

Port Project Services

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The vessel "Polarseyssel" was put in "new war paint" earlier this week at Beira Nave, most probably hired by the Pescanova Fishing Corporation to protect the local fishing fleet against pirates who seem to have come down this far South, Left seen the five "Ribs" moored to the "Polarseyssel" which have been flown in earlier this week by a huge Antonov cargo plane on the local airport where normally the biggest plane that lands there is a Boeing 737. Photo's : Crew Volvox Olympia.



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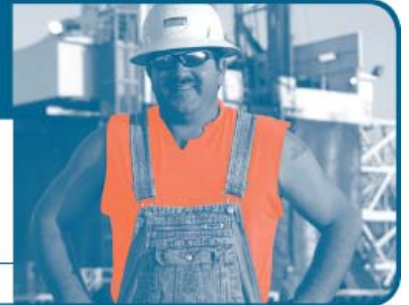
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The sheerlegs **MATADOR 3** seen lifting the accommodation module onboard the **ATHENA** in Kinderdijk (Holland)
Photo : Reinier Roest (c)

STCW45 the beginning of the fall

<http://www.youtube.com/watch?v=jUdStKBR4hg>

The language is rough in spots, so close the door on the children and enjoy

Turkey offers five ships, submarine for Libya

Turkey has offered to contribute five warships and a submarine to international operations in Libya, assets it has stipulated will be used solely for humanitarian and defense purposes, NATO officials said Wednesday. The Turkish government will seek parliamentary authorization Thursday to send troops and military equipments abroad despite ongoing debate over NATO's role in implementing the no-fly zone over Libya.

No further information was available about the scope of the parliamentary motion, leaving the prospect unclear of potential Turkish participation in air patrols of the no-fly zone. NATO has received offers from six countries for up to 16 vessels to prevent weapons from entering Libya, Gen. Pierre St-Amand told a news briefing. According to the NATO general, Turkey has offered a submarine, four frigates and one auxiliary ship.

The move came a day before an important visit from Brussels to Ankara, with NATO's top European commander set to pay a visit to the Turkish capital amid Turkey's insistence that it will block the alliance from assuming responsibility for maintaining the no-fly-zone unless certain conditions are met. The visit by Adm. James Stavridis, NATO's Supreme Allied Commander Europe, was scheduled before the Libyan crisis broke out, but current events would likely be on the agenda, a Turkish diplomatic source told the Hürriyet Daily News & Economic Review on Wednesday.

Parliament was expected to hold a closed session Thursday at 2 p.m. with Foreign Minister Ahmet Davutoğlu briefing lawmakers. The government has a clear majority in getting approval from Parliament but on Wednesday it began briefing the opposition parties about the government's stance on an operation in Libya. "We informed the opposition about Turkey's Middle East policy, our vision and the background of our stance," Davutoğlu told reporters after meeting with Republican People's Party, or CHP, leader Kemal Kılıçdaroğlu.

Davutoğlu, accompanied by his Undersecretary Feridun Sinirlioğlu, Ambassador Tacan İldem, executive assistant Gürcan Balık and adviser Ali Sarıkaya, held a "comprehensive" meeting with the CHP chief for almost two hours at party headquarters. Kılıçdaroğlu was accompanied by deputy party leaders Osman Korutürk and Gülsün Bilgehan, deputies Akif Hamzaçebi, Hüseyin Pazarıcı and the party leader's adviser Faruk Loğoğlu.

The foreign minister told Kılıçdaroğlu that "the proposals laid down by the CHP are what the government is already implementing," it has been learned. Davutoğlu also said a land operation was not on the agenda, explaining that the U.N. Security Council Resolution authorizing the no-fly zone ruled out such an option. "The Security Council should reconvene and adopt a different resolution for a land operation. We are against this," Davutoğlu told the CHP leader. He informed Kılıçdaroğlu that Turkey would only join a humanitarian assistance program under a NATO mission.

"We are going through such important times that the steps that we'll take and the messages that we will give are very important for Turkey's global influence," Davutoğlu told reporters after the meeting. He said a process of change was taking place in the Middle East, something that brought opportunities but also serious risks.

Davutoğlu said he briefed the CHP leader not only about the latest developments in Libya but also Turkey's Middle East policy and events in Egypt, Yemen and Bahrain. The foreign minister will meet Thursday with the leaders of the Democrat Party, or DP, and the Democratic Left Party, or DSP.

On Wednesday, President Abdullah Gül said some countries were behaving opportunistically regarding the developments in Libya, apparently referring to France taking the lead role in military operations. The president also called on Libyan leader Moammar Gadhafi to step down to prevent more bloodshed in the country.

"It is important for Turkey that the situation in Libya ends without further bloodshed. Those who run Libya must step down immediately to ward off plunderers," Gül told reporters before his departure for Ghana. "Remember Saddam [Hussein's] behavior and what has unfolded in Iraq ... That might somehow occur again in Libya," he said **Source :** ANKARA - Hürriyet Daily News



The **NORTH SEA GIANT** seen departing from Vlissingen-Oost bound for Stavanger after drydocking at the **Scheldepoot shipyard** - Photo : Gilles Bronke ©

Ships may avoid Tokyo port on radiation fears

Some merchant ships may be avoiding Tokyo port due to radiation fears and Japan potentially faces severe supply chain bottlenecks as vessels get diverted, shipping officials said on Thursday. Any logistical setbacks could mean major delays and seaborne congestion at Japan's terminals including Tokyo, hindering recovery efforts in the wake of the March 11 earthquake.

Concerns over radiation exposure to crew members from the Fukushima nuclear plant, located 250 km (150 miles) north of the capital, has meant some ships may already be avoiding Tokyo. "I have heard from local agents that some vessels are not calling in Tokyo due to radiation fears. I'm not sure how many," said Tetsuya Hasegawa, operating manager at Heisei Shipping Agencies in Tokyo.

Tim Wickmann, chief executive of MCC Transport a unit of Danish oil and shipping group AP Moller-Maersk, said a few German shipping lines had decided not to call at certain ports including Tokyo. "The last thing Japan needs right now is for people to abandon them," he told Reuters. Container shipments to eastern Japan could come to a virtual standstill if maritime firms decide Tokyo, its fourth largest port, was too dangerous. "I think that shippers around Asia in such case will stop their cargoes to eastern Japan. They will hold the cargo at various ports - Korea, Taiwan or other nearby ports," Wickmann said. Nearly two weeks after the disaster, the world's third largest economy is grappling with threats from radiation leaks as Tokyo's 13 million people were told not to give infants tap water.

Officials with the Japanese Shipowners' Association and other shipping firms could not confirm any ships being diverted from Tokyo. "We are aware of such talk, but there is no such evidence that we know of," said an official at a major Japanese shipping firm. MCC Transport has continued normal operations of its four shipping lines to Japan.

"As long as the authorities consider the port safe, we want to go. But of course if you have a crew that refuses to sail the ship, what can you do?," asked Wickmann. Japan's port infrastructure was left largely unscathed by the earthquake with around 15 severely damaged. Twelve of those ports were already usable for recovery efforts and general use, the country's transport minister said on Wednesday.

Swedish budget fashion giant Hennes & Mauritz said on Thursday it had reopened six of its nine stores in Tokyo after they were shut earlier this month due to the quake and radiation worries. One store remained closed due to roof damage. The group will reopen two more on Friday and launch another store, taking its total in Japan to 11, a spokesperson said. H&M has resumed shipments to Japan after temporarily diverting deliveries to nearby markets during the closure of its Tokyo stores, the spokesperson added. **Source : DNAIndia**

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The dock door of the "Dokje van Perry" in Vlissingen was lifted out as seen above - Photo : Huib Lieverse ©

Container spot rates fall below the \$1,000 per TEU-mark on fierce competition

In a new report, BIMCO reiterated that spot rates for shipping of shipping of containers out of Shanghai bound for Europe has now slipped below the USD 1,000 per TEU-mark for the first time since March 2009. Following yet another weekly drop in freight rates on this main trading lane, boxes are now being shipped off at USD 992 per TEU, USD 27 per TEU lower than last week.

"The spot rate has been sliding since mid-2010, paused only by a short breather around the turn of the year, where efforts made by shipping lines to imposed General Rates Increases (GRI) proved to be short-lived and non-sticky. Since the Shanghai-Europe spot rate increased by USD 59 per TEU on 31st December 2010 the rate has dropped by 29% on the continued downward trend" said the report. Shipping analyst at BIMCO, Peter Sand says: "Low volumes have triggered fierce competition on main trading lanes including Shanghai-Europe. Rate cuts are ongoing as liner companies struggle to fill their vessels." Following the ending of the Chinese Lunar New Year in February, a rebound in export volumes from China was anticipated, but has not materialized. Thus vessel capacity already in place to handle the growing volumes has developed into a toxic cocktail resulting in ongoing decreasing rates. As European and US

consumers are still focusing more on savings and debt-reductions rather than on consuming more containerized goods from China, demand has hesitated to pick up significantly. "Next to 5-weeks of serious rate cuts, the decrease this week is much smaller, giving reason to believe that sliding rates could be terminated over the coming weeks. But we might go all the way into the peak-season in Q3 before sustainable spot rate levels on Shanghai-Europe is back ", added Peter Sand. In a separate note this week, Moore Stephens which released a new survey on confidence levels among the shipping industry, it was said that in the container ship market the only way was up, with the single exception of ship managers. Overall, the number of respondents anticipating an increase in rates over the next twelve months rose by 6 percentage points from 43 % to 49% – the second-highest level since the survey was launched. Higher rates were anticipated by owners (up from 45% to 56%), brokers (42% to 48%), and charterers (up by 15 percentage points from 25% to 40%). But the number of managers of like mind was down on last time, from 49% to 47%. There were 10 and 6 percentage point rises, to figures of 47% and 51%, in the numbers of respondents in Asia and Europe respectively who were anticipating higher rates. Moore Stephens' Shipping partner, Richard Greiner, said: "Although the small drop in confidence levels is disappointing, particularly since it follows a similar fall in the previous quarter, there are some compelling external factors influencing the current mood of the industry. The political unrest in the early part of the year in North Africa and the Middle East was bound to have had an adverse effect on confidence. When you operate in a global industry, you are susceptible to global influences. "The continuing concern about over-tonnaging is not a surprise, and will doubtless persist until yards around the world have cleared their orderbooks of the current glut of newbuildings. More respondents expected the cost of borrowing money to rise over the next year and that must be a concern for everybody. Yet all the available evidence suggests that the banks are increasingly ready to listen to proposals from shipping businesses which have done their homework and their housekeeping and developed a sound business plan. "In any industry, news of new investment can be something of a double-edged sword. So it was with the recent confirmation of Maersk's order for a series of big new container ships which, while sending a confident message to the market, will at the same time have done little to ease fears about over-tonnaging, particularly on the part of smaller operators. Yet new investment is undoubtedly good for any industry and, despite the difficult economic climate, our survey still showed an increase in the number of respondents who expected to make a major investment or significant development over the next twelve months. It was noticeable, also, that a large number of respondents felt that shipping had taken the worst that could be thrown at it and was now ready to bounce back. However, it will be interesting to see the impact of events in Japan in our next survey", he concluded

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **AL-FARAHIDI** seen approaching Rotterdam – Photo : Harry van den Berg ©

Van Oord wins safety prize

On 4 March 2011 Essar Bulk Terminal in Hazira, India, part of the Essar Group, awarded Dutch dredging and marine contractor Van Oord a prize for "best performance as regards safe working conditions in 2010."

The prize is part of the annual National Safety Day Celebration. Van Oord is currently executing the deepening of the access channel and berth for large bulk carriers that deliver raw materials for the Essar plant in Hazira. The expansion

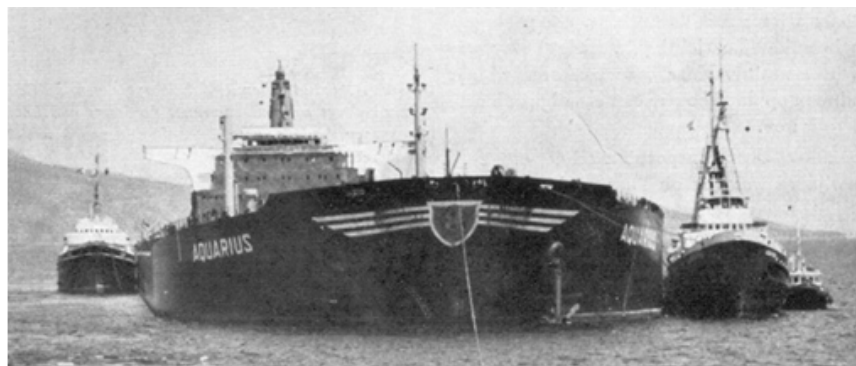
of the harbour has made it one of the most important deepsea harbours in the state of Gujarat, a major industrial centre located in northwest India.

"This prize is an important means of recognising our on-site people, who have worked closely together to achieve even safer working conditions," said Van Oord's area manager Martin Meijers. Works Manager Hendrik-Jan Ridder accepted the prize on Van Oord's behalf. Source : Dredging News Online



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

MOVIE OF THE SALVAGE AND TOWAGE OF THE AQUARIUS



Capt. Norbert Clasen is a former employee and tug man from Bugsier at Hamburg. He spent his whole live onboard and with tugs. From 1963 on the coastal and deep sea tugs as AB, Mate and Captain. In 1978 **Norbert** was appointed as Salvage Marine Superintendent. Since 4 years he is retired. During his time at sea and later as Salvage Master He worked very often together with Smit tugs and cranes etc. **Norbert** is having very good memories for example **Capt. Hans Walenkamp**, **Capt.**

Cor Kalkman and lot of the divers, AB and mates. **Capt. Cor Kalkman** was master on the **Clyde** during this Salvages. **Norbert** flown back with him from Tokyo to Amsterdam. He is also on the pictures. However: during this time he made Super 8 Films and wrote later some books about salvage. (see Lekko, German books) **Capt. Norbert's** latest 18 minutes super 8 Film he produced together with a Company a DVD. It is the story of the salvage and towage of the tanker **Aquarius** together with the tugs **Thames**, **Clyde** and **Albatros** in 1970. The longest towage ever from Badar Abbas to Japan. Unfortunately to produce a digital DVD cost some money because a Film Company has to be involved. Therefore he have to ask for a single DVD for € 17,50. This is including posting which cost 3,40 €.

If you are interested in the DVD below the details of Capt. Nobert can be found.

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Public prosecutor raids Beluga offices

The Bremen, Germany, public prosecutor's department raided the offices of the insolvent Beluga Shipping. A day long search, apparently yielded more documentation relevant to the investigation launched two weeks ago against ex-CEO Niels Stolberg and other Beluga officials, according to local media. A further Beluga Group unit reportedly filed for insolvency yesterday: Beluga Travel Lounge. The in-house travel agency specialized in trips to the Beluga School for Life, which was established by Mr. Stolberg to aid tsunami orphans in Thailand. How this project will fare without support from Beluga is unclear. However, the Weser Kurier newspaper says that Wille Lemke, a former Senator and a sports advisor to the UN, is promising to make efforts to find alternate funding for both the School for Life and Beluga College, a maritime-oriented educational establishment in Bremen. **Source : MarineLog**



The **MSC SANDRA** seen in Rio de Janeiro – **Photo : Jaap van den Heuvel ©**

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NAVY NEWS

Italian navy sends ship to ease migrant crisis



An Italian navy ship arrived in Lampedusa on Wednesday to help move some of the thousands of migrants who have poured on to the tiny southern island from Tunisia during the turmoil in North Africa over recent months. Almost 15,000 people have landed in Lampedusa since the beginning of the year, according to Interior Minister Roberto Maroni, exacerbating Italian fears that the upheavals in North Africa could unleash a wave of clandestine arrivals.

Defence Minister Ignazio La Russa said the San Marco, a navy transport vessel, would take up to 600 people to holding centres on the Sicilian mainland.

"In this transfer, the Tunisians and the foreigners in Lampedusa, will be moved today," he told reporters after a cabinet meeting. Residents of Lampedusa, in normal times a sleepy port which lives off fishing and tourism, have complained bitterly of being abandoned by the government in Rome as a reception centre on the island has been filled to overflowing.

The population of the island, located just 150 km from Tunisia at Europe's most southerly point, has doubled from around 5,000 and the port has been filled with new arrivals milling around, waiting to go to the Italian

mainland.

Almost all of those making the sometimes hazardous journey in small boats are young men seeking work and almost all have come from Tunisia. The previous Tunisian government maintained strict controls which limited the numbers leaving but these have been ineffective since president Zine al-Abidine Ben Ali was toppled in January. Maroni is due to travel to Tunisia later this week for talks with interim authorities on how to stop migrants from leaving the country.

There has been strong concern from some, including members of Prime Minister Silvio Berlusconi's allies in the anti-immigrant Northern League party, that the fighting in Libya could worsen the problem. Italy has demanded that its European Union partners assume more of the burden of dealing with the migrants but there has so far been little concrete sign of an accord. **Source : Reuters**

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After serving as the NATO flagship for 4 months in the counter piracy mission Operation Ocean Shield, the Dutch warship **HNLMS DE Ruyter** handed over her flagship duties to **HNLMS Tromp** March 22nd. **Tromp** is the third warship to hold flagship duties for the NATO Task Group under Netherlands command.


Navy opens high-tech warship simulator

Junior officers in the Royal Australian Navy will learn to pilot the next generation of warships, in an upgraded \$10m training facility at HMAS Watson, Sydney, which was officially opened. The new high-tech simulator uses computerised virtual-reality software to simulate a working warship's bridge, complete with a 240-degree view of a computer generated 2D scene through the bridge windows. The bridge training facility, one of the most advanced simulators in the world, will be opened by Commander Australian Fleet Rear Admiral Steve Gilmore.

"This facility is at the cutting edge of simulator technology and provides junior Seaman Officers with very realistic training so they will be capable of carrying out the duties of the Officer-of-the-Watch before heading out to sea," Rear Admiral Gilmore said. "Our Navy is the first in the world to use multi flex touch screens in a warship bridge simulator, which increases functionality without cumbersome hardware," Rear Admiral Gilmore said. The simulators replicate the full range of maritime operations likely to be experienced while on the bridge of a warship and can be reconfigured to match most classes of ship in the RAN's current fleet. New functionality includes boat operations, interdiction, and docking and beaching evolutions pertinent to the new Landing Helicopter Dock ships, the first of which is due to enter service in 2014.

"An example of a complex scenario is manoeuvring a 3500-tonne warship within 2000 yards of a number of other ships while under air attack, or ships within 50m of each other conducting replenishment-at-sea approaches" Rear Admiral Gilmore said. With two full-mission simulators and four part-task simulators, the facility allows up to six warship bridge teams to train for specific scenarios in a joint exercise environment or, conversely, run six independent scenarios. The graphics system can replicate different environmental conditions, from a clear day through to a raging storm, detailed land-and sea-scape features as well as dynamic models of aircraft, tugs and other ships, including the Canberra Class LHDs and Hobart Class AWDs.

A dedication ceremony will also be held for the combined navigation and bridge training faculties, which was renamed the Taylor Building, after former Chief of Navy (1994-97), the late Vice Admiral Rod Taylor AO, a specialist navigation and operations officer. The ship bridge simulation system was delivered to the Navy by the Defence Materiel Organisation on time and under budget. The system was provided by Kongsberg Maritime Simulation & Training, Norway. **Source: Department of Defence.**



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Ukraine sending landing Ship with marines to Libya



In Sevastopol the big landing ship "**Konstantin Olshansky**" of the Navy of Ukraine prepared for an exit to Mediterranean sea. On Monday, on March, 21st, from Feodosiya to Sevastopol there has arrived division of marines of Naval Forces of Ukraine. Marines will be onboard "**Konstantin Olshansky**" for protection of the ship and the future passengers. As it became known from an informed circle in a staff of Naval Forces, such instructions have arrived from Kiev several days ago. As the chief of the press-service of Naval Forces of Ukraine, the captain of the first rank Oleg Chubuk, a ship problem - evacuation of the Ukrainian citizens from a zone of operations which were developed in Libya has told. According to Chubuka to speak about date of an exit of the ship in the sea while early. «The task in view to prepare the ship. To be reserved by the necessary foodstuffs, to check up a technical status», - Oleg Chubuk has informed, accenting that the marines platoon by the ship will be and only for protection of crew and evacuated of Libya. While on official sites of the president and the government of Ukraine there is no information on ship sending to Libya, but, probably, it will appear in the near future. Under the informal information, the exit of the big landing ship "**Konstantin Olshansky**" from Sevastopol to Mediterranean sea can already took place on Tuesday, on March, 22nd.

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

Chief of Navy calls fleet wide meeting to discuss HMAS Success Inquiry

Navy members from all over Australia have workshopped to discuss the outcomes of the recent inquiry into unacceptable behaviour on board **HMAS Success**. "Leadership Day" gatherings were coordinated by the commanding officers of all Royal Australian Navy (RAN) ships and establishments. Members were provided a 15 minute video in which Vice Admiral Russ Crane outlined the findings and gave direction on how Navy's culture must change to ensure such behaviour is not repeated..

"This report cuts to the heart of who we are as individuals as well as what we stand for as an organisation," Vice Admiral Crane said. "All of us must bear some of the responsibility to fix this." The misuse and abuse of alcohol is a common element throughout the report. Vice Admiral Crane says Navy is not immune from the alcohol problems which confront this nation especially when it comes to binge drinking but we must hold ourselves to higher account. "I am deeply committed to the development of a new Australian Defence Force (ADF) Alcohol Management Strategy and you will see more work in this area very shortly," Vice Admiral Crane said. The Chief of Navy warned he was looking at breath testing 100 percent of Navy members as well as banning alcohol consumption in some ports if the situation did not improve across the fleet.

Vice Admiral Crane also urged members to improve leadership through the New Generation Navy cultural change program, which promotes a series of positive behaviours to underpin Navy values of honour, honesty, courage integrity and loyalty. The video was followed by a workshop run by Commanding Officers with a focus on leadership, cultural change and alcohol management. "Think of things you've seen that you know to be wrong but have not acted to correct," Vice Admiral Crane said. "Talk about the courage it's going to require to step up and make a difference."

Source: Navy.



HMS Westminster seen March 23rd during her transit towards Libya. **HMS Westminster** is currently patrolling off the coast of Libya and stands ready to support any humanitarian or embargo actions as required by the coalition to enforce UN Security Council Resolution (UNSCR) 1973. Photo : Sean Clee, MOD 2011

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Trip through port of Rotterdam by Port Project Services



On March 19 **Port Project Services** treated her clients and acquaintances on a comfortable trip through the Port of Rotterdam. From the Aqualiner boat the guests had a good view on the main terminals of the port. The boat trip from Vlaardingen Maasboulevard to the Maasvlakte took only 35 minutes. And comfortable it was as Vipre's busses took the guests back to where they wanted to be dropped off. In this way Port Project Services demonstrated a part of its service offerings: fast, safe and simple transport from any location to any terminal at the Maasvlakte and back,

without any delay by traffic as it uses water transport. The other part of its service offerings - temporary housing and personnel for the Maasvlakte 1 & 2- had already been demonstrated last year. That led to new business. Now the employees have to be transported while the main road to the port, A15 / N15, is under construction. This latter created the concept of combining road transport with water transport. The enthusiasm among the guests was huge. The guests of Mostostal already having good experience as they are housed by United Homes was deeply impressed by the speed and comfortability of the transport. By bundling four strong players - **Randstad, United Homes, Vipre and Aqualiner- Port Project Services** has captured a lot of experience in its consortium. March 19 was a successful demonstration of their capacities.



Maersk, Hapag-Lloyd Cancel Calls at Japanese Ports Because of Earthquake

A.P. Moeller-Maersk A/S and Hapag-Lloyd AG have halted services to some Japanese ports because of the earthquake and nuclear radiation concerns. Maersk Line, owner of the world's largest container fleet, has stopped taking orders for the ports of Sendai, Onahama and Hachinohe due to damage. Hamburg, Germany-based Hapag-Lloyd is avoiding Tokyo, Yokohama and Nagoya because of the crippled nuclear reactor in Fukushima. Tokyo has suffered power shortages and worries over radiation since the magnitude-9 earthquake and tsunami on March 11 crippled the Fukushima Dai-Ichi plant 220 kilometers (135 miles) north of Tokyo. Hapag-Lloyd is shipping cargo from other harbors, such as Kobe, rather than using the three ports closest to the reactor.

"The carrier is unable to serve various Japanese ports due to the current situation and the according recommendations of relevant authorities," Hapag-Lloyd said in a statement on its website dated March 22. The company did not respond to requests over the last two days for updated information. Sendai, Onahama and Hachinohe, which Maersk Line serves by hiring feeder ships from other companies to transport its containers from Japanese ports it serves, have been damaged by the tsunami. Maersk Line, which has a global market share of about 15 percent, isn't currently taking orders for cargo to those destinations, spokesman John Churchill said yesterday.

Maersk Line is still serving the six Japanese ports the company sails to directly with its own ships, Churchill said. Maersk Line has 17 weekly calls to Japanese ports, including eight to Yokohama and one to Tokyo. "As long as it's considered safe, Maersk Line vessels will continue to call in Japan," Churchill, who is based in Copenhagen, said. "We have a long tradition and a strong relationship with Japan and we take our responsibility to secure the lifeline of its more than 127 million people seriously." Maersk Line has created a 140-nautical mile exclusion zone around the damaged Fukushima nuclear plant, the company said earlier this week. In practical terms, the zone doesn't affect its ship routes as they wouldn't normally sail in that area, Churchill said. Mediterranean Shipping Co, the world's second-largest container shipping company, and CMA CGM SA, the world's No. 3, didn't respond to requests for comment.

Some 200,000 standard containers were transported by Hamburg shipping companies through Japan last year. The port has six liner services transporting goods between Japan and Hamburg, and some services remain between the German harbor and Tokyo and Yokohama, said Bengt van Beuningen, a spokesman for Port of Hamburg Marketing.

Calls Resumed

While Hapag-Lloyd is avoiding Tokyo, other shipping lines based in Hamburg continue to serve the Japanese capital. Hamburg Sued, the shipping company owned by Germany's Oetker family, resumed calls at Tokyo and Yokohama ports with vessels on March 24, after cancelling calls at those ports last week, it said in a statement on its website March 23. "In all the decisions to be taken, the overriding factor for us is to ensure the well-being of our mariners and, at the same time, ensure that Japan is not cut off from the international flow of merchandise," said Joachim Konrad, deputy chairman of the executive board of Hamburg Sued. Hapag-Lloyd is screening its containers with goods from affected areas for potential radiation contamination, it said. [Source: Bloomberg](#)

Sevan issues LOI for two more round rigs, plans IPO of drilling business

Sevan Marine ASA, the developer of a series of cylinder shaped offshore floaters, has issued LOI's to China's Cosco Nantong Shipyard. They cover turn-key EPC (Engineering, Procurement and Construction) contracts for two ultra deepwater drilling units based on the Sevan 650 design. The contract price for each "round rig" is \$525 million. Deliveries are expected in the fourth quarter of 2013 and second quarter of 2014. Under the LOI, Cosco Nantong has granted Sevan options to build two more units at the same price.

In a parallel develop, Sevan Marine ASA is today submitting an application for a listing of Sevan Drilling ASA as an independent company on the main list of the Oslo Stock Exchange.

Sevan Marine says it has decided to organize its drilling activities into a new company to further grow and develop its ultra deep water rig business. It is expected that the initial public offering towards institutional and private investors will comprise a share issue of up to \$350 million and a secondary sale of shares by Sevan Marine, with the aim of Sevan Marine holding approx. 20 percent of the shares post IPO. The initial public offering is expected to commence in April.

Mr. Jan Erik Tveteraas, the current CEO Sevan Marine, will assume the position as CEO of Sevan Drilling as from the first day of listing and Mr. Jon Willmann, Senior Vice President Drilling Sevan Marine, will assume the position of CFO. Jan Erik Tveteraas will be proposed to the nomination committee as a board member of Sevan Marine. Sevan Marine is in the process of selecting a successor for Mr. Tveteraas.

Mr. Jon C. Cole will assume the position as Chairman of Sevan Drilling. Mr. Cole was founder of Scorpion Offshore Ltd. and served as its President and Chief Executive Officer from 2005 to 2010. Mr. Cole has spent his entire career, spanning nearly three decades, in the contract drilling industry, including senior positions with Transocean and Ensco.

Source : MarineLog



Above seen the Cable ship **KDDI PACIFIC LINK** , installing an Earthquake sensor cable landing at Tocheng – North-East of Taiwan This project in charge by Taiwan Central Weather Bureau, for **10 minute** warning of Tsunami after earthquake the sensor was installed at 45 miles offshore and 300 mtrs deep.

Photo : Peter Lee - Hu Cherng Marine Engineering Co., Ltd. – Keelung ©

Fujairah booms as alternative to Hormuz

With Asia's economic growth taking off and gobbling up more and more oil, eager sellers in the Gulf have been more than willing to fill up tankers from Asia passing through the Strait of Hormuz. But with recent developments in the Gulf, tankers are wary of passing through the narrow straits into Gulf waters. This has opened up a lucrative opportunity for a once-sleepy fishing village to transform itself into one of the world's top tanker refuelling and oil storage hubs. "Fujairah is the place to be," said Valery Golovushkin, president and chief executive of Azeri oil firm Socar's trading arm. The company is building 641,000 cubic metres of oil storage capacity at the port, as part of its strategy to rival top commodity traders such as Trafigura and Gunvor.

Just outside the Strait of Hormuz, through which 40 per cent of the world's petroleum export passes, crude oil carriers are docked in berths in the azure waters off Fujairah, where fishing boats once rocked lazily on the eastern coast of the UAE. "Strategic location, lower risk, cheaper freight, less congestion, significant investment in port infrastructure and refinery expansion" were among the reasons why Fujairah would become the major trading hub in the Gulf, Golovushkin said. Figures vary, but Fujairah is now poised to rival the world's top two bunkering hubs, Singapore and Rotterdam, thanks to booming demand from the Middle East as well as Asia. It may eventually challenge Singapore's crown as the top oil storage and products trading centre, helped in part by the strong support of Abu Dhabi.

The UAE is the world's fourth-largest crude oil exporter. Oil storage has been in demand since the global economic recession slowed demand and forced traders to keep oil for sale later at a profit. But now, with Asia's insatiable appetite for oil and a growing demand outlook for oil products from the Gulf countries, where fuel prices are heavily subsidised, it is all about being close to buyers and making supplies readily available. "With the political issues of the day and basic food prices sky-rocketing, the willingness of governments to change these subsidies is unlikely to be there," Chris Bake, managing director of Vitol Dubai, told a conference in Fujairah. Oil-rich Arab governments often use proceeds from the global sale of crude oil to offset the price of finished products, such as petrol and diesel, through subsidisation. "Several governments in the region have managed to accumulate significant reserves of wealth... all this translates into higher demand for oil products over the next five years," Blake said.

And Vitol, the world's largest independent oil trader, has already moved to cash in on this demand. Its storage facilities at the port makes up about a third of Fujairah's total capacity of three million cubic metres, which is expected to soar to over seven million cubic metres by 2012. Traders say the target will probably take until 2014 to realise. Oil majors such as BP ConocoPhillips and Litasco, Russian Lukoil's trading arm, are already betting on future demand, and have secured spaces in an upcoming expansion due to come online later this year. Chinese oil major Petro-China is also in talks with the Fujairah government for up to a million cubic metres of storage. A major pipeline plan to link oilfields in the west to Fujairah in the east will eventually help carry a third of the UAE's output of 2.3 million barrels per day, further boosting Fujairah's strategic value. One key risk that could cloud Fujairah's future, however, is pricing.

Traders and international oil companies using the port say handling fees are becoming a sensitive issue. "What's being debated is the price of this infrastructure — it needs to be very competitive in commodity business," an industry source said, on the condition of anonymity.

"Fujairah is ideally placed to continue to grow because it is a deepwater port and has the commitment by the government to invest more. But to take their business to the next level they have to keep being realistic and pragmatic about this," the source said, referring to prices for handling fees for ships. Handling fees for the vessels are set by the port authority and vary according to the size of the ship, while bunkering and oil storage activities are operated by the individual private companies. **Source: Reuters**



New call to open up ferry services to Cuba

A company that is "ready and willing" to offer ferry service to Cuba is protesting the preferential treatment being given air carriers in carrying U.S. passengers to Cuba. At present no ferry service is authorized to Cuba, even U.S. law permits it. In contrast, eight new U.S. airports - in addition to Miami - have been authorized to provide air service to Cuba.

This "highlights the preferential treatment given air over ocean passenger service," says Daniel Berrebi, Chairman of United Americas Shipping Services, Inc. "There is a need and a desire for a ferry service to Cuba and it is fundamental to this country's values that people be allowed that choice and that the government does not favor one element of the transportation industry over another," he says. Nearly a year ago Mr. Berrebi's company filed for a Treasury

Department license to operate a ferry service from South Florida to Havana. No decision has been made on the application, but it is clear that the Treasury Department is authorized to issue licenses for a ferry service under the current rules that authorize both "vessels" and aircraft to provide carrier services to Cuba.

"All that is required for it to happen is a policy decision by the Obama administration in favor of ferry service," said Robert Muse, a Washington, D.C. lawyer who specializes in U.S. laws relating to Cuba.

UASS' President Joseph Hinson says there are four good reasons for the U.S. government to license ferry service to Cuba: "It is significantly cheaper, it is more comfortable and pleasurable, it is a preferable form of travel for the elderly, the infirm and family groups. Also, a ferry service is a vastly cheaper way for people to bring supplies authorized by U.S. law to relatives in Cuba."

Miami-based UASS is an ocean transport company offering a wide range of shipping services through its corporate group that includes Baja Ferries, which operates passenger ferry lines in Mexico. Its affiliate American Cruise Ferries has recently invested \$65 million in reinstituting ferry service this month between San Juan, Puerto Rico and Santo Domingo, Dominican Republic. **Source : MarineLog**

Japan: Update on Ferry Services

The ferry companies in Japan are trying as much as they can to resume ordinary services, however diverting from ports which were virtually swept away in the tsunami. The ferries are needed for the transportation of much needed goods to certain areas.



Naval Air Crewman 2nd Class **Justin Dowd**, from Phoenix, surveys areas affected by a tsunami caused by a 9.0 magnitude earthquake. Dowd is assigned to the Black Knights of Helicopter Anti-Submarine Squadron (HS) 4 embarked aboard the aircraft carrier **USS Ronald Reagan (CVN 76)**. Ronald Reagan is operating off the coast of Japan providing disaster relief and humanitarian assistance as directed in support of Operation Tomodachi. **Photo : U.S. Navy**

Kawasaki Kinkai Kisen (Silver Line) has resumed its service between Tomakomai and Aomori, instead of Hachinohe. Taiheiyo Ferry has put its brand new ISHIKARI into service Tomakomai - Nagoya but skips the calls at Sendai. Also, the ferry will not carry passengers for a period. The old **ISHIKARI** has been sold to China and is renamed **GRAND SPRING**.

Since the port of Oarai is not yet restored, Shosen Mitsui Ferry considers to use the port of Tokyo instead. The pier in Oarai was severely damaged, but the company hopes to resume the service Tomakomai - Oarai soonest.

Shin Nihonkai Ferry operates the Otaru - Niigata, Otaru - Maizuru, Tomakomai - Akita - Niigata - Tsuruga and Tomakomai - Tsuruga routes as usual.

Finally, Tsugaru Kaikyo Ferry and Seikan Ferry operates the Hakodate - Aomori services as usual. **source: ShipPax**

BAM shares rise on talk of sale of stake in dredging company Van Oord

Reuters reports that shares in Dutch builder Royal BAM hit a 13-month high on Thursday on speculation it was in talks to sell its stake in dredger Van Oord in a deal that could be worth about 250 million Euros (US\$351.7 million). BAM owns a 21.5 per cent stake in Van Oord and has been looking to divest the business to pay down debt. Although it has pushed back the timing of a deal several times due to the recession, the company said in December it was again seeking a buyer.

Speculation of a pending deal drove the company's shares higher on Thursday, although some analysts pointed to the company's valuation to explain the sudden jump in price. "There is a rumour there is a possible buyer and they can get the amount they want. It would make them debt free," one trader said. BAM shares were up 8.3 per cent at 5.40 Euros by 1455 GMT to be the second-top gainer in Amsterdam.

BAM spokesman Arno Pronk reiterated a statement from December, when BAM said it and investment firm Merweoord would jointly seek a potential buyer for BAM's stake. Tom Muller, analyst at Theodoor Gilissen, said BAM could sell the stake for at least 250 million Euros (US\$352 million), booking more than a 50 million Euro book gain.

"It would be good to strengthen the balance sheet in the short-term, but from an earnings perspective, it is less attractive," Muller said. He said BAM would likely use about half of the proceeds to pay down debt and invest the other half in public-private partnerships to compensate for losing Van Oord's earnings. **Source : Dredging News Online**



Intertug's **Sea Trout** and **Saga** assisting during the arrival of gantry cranes for the port of Santa Marta.

Photo : Kees van den Borne

Hamburg Süd calling at ports in Japan

Immediately after the devastating results of the earthquake in Japan, Hamburg Süd set up a working group consisting of experts from various departments which is constantly monitoring the situation on the east coast of the Asian

continent and can quickly and efficiently respond to any new developments. This working group today decided also to have the next vessel, the "**Cap Isabel**", which operates in the Asia – Mexico/South America West Coast Service (ASPA), call at Japan on 1 April 2011. A careful watch will, of course, be kept on weather conditions and the situation in Fukushima.

In taking this step, the shipping group is consistently following the course set in the past days. Most recently, on 24 March, the "**Cap Manuel**", which is likewise deployed in the ASPA, and the "**Cap Manuel**", which operates in the Asia – Australia/New Zealand Service (ANZL), called at the ports of Yokohama and Tokyo respectively. "In all the decisions to be taken, the overriding factor for us is to safeguard the well-being of our seagoing staff and, at the same time, ensure that Japan is not cut off from the international flow of merchandise," stated Joachim A Konrad, Deputy Chairman of the Executive Board of Hamburg Süd. "In pursuit of this goal we intend to treat owned and chartered vessels equally." According to the latest information, Hamburg Süd offices, and the terminals called at by the shipping group, remain operational. **Source: Hamburg Süd**

Itajai Port - Capital dredging underway



The TSHD **CHARLES DARWIN** – Photo : Crew Volvox Maxima ©

The capital dredging work order to deepen both the turning circle and approach channels (from -11 to -14 meters) of Itajaí Port Complex has just been signed by the new Minister of Ports, Mr. Leonidas Cristino, in a ceremony in Itajai, in the presence of the State Governor and City of Itajai Mayor. The U\$32 million capital dredging investment has been allocated by the National Dredging Program (PNG). Jan De Nul, one of the world's largest dredging groups was awarded the contract and its 223-meter-long Charles Darwin hopper dredger of 30.500 cubic meters carrying capacity has already arrived in Itajai and will soon start operations.

The dredger is the largest and most powerful ever to operate in Brazilian waters. The equipment is brand new and came directly from the shipyard to Itajaí Port Complex to carry out the contracted dredging operations. Jan De Nul will also use a smaller dredger to carry out works alongside the river banks and in some other smaller and shallow areas where the hopper dredger is unable to access. Source : Idredge

Farewell Akademik Ioffe

Quark Expeditions retires the venerable ship from the fleet for a new class of comfort



Time had stood still on **Akademik Ioffe**, The 107-passenger vessel was a time capsule of the early years of polar travel, when spartan efficiency was enough to satisfy the early adopters. The contemporary polar traveler is more sophisticated, unwilling to forgo the creature comforts for the thrill of adventure.

Photo : Michael Brakhage ©

Sea Spirit, Quark's first true luxury vessel, will fulfill the Ioffe schedule in the Antarctic in 2011-12. The 112-passenger vessel provides a degree of comfort unimagined by Ioffe guests. Every

cabin has either king or twin beds, facilities en suite, a seating area and exterior views. Some cabins have balconies. Drinks are free and a 10MB communication access card is included in the per person price.

The education program, shore landings and concern for the environment that polar travelers have come to expect from Quark Expeditions are transferred to [Sea Spirit](#). Her limited capacity ensures the ship is eligible to visit all Antarctic landing sites.



The tug [COURBET](#) seen passing the Bosphorus towing the Damen newbuilding hull [BN 9425](#) enroute from Kerch (Ukraine) to Harlingen (Netherlands) – [Photo : Serdar Durmus ©](#)

\$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. 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**

MARITIME ARTIST CORNER



Oil on canvas '**Rotterdam**' by **Willem Eerland** - www.tableau-maritimecards.nl

OLDIE – FROM THE SHOEBOX



The L. Smit & Co's tugs **BARENTS ZEE** and **OCEAAN** seen moored in Valetta (Malta) in the early seventies
Photo : Luciano Baldacchino ©

.... PHOTO OF THE DAY



The **JASCON 34** successfully installed 3 flowline modules onto the **FPSO SENDJE BERG** in the Okwori field, Nigeria.
Photo : Capt. Peter Lankester (c)

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