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**The KW 174 ANNELIES ILENA seen moored in the port of IJmuiden
Photo : Erwin Willemse ©**

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EVENTS, INCIDENTS & OPERATIONS



The **VELOX** seen in the Terneuzen locks – Photo : Adri van de Wege ©

Container shipping driving up the new building market

In the post-Maersk mega container ship order era, shipbuilders are looking to capitalize on the deal's repercussions across the sector, with the relative story proving to be enough to mobilize the new building market, as enquiry remains at a persistent enough level to buoy the market, thus offsetting the waning levels of demand in the dry and tanker sectors.

According to the latest weekly report from Clarksons, "Japan is now slowly starting to become an interesting talking point again – as although the majority of Japanese yards remain committed through to End 2013 - such outstanding capacity is becoming increasingly imminent. Whilst Japanese yards have not been entirely dormant over the last 6 - 9 months - they have certainly not adopted a broad and aggressive approach to the non domestic market - and deals that have been concluded, have largely been reserved for existing non domestic clientele. With the JPY currently

standing 82.4JPY against the USD - the Japanese yards ability to push the market is certainly hampered - however - with more focused product mixes than their Korean and Chinese counterparts - it is likely that the Japanese will have to move more creatively and aggressively to commit business going forward- and the 2H of 2011 will be a pressure point for them to move, if they are to start to occupy their remaining 2013 capacity. The question remains however as to whether there will be a healthy and quality enough level of demand to respond such a move - and with Korean and Chinese yards continuing to book new business, it will certainly be a challenge for the Japanese to carve a competitive niche!



The **MSC THERESA** seen fitting out at the DSME Okpo yard (South Korea) – **Photo : Tim de Klerk ©**

In terms of reported business; In Dry, Jinling Shipyard have won an order from Shandong Shipping Corporation for 2 x 57,000dwt Supramaxes that we understand will deliver in End 2012. Shandong Shipping have also ordered 3 x 180,000dwt Capesizes at Qingdao Beihai with deliveries expected in End 2012 and early 2013. Finally, Daiichi Chuo Kisen Kaisha have added a further 3 x 36,000dwt handysizes to their previous order at Hyundai Mipo with deliveries expected in 2013. In Containers, Dalian Shipbuilding have won an order for 4 x 4,300TEU Container ships from Pacific International Lines, although we understand this was in fact signed at the end of January 2011. These vessels are due for delivery in 1H 2013 and whilst no official price has been reported pricing is believed to be in excess of Mid USD50s Mill per vessel. In Gas, Nippon Yusen Kaisha (NYK) have ordered one LNG carrier of 143,400CBM in size at Mitsubishi H.I. with the vessel scheduled to deliver in 2014" said Clarksons. In a separate analysis, Golden Destiny mentioned that new building activity has been erratic in the past few weeks, with each "peak week" been followed by a significantly lower one. "The signals for the future of newbuilding business are not at all lucid as the volume of ordering activity does not stabilize to some extent of scale. The previous week ended with 25 orders reported in total equaling a total invested capital of region \$ 4,4 bn , signaling a w-o-w negative change of 56%, with container taking the lead from bulk carriers. At a similar week in 2010, newbuilding activity was down by 177% from the current activity but bulk carriers were the protagonists holding around 88% share of the market, in terms of volume of transactions. Offshore business is again the most overweight sector in terms of invested capital as Hyundai received a huge order from BP Shipping for an FPSO priced at \$1,19 bn for delivery May 2016. Chinese have slowed down their investment plans significantly this week with Greek owners being again out of the game in the bulk carrier sector but expressing once more their preference towards containers" said the shipbroker. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Indonesia government to exempt oil, gas vessels from new cabotage rule

Indonesia will issue a regulation to exempt oil and gas vessels from a new cabotage rule, a move that will ensure foreign vessels can continue offshore oil and gas exploration, a senior energy ministry official said on Thursday. The energy ministry had earlier forecast the rule could cut the country's oil production by 156,000 barrels per day, while the Indonesian Petroleum Association (IPA) had warned it could lead to potential investment losses of up to \$12.6 billion.

The cabotage rule, stipulated in a maritime law passed in 2008, would require companies to use Indonesian-flagged vessels to transport goods domestically, but the oil and gas sector is dominated by foreign support vessels. The law

had been due to come into effect on May 7, but strong criticism from oil and gas contractors has led the parliament to allow the government to issue a derivative rule excluding upstream oil and gas vessels from the law. "We will issue the regulation before April 7," Evita Legowo, the director for oil and gas at the energy ministry, told reporters on Thursday. Indonesia's Maritime Affairs Ministry said that 49 foreign-flagged oil and gas vessels are operating in Indonesia currently. The IPA's estimated investment loss figure was based on the four biggest oil and gas contractors operating in Indonesia -- Chevron Corp , ConocoPhillips , Total and Exxon Mobil Corp . Regulatory uncertainty and risk has deterred investment in the sector, leading to declining output at ageing fields and sudden shutdowns in oil wells that have often derailed the former OPEC member's plans to meet annual production targets. **Source: Reuters**

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The **IMARI** (Ex Names - NORSUL ICARAI-02, IMARI-98, MAERSK CAPE TOWN-97) seen in the port of Santos

Photo : Marcelo Vieira ©

Investigation underway into sinking of Govt tug boat

A major investigation is now underway to determine how government **tug boat No.7** sank while berthed alongside the IMEL floating dock on the 26th of last month. Navy Commander Francis Kean said he can confirm that the tug boat sank at about 9.20 in the morning.

Commander Kean said the tug boat had come off the slip after all the underwater repairs were completed and was tied alongside the floating dock awaiting additional repairs to her superstructure. He said the investigation process began

immediately after the sinking and the Fiji Islands Maritime Safety Administration was advised. Commander Kean said FIMSA placed a stop work order on any further operations at the floating dock.

He said IMEL is now talking to their insurance brokers after the incident and Commander Kean confirmed that they are also talking to their lawyers, and have had several meetings with IMEL and FIMSA regarding the sinking of the government tug boat.

The Navy Commander also confirmed that IMEL has been attempting since day one to refloat the vessel. He said the latest information available is that they have now hired a dive company to conduct the operation and are now awaiting additional air bags from New Zealand. Several attempts have been made to speak to IMEL but we have been unsuccessful.

The cause of the sinking is unknown at this stage. Meanwhile, Assistant Director of FIMSA Felix Maharaj said they have completed the investigation in relation to the sinking of the government tug boat No.7 and are now compiling the report. The report will then be submitted to the Marine Board which will decide whether an inquiry should be held into the incident before the court of law. Stay with us as we will have more on the sinking of the Government Tug Boat No.7 as more information comes to hand. **Source : Fijivillage**



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Through Northern Sea Route in thick ice



Shipping company Sovcomflot plans to send an oil tanker along the Northern Sea Route in May, one of the most ice-rich months of the year. First Deputy Director of the shipping company Yevgeny Ambrosov told journalists that this year's first oil tanker will be sent through the route already in May. He maintains that his company intends to extend the period of shipping along the Arctic sailing route. May is one of the most ice-rich months of the year.

The operation is likely to be made with the ice-protected tanker "**Kirill Lavrov**". Another three of the company's tankers will be sent through the route this year. Ambrosov confirms that Sovcomflot this summer will conduct Northern Sea Route operations mainly for the Novatek company. He also says that negotiations are held with PetroChina on a

possible shipping operation, Oilru.com reports with reference to Oilexp.ru As reported by BarentsObserver, Sovcomflot this summer also intends to send a Suezmax tanker along the route. Talking at the Aker Arctic Passion seminar in Helsinki last week, leader of the company Sergei Frank confirmed that a voyage of a 162,000 tonnes Suezmax tanker will be arranged in August-September 2011, after the shipping lanes have been checked by hydrographers, a company press release informs. **Source : BarentsObserver**

Hundreds of riot police lift Marseille port blockade



Hundreds of riot police stormed the port of Marseille in southern France on Thursday to lift a two-day blockade by Corsican ferry operators that had paralyzed sea access to loading docks. Ferry operators are worried about their jobs after a fall in business between Corsica and the French mainland, and they blocked two waterways leading to the commercial port with rescue tug boats Tuesday.

Police said they moved in early to prevent strikers from setting up a road block. Boats from the Gendarmerie towed away the rescue boats blocking the loading docks of France's largest port. Fourteen people were arrested but no clashes were reported in the operation, which involved 700 CRS riot police officers, the Bouches du Rhone prefecture said in a statement. The CGT union called their actions disproportionate. "The response by the army confirms a view of labor relations that leads to a dead end," the CGT union said in a statement, referring to the Gendarmerie, a sub-section of the French military. Marseille underlined its reputation as a hotbed of hard-line unionism late last year when dockers blockaded Fos-Lavera, France's largest port for oil shipments, leading to weeks of shortages at fuel stations across the country. The two-day blockade did not hit fuel shipments, but it showed that labor problems are not improving as the French port keeps losing business to Rotterdam and other ports. **Source: Reuters**

Malaysia arrests Indonesian pirates after attacking tanker

The Malaysian Maritime Enforcement Agency (MMEA) on Wednesday was able to prevent a pirate attack on a cargo vessel off the southern coast of Malaysia, officials said Thursday, Channel6news online reports. MMEA southern region enforcement chief First Admiral Zulkifli Abu Bakar told AsiaOne that the pirates tried to rob the vessel, which anchored off Johor state, around 2.8 nautical miles off Pulau Mungging in Pengerang.

During the attack, two MMEA high-speed boats were patrolling the area when they heard the emergency alarm from the Majuro Island-registered MT Front Queen at 3:15 a.m. local time. As enforcement officers approached the scene, several men on a wooden boat were throwing packages and bamboo sticks into the sea. Zulkifli said the men were probably throwing away evidence after spotting the patrol boats. Initial investigations indicate that one of the pirates was able to board the vessel and chase down one of the crew members with a weapon. However, the crew member escaped and advised the officer-in-charge, who then sounded the alarm. Several weapons including a bayonet, an axe and several spanners were seized during the arrest. **Source : PortNews**

Ship carrying 100 people washed away by tsunami



A tsunami washed away a ship carrying about 100 people off the coast of north-eastern Japan after a magnitude-8.9 quake struck the region, news reports said. The ship was owned by a local shipbuilder near Sendai in Miyagi prefecture, local officials said.

A 10-metre tsunami hit Sendai, located near the quake's epicentre, at 3:55 pm (0655 GMT), washing away boats and cars and submerging residential areas and farms under muddy, debris-filled water. City officials in Soma, Fukushima prefecture, also said a tsunami had surged about 5 kilometres inland there. The Meteorological Agency said waves as high as 2 metres would hit wide areas of Japan's east coast. **Source : PortNews**

Tsunami-swept Japan ship found, all 81 rescued

Japanese naval and coastguard helicopters have found a ship that was swept out to sea by a massive tsunami and airlifted all 81 people aboard to safety, Jiji Press reported on Saturday. The ship was owned by a shipbuilder in Ishinomaki, Miyagi prefecture. Friday's massive quake struck just under 400km north-east of Tokyo, creating a 10m tsunami wave that hit the Pacific coast of Honshu island near Sendai city. The monster wave wreaked vast destruction, smashing ships into towns and tearing away entire houses.

Television footage on Friday shot from a helicopter showed a large whirlpool offshore created by the tsunami that tossed around ships. The quake was the largest ever to hit Japan, the fifth strongest tremor worldwide since 1900 and the seventh strongest in history, according to the US Geological Survey and Japanese seismologists. **Source : Indiatimes**

Panamax rates seen rising on grain demand

Rates for panamax dry bulk carriers on key Asian freight routes are expected to rise to fresh three-month highs on strong regional demand for South American grain shipments. For the capesize market, rates are also seen rising as shipowners look to pass on the rising cost of fuel to their customers, brokers said yesterday.

The Baltic Exchange's rate for panamax vessels travelling via the transpacific route rose to a three-month high of US\$16,078 a day from US\$13,626 a day last week on strong Asian demand for South American grain shipments. 'A number of vessels were reported fixed at around US\$18,000 level, quite a few of them by grain houses for their east coast South American requirements,' said broker firm ICAP. 'We noticed more tonnage today, which was willing to do single trips.' Rates on key grain routes 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. Average earnings for panamax vessels on the transpacific route soared as much as 48 per cent from February to May last year, and 186 per cent during the same period in 2009. Traders, however, do not expect this year's rally to be as strong, nor last as long, as in previous years due to a flood of new vessels that has kept the broader market near two-year lows.

For the supramax market, rates for shipments from the east coast of India to China fell to a one-month low of US\$16,950 a day from US\$17,646 last week on weak Chinese iron ore demand. Chinese steel producers remained on the sidelines, confounding expectations for a surge in business ahead of India's iron ore export duty increase on April 1.

'Iron ore from India has been quiet, supramaxes from west coast India are close to US\$18,000 for trips to China and close to US\$16,000 from the east coast of India,' said broker firm Fearnleys. Rates for shipments from Australia to Japan and South Korea, two major coal importers, surged to a four-month high of US\$15,609 a day from US\$14,127 last week, due to tight supplies as seaborne traffic has yet to return to normal levels in the aftermath of Australia's floods and cyclones. Benchmark capesize fixture rates from Australia to China climbed to a two-month high of US\$7.754 from US\$6.679 a tonne last week due to rising bunker fuel prices following oil's surge above US\$116 a barrel. The Baltic Exchange's main sea freight index rose 3.37 per cent or 48 points to 1,472 points on Wednesday.

Source : Reuters



NAVY NEWS

Blij dat we weer terug zijn

De drie bemanningsleden van de Lynx-helikopter die in Libie werden vastgehouden, zijn weer terug in Nederland. Zaterdagmiddag rond half vier landden ze op vliegbasis Eindhoven. Tijdens een persconferentie in Eindhoven zei commandant der strijdkrachten Peter van Uhm dat de bemanning van de helikopter er goed aan toe is, ze 'zitten lekker in hun vel'. Van Uhm bedankte alle Nederlandse instanties die ervoor hebben gezorgd dat het drietal weer vrij is. Ook bedankte hij Malta en Griekenland voor hun bemiddeling. Helikopterpilote Yvonne Niersman zei dat ze tijdens hun gevangenschap goed te eten hebben gekregen. Ook kregen ze voldoende rust, en konden ze tv kijken, inclusief buitenlandse zenders, zodat ze op de hoogte bleven van het nieuws. Luitenant ter zee Niersman bedankte vooral de Griekse ambassade in Tripoli voor de 'grote rol' bij hun vrijlating. Ook zei ze dat Defensie hun familie in Nederland prima heeft begeleid. Niersman vertelde dat ze een deel van de tijd geboeid waren. Ook werden ze soms geblinddoekt, bijvoorbeeld tijdens ondervragingen. Het was een intense periode, met veel chaos en wanorde, die door het drietal als intimiderend is ervaren. Wel hadden ze veel steun aan elkaar; ze hebben met zijn drieën bij elkaar gezeten en konden elkaar oppeppen, vertelde ook een van de andere bemanningsleden, luitenant Martin Streefland. Ze hoorden pas op het allerlaatste moment dat ze vrij zouden komen, en konden het pas werkelijk geloven toen het vliegtuig waarmee ze Libie zouden verlaten was opgestegen. **Bron : Wereldopmerking**



Left : The Indian home-developed Dhanush, or Bow missile, takes off from a navy warship in the Bay of Bengal off the coast of eastern Orissa state, India, Friday, March 11, 2011.

India has tested two versions of its short-range missiles capable of carrying both conventional and nuclear warheads, a defense ministry official said Friday. The Dhanush is a ship-launched missile with a range of up to 220 miles (350 kilometers). (AP Photo)



Top : On March 7, 2011, the first **F-35B Joint Strike Fighter** test aircraft (BF-1) completed its 100th flight with BAE test pilot Peter Wilson at the controls. BF-1 flew in short take-off, vertical landing (STOVL) mode to continue expansion of the STOVL flight envelope to demonstrate design durability and in preparation for shipboard testing scheduled for later this year. The F-35B is the first JSF variant with two aircraft completing 100 flights and will be the first stealth fighter for the U.S. Marine Corps and is undergoing test and evaluation at NAS Patuxent River.

Photo courtesy Lockheed Martin.

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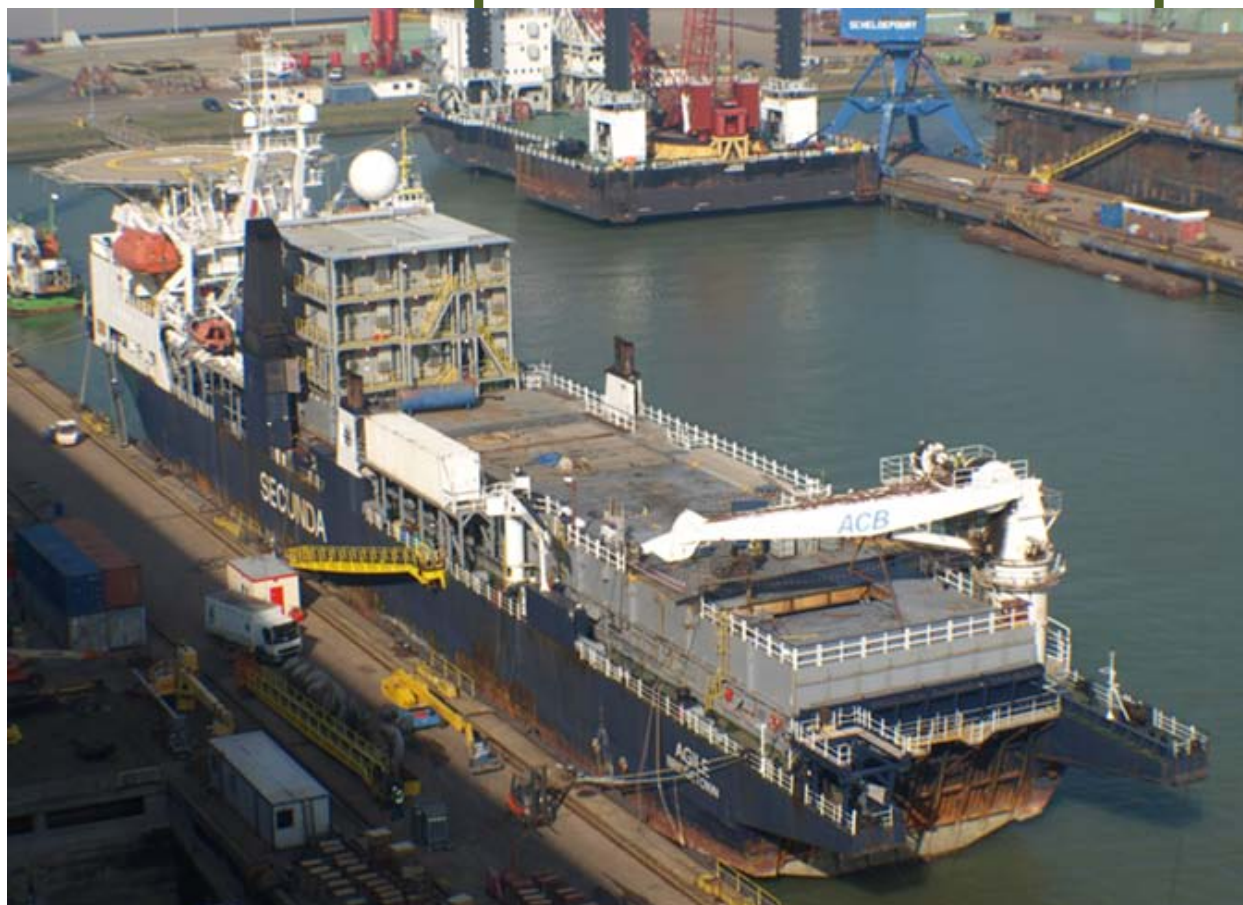
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Grote ombouw opdracht voor Scheldepoort



Scheldepoort Repair & Conversion Yard in Vlissingen heeft een grote opdracht gekregen voor het ombouwen van het schip **AGILE** naar een high tech flexibele pijpen legger. De eigenaar van het schip, het Amerikaanse bedrijf McDermott, is een grote naam in de wereldwijde offshore industrie. Met de tot pijpenlegger omgebouwde AGILE zal McDermott invulling geven aan een met Petrobrás afgesloten 5 jarig contract voor werkzaamheden in wateren voor de kust van Brazilië met een diepte van maximaal 2 kilometer.

AGILE is in 1977 gebouwd in Rusland als een afzinkbaar onderzeeboot transport schip met ijsklasse. De volgende werkzaamheden zullen onder andere worden uitgevoerd;

- Het schip zal worden verbreed door middel van het plaatsen van zogenaamde sponsons.
- Er zullen verschillende nieuwe kranen worden geïnstalleerd.
- Er zal midscheeps een nieuwe thruster worden geïnstalleerd.
- Er zal een volledige pijpenleg installatie inclusief een nieuw geconstrueerd A-frame worden aangebracht
- Er zal een nieuwe machinekamer worden geconstrueerd met daarin twee nieuwe dieselgeneratoren.
- Er zal een nieuw ROV (Remote Controlled Vehicle) platform worden gebouwd inclusief de benodigde installaties.
- De volledige accommodatie en brug zullen worden gerefijt.
- Alle tanks zullen worden gestraald en geschilderd evenals het exterieur van het schip.

De **AGILE** zal aan het begin van de zomer naar Brazilië vertrekken.

Scheldepoort, onderdeel van de DAMEN Shipyards Group, heeft haar activiteiten in de offshore industrie de afgelopen jaren aanzienlijk uitgebreid en met grote projecten voor Acergy, Helix Well-Ops en Fugro een goede naam opgebouwd in de offshore wereld. In de afgelopen jaren werden voor McDermott al twee kleinere projecten uitgevoerd wat geleid heeft tot een goede relatie. Met deze grote opdracht is het jaar voor Scheldepoort goed begonnen. Naar verwachting gaat de **AGILE** op 23 maart het overdekte dok in en zal medio juni weer worden uitgedokt.

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Port of Helsinki cargo volume is up 9% to 1,71m tons

Trade flows passing via the port of Helsinki (Finland) in January-February 2011 increased by 9% compared with the same period in 2010 to 1,71 million tons, the Port Authority said. These figures do not include the volumes of containers and vehicles.

In the reporting period container throughput of Helsinki fell by 7% to 59,550 TEUs, the volume of Ro-Ro cargo amounted to 79,970 units, up 16% from the same period a year earlier. In February the Port of Helsinki handled 813,000 tons of cargo.

Port of Helsinki is one of the largest seaport in Finland. Cargo throughput of the port in 2010 grew by 12% y-o-y to 10,921,000 tons, container traffic rose 11% to 399,903 TEUs, Ro-Ro cargo shipments increased by 13% to 488,772 units. **Source : PortNews**

Star Bulk Enters Into a New Time Charter for the Star Gamma

Star Bulk Carriers Corp. announced that the Company received a letter from Korea Line Corporation ("KLC"), the charterers of the **Star Gamma** announcing the termination of the charterparty, effective immediately. No hire has been received since the Company's public announcement on February 22, 2011 informing shareholders that KLC had commenced rehabilitation proceedings in Korea. The Company will do its utmost to secure the value of the terminated charterparty. Following the termination, the Company immediately entered into a time charter contract with STX Pan Ocean for the vessel for a period of 4-6 months , at a gross daily rate of \$17,000. The **Star Gamma** is a Supramax vessel of 53,098 dwt built in 2002.

Noble Corporation Announces Six Jackup Commitments in Mexico

Noble Corporation announced that it has been awarded contracts for six of its jackup units with Pemex Exploracion y Produccion ("Pemex") in Mexico. Pending execution of the contracts, the units are expected to commence operations under the following terms:

- **Noble Bill Jennings:** 286 days beginning mid-March 2011 at a dayrate of \$99,000 - \$101,000,
- **Noble Leonard Jones:** 272 days beginning mid-March 2011 at a dayrate of \$99,000 - \$101,000,

- **Noble John Sandifer:** 624 days beginning mid-April 2011 at a dayrate of \$82,000 - \$84,000,
- **Noble Lewis Dugger:** 588 days beginning late April 2011 at a dayrate of \$82,000 - \$84,000,
- **Noble Gene Rosser:** 248 days beginning late April 2011 at a dayrate of \$79,000 - \$81,000, and
- **Noble Earl Frederickson:** 139 days beginning late April 2011 at a dayrate of \$57,000 - \$59,000.

In some cases, the start dates could be accelerated to allow the contract to begin earlier than currently anticipated. In addition and as anticipated, the Company signed a contract extension on the Noble Carl Norberg for 146 days commencing in early March at a dayrate of \$57,000 - \$59,000.

"These long-awaited contracts are a significant step towards putting our jackup fleet back to work in Mexico," said David W. Williams, Chairman, President and Chief Executive Officer, Noble Corporation. "By late April, when these units have all commenced their contracts, we expect to have at least eight jackups generating revenue in Mexico and we believe we will have opportunities for up to four additional jackups. We expect Pemex to continue to be a core customer for Noble in the years to come."

Amarcon and Technava start collaboration in Greek and Cypriot market



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Recently, **Amarcon** closed an important deal with **Technava S.A.**, a Greek company that represents first class marine equipment manufacturers from all over the world. Founded in 1968, Technava is one of the leading companies in the supply, installation and service of equipment on board all types of ships. In the closed deal Technava is appointed for the sales of OCTOPUS products in the Greek and Cypriot market. Amarcon is the creator of OCTOPUS, a suite of hardware and software products that form a unique solution for the improvement of safety and efficiency for ships and other floating structures operating at sea. Managing director of **Amarcon**, Leon Adegeest, looks forward to a prosperous collaboration with Greek agent Technava. "Working together with Technava is a logical step for our company. It is a good opportunity for Amarcon to explore the Greek and Cypriot market, while we profit from specific knowledge and the contacts from Technava in the Greek and Cypriot region."

In the current maritime industry the focus on green shipping and EEOI guidelines is becoming more important to ship-owners. Leon Adegeest explains: "Technava is an ideal partner for us when it comes to getting the message across to Greek shipping companies that our OCTOPUS products help reducing the fuel bill, and just as important, harmful emissions." He also sees benefits for Greek ship-owners that charter their ships. "With the installation of OCTOPUS-Onboard, the vessel will be less exposed to severe conditions, leading to a far better hull condition at the end of the chartered period. Another concern for a ship owner is the Dry docking period that has to be faced every five years. With less stress to the hull, fewer steel plates on the hull have to be replaced during dry docking. With less exposure to extreme conditions and fewer repairs to the hull, a noteworthy life time extension of the vessel is secured."

Amarcon will be exhibiting at CMA Shipping 2011 Stamford USA, 21, 22, 23 March 2011: Booth 56.
For more information about Amarcon or Technava, please visit www.amarcon.com or www.technava.gr

Myanmar to dredge Irrawaddy river

Associated Press reports that Myanmar is planning to dredge the Irrawaddy river, in which the buildup of sediment is threatening navigability and the movement of goods through the country. The Weekly Eleven News reported Thursday

that sediment in the river has narrowed sections of it significantly. Chinese technicians hoping to win the contract have begun to survey the 1,300 mile river, the Myanmar Times reported. **Source : Dredging News Online**



Above seen the latest newbuilt Transocean drillship **DEEPWATER CHAMPION** offshore Malta on Sunday 6th March 2011 before heading to Bandirma, Turkey.

Picture : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Port expansion projects to boost Oman's industrial and shipping capability

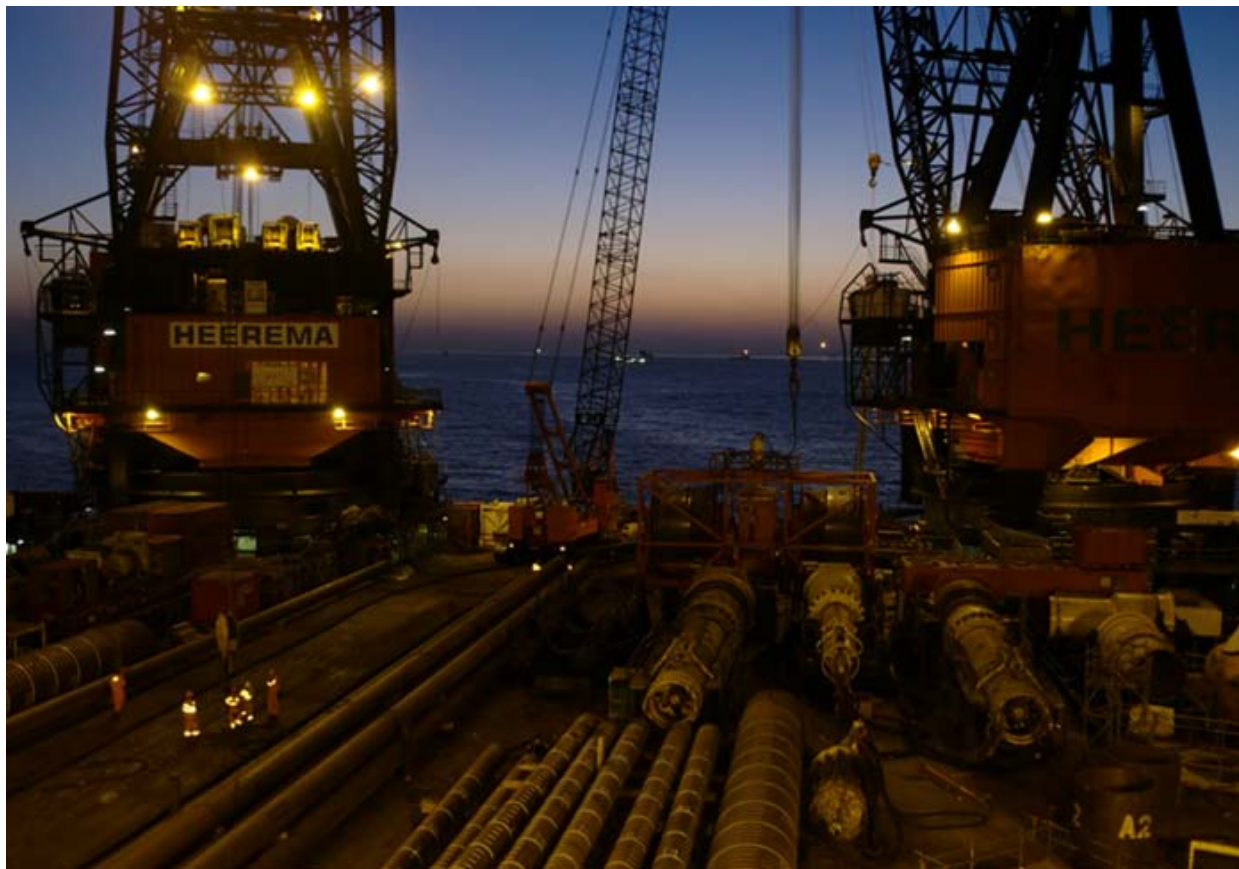
Recognising the vital role of the region's ports in providing trade links between the Far East, Asia, Europe and the US, international shipping and cargo experts are set to gather in Abu Dhabi on March 28-30 for the World Ports and Trade Summit 2011. Multi-billion dollar investment in port operations across the Middle East, including the strategically positioned Sultanate of Oman, highlights their continuing role as the most important transport sector for regional trade. "The billion dollar expansion plan for Oman's seaports, particularly in Salalah and Sohar, is continuing unabated as part of its strategy to further develop a competitive and efficient industrial sector and also ensure the security of its essential food commodities," said Chris Hayman, Chairman of Seatrade. Up to a billion dollars has been committed to the development of Oman's new maritime ports and the expansion of existing gateways. Construction work on the Port of Salalah is expected to begin by the end of March, with the first phase of the project estimated to cost around \$ 196 million, part of the overall \$ 645 million expansion plan. This will increase its capacity to 40 million tonnes of dry-bulk commodities and five million tonnes of liquid products each year.

Expansion work on the Port of Sohar is also progressing, with two key projects including the development of a major deepwater jetty and a dry bulk terminal. Construction of the new \$ 250 million jetty is already well under way, with completion set for the second half of 2011. Once finished, Sohar will be one of just a handful of ports worldwide with such deepwater capability, allowing for the docking of new generation super-scale ore carriers. The second project, the new dry-bulk and aggregates terminal, is scheduled for completion in the first quarter of 2012. It is expected to encourage the growth of quarrying and mining activities in the Batinah region, further opening it up as a platform for foreign commodities traders to access the markets of the Gulf and wider Middle East.

An upgrade project is also under way for Duqm Port, with new smaller-scale ports planned for Shinas in the north and Halaniyat Islands in the south. According to Hayman, the steady post-recession revival of regional and international trade between the East and West is resulting in increasing volumes of cargo routed in and out of the region.

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

In association with Abu Dhabi Terminals, Arab Sea Ports Federation and joint event organisers Turret Media and Seatrade, the inaugural summit this year will become an annual event. Internationally recognised economists, ports authorities, terminal operators, shipping companies, global cargo owners and investors will be brought together to present some of the most ambitious projects ever attempted. The World Ports and Trade Summit is split into six different sessions covering topics including the world economy, trade and ports, future challenges and opportunities for the Middle East and leading drivers of freight markets. **Source: Gulf In The Media**



The **HERMOD** seen operating at Mumbai High (India) at the N20 jacket - **Photo : Ton Doolgaard ©**

Cambodia to build box terminal with Chinese support

Cambodia broke ground for the construction of the kingdom's second largest new container terminal of Phnom Penh Autonomous Port in order to meet the growing demands of shipments, reported Xinhua. The ground-breaking ceremony was presided over by Cambodian Prime Minister Hun Sen and Chinese Ambassador to Cambodia Pan Guangxue.

According to the master plan, the 10-hectare terminal is being constructed by the China-based Shanghai Construction (Group) General Co with a soft loan of US\$28.2 million provided by the Chinese side. It will take 30 months to be completed.

The terminal will have a total capacity of 120,000 TEUs per year. It is located along the Mekong River in Kean Svay district, about 30 kilometres east of Phnom Penh. The terminal will not only connect Phnom Penh Autonomous Port to Vietnam's Cai Map port, but also help to ship goods directly to Singapore, Malaysia, and China's Hong Kong and Shanghai, as well as other neighboring countries and regions without ship transfer, the prime minister said.

"In the coming years, Cambodia will have more goods for export, besides garment exports, we will have agricultural products and we have already opened market with China on rice, cassava and other products, so it will facilitate Cambodia's exports to China and other countries," said Hun Sen. The new terminal will add more capacity to its existing Phnom Penh Autonomous Port of only 80,000 TEUs, said Hun Sen. Pan Guangxue said that the construction of

the terminal is a new symbol of closer cooperation between the two countries. "China sees that the construction of the new container terminal is vital to keeping up with the increasing demands of Cambodia's imports and exports," he said.

"It will be essential to boost more activities of enterprises, the manufacturing industry and agricultural sector." **Source : PortNews**



Cargill says it will install SkySails kite on one of its chartered ships

Cargill has signed an agreement with SkySails GmbH & Co. KG (SkySails) to use wind power technology to reduce greenhouse gas emissions in the shipping industry. SkySails, based in Hamburg, has developed innovative, patented technology that uses a kite which flies ahead of the vessel and generates enough propulsion to reduce consumption of bunker fuel by up to 35 percent in ideal sailing conditions. Next December Cargill will install the 320m2 kite on a handysize vessel of between 25,000 and 30,000 deadweight tonnes, which the company has on long-term charter, making it the largest vessel propelled by a kite in the world.

Cargill and SkySails aim to have the system fully operational in the first quarter of 2012. Cargill is currently helping SkySails develop and test the technology and has identified a ship-owner – supportive of environmental stewardship in the industry – with whom it will partner on the project.

The SkySails kite will be connected to the ship by rope and is computer-controlled by an automatic pod to maximise the wind benefits. The kite functions at a height of between 100 to 420 metres and flies in a figure of eight formation. The SkySails system is automated and requires only minimal action by the crew. An automatic control system steers the kite and adjusts its flight path. All information related to the system's operation is displayed on the monitor of the SkySails' workstation on the ship's bridge.

"For some time, we have been searching for a project that can help drive environmental best practice within the shipping industry and see this as a meaningful first step", said G.J. van den Akker, head of Cargill's ocean transportation business. "The shipping industry currently supports 90 percent of the world's international physical trade. In a world of finite resources, environmental stewardship makes good business sense. As one of the world's largest charterers of dry bulk freight, we take this commitment extremely seriously. In addition to lowering greenhouse gas emissions, the SkySails technology aims to significantly reduce fuel consumption and costs. We are very impressed with the technology and see its installation on one of our chartered ships as the first part of an ongoing, long-term partnership."

"We are delighted that Cargill is the first company to embrace our technology on a vessel this large as part of its commitment to help reduce greenhouse gas emissions in the shipping industry", said Stephan Wrage, managing

director of SkySails. "We are excited that our technology will shortly be used on a handysize vessel for the first time and see great potential to incorporate it on larger ships in the future."

According to a United Nations (International Maritime Organisation) study, up to 100 million tonnes of carbon dioxide (CO₂) could be saved every year by the broad application of the SkySails' technology on the world merchant fleet.¹ This figure would equate to 11 percent of the CO₂ emissions of Germany.

Cargill is a significant global transporter of agricultural, energy and industrial commodities. Although the company does not today own or operate ships, its ocean transportation business ships more than 185 million tonnes of commodities each year, in the process connecting supply from areas of surplus with demand in areas of deficit.

Fire in Rotterdam port under control

A fire in Rotterdam's port, Europe's largest for the import of crude oil, was under control and posed no threat to surrounding facilities or factories, Dutch police authorities said on Thursday, Reuters reports. The fire started at a metal processor called Jewometaal in the Rotterdam Botlek area at the start of the evening and had threatened an adjacent warehouse, a police spokesman for the Rotterdam area said.

Fire fighters gained control around 2130 local time (2030 GMT) and no one has been injured, he said. Rotterdam is the largest European port for the import of crude oil, and the biggest port for iron ore supplies to the German blast furnaces in the Ruhr region. **Source : PortNews**



The VLCC **AL JABRIYAH II** seen departing from the Port of Rotterdam with a draft of 20.9 mtr

Photo : Frans Sanderse ©

Travel firms decry lack of port as more cruise ships arrive

Local Vietnamese tour operators serving foreign cruise ships have reported a strong rise in cruise passenger arrivals, but the lack of a capable terminal for such vessels will hinder the development of this tourism segment. Saigontourist, Viet Excursions, and OSC Travel among others said they are happy with the steady increase in cruise ship arrivals this year, but only medium-sized cruise ships can make port calls in HCMC, while bigger ones have to dock at faraway cargo seaports.

Phan Xuan Anh, chairman of Viet Excursions, said his company was serving many ships in the first quarter of this year, such as **Queen Elizabeth**, **Queen Marry 2**, **Arcadia** and **Artemis**, with each of them carrying 1,500 to 2,500 guests.

"The good sign is many ships are making regular trips to the country. Our guests not only stay onboard such ships as usual, but many of them now choose to stay at high-end hotels. The business for this year is much better," he said.

Saigontourist Travel Service Co. is also a strong player in catering to cruise ships. The company expects to serve nearly 20,000 cruise passengers in the first quarter of this year, up 5% year-on-year, but the growth would accelerate since this May, and may reach a three-year high rate of 20% for the whole year, the company said, said an executive of the company. This year has also seen several cruise ships making their first trips to HCMC, like **Princess Daphne**, **Pacific Venus**, and **Bremen**, said Doan Thi Thanh Tra, marketing manager of Saigontourist. "The number of port

calls is higher and tourists' stay longer than in the past. We will serve more guests in the coming months," Tra said. However, tour operators said the country still lacks special-use cruise passenger terminals and services to meet the higher demand of tourists. Anh of Viet Excursions said big cruise ships like Queen Mary 2 cannot dock at Saigon Port in the center of HCMC as the low clearance of the Phu My Bridge blocks their passage. Therefore, the ship has to dock at Phu My Port in the neighboring province of Ba Ria-Vung Tau, and Viet Excursions has to transport tourists from the port to HCMC by car.

Tra of Saigontourist said that some big ships had decided to go to the central city of Danang because the ships cannot drop anchor at ports in HCMC. "It pushes up the cost. HCMC still lacks shopping and other services for the visitors," Tra said. **Source : The Saigon Times Daily**



The **Torm Marianne** seen at Dow Chemical Terneuzen 08.03.2011 assisted by the **Multratug 6, 16, 17** and **18**.

Photo : Alain Doods ©

Foreign investors to invest in Qingdao Port

Port Technology International (PTI) reports that Qingdao Port Group in China plans to invite foreign investors for its US\$4.6 billion expansion scheme over the next five years, with Moeller-Maersk, Dubai's DP World, China COSCO among other companies involved with the scheme. The report said the Qingdao Port project is further evidence of Chinese ports reacting to China's continuous growth in international trade, with the group following in the footsteps of Shanghai International Port Group Co (SIPG).

The group expects to invest 30 billion Yuan (US\$4.6 billion) by 2015, enabling the port to increase its container volumes by two thirds to 20 million TEUs and nearly doubling its bulk cargo capacity to 600 million tonnes. **Source : Dredging News Online**

Plaatsing nieuw heli-trainingsplatform STC-SAIO

STC-SAIO (onderdeel van de STC-Group) heeft op donderdag 10 maart 2011 een nieuw heli-trainingsplatform met geïntegreerde Free-Fall lifeboat geplaatst. Het helitrainingsplatform met een gewicht van 28 ton in combinatie met de roestvrij stalen helikopter-module zal worden ingezet voor diverse trainingsdoeleinden; variërend van Helicopter landing officer tot Helicopter fire-fighting trainingen. Het complete helikopter deck met helikopter module zal eind week 12 volledig in gebruik genomen gaan worden. Het freefall life-boat station zal eind week 13 bij de trainingen worden ingezet. Met het plaatsen van het heli-trainingsplatform is weer een belangrijke vervolgstap gezet om STC-SAIO in 2011 verder te ontwikkelen tot de meest toonaangevend 'Full Service Provider' voor de Offshore en Maritieme Industrie van Nederland. Het nieuwe helideck zal tevens een fraai baken worden aan de Heijshaven, waar STC-SAIO temidden van veel scheepsbouwhistorie haar prachtige trainingslocatie heeft. het heli-trainingsplatform is gebouwd door MBL-Holland, waarbij STC-SAIO en MBL-Holland gezamenlijk het ontwerp hebben gemaakt.

Zij werden hierin ondersteund door VNV Techniek en Neddeck Marine. Deze bedrijven hebben allen ruime ervaring in de engineering en de bouw van trainingcentra voor de Offshore Industrie. Voor deze bedrijven was het een uitdaging om aan dit project, met de hoogste door STC-SAIO en de STC Group gestelde kwaliteitseisen, mee te werken. De

oefensituaties moeten zowel realistisch zijn, als veilig voor cursist en instructeur. Dat betekent dat over alle details vooraf goed nagedacht moest worden.



Het nieuwe platform en de trainings-helikopter geven STCSAIO de mogelijkheden om in de toekomst:

1. De bestaande basic offshore trainingen qua praktijk verder uitbreiden
2. Het aantal erkende opleidingen te kunnen vergroten.

Na plaatsing van het heli-trainingsplatform zal STCSAIO de erkenningen voor Helikopter landing officer, Helikopter deck assistent, Helicopter fire fighting en Leader fire fighting and rescue team binnen afzienbare tijd kunnen verkrijgen.

Ocean Tankers Selects Triple Point to Manage Chartering and Vessel Operations for Wet Bulk Commodities

Triple Point Technology, the global leader in commodity and enterprise risk management software, announced today that Ocean Tankers has licensed Triple Point's chartering and vessel operations software to manage all pre- and post-fixture activities for its wet bulk shipping operations. Ocean Tankers specializes in the transportation of petroleum and related products and provides worldwide coverage. Incorporated in the Republic of Singapore in 1978, Ocean Tankers has over 2.3 million DWT (Deadweight tonnage) of carrying capacity and services a wide network of customers, including oil majors, state-owned oil companies, and international trading houses. The company manages a fleet of 83 vessels, ranging from small coastal vessels to large ULCCs (Ultra Large Crude Carriers).

"Shipping is a key element of an efficient and effective commodity supply chain, and Triple Point provides the only commodity management solution with the functional depth and breadth to handle voyage estimating, post-fix operations, bunker procurement, and freight risk management in its shipping platform," said Michael Lolk Larsen, managing director, chartering and vessel operations, Triple Point. "Triple Point is proud to include Ocean Tankers as a customer, and we look forward to supporting its growing operations."

Triple Point is successfully claiming market share with a diverse group of commodity participants, energy companies, industrial manufacturers, CP companies, and ship owners/operators that have selected Triple Point to manage the supply and distribution of commodities via ocean-going vessel, including: Bunge, Louis Dreyfus, Transgrain (Nidera), Olam International, Glencore, Gunvor International B.V., Hindustan Petroleum-Mittal Energy, SAB Miller, Petredec Limited, Prime East Shipping, Berge Bulk, Beluga, United Arab Chemical Carriers (UACC), and U-Sea Bulk.

Maersk Line Won't Cut Ship Speeds as Oil Costs Jump, CEO Says

Maersk Line, the world's largest container shipping company, won't cut sailing speeds further to reduce fuel costs, even after oil prices jumped 15 percent this year, Chief Executive Officer Eivind Kolding said. "If we sail much slower, our customers may not be happy with the transit time," Kolding, 51, said in a March 7 interview at Maersk Line's Copenhagen headquarters. "The higher oil price has not made it more likely for us to increase slow-steaming." Nippon Yusen K.K., Asia's largest listed container line, may slow its vessels by an extra 10 percent after bunker prices jumped to the highest in more than two years, the Tokyo-based company said this week. Maersk Line, owned by A.P. Moeller-Maersk A/S, will pass on fuel costs to clients and consider cutting speeds only under "extreme" conditions that would have to match the freight market collapse of 2009, Kolding said. "We're making sure that our higher oil costs are being covered by the bunker fuel charges that we add to the freight rates," he said. "As long as we're covered via the surcharge, we won't slow down any further." Container vessels traveled at average speeds of 11.02 knots in February, 15 percent slower than two years earlier, according to global data compiled by Bloomberg. Maersk Line, which began slow-steaming in 2009, said on Feb. 23 that slower sailing reduced fuel consumption by 10 percent last year.

"It's a watershed saying we can't slow down more," said Erik Nikolai Stavseth, an analyst at Arctic Securities ASA in Oslo. "It will just lead to the customers paying the fuel that Maersk uses, even if the price goes higher." Crude oil prices jumped to more than \$100 a barrel this month on concern turmoil in Libya may spread to other oil-producing nations in North Africa and the Middle East. The price of 380 Centistoke marine bunker fuel, used by ships, rose to \$611.50 a metric ton on March 8 in Rotterdam, the highest since Sept. 3, 2008, according to figures compiled by Bloomberg. Reducing speeds helped the industry boost profit in 2010 as it trimmed the supply of transporters. An index of container shipping rates from the Hamburg Shipbrokers' Association more than doubled last year to 555 points, and has advanced another 23 percent in 2011. "With the slow speeds of today container lines are out at the end of the margin curve where going even slower gives fewer cost benefits," said Jacob Pedersen, an analyst with Aabenraa, Denmark-based Sydbank A/S. "The container industry is getting close to the point where slow-steaming has more to do with the freight market rates than with the fuel price." Ron Widdows, CEO of Singapore-based Neptune Orient Lines Ltd. said Feb. 16 the container industry may be able to slow more vessels to curb capacity amid weaker growth this year. The U.S. Federal Maritime Commission said Feb. 7 it has started an inquiry into how slower container ship speeds are affecting freight rates and supply chains. The biggest container ships use about 300 metric tons of fuel a day at top speed and sailing 10 percent slower cuts fuel use by about 27 percent, according to London-based Drewry Shipping Consultants Ltd. Maersk Line won't increase speeds next time there's a shortage of capacity in the market, Kolding said. "That would send costs higher and ruin the environmental profile we have," he said. "So on average, we're on our top speed now." **Source: Bloomberg**

The Flemish terminal will be bigger

The reflection on Gdansk's "golden age" and the time of the Hanseatic League was brought back to the port of Gdansk on 8 March during the visit paid by the Minister-President of the Flemish Government, Kris Peeters. The Belgian delegation, including Ambassador Raoul Delcorde, as well as representatives of the Flemish government and the owner of SEA-Invest Group investing in Gdansk, Philippe Van de Vyvere, was hosted by the Port of Gdansk Authority SA.

The Flanders Federation holds the biggest share in producing the GDP of the Kingdom of Belgium. The country, which boasts one of the most developed economies in the world and is the seat of several hundred international concerns and industrial groups, has cumulated its biggest industrial plants in Flanders, including the major centre of Antwerp. This city is also home to the biggest, after Rotterdam, seaport in Europe.

In appreciation of the perspectives and mutual benefits, the governments of Flanders and Poland signed an agreement concerning wide-ranging cooperation already in 1994. Over the recent years, considerable growth in the commercial exchange has been observed, including mainly metallurgical and chemical industries, as well as machinery, industrial equipment and electrical appliances. Nearly 90 percent of the total turnover between Poland and Belgium is realised by Flanders. Additionally, Belgium investment activity in Poland has also gained rapid pace. Belgium, which ranks in tenth place among foreign investors in Poland, has engaged its capital in the implementation of over 500 Polish projects.

The grounds of the Port of Gdansk is also the location of a financial venture realised by SEA-Invest Group. Following the agreement signed in May last year between the companies of "Northern Port" and "Rudoport" (with SEA-Invest being their major shareholder), and PGA SA, the biggest Dry Bulk Terminal on the southern coast of the Baltic Sea is under construction. Upon verification of throughput demands and with the intention to provide top-quality handling services, the Belgian investor has turned to PGA SA with an offer to expand the project ground by another 30 hectares. In the presence of Prime Minister Kris Peeters and Philippe Van de Vyvere, the CEO of the "Northern Port", Jacek Klimczak, signed a Letter of Intent with the PGA SA Board of Directors declaring a bilateral intention to expand the terminal up to almost 90 hectares. The parties expressed their satisfaction with the cooperation to date and declared to make up a suitable agreement by the end of April of this year.

MARITIME ARTIST CORNER



ss Nieuw Amsterdam seen entering New York. Oil on canvas by [Willem Eerland](http://www.tableau-maritimecards.nl)
www.tableau-maritimecards.nl

BOEKBESPREKING

Door : Frank NEYTS

"Sail"

Bij Adlard Coles Nautical verscheen "[Sail. A Photographic Celebration of Sail Power](#)". Sail is een eerbetoon aan zeilen in al zijn aspecten, in zijn multifunctionele glorie. 's Werelds meest bekende maritieme fotografen (24 in totaal), van Beken of Cowes, Carlo Borlenghi en Gilles Martin-Raget tot Rick Tomlinson, Franco Pace en Stanley Rosenfeld bieden er hun spectaculaire actiefoto's. In de foto's vinden we de vloeiende lijnen van de zeilschepen, de kracht van de natuurelementen water en wind en de keiharde volharding van de bemanningen aan boord. "[Sail](#)" toont alle soorten jachten, kleine tot de zeer grote, historische vaartuigen, legendarische schepen uit deze en de vorige eeuw, mono- en multihulls, en winnaars van gekende zeilraces zoals 'The America's Cup'. Het is de eerste keer dat deze prestigieuze uitgave als softback op de markt komt. Een ongeëvenaard fotoboek, zonder enige twijfel!

"[Sail](#)" (ISBN 9781408129951) kost AUD \$65 en telt 290 pagina's.. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij Adlard Coles Nautical, 38 Soho Square, London W1D 3HB,UK. www.adlardcoles.com

OLDIE – FROM THE SHOEBOX



mv **CILICIA** of Anchor Line Ltd., Glasgow, was in February 1966 just arrived in Rotterdam Parkhaven. Her gangway was on loan of the Royal Rotterdam Lloyd and her original name and homeport was still on her sides. The **CILICIA** was sold to the Netherlands, Havenvakschool “**Jan Backx**” and shortly after she was renamed **JAN BACKX**. She was used as a school for dockers, a resident for students of the nautical college, a boarding school and a conference resort. She became a part of the view close to the Euromast. In 1980 she was sold for breaking up in Spain and shortly after she started her last sea-voyage behind a tugboat.

Built in 1938 at the Fairfield Co. Ltd., Glasgow for service between the UK and Bombay. Her gross tonnage was 11172 with a length of 154,30 meter. Nearly under the Euromast and heading the bow outward it was an impressive view.

Photo : Capt. Frank Haalmeijer ©

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.... PHOTO OF THE DAY



Above seen the [Beluga Fantastic](#) inbound to Melbourne off Sorrento in sunny conditions, 11-3-2011.
Photo: [Andrew Mackinnon](#) - www.aquamanships.com ©