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The tug UNION BOXER seen off Mumbai after the refloating of the MSC CHITRA which can be seen in the background alongside the GIANT 2

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The **PRIMUS** seen in the port of Scheveningen – Photo : Kees Pronk ©

Pirate problem becomes a matter of urgency in Dubai

While the world worries about events on either side of the Arab world, in Libya and Bahrain, to the south of the region there is an increasingly urgent situation that will also require co-ordinated international intervention: piracy.

There has been an upsurge in pirate activity off the coast of East Africa over the past year, and the pirates' traditional hunting grounds - the Somali coast and the Gulf of Aden - have been extended farther east and north. Many attacks are now taking place in the Arabian Sea just outside the Strait of Hormuz, or farther west towards the coast of India.

It is a serious challenge for GCC countries. So far, the big military naval presence in the Gulf itself has deterred piracy from slipping past Hormuz. But if the pirates manage to blockade the seas just past the Strait, it would amount to the same thing: a threat to the export of oil and gas from the biggest producing region. The knock-on effects for the global economy would be enormous. With so many other factors threatening stability in the region, the threat of piracy is one that the international maritime industry and sovereign governments need to address urgently. Next month, there will be the chance to do so in Dubai. The UAE Ministry of Foreign Affairs and DP World, the emirate's global ports and logistics company, are jointly calling an international conference to discuss the issues and adopt initiatives to halt the pirates.

Entitled "Global threat, regional responses: forging a common approach to maritime piracy", the two-day event will bring together foreign ministers from 50 countries and leading executives from the main international players in the maritime industry: shipping companies, ports groups, insurers and security businesses. It is the first such co-ordinated forum since the problem really took off. There can be no doubting the urgency of the problem. In the first two months of this year, some 80 commercial ships have come under attack in the Gulf of Aden alone, with 18 ships hijacked, according to the International Maritime Bureau (IMB). About 40 ships are currently estimated to be under pirate control, with 800 mariners held captive. The total cost to global trade is enormous. Taking into account higher passage and insurance charges in affected waters, increased cost of security measures and ransom payments when all else fails, the hit on the world economy is as much as US\$12 billion (Dh44.07bn), according to the IMB. The alarm bells began to ring with new urgency this year when a Greek-registered tanker, the **Irene SL**, carrying two million barrels of oil worth more than \$200 million, was captured on the fringe of the Gulf of Oman. Not only was it the biggest-value prize ever taken by pirates, it was also in an area previously thought to be at the extreme limit of their capability. The conference has the backing of senior political and business leaders in the UAE. Sheikh Abdullah bin Zayed, the UAE Minister of Foreign Affairs, said: "A successful response must address not just the symptoms of piracy but also the underlying causes."

Sultan Ahmed bin Sulayem, the chairman of DP World, said: "The private sector is directly impacted by piracy and the threat of piracy, and therefore has a strong interest in contributing to finding solutions in close co-operations with governments." Finding a solution will not be an easy matter. The problem falls in two areas, as the UAE statement recognises: dealing with the symptoms, and the underlying causes. A host of initiatives to handle the immediate problem has been floated: an international naval force to patrol the area; the arming of merchant ships and the granting of new powers to resist attempted boarding; the establishment of a convoy system to better protect shipping in the area. All are fraught with financial, legal and security complications. Tackling the underlying cause of piracy is a long-term issue with no obvious and immediate solution. Most of the attacks originate from the southern shores of Somalia, where piracy has become a new and vital feature of the local economy. You might call it the "black" economy, except that war-ravaged Somalia has so little in the way of orthodox economic activity. The GDP of the country in 2009 was estimated at \$5bn. Set against the annual cost of piracy, that is a comparatively small sum. It would be worth the cost for governments and businesses to set up a special "regeneration fund" for Somalia that would attract would-be pirates back into mainstream economic activity. The Dubai conference, on April 18-19, has some crucial decisions to make. **Source: The National**

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The **SAIPEM 12000** seen working offshore Angola - Photo : Capt. Geert Dijkema ©



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Kogas to ship 400,000 to 500,000 metric tons of LNG to Japan

Korea Gas Corp, the world's biggest buyer of liquefied natural gas, will divert 400,000 to 500,000 metric tons of the fuel to earthquake-hit Japan after a request by Japanese utilities. The state-run South Korean utility will provide the LNG starting from the end of March, the nation's energy ministry said in an e-mailed statement over the weekend. Japan may need LNG, on term contract and for immediate delivery, totaling as much as 1 billion cubic feet a day, or about 7.7 million metric tons a year, to burn in generators, JPMorgan Chase & Co. said in a March 14 report. **Source : PortNews**

Italian tugboat and 11 crew released from Libya

An Italian tugboat and its 11 crew members, detained in Tripoli on Saturday, have been released and are heading north, the ship's operator said on Sunday. The tug, crewed by 8 Italians, two Indians and a Ukrainian was detained in Libya at around 1600 GMT on Saturday, shortly before French aircraft fired the first shots against forces loyal to Libyan leader Muammar Gaddafi.

The detention briefly raised fears the crew had been taken hostage as Italian aircraft prepared to join the Western air operation against Libya. Italy has provided seven airbases for use in the aerial attacks on Libya's air defences and patrolling of its skies. Augusta Offshore, the tug's operator said in a statement it had been released at around 1200 GMT. Earlier, the company's chief executive said it had been operating in Libya for several years, mainly in partnership

with Italian oil giant Eni. "We've provided support to the oil platforms for many years," Mario Mattioli told reporters. "We're partners with Eni in this part of Africa and the whole situation was constantly monitored by the relevant authorities," he said.

Source : PortNews

Photo : Cpt. Lawrence Dalli
www.maltashippphotos.com ©

Lastest update : An Italian tug hijacked by Libyan armed forces has returned to Tripoli and its crew are well, the foreign ministry and the shipping company it belongs to said Tuesday. The families of the eight

Italian crew members plus two Indians and a Ukrainian have been in enormous anxiety since the vessel was taken over at the weekend soon after coalition forces began air raids for a United Nations-mandated mission to stop an offensive by Muammar Gaddafi's loyalists against rebels. The tug, the **Asso Ventidue**, left Tripoli on Sunday with the crew and zigzagged along the coast on Monday with no apparent destination, according to satellite surveillance. "My husband told me that all the crew are well," Maria Chiavistelli, the wife of Asso Ventidue commander Luigi Chiavistelli, told ANSA. "He said their cell phones had been returned and now they could phone. He doesn't know how the situation will develop, but he repeatedly told me not to worry. "It's almost the end of a nightmare. When I heard his voice on the phone, I broke into tears". **Asso Ventidue's** operator, Augusta Offshore, confirmed that the tug was back in Tripoli and the sailors were well, while stressing that "the affair cannot be considered concluded". Foreign Minister Franco Frattini said earlier on Tuesday that he did not think "in the slightest" that the Libyan authorities would use the crew as hostages following Italy's involvement in operation Odyssey Dawn. The vessel had been working for a Libyan client of Italian energy giant ENI. via: Lawrence Dalli



Dockwise **TREASURE** seen anchored off Falmouth last week – Photo : Krispen Atkinson ©

Rebuilding won't up freight rates

Fleet expansion will overshadow any demand surge as Japan reconstructs

Japan's reconstruction efforts will do little to boost global freight rates that are near two-year lows as fleet expansion overshadows any demand surge from the world's third-largest economy. The benchmark index for seaborne trade, an indicator of world economic activity, has struggled to recover after touching their lowest since 2008 in February, with

only a small, brief spike likely in the coming months as Japan rebuilds its crippled economy after a devastating earthquake and tsunami.

That should keep freight costs relatively cheap for major importers such as China and India which are struggling to contain spiralling inflation sparked by record high commodity prices. 'There is as much as a 10 per cent difference between demand and supply growth this year,' said Rigan Wong, a Hong Kong-based shipping analyst at Citigroup. 'Japan alone will not be able to push up demand in line with supply.' The Baltic Exchange's Dry Index (BDI) has plummeted nearly 65 per cent in 10 months, trading at 1,531 points last Friday, as the world's economy has been unable to absorb a fast-expanding global fleet. It hit a two-year low of 1,043 last month. Recovery and reconstruction efforts from the quake is likely to take at least five years, with initial cost estimates at US\$180 billion, or 3 per cent of Japan's annual economic output. Demand for vessels to move coal and iron ore to restore consumption will easily be met by the huge dry bulk fleet, with hundreds of capesizes and panamaxs, the market's largest vessels, already fighting for very limited work. 'I still think we could see fresh two-year lows,' said Janet Lewis, a shipping analyst with Macquarie Securities. 'Through the end of the second quarter, we will see the BDI firming up but probably not a whole lot higher than where we are now. I don't expect we will get above 2,000 anytime soon, maybe we get up to 1,700.' The supply glut was best reflected by the severe downturn in capesize daily earnings, which briefly dipped below US\$5,000 in February after surging to nearly US\$60,000 eight months before. Earnings traded at \$9,369 last Friday.

Dry bulk ship owners ramped up orders of vessels before the economic downturn in 2008. It normally takes three years for a ship to be delivered and most of those vessels were now coming online, exacerbating an already oversupplied market. Global freight demand has largely been driven by the huge economic growth in China, India and other emerging economies that are now battling to tame the impact of higher commodity prices. One bright spot for Japan's crippled infrastructure is that many of its ports were unscathed by the earthquake, providing ample capacity to import coal, and other dry bulk needs. Only one iron ore and three coal-handling ports were damaged, which together represent about 20 million tonnes of capacity for each commodity. Japan had a surplus import capacity of 68 million tonnes for iron ore and 147 million tonnes for coal in 2010, according to ICAP. South Korea, Russia, Indonesia and other major commodity exporters have pledged to supply the country with extra cargoes of oil, coal and liquefied natural gas (LNG). Yet, more than ports, Japan's ability to absorb supplies because of damaged storage facilities, roads and power cables may slow down shipments into the country. Port capacity was not expected to be tested as coal imports were likely to be limited to 5-10 million tonnes this year as generators based on the fuel were already working close to capacity. **Source : Reuters**



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The **GRANDE SPAGNA** seen in the port of Santos – Photo : Marcelo Vieira ©

NAVY NEWS



Lynx-helikopter naar de Tromp



Vanaf vliegbasis Leeuwarden is een Lynx-helikopter vertrokken richting het marinefregat de **Hr.Ms. Tromp**. De Lynx werd vervoerd met een **Ilyushin 76** transportvliegtuig.

De IL-76 zet koers richting Djibouti, waarna de Lynx zelf naar de **Tromp** zal vliegen. De helikopter komt ter vervanging van de Lynx die drie weken geleden in handen viel van de troepen van de Libische

leider Khadaffi. Drie Nederlandse militairen zaten bijna twee weken vast in Libië, nadat zij in Sirte werden overmeesterd bij een poging om met een Lynx een Nederlander en een Zweedse vrouw te evacueren. Na lang onderhandelen werd het drietal vrijgelaten, maar het regime in Libië besloot de Lynx te houden. Vandaar dat er nu een andere helikopter richting het fregat gestuurd is. **Bron : RTL**

OM eist werkstraffen voor 'grap' marineschip

Het Openbaar Ministerie (OM) heeft maandag voor de militaire kamer van de rechtbank in Arnhem werkstraffen van 30 en 40 uur geëist tegen zeven bemanningsleden van marineschip **Hr. Ms. Johan de Witt**. Op de terugweg van anti-

piraterij missie Atalanta voor de Somalische kust, sloten zij een medebemanningslid hardhandig op in een cel. Dat gebeurde 30 juni vorig jaar op de Rode Zee.

Hr. Ms. Johan de Witt, een amfibisch transportschip De gedupeerde collega werd 's nachts door de zeven aan zijn benen uit bed getrokken en hardhandig geboeid. Hij kreeg een geblindeerde bril en oorkappen op en tape op zijn mond. Hij werd opgesloten in een piratencel en met een kabel aan de vloer vastgeketend. De 'belagers' droegen daarbij bivakmutsen. Volgens de aanklager is dat een strafbare wederrechtelijke vrijheidsberoving. **Bron : Telegraaf**

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Barracuda programme: DCNS completes first hull section of Duguay-Trouin nuclear attack submarine

The first hull section of the **Duguay-Trouin**, the second in class of the Barracuda type nuclear-powered attack submarine, has left the prefabrication hall at DCNS's Cherbourg centre. This first production milestone was passed on schedule and is highly symbolic, since with the first hull section the submarine begins to take on its physical shape. The Barracuda programme, led by the French defence procurement agency (DGA), calls for delivery of six submarines between 2017 and 2028.

The hull section is made of steel alloy. It measures approximately 9 metres in diameter by 4 metres in length and weighs 40 tonnes. Section no. 7 will form part of the aft half of the hull, immediately behind the nuclear reactor compartment and will eventually accommodate the suspended block containing the electrical distribution plant.

This first milestone was passed on time by the DCNS teams, who have taken significant steps to optimise construction of this series of six submarines, through the use of advanced hull forming and welding techniques. Fabrication of the remaining hull elements for the Duguay-Trouin — 20 other hull sections and 4 interface pieces — will follow in the next few months.

Construction of the **Suffren**, the first in class of the **Barracuda type** submarines, is also on schedule at the Cherbourg centre. Joining of the hull sections at the assembly facility is moving forward at a brisk pace, with the first equipment integration phases set to begin in the next few months.

The Barracuda next-generation nuclear-powered attack submarines, or SSNs (French designation SNA-NG), will be a key component of the French Navy's force projection assets. In addition to anti-surface and anti-submarine warfare, the Barracuda's mission capabilities will include intelligence gathering, special operations (by deploying commandos) and land strikes, with the MDCN naval cruise missile. Barracuda SSNs will carry a range of armaments, including the future heavyweight torpedo, the SM39 antiship missile and the MDCN (up to 20 armaments simultaneously).

Source : dcnsgroup.com

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New built Offshore Support Vessel “NORTH SEA GIANT” docked at Scheldepoort.



Photo top : Theo Kloosterman ©



Docked last Friday at Repair and Conversion Yard Scheldepoort in Vlissingen (The Netherlands) Europe's largest Offshore Supply Vessel “**NORTH SEA GIANT**” for under water area work in respect to pre-delivery of the new building project.

Photo left : Willem Kruit ©

The vessels main dimensions are 161 meters LOA and 30 meters width. The hull is built in Turkey and outfitted with

underwater equipment in Spain. The vessel will continue her itinerary to Norwegian Owner North Sea Shipping after this yards visit. The Yards scope of work consists among others of UW painting and polishing of the 5 Voith Schneider propellers. We welcome the **North Sea Giant** in her North Sea habitat. Source : Scheldepoort

Bharati Shipyard bets big on off-shore segments

Bharati Shipyard plans to focus strongly on the off-shore and defence segments and expects an over Rs 2,000-crore of orders over the next one-year, a top company official said. "The off-shore and defence segments hold an immense

potential. We are betting big on both and expect huge orders from them in the course of the next one-year," Bharati Shipyard's Managing Director, P C Kapoor, said. Both are presently growing exponentially and the company expects orders of around Rs 2,000-crore from them, he said. Even now, the company's order-book of Rs 5,000-crore has a huge component of off-shore orders at around Rs 3,000-crore and defence orders of around Rs 500-crore. "Oil prices have risen of late and several oil companies are presently looking to add new assets. They want to dispose off their old assets and buy new ones on account of safety concerns," Kapoor said. **Source : Indian express**



The **HANJIN NETHERLANDS** seen approaching Samsung Heavy Industries - **Photo : Gijs de Jong ©**

Hyundai Heavy gets \$1bn containership order from Hamburg Sud

Hyundai Heavy Industries has bagged a \$1bn containership newbuilding order from Germany. Hamburg Sud is ordering up to 10 post-panamax ships at the South Korean shipbuilder. The deal consists of six firm ships of around 9,700 teu each and four options with deliveries starting from 2013. The ships will have around 1,600 reefer plugs, placing them among the highest reefer-capacity vessels in existence. **Source : PortNews**

Turkish firm heads to Korea for bulkers

Korean yards have secured rare bulkier orders. Turkish shipowner Manta Denizcilik has booked three bulkier newbuildings at two shipyards. The Turkish owner has inked two 35,200 dwt handysize vessels at Samho Shipbuilding and one 82,000 dwt bulkier at Sungdong Shipbuilding & Marine Engineering. **Source : Seatrade Asia**

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Most powerful heavy lift vessel in the world at RHB Rotterdam



MS 'Lone' loads up at rhb stevedoring & warehousing during maiden voyage



On Friday, 18 March, the most powerful heavy lift vessel in the world, the MS 'LONE', arrived at rhb stevedoring & warehousing in Rotterdam. rhb is the preferred stevedore of the S.A.L. shipping company in Steinkirchen, Germany. The MS 'LONE' is underway on her maiden voyage, and loaded eight pipes each of 630 tons at rhb. The pipes are 78 metres long with a diameter of 3.75 metres.

The vessel was named on Friday, 11 March in Hamburg, and her final destination is Korea. The 'LONE' and her sister vessel the 'SVENJA' are the most powerful heavy lift vessels in the world. On board there are two cranes each of 1000 tons, giving a total lifting capacity of 2000 tons. The 'LONE' has a DP2 system for offshore work. She is 167 metres long. This cargo's

shipper is Coli Shipping & Transport of Rotterdam. The same company is acting as ship's agent. **Photo's : Peter van der Pluijm ©** oversized cargoes onto flatrack via rotterdam by containervessels ?? contact us for stuffing and stripping !

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Vietnam to prevent unfair surcharges imposed by foreign shipping lines

Deputy Prime Minister Hoang Trung Hai has ordered government agencies to stop foreign shipping lines from collecting “unreasonable surcharges” on imported goods. News website VnExpress reported Sunday that the Ministry of Transport has been asked to lead a task force that will inspect shipping lines which imposed irrational fees, causing difficulties for local enterprises. The order came after the Ministry of Finance submitted a report to the government early this month, saying that some shipping lines were asking Vietnamese importers for “congestion” and “container imbalance” charges. Shipping companies said the fees are meant to offset the cost of transporting empty containers out of Vietnam in case exports from the country are unable to match the inflow of goods. The Finance Ministry said the surcharges have not been approved by Vietnam's government, which means collecting them is only a way to hike transportation costs. As many shipping lines have raised their fees at the same time, they could be violating antitrust regulations, the ministry said. **Source: Thanh Nien**



In Sibü (East-Malaysia) the tug **VICTORY** was christened March 19th – **Photo : Richard Leistra ©**

UASC launches services from Sohar Port's OICT

United Arab Shipping Company (UASC), which operates one of the world's largest and fastest growing shipping fleets, has commenced services from Sohar Port's Oman International Container Terminal (OICT). MV **Khaled Ibn Al Waleed**, a UAE-flagged feeder vessel operated by the Kuwait-headquartered global shipping line, made its maiden sailing to OICT on Thursday as part of UASC's IMC2 service that effectively links Oman with hub ports serving a number of booming economies across the globe. The IMC2 service links the Sultanate with UASC's hub ports in a regular weekly run that provides rapid and seamless connectivity with the company's mainline strings. It enables the speedy transit of goods between Sohar's state-of-the-art deep-sea container terminal and destinations in the Far East, Europe, Indian sub-continent, Africa and the Americas, among other ports around the globe served by UASC and its partners.

OICT's inclusion as one of the main ports of rotation for this regular weekly service underscores Port of Sohar's growing importance to regional and international shipping lines, says Darrius Teo, Chief Executive Officer, OICT. "We are delighted by UASC's decision to commence operations from Sohar. It's a reflection of the increasingly vital role that Sohar, and indeed the wider region, will play in global trade. Shippers and consignees now have a far greater choice of shipping lines, a far wider coverage of ports, and enhanced sailing frequencies to ship their goods to and from Sohar through the vast network of UASC which reaches more destinations around the globe via this service." Together with

the new service that connects Sohar with other ports in the region, OICT also enjoys direct connectivity with the Far East, India subcontinent and the Gulf, providing Omani importers and exporters with the most comprehensive and cost-effective logistics solutions for the shipment of their cargoes. UASC's presence in Sohar represents yet another triumph for OICT's ongoing efforts to attract more shipping lines to the industrial port. It is the latest in a succession of prominent regional and international shipping lines, notably APL, Maersk Line, CMA-CGM and Oman Container Line, besides a number of NVOCCs, that have since launched operations from Sohar.

Established in 1976, UASC is a regional container shipping heavyweight with more than 75 ships in its fleet boasting a total capacity of 344,000 TEUs. The fleet operates more than 18 services connecting the Middle East to Europe, the Mediterranean, Indian subcontinent, Far East, West Africa and the Americas. Its network covers over 200 ports and destinations worldwide, offering containerised and conventional cargo transportations, temperature controlled cargo and value added services to a diversified client base. In the Sultanate, UASC is represented by the well-known shipping firm, Bhacker Haji Abdullatiff Fazul LLC as its general agent. OICT is a member of Hutchison Port Holdings (HPH), the world's leading port investor, developer and operator with interests in a total of 308 berths in 51 ports, spanning 25 countries throughout Asia, the Middle East, Africa, Europe, the Americas and Australasia. HPH also owns a number of transportation-related service companies. In 2009, the HPH Group handled a combined throughput of 65.3 million TEU worldwide. Other OICT investors include the Government of Oman and a number of other local Omani investors.

Source: Oman Daily Observer



The 1999 in Spain built longliner **VIKING BAY** with a length of 43.5 Mtr., 626 GRT seen alongside L/Wharf in Cape Town. Photo : Aad Noorland ©

Tuticorin port handles record pinewood cargo

A new record in handling of pinewoods has been created by the V.O. Chidambaranar Port Trust, Tuticorin, by discharging 11,971 pieces (6,532 tonnes) of pinewood on a single day recently. India's National Newspaper Hindu said. The logs were unloaded from m.v. **Alam Senang** at Berth number 8 on March 15. The previous record was 6,002 tonnes unloaded from the vessel m.v. **Parinda Naree** on November 12, 2009. The new record was achieved during the celebration of Productivity Week by the port. Four powerful grabs were used for discharge from the vessel supported by six high-power Volvo Front End Loaders on shore. The port provided adequate storage space to facilitate the new record.

The handling agents of the vessels are St. John Freight System, a leading stevedore, and the cargo was imported from New Zealand. Port trust Chairman A. Subbiah thanked all the stakeholders and the officers and the staff for making the achievement possible. Source : PortNews



The **OVERSEAS MAREMAR** seen moored at the Isla jetty in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

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Tianjin port launches 300,000-tonne navigation channel project this year

TIANJIN port will invest CNY13.5 billion (US\$2.1 billion) on infrastructure projects and start building the 300,000-tonne capacity navigation channel this year, Xinhua reports. The project, lasting about 15 months, will deepen the existing 250,000-tonne navigation channel to 21 metres and widen it to 330 metres.

Last year, the port recorded a cargo throughput tonnage of 413 million tonnes and container throughput of 10.1 million TEU. The port is targeting a throughput of 560 million tonnes and a container volume of 18 million TEU by 2015. **Source : Seatrade Asia**

Suppliers plan to ship more LNG for power

Japan's neighbours have pledged to ramp up liquefied natural gas (LNG) exports to the quake-stricken nation, helping it to replace power supply crippled by the disaster. Japan's worst earthquake on record has caused the loss of around 9,700 megawatts (MW) of nuclear and 10,831 MW of thermal power generation, leaving millions without electricity in the midst of wintry weather.

Delays and damage at Japanese ports following the quake and tsunami, which also forced the shutdown of several coal-fired power plants, have prompted the diversion of coal shipments to other countries. Malaysian state oil firm

Petronas said on Saturday it will supply extra LNG, but did not say how many additional cargoes would be diverted to Japan. Malaysia is Japan's biggest LNG supplier, shipping it 14 million tonnes last year.

'Currently Petronas is liaising with its Japanese counterparts to supply immediate additional LNG cargoes from its LNG portfolio sources,' the firm said in a statement. South Korea would supply 400,000-500,000 tonnes of LNG to its neighbour, as requested by Japanese utilities, while Indonesia said it may export excess LNG supplies to its major infrastructure investor.



The Japanese gas tanker **ENERGY FRONTIER** seen last Saturday off Singapore – **Photo : Piet Sinke ©**

Indonesia's director general for oil and gas at the energy ministry, Evita Legowo, said the Bontang plant on Borneo island should see output fall 6 per cent this year, but has surplus LNG left over from 2010 that could be shipped to Japan. Energy officials could not say how much gas was available, but one minister said the decision would go up to the president, given Indonesia is trying to conserve LNG for its own growing domestic demand but also please Japan.

Japan is the world's top importer of LNG, bringing in 70 million tonnes of the fuel in 2010, and may need to import an extra one billion cubic feet per day to compensate for the nine gigawatts of nuclear power lost, analysts said. Japan has largely relied on deals directly with producers and state governments to procure the additional LNG it needs, a strategy which has put a cap on LNG spot prices. Still, global LNG prices rose about 10 per cent last week.

China and South Korea have also signalled they will increase oil product supplies to Japan, with PetroChina selling 200,000 tonnes to Japan, and South Korea's four refiners seeking to ship about 4.5 million barrels so far, as Japanese refiners struggle with the loss of a third of their 4.5 million barrel-per-day (bpd) refining capacity. But Japan is turning away coal and some crude shipments due to the loss in refining capacity, shutdowns of coal-fired power plants and port disruptions. Indonesian coal shipments are being re-directed to China as Tokyo Electric Power and Tohoku Electric declared force majeure on some deliveries due to shut power plants. **Source : Reuters**



The **ALPHONSE LETZER** seen moored a/s **Sainty 8** in Lobito for HMC Block 31 Project Angola
Photo : Michael Kester ©

Aker Solutions won Eldfisk EPC contract

Aker Solutions has signed an EPC contract with ConocoPhillips to deliver the topside and bridges of the production platform for the Eldfisk 2/7 S, in the North Sea. The contract value is approximately NOK 5,5 billion. The contract award is subject to Norwegian authorities' approval of the plan for development and operation (PDO). The topside consists of one combined living quarter and utility module and a combined process and wellhead module, with a total weight of 15500 tons. In addition, the contract includes the fabrication of two bridges, one bridge support modules and a flare. .

Aker Solutions will begin the detail engineering instantly, while fabrication is expected to commence early 2012. The topside will be delivered from Aker Solutions yard at Stord early 2014. Options for execution of offshore hook-up and commissioning assistance are included in the contract. Eldfisk is one of the two biggest fields in the Greater Ekofisk Area and have been in production since 1979. The field is located in the southern part of the North Sea, about 300 kilometres from the shore. The contract party is the Aker Solutions subsidiary Aker Stord AS. **Source: Aker Solutions.**



One of the latest fleet additions of the Singapore Police Coast Guard, the **Damen StanPatrol 3507** type **PH 59 BLACKTIP SHARK** seen patrolling the coastal waters with a max speed of 35 knots, the Coastal Patrol Craft class of the Damen built **StanPatrol 3507** consist out of 10 ships. The Police Coast Guard is the Marine Police division of the

Singapore Police Force which also takes on roles of the coast guard typically handled by the military or as separate organisations in other countries. These include the enforcement of law and order in Singapore's territorial waters, and Search and Rescue operations in collaboration with the Maritime and Port Authority of Singapore, and the Immigration and Checkpoints Authority, it traces a history of about 170 years.

Photo : Capt. Jelle de Vries ©

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Maersk US-Far East reefer US\$150/FEU hike, levies \$200 more on Oz FEUs

MAERSK Line has imposed a rate increase on reefers from April 15, due to a lack of boxes in Middle East owing to the civil strife, as well as Russia's severe winter weather slowing turnarounds of refrigerated containers. Another rate increase of \$200 per TEU will be imposed on cargo from the east coast of Australia to southeast Asia to Malaysia, Singapore, Thailand, Vietnam, Indonesia and the Philippines. New reefer charges will be applied on all FEUs moving from the United States to the Far East at an increase of US\$150, which will also cover the following destinations: Brunei, Cambodia, China, Hong Kong, Indonesia, Japan, South Korea, Laos, Macau, Malaysia, Mongolia, Philippines, Singapore, Taiwan, Thailand, Timor Leste and Vietnam.

It is to deploy an "emergency reefer equipment surcharge" of \$500 per FEU from east coast of South American on to any destination to maintain a steady flow of containers. Further general rates of \$150/TEU from Far East to West Africa will apply to destinations of Angola, Benin, Burkina Faso, Cameroon, Cape Verde Island, Central African Republic, Chad, Congo, Democratic Republic of Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Ivory Coast, Liberia, Mali, Mauritania, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, Togo and Western Sahara. **Source : Schednet**



The Greek flagged **PONTONIKIS** seen enroute Amsterdam – **Photo : Erwin Willemse ©**

\$45.5b being invested in Mideast port expansion infrastructure

Some \$45.5 billion (Dh167.3 billion) is being invested in ports in the Middle East and North Africa, according to a report by the Kuwait Financial Centre (Markaz). There are currently about 35 ports in the Gulf region, many of which are currently undergoing expansion to meet increasing trade demand. Some \$38.2 billion was invested in the region's ports up to 2008, with a further \$38.5 billion having been allocated during 2009, according to the report. Though falling oil revenues and a near-universal decline in trade led to a significant readjustment in this figure during the economic downturn of recent years, positive growth has returned across the region. Chris Hayman, Chairman of Seatrade, said, 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 the UAE alone, which accounts for 61 per cent of trade volume among the Gulf Cooperation Council (GCC) countries, its ports witnessed a compound annual growth rate of 13 per cent in volume between 2004 and 2008. Although this fell away slightly between 2008 and 2009, it rebounded significantly throughout 2010.

Dubai hosts the region's largest port — Jebel Ali operated by DP World — the world's fourth biggest port operator. However, Abu Dhabi is developing Khalifa Port and Khalifa Industrial Zone Abu Dhabi (Kizad) — a 45-square kilometre industrial area that is host to Emirates Aluminium (Emal) and will serve the region's transport and logistics sector when connected with the Union Railway. Phase one of Abu Dhabi's Kizad is well underway, with completion due in the fourth quarter of 2012. Abu Dhabi Ports Company (ADPC) has committed Dh26.5 billion to the first phase of both projects. The first phase of the port will have a capacity for two million twenty-foot equivalent units (TEUs) and 12 million tons of general cargo.

“Kizad is expected to contribute up to 15 per cent of Abu Dhabi's GDP [gross domestic product] by 2030 and as such is set to become a major business hub for the Middle East. We look forward to sharing our plans and development strategies with industry peers at the World Ports and Trade Summit,” said Tony Douglas, CEO, ADPC.

Performance

According to figures from DP World, the UAE handled 11.6 million TEUs in 2010, an increase of 4 per cent from 2009, with the fourth quarter delivering growth of 7 per cent over the same period in 2009. When the volume increases across its portfolio of 50 international terminals in 28 countries are also taken into account, this figure climbs to more than 14 per cent in year-on-year growth.

In Saudi Arabia, total port throughput increased by almost 10 per cent between 2009 and 2010, with total cargo handled increasing to just under 155 million tonnes, up from more than 142 million tonnes a year earlier. Similarly, Kuwait's growing regional presence as a port city has continued, with its plans for up to three new ports progressing, including the \$1.1 billion Boubyan Island development.

Port expansion activities are also proceeding in other parts of the Middle East and North Africa. Jordan's primary shipping gateway to the Red Sea, Aqaba Container Terminal, is undergoing a \$235 million upgrade, set to boost its annual capacity to 1.6 million TEUs. In Iraq, \$10 billion has been set aside for port development, including upgrades to its Umm Qasr and Grand Faw ports. Egypt has plans for Nile river ports in the north and south, as part of its \$8.9 billion programme of investment in ports and transport to increase the proportion of cargo transported via river and rail. **Source : Gulf News Report**



The tug **KAZUMARU** sits on the rubble of destroyed houses in Ofunato, Iwate Prefecture (Japan)

Tokyo and Yokohama ports unaffected by radiation

Japanese authorities have downplayed concerns over radiation emission around Tokyo and Yokohama ports from the damaged Fukushima nuclear power plant. The Japanese ministry of land, infrastructure, transport and tourism (MLIT) has on Monday issued an update on the radiation doses measured around the two ports. "The radiation doses measured around the ports of Tokyo and Yokohama show a significantly lower level of radiation than would be experienced in exposure to a chest x-ray or travel in an airplane," the MLIT note said. "Therefore, MLIT requests Japanese Shipowners' Association (JSA) member companies and foreign shipping companies serving Japanese trade to continue their services to and from the ports of Tokyo and Yokohama by making scientifically rational judgments based on the abovementioned data." At present, entry into these ports is restricted to ships carrying emergency cargoes and international merchant ships are unable to enter, according to JSA. Japan was hit by a 9.0-magnitude earthquake on 11 March that caused devastating damage to the country's northeast region, shutting down ports, oil refineries and nuclear power plants. **Source : Seatrade Asia**

ADA D RENAMED IN MARIAN V



After some small modifications and a fresh paint job, Stemat has decided to rename the Stemat tug "**Ada D**" to "**Marian V**". The tug is named after a much appreciated colleague at the Stemat office in Rotterdam.

Photo : Robert de Waard ©

OLDIE – FROM THE SHOEBOX



The photograph is showing the German m.s. "**HORNLAND**" and the French motorvessel '**PRESIDENT PIERRE ANGOT**', both sunk after a collision in the New Rotterdam Waterway, just below the port of Vlaardingen. The collision took place on a Friday evening in October 1967. A variety of harbour tugs and boatmen launches hurried to the assistance and managed to push the sinking vessels outside the fairway and towards the Northern river banks. Crews of Smit Tak's salvage vessels were alarmed and were instructed to hurry to the assistance of the stricken vessels. All went well, except for the chief engineer of the salvage vessel "**BEVER**", who – very recently married – had moved to an address somewhere in the middle of The Hague. He had no telephone yet and the address was

yet unknown to the operations manager, who was trying to get his vessels underway. The "**BEVER**" was the most recent addition to the fleet of Smittak and the only man knowing his way around in the engine room was our engineer. It was a time in which the words "cannot" and "impossible" did not exist and it was arranged – via relatives – to try and get hold of the man, however, it was reported that our engineer appeared to be vast asleep and could not be contacted, notwithstanding the various tricks in waking up employees, including shouting through the mailbox. It was then suggested to alarm the Police and Fire Brigade of The Hague, who should come with those long ladders in order to bang on one of the windows of the third floor. Pretty soon thereafter both Police and Fire Brigade were on the spot with flashing lights and everybody in the street was wide awake, except for our engineer! A Policeman volunteered and climbed up the ladder and managed to open one of the windows with a crowbar. The very moment he stepped into the room with one leg, our engineer caught the poor man in the curtains of the apartment. He had just enough time to tell our engineer that he was desperately needed on board his ship. Shortly before that Willem had said to his wife: "I don't understand it. We are living on the third floor and we still have burglars".



In the meantime other salvage vessels had arrived alongside but could do very little but remained standby. Both vessels had sunk and were hard aground, masts, derricks and superstructure showing above water. The **HORNLAND** carried a general cargo and had also some 20 young cows on deck in way of number 5 hold. On the rising tide these animals ran the risk of drowning and divers made an attempt to cut them loose so that they could be ushered over board and swim towards the shore. With the help of several launches all animals were towed and pushed in the right direction except for five animals which were jammed against the hatch coaming and could not be freed by the divers. We feared for the lives of these cows, but it appeared that the next morning on the falling tide the cows were still alive and with the help of the derrick of the "**BEVER**", the animals were freed and taken on deck and transported to Vlaardingen.

Several salvage vessels remained standby until Owners/Underwriters of both vessels had obtained offers for the salvage of the vessels. Eventually the “**PRESIDENT PIERRE ANGOT**” was refloated by Smittak in a fortnight after discharge of part of the cargo of ore. The contract for the refloating of the **HORNLAND** (seen left) was awarded to Ulrich Harms of Hamburg who managed to refloat the vessel by the end of January 1968. Both vessels resumed trading after repairs had been made by Rotterdam shipyards. [Text / Photos : Hans Meeuwisse ©](#)



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.... PHOTO OF THE DAY



The **STENA SCANDINAVICA** seen moored Gdansk Shiprepair yard Remontowa - [Photo : Jakub Bogucki ©](#)

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