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### Number 063 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 04-03-2011

News reports received from readers and Internet News articles copied from various news sites.

A photograph showing two workers in red safety gear on a platform, handling a large yellow cylindrical object, possibly a buoy or a component of an offshore structure.

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Last week the Crew of The Volvox Olympia said goodbye to it's Capt. J.Vliegthart after more then 5years onboard with a selfmade Draghead Gantry Including suctionpipe and draghead. From all of us good luck on your next vessel

# IN MEMORIAM

Na enkele jaren gevochten te hebben tegen zijn ziekte heeft



**ANDRE SCHREUDER**

de ongelijke strijd verloren

Net als de zee, gaf jij deining aan ons leven

Amsterdam 25 maart 1955

Heemskerk 27 februari 2011

Namens mijzelf, en alle lezers van de shippingnewsclippings wens ik

**Marion , Manon en Vivienne**

Alle sterkte toe welke ze nodig zullen hebben met dit verlies

De Uitvaart dienst vindt plaats op zaterdag 5 maart 2011 van 11.00 tot 12.00 uur in de  
H.Laurentiuskerk  
A.Verherenstraat 2  
Heemskerk

Na de dienst word er gezamenlijk gereden voor het laatste afscheid naar  
Crematorium Westerveld  
Duin en Kruidbergerweg 2-6  
Driehuis

Daar zal de stoet aankomen om 12:45 uur  
Na de crematie is er mogelijkheid om te condoleren

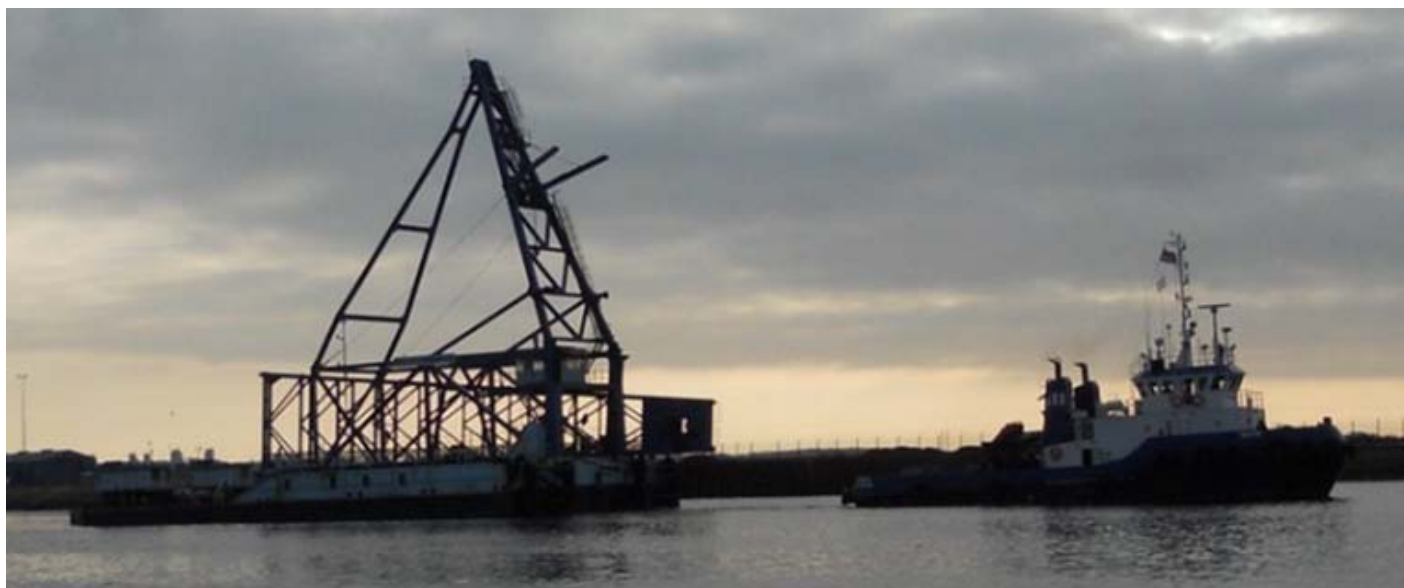
**\*\*\*\*\* ANDRE, RUST ZACHT \*\*\*\*\***

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## EVENTS, INCIDENTS & OPERATIONS



Above seen AVRA's tug **SOUTH** departing from Barrow in Furness with the crane pontoon **CONVEYOR**

## SOMALI PIRATES FREE BRAND-NEW BULKER

The German-operated bulk carrier **MV EMS RIVER** is sailing free after Somali pirates holding the vessel received a ransom, our observers confirmed, **MV EMS RIVER** was seized at 13h03 UTC (10h03 local time) on 27 December 2010. The German-operated **MV EMS RIVER** came under attack by a Pirate Action Group operating from sea-jacked MT MOTIVATOR acting as mother-ship in position 17 57.7N - 057 43.8E. The crew managed to lock themselves into the citadel (strongroom), but later the seamen were overwhelmed.

The merchant ship was pirated approximately 175 nautical miles (280 kilometres) North East of the port of Salalah, Oman, EU NAVFOR's Wing Cmdr. Paddy O'Kennedy confirmed today, Tuesday. Already on the day of the capture an ECOTERRA spokeswoman had described the situation in a report by ECOP-marine as extremely dangerous, because a collision or other mishap during the attack could have led to a disastrous oil spill from the **MT MOTIVATOR** used by

the pirates as their launch, since it carries a huge load of lubrication oil and the attacked **MV EMS RIVER** carries likewise dangerous goods in form of a cargo of petroleum coke. **MV MOTIVATOR** was in the vicinity of Antigua/Barbuda-flagged EMS RIVER throughout the attack which further enforces the current pirate modus operandi of the use of already pirated large vessels as mother-ships.

The 5,200 dwt general cargo ship, which is was on her way to San Nicolas, Greece from Jebel Ali in the UAE at the time of the attack. The relatively small general cargo ship - originally named **MV GRONA BISSUM** - with a gross tonnage of 3,500 has a crew of 8, comprising one Romanian, possibly of Russian origin, and seven Filipinos. It is managed by GRONA SHIPPING GMBH & CO KG for registered owner GRONA AMMERSUM, a subsidiary of Grona Tankers GmbH & Co KG from Leer, Germany and is insured by Britannia Steamship Insurance Association Ltd. **MV EMS RIVER** is a brand new vessel, which Mr. MARKKU JUHANNI VEDDER from Grona Shipping of Winschoten had received just this year.

The Department of Foreign Affairs of the Philippines stated: "The DFA-OUMWA (Office of the Undersecretary for Migrant Workers Affairs) continues to coordinate closely with the concerned Philippine Embassies, the vessels' principals and the local manning agencies for the early and safe release of the seafarers." The DFA added "The Philippine Foreign Liaison Officer to the Combined Maritime Command in Bahrain, Commander Gaudencio Collado, is now coordinating with naval authorities to resolve the case." NATO finally confirmed the sea-jacking also and observed the vessel on 28. December in position 15°21N - 057°52E being commandeered with course 211° at speed 11 knots towards Somalia. Dedicated negotiations had then commenced and were concluded in just two month. The pirates on the **MV Ems River** left the bulker after receiving the ransom, and the vessel is sailing now free with her crew reportedly unharmed. Source : ECOP Marine

## SANTA CLARA NAMED IN DURBAN



top : The **SANTA CLARA** seen moored in Durban – Photo : Aad Noorland ©



When she arrived in Durban she already had 2 daughters , and when she left she had three , **Margot Blume-Gast** told hundreds of guests.

The third daughter was a 300 mtr long containership that she had the job of naming at Pier 1 terminal at Bayhead.

Durban was given the honour of hosting the naming ceremony because it is the

largest containerport on the ship's operating route



This is a very special experience, said **Margot Blume Gast**, wife of Dr Ottmar Gast, chairman of the executive board of Hamburg Sud, one of the 20 largest container companies in the world. Margot Blume-Gast christened the bright red ship **SANTA CLARA** with a bottle of German Henkell sparkling wine as the guests in a marquee on the quayside applauded. The **SANTA CLARA** boasts the worlds biggest reefer capacity (1600 reefer plugs) which refers to the number of refrigerated containers that she can carry, it can also carry 7100 TEU (20-foot) containers and is the largest vessel to have sailed under the Hamburg Sud flag, The **SANTA CLARA** is the first of 10 new generatyion Hamburg Sud containerships in the **SANTA-Class** to be built and cost \$ 120 million  
**Photo's : Hamburgsud-South Africa**



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## CSCCL sends containerships to evacuate Chinese from Libya

CHINA Shipping Container Lines was requested by the China Ministry of Foreign Affairs to assist in the evacuation of Chinese nationals from Libya. The carrier attached great importance to this matter and immediately founded an emergency command centre to give full support to the evacuation.

The emergency command centre is made up of two teams. One is responsible for offering help in commercial operations; the other will deal with security. CSCL has sent two containerships, the New [Qinhuangdao](#) and the New [Fuzhou](#) vessel to the Port of Benghazi. **Source : Schednet**



The super mega yacht [Prince Abdulah Aziz](#) laying at anchor off Nassau roads. In foreground Nassau's iconic lighthouse and PAA tender ferrying guests ashore. At 482 feet, she is the 7th largest yacht in the world. Crew 65

**Photo : Capt. Mark Pertuiset (c)**

## **Pirates reach Somalia shore with Danish hostages**

**Landfall likely means a protracted hostage situation for Danish couple and three teenage children**

A Danish family kidnapped by pirates has reached the shore of Somalia, officials and a pirate said Wednesday, likely meaning a long hostage ordeal for the couple and their three teenage children who were abducted while yachting around the world.

A Somali pirate had warned that if any attempt was made to rescue them, they would meet the same fate as the four American yachters slain by their pirate captors last week. Any chance of a quick rescue seemed to disappear Wednesday.

The sailboat being piloted by Jan Quist Johansen, his wife and their three children, ages 12 to 16, anchored near the coastal village of Hafun late Tuesday, said Yusuf Abdullahi Sanyare, the commissioner of Hafun, which lies on Somalia's northern tip.

Abdiaziz Mohamud Yusuf, the spokesman for a community group called the Puntland Peacemakers, told The Associated Press that the family has been taken on land. However, a Somali pirate who gave his name as Muse Abdi said the family was transferred to another, larger pirated ship. "They are safe. They were just transferred from the boat to the big ship," said Abdi, who has provided reliable information in the past. "They have been added to other nationals in another ship to avoid any possible attack." Two adult Danish crew members were also seized in the attack last Thursday on the Johansens' 43-foot sailboat. The Johansen family was aware of the pirate threat in the waters off East Africa, but believed that warships patrolling the waters would protect them, according to entries on their travel blog. Maritime experts said the Johansens had foolishly placed themselves in grave danger off Somalia's lawless coast despite warnings from naval forces struggling to police the area against pirates.

Yusuf, who said he has been contacted by a Danish official in Nairobi, said pirates moved the hostages from the sailboat because of a rumor that a warship was heading to the scene. Yusuf's group has been involved in anti-piracy campaigns. **Source : Salon**



The **Disney Magic** seen leaving St. Thomas. - **Photo : Frank de Vries ©**

## Dry bulk market keeps gains, but demand seen modest say analysts

The dry bulk market has been on the upside so far into the week, with the Baltic Dry Index (BDI) rising once more yesterday to reach 1,281 points, up by 1.51% on the day. The leader of the day, in terms of gains, was the "forgotten" Capesize market, which was up by 1.75%, but still lagging from both the Supramax and the Panamax segments. According to Fearnley's latest report, commenting on the Capesize market, "two months into 2011 and we see the full effect of the sad reality describing the cape market. Last week bunker prices made a big jump, resulting in slightly improved rates but even more ships at anchor. West Australia round is presently between USD 6.50 and 7 pmt, whilst fronthaul remaining steady around low USD 18. A lack of cargoes around and more tonnage coming suggesting the present poor mkt to continue for some time" said the shipbroker.

Meanwhile, according to the market outlook described by Hellenic shipping company Goldenport Holdings Inc, which yesterday reported its financial results, "for 2011 dry bulk shipping capacity is expected to grow at an accelerated pace (especially in the larger vessel sizes) despite potential delays and cancellations of up to one third of the new-building vessels on order. Whilst the supply side of the dry-bulk sector will show a large increase, so should demand. About 50% of the total seaborne dry bulk trade is connected with the steel industry (iron ore, coking coal, steel products, scrap, etc). In 2010, global steel production increased by 15% reaching a new all time high record of 1.4 billion tons. For 2011 global steel production is set to continue to grow by at least another 100 million tons with demand from Asian countries leading the way.

Considering the strong correlation between freight earnings and performance of the steel industry, as well as the positive underlying environment in the grains trade with China increasing its level of imports, the outlook for the dry cargo market may not be as gloomy as seems at first glance. Traditionally the dry bulk market has been much more sensitive to changes in demand rather than that of supply. Therefore the expectation of strong demand in 2011 is pivotal for the development of the market. Whether that pattern will apply in the near future, remains to be seen.

Charter rate volatility was certainly a key feature during 2010 and this is expected to continue into 2011. The spot market reached very low levels in early February however the view from the derivatives' market (FFA market) for the rest of the year is more positive.

Goldenport continues to be well placed to maintain the visibility of its cash flows with 67% of the operating dry-bulk fleet available days for 2011 already fixed under period employment. This figure excludes the two new building vessels which are expected to be delivered within 2011" said Goldenport. Meanwhile, an oversupply of ships will pose problems for the dry bulk industry and keep freight rates under pressure over the next two years, Moody's Investors Services said in a report. The dry freight market has been hit by growing deliveries ordered before the economic turmoil of 2008, with the pace of ships hitting the water set to rise between 2011 and 2012. "The current dry bulk

order book represents about 54 percent of the tonnage on the water," the credit ratings agency said. "Most of these new vessels are due for delivery in 2011 and 2012, creating a supply-demand imbalance that will depress freight rates," it said, adding that while scrapping, the postponement or cancellation of deliveries and port congestion were likely to alleviate some of the pressure on freight rates, those "traditional safety valves" were unlikely to absorb all of the excess supply. "Consequently, we foresee negative pressure on the industry for the next 18 to 24 months," it said.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **UNION FIGHTER** seen departing from Lobito, Angola with the **H-404** bound for Port Amboim, Angola  
Photo : Willem van Woercom ©

## Navy officials discuss piracy agenda at IMO

Within the context of IMO's World Maritime Day theme "Piracy: orchestrating the response", a meeting took place at the Organization's headquarters. Invited to the meeting were representatives of countries that participate in the anti-piracy campaign off the coast of Somalia by making available naval assets and military aircraft. It was also attended by representatives of the shipping industry.

The meeting focused on the third objective of the IMO Action Plan launched in early February, namely "to promote greater levels of support from, and co-ordination, with navies" In this respect, appreciation was expressed to the commanding officers, officers and crews of the vessels deployed to protect shipping off the coast of Somalia and to their Governments for dispatching them there and bearing the considerable costs of their doing so. The meeting discussed matters pertaining to better co-ordination among, and optimal deployment of, naval vessels operating in the Gulf of Aden and in the Western Indian Ocean area as well as the legal basis of their operation for maximum efficiency.

The general view was that the resources currently made available are insufficient to provide the levels of protection for merchant shipping required to cover the vast Indian Ocean region and that increased political awareness and engagement are required for a proportionate response to the challenges faced if seafarers, the transportation of vital humanitarian aid to Somalia and the Gulf of Aden as a vital shipping lane are to be adequately protected.

The meeting considered necessary that:

- regulators and industry should continue their work to create the necessary framework for effective action to stem the scourge of piracy off the coast of Somalia;
- Governments should show that their political will is translated into resources being made available to match the level of their political ambition;
- ships transiting piracy-infested areas should comply with the recommended best management practice guidance and measures; and
- navies should continue their efforts to support, deter, intervene, arrest and forward pirates to be tried. Source: IMO

## Vaigach icebreaker to be deployed in the Gulf of Finland till late March

According to preliminary plans, the nuclear-powered icebreaker **Vaigach** will be operating in the Gulf of Finland until the third decade of March, PortNews reports citing the press service of the Russian Ministry of Transport. Directed by the Ice Operations HQ of Big Port St. Petersburg, the icebreaker will continue its operations to ensure navigation in

the Baltic Sea depending on current ice conditions. The area of its operations will also be determined by the Ice Operations department.

As Atomflot, owner of the **Vaigach**, told PortNews, the term of the icebreaker operation in the Gulf is established by the Ministry of Transport (Rosmorrechflot). The Big Port St. Petersburg's Ice Operations HQ has emphasized at its last meeting the icebreaker **Vaigach** is forbidden to sail beyond the territorial waters of Russia and to enter the regional ports. The vessel is currently providing icebreaker assistance to the ships making calls or departing at/from the ports Big Port St. Petersburg and Ust-Luga (Leningrad region). **Source : PortNews**

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The **STENA PRESIDENT** seen outbound from Rotterdam – **Photo : Frans de Lijster ©**



## Dutch helicopter crew taken prisoner in Libya

Three Dutch soldiers have been captured by pro-Gaddafi forces in Libya following a failed evacuation operation. A helicopter flew from the Dutch frigate **HNLMS Tromp** to the Libyan city of Sirte to pick up two evacuees, but when it landed the three-man crew was seized by an armed group loyal to the Libyan government.

The incident occurred towards the end of the day on Sunday but was kept quiet until now for security reasons. The two would-be evacuees, a Dutch man and another European of unspecified nationality, were handed over to the Dutch embassy and have since left the country.

Dutch Defence Ministry spokesman Otto Beeksema told Radio Netherlands Worldwide that intensive diplomatic negotiations are still taking place to free the three soldiers. He added that they are doing well under the circumstances. There is contact between the ministry and the soldiers and their families are being kept up to date with developments.

Prime Minister Mark Rutte called the situation 'terrible'. He says a deliberate decision was made to keep the capture of



the soldiers secret so as to allow talks with the Libyans to take place quietly. "Our absolute top priority is that these three soldiers reach safety. They were deployed at high personal risk. The least we can do is to do everything to ensure that if people get in trouble that they are brought to safety again."

Military historian Christ Klep says he was surprised by the Dutch action. The city of

Sirte - the birthplace of Muammar Gaddafi - is still in the hands of the regime and not really safe for an evacuation attempt. It is also difficult to ensure the safety of the small Lynx helicopter which was used.

"It seems to suggest it may have been a diplomat, for instance, or somebody of special importance anyway. I would have thought you would want to avoid stirring things up in Libya and not attract attention to yourself. There must have been a reason they were prepared to take this extra risk. And it was a real risk because it's essentially impossible to defend one of those Lynx helicopters."

On the other hand, he can imagine the reasoning behind the choice - so as not to attract too much attention. "Probably they had contacted the evacuees and it looked as though things were quiet enough at the time to carry out a discreet action." **Source : Radio Netherlands Worldwide**



The **NILEDUTCH FRANCE** seen outbound from Amsterdam - **Photo : Erwin Willemse ©**

## Wallem-managed ship in piracy attempt

At about 0900 UTC on 03 March 2011, the **Voge Dignity**, sailing 250 miles east of Socotra (Suqutra) Island off the Somali coast, was approached by a skiff with armed pirates onboard. The skiff had been launched from a mother ship which was spotted by the **Voge Dignity** crew moments before. The four armed guards onboard the **Voge Dignity** fired a flare and warning shots at the skiff. Fire was exchanged between the guards and pirates, who then turned their skiff away from the vessel. No crew members were injured and they are now continuing a diligent watch. The **Voge Dignity** is managed by **Wallem Shipmanagement** in Germany. Onboard the **Voge Dignity** are 24 crew members – 17 Filipinos, five Indians, one Indonesian and one Russian. The vessel is transiting from Mombasa to Fujayrah in ballast, with a top speed of 13.5 kn. The UKMTO was informed of the exchange and mobilised naval assistance

**Source : Wallem Shipmanagement**

## NAVY NEWS

# US Navy Vessels Move Closer To Libya

Two American naval vessels headed for Libya Wednesday reached the Mediterranean after passing through the Suez Canal, the waterway's head of navigation monitoring has been quoted as saying in reports. The **USS Ponce** and the **USS Kearsarge** are being despatched to the north African nation for providing humanitarian aid and to carry out emergency evacuations from the country. US Defense Secretary Robert Gates had informed reporters on Tuesday that the vessels will have on board an extra 400 Marines. Besides Kearsarge is carrying 42 choppers and is equipped with facilities for allowing helicopters to take off and land on its upper deck. Ponce and Kearsarge were reportedly accompanied by tug boats to ensure a safe passage. Incidentally the arrival of the Naval ships coincided with efforts by Libya's pro-Moammar Qadhafi forces to wrest control of key oil port of Brega in eastern Libya as part of efforts to check the advancement of anti-government protesters.

US defense officials indicated that they were game for creation of a no-fly zone over Libya as its enforcement will not require political endorsement at home, global mandate, or any kind of massive air power. However, the US is rather wary of the prospect of another military intervention.


The creation of a no-fly zone first mooted by British Premier David Cameron had earlier been rejected by France and Russia. According to foreign as well as some US officials, the creation of a no-fly zone is under active consideration. Gates meanwhile, said the Pentagon was preparing "a lot of options and contingencies" for President Barack Obama.


However, Gates said direct military intervention in Libya could have indirect consequences that "need to be considered very carefully." The Defense chief also said it could weaken the war in Afghanistan owing to possible re-deployment of troops. Moreover Gates wondered whether it would be prudent for US forces to get militarily involved in yet another Muslim nation. **Source : RTT**



The 1982 built German frigate **F 208 NIEDERSACHSEN** seen arriving in Malta - **Photo : Gejtu Spiteri (c)**

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## A Test for Navy's Newest Ship

From calm weather to intense storm conditions, **HMNZS WELLINGTON**, the Navy's newest offshore patrol vessel (OPV) and her Ship's Company experienced all that Antarctica had to throw at them during a three week deployment into the lower Southern Ocean (higher latitudes) and the western Ross Sea. The ship successfully completed a full set of sea trials in these areas. Now, for the first time in forty years, the Royal New Zealand Navy has the ability to operate two of its ships in Antarctic waters. The Offshore Patrol Vessel, **HMNZS WELLINGTON**, returned from the Southern Ocean and arrived in Dunedin on Thursday, 3 March 2011. "The trials have helped determine the ship's capabilities and limitations, and have allowed us to become familiar with the dynamics of the Ross Sea area" said Commanding Officer of **HMNZS WELLINGTON**, Lieutenant Commander Simon Griffiths.

"The trials also prove that the ship can conduct small boat operations, can land and operate personnel along the Antarctic coastline and can conduct reconnaissance and surveillance operations throughout the Ross Dependency."

This new capability can now be developed further to allow the RNZN to work alongside other government agencies to conduct various surveillance and support operations in Antarctic waters. During the sea trials **HMNZS WELLINGTON** was involved in a search and rescue for the yacht **Berserk**. "We were hit by the most intense storm I have ever experienced at sea," said LtCdr Griffiths.

"The ship could not initially respond to the distress call of the Berserk due to the heavy weather conditions but once we were able to, we headed to the last reported position of the distress signal." "The **WELLINGTON** crew are well trained in conducting such operations, even in adverse conditions like those experienced during this search." The ship searched the area until a further deterioration of the weather prevented the ship from carrying on. There was no sign of the yacht or its crew members. **Source : Scoop**

## PM pledges \$5M for Libya aid

**Canadian warship begins week-long voyage to Libyan coast**

Canada will provide \$5 million in humanitarian aid to the people of Libya and has sent a warship to waters near the strife-torn North African country. Prime Minister Stephen Harper said Wednesday the money will be used for food, shelter and medical assistance during Libya's humanitarian crisis, which has developed since longtime ruler Moammar Gadhafi's crack down on dissent.

It remains unclear how the aid will be delivered, since Gadhafi has declared accepting foreign assistance "high treason" because it "opens Libya to colonialism." Earlier on Wednesday, **HMCS Charlottetown** prepared to begin its week-long voyage to the Mediterranean Sea to help evacuate Canadians from Libya. The Halifax navy dockyard was bustling as crews put the last provisions on the frigate and duffle-carrying sailors kissed their families goodbye.

Just before 6 p.m. AT on Wednesday, **HMCS Charlottetown** came back into Halifax Harbour. Mike Bonin, a spokesman for Maritime Forces Atlantic, told CBC News the frigate was out at sea doing technical verifications before it sets sail on its mission; one of those verifications was having the ship de-magnetized. Bonin said the tasks were related to the ship's security and must be done at a specific site in Bedford Basin. At 9:20 p.m. AT, the ship was seen moving again. The military later confirmed the ship was on its way to Libya. Crew members found out Tuesday morning they were heading to the waters off Libya but couldn't tell their families about the mission until Harper

announced it in the House of Commons hours later, CBC reporter Phonse Jessome said. Libya has been veering toward a full-scale civil war between rebel forces concentrated in the east and forces loyal to Gadhafi centred on the capital, Tripoli. Harper said Tuesday that **Charlottetown** and its 240 crew would assist in the evacuation effort.

Defence Minister Peter MacKay said the frigate will also be available to assist in any humanitarian mission as part of a U.S.-led task force in the Mediterranean. But the minister said the warship could also enforce any embargoes approved by the United Nations or NATO. The journey to the coast of North Africa is expected to take six or seven days.

A Canadian C-17 military cargo plane managed to land in Tripoli Wednesday and took out 17 people, including one Canadian, according to Dimitri Soudas, communications director for Harper. As many as 200 Canadians are still in Libya. A military transport plane was refused permission to land at the main airport on Tuesday. Canada has two C-17 military cargo planes and two Hercules aircraft in nearby Malta. **Source : CBC**

## SHIPYARD NEWS

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The **GAGASAN PERAK** seen for repairs at the Sembawang Shipyard in Singapore – **Photo : Piet Sinke ©**

## DSSC wins order for two 58,000dwt bulk carriers

Yantai-based Daewoo Shipbuilding & Marine Engineering (Shandong), DSSC, subsidiary of Korea's Daewoo Shipbuilding & Marine Engineering (DSME), wins two 58,000dwt bulk carriers order, Seatrade-asia reports. The ships are won by a Chinese company from a Japanese shipowner and will be built at DSSC, which are due for delivery before late 2012. DSSC is a ship-block production arm of DSME, to fully start shipbuilding business, more investment for relevant facilities are needed. **Source : PortNews**

## Cosco Nantong bags \$130m order from Seadrill

John Fredriksen's Seadrill has ordered a pair of tender rigs from Cosco (Nantong) for \$130m. The two drilling units are due to be delivered in the first and third quarters of 2013. The contracts are worth \$130m excluding owner furnished equipment. "The two rigs when completed will be equipped with enhanced drilling capabilities allowing for higher drilling efficiency including the advantage of a light weight drilling equipment set," Cosco said. **Source : PortNews**

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## Ports expansion key to Qatar \$100bn economic investment

Recognising the vital role of the region's ports in providing trade links between the Far East, Asia, Europe and the US, international shipping and cargo experts are set to gather in Abu Dhabi on 28-30 March for the World Ports and Trade Summit 2011.

Multi-billion dollar investment in port operations across the Middle East is again surging forward in the post-recessionary environment, including Qatar where its maritime ports are undergoing significant expansion. National project spending in the Gulf state is expected to top \$100bn across infrastructure, real estate and other energy and non-energy sectors over the next decade, according to research from the Investment Bank of Qatar. Driven largely by rising energy prices, the Gulf nation's economic growth is partly due to Liquefied Natural Gas (LNG), with as much as one-third of global reserves lying within Qatar's sovereign territory.

"Qatar's expansion of its ports, particularly in Doha and Ras Laffan, is pushing ahead at a rapid rate, keeping pace with its overall programme of economic expansion," said Capt. Feisal Saad, Manager of Ras Laffan Port, who will be speaking at the World Ports & Trade Summit next March. Qatar also lays claim to the world's largest LNG exporting facility, Ras Laffan Port, which will be exhibiting at the event. Having undergone significant expansion since it was first

developed 15 years ago, the Port continues to grow in line with regional and global demand for LNG. According to the Qatar Chamber of Commerce and Industry, by the end of 2011, the facility will export 77 million tonnes of gas annually, more than four times the capacity of its nearest competing port, in Bintulu, Malaysia. Continuing to develop the port to meet demand for the next 20 years and beyond, the Ras Laffan Masterplan has committed at least \$1.8bn to two major projects within the next two years. One of these, which was completed at the end of 2010, is a world-class dry dock and ship repair yard for LNG and other types of vessels. A ship building facility was also completed at the same time. By 2012, the overall port facility will have a capacity to handle 5,000 ships a year.

Another of Qatar's major new port projects is the \$4.5bn Phase 1 of the New Doha Port, south of Al Wakra township. Comprising of general cargo terminals, container terminals and roll-on/roll-off berths along with an administration and customs complex, the port will cover an area of more than 20 square kilometres. With construction due to begin within the first half of 2011, the first phase of the project is expected to be completed by 2014. Capt. Saad added that the steady post-recession revival of regional and international trade between the East and West is resulting in increasing volumes of cargo routed in and out of the region. With Qatar winning the honour of hosting the FIFA World Cup in 2022, a number of mega projects will be launched in the next decade that will require further investments in ports infrastructure of the country. This can only be good news for the trade and logistics companies in the region.

"Having remained strong throughout the global economic downturn, countries up and down the Gulf have continued to expand their port operations over the last two years, with growth continuing into 2011 and beyond," he said.

In association with Abu Dhabi Terminals, Arab Sea Ports Federation and joint event organisers Turret Media and Seatrade, the inaugural summit this year will become an annual event. Internationally recognised economists, ports authorities, terminal operators, shipping companies, global cargo owners and investors will be brought together to present some of the most ambitious projects ever attempted. The World Ports and Trade Summit is split into six different sessions covering topics including the world economy, trade and ports, future challenges and opportunities for the Middle East and leading drivers of freight markets. In addition, Abu Dhabi Ports Company will be presenting its plans for Khalifa Industrial Zone Abu Dhabi. Attendees can meet ADPC at the exhibition, hear from their experts in the conference, and see the project close-up through hosted tours to the ports itself. The event is sponsored by the UAE Department of Transport, Abu Dhabi Tourism Authority (ADTA), Bechtel, National Bank of Abu Dhabi (NBAD), Boskalis, DNV, Citi, Emirates Aluminium and Etihad Airways. **Source: Abu Dhabi Ports Company**



Birds-eye view of a Hanjin container vessel anchored off Singapore – **Photo : Piet Sinke ©**

## Mozambique's to invest in port upgrade

Mozambique's Nacala Development Corridor (CDN) plans to invest \$200 million to upgrade its port at Nacala and raise capacity to 16 million tonnes of cargo in 2030 from 1.5 million tonnes, a CDN official said on Wednesday. CDN

executive director Agostinho Langa said the Nacala port would also handle coal from the Moatize coal mine in the country's Tete province if the Sena railway line linking the mine and the northern Beira port is not completed on time this year.

Moatize is owned by Brazil's Vale, which expects to produce 850,000 tonnes of coal from the mine by the end of this year and ramp it up to 8 million tonnes of hard coking coal and 4 million tonnes of thermal coal by 2013/14. "There is a 100 percent possibility of using the Nacal port to ship coal from Moatize," Langa told Reuters. "We will start with the shipment of smaller amounts of at least 45,000 tonnes coal from the mine in September or October this year then gradually raise it in the long run," he said.

Vale has said it would like to export its coal via the Beira port, but may need to use Nacala until the delayed Sena railway line is completed. The natural deep-water port of Nacala is a trans-shipment hub for landlocked countries including Malawi and Zambia and has been used to handle regional exports of fertilizer, sugar, wheat and tobacco. Malawi is the biggest user of the port. CDN is owned by the Mozambique Ports and Railways Company (CFM) and the Sociedade de Desenvolvimento do Corredor do Nacala, which hold 49 and 51 percent of the company, respectively. – Reuters



The **MSC SAVONA** seen outbound from Antwerp – Photo : Günther Spruit ©



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## READERS HELPING OTHER READERS

Back in the late "forties" we made a trip on de " van Brakel", which was a coaster going around the North sea and Baltic. It was only a 250 tonner. Can anybody tell Dick what happened with this vessel?

**Dick Bylsma, Perth, West Australia. E-mail : [dtbylsma@iinet.net.au](mailto:dtbylsma@iinet.net.au)**

## Hutchison expects to raise \$5.8bn in Singapore ports IPO

Hutchison Whampoa, one of the largest shipping container terminal operators, is seeking to raise \$5.8 billion, BBC reports. The company plans to sell stakes in its Hutchison Port Holdings Trust (HPH Trust), which operates two of the world's biggest container ports in Hong Kong and Shenzhen. The sale would be the biggest IPO executed through Singapore's markets. Singapore's Temasek Holdings, US hedge fund Paluson & Co, Capital Research & Management, and Cathay Life Insurance will reportedly bid for HPH Trust's stake. **Source: [bbc.co.uk](http://bbc.co.uk)**



Unicorn's **KOWIE** seen anchored off Singapore – **Photo : Richard Qualm ©**

## More Libyan crude cargoes sail from ports

At least 2.4 million barrels of crude oil in four tankers have left Libyan ports in the past 24 hours despite mounting violence in Africa's third largest producer, shipping and trade sources said on Wednesday.

Forces loyal to Muammar Gaddafi attacked the major oil export terminal of Marsa El Brega in the first sign of a counter-offensive by Libya's leader in the rebel-controlled east, which rebels said they had repulsed. As fighting continues across Libya, the oil industry is trying to assess the output lost, with outage estimates currently around 800,000 barrels per day (bpd). Shipping and trade sources said two cargoes were exported from the port of Zawiyah close to Tripoli with another sailing from Zueitina in the east in the past 24 hours. A further cargo left from Marsa el Brega earlier on Wednesday despite clashes there.

"We had a tanker in Zueitina, which left yesterday," a Greek shipping source said. "We hear that most ports are open, some are under operating but are open. Some were forced to shut due to bad weather, but crude oil is leaving the country."

Shipping and trade sources said on Monday crude oil shipments were at a virtual standstill due to bad weather and other disruptions. But since then tankers have been loading crude oil and various types of oil products.

The sources said at least two tankers were waiting to pick up cargoes in Zawiyah and Mellitah. "Zawiyah is working normally and our ship left this morning," one source said. The sources said more than 2 million barrels of crude were exported between Monday and Tuesday. Crude oil traders said the port of Es Sider was also operating.

But ongoing communications difficulties with phones and internet issues with Libya had led to some cargoes being cancelled this week, shipping sources said. It was also unclear if some terminals were still receiving oil. Teekay Tankers said on Tuesday one of its vessels had received only half a cargo at the major port of Ras Lanuf. Shokri Ghanem, chairman of Libya's National Oil Corporation, said on Wednesday the country's oil output had fallen to 700,000 to 750,000 bpd due to the worst crisis for Libya's oil industry in decades. Anti-Gaddafi forces have been firmly in charge of eastern Libya up to Marsa El Brega and some areas beyond, since shortly after anti-government protests erupted in mid-February. "There are more clashes on land, which makes it unsafe for people to work and I think the situation has been worse today," said a shipper who moved a cargo on Wednesday. "The flow of oil might be reduced further." **Source: Reuters**

## Wilhelmsen Ships Service acquires Eurokor Logistics

Wilhelmsen Ships Service has signed a definitive agreement to acquire Eurokor Logistics, a ships agency, logistics and forwarding company based in The Netherlands and Belgium. This acquisition will further strengthen Wilhelmsen Ships Service's logistics and agency operations in Central Europe, specifically by adding freight forwarding and barging to the customer offer in this area. The deal is set to close by 1 April. "Acquiring Eurokor Logistics is another step towards fulfilling our growth ambitions", says Bård Bjørløw, VP Europe at Wilhelmsen Ships Service. "As a customer focused company, we are continuously adjusting our organisation to meet our customers' needs. The Netherlands and Belgium are strategic key locations for our customers and Eurokor Logistics will be a valuable addition to our logistics expertise in this market."

Eurokor Logistics provides ships agency services, freight forwarding and barging, focusing on drybulk, wet bulk, breakbulk and project cargo customers. Eurokor Barging is a subsidiary of Eurokor Logistics offering barging solutions targeted towards the inland transport of bulk cargo. Eurokor Barging covers barge transports to and from all European inland barge origins and destinations including the Rhine, Moselle, Neckar, Main and Danube. Eurokor Logistics, including Eurokor Barging, is an operation with 25 employees located in The Netherlands (Ridderkerk) and in Belgium (Antwerp). The Managing Directors of Eurokor Logistics, Piet Kok and Stan Claes comment, "We are pleased to now join forces with Wilhelmsen Ships Service. We believe this is a great opportunity for our organisation, and it will enable us to offer a wider range of services to our customers".

Wilhelmsen Ships Service already offers ships agency services in The Netherlands and Belgium, but with the addition of Eurokor Logistics the company will now have the ability to offer customers a complete value chain from port to site. Bård Bjørløw adds, "In order to be the preferred partner of our customers we always need to look out for ways to develop further the offers we bring to the market. Strengthening our ships agency and maritime logistics offers is a key driver in our growth strategy moving forward. Eurokor Logistics and its competent team will, without doubt, strengthen our ability to improve operational efficiency to our existing and future customers." **Source: Wilhelmsen Ships Service**



Several **MATADOR** shearlegs seen in Rotterdam-Waalhaven lifting a newbuilding hull **Photo : via Ruud Breur**

## ZEEVERKENNERS BEZOEKEN STAD AMSTERDAM IN WILLEMSTAD (CURACAO)



Photo's : Els Kroon ©



Photo top : Kees Bustraan ©

## Hanjin Shipping to receive its first tanker

With Hanjin Shipping's tradition to name its ships after cities around the world, the company's first tanker is named "Ras Tanura", the major oil port of Saudi Arabia. "**Hanjin Ras Tanura**" is a Very Large Crude Carrier (VLCC) of 300,000 ton-class with a double-hull design based on Fuel Oil Tank Protection (FOTP). The ship is also equipped with a fuel-efficient and highly economic engine. Attending the naming ceremony held at Hyundai Heavy Industries in Ulsan, Korea, Joo-sik YOON, Deputy President of Hanjin Shipping commented, "We are very pleased with the successful delivery of our first tanker. We will continue to expand our bulk business in order to optimize our business portfolio, which currently concentrates on container business." Meanwhile, Hanjin Shipping operates over 90 bulk vessels including approximately 40 owned ships. **Source : Seatrade Asia**



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## APM to build \$1 bln Costa Rica container terminal

APM Terminals March 1 announced a \$1 billion investment in a container port in Costa Rica. The company, a unit of Denmark's A.P. Moller-Maersk, won a 33-year concession to design, finance, construct and operate the Moin Container Terminal in the Central American nation.

The first phase, which will be completed in 2016 at an estimated cost of \$543 million, will include six post-Panamax ship-to-shore gantry cranes and other specialized equipment. APM will dredge a turning basin and an access channel to a depth of 52.5 feet and build a new mile-long breakwater.

The container yard will cover an area of 99 acres together with 1,968 feet of quay with two berths. "APM Terminals has the expertise in the management of terminals around the world with the financial strength to make the investment required for this work estimated at approximately \$1 billion," said Paul Gallie, APM director of business development for the Americas.

APM didn't give any details of the terminal's capacity in the first phase but said it will undergo phased expansion in accordance with provisions of the concession agreement. Upon completion of the final phase the terminal will have an area of 198 acres with 4,921 feet of quay, five berths, a 1.4 mile breakwater and a 59-foot deep access channel.

Source : PortNews

## Maersk's 21-ship Asia-North America butterfly loop to split up

A MOVE to shake up Maersk Line's Asia-North Europe network will split a butterfly service, enabling the AE10 to break away from the AE1 loop to become an independent service from April 7.

ComPair Data reports that the rotation for the existing butterfly service is Hakata, Kobe, Nagoya, Yokohama, Hong Kong, Shenzhen-Yantian, Tanjung Pelepas, Felixstowe, Rotterdam, Bremerhaven, Tangiers, Jeddah, Jebel Ali, Ningbo, Shanghai, Kaohsiung, Shenzhen-Yantian, Hong Kong, Tanjung Pelepas, Zeebrugge, Gdansk, Aarhus, Gothenburg, Bremerhaven, Rotterdam, Singapore, Shenzhen-Da Chan Bay, Hong Kong and back to Hakata.

It said the standalone service is operated with 21 Maersk containerships each with an average capacity of 8,785 TEU.

The report said the AE1 westbound and eastbound legs account for the first half of the rotation and include port of calls in Japan, South Korea, Scandinavia and the Baltic region. The AE10 legs serve the second half of the rotation that call at major ports in China and Northern Europe. **Source : Schednet**



## **Tanzania to build two terminals at Dar es Salaam**

Tanzania Ports Authority (TPA) has unveiled a plan worth US\$560 million that will see two new container terminals constructed at the space-strapped dock of Dar-es- Salaam, reported The Guardian. The 500,000 TEU terminals upon completion, are expected to make Dar-es-Salaam a regional transit hub. The new terminals will increase the port's handling capacity.



Shipping lines are starting to call with larger vessels in Dar es Salaam. Vessels are generally still 2nd generation up to 2500TEU due to port restrictions in length and draft. Above is seen the **ER Caen** is chartered by Maersk and sails in Middle East service 28D of Maersk / Safmarine lines. **Photo : Anton Klaassen (c)**

Way back in 2004, Dar port container terminal handled 270,000 TEUs, but in 2010, it soared to 460,000 TEUs. TPA director-general Ephraim Mgawe said recently in Arusha that blueprints for the construction of the container terminals at Dar-es- Salaam port are ready. "The designs will pave the way for actual construction works for the new terminals this year (2011)" Mgawe said, adding, "the construction phase will be completed by the end of 2012". The plan comes amid reports that Dar es Salaam and Mombasa, the main gateway ports into Eastern Africa, have approached their operational limits and can no longer serve the region effectively.

## CKYH reorganises six Far East-north Europe services

THE CKYH (Green) Alliance, made up of Cosco, "K" Line, Yang Ming and Hanjin, has announced it is reorganising its Asia to north Europe services, known as the NE Loops. In addition to the existing five loops (the "NE1" through "NE5" loops) a new service called NE6 will be introduced to offer more frequency from major Asian ports to north Europe.

The NE6 service will offer the direct calls at Kwangyang, Busan, Ningbo, Shanghai, Xiamen, Hong Kong, Shenzhen-Yantian, Felixstowe, Hamburg, Rotterdam and Singapore. After the launch of NE6, port coverage of NE5 loop will be adjusted. The new port rotation will be Shanghai, Ningbo, Kaohsiung, Shenzhen-Yantian, Ho Chi Minh, Singapore, Algeciras, Hamburg, Rotterdam, Le Havre, Algeciras, Singapore and back to Shanghai.

The new service is to commence from the beginning of April, when six weekly service loops will be offered:

NE1 will rotate through Shanghai, Ningbo, Hong Kong, Guangzhou-Nansha, Hamburg, Rotterdam, Felixstowe, Singapore, Shenzhen-Yantian and back to Shanghai.

NE2 will rotate through Xiamen, Kaohsiung, Shenzhen-Yantian, Singapore, Rotterdam, Hamburg, Felixstowe, Antwerp, Jeddah, Singapore, Shenzhen-Shekou, Hong Kong and back to Xiamen.

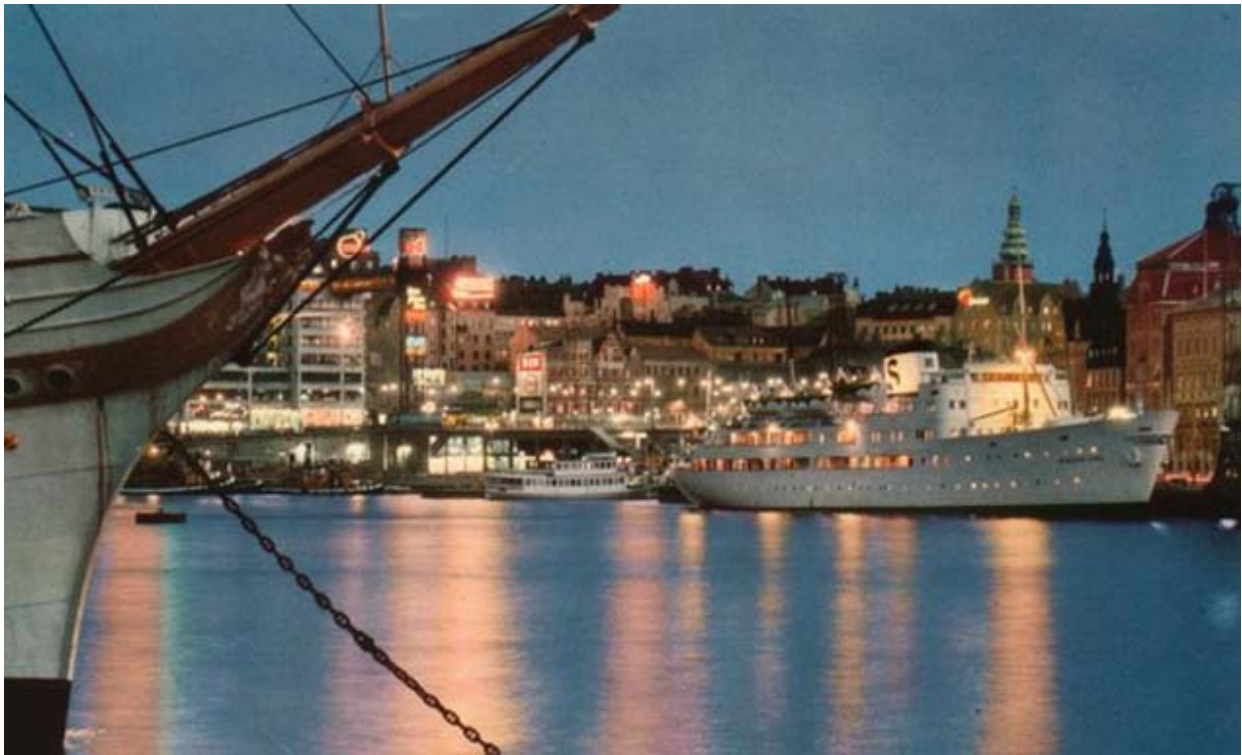
NE3 will rotate through Xingang, Dalian, Qingdao, Ningbo, Shenzhen-Yantian, Singapore, Rotterdam, Felixstowe, Hamburg, Antwerp, Guangzhou-Nansha, Hong Kong and back to Xingang.

NE4 will rotate through Qingdao, Shanghai, Ningbo, Hong Kong, Singapore, Port Said, Rotterdam, Hamburg, Antwerp, Port Said, Singapore, Hong Kong and back to Qingdao.

NE5 will rotate through Shanghai, Ningbo, Kaohsiung, Yantian, Ho Chi Minh, Singapore, Algeciras, Hamburg, Rotterdam, Le Havre, Algeciras, Singapore and back to Shanghai.

NE6 will rotate through Kwangyang, Busan, Ningbo, Shanghai, Xiamen, Hong Kong, Shenzhen-Yantian, Felixstowe, Hamburg, Rotterdam, Singapore and back to Kwangyang. **Source : Schednet**

## OLDIE – FROM THE SHOEBOX



The port of Stockholm during 1959 with the ferry **BIRGER JARL** seen moored

**Photo : Coll Kees van Huisstede (c)**

## .... PHOTO OF THE DAY ....



The **Hermod** seen lowering the Bombay High North N20 jacket to the seafloor. Off course during dark hours. Heerema's tug **Retriever** standing by in the foreground.

**Photo : Capt. Jan Berghuis (c)**

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