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The CMA CGM FLAUBERT seen arriving at the Pasir Panjang container terminal in Singapore earlier this week
Photo : Piet Sinke ©

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SB SIDE CRANE OF THIALF TESTED IN NORWAY



Above seen the load test of the SB side crane of Heerema's **Thialf**. During the test a barge with a total weight of 1000 MT was lifted in the Amøij Fjord near Stavanger in Norway – Photo : crew Subadra ©

Sailing demonstration

Port Project Services



Port Project Services (PPS)

Port Project Services (PPS) for all the questions on temporary housing, transport and personnel.

PPS introduced itself to you in the past year. Accommodation and bus transport of temporary employees have already been realised on a moderate scale. This year transportation on water will join the realisation. PPS invites you to experience the total package of services they offer.

You will experience the speed and comfort of the boat (Aqualiner) and the bus (Vipre) and how well these two means of transport combine. This connection of transport is of course interesting keeping in mind the works on the A15/N15, the road to the harbour. The employees already working there, as well as the nearly 8.000 temporarily workers for the Maasvlakte will have to be transported every day to the Maasvlakte in the near future. Up till now the A15/N15 is the only way leading to it. Also the economic growth will lead to an increase of traffic on the A15 / N 15. PPS offers the solution. PPS is an excellent example of four strong partners combining their expertise to serve their customer in the best way.

Like to find out what Port Project Services can do for you? Please sail along on March 19. There will a special guest speaker giving an interesting lecture about the developments in the harbour. During our trip there will be catering.

Programme:

The entire programme will take place on board of the Aqualiner boat. This invitation is meant for our guests as well as their acquaintances.

- 10.45 uur: Arrival Vlaardingen at the Maasboulevard
- 11.00 uur: Departure and welcoming of guests Vlaardingen
- 11.45 uur: Arrival Maasvlakte at the Yangtzehaven
- 12.00 uur: Departure and welcoming guests of Maasvlakte
- 12.15 uur: Guest speaker and tour Maasvlakte
- 13.00 uur: Departure to Vlaardingen
- 13.45 uur: Farewell guests Vlaardingen
- 14.00 uur: Departure to Maasvlakte
- 14.45 uur: Farewell guests Maasvlakte

You have the choice to come aboard and say farewell at Vlaardingen or at the Maasvlakte. In case you want to make use of public transport, we will pick you up at the train station Vlaardingen Central or at bus station Brielle.

We kindly ask to let us know if and with how many guests you will attend. Please indicate your preferred point of arrival (Vlaardingen or Maasvlakte) and if you would like to use the taxi buses from either train station Vlaardingen Central or bus station Brielle.

Send your mail to info@portprojectservices.nl

Please note that there is a limited amount of seats available. It is advised to subscribe on time, at least before March 7.

Saturday

March 19 2011

sailing demonstration
Port Project Services



Port Project Services exists of:

- Randstad Nederland: temporarily personnel,
- Vipre: road transport for employees,
- Koninklijke Doeksen Transportgroep/Aqualiner: water transport for passengers,
- United Homes: temporarily housing, offices, cleaning and catering.

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The service providers in personnel, housing and transport on the Maasvlakte 1 and Maasvlakte 2.



Seatrade's **SPRING BOB** seen inbound for Rotterdam – Photo : Bert Bot ©

Shipping costs threaten to drive up food inflation

Soaring fuel costs hoist freight rates on key grain routes

Spiralling shipping costs for commodities threaten to drive food inflation even higher as nations from Asia to the Middle East and Africa scramble for supplies, stung by grain prices that have more than doubled in less than a year. Even if the jump in freight costs proves temporary as new vessels flow into the shipping industry, any add-on costs to food prices that are already at records could stoke fears of more instability in the Middle East and a rerun of 2008's food riots.

Freight rates on key grain routes, which started recovering from two-year lows on Feb. 4, are expected to rise further in the second quarter, driven by soaring fuel costs and a jump in seasonal demand for grains, sugar and cotton.

Global food prices, measured by the UN's Food and Agriculture Organisation, have already hit record highs in January, a problem that will worsen as freight costs feed into the prices people pay for bread and meat in supermarkets. 'We are seeing an increase in grains trade, people are trying to build stocks and it is logical to see an impact on the freight market,' said Abah Ofon, an agricultural commodities analyst at Standard Chartered Bank. 'It will cause more concern over food inflation as all that adds up to the cost of commodities.' A brief spike in Asian grain demand in February doubled daily earnings for panamax vessels from the US West Coast to the Far East, also known as the transpacific route, to US\$15,398 from US\$7,590 in a little over two weeks.

The typically volatile market has since subsided along with a momentary pause in Asian demand, but analysts said the surge was just a preview of things to come. 'In each of the last four years, the run-up to the Latin American grain export season has been characterised by a marked rise in panamax earnings,' said ship brokerage firm SSY.

'A high proportion of Latin American cargoes will be bound for long-haul markets in the Far East, notably China where the US Agriculture Department expects another new record for the country's soybean imports.' Brazil and Argentina - the world's leading exporters of corn and soybeans - enter the market around March after the harvest each year, selling cargoes to customers in Asia, led by top importers China, Japan and South Korea. Average earnings for panamax vessels on the transpacific route, a key line for corn and wheat shipments, soared as much as 48 per cent from February to May last year, and 186 per cent during the same period in 2009. Other key grain freight routes, including handysize and supramax shipment lines from Australia to Asia, were also likely to rise in the second and third quarters. The rally, however, was not expected to be as strong, nor last as long, as in previous years due to a flood of new vessels that has kept the broader freight market near two-year lows.

Freight futures indicated earnings on the transpacific route would edge up just 7 per cent to average US\$14,925 a day in May, up from US\$13,980 in March, according to the Baltic Exchange. Grain shipments represent just over 10 per cent of the overall dry bulk market, trailing the two dominant commodities - iron ore and coal - that each represents 30 per cent of seaborne trade. **Source : Reuters**



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The **AFRICABORG** seen departing from Amsterdam bound for Naantali – **Photo : Ruud Coster ©**

Maersk halts North Sea platform due possible oil spill

Denmark's Maersk Oil halted production on Wednesday at its 400-barrels-per-day **Rolf platform** in the Danish sector of the North Sea after oil was seen on the water from a helicopter, the firm said, Reuters reports. Maersk Oil, the oil and gas arm of Danish shipping and oil group A.P. Moller-Maersk (MAERSKb.CO), said it was taking precautionary measures, investigating whether a pipeline could be leaking, and has alerted the authorities.

Rolf is linked to the **Gorm platform** by a 17-kilometre pipeline, and oil was observed on the surface of the water by a helicopter flying between the two units, Maersk Oil said. Maersk has activated an oil spill contingency plan, including floating boom barriers to contain any spill, and is mobilizing a remotely operated vehicle to check if the pipeline has been breached, the company said. The Danish Energy Agency, Environmental Protection Agency and the navy have been informed, Maersk Oil said. **Source : PortNews**

SEVEN PACIFIC MEETS SEVEN OCEANS



Above seen the recent meeting of the **Seven Pacific** and the **Seven Oceans** off the coast of Angola Africa, while working on the BP Block 18 Development Project, The Captain of the **Seven Pacific**, **Bengt Pedersen** is very proud of his new ship and crew.

Photo : Tomas McIntyre ©

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New Managing Director at Harms Bergung

With immediate effect **Harms Bergung Transport & Heavylift GmbH & Co. KG**, the Hamburg company specialized on offshore-services, will have three managing directors. **Dr. Günter Brinkhoff** will join the management, which so far consisted of the Managing Partners **Michael Albrecht** and **Klaus Dieter Mayer**. The management consultant **Brinkhoff**, who is concentrating on the maritime industry, will among others be in charge of the restructuring of Harms Bergung.

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The Coast Guard / Customs cutter **ZEEAREND** seen in IJmuiden – Photo : H. Blomvliet ©

Hellenic Registry gets boost from ministry

In a move that finally shows that there's actually someone in the government, who is responsible for ocean-going shipping, Minister of Maritime Affairs, Yiannis Diamantides realized the obvious and moved forward to boost the country's registry of vessels, which has been tumbling in numbers for months, as a result of the government's inefficiencies. In a relative ministerial decision, retired Greek masters and first degree engineers are allowed to work freely onboard ocean-going vessels, provided the latter fly the country's flag. Prior to this, each company had to issue a certificate for the non-employment of any unemployed but active master or first engineer.

The existence of a Greek master (captain) is a basic priority for any ship wanting to fly the Greek Flag. Given that currently the number of available captains for ocean going vessels is close to zero, had led many ship owners to switch flags and head to foreign registries. As a result, according to figures from the Hellenic Statistical Agency, by the end of 2010 the total number of merchant vessels flying the country's flag was significantly reduced compared to the previous year. More specifically, dry bulk carriers were reduced to 589, versus 606 by the end of 2009, while tankers were lowered to 546, against 555 in the year before.

The move is, in essence, the first and so far without any cost, step to boost the country's beleaguered registry, which hasn't been able to capitalize on the current huge orderbook of vessels ordered by Hellenic ship owners, who so far have, in a large part, preferred to fly foreign flags on their newbuilding vessels, apart from a few «romantic» exceptions. With this decision, the government will attempt to keep current ships flying the Hellenic flag, until it prepares the necessary law framework, regarding maritime education and also until the number of future captains and first degree engineers is raised. Also, additional funding will be required to promote the flag. Among the more pressing matters will have to be the preparing of a new draft law to improve current ageing maritime training schedules. Already, the Union of Greek Ship owners has submitted to the ministry a complete study, where it specifies in detail the necessary actions to be taken, in order to modernize the state maritime training. Specifically, the report suggests the modernization of the current legislative framework for one to acquire a certificate of maritime capacity, it defines the necessary studies to be taught and examined upon, as well as the education needed for the current professors.

The study also suggests the making of funds available to equip current schools of maritime educational system, as well as that this equipment should be the responsibility of the administrative entity, which is dedicated to shipping. Furthermore, it says that it's necessary to take into consideration that the diploma of first degree captain and engineer is equal to the equivalent of current universities.

Finally, the Union's report stresses the need to accelerate and complete the necessary institutional procedures, which will pave the way to develop a contemporary network of private maritime schools and academies, thus providing with an increased potential towards a qualitative and quantitative maritime training and education. This week's decision from the Minister of Maritime Affairs is a positive step forwards, which comes to show that the current problems of the industry have been understood by government officials, who will have to double or even triple their efforts to meet pressing problems of the sector, which contributes billions of euros per year to the local economy, not to mention employing thousands of people. **Source :Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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New part-time Master Shipping and Transport program starting October 2011

Netherlands Maritime University (NMU), part of the STCGroup, is delighted to announce that it will offer a part-time Master program in Shipping and Transport as of October 2011. NMU will welcome the first group of part-time students on October 30th, 2011 at the STC-Group headquarters in Rotterdam.

NMU has been running the full-time Master Shipping and Transport program successfully since 2008, with a total of 106 students participating from all over the world who represent 32 different nationalities. NMU initiated the parttime Master program in order to fulfill the demands of ambitious working professionals who wish to combine their career with further higher education. The English-based program has a total duration of two years and three months and includes five modules: four theoretical modules and a final module dedicated to thesis research. The four core modules focus on 'the shipping and transport industry', 'corporate management', 'shipping management' and 'port design and management'. The part-time master program makes use of various means of knowledge transfer and skill development, ranging from lectures, seminars, case assignments and presentations to hands-on training through simulator exercises, management games and excursions. The program will start with a two-day introduction on board of one of the STC-Group's training vessels. These days will focus on introducing the program, team-building and allowing the group of part-time students to get to know each other. The Master Shipping and Transport program of the NMU has been accredited by the Dutch-Flemish Accreditation Organization NVAO. NMU has also been certified by the ISO 9001 quality management system. For more information please feel free to contact Maurice Jansen (head NMU) or Susanna Marco (Admissions and Recruitment NMU) at Netherlands Maritime University, by telephone +31 10 4486060 or e-mail info@stc-nmu.eu

NAVY NEWS



A British sailor helps a man carry his bag before he boards British Royal Navy **HMS Cumberland** frigate at Benghazi port February 27, 2011.

SHIPYARD NEWS



The motor yacht "**Freedom**" seen just lifted out of the water at the St. Thomas dry-dock.

Photo : Frank de Vries ©

Huge state orders for Zvezdochka shipyard

2011 looks to become a busy year for the Zvezdochka shipyard outside Arkhangelsk as the Russian Navy has ordered maintenance of nearly 300 vessels at the plant. The state order for 2011 is 71 percent higher than last year. Zvezdochka will conduct maintenance on 208 different vessels from the Northern Fleet, including large anti-submarine vessels, strategic submarines, the Northern Fleet's flag vessel the nuclear powered battle cruiser "**Pyotr Veliky**" and Russia's only aircraft carrier "**Admiral Kuznetsov**", Central Naval Portal writes.



The nuclear powered **PYOTR VELIKY** – Photo : Piet Sinke ©

In order to cope with the large amount of work, Zvezdochka has reorganized its Department for de-commissioning of nuclear objects to a Department for technical supervision and service maintenance. In addition to the Northern Fleet vessels, Zvezdochka has also received orders for maintenance of 55 vessels from the Caspian Flotilla and 24 vessels from the Novorossiysk Naval base.

All vessels belonging to the Northern Fleet will be repaired at Zvezdochka's plants in Severodvinsk and the Murmansk region, while the other vessels will be handled at the company's yards in Astrakhan and the Krasnodar Kray.

Zvezdochka is first of all known for its extensive experiences within the field repair works on nuclear submarines. The last years, the yard has also engaged in civilian shipbuilding. Military orders remain however the main occupation. The yard includes two subsidiaries in Murmansk Oblast, the Nerpa yard and the Yard No 35, as well as units in Astrakhan, Moscow, Kaluga Oblast and the Krasnodar Kray. **Source : BarentsObserver**



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- Overhauling of winches of all brands;
- Repair of gangways, quays, pontoons, etc.
- You can find more about our projects at our website.

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JFE's Shipbuilder May Seek More Mergers as Japan Yards Lose Out to China

JFE Holdings Inc. (5411)'s shipbuilding unit, in talks to merge with IHI Marine United Inc., may invite other Japanese companies to join the enlarged group to help it compete with South Korean and Chinese rivals.

"A combined unit would boost competitiveness" of all companies that joined with IHI Marine and Universal Shipbuilding Corp., President Shinjiro Mishima said, adding that he would welcome more Japanese yards. Japan needs to form a shipbuilder with annual sales of about 500 billion yen (\$6.1 billion), more than double Universal's, to pare costs and speed investment in energy-saving ships, he said. Japan is now the third-largest shipbuilder, behind China and South Korea. Japanese shipbuilders have struggled as rising steel prices and sustained gains in the yen that reached a 15-year high in November, made domestic-built ships more expensive than Korean vessels. JFE and IHI Corp. (7013) started talks in 2008 to combine their shipbuilding units. Mishima said Universal and IHI Marine United need more time to assess their merger. In November, 2009, he said that plunging demand meant further assessment of the benefits of integration was needed. "We cannot read the outlook of demand," he said yesterday in the interview at the company's headquarters in Kawasaki city, near Tokyo, without specifying a decision deadline.

Universal Shipbuilding was created in 2002 when NKK Corp., now a part of JFE, and Hitachi Zosen merged their shipbuilding operations. Universal and IHI Marine United have estimated combined sales to reach 400 billion yen for the year ending March 31. South Korea's Hyundai Heavy Industries Co. had sales of 11.3 trillion won (\$10 billion) for shipbuilding and offshore last year. Universal intends to continue buying steel from Japanese mills, predominately its parent JFE, rather than switching to cheaper imports, the president said. Steel accounts for about 30 percent of the cost of building a ship, making shipbuilders more vulnerable to fluctuations in steel prices than carmakers and consumer electronics companies, Mishima said. Nippon Steel Corp. (5401), Japan's largest steelmaker, will ask customers to pay 20,000 yen a ton more from April as it seeks to pass on the increased costs of iron ore and coking coal, key raw materials used to make steel, Executive Vice President Kozo Uchida said Feb. 28. That's an increase of about 25 percent based on the average steel prices estimated in January by the steelmaker for the six months ending March 31. Japan lost its decades-long title as the world's biggest shipbuilder to South Korea in 2000 before falling behind China into third place in 2009. Last year, China took the No. 1 spot with a 38 percent share, ahead of South Korea's 33 percent and Japan's 21 percent, according to data from Lloyd's Register. **Source: Bloomberg**

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Maersk Line to enhance transpacific service from end-May

Maersk Line will enhance its transpacific service at the end of May to provide better coverage of key markets in Asia and North America. The expanded coverage, in particular, of the Yangtze River region and outlying cities is a direct result of listening to customer preferences and responding to their needs, according to Maersk.

The new network will also enable Maersk to continue with its cost effective transportation and reduce carbon footprints. The service changes include a new Qingdao call added to the TP8 service, a new Ningbo call to the TP2 coverage, a TP5 service with expanded coverage of Japan, and a comprehensive TP6 service from Southeast Asia and China to and from the US West Coast. The new rotation integrates double coverage in some key ports such as Ningbo and Shanghai to the Pacific Southwest ports so cargo can be switched to other strings for uninterrupted deliveries during peak shipping seasons, Maersk highlighted. With the intra-Asia feeder options, Maersk aims to penetrate more than 100 local market locations and integrate these areas with its vast service network. **Source : Seatrade Asia**



The **APOLLO LYNX** seen leaving the locks in Ijmuiden enroute Amsterdam – Photo : Simon Wolf ©

Finnlines announces layoffs at major Finland's ports

Finnsteve-companies (Finnsteve Oy Ab, Containersteve Oy Ab and FS-Terminals Oy Ab) started co-operation negotiations in the ports of Kotka, Turku and Helsinki with all personnel groups during the last quarter of 2010, the company's press release said. The negotiations have resulted in the termination of about 160 employments in total.

Part of Grimaldi Group Finnlines is a leading shipping operator of Ro-Ro and passenger services in the Baltic Sea and the North Sea. The company operates through its terminal assets at major Finland's ports (Kotka, Turku, Helsinki).

Source : PortNews



The **NORMAND PIONEER** seen passing Haugesund – Photo : Capt. Jan Plug ©

Princess Cruises to Return to Port of Galveston for 2012-13 Caribbean Season

For the first time since 2007, a Princess Cruises ship will again set sail from the port of Galveston, offering cruises to the sunny Western Caribbean.

Crown Princess will offer 19 departures from Galveston between December 22, 2012 and April 27, 2013. The seven-day roundtrip Western Caribbean itinerary features ports of call at Costa Maya, Mexico; Roatan, Honduras; Belize City, Belize; and Cozumel, Mexico.

"We've received a great deal of feedback from cruisers interested in sailing from Galveston again," said Jan Swartz, Princess Cruises executive vice president. "So we're excited to be returning in 2012 to bring our Western Caribbean sailings back to Texas."

The 3,070-passenger **Crown Princess** offers greater capacity than Princess ships previously based in Galveston. The 113,000-ton vessel debuted in 2006 and offers the line's popular signature features, including a piazza-style atrium with International Cafe and Vines wine bar; the 300-square-foot Movies Under the Stars poolside theater; The Sanctuary, an adults-only "oasis of tranquility"; and a variety of dining, recreation and entertainment options.

"Welcoming back Princess Cruises and hosting **Crown Princess** is a great addition to the Texas cruise market. We're excited that the return of Princess Cruises will offer our passengers additional options of cruise vacations sailing from Texas' premiere cruise port," said Steven M. Cernak, Galveston port director. The remainder of the Princess Cruises Caribbean schedule will be announced later this month.



SMIT's shearlegs **Taklift 4** installing the 850ton **NAQ-PII topside** offshore Alexandria, Egypt

Photo : Crew Union Diamond ©

Dredging planned at Kirkcaldy Harbour

IFW reports that Kirkcaldy Harbour in Fife, Scotland is to reopen this year and will see cargo vessels docking for the first time in more than two decades. Construction work started this week at Hutchisons Flour Mill in Kirkcaldy Harbour to include new silos and conveyors to allow the fast delivery of wheat direct from coastal ships.

Dredging work will begin in the Forth Ports-owned harbour in the spring with the first cargo of wheat expected in the summer.

By working in partnership with Hutchisons and Transport Scotland, Forth Ports has been able to develop a greener supply chain for the Fife miller, which will see it remove thousands of lorry miles from Scotland's roads a year.

Transport Scotland provided a Freight Facilities Grant for the project. Nik Scott-Gray, Business Development Manager at Forth Ports, said: "The location of Hutchisons at the harbour ensures that this coastal shipping initiative delivers a continuous product supply to the mill while reducing the lorry journeys." **Source : Dredging News Online**



The advertisement features a blue background with two tugboats. On the left, a worker in an orange life vest and white hard hat is talking on a radio. On the right, two workers in orange suits and white hard hats are standing on a tugboat. The Lamnalco Group logo is at the top center. The text "Customer inspired" and "Quality & performance" is in the center. At the bottom, the head office address is listed: "HEAD OFFICE: Lamnalco Group, Al Buhaira Tower, Buhaira Corniche, PO BOX 5687 Sharjah - UAE +971 6 5172222 (Office) +971 6 574 9090 (Fax) www.lamnalco.com - lamnalco@lamnalco.com".

Polarcus takes delivery of fourth 3D seismic ship

Polarcus Limited reports that Polarcus Samur Ltd, a member of the Polarcus Group, took delivery on March 2, 2011 of **POLARCUS SAMUR**, the fourth 3D seismic vessel to date to join the Polarcus fleet. The vessel was built at the Drydocks World - Dubai shipyard in the United Arab Emirates and is transiting directly to Namibia to commence a charter for HRT Participacoes em Petroleo S.A. and UNX Energy Corp.



conventional and wide tow spreads, including the company's First Pass(TM) 3D technique. The SX133 design has an overall length of 84.2 m and a beam of 17 m. **POLARCUS SAMUR** has a maximum speed of 17 knots and is capable of deploying up to 8 streamers each of 6,000 m length, or 6 streamers each of 8,000 m length, with lateral streamer separations of between 25 and 200 meters. **Source : MarineLog**

Thailand's RCL launches container service to Colombo

Thailand's Regional Container Lines (RCL) has started a new Asian container shipping service that will make two weekly calls at Colombo port to cater to growing demand, reported Asia Pulse. The new RPI (RCL Pakistan India) westbound service will call Colombo every Tuesday en route to Nhava Sheva in Mumbai, India and Karachi, in Pakistan on a fixed day service.

The eastbound service will call Colombo every Friday en route to Malaysia's Port Klang and Singapore also on a fixed day service. Both Colombo calls will be at the state-owned Jaya Container Terminal. RCL, represented in Sri Lanka by Delmege Forsyth & Co. (Shipping), had one service previously, RKL (RCL Korea India) with eastbound service calls Colombo every Sunday en route to Port Klang, Singapore, Hong Kong, and Shanghai and Ningbo in China.

"With these three weekly services calling Colombo, RCL will be accepting import and export cargos from and to all ports of Australia, Korea, Japan, Taiwan, China, Vietnam, Cambodia, Thailand, Myanmar, Philippines Indonesia, Hong Kong Singapore, Malaysia, India and Pakistan."

RCL will also be offering slots for containers from and to Karachi, Nhava Sheva, Port Klang and Singapore for local and transshipment cargo on these sailings via Colombo, the statement said. RCL is a Thai-based container shipping line listed on the Thai Stock Exchange and currently owns and operates a fleet of 43 vessels ranging in size between 500 TEUs to 2,732 TEUs. **Source : PortNews**



SAL's **TRINA** seen arriving in Antwerp – Photo : Steven Oppeel - <http://www.stevo.be>

Rolf Kievits new Commercial Manager T.O.S.



As from the 21st February **Rolf Kievits** is the new Commercial Manager at T.O.S. With his financial background he started in a commercial function first in the IT-business and later on in the maritime industry. He is a familiar face for the tug market for he worked in this line of business since 2004. Within T.O.S. he is responsible for all commercial aspects.

Teekay Announces Sale of Remaining 49 Percent Interest in Teekay Offshore Operating L.P.

Teekay Corporation announced that it has agreed to sell its remaining 49 percent interest in Teekay Offshore Operating L.P. (OPCO) to Teekay Offshore Partners L.P. (Teekay Offshore) for a total price of \$390 million. OPCO currently operates a fleet of 33 shuttle tankers (including five chartered-in vessels), four Floating Storage and Offtake (FSO) units, nine double-hull conventional oil tankers and two lightering vessels. Upon the completion of this transaction, Teekay Offshore will own 100 percent of OPCO.

As consideration, Teekay will receive \$175 million in cash and approximately 7.6 million new common units of Teekay Offshore plus the 2 percent general partner interest associated with the new common units to be issued. The number of Teekay Offshore common units issued to Teekay was determined based on the 10-day volume-weighted average price, or \$27.86 per unit, preceding the date of Teekay's offer to sell its remaining 49 percent interest in OPCO to Teekay Offshore. Upon the completion of this transaction, Teekay's ownership interest in Teekay Offshore will increase from 28.3 percent to 36.9 percent (both figures include the sole two percent general partner interest).

The Company expects this transaction to be completed during the week of March 7, 2011.



The **ZAKHER HOPE** seen in the port of Abu Dhabi – Photo : Clemens Smits ©

Grootse portaalkranen verscheept van Gentse haven naar India

Op vrijdag 4 en zaterdag 5 maart worden in de Gentse haven twee grootse portaalhavenkranen naar India verscheept. Het is een huzarenstukje om de kranen op het schip te zetten. De kranen zullen op een schip - specifiek uitgerust voor zware ladingen - worden geplaatst door middel van de hijstoestellen die zich aan boord bevinden. Met het nodige precisiewerk zullen de kranen op het schip komen te staan.

Beide kranen zijn bestemd voor de haven van Dahej aan de westkust van India. Ze zullen daar worden gebruikt voor de behandeling van bulkmateriaal op de nieuwe terminal voor vaste ladingen.


Het Duitse bedrijf Gottwald stond in voor de assemblage. Het zijn de grootste kranen die deze firma in haar geschiedenis ooit heeft gebouwd. De portaalkranen rijden op rails die 13 meter uit elkaar liggen. De kranen wegen elk 650 ton, de portalen alleen al wegen elk 240 ton en hun vrije hoogte is 6 meter zodat treinen en vrachtwagens er onderdoor kunnen rijden.

De verscheping van de belangrijkste onderdelen van beide kranen via binnenschepen begon in juni 2010. Geleidelijk aan werden de twee kranen geassembleerd aan het Kluizendok om uiteindelijk eind januari 2011 afgewerkt te zijn.



The **IVER PROSPERITY** seen arriving in Willemstad (Curacao)

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



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TTS books more orders for car carrier RO/RO equipment

TTS Marine AB has won two contracts to supply RO/RO equipment to four car carriers. The first contract is with Hyundai Heavy Industries for delivery of cargo access equipment to two newbuildings, hull no 2399 and 2400. The vessels are 6,500 units PCTC ordered by Glovis, a logistics company in the Hyundai Group. The vessels will be delivered to Glovis by January and March 2012, respectively.

TTS equipment to be delivered consists of quarter and side ramps, internal ramps and covers including hydraulic and electric systems. The equipment has a gross weight of about 615 tonnes per vessel. The vessels are similar 16 vessels under construction or delivered, to which TTS has delivered the RO/RO equipment.

The second contract was received from Mitsubishi Nagasaki shipyard for delivery of ro-ro equipment to two car carriers ordered by Wilhelmsen and Wallenius for service within the WWL network. The vessels are 6,400 units PCTC vessels and are numbers 11 and 12 in a series of car carriers built for Wilhelmsen at the same yard and with TTS equipment.

The RO/RO equipment to be delivered consists of quarter and side ramps, internal ramps and covers with hydraulic and electric systems. The total weight of the delivery is about 635 tonnes per vessel and the delivery includes complete equipments and supervision of installation. The vessels are due for delivery to the owner by August and November 2012, respectively.

During the second half of last year TTS Marine AB delivered equipment to another ten car carriers. Hyundai has delivered four vessels to Eukor, Hyundai Samho has delivered three vessels to TMT and Hyundai Mipo has delivered another three vessels to Ray Shipping. **Source : MarineLog**



Seen in the port of Gent, the Russian '**СОМОВСКИЙ-3003**' during a mooring operation where she is using her port anchor to turn around the vessel. When taking in the anchor, it is noted that due to dragging of the anchor lots of steel wires came up as well. **Photo : Ralf Kroon ©**

Madagascar offshore tenders suspended

Madagascar's government has suspended tenders for 225 offshore oil blocks until further notice, the country's mines and hydrocarbons minister said.

Madagascar's government has suspended tenders for 225 offshore oil blocks until further notice, the country's mines and hydrocarbons minister said. Minister Mamy Ratovomalala told reporters late on Thursday there had been plans to launch tenders for the blocks in the Morondava basin, one of the three main basins along the Indian Ocean island's western coast.

Foreign investors are showing strong interest in Madagascar's untapped oil reserves, where one field alone holds estimated recoverable reserves of 2.5 billion barrels - enough to put the country within reach of the top 30 oil producers.

However, exploration has been hampered by the political crisis that has dogged the world's fourth largest island since President Andry Rajoelina ousted incumbent Marc Ravalomanana with the help of dissident soldiers in 2009. "The Office of National Mines and Strategic Industries had suggested pressing ahead but the president of the transition and I decided ... there were no grounds to rush," Ratovomalala said.

A roadmap to end the political crisis, backed by international mediators, stipulates that the transitional government headed by Rajoelina should refrain from making new long-term commitments until an election is held. The Southern African Development Community (SADC) recommended last month that Rajoelina be recognised as interim president until elections later this year, although the main opposition leaders remain opposed to the plan.

"We have decided to clarify the current situation before passing to the next stage, as is also the case for existing contracts," the minister said. Madagascar comprises five basins totalling 320,000 square kilometres (123,550 miles).

The most important are Ambilobe, Majunga and Morondava along the western coast. All three share a common geological history and the structures are similar to those off Angola and Nigeria. The remaining two basins, at Cap Sainte Marie on the south coast and Ile Sainte Marie on the north eastern coast are smaller and poorly understood.

Madagascar said in October that France's Total was on target to start producing heavy oil at the onshore Bemolanga oilfield by 2019 and Houston-based Madagascar Oil could see production by 2015 at a second heavy oil project at Tsimiroro. **Source : Reuters**



The **Ms VEENDAM** & **MS BOREALIS** seen at Ushuaia / Argentine South America January

Photo : Joop Terpstra ©

MARITIME ARTIST CORNER



Another beautiful painting made by [Rob Andrew \(www.robandrew.co.uk\)](http://www.robandrew.co.uk), the **DUCHESS OF MONTROSE** sailing into a perfect evening

OLDIE – FROM THE SHOEBOX



HAL's **VOLENDAM** & **ROYAL VIKING STAR** in Sint Maarten in 1985

Photo : philippe.p.brebant@sfr.fr

.... PHOTO OF THE DAY



The **SANKO ANGEL** is repainted from “Sanko green” into “Hallin red” and renamed in **CARLISLE**
Photo : Hallin Marine ©

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