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Last Saturday 5th March 2011 Landfall/Neptune' newest tug "NEPTUN 10" arrived in the port of IJmuiden with the pelagic fishing trawler "Cornelis Vrolijk" in tow. Assisted by two local harbour tugs of Iskes ARION and TELSTAR, who also arranged this tow as brokers, the convoy was moored safely in the Haringhaven/IJmuiden. The tug "Neptun 10" – 53 tons bollard pull – was delivered in China in July 2010, but the home-voyage to Holland of this third new Landfall/Neptune tug turned out in an "almost-round-the-world" trip via Batam, Dubai, South Africa, Panama and Las Palmas to IJmuiden. Photo's : Marcel Coster ©

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HAL's **ROTTERDAM** seen moored in Huatulco, Mexico. - Photo : Dorian Vergouwe ©

Piracy a growing concern for global maritime industry: Is going round the Cape of Good hope a viable solution?

Piracy has been escalating, now posing an ever so serious threat to the global maritime community, as all international efforts to curb the problem have failed. According to a new report from BIMCO, "what started out as a few sporadic attacks in the Gulf of Aden some years ago has now developed into "industrial piracy". The pirates are no longer sailing around in skiffs only, they utilize "mother ships" from which they launch their attacks and in some cases they even use a hijacked commercial vessel as "mother ship". This development has enlarged the piracy infested area to most of the northern part of the Indian Ocean – resulting amongst other things in an enlargement of the War Risk Zone by the Joint War Committee to cover much more than just the Gulf of Aden and subsequently increased costs as a result of increased insurance payments and longer sailing distances in order to avoid attacks and a potential hijack and hostage situation" says the report.

Moreover the oil price and thus also bunker prices have soared and increased the cost of piracy considerably since the second update in April 2010. The chartering markets conditions have improved substantially in the container segment while the tanker segment has experienced sliding time charter rates. All these elements affect the cost picture that the industry faces, and on that background, an updated version of the cost calculations regarding the decision to go round the Cape of the Good Hope or stay on course for a Suez Canal transit is provided.

In a bid to estimate the costs involved to determine whether it's economically viable or not for a ship owner to have his vessel sail round the Cape of the Good Hope to avoid a potential piracy incident, BIMCO has issued an updated report. According to it, the overall conclusion is very clear. "To limit the risk of meeting pirates by sailing round the Cape of Good Hope instead of going via Suez Canal, you add high costs. An owner of a Post-Panamax container ship will increase costs by USD 11.2 (4.0) million while an owner of a Very Large Crude Carrier (VLCC) will face increased cost by as much as USD 9.6 (8.8) million per annum. (The numbers in brackets are the cost as per April 2010.) What has changed since the last update in April? One important economic issue that has changed the picture dramatically is the bunker prices which have gone up to USD 640 per tonnes from USD 482 per tonnes. This increase of 33% affects both the container and the tanker calculations. Time charter rates have increased almost three-fold for container vessels but dropped one-third for tankers. Asset prices are estimated unchanged for the 10,000 TEU Post-Panamax container ship at (USD 115 million), while the asset value of the VLCC has slid by 8% to USD 75 million. Suez Canal tolls including additional transit costs have increased by 3%. Moreover the estimated risk premium applied to each vessel in doing a Suez transit via Gulf of Aden has gone up from 0.1% to 0.15%" said shipping analyst Peter Sand.

The most important non-economic issue that has changed dramatically is the fact that pirates now attack in most parts of upper Indian Ocean. Literally this makes it impossible for oil tankers to avoid piracy infested areas when sailing into the Arabian Gulf (AG) to pick up a cargo of Middle East crude oil. The enlarged risk zone has meant that no such thing as a "piracy safe passage" exist for oil tankers and other vessels sailing into AG.

"In today's shipping markets and given the model assumptions, the economic analysis reveals that the expenses originating from the very high bunker prices are totally dominating the results. Even though charter rates and asset values have changed a lot, these factors remain secondary to the effect of the fuel price by a landslide. Not even dramatic tumbles in time charter rates down to USD 5,000 a day would make much difference.

The only thing that can change the economic sense and make the cost picture turnaround is the insurance risk premium per transit via the Suez Canal through the Gulf of Aden. Should the estimated premium of 0.15% jump four-fold to 0.6% of the ship value applied to each transit it would make the insurance premium per transit of a container ship valued at USD 115 million equal to USD 690,000 per transit and that would change the picture. Such an extraordinary jump in insurance premium would thus make going round the Cape of Good Hope the preferred choice, as it would become the least costly option for the ship owner. What matters the most in the cost calculations? For a liner company it is primarily a question of higher bunker expenses due to the large consumption of fuel oil for the very powerful engine, while a tanker company primarily is concerned with the added capacity costs even though the fuel consumption also plays a significant part. In the current market conditions a lot of shipping companies turn to slow steaming of the vessels, some even do super slow steaming which reduces the use of fuel by 30% or more. The impact from slow steaming can easily be calculated by using the relevant speed-consumption figures in the model. The BIMCO – piracy cost calculator BIMCO has an Excel-based cost calculator to be used as an information tool only (See related links below). The cost analysis presented in this article is based on this calculator, and it assumes that the same amount of cargo has to be transported in the same amount of time" concluded the report.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Egyptians evacuated from Libya by Turkish ships arrive home

Two Turkish boats have evacuated a total of 1,156 Egyptian nationals from Libya, bringing them from Tripoli to the Egyptian port city of Alexandria as part of Turkey's efforts to assist nationals of other countries stranded in Libya amid a violent uprising. The Turkish General Staff website said in a statement on Sunday that the Alexandria-bound Samsun ferry left Tripoli on Friday with 1,076 Egyptian citizens, accompanied by the frigate **TCG Gelibolu** for security reasons, which carried an additional 81 Egyptians. The two ships arrived in Alexandria on Monday.

Libya has been rocked by unrest for weeks, and the country's leader, Muammar Gaddafi, has launched by far the bloodiest crackdown in a wave of anti-government uprisings sweeping the Arab world. Human rights groups and European officials have put the death toll at hundreds, or perhaps thousands, though it has been virtually impossible to verify the numbers.

Turkey, which declared the safe evacuation of its nationals (approximately 30,000) from Libya a top priority in the first days of the crisis, has since then brought more than 22,000 Turks home on planes, ferries and buses that transported people from Libya to neighboring Tunisia and Egypt. The Samsun ferry was one of the ships used in the evacuation of Turkish nationals. Turkish officials said authorities have evacuated all Turkish nationals in Libya who want to leave. But Turkey's ambassador to Libya, Levent Şahinkaya, told the Anatolia news agency on Sunday that nearly 40 Turkish citizens have applied to the embassy to be evacuated. Şahinkaya said 70 diplomatic missions of various countries out of a total of 100 have been closed down for security reasons, but with 23 workers, the Turkish Embassy in Tripoli will continue its work.

In addition to its nationals, Turkey has also evacuated 4,800 foreigners from 65 countries, Foreign Minister Ahmet Davutoğlu told reporters on Saturday. Also on Saturday, Syrian Ambassador to Turkey Nidal Kabalan thanked the Turkish authorities for their assistance in the evacuation of Syrian nationals. He was speaking about the 822 Syrians who were evacuated from Libya on a Panama-flagged cargo ship that arrived in Turkey's southern port of Marmaris. More than 130 of the Syrians were either children or pregnant women.

"I want to thank the Turkish people and the government for their assistance and hospitality," Kabalan said. The ambassador said everyone from the governor of Muğla, where the port of Marmaris is located, to the head of the Muğla Police Department -- all Turkish officials -- were there to meet the Syrian evacuees. "Turkish officials have done a great job. We have done everything to meet the needs of Syrian and Turkish citizens in Libya. We have worked as a team both in Ankara and in Syria. I thank Turkey on behalf of the Syrian people and the government," the Syrian ambassador said.

Speaking at a meeting with businessmen in İzmir on Sunday, Prime Minister Recep Tayyip Erdoğan praised Turkey's success in evacuating its nationals from Libya. Erdoğan said Turkey has evacuated almost all its nationals in Libya and thousands of citizens of other countries. "Turkey's operation had reverberations all across the world and was shown with praise and appreciation as an example," the prime minister stressed. **Source : Today's Zaman**



The **MAERSK MUROTSU** seen enroute Amsterdam – **Photo : Joop Marechal ©**





The **SARACENA** seen passing the Kiel canal – Photo : Michael Brakhage ©

Japan to try suspects in pirate attack

In an unprecedented move to combat piracy, the Japanese government has decided to have four U.S. Navy-held suspected pirates handed over, it has been learned. The suspects were being held over a thwarted attack on a Japanese oil tanker in the Indian Ocean on Saturday. In response to the decision, the Tokyo District Public Prosecutors Office said it will dispatch a seven-member group, including one or more prosecutors and interpreters, to Oman, where the alleged pirates are under detention.

According to the Land, Infrastructure, Transport and Tourism Ministry, the tanker is the 57,462-ton **Guanabara**, registered in Bahamas and operated by Mitsui O.S.K. Lines Ltd. The pirates boarded the **Guanabara** on Saturday, 328 nautical miles southeast of the southern coast of Oman, but were overpowered Sunday by a special unit from the destroyer **USS Bulkeley** that boarded the tanker, the ministry said.

The U.S. destroyer, along with a Turkish warship, rushed to the scene in response to a distress beacon the tanker's crew had sent to an international flotilla of warships in waters nearby, according to the ministry. The Mitsui O.S.K. tanker was not damaged and none of its 24 non-Japanese crew members was injured. The government's decision to bring the four pirate suspects to this country came in response to requests from the United States, government officials said. A Maritime Self-Defense Force destroyer carrying the seven-member team is scheduled to bring the four onboard at an Omani port before transporting them to Djibouti, from where a Japan Coast Guard airplane will take them to Japan, the officials said.

Under the antipiracy law that took effect in 2009, MSDF vessels have been charged with escorting Japanese and foreign-registered merchant ships to protect them from pirate attacks. It is the first time, however, that an MSDF vessel will have been part of an operation to bring detained piracy suspects to Japan.

The antipiracy law stipulates that those found guilty of acts of piracy are subject to life imprisonment, or prison sentences of five years or more. Before the law came into effect, the SDF was allowed only to escort Japan-related ships and its use of weapons was limited to legitimate self-defense. Under the new antipiracy law, however, MSDF vessels can escort any ships, be they Japanese or foreign-registered, and can fire at pirate boats if they ignore warning signals.

Regarding acts deemed punishable, the law cites "extreme proximity" of pirate boats to ships and "depriving ships of the freedom of navigation." Prosecution officials said these punitive provisions are applicable to the pirate attack on the Mitsui O.S.K. tanker. A senior prosecution official said the arrests of the suspected pirates will be made by JCG officers, while their indictment will be handled by the Tokyo District Public Prosecutors Office. Some experts, however, commented that criminal procedures could run into trouble because of a lack of evidence. Similar difficulties have been faced by South Korea's law enforcement authorities in dealing with a gang of five suspected pirates. The men were transferred to South Korea after being captured by South Korean commandos off Somalia in January. Although the government this time has accepted the U.S. military's request to take the suspects, some government officials have

voiced concerns that the decision may end up setting a "costly precedent," with Japan being asked to accept transference of a number of suspected pirates in the future.

The latest government response to the piracy issue also has brought to light the fact that Japan's legal system does not yet have clear-cut provisions on how to deal with pirates captured abroad. The handover of the pirates, if carried out, will raise such questions as the high cost of arranging such transfers, the officials said. According to the JCG, the UN Convention of the Law of the Sea stipulates that a country which captures pirates overseas has the right to decide whether to transfer them to that country, to put them on trial for punishment. **Source : montrealgazette.com**



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The **MARCO POLO** seen moored in Manaus/Amazonas - **Photo : Piet van Spronsen ©**

Information sharing vital to thwart maritime piracy

Indian Ocean's maritime traffic is facing threats as piracy is spreading on Indian Ocean's fringes, the Strait of Malacca to the east off the Somali Coast and the Gulf of Aden to the west. This was stated in the fourth International Maritime Conference, under the auspices of National Centre for Maritime Policy Research, Bahria University Karachi on Tuesday.

To deal effectively with major challenges like sea lanes security and other non traditional threats, sharing of maritime information is essential, said experts gathered at the conference. Piracy has become a worldwide phenomenon and the increased pirate activity off the coast of Somalia and in Gulf of Eden has now become a serious global concern, experts said.

Renowned scholar and researcher, Prof Dr Stanley B Weeks of US Naval War College also shared his view. Dr Weeks said the theme set for the conference is Maritime Security Management-Contemporary challenges and need for global cooperation. Apart from local speakers, renowned scholars from United States, United Kingdom, China and Canada presented papers on maritime issues like maritime information sharing and non-traditional security challenges.

Maritime security challenges in Arabian Sea are both multidimensional and multifaceted and involve a host of non-traditional or non-military threats and challenges. A few of these like maritime terrorism, drug trafficking and piracy have acquired trans-regional dimension.

Dr Stanley said that ensuring sea lane security will require all nations to increase maritime domain awareness and to cooperate in providing maritime assets in response to threats and emergencies. Growing maritime terrorism and piracy in Indian Ocean region led to the formation of many coalition operations against maritime terrorism, piracy and drug trafficking. Pakistan Navy is the only regional navy to form part of Coalition Maritime Campaign Plan. Despite Pakistan Navy's resource constraints, it has also contributed significantly towards regional maritime security.

Pakistan is the only regional country to have been entrusted with the command of Combined Task Force 151 (CTF-151) besides command of CTF-150. The overall goal is to ensure security of sea-lanes and the overall maritime commons for safe use by all nations as those are vital for a globalise economy. Prof Wang Dehua Vice President, Shanghai Institute of International Strategic Studies, China emphasised that our efforts should be spent on building harmonious ocean. Source : www.dailytimes.com.pk



Gerard is thanked for his input by the **Noble Hans Deul** Safety Training Supervisor (STS). After having **Gerard Bolt** onboard the drilling rig " **Noble Hans Deul** " as a trainee Barge Engineer for more than a year, it was on the decision of **Gerard** to broaden his horizon in a different part of the offshore industry. We hope that Gerard's new colleagues on Allseas **Solitair** are just as found to have Gerard in their midst as we on the " **Noble Hans Deul** " have been.

Gerard we wish you all the luck in the world on your new destination.

Photo: Richie Rich ©

West African Piracy – ship seized off Benin

A maritime security alert has been issued for the Gulf of Guinea after fourteen armed pirates approached and boarded a chemical tanker off the coast of Benin. The pirates took control of the crew members and ordered the master to sail the tanker to Gabon in order to offload the cargo. After several failed attempts to offload the cargo near Gabon, Warri and Lagos in Nigeria, the pirates abandoned their plans and instead stole the crew members' personal belongings and took the master and two engineers with them ashore. The tanker was left three nautical miles of Badagri, off the coast of Nigeria. The three abducted crew members were later allowed to return to their ship. The crew received some injuries and the bridge and crew cabins were physically damaged.

In a separate incident three persons approached a chemical tanker at anchor, three nautical miles off Lagos, fired their weapons in the air and demanded the gangways to be lowered. The master refused and moved away from the anchorage and no one was injured during the incident. Vigilance, crew preparation, watch rotas and security measures are all recommended when approaching ports in the Gulf of Guinea. – GAC Risk Alert Source : ports.co.za



The **EVER SALUTE** seen in the port of Hamburg assisted by the **ZP Chandon** – Photo : **Hans Schaefer** ©

Singapore shipping executives cycle for seafarers



For the second consecutive year, in a show of support for the welfare of seafarers and the need to ensure that adequate shore-side facilities are available to crew during shore leave, a group of shipping professionals based in Singapore joined by several supporters teamed up to raise funds by participating in the **OCBC Cycle 2011 40km Nissan Challenge**. This year two charities will benefit from the initiative, namely the Singapore Branch of the **Mission to Seafarers** and the **International Sailor's Society**. Common to both charities is the goal of providing centres at seaports in which seafarers can enjoy 'a home away from home'. These are places where seafarers can contact their loved ones from whom they are separated for months on end, receive assistance with any problems they may be facing and get a break from their demanding way of life onboard ship. Under the banner of the '**Picotin Bike Breakfast Club**', an informal group of cyclists from the Singapore shipping community that meets for weekend cycling, over SGD 10,000 has been raised so far and more funds are being sought now that the OCBC Cycling challenge has been accomplished.

Additional donations are welcome and can be made as follows:

Sailors' Society

<http://www.justgiving.com/Picotin2011/>

Mission to Seafarers Singapore Branch

Cheques made out to "Mission to Seafarers Singapore Branch" can be sent to:

SMBC

Attn Charles Reineke, SFDE

3 Temasek Avenue Centennial Tower 01-06

Singapore 039190

OR

Acc Name: Mission to Seafarers Singapore Branch

Acc # 141-824912001

Bank: HSBC

HSBC Building

21 Collyer Quay, S-049320

Swift: HSBCSGSG

For additional information please contact: Thomas Timlen - ttimlen@gmail.com

MSC Chitra being refloated

After it listed into the Arabian Sea following a collision with another merchant ship **Khalijia**, **MSC Chitra** is breathing again. Salvagers worked for six months to get it up and running. Now, **Chitra** is ready for its final voyage: to the scarpyard at Alang

MSC Chitra, which listed after colliding with M V **Khalijia 3** in August last year causing a massive oil spill and shutting down the channel leading into the Mumbai port and the Jawaharlal Nehru Port for ten days, is being refloated for its final journey to the Alang ship-breaking yard in Bhavnagar district of Gujarat.

While the channel was partially opened after the hundreds of containers spilled by a dangerously tilting **MSC Chitra** were cleared, the ship itself, a large part of it sticking out of the sea, has been posing a major navigational hazard for vessels entering the sea off the Mumbai coast.

"Efforts to refloat **MSC Chitra** have been on for a few days now. In all probability, it will be fully buoyant in a week's time. The Mediterranean Shipping Company, which owns **Chitra**, has decided to scrap it," Mumbai Port Trust chairman Rahul Asthana said. The badly damaged ship leaving the Mumbai harbour will come as a big relief for shipping companies, the Indian Navy and the two ports.



MSC Chitra being salvaged with the help of two barges belonging to Singapore-based Smit Salvage on Thursday. The salvagers have been lifting the ship using high-power equipment for the last three days, marking the near-completion of a six-month-long operation

The ship, listing at around 10 to 17 degrees now (its list was corrected after months of efforts) posed a constant danger to vessels entering the

Mumbai coast. This slowed the roll over of vessels at the two ports, hitting their business.

"Removing **Chitra** will give more sea room for movement of ships. Basically, the salvagers have put two barges on the side of the ship to correct the list. Air is being blown into some chambers to increase its buoyancy," Coast Guard Inspector-General (west) S P S Basra said. **Chitra** collided with **MV Khalijia 3** when the latter was being towed into the harbour after running aground in rough monsoon sea. **Chitra** was carrying over a thousand containers when it met with the mishap. As the vessel listed 75 degrees, it spilled into the sea over 500 containers from its upper decks

and around 789 metric tonnes of fuel. The oil spill played havoc with the marine life around Navi Mumbai, Raigad, Thane and Mumbai, and the containers were found washed ashore as far as Uran and Alibaug.

"Once **Chitra** is straightened up, the process to pump out water from its chambers will begin. Two tugs will then be used to tow the ship first to an anchorage point, where final formalities will be completed," said S B Agnihotri, director general, shipping. JNPT deputy chairman N N Kumar said the **Chitra** leaving the Mumbai coast is good news. "The ship was causing a great deal of danger to the traffic entering the Mumbai Port and the Jawaharlal Nehru Port Trust (JNPT). It is good that the ship is being towed away to Alang," he said. Mirror called the MSC office in Mumbai, but there was no response.

Latest update / information received:

The MSC CHITRA was completely refloated Thursday (yesterday) morning by the Salvage team of Smit Salvage , good job well done guys !!



The **PEARL ACE** seen enroute Amsterdam – Photo : H.Blomvliet ©

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Somali pirate suspects leave Enterprise, possibly for Norfolk

A group of Somalis captured after four Americans were killed aboard their yacht during a pirate attack have been turned over to the Department of Justice and are likely on their way to Virginia for prosecution. The Somalis were being held aboard the carrier **Enterprise** since the attack and shooting deaths on Feb. 22 of the Americans. A Navy spokesman said today the Somalis were removed from the ship by Department of Justice officials.

The Norfolk-based **Enterprise** is currently in the Red Sea. The Justice Department has not yet responded to requests for information about the whereabouts or destination of the Somalis. Defense attorneys and officials in the Norfolk U.S. District Court said they were informed to expect some or all the Somalis to arrive here for their initial appearances on Thursday afternoon.

The 58-foot sloop **Quest** was pirated off the Oman coast in the Arabian Sea on Feb. 18. Four Navy ships responded and were in negotiations with the pirates when all four Americans were shot and killed. Navy SEALs stormed the yacht and captured 13 Somalis. Two were already aboard a Navy ship during the negotiations. The **Quest's** owners, Scott and Jean Adam of Los Angeles, and their friends Bob Riggle and Phyllis Macay of Seattle were killed in the attack.

Source : The Virginian-Pilot

CASUALTY REPORTING

Dubai boat fire kills one

A fire gutted two shipping vessels in Deira Creek, leaving one man dead and four injured. The dead man jumped into the water to escape the flames and was killed by his ship's propeller. One of the ships is registered in Iran, and the other in Somalia.



"All the [six] men aboard the Iranian ship had jumped into the water, along with one man from the Al Aziz," said Major Juma bin Darwish, the director of the Dubai Police's rescue department. "The man who was killed was from the Iranian boat. He had jumped away from the fire while the propeller was running and was cut in half."


Rescue personnel located part of the dead man's torso a kilometre downstream from where the incident took place, but were still searching for the other half of his body four hours after the fire broke out. "It appears that he jumped in the water not realising that the engine had been started,"

Major Darwish said. "We pulled him out of the water and had a member of the Iranian boat's crew identify him."

Civil defence personnel and officers from the police rescue team responded to the fire yesterday just before 5pm to find the boats burning in the middle of the creek. "A passing police patrol saw the smoke and notified dispatch that two boats in the water were on fire," said Major Darwish. "We had rescue boats pluck the men from the water immediately and tow the boats to shore to fight the fire." The fire broke out on the Iranian boat and spread to the Al Aziz, the Somali boat, which has a crew of 10 and was carrying about 15 vehicles. The vessels were moored next to one another in the creek, across from the Radisson Blu Hotel in Deira. The Al Aziz was bound for Somalia with a cargo of vehicles, batteries, flour and other foodstuffs. The second boat was not carrying cargo. Civil Defence personnel battled the blaze until after 7pm, with the fire reigniting due to fuel in the vehicles it was hauling. More than three

dozen firemen, seven fire tankers, an incident command vehicle and four ambulances responded to the incident. The cause of the fire has not been determined. Source : The National

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French navy ship visit on hold

A visit by the French navy patrol vessel **La Moqueuse** to New Zealand has been delayed and may possibly be cancelled. The ship was due in Auckland today (Friday) for a four-day goodwill visit but the French Embassy in Wellington said the ship had been delayed by technical problems and if the visit continued it would not arrive until Monday or Tuesday. An embassy spokesperson said if the visit was cancelled, another French navy ship, the patrol vessel **La Glorieuse** may visit instead. Source : Otago Daily Times



File photo of the Belgian frigate **F 931 LOUISE MARIE** (ex Willem van der Zaan F 829) seen moored in Zeebrugge Naval Base 21-07-2009 – Photo : Iain Forsyth (c)

USS Nevada Successfully Tests Trident II D5 Missile

Fleet ballistic missile submarine **USS Nevada (SSBN 733)** successfully launched a test missile off the coast of southern California March 1 as part of the post-refueling overhaul certification process. The missile, an unarmed Trident II D5, was launched as a single mission test and was the key element of the demonstration and shakedown operation (DASO) process certifying the readiness of an SSBN crew and the operational performance of the submarine's strategic weapons system prior to returning to operational availability. Navy's Strategic Systems Programs (SSP) oversees the DASO certification process, while various other organizations provide support for the certification. More than 150 SSP employees and special guests were invited aboard the **USNS Waters (T-AGS 45)**, a Military Sealift Command (MSC) vessel to witness the event and learn more about SSP and the DASO process. "SSP teams with people from an array of commands and organizations throughout the months leading up to the DASO missile launch. The people representing Submarine Group 9, **USS Nevada**, Military Sealift Command and our contract partners who

witnessed the launch from aboard Waters are a small fraction of those who work with Strategic Systems Programs to ensure we continue to successfully provide the nation's sea-based strategic deterrent," said Rear Adm. Terry Benedict, director, Strategic Systems Programs. Benedict was aboard Nevada observing the crew as they conducted the launch mission.

"This mission for MSC is just one in many that we do. We're proud to be a part of it," said John Thackrah, executive director of Military Sealift Command (MSC), who attended the launch. Waters is an MSC vessel that provides support during the DASO launch as part of her mission. Instrumentation and personnel such as engineers and scientists are embarked aboard Waters to track the submarine and the missile throughout the launch process.

The March 1 launch marked the 135th consecutive successful submarine-launched ballistic missile (SLBM) test flight since December 1989. "It's quite an accomplishment, we're very proud of everybody that has pulled together for us today," said Rear Adm. Robert Hennegan, commander, Submarine Group (SUBGRU) 9. "Today was a terrific accomplishment for the **USS Nevada**, for Submarine Group 9, but more importantly for the entire SSP team and for all who are part of delivering the nation's deterrence posture. Everyone has done a terrific job and we're very proud of them."

Nevada crewmembers said they were also glad to see the successful launch occur after such an extensive maintenance period. "It was the final event of a three and a half-year refueling overhaul," said Cmdr. Alan Schrader, commanding officer for **Nevada's** 'Blue Crew.' "To get to today, it means so much for me to see that missile go off in the air, and now we're ready to go and do our strategic mission." Guests who watched the launch from aboard Waters said it was a once-in-a-lifetime experience. "It was incredible," said Caitlin Hitt, co-president of the Naval Base Kitsap Officers Spouses Association. "Nothing that I ever expected, quite honestly I was shocked at how cool it was when it came out of the water." **Nevada** was commissioned in 1986 as the eighth Ohio-class fleet ballistic missile submarine (SSBN). The Ohio-class design allows the submarines to operate for 15 or more years between major overhauls. Each SSBN has two crews, Blue and Gold, which alternate manning the submarines while on patrol to maximize strategic availability while reduces the number of submarines required to meet strategic defense requirements. **Source :** NavyCompass

Azerbaijan buys Turkish patrol boats

Azerbaijan's State Border Service bought two new high-speed patrol boats from Turkey last year. The purchase is listed in the Azerbaijani government's report to parliament on its work in 2010. The report has already been submitted to MPs and will be officially debated on 14 March. The report says that a large ship was transferred to the Coast Guard from the State Oil Company of the Azerbaijan Republic last year. A 300 cu.m-capacity water purifier, produced in the Czech Republic, was also acquired by the Coast Guard. Construction of a northern division for the Coast Guard began last year in the settlement of Mugtadir in Khachmaz District. Work was also done to improve the combat-readiness three large patrol ships **Source : News.Az**

Pak plans to acquire 6 submarines from China

After inducting advance fighter jets from China, Pakistan plans to buy six state-of-the-art submarines from the neighbouring country in a bid to boost its under-sea warfare capabilities. Islamabad is planning to buy six submarines outright with options of joint development of conventional submarines with China, The Express Tribune reported.

The newspaper did not mention the class of submarines being sought by Pakistan saying merely that Islamabad wanted advanced under-sea vessels with air independent propulsion (AIP) system, which would give them capabilities to stay submerged longer and operate noiselessly.

The Defence Ministry has asked the federal Cabinet to approve the purchase of Chinese submarines to counter "emerging threats" faced by Pakistan, the paper said. Pakistan has a total of five active diesel electric submarines plus three midget submarines. While the three submarines are of German SSK class, Islamabad had recently inducted two French Agosta class ones. With attempts to acquire AIP technology, Islamabad would be in race with New Delhi, which plans to arm its French Scorpene submarines with the technology but only by 2013.

Pakistan's Defence Ministry informed the Cabinet that the country's Navy is facing a "critical force imbalance" in terms of the number of submarines and ships in its fleet. The "capability gap is widening exponentially with the passage of time", the report said. The Navy plans to acquire the six AIP conventional submarines that can operate in a "multi-threat environment under tropical conditions" and are capable of launching torpedoes and missiles, the Business Recorder daily quoted official documents as saying.

A protocol for joint development and co-production of submarines by the Pakistan Navy and China Shipbuilding and Offshore Corporation will be signed shortly after approval by the federal Cabinet, the paper said. In view of “urgent naval requirements”, the issue of acquiring Chinese submarines was part of the talking points for President Asif Ali Zardari’s visit to China in 2009, media reports said. The matter was also discussed during Chinese Premier Wen Jiabao’s visit to Pakistan in December 2010, the reports said.

The Cabinet has been told that Naval Headquarters had pursued the purchase of submarines with Chinese authorities, who have assured Pakistan of their “firm support” for the submarine project. Under the proposed protocol, four submarines will be constructed at a Chinese shipyard and the remaining two in Pakistan. Co-development and production will include joint development, training of Pakistani personnel, upgrades of Pakistan Navy’s shipyard and other related aspects.

Pakistan is in the process of inducting 36 J-10 fighter aircraft from China in a deal worth more than \$1.4 billion, with options open for induction of more similar aircraft. Islamabad and Beijing are also collaborating to build an advanced fighter — JF-17 or ‘Thunder’. **Source : The Hindu**

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The **STOLT BRELAND** seen outbound from Rotterdam – **Photo : Kees Torn ©**

SIC to look at judicial challenge to decision to axe coastguard tugs

SIC officials are to investigate the possibility of a judicial challenge to the coalition government's unpopular decision to axe the coastguard tugs. Councillors were warned all hopes of saving the emergency tug vessels, or ETVs, in their current form were now lost during a special SIC meeting in Lerwick Town Hall. Members discussed a planned response to the MCA's proposals to cut coastguard services and potentially close the Lerwick station. Head of ports and harbour Roger Moore said it had been made clear during a meeting in Edinburgh that the tugs would not remain after the current contract ends in September.

He said the focus now was for stakeholders to provide a solution themselves. Possibilities include money being raised from the Crown Estate, or the oil industry itself. However councillors remain unconvinced new contracts with industry can provide an adequate service.

"I was at a meeting in Edinburgh on 4th March. There was a presentation and it was made clear the decision's been made – the tugs are going," Capt Moore told council members. "At the end of September, unless something is done quickly, there will be no tugs. "The contract comes to an end. It has already been extended, and can't be extended again because of European law, unless by special derogation. "The spending review has said they would not renew that contract, although there was no consultation. "There was one stakeholders meeting in Aberdeen, one in London, and there is to be one looking for industry and stakeholders to come forward with future solutions following a decision that's already been taken." He suggested a statement be prepared alongside the responses, setting out the importance of the coastguard service to the isles.

Following today's meeting it's also hoped the transport select committee will visit the isles as part of its investigation into the unpopular programme of cuts, or at least allow councillors to give verbal evidence in London as part of the inquiry. Councillors were unanimous in their opposition to the coastguard cuts.

Regular environmental campaigner Rick Nickerson instigated the call for a judicial review, particularly as there had been no consultation on the decision to withdraw the tugs. He was also behind the calls for the transport select committee to come here. "I think we should ask our officers to look into the cost of a judicial review on the ETV situation. It would be appropriate for us to cover all our bases," he said. "I think we should ask the transport select committee to come to Shetland to hear evidence, and the council should ask to give evidence to the committee, whether it comes or not." Members welcomed the prepared responses to the MCA, although some felt they could have gone further in highlighting the potential danger to mariners. Josie Simpson, who has spent a fair bit of time at sea himself, said the cuts were a "huge backward step". He wasted no time in moving the recommendations, insisting technology could not always be relied upon. He criticised the MCA for its assertion that most incidents at sea happen during daylight hours.

"They say they're maybe going to have the station open throughout the day, but a lot of the accidents that happen are at night." Betty Fullerton said the oil exploration in waters close to Shetland justified "stronger" comments in the feedback form. "The safety aspect in the oil fields is paramount, especially when you think about what happened in the Gulf of Mexico. We could maybe strengthen what we're saying in some areas," she said.

Her comments were backed by Alastair Cooper, who said more emphasis was needed on the "Atlantic frontier west of Shetland". "Given the situation in the Middle East, there will be pressure on the UK to maximise its own resources," he said. "To give confidence to the community and the environment we need to retain both the ETV and the coastguard station." However Mrs Fullerton warned the argument against closures because of differing regional accents hardly stacked up in what was, after all, an "international stretch of water".

Sandy Cluness said the argument was more relevant in the Western Isles where there was a heavy leaning towards Gaelic. Jim Henry said losing "a few words" after a technical communication breakdown could mean the difference between life and death. "A few words can make all the difference. It's essential the Shetland station stays open," he said. Bill Manson was concerned about availability of tugs if they were operated by the private sector. "There may be centres where these tugs are based but that's no guarantee of its availability." Speaking after the meeting isles MP Alistair Carmichael said: "It's fairly clear the contract [for the tugs] will not be renewed as it exists. What we're working on is to ensure that alternative provision be found from September." **Source : Shetland Times**

Bollore confirms \$640 mln Lome port expansion plan

French logistics group Bollore said it was to build a third quay at Lome port in Togo for a cost of 300 billion CFA francs (\$640 million), with a target of doubling container traffic within five years. The project was launched at a ceremony with group president Vincent Bollore and Togolese President Faure Gnassingbe and which was broadcast by local media over the weekend. The quay will be 450 metres long, 15 metres deep and able to take vessels up to 7,000 TEU (twenty-foot equivalent units). The aim is to double within five years current container traffic of 350,000-400,000 a year, and to triple that within a decade, according to a news release. Bollore shares handling activities at the port, one of the biggest covering the West African hinterland, with Manuport, a unit of French group GETMA. The move comes a month after Bollore said it was looking to invest \$150 million in a dry port in Guinea to ease shipment of goods through the world's top exporter of aluminium ore bauxite. **Source : PortNews**



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Cruiseschip Westerdam, een graag geziene gast op Curacao

Door : Els Kroon



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

Tijdens het cruiseseizoen dat volgende maand ten einde loopt in de zuidelijke Cariben deed het cruiseschip **Westerdam** van de Holland Amerika Line om de twee weken de Curaçaose haven aan. Ze lag dan meestal aangemeerd aan de Matheywerf midden in Willemstad, waar ze een echte blikvanger was, vooral bij het achteruit uitvaren van de smalle Annabaai.



Ook het komende winterseizoen zal Curacao het schip tweewekelijks kunnen begroeten. De **Westerdam** zal dan van een bijzondere betekenis zijn voor het eiland. De Nederlandse hotelmanager **Ron Bontenbal** heeft zich tijdens een rondleiding op het schip bereid verklaard samen met zijn bemanning actief mee te werken aan uitwisseling van kennis en vaardigheden met hotelpersoneel en studenten van lokale horeca opleidingen.

Initiatiefnemer is **Paul Kok**, general manager van het **Avila Beach Hotel**, die zelf een achtergrond heeft bij de HAL en weet hoe groot de betekenis is van de samenwerking. **Bontenbal** is overigens geen onbekende op het eiland Tien jaar geleden maakte hij al kennis met het studentenprogramma toen nog als Assistant F&B manager bij Princess Cruise Lines. Hij begeleidde in 2000 een twintigtal studenten van **Maris Stella SBO** en bezocht zelfs de school waar hij een lunch kreeg aangeboden en kennis maakte met directie en docenten.



"Curaçao is nu niet alleen voor de passagiers van de **Westerdam** een hoogtepunt, maar door de contacten met het Avila Beach Hotel en het studentenprogramma vooral ook voor mezelf en mijn echtgenote een bestemming om naar uit te zien", zegt de hotelmanager, die samen met de Oostenrijkse chef **Andreas** en Assistant Manager Culinary Operations **Ruben** een enthousiaste groep werknemers van het **Avila Beach hotel** en studentenprogramma coördinator **Els Kroon** rondleidde. Voor de Avila groep was het de tweede keer dat ze werden ontvangen aan boord waardoor ze met veel gerichte vragen hun kennis van het vak konden verrijken. Ook binnen de HAL groep is de **Westerdam**

een bijzonder schip door haar geheel eigen wijze van omgang met het personeel. In vijf jaar tijd implementeerde de hotelmanager een systeem waarbij de verantwoordelijkheden van alle functies zo hoog mogelijk worden gelegd. "98 Procent van de bemanning voelt zich hier goed bij, en dat werkt door in de sfeer op het schip, dat al enkele jaren hoge waarderingcijfers krijgt van de passagiers. En dat terwijl de route naar de Zuidelijke Cariben niet de gemakkelijkste is door de lange afstand die het schip met hoge snelheid moet afleggen," aldus [Bontenbal](#). Na het laatste bezoek aan Curaçao vertrekt het schip voor de zomerperiode naar Alaska. Op 17 november volgt dan na een cruise door de Pacific de eerste call van het nieuwe seizoen aan het eiland, waarbij de samenwerking met het Cruise Studentenprogramma Curaçao een feit zal zijn.

Congestion of 109 ships in the Gulf of Finland eastern part

As of 8:00am (MT), March 9th, there are 109 cargo ships waiting for assistance of icebreakers in the eastern Gulf of Finland, the Port Authority of Big Port St. Petersburg said. The St. Pb PA reports of total 144 merchant ships currently located in the water area, 31 of them - in motion. 15 vessels await permission to call at the port. Over the past day 3 ships reached the entrance buoy of St Pb port. 4 – are westbound from the Gulf area, 19 arrived at the port of St. Petersburg, 14 departed. Six vessels at the regional ports are subject to ice restrictions, 2 of them in St. Petersburg, 3 - in Viborg port, 1 - in port of Ust-Luga. **Source : PortNews**



The **STOLT VIRTUE** seen enroute Rotterdam – **Photo : Kees Torn (c)**

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Statistics HK's port cargo throughput up 10% in 2010

The total port cargo throughput in 2010 in Hong Kong increased by 10 percent over a year earlier to 267.8 million tons, said the city's statistical authority Tuesday. Within this total, inward and outward port cargo rose 11 percent and 10 percent to 154.3 million tons and 113.6 million tons respectively.

Meanwhile, the total port cargo throughput in Hong Kong rose to 70.0 million tons in the fourth quarter of 2010, up 8 percent on the same period last year.

On a seasonally adjusted quarter-to-quarter comparison, the total port cargo throughput increased by 3 percent in the fourth quarter. Inward and outward port cargo went up by 2 percent and 6 percent respectively. The port of Hong Kong handled 23.7 million 20-foot container units in 2010, up 13 percent over 2009. In the fourth quarter of 2010, the port of Hong Kong handled 6.1 million container units, up 9 percent over a year earlier.

The number of ocean vessel arrivals in Hong Kong for 2010 decreased by 2 percent over 2009 to 32,650, with the total capacity increasing by 6 percent to 401.8 million net registered tons. In the fourth quarter of 2010, the number of ocean vessel arrivals decreased by 1 percent over a year earlier to 8,420, with the total capacity increasing by 13 percent to 105.7 million net registered tons. Over the same period, the number of river vessel arrivals increased by 4 percent over a year earlier to 45,830, with the total capacity increasing by 12 percent to 28 million net registered tons.

Source : ChinaDaily



Above seen an classic , the **Saga Ruby** making her second visit to Port Chalmers 9.3.2011.

Photo : Ross Walker ©

Maersk, Dubai to invest \$4.6 billion in Qingdao Port expansion

Denmark's A.P. Moeller-Maersk and other foreign investors will invest in Qingdao Port Group's \$4.6 billion expansion scheme in the next five years, a senior Chinese executive said on Monday, Reuters reports. Qingdao Port is joining Shanghai International Port (Group) Co and other Chinese peers in an expansion spree to keep up with China's ever growing foreign trade.

It plans to invest 30 billion yuan (\$4.6 billion) by 2015, increasing its container volume by two-thirds to 20 million twenty-foot equivalent units (TEU) and nearly doubling its bulk cargo capacity to 600 million tones "We have several overseas investors in our container terminal already. They will participate in the next phase of the project," Chang Dechuan told Reuters in an interview on the sidelines of China's National People's Congress.

SIPG, however, took a different approach in its multi-billion dollar expansion of the Yangshan deepwater port, which could have as many as 50 container berths eventually, according to local government plans. Yangshan Port, nearly Shanghai, has several overseas investors in its second phase, including A.P. Moeller-Maersk's APM Terminals and a Hutchison Whampoa (0013.HK) subsidiary.

But foreign investors were kept at bay in the following phases as the government, flush with cash, was unwilling to share the ever-growing pie, industry observers say. Qingdao Port now holds 29 percent of its multiparty container terminal venture, Qingdao Qianwan, Chang said. The rest of the shares are spread "fairly evenly" among Moeller-Maersk, Dubai's DP World DPW.DI, China COSCO (1919.HK) among others. The next phase of the project will be funded by Qingdao Port and its partners initially. But the port operator is also seeking to go public to help bankroll its expansion, Chang said. China's IPO market, one of the world's biggest in recent years, is likely to remain active in 2011 if the government speeds up its move to allow foreign companies to sell shares on its stock markets, bankers say.

Dalian Port in the northeast raised \$856 million late last year in its share sales in mainland China. "We had hoped to go public in 2008, but the process takes much longer than expected. We are still working on it," Chang said, but declined to give a new listing target.

On top of the container business, Qingdao, one of the oldest ports in China, also handles various commodities such as coal, crude oil, iron ore and grain. Its bulk cargo throughput came to 350 million tonnes in 2010, up 11 percent from a year earlier, with its container volume up 17 percent at 12 million TEUs, company data showed **Source : PortNews**



Esvagt A/S has finally taken delivery of **Esvagt Bergen**, which arrived earlier this week at its homeport of Esbjerg. The vessel has been delayed around one and a half year in the building process as the Spanish shipyard Factoria Naval de Marin in Marin filed for bankruptcy during the building. "We have fortunately a very understand charterer for the vessel, who have been more interested in receiving finish vessel", says Søren Thomsen, CEO of Esvagt. **Esvagt Bergen** will after a week stay in Esbjerg commence a long-term charter for Norwegian Statoil as a multirole standby/rescue vessel. The ship is the company's first X-bow vessel (type SX123), which is 80 metres long on a breadth of 17 metres. The tonnage is 4,261 gt. The vessel is powered by a double Caterpillar plant (MaK) developing 7,680 kW to 19 knots of service speed. The vessel has capacity for 300 survivors and is fitted with firefighting I.

Text / Photo : Bent Mikkelsen ©

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Shippers Wait and See on Panama Expansion Impact

Several shippers that have diversified their U.S. port gateways for Asian imports told the Journal of Commerce's Trans-Pacific Maritime Conference that it's too early to tell whether the Panama Canal's expansion will cause them to shift a higher proportion of their cargo to the East Coast. After sliding from 80 percent in 2000, the West Coast's share of Asian imports has stabilized at about 70 percent since 2008, with the East Coast handling 28 percent and 2 percent moving through Gulf ports, said Steve Branscum, group vice president, consumer products marketing, at BNSF Railway.

The West Coast handles 93 percent of Asian imports bound for U.S. inland points, Branscum noted. Most East Coast imports are for local markets.

Shippers said it's unclear whether that will change with the 2014 opening of wider locks at the Panama Canal. Some 90 percent of Target's Asian imports once moved through the West Coast but the big-box retailer's East-West ratio now is "just short of 60-40," said John Anfinson, senior manager, international transportation. He said it's too early to gauge the canal expansion's impact. Home Depot sources 90 percent of its imports from China and Southeast Asia and uses 10 U.S. gateways, dividing its cargo about 50-50 between the East and West Coasts, said David Davis, senior manager, international logistics. He also said it's too early to tell how the expanded canal will change things.

"The jury's still out," said Steve Flunker, director of international transportation at J.C. Penney, which has diversified its import gateways by expanding on the West Coast as well as the East Coast. Flunker said the company now is the largest container importer at Oakland, uses Prince Rupert in Canada and is testing Lazaro Cardenas in Mexico. Sheila Bracken, a consultant who recently retired from Allenberg Cotton, said that although it's too early to gauge the canal expansion's impact, exporters welcome it because it provides more options. **Source: Journal of Commerce**

National Shipping of Saudi Arabia May Expand Large-Tanker Fleet

National Shipping Co. of Saudi Arabia, an operator of crude and chemical tankers, may expand its tanker fleet by purchasing so-called very large crude carriers, a company official said. "Our strategy is to grow," Saleh Al-Shamekh, president of oil and gas, said in an interview at the Marine Money conference in Dubai. "We will buy if the prices decline further," he said, declining to be more specific.

New VLCCs cost about \$100 million, down from \$160 million in 2008, Per Wistoft, chief executive officer at Gulf Navigation Holding (GULFNAV) PJSC, said in an interview at the conference. Some 156 new VLCCs are needed to meet rising global oil demand, he said. "VLCCs are not becoming cheaper," Wistoft said. The International Energy Agency raised its 2011 forecast for worldwide oil demand for a fifth month in February, citing increased consumption in Asia and signs of recovery in North America. Daily oil consumption will increase by 1.5 million barrels this year to 89.3 million, the IEA said. A worldwide total of 599 VLCC tankers are in operation, and about one-third were built in the past five years, according to data compiled by Bloomberg. Oil prices, up 15 percent this year, fell 0.1 percent to \$104.94 a barrel on the New York Mercantile Exchange at 10:30 a.m. London time. **Source: Bloomberg**

Iraq plans to tender Faw port by year-end

Iraq plans to float a tender for building a multibillion-dollar port south of Basra by the end of this year, its transportation minister said Monday. Iraq is in talks with investors from Australia, France, Germany, Italy and the UAE

to help finance the project, known as Grand Faw port, which will be built on the Gulf south of the oil hub of Basra, Hadi al-Amiri said.

"There are many mechanisms to [fund] the project, maybe through [foreign] investment, or soft loans ... from the government," he said after a presentation of the project's designs made by Technital, an Italian company that won the design contract.

Constructing a new port is part of a drive to modernize public infrastructure and kick-start Iraq's economy now that major new oil contracts have been signed. According to Iraq's plan, goods unloaded at the new port would then be loaded onto a new railway system and reach Europe overland more quickly than ships might reach Egypt's Suez Canal, which connects the Mediterranean to the Red Sea.

"God willing, the first stage of the project will be finish at the end of 2013," Amiri said. Iraqi officials also said last March that they would be seeking bids for the project soon. The project will be built in two stages and is expected to take about four years to complete. It will include 7,000 meters of dock to receive container ships. The dock for general cargo would be 3,500 meters. The commercial port will also include two docks for unloading oil products.

Alberto Scotti, the president of Technital, put the estimated cost of the project at around 4.5 billion euros (\$6.31 billion). Separately, Amiri said a tender to build an airport in the Middle Euphrates region is expected to be floated in October, but could not give an estimated cost for the project, which will be located between the holy Shiite southern cities of Najaf and Karbala. **Source :** www.dailystar.com.lb

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The latest watercolour made by [Ronald van Rikxoort](http://www.artabc.nl/) is the above seen **NEDLLOYD ELBE**, see for more work of Ronald see his website : <http://www.artabc.nl/>



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“TugWorld Review 2010”.

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Naast de besproken sleepboten biedt dit jaarboek ook een overzicht van de belangrijkste nieuwtjes die er in 2010 te sprokkelen vielen.

“**TugWorld Review 2010**” (ISBN 978-1-904050-20-9) kost £30, inclusief p&p. Wie zijn exemplaar per luchtpost wenst te ontvangen moet daar nog eens £4,50 bijtellen. Bestellen kan bij The ABR Company Limited, The Barn, Ford Farm, Bradford Leigh, Bradford on Avon, Wiltshire BA15 2RP, UK. Tel. +44(0) 1225.868821, Fax +44(0) 1225.868831, www.tugandsalvage.com

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.... PHOTO OF THE DAY



ISKES tug **BRENT** seen passing the Kiel canal – Photo : Tony Zech – www.zech-photo.de