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**THE WORLD seen moored in Bonaire – Photo : Henk Ram ©**

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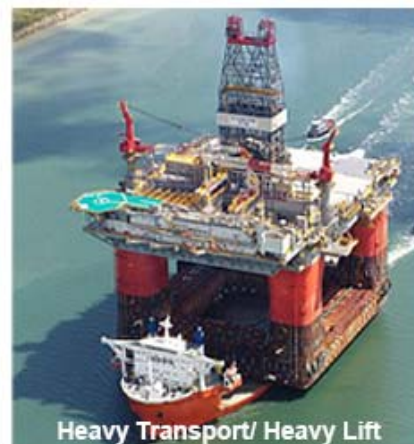
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The **UOS CHALLENGER** seen arriving in Willemstad (Curacao)

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## Somali pirate: I made \$2.4 mln from ransoms in 2010

Only two years after deciding to join in the piracy rampant off the Somalian coast, Saeed Yare is a dollar multi-millionaire. Leaning against the door of his luxury Toyota Landcruiser, one of the latest models in the seaside town of Bosasso, the Yare puffs on a cigarette. "It is not an easy job being a pirate. You gamble with your life, but I enjoy being a piracy tycoon," says the slim 27-year-old, dressed in a sharp suit he says is Italian.



"The piracy business is like a presidential seat, you don't want to give it up once you taste its sweetness. A friend of mine died in the recent navy operation -- but he left one million dollars!" Yare said, referring to a botched rescue attempt that left four U.S. citizens dead. Yare said he made \$2.4 million in 2010: \$1.2 million for investing in the venture that led to the hijacking of the British-flagged Asian Glory, another \$700,000 for Saudi tanker Al Nisr Al Saudi and \$500,000 for Bulgarian vessel Panega. "I earned more cash after investing in two operations and personally participating in a separate hijacking, all were successful," he said. "I spent some of the cash on weapons, private bodyguards, luxury cars, trucks, a boat and three villas. And I still have enough to use until another ship is hijacked." Armed pirate gangs have made millions of dollars striking at ships in the vast expanse of the Indian Ocean, as far south as the Seychelles islands and eastwards towards India. Yare abandoned a lucrative trade in khat, a sure-fire route to amassing riches in the Horn of Africa country, when he saw former fishermen getting even richer by piracy. He befriended a pirate who advised him to "invest" \$80,000 to help carry out a hijacking and expect a 50 percent return of \$120,000 once ransom was paid. "I got inspired to be a pure pirate in 2009. First, I set off into the sea with them and captured a Saudi oil tanker that made us lick our fingers -- a hell of a lot of cash!"

Yare was thrust into his father's trade of fishing at the age of nine and was expected to contribute to the family's income by the time he became a teenager. He took up selling khat after saving enough to import a batch of the stimulant from neighbouring Kenya. But even returns as high as 300 percent from selling the mild narcotic were not enough for the ambitious young man. He turned to piracy to fuel a flashy lifestyle. The gangs have an agreed formula for splitting their loot -- hijackers receive 50 percent, investors get 35 percent, and guards on the ship get the remaining 15 percent. Yare said the pirates' objective was purely money, not to torture or kill their hostages. The shooting of four Americans when special forces tried to rescue them was because those holding them were pushed to the wall, he said. However, Yare issued a chilling warning for crews of any South Korean and Russian ships that are captured. South Korea's navy rescued a South Korean chemical ship hijacked by Somali buccaneers in the Arabian Sea, capturing five pirates and killing eight. In a separate incident, Russian forces cut 10 pirates adrift without navigation equipment or much hope of survival after they stormed a tanker the gang was holding. "The South Korean and Russian rescue operations did not affect us, but ... we must take revenge," Yare said. "We shall be killing Russian and South Korean crew until their navies stop attacks against us." The bandits' wealth has pushed up the cost of living in coastal pirate towns such as Garad, Hobyo and Hardheere, but the gangs are philanthropic to the less fortunate, Yare said. "We give residents \$200,000 whenever a ship is freed to enable them cope with the changing life. This amount goes to them through local officials such as clan elders." Pirate gangs elsewhere are forced to share ransoms with al Shabaab Islamist rebels, al Qaeda's proxies in east Africa. "Colleagues in other towns give cash to Islamists in order to continue their business," he said. "Al Shabaab is just another pirate group, Islamists are parasites." **Source: Reuters**



The **BELUGA LIBERTY** seen in the port of Santos (Brazil) – **Photo : Marcelo Vieira ©**

## **Bunker prices causing headaches to ship owners**

Ship owners, especially tanker owners have one more thing to worry about in today's highly risky market conditions, the huge increase of bunker prices, which has come as a result of the recent turmoil in the Middle East. Since the beginning of the year, worldwide bunker prices have risen 22% in step with increasing crude prices. The higher bunker prices continue to make up a larger and larger portion of the voyage revenues.

Thus, according to a new report from McQuilling Services, in the backdrop of lower freight rates and high bunker prices the industry is revisiting the topic of slow steaming to reduce bunker costs and consumption. At the current market rates, fuel costs make up over 55% of the freight revenue for a VLCC owner on the benchmark Arabian Gulf / Japan route.



The **RUBY STAR** seen bunkering a vessel at the Singapore Eastern anchorage last Saturday – Photo : Piet Sinke ©

"The practice of slow steaming worked very well for the container industry which suffered dramatic operating losses during 2009. Liner companies were able to reduce speed, increase the number of vessels on a particular trade route and maintain their weekly sailing schedules while reducing costs and returning to profitability quickly. Shipowners who participate in both the tanker and container markets are now applying similar tactics to their tanker fleets. The speed at which the tanker fleet operates depends on a number of factors in the market including: bunker costs, freight rates, and employment opportunities. The optimum speed curve implies that vessels should operate at different speeds depending on market conditions.

It is reported that some shipowners are ultra-slow steaming. The practice effectively reduces tonnage supply by making vessels less frequently available to meet cargo lifting requirements. Further reports indicate that owners may be executing "hot layups" when the lack of suitable employment justifies this practice. In a hot layup, a vessel will steam then shut down for a few days mid voyage then continue on to reduce bunker consumption. Charterers are reluctant to slow down their voyages on the laden leg. Doing so would require more vessels to deliver the same amount of barrels per day to their requirements. Freight costs for an additional slow steaming voyage would be higher than a single voyage operating at 14.5 knots. Only the shipowners have the incentive to operate as slowly as possible.

On ballast voyages ultra-slow steaming can be as low as 8-9 knots. At this speed, a normal diesel engine would experience technical problems such as sludge buildup and failure. Some shipowners are making engine modifications to allow for ultra-slow steaming without causing engine damages. McQuilling estimates that a VLCC on a laden voyage at 14.5 knots consumes about 100 metric tons of bunker fuel per day. The ballast consumption is lower at 80 metric tons per day while operating at the same speed. The long term market effect of a concerted industry slowdown is an interesting dichotomy for vessel supply. A fleet slowdown would eventually result in freight rates going up as the supply of tonnage becomes more constrained. Higher rates will encourage owners to resume higher speeds to maximize their revenue potential. A voyage completed in a fewer number of days would increase the TCE earnings.

Overall, successful shipowners are motivated to generate respectable freight revenues and to reduce operating costs. Currently, slow steaming is just one technique owners are employing to reduce to reduce bunker costs. Savvy owners and industry participants continue to seek creative ways to reduce costs and they must do so to be competitive. The commodities trading house Cargill recently announced it will utilize sails on some of its smaller long term time chartered dry bulk vessels. It has partnered with SkySails to deploy a 320 m<sup>2</sup> sail on its bulkers sized 25,000-30,000 dwt. It is estimated that bunker consumption can be reduced by up to 35% in ideal sailing conditions. Deployment of the sails is expected to be completed by the first quarter of 2012. With big players beginning to make announcement

about their enterprise level efforts to reduce costs we can expect the innovative trends in the shipping industry to continue” concluded the analysis. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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The 152 mtr long **BLUE OCEAN** seen anchored off Singapore last Saturday taking bunkers and other stores, she was built as the **GLORIA** for the **SAL** and was renamed during October 2010 in **BLUE OCEAN** , note that the **SAL** markings at the hull and in the funnel are removed as can be seen above, the **BLUE OCEAN** departed later in the afternoon bound for Al Jubail (Saudi Arabia) - **Photo : Piet Sinke**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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## Freight market picks up, but ship owners cautious still

Revival of coking coal exports from flood-hit east coast of Australia and iron ore volumes from Brazil have nudged up global freight rates in the last three weeks, as movement of commodities gathered pace from the damp levels in January 2011.

But ship owners are still cautious on their outlook on the freight market for the next six months, as demand for commodities is not yet picking up even while new ships are joining the global fleet to scout for cargoes. Another fact that can impact the freight market adversely is the situation in Libya and other countries, which, analysts feel, can force ship owners to take longer routes to deliver the cargoes. "From the perspective of the industry, we continue to have a cautious outlook for the freight market for the next six to 12 months.

"But as a company, we are well hedged, as almost our entire fleet of 25 vessels are on long term contracts ranging from three to five years," Mr A.R. Ramakrishnan, Director of Essar Shipping, Ports and Logistics Ltd (ESPLL), told Business Line. Shipping analysts say long term rates (between 3 and 5 years) are some times thrice the rates in the spot market. Both the bulk and tanker segments have shown signs of a pick-up. Earnings of a very large crude carrier (VLCC), which fell from an average of \$ 7,365 a day during the October to December 2010 quarter to \$2,754 in January 11, picked up to a level of about \$20,000 a day by mid-February to touch \$15,615 in the first week of this month. Similarly, on the bulk size, the Baltic Dry Index (BDI) firmed up marginally from 1,181 in the first week of February to 1,317 on March 3, 2011.

Analysts estimate that the shortfalls in ore movement from Australia due to severe flooding in Queensland in December and January, coupled with weather-related delays to iron ore shipments from South Africa and Brazil, measured up to about five per cent of the global coal and iron ore trade. "Freight market trends in the coming months will chiefly hinge on the demand pick-up for key commodities and the pricing of the raw materials. For example, the rise in iron ore prices may stifle demand for the commodity. Also, China's tightening of monetary policy and its push for energy conservation will have an impact on the market," Mr Ramakrishnan said. Analysts feel that the addition of new ships in the global fleet, which is estimated to be 25 per cent of the existing fleet in the next two years, will keep a lid on freight rates, especially in the bulk segment. **Source : The Hindu Business Line**

## Somali pirates move Danish family onto ship

Pirates moved a captive Danish family onto a ship off the Somali coast on Friday and threatened to kill them if further attempts were made to free them. The developments follow a botched rescue attempt by forces from Somalia's semiautonomous northern region of Puntland on Thursday evening. Five soldiers were killed in the attempt to rescue the Danish couple, their three children and two Danish crew members. "We have moved the hostages onto a ship our friends are holding for security reasons," said a pirate who gave his name as Hassan Abdullahi. "But our armed troops are on the shore to fight those trying to attack us. The hostages are healthy and safe now but suffering from homesickness." Abdullahi said they were only looking for "ransom" but those attacking them want "hostages' deaths." Another pirate, Bile Hussein, warned Friday the hostages will be killed if there are any more rescue attempts. "We

know they are still in the process of trying to attack us again, but I am telling them that will cost the lives of the Danish people," Hussein, a self-proclaimed pirate, told The Associated Press.

The Thursday raid by Puntland security turned deadly after the would-be rescuers walked into an ambush. Armed forces tried to surround the village of Hul Anod to free the family but were beaten back. Hussein said Friday that five security forces and two pirates died in the exchange. Puntland government officials didn't answer calls seeking comment. The botched rescue attempt comes about two weeks after pirates killed four captive Americans held on their yacht off East Africa. Four U.S. warships were following the hijacked yacht at the time. Pirates typically demand and receive millions of dollars to release hijacked boats and captured crews. Some of that money is then reinvested in heavy weapons.

Frans Barnard, an independent security consultant who was himself kidnapped and held briefly in Somalia last year, said the pirates holding the Danish family are not as experienced as some older pirate gangs, a fact that could increase the danger the family finds itself in. Bernard said the risks associated with the Thursday rescue attempt by the Puntland forces were "phenomenal." He said that the decision to move the family onto the ship rather than taking them further inland could mean that the pirates had weighed the risks and decided that the Puntland authorities were more dangerous than the threat of a rescue at sea by the international community. The Johansens, their three children and two crew members were kidnapped two weeks ago after pirates seized their 43-foot (13-meter) sailboat.

Maritime experts said the Johansens had placed themselves in grave danger off Somalia's lawless coast despite warnings from naval forces struggling to police the area against pirates. Somalia has not had a functioning government in two decades, and piracy has flourished off its coast. Maritime authorities say as ransoms have climbed into the millions of dollars, pirates are holding hostages for longer and becoming more vicious. Also Friday, India's Foreign Minister S.M. Krishna said the government has stepped up efforts to free 53 Indian sailors held captive by Somali pirates operating in the Gulf of Aden. He said the government is pressing ship owners to speed up negotiations with the pirates so that the abducted sailors are released soon. Somali pirates freed 11 Indian sailors two days ago, part of a crew that had been held for nearly a year. **Source : Breitbard**



The **PACIFIC ASKARI** seen off Mosselbay (South Africa) – **Photo : Aad Noorland ©**

## **19 Indian crew stranded in damaged ship off Kelang Port in Malaysia**

Nineteen Indians in a crew of 24 of M. T. **Voyager-1**, a vessel oil tanker, carrying a cargo of 40,000 tonnes diesel from Singapore to Karachi Port in Pakistan is stranded in the international waters off Malaysia's Kelang Port for about a week due two big fires in engine room that has burnt down main engine turbine completely with other damages in the ship. Reports reaching here said that among the Indian crew is Bhopal's 29-year-old Danish Haseeb, 4th Engineer,



along with nationals from four other countries. Apart from India the other crew members are Filipino (01), Pakistan (01), Russian (01), and Egyptian (02).

Mr. Haseeb's mother Mrs. Laeequa Haseeb and Chief Engineer Mr. M. A. Imtiaz on receiving SOS message from their ward have shot off a letter to the president of ITF (International Transport Workers' Federation) headquartered at London, an organization which overlooks the interests of the members in the transport industry, for help. They have requested the ITF to intervene to save the life of their ward along with other crew members of the ship who are in a state of delirium following the breakdown of the ship in the sea. All communication channels of the ship have been snapped, it is learnt.

The crew members working round the clock to overcome all problems while they sailed from Singapore a week back after loading the cargo at the speed of just two nautical miles per hour when the normal speed should have been 18-20 nautical miles per hour. With no success in fixing the problem and get the ship going at normal speed all the officers and other crew members have given in writing to the Master of the ship to get them signed off at the earliest as the ship is not at all seaworthy and safe for sailing. It is also causing oil pollution in the sea.

However, Dubai-based owners and officials of the Oyscer Shipping Company to which the ship belongs are insisting to continue sailing at any cost till it reaches Dubai for necessary repairs. The ship owner of M. T. Voyager-1 is an Iranian and is registered and flagged in Barbados, West Indies. The ship has I.M.O. No. 910506 while Call Sign as 8PAA. The Indian local agent is Mehdi Shipping Company based at Lokhandwala, Andheri West, Mumbai. The Director is Mr. Ali Mehdi.

It may be mentioned here that Capt. Munnalal of India who was Master of the ship signed off at Singapore a month back on February 10 last citing the reason that the ship is in bad shape and not safe for sailing at all. Thereafter, the company replaced him with a Filipino as Master of the ship. Talking to this Correspondent on phone from Mumbai Capt. Munnalal said: "I signed off on February 10 from the ship at Singapore after fire broke down in the engine room causing major damages. The repeated requests to the owners to get the ship repaired had no bearing as the company continue say to sail on to the next port and bring it back to Dubai for necessary actions".

He said the company is not bothered as in case of any eventuality the ship being insured the owners would get hefty compensation at the cost of crew members. "The ship is very dangerous for the crew and as such I left it for my own safety and that of my family", he moaned. **Source : The Siasat Daily**



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## Japan befuddled on prosecuting suspected Somali pirates

While other countries wash their hands of the issue, Japanese legal authorities find themselves struggling over how to deal with four suspected pirates caught off Somalia after hijacking a Japanese tanker. Mitsui O.S.K. Lines Ltd.'s tanker *Guanabara*, registered with the Bahamas and operated by a non-Japanese crew, was attacked March 5. But U.S. and Turkish naval units brought the assailants under control the following day, according to the Japanese shipping company.

None of the *Guanabara's* 24 crew members, including its Croatian captain, were injured in the incident, the company said. The Japanese government agreed to accept the four suspected pirates from U.S. authorities. But now, government officials are rushing through their preparations, studying when to execute an arrest warrant and how to collect evidence. The many problems they must clear also include how to transfer the suspects to Japan and arrange for interpreters. Officials said that such a transfer, under the anti-piracy measures law, was "unexpected." The law was enacted in 2009 to send Maritime Self-Defense Force vessels to waters off Somalia to protect commercial ships from pirate attacks. It covers cases in which MSDF or Japan Coast Guard officials detain suspects on the spot, but not for transfers of those caught by another country. On suspects' handover, a Japanese government source said the buck has been passed onto Japan. Other countries involved, including the Bahamas, have refused to accept the suspects. "The United States apparently asked Japan to deal with the case expecting they will be properly tried," said a senior official of the Justice Ministry. "We must regard this as part of Japan's international responsibility." Under the U.N. Convention on the Law of the Sea, any country is allowed to crack down on pirates. But no clear rules exist over which country should prosecute them. Pirates have usually been tried in a country near the site of piracy, the country where the attacked ship is registered, the country where crew members are from or the nation that arrests the pirates. Because of its heavy trial burden, Kenya said last year it will no longer accept suspected pirates caught by U.S. and European authorities. After consulting with the Justice Ministry, the Tokyo District Public Prosecutors Office hastily sent prosecutors to Oman, close to the attack site, on Tuesday. Japan's burden, including costs, to transfer and provide interpreters is expected to be heavy. Officials of the Japan Coast Guard, in charge of transporting and questioning the suspects, are already worried that more suspected pirates might follow. Questioning crew members for evidence will not be easy because the tanker, on its way to China, is not scheduled to make a port call in Japan. A trial could also pose many difficulties because both the victims and suspects are non-Japanese. The anti-piracy law provides for life imprisonment as a punishment, meaning their case could be tried by lay judges. "Because they speak many different languages, it would be difficult for citizen judges," a senior prosecution official said. There are even concerns that it could be impossible to determine whether the accused are adults. In a similar trial in Germany, none of the suspected pirates knew their exact age. Another senior Justice Ministry official, who recalls the bitter experience of releasing the Chinese captain of a trawler that rammed two Japanese patrol boats in the East China Sea, said of the latest case: "They invaded the tanker carrying weapons. There is no choice but to punish them." **Source: Asahi**

## NAVY NEWS

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## Sub Providence, destroyer heading toward Libya



Egyptian officials on Saturday said that two U.S. vessels have crossed the Suez Canal en route to the Mediterranean Sea, to be close to Libya. The nuclear-powered submarine **Providence** and the destroyer **Mason** entered the canal Saturday from the Red Sea. The officials said the warships are part of **Enterprise Carrier Strike Group**. They spoke on condition of anonymity because they were not authorized to speak to the media.

U.S. military officials have ordered warships into the Mediterranean in case they are needed for Libya-related operations ranging from humanitarian assistance to possible military action. There are at least five U.S. ships in the Mediterranean, including the amphibious assault ship **Kearsarge**, which has a contingent of Marines on board. **Source : NavyTimes**



The heavy armed Indian, Delhi class Destroyer, **INS MYSORE**, seen approaching Valletta, Malta, escorting **INS JALASHNA L41** ( ex **USS TRENTON** ) that had 150 Indian citizens that were evacuated from Libya, on the 11-03-2011 - **Photo's : Gejtu Spiteri ©**



## Navy Units Prepare to Support Tsunami-Damaged Areas

U.S. Pacific Fleet ships in the Western Pacific were converging on Japan to be in the best position to help those in areas damaged by the massive earthquake and subsequent tsunami. They include the aircraft carrier **USS Ronald Reagan (CVN 76)**, which departed Southern California waters on March 5 for a regularly scheduled deployment to the Western Pacific and U.S. Central Command area of responsibility. Reagan is the flagship of the **Ronald Reagan Carrier Strike Group**, which includes **USS Chancellorsville (CG 62)** and **USS Preble (DDG 88)**. All three ships were headed to Honshu's east coast. It is too early to say what they will be tasked with once they arrive.

**USS Essex (LHD 2)**, also forward deployed to Sasebo, had just arrived in Malaysia, but is getting ready to return to Japan to rendezvous with **USS Harpers Ferry (LSD 49)** and **USS Germantown (LSD 42)** off Tokyo to prepare for any humanitarian assistance/disaster relief duties.

**USS Tortuga (LSD 46)**, a dock landing ship that carries helicopters and landing craft to support amphibious operations, left its forward deployed port of Sasebo in Southern Japan last evening to embark MH-53 heavy lift helicopters.

**USS Blue Ridge (LCC 19)**, the U.S. Seventh Fleet command ship, had arrived in Singapore yesterday for a port visit, but immediately changed its focus to loading humanitarian assistance/disaster relief equipment and preparing to return to Japan to provide support as directed. "We obviously have huge sympathy for the people of Japan, and we are prepared to help them in any way we possibly can," Defense Secretary Robert Gates said in a statement. "It's obviously a very sophisticated country, but this is a huge disaster and we will do all, anything we are asked to do to help out." **Source : US Navy**

**Supporting Video:** <http://www.youtube.com/watch?v=mwY2lmgxEvM>

## King joins sub crew for dive

One of the two Scorpene submarines, **KD Tunku Abdul Rahman** hosted the Yang di-Pertuan Agong Tuanku Mizan Zainal Abidin on Thursday, taking the King to its maximum diving capacity in the South China Sea. Navy chief, Tan Sri Abdul Aziz Jaffar said this proved the capability of these submarines which were rumoured to be incapable of achieving their stated capabilities. He also said both submarines are new as not used or refurbished as claimed by some quarters. "We went to the maximum operating depth apart from demonstrating its capability in tracking targets and simulated a firing sequence," he said, revealing Tuanku Mizan's 21/2 hour trip on board Malaysia's first submarine at a press conference later.

Aziz said the submarine proved its potential to track a target in excess of 11 kilometres, successfully 'shooting' another Malaysian navy ship, **KD Lekiu**. Towards this end he said both submarines are high assets of the country's navy and are as capable as any diesel in the world. "We will ensure that high valued assets are cared for well and give returns to the government," he added. The submarine had also successfully launched an Exocet missile when it was submerged at a depth of 55 meters at the same sea on July 26 last year where the missile hit its intended target some 22 nautical miles (40 kilometres) away. The Agong left Sabah after a two-day official visit later in the day. **Source : Daily Express**

## Taiwan Is Running Out Of Time

Taiwan is running out of time to find replacements for its aging submarine force. Taiwan currently has four boats. Two are 70 year old American Guppy class subs. These are used only for training, and are increasingly difficult and expensive to maintain. The two Hailung class subs were built in Holland and entered service in 1986. These 2,500 ton boats are armed with twenty torpedoes and Harpoon missiles (launched from the torpedo tubes.) But there's a new problem as well, because of plummeting morale among the 200 sailors who run these boats. Years of delays in obtaining new subs, and dim prospects of ever getting them, discourages qualified young sailors from volunteering for the submarine service, and many old hands are retiring as soon as they are eligible.

Nevertheless, the search for a shipyard willing to build, for Taiwan, eight diesel-electric submarines, continues. None of the European shipyards that specialize in this sort of thing will do it, as they fear economic retaliation from China. The United States had not built a diesel electric sub since the 1950s. Getting an American shipyard up to speed on building



diesel electric subs would be expensive, and no one is sure exactly how expensive. Moreover, the uncertainty of how much it might cost is scaring many Taiwan supporters in the U.S. government. So alternative solutions are still being sought. Publicly, Taiwan says it wants the subs for anti-submarine work. But it's been pointed out that there are cheaper and more effective anti-sub capabilities available via helicopters, aircraft and UAVs. What is left unsaid is that the subs could also be used to shut down China's ports, crippling the economy and causing lots of political problems for China's leaders. It's also possible to shut the ports without using subs (air dropped naval mines, or just threatening to attack any merchant ship entering Chinese waters), but nothing does this sort of thing as effectively as a submarine, especially a very quiet diesel-electric sub.

Ideally, Taiwan wants eight new diesel-electric boats, preferably with AIP (air independent propulsion). This would drive the price up to nearly a billion dollars a boat. There are two potential sources.

One prospect is India, which has become quite alarmed at China's growing naval strength. India is building its own subs. Currently, six French Scorpene class diesel-electric submarines are being built in India. The Scorpene is a very modern design (and the result of cooperation between a French and a Spanish firm) that displace 1,700 tons, and with a crew of 32. It has six 533mm (21 inch) torpedo tubes, and carries 18 torpedoes and/or missiles. It is equipped with an AIP.

With well trained crews, Scorpenes can get close to just about any surface ship, no matter how good the defender's anti-submarine defenses are. But it's the AIP boats that makes these boats real killers. Without AIP, subs spend most of their time just below surface, using their diesel engines (via a snorkel device that breaks the surface to take in air, and get rid of the engine exhaust.) Snorkels can be spotted by modern maritime patrol aircraft, and both nations are getting more of these.

India is getting its first Scorpene in 2015, with one a year after that. Only the last three will have AIP. The price of the contract is quoted as \$300 million for each boat. That could include AIP, because the boats are being built in Indian yards, which have much lower costs. European built AIP boats go for about half a billion dollars each. Typically, AIP adds about \$100 million to the cost of a sub.

Since the Scorpenes are being built with Spanish and French technology, China could still pressure those nations to forbid India to build any of these boats for Taiwan. But India is also building nuclear subs, using Indian technology. At the moment, India is building all these nukes for their own use. But a Taiwanese order for over \$10 billion worth of nuclear boats could change that. There are no active discussions with India on this matter. But the Taiwanese have approached Russia on the matter of collaborating in submarine construction. These discussions are still underway, and might come to fruition before Indian options become real. **Source : Strategy Page**

## SHIPYARD NEWS

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Last week at the Peters Shipyard in Kampen (The Netherlands) the **MARVEL SCAN** was launched, the **MARVEL SCAN** is the sistership of the **MOMENTUM SCAN** for the Canada feederline.

Photo top : Koos Nowee © - Photo : Marius Esman ©





## Odfjell to receive USD 50 million in damages

The cassation court in St. Petersburg has decided in favour of Odfjell against the Russian state-owned yard Sevmash. The court thus confirms the decision of the state commercial court in Arkhangelsk allowing enforcement of the arbitral award, which now, together with interest, is about USD 50 million. At the end of December in 2009, a court of arbitration in Stockholm ruled in favour of Odfjell and ordered the Russian company to pay USD 43.76 million in damages, as the company failed to deliver twelve vessels ordered in 2004. Odfjell decided to cancel all the vessels in 2008. But since Sevmash refused to pay the damages, Odfjell was forced to bring the case to the Russian court system. **Source : ShipGaz**



The **JO KASHI** and the **JO BETULA** seen at Elgin Brown & Hamer in Durban  
**Photo : Willem Kruk ©**

## Davie Yards gets another extension of protection from creditors

Quebec shipbuilder Davie Yards says it has gotten an order extending its stay of proceedings under Canada's Companies' Creditors Arrangement Act until April 1, 2011. Davie says it is making progress in its discussions with potential investors, but still needs time to conclude an exclusivity agreement with one of them. The extension will also allow Davie to continue working on its response to the request for proposals to become one of the two selected shipyards under the National Shipbuilding Procurement Strategy ("NSPS").

Davie says it has also secured interim financing required to continue its restructuring efforts through the extension. The company has obtained confirmation that, subject to the approval of the required authorities, the Quebec Government will provide interim financing to a maximum of \$1.8 million to meet the cash requirements for the duration of the extension. "We truly appreciate the support of the Quebec Government", said the President and CEO of Davie, Mr. Gustav Johan Nydal. He continued, "This support is critical to continue the process to find a solution, so the yard can eventually bring its 1500 employees back to work and get a share of the \$35B federal contracts." The court also granted Davie an extension of the exemption to hold its shareholders' meeting until June 30, 2011.

**Source : MarineLog**

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The 2004 built **STENA CHRONOS** seen anchored off Singapore, the tanker was built as the **IKAROS** by Ikaros Maritime and was sold August 2009 to Stena and renamed **STENA CHRONOS**, noticed that the tanker was having different funnel markings comparing to other "STENA Bulk" vessels

Photo : Piet Sinke ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

## Vantage to supervise construction of Aker drillships at DSME



Houston-headquartered Vantage Drilling Company today announced that it has signed a definitive agreement to provide services related to design, construction and commissioning on behalf of Aker Drilling ASA of two ultra deepwater drillships being built at the Daewoo Shipbuilding & Marine Engineering Co., Ltd. shipyard in Okpo, Korea.

The high specification drillships of DSME design will be equipped for dual activity operations in water depths down to 12,000 feet and with drilling depths of 40,000 feet. Furthermore, Aker Drilling has options to construct two additional drillships at DSME and may elect to expand the supervision agreements to include these drillships.

Vantage Drilling Chairman and CEO Paul A. Bragg commented, "We are delighted that Aker Drilling has chosen the Vantage team to oversee their construction projects. We are excited to be involved with such vessels following the successful completion and delivery of our drillship, **Platinum Explorer**, and the ongoing construction supervision of the Dragonquest drillship at DSME." Bill Thomson, the company's Vice President of Assets and Engineering, added, "Our experience with the supervision of the two previous drillships at DSME has provided valuable experience. Our project team is outstanding and we are confident we can add value to the project." About the Stavanger, 10 March 2011 Aker Drilling President and CEO Geir Sjøberg commented: "We are pleased to have the experienced team from Vantage support our own resources in managing these construction projects and we are confident that their recent successful completion of a similar vessel will add value to the project." Source : **MarineLog**

## COMMAND SEMINAR IN VICTORIA (CANADA)



The **Nautical Institute British Columbia Branch** is entrusted to organize National NI AGM. To add value for the attendees, you will appreciate the NIBC has arranged Command Seminar & AGM 2011 in concurrence on 2nd June 2011 and 3rd June 2011 in the world's one of the most beautiful place - Victoria, the Provincial Capital of British Columbia, Canada.

This is the wonderful opportunity to let others recognize the services by stepping on-board as one of the sponsors and networking opportunity with the people of our community for the possibility of developing joint ventures of common interest.

It is unique occasion to mix business with pleasure and is the right opportunity to attend seminar and explore most beautiful twin cities - Vancouver and Victoria with exceptional vacation experience either on their own or with family and friends.

The interested establishments or individuals can contact **Nautical Institute British Columbia Branch** and Seminar Chairman **Capt. Andy Patterson** on his mobile 001 604 290 6033 or on his email [ajpatterson@shaw.ca](mailto:ajpatterson@shaw.ca) for sponsorship opportunities or in-case someone need visa assistance for attendance or alternatively, they can register online for visiting seminar at [www.niseminar.com](http://www.niseminar.com)

## Joseph and Clara Smallwood Embarks on Last Run

The end is near for the **MV Joseph and Clara Smallwood**. The ferry, which has been plying the Gulf since 1990, will make its final scheduled trip this week. The vessel is scheduled to leave North Sydney for the final time Wednesday evening at 10:30, with the last scheduled sailing from Port aux Basques Thursday morning at 11:30. The ferry, named after the province's first premier and his wife, normally serves the Port aux Basques-North Sydney route, adding the Argentia route during the summer months. Marine Atlantic CEO Wayne Follett says the vessel will be retired from the



fleet and will hold a special place with those who experienced her over the past two decades. Both the **Caribou** and **Smallwood** will be sold over the next few months. The MVs **Blue Puttees** and **Highlander** will be their replacements.

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## Odfjell vessel to Indian recycler



Photo : Marcelo Vieira ©

Odfjell has sold the chemical tanker **Bow Puma**, 40,092 DWT, for recycling in India. The selling price is close to the book value. The vessel has a so-called Green Passport. "The buyers undertake that the recycling yard in India shall submit a working plan corresponding to IMO guidelines for ship recycling", Odfjell says in a comment. The newbuilding price for the vessel, built in 1986, was USD 19 million, according to Sea-Web. **Source : ShipGaz**

## Maersk Line cuts sulphur emissions in New Zealand

As part of Maersk Line's drive to cut sulphur emissions from its fleet towards zero, the shipping line continues to expand on its fuel-switch implementations. On Tuesday 8 March the programme was implemented in New Zealand. Switching from bunker to low-sulphur fuel in New Zealand reduces sulphur to the air by 80-95% in port. The reduction is in this case nine-fold. As a first in the industry, Maersk Line applies its fuel switch programme to a country. All nine ports of call in New Zealand and their respective coastal societies will benefit from the new country policy.

"Most New Zealand ports are in or very near major urban areas. The SOx reduction will positively impact the public health and local environment," says Julian Bevis, Managing Director for Maersk Line, New Zealand. To improve the air quality around ports, Maersk Line's sustainability strategy pledges to reduce SOx emissions significantly with a drive towards zero. The shipping line has committed itself to implementing fuel switch programmes at at least 10 global locations by 2015.

"Sulphur is a major problem for our industry. We are concerned with the health impacts of repeated, long-term airborne exposure to SOx, in particular for people living close to busy ports," says Jacob Sterling, Head of Climate & Environment, Maersk Line. Maersk Line pioneered voluntary fuel-switching in California in 2006, and has steadily extended the programme to other regions, including ports in Texas, Hong Kong and the US Pacific Northwest. "While sulphur emissions from motor vehicles and industrial processes have been reduced over the years, there are still improvements to be made. We are very pleased that Maersk Line vessels will now be burning low-sulphur fuel when they are in port, and we hope other lines will follow their lead," says Councillor Wayne Walker, Chair of Auckland Council's Environment and Sustainability Forum.

Global kiwifruit producer ZESPRI also welcomes the initiative. "This focus on improved sustainability fits well with our own commitment to environmental best practice across our whole supply chain," says Mike Knowles, Shipping Manager, ZESPRI International Limited. **Source : Maersk**



DSV **SEACOR ACHIEVER** moving away from her berth in Mosselbay for the last time, after serving six years successfully to the South African oil & gas industry. She has been very reliable and her crew has always given their best and performed very well over the years. Mosselbay wants to say thank you to the vessel, the crew and the owner for all the support given to the town and the community. We wish her all the best for her voyage to Las Palmas, where she is going to be converted for a new future as a stand by vessel in the North Sea. Sadly - FAREWELL "

**Photo : Capt. Christian Schmidt - AfriShore Shipping - Mossel Bay ©**

## **Torm logs huge loss**

Danish D/S Torm had a terrible 2010, the weak product tanker market generated a major loss. Torm logged a USD 136 million loss before tax, including a USD 16 million loss generated from the sale of two kamsarmax newbuildings for delivery this year. In 2010 the shipping company reported a revenue of USD 856 million. The tanker market is expected to be weak also in 2011, and at the end of 2010 Torm had only covered 16 per cent of the fleet's shipping days. The coverage for the dry bulk segment is much higher, 73 per cent. At the end of 2010 the equity stood at 1,115 million. Torm is expecting a loss of around USD 100–125 million in 2011. **Source : ShipGaz**

## **Luxury cruise vessel berths in Tuticorin**

Luxury cruise vessel m.v. **Minerva**, carrying 339 foreign tourists along with a crew of 177, dropped anchor at V.O. Chidambaranar Port recently. The guests spent a great deal of time visiting spots in Tuticorin and neighbouring districts. Hailing from Australia, Canada, Denmark, France, the United Kingdom, Hungary, Ireland, New Zealand, Rumania, Ukraine and the US, they visited St. John's Church, Christ Church and cemetery at Palayamkottai in

Tirunelveli district. They also paid a visit to Nellaiyappar Temple in Tirunelveli. They were taken in eight buses to small-scale units where they had a look at beedi-rolling, pappadam factory. They also visited a school at Sawyerpuram, A. Subbiah, Chairman, V.O. Chidambaranar Port, said. The port provided extensive arrangements for the visitors. The Port is offering one-third special concession in berth hire charges and incentive to the agents.

**m.v. Logos Hope**, a floating book vessel with more than 350 volunteers from 50 countries, which has visited numerous Ports in Europe, the Caribbean, West Africa and the Middle East is likely to call on at the port on the May 11. The vessel promotes international understanding and worldwide education and to enhance knowledge, help and hope to the nations across the world. It will carry a “floating International Book Fair” with thousands of titles of books on a variety of subjects. The Port will make arrangements for allowing visitors from May 11 to 24. **Source : The Hindu**



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## Svendborg owner buys tug in Bahrain

Rederiet Junior ApS in the Svendborg Bugser Group bought a second-hand tug an owner in Bahrain. The tug, **Hunter A**, is presently underway to Svendborg. “We are very pleased that the tug managed to pass the Gulf of Aden without any problems, says Niels O Henriksen (Junior), CEO of Rederiet Junior.

The **Hunter A** was delivered from Forward Marine at Sibø in January 2008. The tug, 294 bt, is 31 metres long and has a breadth of 9.5 metres. It is powered by a double Cummins plant developing 2,386 kW. The service speed is 10 knots. The vessel has a bollard pull of 40 tons. The **Hunter A** is expected to arrive at Svendborg at the end of March for upgrading and change of flag to Danish flag. It is flying St Vincent flag for the voyage to Svendborg. **Source : ShipGaz**

## Samskip takes delivery of two new vessels

Samskip is pleased to advise that the company has taken ownership control over two newly-built Damen 800 container vessels. According to Jens Holger Nielsen, CEO, Samskip Multimodal Container Logistics, the 804TEU ships, “**Samskip Innovator**” and “**Samskip Endeavour**”, are already completed and will enter the Samskip vessel network shortly.

## Dredging Project on Hanoi Waterways Begins

Song Hong Joint Stock Corporation March 8, began work on a VND503 billion (US\$25 million) scheme to improve drainage – and the environment – in channels opening into the Tô Lịch, Hoàng Liet, Lu and Set rivers skirting the capital.



The work includes dredging and cleaning the channel beds, creating embankments and setting up an underground drainage system, building roads above 15 channels in Ba Dinh, Tay Ho, Dong Da, Hoang Mai, Thanh Xuan, Hai Ba Trung and Thanh Tri districts.

The work will include avenues of trees and public lighting. **Source : Dredging Today**



Photo of the just renamed **TANTO BERSAMA**, built as the **ASIAN POLLUX** in 1991, the 16731 GRT vessel was renamed in 2003 in **ASIAN TRADER** and operated for Zodiac Shipping under the Liberian flag until last month when the container vessel was renamed **TANTO BERSAMA** and changed to Indonesian flag, above the vessel is seen last Saturday at the Singapore Eastern anchorage – **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

## **BC Ferries pockets \$1M profit after treating customers unfairly**

PTNDP leadership candidate Mike Farnworth says BC Ferries is pocketing \$1 million in profit from customers who won't be getting anything in return. Last April, BC Ferries announced that after six months, pre-paid tickets and so-called Coast Cards would no longer be accepted.

But Farnworth says the practice is unacceptable for such a vital transportation link and ferry riders should at least be getting refunds for trips they paid for in advance before the rules were changed. He said customers should have been offered a grandfather clause, allowing them to continue to use already purchased cards and tickets. In the past, the tickets and Coast Cards were good for two years. BC Ferries president David Hahn has said customers who provided an email address were notified about the change and that notices were posted on ships and in terminals. **Source : Canadian Press**

## **Cruise ships cancel Japan ports**

With all ports in the country closed as a result of Friday's earthquake and the devastating tsunami, two cruise ships have been forced to cancel planned calls at Japanese ports.

Cunard's **Queen Mary 2**, carrying almost 3,000 passengers on a round-the-world voyage, left Tokyo on Thursday and was due to be in Nagasaki yesterday. It will instead head direct to Beijing in China where it will arrive today (Monday)

Separate arrangements will have to be made for a small group of passengers who were on an overland shore excursion to Osaka when the earthquake struck, and who were expecting to rejoin the ship in Nagasaki. The ship should reach Shanghai on Wednesday and Hong Kong by Friday.

**Azamara Quest**, whose departure from Nagasaki ahead of the feared tsunami was dramatically described in a dispatch from on-the-spot reporter Arnie Weissmann, has cancelled its visit to Osaka planned for Sunday. A company statement said: "The entire country of Japan is still assessing the extent of the damage. While initial reports suggest that Kyoto (Osaka) did not sustain major damage, we feel that the recent events and continuing aftershocks have the potential to seriously disrupt **Azamara Quest's** experience and our operations in port."

The ship is due to reach Gyeongju in South Korea on Tuesday. Some cruise ships in Hawaii, Mexico and California had their schedules slightly disrupted as a result of the tsunami, but there have been no reports of damage or injury.

NCL's **Pride of America** left Kauai, Hawaii, to ride out the tsunami's landfall, and **Crystal Serenity** left Bali on Friday heading for Singapore. The Mexican port of Cabo San Lucas was closed on Friday as the western seaboard prepared for the tsunami, forcing **Disney Wonder** remain at sea.

A spokeswoman for the Cruise Lines International Association explained that "a ship at sea is one of the safest places to be. It is when a tsunami approaches the coast that it causes damages as the wave builds in height and causes widespread flooding." **Source : [blogs.mirror.co.uk](http://blogs.mirror.co.uk)**

## **MARITIME ARTIST CORNER**



Another watercolour made by **Ronald van Rikxoort**, showing 2 Wagenvorg vessels approaching Rotterdam  
See more watercolours made by Ronald at his website :  
**[www.artabc.nl](http://www.artabc.nl)**

**.... PHOTO OF THE DAY ....**



The vehicle carrier **Spring Sky** seen at Lyttelton 06.03.11 discharging heavy machinery from Auckland to help with earthquake related work in Christchurch. This was in addition to her discharging new and used vehicles from Japan. Berthed alongside the **Spring Sky** is the New Zealand multi role vessel **HMNZS Canterbury** which was in port also discharging aid supplies and NZ Army vehicles. **Photo : Alan Calvert ©**

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