

Oyster



Earlier this year, Boskalis declared 2011 a 'year of transition', having ended 2010 with a revenue-high of EUR 2.7 billion, net profits of EUR 311 million and an orderbook of EUR 3.2 billion. This August, they declared having inked a net profit of EUR 114.1 million in the first six months of 2011 – down from the EUR 123.9 million halfway through 2010. The orderbook still had another EUR 3 billion left.

Belgian Jan de Nul described the outcome of their 2010 efforts in words similar to those of their Dutch competitor. But then they were the only ones among the world's four dredging majors that had to report a decrease in 2010 net profit as well as turnover when compared to 2009. Still, they managed a 2010 net profit of EUR 113 million and revenue of EUR 1.8 billion. To complete the number crunching: DEME reported a 2010 turnover of EUR 1,801 million, netting a profit of EUR 116.5 million, and Van Oord reported a net profit of EUR 165 million on a EUR 1,578 million turnover.

There is of course more to the majors' operations than round-the-world dredging. Offering scour protection for offshore structures, protecting underwater pipelines and offshore wind farm installation services for instance. Jan de Nul stated that in particular their offshore assets had kept their results at the level they reached. Fleet expansion with regard to offshore operations is very much ongoing at all four competitors. Van Oord recently bought a shallow water pipe lay barge, extending their services to the offshore industry, and Boskalis launched their Rockpiper fallpipe vessel.

The world being their oyster, these particular 'riches' are being plucked from Asian waters instead of our European ones. Now the interest in deepsea mining is growing, another area of operations is starting to open up. Boskalis is already involved in a project in New Zealand and DEME and IHC Merwede have their OceanFLORE joint venture. With regard to potential deepsea mining newbuilds, I do hope that all involved will not forget the oysters our own shores have on offer.

*Robin Zander
editor-in-chief*

Ship Building

i n d u s t r y

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Front cover and background picture contents page: Recent, present and upcoming investments have been drastically modernising and rejuvenating the DEME fleet since the beginning of the 21st century. The Congo River (front cover) is one of their latest additions. Her shallow draught, allows the mega trailing suction hopper dredger to operate in shallow waters with limited depth even when fully loaded. The 30,000m³ vessel can however dredge up to depths of 100 m. The Breughel (background picture contents page) is currently undergoing final outfitting. More on page 30.