 330km of umbilicals and subsea equipment, and deliver subsea suction piles and jumpers for the Tamar development in the Mediterranean Sea (Tamar Project). The Tamar Project is expected to start work in the second quarter of 2012. "This latest subsea contract has increased our total order book to more than \$250m," said Lionel Lee, managing director of EMAS. In addition to the subsea contract, EMAS has also won a letter of award/intent for a project worth up to \$32, from an international oil major to provide subsea support services for a floating storage facility in Africa. Meanwhile, Ezra has reported higher revenue but lower net profit in the first-half of financial year 2011. Revenue rose 29% year-on-year to \$174.8 million due to growth in the offshore support services division and the subsea services division. Higher administrative and financial expenses have resulted in lower net profit of \$21.3m in the first six months, compared to \$28.8m for the previous corresponding period. Source : PortNews

OLDIE – FROM THE SHOEBOX



The 1956 built **MATSAS SALVOR** (ex Clyde , ex SMIT SALVOR) seen in the Mediterranean in 1983, The tug was rebuilt into a yacht and sailed later under the names **SEAWOLFE**, **SEAWOLFE C** and **DOLCE FAR NIENTE**

Photo : Kees Verheij ©

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.... PHOTO OF THE DAY



The **BLUE MARLIN** arrived loaded with the **BICENTENARIO** in Caracas Bay (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)