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The **FAIRMOUNT SHERPA** seen enroute Stavanger – Photo : Pim Korver FILM+VIDEO www.pkfv.nl ©

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EVENTS, INCIDENTS & OPERATIONS



The 1991 built **SEABOARD RELIANCE** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Pirates strike cargo ship off Singapore

Pirates have strike a Mongolia-registered general cargo ship in the early hours of Thursday off Singapore waters. Five pirates armed with long knives boarded the 14,241 dwt **Shipinco I** approximately 1.9 nm west of Batu Berhanti buoy. The pirates robbed the master, third officer and chief cook, and escaped with cash and the crew's personal belongings including watches, mobile phones and clothing, according to the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) Information Sharing Centre. The crew was not injured and the master has reported the incident to the Singapore's Port Operations Control Centre (POCC), which is also the ReCAAP Focal Point (Singapore). The Singapore POCC has broadcast an alert to all vessels about the incident and urged them to enhance vigilance when operating in the vicinity. On Monday, another 50,094 dwt product tanker **Dong Jiang** was attacked by six pirates off Singapore about 30 nautical miles east of Horsburgh lighthouse. Source : **Seatrade Asia**

EX GERMAN PILOT CUTTER ARRIVED IN CAPE TOWN



Above and below seen OMS new venture, the ex German Bight Pilot Ship '[Kommodore Ruser](#)', which is now '[OMS Heidelberg](#)' and operated out of Cape Town.



She sailed from Emden, Germany at the end of April and reached Cape Town on 27 May, completing the longest voyage ever undertaken by any of the 6 sister diesel electric Pilot Ships built by Meyerwerft, Papenburg!

She has been purchased by [Offshore Maritime Services](#) for use as a Guard Ship for the upcoming oil field operations in East Africa. [Photo's : Godfrey Needham - Offshore Maritime Services cc](#)

Indian contracts can secure Shtokman project

Three Indian companies plan to buy LNG from Russia

Gazprom is preparing 25-year contracts on supply of 7.5 million tons of LNG annually to three Indian energy companies. The annual volume covered by the Indian deals is equivalent to the projected annual LNG output of the Shtokman field in the Barents Sea. Gazprom Global LNG has signed a memorandum to supply up to 7.5m tons of LNG over 25 years to Gail, Gujarat State Petroleum Company (GSPC) and Petronet, Gazprom said on Thursday according to Vedomosti.

On Wednesday the largest Indian LNG importer Petronet LNG announced that it was ready to buy 2.5 million tons annually the next 25 years. And on Thursday it became known that PSPC and Gail are preparing similar contracts.

The deal comes as India steps up efforts to secure Russian energy resources to fuel its rapid economic growth. Its gas demand could double by 2020 as the economy expands by around 8 per cent a year and as LNG is looked to as an alternative to carbon-heavy oil and coal. At the same time as the memorandums on LNG delivery to India were announced, Russia's largest shipping company Sovcomflot informed that it has ordered two new 170.000 m³ LNG tankers from South Korea, SeaNews writes.

The supply deals with India could be a catalyst for Russian LNG development including the Shtokman project in the Barents Sea and Yamal LNG. The annual volume covered by the Indian deals is equivalent to the projected annual LNG output of Shtokman, a Gazprom-led venture with France's Total and Norway's Statoil as partners.

The Shtokman field, located more than 500 kilometers (310 miles) off the coast of Russia in the Barents Sea, may contain 3.9 trillion cubic meters of gas resources. It was originally conceived as a source of LNG exports to North America, but the project has faltered since the US began developing huge shale gas reserves that slashed its gas import requirements. A final investment decision on the project is expected to be made by the shareholders in June.

Source : BarentsObserver

Israeli shipping mogul Ofer dies

Israeli shipping mogul **Sammy Ofer**, whose business empire is at the centre of a scandal over trade with Iran, has died after a long illness, a family representative said. Mr Ofer (89) was the wealthiest man in Israel, building up with his brother Yuli one of the world's largest private shipping fleets.



The **Ofer Brothers Group** was slapped with US sanctions last month, accused of selling an oil tanker to Iran - Israel's arch-foe. The brothers denied any wrongdoing, saying they did not realise the buyer had been a front for an Iranian company. The Israeli government has long urged tough action against Iran, accusing it of building a nuclear bomb. But authorities reacted cautiously to the US move, fuelling speculation about possible links between the brothers and intelligence services.

The Monaco-based **Ofer Brothers Group** controls a network of companies worldwide, and Israeli newspapers have reported that besides the controversial tanker sale, a number of the group's ships had docked in Iran in recent years.

Lawmakers met on Tuesday to discuss legal aspects of the case, but the meeting, aired live on television, was adjourned within minutes after the chairman, Carmel Shama-Hacohen, received a mysterious note from an aide.

"Let's just be clear the note is not from a political figure and not from a business figure," Shama-Hacohen said, leaving open the possibility of an appeal by the defence establishment. "It turns out that reality is much more complex, much more complicated and touchy than the average imagination can handle." Mr Ofer was born in Romania in 1922 and his family moved to the territory that was to become modern Israel shortly afterwards. His father established a small shipping company that his sons developed into a world leader.

Mr Ofer is said to be one of the world's top art collectors, with a penchant for works by impressionist masters. He was reported to have paid \$40.3 million for a painting by Vincent van Gogh that went to auction in 2006. **Source : Irish Times**

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The **SAARLAND** seen arriving in Vlissingen-Oost bound for Eurogas – **Photo : Willem Kruit ©**

Vatican issues statement on piracy

In light of the growing number of attacks on shipping by pirates, the Pontifical Council for the Pastoral Care of Migrants and Itinerants has issued the following statement entitled: 'Piracy and seafarers: a human crisis', Independent Catholic News reported. Recent reports in the media, about the plight of seafarers seized by pirates, has placed the tragic reality of piracy into the spotlight once more.

Already last February in the meeting of the Regional Coordinators of the Apostleship of the Sea – organized by this Pontifical Council – it was emphasized that piracy had reached its historical peak in 2010 with 445 attacks, 53 vessels seized and 1,181 seafarers captured. To date, this phenomenon doesn't show any signs of decreasing given that 214 new episodes have been reported, with 26 ships and 522 seafarers still held hostage by pirates (IMB Piracy Reporting Centre).

Even though the majority of attacks were recorded off the coast of Somalia, as a matter of fact, piracy remains a worldwide challenge that requires a global response, as the illusion of easy and immediate money has also attracted the interest of international criminal organizations.

The maritime world has responded by adopting several measures to protect vessels and their cargoes. Unfortunately, little attention is given to the seafarers and particularly to their families during and especially after the hijacking, leaving to the shipping company the responsibility to care for the people involved, according to the situations and their nationalities. The Pontifical Council for the Pastoral Care of Migrants and Itinerant People, which is responsible for the overall direction of the Work of the Maritime Apostolate, which "promotes the specific pastoral care to the people of the sea", expresses its concern and issues a heartfelt appeal:

To the Governments and international organizations, to promptly activate the appropriate channels to safely bring home the sequestered seafarers and to find solutions to this problem, given that it is necessary to intervene on the real causes of the phenomenon, such as unfairness in the distribution of goods between countries and the exploitation of natural resources.

To the ship owners, to adopt preventive measures to ensure the safety not only of the vessels and their cargoes, but also of the seafarers. In the tragic case of a hijacking, to assume an attitude of attention and support for the families of seized people and offer immediate assistance in order to reduce the long-term traumatic effects.

To all the hijacked seafarers, not to lose the hope that they will be soon reunited with their loved ones and to remain strong in their faith. To them the Apostleship of the Sea would like to express its complete solidarity. To the families of the hijacked seafarers, not to hesitate to contact the Stella Maris Centers for assistance and support. In these tragic circumstances, these Centers more than ever can be a safe port and a beacon of hope. The seafarers should know that the chaplains and volunteers of the Apostleship of the Sea are at their side to face these long days and months of uncertainty and fear. To the Christian communities, to pray Mary, Star of the Sea, to protect the seafarers from all possible dangers and to support those who, because of piracy, are going through a dark and difficult period of their life.

To the pirates, to cease their criminal activities and recognize the deep pain they are causing to seafarers (and their families) and to treat them with respect and humanity. Finally, the Apostleship of the Sea expresses its willingness to cooperate and collaborate with Governments, international organizations, shipping companies and unions, to alleviate the sufferings of the hijacked seafarers and provide psychological and spiritual support to their families. **Source :** PortNews

Climbers in survival pod stop Arctic oil rig



In the freezing seas off Greenland, activists from the Greenpeace ship **Esperanza** are taking direct action against oil drilling in the Arctic.

Photo : Greenpeace

Luke and Sigurd are now hanging from the underside of Cairn Energy's giant oil rig in our Arctic survival pod with enough food and water to stay there for for a good long time. Their action will prevent the rig starting its dangerous deep water drilling 100 miles west of the Greenland coast.

There will be live updates from the survival pod on the oil rig, and from the

two Greenpeace ships near by.

At 3am local time three climbers left the side of the Esperanza in inflatable speedboats. They slipped past the navy warship guarding the rig and climbed high into the superstructure of the 53,000 tonne **Leiv Eiriksson** oil rig. They're now hanging from the underside of the rig 20-30 meters above the sea where they've set up camp in the survival pod hanging only a few metres from the huge drill-bit. If drilling is delayed for just a short time, Cairn could struggle to meet a tight deadline to complete the exploration before winter ice closes in, forcing it to abandon the search for another year. Speaking by satellite phone from the survival pod 25 year old Luke said: "Despite the extreme waters below, we're safe and secure. There's no way Cairn can drill for oil while we're hanging next to their drill-bit, and it's going to be extremely difficult for them to remove our survival pod. To drill for oil here would be dangerous insanity. We have to stop the Arctic oil rush."

Greenpeace International has repeatedly asked Cairn for its emergency oil spill response plan but has been refused. That request was repeated to the rig by radio several times this week, but was ignored. You can see a video of one of those calls here. You can support the action by emailing Cairn energy to ask them for the oil spill recovery plan. The world's oil giants are watching Cairn's rig with great interest. If it strikes oil this summer Exxon, Chevron and the other

big oil companies (which have already bought up Greenland licenses) will begin drilling in the area and the Arctic oil rush will be on.

Even without an accident Cairn admits its drilling operation will result in at least 9,000 tonnes of toxic chemicals being discharged directly into the waters of the Davis Strait – including 180 tonnes of red-listed chemicals (more than all annual oil drilling operations in Norway and Denmark combined). The company admits that it would take decades before significant profits from oil exploration flow to Greenland, while Cairn's operations pose a grave threat to Greenland's fisheries, which represent 88% of the island's export economy.

The area where Cairn intends to drill is known as 'Iceberg Alley'. The company intends to tow icebergs out of the rig's path or use water cannons to divert them to avoid a collision as the rig drills for oil. If the icebergs are too large the company has admitted it will need to move the rig itself. Last year a 260km² ice island broke off the Petermann glacier north of Iceberg Alley. The region is famous for its narwhal population.

View the action live via the Esperanza [webcam](#) -- Source : Greenpeace



The **GRAND VOYAGER** seen departing from Le Havre – Photo : philippe.p.brebant@sfr.fr ©

Piracy watchdog issues South China Sea alert

A global maritime watchdog on Friday warned ships traversing the South China Sea bordering Malaysia, Indonesia and Singapore following the hijack of three tugboats and a barge in recent weeks. Noel Choong, head of the International Maritime Bureau's (IMB) piracy reporting centre based in Kuala Lumpur, told AFP alerts have been sent to ships in the area amid a sudden rash of hijackings. "We are sending out this alert as these are the first three hijackings of vessels in the South China Sea this year," he said. "Normally pirates in the area are opportunistic as they rob a ship and flee but the hijacking of a vessel requires planning so we believe a syndicate is involved," Choong added. "As most bigger ships have transmitters on board that help authorities locate them, we believe that pirates in the area are hijacking tugboats which are small and so are not required to have such transmitters," he said. Choong said the latest incident occurred on June 1 when the IMB received a distress signal from an Indonesian tugboat off Batam island. Authorities were able to locate the vessel and detain the pirates. However, they were not so lucky in the case of a tug and barge travelling from Kuching on Borneo island to Port Klang in Peninsula Malaysia, when the vessels failed to dock by May 30. He said Malaysian maritime officials located the barge which was adrift in the South China Sea while a fishing vessel rescued the tug's 10 crew members who were also set adrift in the area. The tug is still missing. Armed pirates also hijacked another tugboat and barge travelling from Singapore to Cambodia, off Tioman island on March 24, with its 10 crew abandoned in the South China Sea in a raft. The tug and barge are also missing. "We are urging ships to be on the lookout as unlike in places like Somalia, pirates in these waters abort their attack once spotted," Choong said. Seafarers have reported a surge in attacks by armed pirates in the South China Sea with 41 in the area since January, according to the IMB. **Source: AFP**

Reflex Marine celebrate record demand for transfer devices



An increasing awareness of greater safety in marine personnel transfer has led to record demand for the FROG and TORO crew transfer devices from recognised expert in the field, Reflex Marine. Last year's Icelandic volcanic ash cloud, which resulted in the grounding of several helicopter flights to North Sea oil and gas platforms, led to a significant upturn in activity as numerous operators sought to plan contingencies to move crews by vessels in order to keep their operations going.

The movement of a further ash cloud from Iceland last week has led once again to an increase in inquiries to the company, which is based in Aberdeen and Truro, Cornwall. The FROG and TORO are now used in all the world's major oil producing regions including Europe, the Middle East, West Africa, the Former Soviet Union and the Gulf of Mexico. A total of 524 have been sold by Reflex Marine worldwide.

The devices, which have set the industry standard in marine transfer, account for more than 1,000,000 crew transfers each year and the number is ever-increasing. In order to satisfy anticipated demand, Reflex Marine is to maintain a fleet of devices in stock worldwide. An increase in awareness among operators of the various options and advances in personnel transfer,

has created an increase in acceptance of crane transfers as both a first line and contingency option for moving personnel offshore.

Reflex Marine managing director Philip Strong, said: "The grounding of helicopters last year because of the volcanic ash cloud did lead to an increase in activity for us and, although many companies will have been better prepared this time round, we have seen an increase in inquiries once again. "The avoidance of risk is now recognised as a major issue within the oil and gas and renewable industries, and the FROG and TORO answer many of the questions posed by those seeking a very low risk alternative to helicopter based transfer. "The rising demand for these products is a good indication of the growing acceptance of crane transfer as a safe and viable transportation method. Increased safety for crews and a reduction in the risks associated with transfers has to be welcomed by us all."



HAL's **ROTTERDAM** seen outbound from Zeebrugge – Photo : Ruud Kempe - www.andrekempe.nl ©

CASUALTY REPORTING



TUG EN AVANT 5 CAPSIZED



File photo of the **EN AVANT 5** as seen in IJmuiden in 2007 - **Photo : Jeroen Plug ©**

The 1998 built 122 gt tug **En Avant 5** capsized on the Oude Maas near Dordrecht early Friday evening, the reasons are yet to be ascertained. The crew escaped to a water bus. The tug was towing the 66-m-barge **6615-1**, 1033 gt (IMO-No 9475002) of Muller-Dordrecht jointly with the **Scorpio** when it tilted. A part of the vessel's bottom remained visible. The **Scorpio** pushed the barge towards the shore after the accident. The vessel traffic was temporarily stopped. Meanwhile North Sea bound traffic was resumed. The Rijkswaterstaat monitored the wreck. **Source : Lloyds / Correspondent.**



Photo : Twitter - See also : <http://www.youtube.com/watch?v=hzhugxylA7U>

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Submarine Lembit Reaches Land

The evening of Saturday, 21 May, saw the completion of a long and complicated engineering technical process, as a result of which the 600-tonne submarine **Lembit** is now securely on land.

Submarine **Lembit** was lifted out along a 100-metre ramp or slip built especially for that purpose at the Seaplane Harbour. For winching the submarine out, **Lembit** was supported by 8-metre pontoons and armoured car BTS-4, built on the basis of T54 and equipped with a winch, was used to pull the submarine out.

According to Urmas Dresen, the Director of the Estonian Maritime Museum, the entire operation lasted longer than initially planned, but the efforts fulfilled their purpose and the object of historical heritage was safely brought to shore. "We took a very important step forward in the preparation of the Seaplane Harbour exposition. In the coming month, we shall carry out the cleaning and painting works on **Lembit's** hull, after which the crown jewel of Estonian maritime history will take its worthy place in the hangars," said Dresen, expressing his great satisfaction with the large number of supporters. During the two days, nearly 2,000 people came to watch the lifting of the submarine at the Seaplane Harbour, while nearly 18,000 people watched the live broadcast on the Delfi Internet site.



The operation of lifting submarine **Lembit** lasted for about 20 hours and the works were performed by Fort Ehitus, Tuukritööde OÜ and MEC Marine Engineering and Consulting. "As previously no ships have been

brought out of water using such technology in Estonia, we gained a very valuable experience. From the technical viewpoint, the entire operation went according to plan, we had even allowed for greater traction power than we actually needed. In reality, we used approximately 40 tonnes of our 175-tonne traction power resource. The time schedule of the operation depended on the installation of the pontoons and therefore there was a small delay due to, for instance, fluctuations in the water level, waves from jet boats in the morning and other minor details, which all played a role in the installation of the pontoons," explained Hendrik Naar, Head of Development at MEC Marine Engineering and Consulting.

Lifting submarine **Lembit** out of water, transporting it and installing it in the seaplane hangars to be reconstructed for the Maritime Museum will cost 362,970 EUR. The works are financed by Enterprise Estonia from the European Union Regional Development Fund and the European Social Fund.

Submarine **Lembit** is the only minelayer submarine of its series left in the world and has, despite everything, survived in a rather original condition and without major reconstructions. Even the country of its birth – England – no longer has any submarines from that period. In the 1930s, **Lembit** represented the high-end submarine technology with its modern and innovative design. Until the early hours of 21 May, **Lembit** was the world's oldest submarine still floating on water. Source: lennusadam.eu

South African Vessel Patrols Mozambique's Coast for Pirates, Minister Says

South Africa said it has deployed a navy ship to patrol the waters off Mozambique to protect trade vessels from pirate attacks, which pose an increasing threat to merchants in the area. South Africa and its northeastern neighbor Mozambique are negotiating a deal aimed at “curbing piracy and other illegal activities within the territorial waters of Mozambique before these activities spill over down to the territorial waters of South Africa,” Foreign Minister Maite Nkoana-Mashabane said in a written reply to a parliamentary question, sent to Bloomberg News by e-mail today.

South Africa, the continent’s richest country, will also try to help Somalia, from where the sea-robbers are widening their operating area, Nkoana-Mashabane said. The Horn of Africa country, where many pirates are based, is battling al-Shabaab insurgents, which the U.S. accuses of having links to al-Qaeda. **Source : Bloomberg**

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Allseas **CALAMITY JANE** seen moored at **Damen Ship Repair** in Schiedam – **Photo : Peter Gralla ©**

Japanese ship orders grow 9.4% in April

Japanese export ship orders rose for the 17th consecutive month in April year-over-year, increasing 9.4% to 912,142 gross tons, according to figures released by the Japan Ship Exporters' Association (JSEA), the Journal of Commerce reported.

But the year-over-year pace of growth slowed for three months in a row, posting 218.5 percent in January, to 35.4 percent in February and 10.9 percent in March. In April, Japanese shipbuilders received orders for 22 export ships — 18 bulk carriers and four general cargo vessels. The 22 ships total 447,993 compensated gross tons.

Japan is one of the world's top shipbuilding nations along with South Korea and China. Japan's export ship orders suddenly started to plunge in October 2008 due to the deep global economic downturn triggered by the financial crisis that erupted in the U.S. the previous month. Japan started providing official financial support in early 2010 to shore up slumping vessel exports through the government-affiliated Japan Bank for International Cooperation, one of the world's biggest international financial institutions. Japan is still struggling to recover from the devastating earthquake

and tsunami that hit the northeastern part of the country on March 11. Although some small shipyards in the disaster-hit areas were affected, major Japanese shipyards that build large vessels for exports are concentrated in western Japan and remain intact. "The global economy is on a recovery track fundamentally," said Takao Motoyama, chairman of the Shipbuilders' Association of Japan, speaking at a recent press conference. "Barring an extreme appreciation of the yen, I think we will be able to secure as much export ship orders this year as we did last year," said Motoyama, who is also chairman of Mitsui Engineering and Shipbuilding Co.

In 2010, Japanese export ship orders totaled 11,153,401 gross tons, up 95.3 percent from the previous year. Japanese shipbuilders received orders for 271 export vessels -- 251 bulk carriers, 10 general cargo vessels and 10 oil tankers -- in 2010. The 271 ships total 4,982,409 compensated gross tons. **Source : PortNews**

Navy ships in development in Lumut, Malaysia

Before 1979, Lumut was just a quiet coastal town 84km from Ipoh. Sloping beaches and mangrove swamps provided the idyllic setting for leisure anglers. "People used to walk around with a torchlight looking for crabs on the sandy beaches. The natural setting was perfect for spotting interesting sea creatures including hermit crabs and sea cucumbers in the shallow pools between rocks," said Peter Nunis, who fell in love with the quiet charm of the town when he moved here in 1969.

Today, after more than three decades of hosting the country's largest naval base, Lumut is more synonymous with the Royal Malaysian Navy (RMN) than its landscape or marine life. In recognition of RMN's contribution to the progress and modernisation of the town, Sultan Azlan Shah of Perak officially declared Lumut a Navy Town during RMN's Diamond Jubilee, which coincided with the 25th anniversary of the ruler's reign in April 2009.

With the royal declaration, Lumut joins the prestigious list of navy towns around the world, similar to Sweden's Karlskrona, South Africa's Simon's Town, the United Kingdom's Portsmouth, Australia's Sydney, Germany's Kiel and the United States' Norfolk and New Port. An iron anchor from the decommissioned frigate, **KD Rahmat** sits in the middle of the town, signifying RMN's role in catalysing development in the previously laidback fishing enclave.



Chats with the townsfolk reveal links with the navy base in one way or another. Taxi driver K. Sanjeevi, 49, of Manjung, served 23 years in the communications department of the RMN before retiring as a Warrant Officer (I). He recalls fondly his service years and counts many of his closest friends among RMN colleagues.

"Many of us still keep in close contact and make a point to gather at least once every two years. The next get-together will be this December, and I'm looking forward to meeting up with my old navy mates." Lumut's naval affiliation helped elevate its tourism potential. Many locals saw commercial potential in setting up gift shops and

seafood stalls near the public jetty, which doubles as the main gateway to another popular tourist spot in Perak, Pulau Pangkor. Sales executive Norlila Osman, 43, has been doing business at Lumut jetty for more than 30 years now.

"I moved here with my family when I was 15. Since then, I've worked as a ticketer at the ferry stand, waitress at the shops nearby and now I promote chalets to tourists who want to visit Pangkor." Norlila pointed out that many tourists, foreign and local alike, arrived at Lumut to get to Pangkor. "It takes only 10 minutes to drive around the entire Lumut town. Most people stop here to get a few souvenirs and then head off to Pangkor," she said.

Although Norlila's business has little connection with the naval base, she credited RMN for helping to promote development in the town. She revealed that her husband, a business supplier, had benefited from several RMN contracts for grass cutting and providing shipping material. Shopowner Foo Fok Soon, 70, once operated the town's sole Chinese coffee shop, which has been in business since pre-independence days. Since 2003, he has converted the premises into a grocery business, which he felt was less taxing than running an eatery. "In the early days, there never used to be much of a crowd in the streets but over the years, more people from nearby towns come here to find work.

"During school holidays, you can throw a stone in any direction and it is bound to hit a tourist and the roads are also filled with cars nowadays." For 18-year-old Mohamed Qusairy Mohamed Kamarudin studying at SMK Pangkalan TLDM in the RMN base helped him in forming his career goals.

The student of Taiping's Noble School of Engineering is awaiting his industrial placement after studying ship welding. "When I was in school I had the opportunity to hear a few talks on ship building. "It piqued my interest, and by the time I was 16, I managed to enrol myself in the college programme," said Qusairy. He added that he hoped to get a job close to home, at the Lumut Port Industrial Park, which houses the branch offices and subsidiaries of engineering firm Kencana Petroleum.

Future plans for the naval town include building a 20-storey complex with 300 service apartments, a 146-room four-storey hotel, a four-storey community college, three-storey shop-offices, office lots, a public hall, recreation centre, supermarket, cafeteria, swimming pool, maintenance office, surau and a car park at a two hectare-site near where the town hospital used to be. The project, which is to be carried out in phases, was sanctioned by Menteri Besar Datuk Seri Dr Zambry Abdul Kadir as well as the RMN last month during a ground-breaking ceremony.

The project is to be undertaken by developer Suria Rahmat Sdn Bhd at an estimated cost of RM100 million. RMN chief Admiral Tan Sri Abdul Aziz Jaafar rightly stated in his speech during the royal declaration of Lumut as a Navy Town, that naval and maritime activities had contributed immensely to the town's development and increased the socio-economic status of the locals. Statistics showed that of 55,800 people living in Lumut, at least 43 per cent are RMN personnel, not including navy retirees. Undoubtedly, RMN will continue to contribute to the development of Lumut as well as the neighbouring towns of Manjung and Sitiawan. **Source : New Straits Times**

Sungdong Shipbuilding rises annual targets

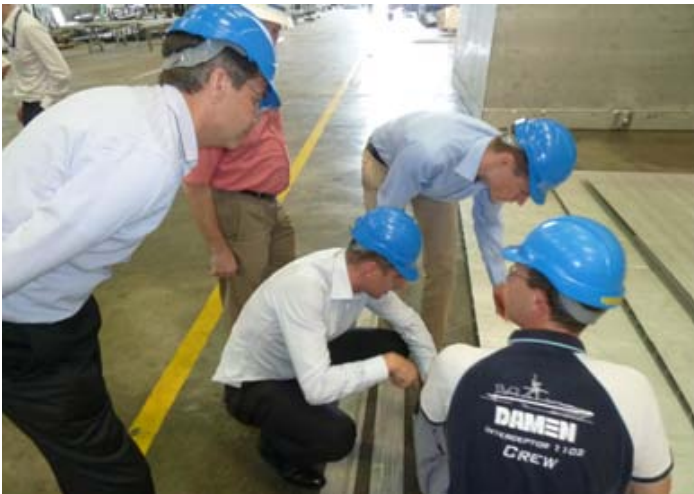
Amid its recent entrance into the offshore sector Sungdong Shipbuilding & Marine Engineering has hiked its annual order target from \$3.53bn to \$5bn, the same target as STX Offshore & Shipbuilding. The South Korean shipbuilder has won new orders for 33 ships and offshore facilities worth \$2.2bn so far this year, including first orders for 8,800 teu boxships, shuttle tankers and an FSO. **Source : PortNews**



Left the **STOLT KITTIIWAKE** seen departing from **Damen Ship Repair** in Schiedam after drydocking, the **STOLT GUILLEMOT** replaced the **KITTIIWAKE** in drydock No 2, in the middle is seen the **TRAMPER** of BigLift in dock No 1

Photo : Jan Simons ©

CLUB DE RUYTER VISIT DAMEN SINGAPORE



Last Friday the monthly lunch of the **Maritime Club de Ruyter** was held again in Singapore, this time we were invited at **Damen Shipyards**, after a word of welcome by **Pieter Kalis** the MD of the yard the approx 50 participants got a tour over the yard were



high speed crafts are built (22 knots (and above) in speed) all constructed of aluminium, the tour gave everybody a better impression how high speed crafts are built at this modern shipyard.



After the tour the lunch was served onboard, one of the brandnew (40+ knots) high speed ferries moored at the yard which was together with 3 other units ready for delivery to the owners Herewith we would like to thank, on behalf of all participants, **Pieter Kalis and his team** for the well organized tour and lunch, *"a yard to be proud off"* which are building quality products used

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Photo's : Piet Sinke ©

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Rickmers-Linie upgrades Indian service

Rickmers-Linie is upgrading its Indian service with the addition of four new vessels. Two 12,800 dwt vessels are on long-term charter; two 17,000 dwt vessels are scheduled for delivery in May and July, Eyefortransport reports. It will also provide a direct service both eastbound and westbound between Europe and India although calls in Pakistan and the Middle East will be possible on an inducement basis. The base ports served are Hamburg, Antwerp, Genoa, Mumbai and Chennai.

Being smaller than the nine 30,000 dwt vessels operated by Rickmers on its Round-the-World Pearl String service, the new ships deployed on the revamped Indian service offer greater flexibility to serve ports such as Mumbai - where locks restrict the size of vessels - as well as various smaller ports. The Middle East Gulf will now be served primarily by the Pearl String service. **Source : PortNews**



Above as seen from the [Rambiz](#) at Vlissingen (Hoondert yard - Kaloothaven) the "[Conzelo](#)"
Photo : Henk Doornhein ©

Companies line up to run Sydney Ferries

There has been a strong expression of interest from Australian and international companies hoping to run Sydney Ferries, the NSW government says. Twenty-eight companies, ranging from pleasure cruise company Captain Cook

Cruises to the Commonwealth Bank, have registered their interest in running the ferry service, Transport Minister Gladys Berejiklian said on Wednesday. Ms Berejiklian said she was delighted so many had applied, given that only 10 companies had expressed interest in running Sydney Ferries under the Labor government in 2008. "This is a vote of confidence in the O'Farrell government's determination and ability to finally give Sydney the ferry service it deserves," she said. Other companies that have registered their interest include construction company John Holland, Serco, Veolia Transport, SeaLink and Manly FastFerries. Under the franchise plan, the NSW government will retain control of fares and routes and the franchise contract will include staff and safety obligations, Ms Berejiklian said. "The department will assess the capability of the interested parties as we move into the next phase of the franchising process," she said. Shortlisted companies will then be invited to make a detailed submission. **Source : Sydney Morning Herald**



NOL completes \$1.1 bln in ship financing

Neptune Orient Lines said Thursday it completed \$1.1 billion in loan agreements and documentation with financial institutions providing financing for the 12 container ships the carrier ordered last year and two vessels ordered in 2007, Journal of Commerce reports. The Singapore-based parent of APL ordered 12 vessels with capacities of 8,400 20-foot equivalent units in December and at the same time secured a \$150 million term loan for the two ships of 10,700-TEUs it had ordered in 2007.

NOL's announcement means it has also completed financing for the 12 8,400-TEU ship orders placed last year with South Korea's Daewoo Shipbuilding & Marine Engineering. The world's seventh-largest shipping line, which refrained from ordering new ships during the shipping boom that ended in 2008, ordered the new ships for its container line, APL. The ships will be delivered in 2013 and 2014.

NOL Group CEO and President Ron Widdows told The Journal of Commerce in March the carrier had started ordering new ships last year as prices for new ship orders declined. "Ship prices have come down, and that gives us an opportunity to retool our asset cost," Widdows said. NOL said it does not expect to draw on any of the new loan facilities in 2011, and are not expected to have any material impact on the financials for the group this year.

Baltic Dry Index Is Unchanged From Two-Month High on Coal Demand

The Baltic Dry Index, a measure of global commodity shipping costs, was unchanged from a two-month high as strengthening coal demand helped constrain the supply of some vessel types. The index matched yesterday's 1,489 points, the highest level since April 4, according to the London-based exchange. It was the first time the gauge stayed unchanged since March. The biggest move in freight costs was for iron ore-carrying capesize vessels, which gained 1.9 percent to \$11,773 a day. Supply of smaller vessels including panamaxs and supramaxes is being limited by strengthening demand in the North Atlantic for shipments of coal and other minerals, Alex Gray, chief executive officer of Clarkson Securities Ltd., said by phone today.

"The one notable issue is that the panamax market in the Atlantic, which everyone has been uncertain and negative about, has proved itself to be quite tight in supply," Gray said. Daily rents for panamaxs that compete with capesizes for cargoes and also transport grains were little changed at \$14,360 a day. Supramaxes declined 0.7 percent to \$15,004 a day, while handysizes slipped 0.6 percent to \$11,365. U.S. coal exports rose to a 20-year high after floods in Australia disrupted supply of the variety used to make steel, Simpson, Spence & Young Ltd., the world's second-largest shipbroker, said May 23. Shipments climbed to an annual rate of 96 million metric tons in the first quarter, the most since the 99.3 million tons reached in 1991, according to SSY. **Source: Alaric Nightingale, Bloomberg**



The **FRAUKE** seen moored in Rotterdam – **Photo : Kees Torn ©**

Rolls Royce Increasing Investments in Brazil

Relying on the expected growth of the O&G industry in Brazil and the influx of new rigs and FPSOs in the Brazilian offshore market, British manufacturer, Rolls Royce is set to make a \$60 million investment in a new plant to build energy modules for offshore rigs. The plant will be located in Santa Cruz, in the outskirts of Rio de Janeiro. The manufacturing plant is slated to begin operations by the third quarter of 2012. Rolls Royce is also seriously considering another \$60 million investment in Brazil in the next 2 or 3 years, in the O&G sector and in other sectors such as airplane turbines.

The location in Santa Cruz was chosen because of its proximity to the company's client base in Rio de Janeiro and also to its proximity to the Campos Basin, where over 80% of the Brazilian O&G is produced, it is also near the Santos Basin, where most of the major pre-salt finds are located and where the new Brazilian oil boom is actually taking place. The fact that the Itaguaí Port is very close is also a definite bonus as it will be used to import most of the equipment that makes up the energy modules. These equipments are all built in the United States. The port will also be used to transport the finished modules to the offshore rigs, when necessary.

In 2010, Rolls Royce South America earned in excess of \$700 million and these earnings are forecast to double in the next 10 years with the increase in shipbuilding along with new rigs and FPSOs already in construction or already ordered. Brazil is responsible for around 80% of Rolls Royce's business in South America and it would be safe to speculate that this percentage is bound to rise even further in the next 5 to 10 years. **Source : SeaCurrents**

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COURSE CRISIS MANAGEMENT IN SHIPPING



The poster for the 'CURSUS CRISIS MANAGEMENT SCHEEPVAART - CCMS 2011' course is divided into two main sections. The top section is a dark blue banner with white text. On the left, it features the logos for 'TOUW B&B Holding Surveyors & Consultants' and 'KOFFEMAN CONSULT BV'. The main title 'CURSUS CRISIS MANAGEMENT SCHEEPVAART - CCMS' is in large, bold, white letters, with '2011' in large blue letters below it. To the right of the title, it says '9 Cursusdagen: vanaf 29 september 2011 t/m 01 december 2011'. The bottom section of the poster shows two photographs: on the left, a red and white ship is being lifted by a yellow crane; on the right, a ship is being towed by a tugboat. At the bottom left, it says 'Novotel - Hargalaan 2 - Schiedam'.

Touw B&B Holding and Koffeman Consult are proud to announce that they will organize for the third year in concession the **Course Crisis Management in Shipping**. Last two, nine days courses were highly successful and participants from the entire shipping industry attended the courses. Certificates were presented by **Ms. Tineke Netelenbos**, former Minister of the Shipping & Transport Ministry in the Netherlands and by **Mr. Hugh Shaw**, the present UK SOSREP.

This year the certificates will kindly be presented by **Mr. Charles Hume**, Chief Executive of the "Shipowners P & I Club" and Chairman of the "International Group's Salvage Sub-Committee"

For more info about the Course please contact :

rotterdam@touw.nl

or

info@koffeman-consult.com

PETROTECHNICS EXPANDS FAR EAST ACTIVITY WITH NEW OFFICE OPENING IN SINGAPORE

Petrotechnics, the global leader in transforming the efficiency and effectiveness of frontline operations in the oil and gas industry, has announced the opening of its new office in Singapore, a move that has the potential to present more than £150million (\$250million) of new business opportunities.

Petrotechnics has already secured a joint contract through its channel partnership with Ara Techbis, with Shell Sabah Petroleum Company (SSPC) awarding it the £150,000 (\$250,000) project following a competitive tender process. Work to deploy the company's electronic integrated safe system of work, Sentinel PRO® is set to commence in November, with further opportunities expected to follow. Staff in Kuala Lumpur are presently undergoing training so that they can use the system during the commissioning of the platform.

George Barry, Petrotechnics' regional manager for the Asia Pacific region will head up the new office, promoting Petrotechnics work execution solution, Sentinel PRO®, to the Far East oil and gas sector. Sentinel PRO® recognises and overcomes the challenges in the unstructured and dynamic nature of managing operations, maintenance and associated activity in the hazardous process industries. It manages frontline work execution by pulling together

procedures and documentation, including risk assessment, isolations control and permits to work, into a single integrated system.

Petrotechnics already has corporate agreements in place with six out of the top ten global oil and gas majors and boasts a market share of over 85% in the UK continental shelf with 40% of the market in deepwater Gulf of Mexico.

Executive vice president, Iain McKay, believes that the expansion will open up further opportunities for Petrotechnics, but will also provide added value to its current clients. He said: "With a number of new projects in the pipeline and the potential for further opportunities in the region, the decision to have an office and team based in Singapore was the next logical step for us.

"A local presence is a prerequisite in order to succeed. We have just completed training for the BP Angola PSVM recently built in Jurong Island by MODEC and the prospective market for us in the Far East region has the financial potential to reach more than £150million in oil and gas alone. This move demonstrates our active approach in the implementation of our growth strategy."

Brazil's Wilson, Sons acquires port services operator

Brazil's Wilson Sons Limited has, through its wholly-owned subsidiary Brasco Logistica Offshore Limitada (Brasco), signed a contract for the acquisition of 100% of the issued share capital of Bric Brazilian Intermodal Complex S/A. (Briclog) for Brazilian Reais (R\$125) million). Briclog provides port services to the oil and gas industry. The closing of the acquisition is subject to various conditions, including a 30-year lease right to operate in a defined 66,860 square meter area in the Bay of Guanabara, Rio de Janeiro, Brazil, together with the assignment of certain other lease contracts to Briclog.

Wilson Sons expects strong growth in the business through synergy with the existing Brasco operations and client base, together with overall growth in the Brazilian offshore oil and gas industry.

As part of Wilson, Sons, Brasco is an integrated port and logistics service provider to the oil and gas industry with a capacity to setup and operate support bases along the whole Brazilian coast. Brasco services include materials management, purchasing, storage, transport, supply of fresh water, fluids for drilling and well completion, fueling of vessels, heavy cargo handling, casing/pipe inspection, container rental, waste management and administrative support. **Source : MarineLog**

Subsea 7 awarded contract in the North Sea

Subsea 7 has been awarded a SURF contract valued at approximately US\$50 million from Dana Petroleum (E&P) Ltd at the Triton Field in the Greater Guillemot Area of the North Sea.

The scope of the contract includes the engineering, fabrication and installation of a 25km 10in water injection pipeline, the installation of a 16km static umbilical and umbilical riser base, together with tie-ins, testing and pre-commissioning. Engineering work has commenced in the Aberdeen office with offshore installation expected during the second half of 2011 **Source : offshore Shipping Online**

BOEKBESPREKING

Door : Frank NEYTS

Nederlandse koopvaardij schepen in beeld Deel 11 & 12

In de reeks 'Nederlandse koopvaardij schepen in beeld' (een uitgave van Uitgeverij De Alk) worden aan de hand van het mooiste fotomateriaal de schepen die vanaf 1945 deel uitmaakten van de vloten van de Nederlandse rederijen voor het voetlicht gebracht. De vaak nostalgische beelden, voorzien van een toelichting, worden voorafgegaan door

een korte beschrijving van de rederijen, waarvan de schepen in het boekje worden getoond. Recent verschenen in de reeks twee nieuwe uitgaven: de delen 11 en 12, respectievelijk "Kleine Handelsvaart (3)" en "VNS".

Deel 11, "Klein Handelsvaart (3)" brengt de naoorlogse schepen in beeld van de families Beck alsmede van de oprichters van het Scheepvaartkantoor Groningen, de families Schuur en Tammes. Heden ten dage zijn hun namen niet meer verbonden met nog varende schepen, hoewel het door leden van laatstgenoemde families opgerichte scheepvaartbedrijf, thans onder de naam Seatrade, is uitgegroeid tot het grootste koelvaartbedrijf ter wereld. Ook twee namen uit de Delfzijlster scheepvaart, De Boer en Engelsman, waren verbonden met de turfvaart en later de kustvaart. Hun naoorlogse coasters zijn eveneens opgenomen.

Deel 12, "VNS" (Vereenigde Nederlandsche Scheepvaartmaatschappij) betreft een speciale uitgave binnen de reeks. VNS ontstond in 1920 als een uniek samenwerkingsverband van de acht grootste Nederlandse rederijen. Mede door het uitgestrekte vaargebied groeide de VNS uit tot een rederij met (in 1960) bijna 70 grote vracht- en vracht-/passagiersschepen in exploitatie, waarvan 45 in eigendom.

"**Nederlandse koopvaardijsschepen in beeld. Kleine Handelsvaart (3)**" (ISBN 978-906013-354-5) en "**Nederlandse koopvaardijsschepen in beeld. VNS**" (ISBN 978-906013-355-2) werden als hardback uitgegeven en tellen respectievelijk 120 en 168 pagina's. De eerste titel kost 19,90 euro, de tweede 24,90 euro. Aankopen kan via de boekhandel. In België worden de boeken verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

OLDIE – FROM THE SHOEBOX



Motortug **PARIS THERIOT**, a typical American tugboat. It was a remarkably sight in an European harbour as Great Yarmouth. During autumn 1968 Frank worked in the office of Bloomfields Ltd (merchants in fish and perishable foods) in Great Yarmouth for some months, which was also the general agent for Norfolk Line in that time. His job was there as shipbrokers clerk, living in a local hotel for some time. The US-tug **PARIS THERIOT** one of our clients. Also **REBECCA THERIOT** and **MARTHA THERIOT** were active in this area. Mostly contracted with offshore related activities. On the above photo the **PARIS THERIOT** is seen arriving in Great Yarmouth during November 1968. The 36 mtr long **PARIS THERIOT** was built in 1967 in Golden Meadow, Houma, USA for Noltly J. Theriot Inc. in Houma under yard number 20, 382 GRT, in her engine room were 2 V16cyl GM, with a total output of 5750bhp, the tug was sold in 1978 to "McAllister Towing Co" at New York, and renamed **BARBARA R. MCALLISTER**, later in 1990 she was sold again, now to "Sause Bros. Ocean Towing Co Inc" at Portland, Oregon and renamed **KEKOA** in July 2007 she was sold again to Taurus Marine were she got her present name **SCORPIUS** Photo : Capt. Frank Haalmeijer ©

.... PHOTO OF THE DAY



The TSHD **CHARLES DARWIN** seen operating in the Itajai Port Access Channel
Photo : Rodrigo João Mélo - www.panoramio.com/user/1451474 ©

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