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The SEVEN HAVILA seen moored near Stavanger
Photo : Pim Korver FILM+VIDEO - www.pkfv.nl ©

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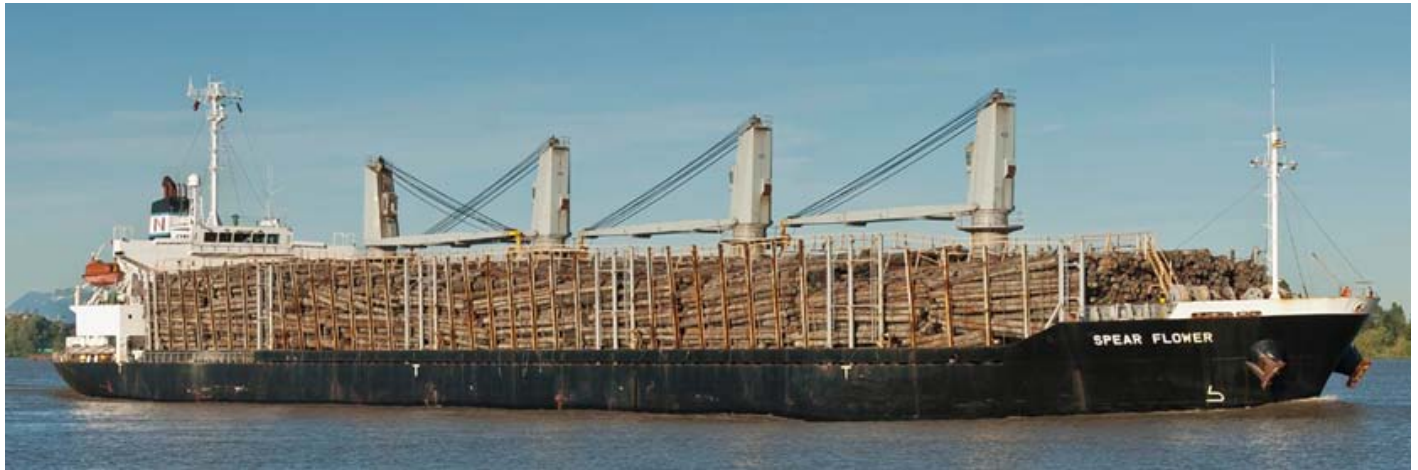
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Above seen the log ship **SPEAR FLOWER**, on the main arm of the Fraser River, Vancouver, B.C. - June 4, 2011

Photo : Mike Zelt ©

Sweet relief as wreck find ends 76-year mystery



The loss of the **Coramba's** crew devastated Depression-era Victoria; now the discovery of the steamer's wreck has brought closure to some families. IT IS more than 76 years since Audrey O'Callaghan last saw her father, Captain John Dowling, but she remembers their last moments together with a clarity born of reliving them in her mind countless times since. She was 12 when she walked her 47-year-old father to the bus stop at Williamstown before he set off on one last journey on the cargo steamer **TSS Coramba**. The return trip to Warrnambool in the state's south-west to collect goods meant he would be gone for a fortnight. But she recalls feeling uneasy.

"We were very close ... I kissed him good-bye and I said, 'Dad, I wish you were at home every night like other dads.' He said, 'I won't be long,' " Mrs O'Callaghan, 88, told The Sunday Age from her home in Angaston, in the Barossa Valley. But the captain's promise was not to be, and his daughter's fears proved well founded. By the time the Coramba was due to leave Warrnambool, the weather had turned. **Captain Dowling** (Left below) requested permission from the shipping office to delay his return, but was ordered out to sea.



In one of Victoria's worst maritime disasters, the **Coramba** capsized off Phillip Island during a storm on 30 November, 1934, and all 17 on board died. "The ship should never ever have sailed. My father was so worried [about the storm] but he was ordered to go," Mrs O'Callaghan said. The devastation of losing her father and his entire crew was deepened by not knowing where the ship had finally come to rest.

Two weeks ago, maritime historian Des Williams and diver Mark Ryan, of not-for-profit Southern Ocean Exploration, ended one of the state's most enduring shipwreck mysteries when they found the **Coramba** lying on its port side 66 metres beneath the surface. "Des promised me that he would never give up, and he didn't. He kept his word," Mrs O'Callaghan said.

Mr Ryan described the find as the sweetest discovery of all. "This is the most looked-for ship in Victoria. It's a very significant shipwreck," he said. "It was lost with all hands - it had a huge impact on the local community." The surviving family members of the all-Victorian crew were stunned by the news. "It's such a relief," Mrs O'Callaghan said. "I'm glad I've lived this long. I was hoping that I might be lucky enough."

Her most treasured memento of her father is a letter he wrote to her when she was a baby and he often spent months at sea. It was a guide for how to live her life in the event that one day he didn't come home. "My mother gave it to me when I was 12. It's the most beautiful letter. I love reading it. He was such a thoughtful man," she said. Her brother Jack, who was nine at the time of their father's death, died in December. He used to stare at the vast waters off Phillip Island wondering where his father's remains lay.

His wife, Norma Dowling, 82, of Seabrook, said: "Jack would have been over the moon ... just to know that somebody had found it and that they were all laid to rest. Just to know where he was. He could have gone down there and said, that's where my dad is." Mr Ryan said the 50-metre cargo steamer was supposed to enter Melbourne through Port Phillip Heads but a fierce gale made that impossible. It was trying to seek refuge in Western Port Bay when it capsized before any lifeboats could be released. The bridge, and the ship's bell and clock - which had stopped at 10.30pm - were washed ashore, as were four bodies.

"I would assume the others were trapped inside the ship when it went down," Mr Ryan said, adding that the wreck may still contain remains. The 17 members of the Southern Ocean Exploration group had been searching for the **Coramba** for eight years before last month's unexpected find, Mr Ryan said. The wreck's location, 15 kilometres south-east of Phillip Island, was "wildly outside" where it was thought to be.

"I was actually out looking for a ship called the Kermandie. I knew that as soon as I put the boat over it and checked it with the depth sounder that what we had found was substantially bigger. I knew straight away that it had to be the **Coramba**," Mr Ryan said. Southern Ocean Exploration had spent nearly \$30,000 trying to find the ship, he said. Diving to the wreck last Sunday, was "absolutely mind-blowing". "The ship's in good condition considering what it went through. The back half of the ship, the stern, is in very good condition, the propellers are good. The front end of the ship is quite broken up from where it hit bottom," he said.

He couldn't see many artefacts, such as bottles or plates, but more dives are planned for coming weeks. Mr Williams' interest in the **Coramba** harks back decades. He wrote the 1985 book **Coramba: The Ship the Sea Swallowed**, and said he had been "obsessing over the damn ship" ever since. "I got more involved with the families and it was the human side of the wreck that really got to me, not just finding the rotten thing. There were 17 people lost. In the late Depression era, it was a horror for the families," he said.

John Sullivan, of Cranbourne, whose namesake grandfather went down with the **Coramba**, agreed that the calamity had been "very traumatic" for the families, and many endured years of financial hardship. He said his 84-year-old father, also named John, had dementia but he would consider telling him the good news. "I am rapt ... the perseverance has paid off." Mr Sullivan said his grandmother's and great-aunt's ashes had been scattered at sea where the ship was believed to have sunk, and he and his father would also have their ashes scattered above the wreck. **Source : theage.com.au**



The **MESSOLOGI** seen sailing from Durban Sunday morning. Slides only of bows and then the tug slid back onto the stern, so not perfect, but lighting was superb ! **Photo : Trevor Jones ©**

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 **HANSA MAGDEBURG** seen in Rotterdam – **Photo : Peet Gralla ©**

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The steam powered tug **FURIE** seen ready to connect up ☺ to the arriving **BOW STAR** in Rotterdam

Photo : Richard Wisse – www.richard-photography.nl (c)

Pakistan Navy to ensure safety from piracy

Pakistan Navy has undertaken a new task to counter piracy incidents at sea and is now playing a more dynamic role to safeguard country's maritime interests. Apart from a role in Cooperative Maritime Security, Pakistan Navy is also undertaking independent operations to protect its flag carriers plying in the Indian Ocean and effectively counter threats posed to Pakistani economy due to rise in piracy incidents at sea.

To successfully ensure safe passage of **MV Islamabad** from Singapore to Port of Sudan and other shipping plying through these areas, **PNS Shahjahan** carried out the task to patrol the piracy prone areas of Indian Ocean region 600 – 1000 NMs South West off Karachi.

PNS Shahjahan remained in the area for five days in extremely rough seas and safely escorted **MV Islamabad** till IRTC (International Recognized Traffic Corridor) in HoA for onward journey to port of Sudan.

During ship's patrolling, pertinent information with regards to piracy activities was obtained. The same helped in promoting PN's resolve for peace and to combat piracy for common good in the Indian Ocean. While **PNS Shahjahan** commenced her voyage for home port, a Pakistani fishing dhow, **AL-SOHAIL** (registered in Balochistan) sent a distress signal around 900 Kms south of Gwadar. Ship was immediately dispatched for providing assistance to stranded fishing dhow. **PNS Shahjahan** upon locating the fishing dhow provided the crew with sufficient food to sustain and subsequently took the fishing dhow under tow despite perilous sea conditions and vagaries of weather. Presence of PN ship at such a distant location provided assurance to the crew which seemed exhausted for being stranded in severe sea conditions. Source: Pakistan Observer



AVRA's latest fleet addition the 43 ton bp **SOUTHWIND** arrived last Sunday in Singapore from the builders in Sibu (Malaysia) - Photo : Piet Sinke ©



The **BAHIA GRANDE** seen arriving at the Port Chalmers container terminal on the 5/6/11. Photo : Ross Walker ©

Navy mulls offering paid security service

Following an embarrassing incident in which the state was forced to pay a ransom to release Indonesians taken hostage on the high seas, the navy has decided to look into the possibility of placing paid security personnel on Indonesian trade ships. However, there are major legal obstacles that may prove to be stumbling blocks.

A meeting between various stakeholders, including businesspeople, the fishermen association chair, and the head of the Indonesian Marine Council, held Wednesday, was one of the first steps to discuss the possibility. The meeting was held just two months after Somali pirates released 20 Indonesian crew of a private vessel after holding them hostage for 46 days. The incident was a stark reminder of the need for security on trade vessels. Navy spokesperson Rear Admiral Tri Prasodjo said that there were several ways for the military to improve protection on trade ships: Including by placing officers on the ships, join a combined international task force, or provide Navy escorts. Tri said the mechanism for receiving income from the utilization of the state's properties and skills was recognized and was usually categorized as non-tax income. Samuel Sampe Lobo, safety and nautical manager at shipping company PT Arpeni Pratama Ocean Line, said that his company had paid US\$26,000 to have armed guards safeguard ships crossing dangerous waters on the way from Australia to the United Arab Emirates. He said a foreign insurance company had agreed to cover up to \$5 million worth of goods on the condition that their ships be equipped with protective wires and armed guards. Samuel said that he would rather pay the money to Indonesian soldiers.

University of Indonesia international law professor Hikmahanto Juwana said that placing military officers on board private vessels was out of the question, as it was forbidden for military personnel to conduct private security services.

"Besides, the TNI [military] could only operate in dangerous areas within international waters. If they constantly safeguard [the vessels], especially if they're equipped with weapons, the nations in which the ships dock in might not allow it," Hikmahanto said. The only feasible options appear to be for Indonesian troops to join the Combined Task Force-15 (CTF-15), which conducts Maritime Security Operations (MSO) in the Gulf of Aden, Gulf of Oman, the Arabian Sea, Red Sea and the Indian Ocean, or for ships to hire private security.

"Retired officers should be urged to join [in the private security services], such as the US' Blackwater," Hikmahanto said, referring to the private military company. According to the International Maritime Bureau, globally there have been 211 reported piracy and armed robbery-related incidents as of May 23 this year. There are currently 26 vessels and 522 hostages held by Somali pirates, and the number of reported incidents involving Somalia has hit 139. The International Maritime Organization (IMO) said in its 2010 annual report that the total number of incidents of piracy and armed robbery against ships reported to have occurred or to have been attempted from 1984 to the end of December 2010, had reached 5,716. Some countries, such as the United States, are using private security services to tackle the threat, while a Reuters special report on the issue last month mentioned that some ships hide their arms before they enter a foreign port to avoid violating the law. Tri said that the form of the regulations for the methods the military would employ to secure ships was not yet determined. "The government will determine which form [the regulation] will take. We want a legal basis that can be accepted nationally and internationally," he said.

Source: Jakarta Post



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The **COSTA DELIZIOSA** seen leaving the IJmuiden locks bound for Amsterdam – Photo : H.Blomvliet ©

Kustwacht heeft druk Hemelvaartweekend gehad

Overzicht van hulpverlening van donderdagochtend tot zondagavond.

Pleziervaart:	75	incidenten
Strand en zwemmers:	5	incidenten
(Kite) surfers	6	incidenten
Beroepsvaart	2	incidenten
Duikers	1	incident
Luchtvaart	2	incidenten

Totaal 91 incidenten.

Hulpverlening heeft plaatsgevonden op de Noordzee, Waddenzee, IJsselmeer, Markermeer, Randmeren en de Zeeuwse - en Zuidhollandse stromen. Ingezet zijn eenheden van de K.N.R.M., het Kustwachtvliegtuig alsmede lokale hulpverleners.

Vermeldenswaardig zijn de volgende incidenten:

Een speedboot vertrokken van Terschelling naar Harlingen meldde later bij de Pollendam bij Harlingen aan de grond gelopen te zijn. Een zoekactie leverde in eerste instantie niets op. Het ingezette Kustwachtvliegtuig trof het bootje en de opvarenden uiteindelijk aan op de Vliehors, aan de Noordzeekant van Vlieland.

Ook de jaarlijkse sloepenrace van Harlingen naar Terschelling leverde de hulpverleners handen vol werk op. Van 5 sloepen moest de bemanning, totaal 40 personen worden geëvacueerd. Allen zijn veilig aan wal gebracht. Ook de sloepen zijn geborgen

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NAVY NEWS



The Royal Fleet Auxiliary Bay Class landing ship **RFA MOUNTS BAY L3008** seen entering Grand Harbour, Malta for the first time on Saturday 4th June, 2011. - Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Vietnam says Russian-bought submarines for self-defence

Vietnam said on Sunday six Kilo class diesel-powered submarines that it was buying from Russia would be used only for self-defence. "We regard this as a normal activity for the People's Army of Vietnam," Vietnamese Defence Minister General Phung Quang Thanh told the Shangri-La Security Meeting in Singapore.

"That is to defend (the country) and take part in national construction. Vietnam's policy is completely for self defence and we would never compromise any other country's sovereignty. But we must deter anyone who tries to compromise Vietnam's sovereignty."

The submarine deal, signed in 2009, is worth \$3.2 billion, according to Russian media. Vietnam is one of the claimants to the oil-rich Spratly islands in the South China Sea, along with Malaysia, Taiwan, China, the Philippines and Brunei.

The People's Army daily, run by Vietnam's Defence Ministry, said Thanh expressed concern to his Chinese counterpart, Liang Guanglie, at the Singapore meeting about an incident last week in which three Chinese patrol boats challenged a Vietnamese oil exploration ship in the South China Sea. All sides say however they are committed to a peaceful resolution of the dispute. **Source : Reuters**

Lost Ark

A Devon-based diver is bidding to sink the former Royal Navy flagship **Ark Royal** off the south coast and turn it into a diving wreck. James Dodrell is leading a bid for the Portsmouth-based aircraft carrier so it can be "laid to rest" off Torbay. Mr Dodrell admitted the plan hinged on obtaining permission from the Crown Estate. He estimated the scheme would cost in the region of £3m to 5m. The vessel, decommissioned in March after 25 years service, was put up for sale on the MoD auction website. Bidders were given tours of the vessel in Portsmouth Naval Base at the start of May. Mr Dodrell told the BBC: "Instead of cutting her up for scrap, she would become home to hundreds of marine animals. "We have approached the Crown and the answer is still pending."

Mr Dodrell said the hundreds of doors on the vessel would have to be removed for safety reasons. The work needed, including towing it to Torbay and sinking it could cost in the region of £1m. He guessed the vessel would be sold for

between £2m and £4m and, if his bid was successful, the money would be raised through charitable donations. He said: "It's a bidding war and it's not just the man with the most money, it's the man who has the right idea." Mr Dodrell pointed to the success of the former **HMS Scylla**, a Royal Navy frigate which was sunk off Cornwall in 2004. The site is home to about 250 species and can accommodate up to 300 divers a day.

Defence chiefs are reportedly backing a plan to use the **Ark Royal** as a floating commercial helipad in London. Other proposals include turning it into a school, a nightclub or a base for security personnel during the Olympics. But it could also be sold for scrap like its sister ship, **Invincible**. Bidders have until 1000 BST on 13 June to submit their tenders.

Source : ShipTalk



The **CVN 77 GEORGE HW BUSH** seen anchored off Portsmouth with the **ROSSINI** alongside

Photo : Krispen Atkinson ©

See the deck crew onboard the Aircraft carrier John Stennis in action at :

http://www.youtube.com/watch?v=Lic7jWqejk8&feature=player_embedded

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The **COSTA VICTORIA** seen outbound from Dubrovnik – Photo : Lockhart Rae ©

Record results for Norway's Kleven Maritime

2010 was a "golden year" for Kleven Maritime, the Norwegian shipbuilding group reports. The group delivered record results for 2010. Operating profit was Nkr 238.7 million, an increase of 96 million compared with 2009, which itself was a record year. Pre-tax profit was Nkr 213.8 million, an increase of 9.3 million from 2009. Norway's biggest Norwegian-owned shipbuilding group said it is well on track into 2011 as well. Its orderbook stands at 10 ships, with a combined value of Nkr 3.7 billion. The company's CEO Ståle Rasmussen said he was "satisfied" with the 2010 results, but emphasises that the company is "working continuously" to increase added value and profitability. "Skilled and hard-working employees is key to the success," he said. "Also key is innovation in working methods and production systems." "Through collaboration with customers and suppliers we have found good solutions at both yards in the Kleven Group. 2011 looks promising. The order reserve will keep Kleven Maritime occupied until December 2012. We are also optimistic about future orders," he said. Source : Offshore Shipping Online



Seen at the **GSP SHIPYARD CONSTANTA ROMANIA** the load out of a 101 mtr long and 1300 tons jacket ready for transportation to Akcakoca /turcia - Photo : Neagu Nicolae Daniel ©

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Peru concession awarded

The Yurimaguas consortium has been awarded a concession to build and manage a new port in the Loreto region of Peru. Out of the three other pre-qualified bidders, only this grouping - made up of Peruvian and Ecuadorian construction companies - entered a full range of bids. Investment of \$43.7m will be needed for the terminal which will be built close to the town of Nueva Reforma, some 20 km downstream from the existing port. In addition to the port, a new 10 km linking road will also be built as part of the 30-year concession. **Source: Port Strategy**



The **MAERSK EMDEN** seen at Maaspilot station – **Photo : Chris Wouters ©**

Malta Confirms Maersk Move

Maersk Line will operate scheduled services to the Mediterranean island port of Marsaxlokk, Malta Freeport Terminal confirmed. The Danish carrier said last week it would relocate its central Mediterranean hub to Malta from Gioia Tauro in southern Italy in early July. The Freeport terminal, operated by French carrier CMA CGM, will transship containers from Maersk Line's Asia-Europe services onto feeder vessels serving Mediterranean ports. Maersk also will operate transshipment services under a vessel-sharing agreement with CMA CGM. These include the AE15 service that links the Mediterranean to the Middle East and Asia and the Westmed service connecting the Mediterranean to the U.S. East Coast. Seago Line, Maersk's recently established pan-European feeder carrier, also will call Malta Freeport on the northbound and southbound legs of the Scanmed service linking Greece and Turkey to northern Europe and Scandinavia. The Maltese transport ministry said the Maersk contract, won in the face of stiff competition from

Mediterranean transshipment hubs, would secure the jobs of 1,200 port workers. Separately, the ministry said the Freeport received a request from CMA CGM seeking consent to transfer half of the equity of the terminal from its subsidiary Terminal Link to Turkey's Yildirim group. "This request is being evaluated by Malta Freeport Corporation (the port landlord) prior to making a recommendation to government," the ministry said. Yildirim, which paid \$500 million for a 20 percent stake in CMA CGM in 2010, has said it agreed in principle to acquire 50 percent of the Malta Freeport terminal for approximately \$286 million. CMA CGM won a 30-year concession to operate and develop the terminal in 2004, extended to 65 years in 2008. The terminal has invested more than \$250 million in infrastructure and equipment since the privatization. **Source: The Journal of Commerce**



The **TOR VIKING II** seen arriving with the **GRYPHON A** in Rotterdam Caland canal, assistance was given by the tugs **SMIT EBRO**, **SMIT HUDSON**, **SMIT SEINE** and the **FAIRPLAY 24**, the **GRYPHON A** was moored at the Heerema location - **Photo : Kees Torn ©**

India: Exporters accuse shipping firms of charging exorbitant fees

Export service providers such as shipping companies are currently levying 'exorbitant' fee in the name of Terminal Handling Charge (THC) on export cargo. This 'unfair trade practice', exporters said, has forced them to lodge complaints with the Ministries of Commerce and Shipping. This high fee is 'illegal' as it is more than three times the official THC, Mr S.P. Agarwal, President, Delhi Exporters Association, told Business Line. THC is levied from shippers (exporters/importers) by shipping lines for the costs borne by them at the port of shipment or destination to move/handle containers. Mr Agarwal said the exporters had met the Shipping Secretary, Mr K. Mohandas, recently to lodge their complaint and were assured that it would be looked into.

Mr P.N. Suri, President, Northern India Shippers Association (NISA), said exporters also met the Commerce Secretary, Dr Rahul Khullar; the Director-General of Foreign Trade, Mr Anup Pujari; and the Minister of State for Commerce and Industry, Mr Jyotiraditya Scindia, on the issue. Exporters claim that though the THC levied from them should legally be only around Rs 2,610 per 20-foot container and Rs 5,200 for 40-foot container – official charges at the Jawaharlal Nehru Port Trust – the service providers charge Rs 7,000-15,000 and Rs 12,000-23,000 respectively as THC. They said these service providers do not provide them a break up of the charges even when asked. Some of them even term THC as Original Land Freight, which exporters say, has no relevance to THC. Exporters said Inland Haulage Charges are always paid by them, adding that the service providers were misleading them.

BILL OF LADING

Exporters have also complained to the Ministries of Commerce and Shipping that the service providers are 'wrongly' charging them Rs 900-3500 for providing Bill of Lading. Explaining the issue, Mr Agarwal said Bill of Lading is just a receipt given by the carrier after accepting the goods for shipment, adding that it is to be provided like a railway receipt or transport receipt. He said even the Bill of Lading Act and Carriage of Goods Act does not mention that charges can be levied for providing the receipt. "Around 10-15 years ago there were no charges for giving this receipt. Then, till around 5-6 years back, the service providers started charging a 'nominal' fee of Rs 50-200 for the receipt. But now it has gone to as high as Rs 3,500," he said. Mr Suri said there is no rationale for this charge levied by the service providers, adding that there should be some check on this practice.

IMPACT ON EXPORTS

He said the THC and the fee to provide the Bill of Lading now being levied are "very high" and increases transaction cost for exporters, in turn resulting in exports becoming uncompetitive in the global market. These service providers are nominated by the importers or buying houses abroad, Mr Agarwal said, adding that since they know that exporters would not want to displease their buyers, they resort to 'exploiting' exporters. Mr Punit Chaudhry, Executive Secretary,

NISA, said service providers such as shipping companies, consolidators and freight forwarders are not regulated by any law. According to NISA, the Shipping Trade Practices draft Bill should be tabled in Parliament in its original form at the earliest to check malpractices of these service providers. Exporters alleged that the Bill is being diluted and delayed due to lobbying by these service providers. **Source: The Hindu Business Line**



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Pacific Drilling receives delivery of its drillship the Pacific Mistral

Pacific Drilling S.A. announced today that it has received delivery of its newest drillship, the **Pacific Mistral**. The

Pacific Mistral can operate in water depths of up to 12,000 feet and drill wells of up to 35,000 feet total depth. The rig features technologically advanced equipment that allows customers to improve drilling efficiency, including offline handling capabilities.

The **PACIFIC MISTRAL** –
Photo : via Kevin Lutter ©

Pacific Drilling CEO Chris Beckett stated, "We are proud to announce the delivery of the **Pacific Mistral**. This constitutes the third on-time, on-budget delivery in Pacific Drilling's fleet of six premium ultra-deepwater drillships. The final payment to the shipyard was substantially funded by

our Project Facilities Agreement lenders, consisting of two Export Credit Agencies and nine commercial banks based in the United States and Europe. We are in the advanced stages of negotiations with several major E&P companies and expect to announce a drilling contract for the **Pacific Mistral** in the near future." **Source: Business Wire.**





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The **NORMAN SPIRIT** seen in Portsmouth – Photo : Krispen Atkinson ©

Thailand: Port congestion hits hard

Businesses are calling for a proper resolution within this month to the temporary closure of two wharves at the Bangkok Port because it is affecting Thailand's export sector. Pornchai Euaweerawat, the vice-president of the Customs Broker and Transport Association of Thailand, said business operators would be hit harder should shipping companies continue to collect excessive service charges, especially when exporters are trying to lower their logistics costs.

The two wharves, out of a total of seven operating at the Klong Toey port, have been closed for maintenance since October last year, resulting in heavy congestion and inability of many ships to call at the port as scheduled. Those that could find berths have asked for higher surcharges for unloading containers, with certain liners having asked for an additional US\$50 to \$100 per container, resulting in extra costs of up to 215 million baht a month to exporters. Some operators had to switch to air transport for products that need immediate transport, while facing the burden of increased costs.

Suwat Asavathongkul, chairman of the Bangkok Shipowners and Agents Association, said 40% of all ships that used to operate at the Bangkok Port have switched to the Laem Chabang port which charges an additional \$100 per container, the cost shipping companies have passed on to customers. He urged the Port Authority of Thailand to adopt a fixed schedule for ships similar to airlines to replace the current "first-come, first-served" system that makes it difficult to schedule shipping deliveries. "In the shipping business, uncertainty equals larger costs. If the Port Authority of Thailand is able to guarantee fixed berth windows, ships do not have to wait, and shipping operators will not have any

excuse to collect more service charges for the fuel that is wasted. I think that is when everyone will come back [to the Bangkok Port]," he said. Komol Sribangpleenoi, deputy director of the Bangkok Port's Ship and Cargo Operations Department, said that the port was almost deserted because of the switch to the Laem Chabang port. Since the beginning of May, the waiting time for ships at the Bangkok Port has not exceeded two days, he said. To the suggestion of fixed berths, Mr Komol said that due to the various delay factors for ships, it would be difficult to fix schedules. "They [shipping companies] are trying to create a new standard for us. Currently, ships have a waiting time of one day, which I think is already acceptable," he said. The closure of the two wharves has lowered congestion by 40% from 200 container ships per day, he said. Mr Komol said the two wharves were expected to open by the end of October this year. Thanit Sorat, vice-chairman of the Federation of Thai Industries (FTI), estimated that 17% of goods destined for ship transport had faced delays in shipment, as there are products going to Europe and the United States that need to board parent ships in Singapore or Malaysia. The FTI is inviting five political parties to discuss infrastructure issues next Friday, said Mr Thanit, who also heads the FTI's logistics department. **Source: Bangkok Post**



Above seen the dredging works of Lascaris Wharf at Grand Harbour, Malta on Saturday 21st May, 2011 after the MEPA (Maltese Planning Authority) approved a development application submitted by Transport Malta for the extension of Lascaris Wharf towards the Old Customs House in order to make it easier for large cruise liners to berth with the wharf to be aligned with Pinto Wharves at the Valletta Cruise Port. The existing quay of 1,490sq metres will be extended by a further 1,170sq metres. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**

The shipping industry in Hong Kong is hugely dependant on China

Global shipping continues to suffer from overcapacity caused by ships ordered during the pre-downturn boom years coming online. With demand still depressed, the three shipping sectors - container and dry and liquid bulk - are all struggling to maintain rates in the face of overcapacity. Indexes are falling and ships are increasingly being forced to operate below break-even rates. Huge geopolitical events, such as the Arab Spring and the Japanese earthquake, have further complicated market dynamics in the shipping sector. How the Japanese disaster in particular affects Hong Kong remains to be seen. What seems certain is that the special administrative region is hugely dependent on trade from the mainland. As industry continues to move further inland and mainland ports are further developed, Hong Kong will struggle to maintain its position.

Headline Industry Data

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 158

- 2011 port of Hong Kong tonnage throughput forecast to grow 3.7% to reach 277.65mn tonnes, and to rise to 312.5mn tonnes in 2015.
- 2011 port of Hong Kong TEU throughput forecast to grow 6.9% to achieve 25.34mn TEUs, and to rise to 27.84mn TEUs in 2015.
- 2011 trade growth forecast at +5.07%.

Downside Risk For Hong Kong As Maersk Heads To The Mainland: Maersk Line, the world's largest box carrier, announced in March it was set to cut the number of calls it makes at the port of Hong Kong. The decision presents downside risk to our forecasts for the port and could see the facility fall behind mainland facilities in terms of box volumes handled, as the trend to move to mainland ports continues.

Government To Reduce Marine Fees: In January the government of Hong Kong announced it would be cutting 24 marine-related fees and tariffs for the Marine Department's services. The amendments will see a reduction in government revenue of US\$5.9mn a year. One amendment to be made was the reduction by 20% of examination fees for Certificates of Competency.

Hong Kong Joins Nations Sanctioning Iran: Also in January, Hong Kong became the latest country to issue sanctions against Iran. The government of Hong Kong released a statement on January 19 announcing that it was 'preparing the necessary subsidiary legislation to... give effect to new sanctions against Iran', and was 'striving to complete the work as soon as possible'.

The decision by Maersk Line to cut the number of calls it makes at the Port of Hong Kong offers serious downside risk to future throughputs at the port, and could see Hong Kong lose further positions to mainland Chinese facilities.

Source: Companies and Markets



The **MAERSK LEADER** and **MAERSK LOGGER** seen close to Stavanger – Photo : Pim Korver FILM+VIDEO ©

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Baltic Fuel Company adds new vessel to its fleet

Baltic Fuel Company Ltd. (BFC) on June 2nd put into service the **TM-10**, another bunkering tanker beefing up its fleet to 31 vessels, supplying bunker fuel in the waters of Big Port St. Petersburg, the company's press service said. BFC purchased the tanker from a Russian shipowner this May. The ownership certificate of the vessel was received in June 1, 2011.

The double hull tanker **TM-10** has a length of 57.7 m, beam - 9.55 m, tonnage - 300 tons. The vessel is fully compliant with the requirements of the International Conventions of MARPOL. Stanislav Korneyev, BFC's General Director Korneyev says his company is actively pursuing its own strategy to upgrade the fleet and bring it into line with international requirements for vessels transporting crude oil and oil products. St. Petersburg-headquartered Baltic Fuel Company was established in 2008 to manage the bunkering companies of the holding. For over 10 years, the Group's divisions have been engaged in oil products export, bunkering operations, provision of environmental services, etc. BFC now operates the bunkering fleet of 31 vessels in the North-West Russia. Baltic Fuel Company ranks among top 3 leaders in the market of bunkering services at the ports of St. Petersburg and Leningrad region. **Source: Port News**



The **VEGA SATURN** seen arriving in Willemstad (Curacao) - **Photo : Kees Bustraan ©**

Rowan announces contracts to build two 12,000 foot drillships

Rowan Companies, Inc. announced that a subsidiary has entered into turnkey contracts for the construction of two ultra-deepwater drillships with a cost of approximately \$605 million each. The drillships will be constructed by Hyundai Heavy Industries Co., Ltd. ("HHI") at its Ulsan shipyard, and are expected to be delivered in late 2013 and mid-2014.

Matt Ralls, President and Chief Executive Officer, commented, "Our long-stated strategy has been to focus on and diversify our offshore drilling business, and we are excited to take this first step into the ultra-deepwater sector. This

investment will expand the breadth of Rowan's drilling services and enable us to address significant market and customer opportunities in the deepwater arena."

The construction cost is expected to be funded from available cash, cash flow from operations and short-term borrowings. Construction cost includes commissioning, project management, owner-furnished equipment, spares and rig inventory, but excludes capitalized interest. The agreement with HHI also includes an option for an additional drillship of the same specification, exercisable in the third quarter of 2011, for delivery in the last quarter of 2014..

The drillships are of the **GustoMSC P10,000** design and are capable of drilling wells to depths of 40,000 feet in waters of up to 12,000 feet. The DP-3 compliant, dynamically-positioned drillships will be equipped with retractable thrusters, dual-activity capability, five mud pumps, dual mud systems and a maximum hook-load capacity of 1,250 tons. Each will also be equipped with a seven-ram BOP incorporating full acoustic backup control and storage and handling facilities for a second BOP. The drillships feature hull integration with below-deck riser storage, four million pounds riser tensioning, main load path active-heave drawworks with crown-mounted compensation, three 100-ton knuckle boom cranes, an active-heave 165-ton crane for simultaneous deployment of subsea equipment, a variable deck load capacity of 20,000 tons and accommodations for 210 personnel..

The construction cost of \$605 million presented above is based on a 12,000 foot capable rig equipped with 10,000 feet of riser in order to enable comparison to previous newbuild drillship announcements by other companies. It is the company's intention to equip these rigs with 2,000 feet of additional riser so they will be fully outfitted upon delivery to conduct operations in waters of up to 12,000 feet. In addition, each drillship will be equipped with a second BOP for minimizing well and between-well non-productive time. Further, the company will incur operational training and personnel ramp-up costs in readying the drillships to commence well operations. The cost of the added equipment discussed above, plus these training and ramp-up costs, is estimated to be approximately \$50 million per drillship..

Ralls added, "These drillships will enable us to offer our customers unmatched capabilities at a competitive construction cost. With the innovative design and redundancies built into them, they should deliver significant efficiencies in well construction and field development for our customers. In addition, they will meet current country-required specifications and anticipated regulatory requirements. We believe these drillships, when delivered, will be the most capable in the global floating rig fleet and, given our proven operating reputation throughout the world, should find strong acceptance among oil and gas operators." "The proven capabilities of HHI and this Gusto design coupled with the strength of our deepwater management team make us highly confident that these drillships will be delivered on time and within budget." **Source: PR Newswire.**



The **TOR VIKING II** seen at Maaspilot station – **Photo : Hans Hoffmann ©**

.... PHOTO OF THE DAY



Birdseye view of The FPSO **GRYPHON A** seen towed by the **TOR VIKING II** at Maaspilot station last Sunday the 5th. The **GRYPHON A** will stay at the Calandcanal for a month to remove the fwd thrusters etc to prepare for drydocking and then shift to **Damen Schiedam**. It is planned that she will stay in drydock until the end of the year for a major overhaul and then another couple of months alongside at the yard. All in all a nice order for the shipyard.

Photo : Hans Hoffmann ©

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