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Yard number 888 at the Jaya shipyard in Batam (Indonesia) seen during preparations for her launch, the still unnamed offshore support vessel is due to slide into her element Saturday March 19th 9.00 am LT – Photo : Piet Sinke ©

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

EVENTS, INCIDENTS & OPERATIONS



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The **HYUNDAI BRITANIA** seen anchored off Singapore as seen last Saturday – Photo : Piet Sinke ©

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

Navy can storm hijacked ships with Indians

The government gave a go-ahead to the navy on Tuesday to storm hijacked ships carrying Indians or Indian cargo. The green signal comes even as the navy considers armed guards, akin to sky marshals, aboard merchant ships, to thwart hijack attempts. A final decision in this regard, however, rests with the ministries of defence, law and shipping. Armed guards aboard merchant ships are not permitted by most countries, but of late Yemen and Malta have allowed the security measure considering the high rate of piracy on the high seas. In cases where an Indian ship is carrying foreign crew and cargo, or a mix of Indian and foreign crew and cargo, standard operating procedures will be followed, the sources said.

The cabinet committee on security had last week considered intensifying diplomatic efforts, setting up an apex forum to monitor early release of Indian ships, cargo and crew, and formulation of suitable standard operating procedures for the navy in anti-piracy operations in the Gulf of Aden and Somalia. Presently, apprehended pirates are tried under IPC as there is no separate law to deal with them. The government is trying to overcome this problem, so that arrested pirates are tried for murder-attempt or damage to government property. Source : dnaindia.com

Southern Japanese ports resume operations, factories still shut

SHIPPING company employees are making it in to work in tsunami-stricken Japan only to find there is little to do when they get there. "The phones aren't ringing," Tim Smith, Maersk's North Asia chief, told the New York Times from his Hong Kong office, adding that only a third of Maersk's employees in Japan made it in to work because trains were not running.



Singapore-based MCC Transport, Maersk's intra-Asia unit, said there was no damage reported at main ports, Yokohama, Tokyo, Nagoya, Kobe, Osaka and Hakata, reported American Shipper. Factories have closed because of power cuts, Mr Smith said, adding that Maersk expected energy-intensive factories and those producing raw materials to stay closed the longest.

Alphaliner reported that at least six medium-sized container ports were badly damaged. Although the affected ports handle less than two per cent of the country's container volume, the impact on the overall economy in the coming months will be difficult to quantify, said Alphaliner. The largest container port damaged by the earthquake were Sendai Shiohama, which handled about 200,000 TEU last year and the port of Hachinohe that handled 50,000 TEU. Cargo from the tsunami battered northeast is mostly cameras and tyres, said the report. The region also produces computer chips, watches and other precision instruments, though these tend to move out by truck and exported as air cargo.

Hong Kong's Orient Overseas group told media at its financial results press conference that 10 per cent of its volume goes through Japan, and that it was unaware of any major damage done to berths and cranes it frequents. OOCL had lost 500 containers destroyed by the tsunami, but few of these contained cargo.

Neptune Orient Lines said vessels had suffered delays

at Yokohama because of power failures, but that port calls at Kobe had been unaffected. The northeast coastal ports of Hachinohe, Sendai, Ishinomaki and Onahama have suffered so much damage that they are not expected to reopen for months, if not years, said London's International Freighting Weekly.

Hanjin Shipping said: "Most of our terminals in Japan, including Tokyo, Yokohama and Osaka, resumed normal operations. However, due to the backlog of the vessels waiting for berth, some delay is expected." Like other shipping lines, Taipei's Wan Hai and Japan's MOL and NYK, Marseilles-based CMA CGM Group took emergency measures. The French shipping giant has set up an emergency and communication response team to keep in with employees in Japan and ensures business continuity. The company has proposed to make available a number of containers to the French Ministry of Foreign Affairs, Medecins Sans Frontieres and the UN's World Food Programme. NYK has created the Great Tohoku-Kanto Earthquake Task Force headed by NYK president Yasumi Kudo and has made a donation of JPN50 million (US\$608,394) in response to the earthquake to aid the people of this area.

4 shore-to-sea missiles found aboard weapon-carrying ship

At least four shore-to-sea missiles with a 35-kilometer range were found aboard the Victoria ship, which was intercepted by IDF commandos on its way to from Syria to Egypt. The weapons allegedly were intended to reach the Gaza Strip.

It was also reported that the ship carried a radar that is capable of recognizing ships prior to the launching of a shore-to-sea missile, the type of missile that was fired at the Israeli Navy ship Hanit during the Second Lebanon War.

Source : Ynet

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Dockwise **SWAN** loaded with the **JB-115** seen arriving in Rotterdam – **Photo : Kees Torn ©**

Tri-nation group formed to free sailors

Outside the glare of media, a tri-nation monitoring group of diplomats has been established in Dubai to brainstorm ways of rescuing sailors on board ships that Somali pirates have hijacked. "We held our first meeting on Sunday in which Consul Generals of Yemen and the Philippines participated to monitor and consider ways to bring back the sailors of our respective countries, currently being held by the Somali pirates," said Sanjay Verma, Indian Consul-General. Mr. Verma hoped diplomats from Bangladesh, Tanzania and Pakistan would also join this group, as nationals from these countries were also aboard some of the hijacked ships. Somali pirates are holding 53 Indian sailors captive

on board five ships: the **MV Iceberg**, the **MV Suez**, the MT **Asphalt Venture**, the MT **Savina Caylyn** and the MV **Sinin**.

After the success in freeing the hijacked **RAK Afrikana** on Wednesday, the Dubai-based diplomats are now looking at ways to replicate that success. "During its deliberations, the group arrived at the conclusion that a media outcry when negotiations are under way usually encourages the hijackers to hike the ransom," said Mr. Verma.

Negotiations are on with the pirates for the release of sailors on board the **MV Iceberg**. Owned by a Dubai-based Yemeni, the **MV Iceberg** — hijacked in September — has on board six Indians, eight Yemenis, two Pakistanis, two Sudanese, four Ghana nationals and one Filipino. The pirates were apparently demanding a \$4-million ransom, which was nearly four times the value of the ship, said an industry source. "The ship owners are finding it hard to arrange the ransom, especially because individual governments are refusing to pay," said the source.

Analysts said piracy had become a lucrative and well-organised industry, with pirates handing around 20 per cent of their "earnings" to the opposition Al Shabaab group in Somalia. No longer using small boats with a limited reach, the pirates are deploying captured merchant vessels for their operations in the high seas, striking as far as in Seychelles.

Sources said the **RAK Afrikana** was released after the ransom was air-dropped, along with counting machines and equipment required to detect fake currency. After it was released, the ship malfunctioned, causing the Indian naval headquarters to seek the help of an Italian warship deployed in the Indian Ocean as part of a European Union anti-piracy mission. The crew was subsequently put on board the MV **York**, which took them to Mombasa. The ship owner flew to the Kenyan port city on Sunday to fly the sailors to their homes in Thiruvananthapuram, Chandigarh, Mumbai and Delhi.

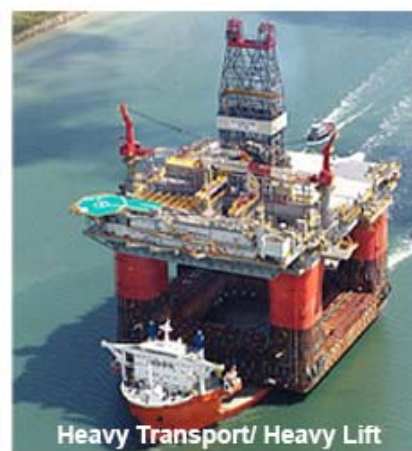
Negotiations have also begun for the release of an all-Indian 15-member crew on board the **MT Asphalt Venture**.

Source : the Hindu



Motion Monitoring Services

www.sirimarine.nl



The Jos Meyerwerft newbuilding **AIDAsol** left the builders earlier this week and is seen above whilst passing the "sperwerk" near Gandersum enroute Emden - Photo : Kees de Vries ©

Beluga files for insolvency

GERMAN project carrier Beluga filed for insolvency protection for its core operating division Beluga Chartering after talks with its tonnage providers and banks failed. More than 40 multipurpose and box ships have been withdrawn by KG houses and shipowners, including HCI Capital, Ownership, Blue Water Capital and Oltmann. The companies lost patience with Beluga's investor Oaktree Capital Management – which seized control of the project shipping group at the end of February.

The US investor had called for far-reaching concessions on charter arrears and period rates. For the insolvency of its operating unit, Beluga/Oaktree blamed "substantial irregularities concerning turnover and liquidity". The investor, which is believed to have put up to €175M (\$243.8M) in debt and equity into Beluga since the middle of last year in pursuit of double-digit annual returns, filed charges against Beluga founder Niels Stolberg and other former top management.

The prosecution service in Bremen is investigating allegations of fraud and false statements. Stolberg appeared for a hearing at the prosecutor's office this morning. A large number of Beluga charter vessels are being transferred to Hamburg owner/operator Peter Döhle; other vessels are believed to have been hired out to BBC Chartering by the respective KG funds. These operators have started talks with Beluga clients over outstanding shipping commitments, Fairplay has learned.



The **BELUGA MUMBAI** seen anchored off Singapore last Wednesday – **Photo : Piet Sinke ©**
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

Beluga's survival as an operator in the project/heavy-lift trades is in serious doubt, although any formal decision to abandon the business is now up to an administrator who has not been named yet. Oaktree and other stakeholders are still in talks over continuing other business divisions, which would also include ship management, today's announcement said. **Source : Fairplay**

French strike now becomes a battle-front

Last week, the French port strike took on the nature of a battle-front, with some 700 riot police storming the port of Marseille in southern France to lift a two-day blockade by Corsican ferry operators that had paralysed sea access to loading docks.

The CGT union called their actions disproportionate. "The response by the army confirms a view of labor relations that leads to a dead end," it said in a statement, referring to the gendarmerie (police), a sub-section of the French military. Marseille's reputation as a hotbed of hard-line unionism sees the port keep losing business to Rotterdam and other ports, reports Reuters. **Source : ftwonline.co.za**



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The **FUGRO MERIDIAN** seen moored in IJmuiden – Photo : Marcel Coster ©

Accused Somali 'pirates' deny US yacht death charges

Thirteen Somalis and a Yemeni have pleaded not guilty to charges over the hijacking of a yacht that ended with the deaths of four US sailors. The men are charged in US federal court with piracy, kidnapping and weapons charges.

The couple who owned the boat and two guests were shot to death after pirates took them hostage off Oman last month. The suspected pirates were captured by US naval forces sent to the scene of the hijacking. 'I know nothing'

If convicted by the court in Norfolk, in the US state of Virginia, the men face a mandatory sentence of life in prison.

"There's nothing I know about these charges," defendant Mohamud Salad Ali said through an interpreter on Tuesday. "I do not admit that I was a pirate." Last month, Scott and Jean Adam, owners of the S/V Quest, and their passengers Bob Riggle and Phyllis Macay, were killed after pirates hijacked the vessel.

They were the first US citizens killed in a wave of pirate attacks that have plagued the Gulf of Aden and the Indian Ocean in recent years. US naval forces were tracking their captured yacht and engaged in negotiations with one pirate aboard a US Navy vessel when the pirates fired a rocket-propelled grenade, according to the military.

'Killed without provocation' Then gunfire was heard on board the yacht. Special forces boarded the yacht and found the Americans had been shot, the military says. At least three of the accused pirates killed the four without provocation, and the defendants on the Quest had a rocket-propelled grenade launcher, three rounds and several small arms, prosecutors said.

According to the Adams' website, the middle-aged couple set sail in 2002 on the 58-foot vessel, and in 2004 they embarked on a planned eight- to 10-year voyage around the world. Friends described the couple as adventure-seekers who were also driven by their Christian faith, at times distributing Bibles at ports of call. A tentative trial date has been set for 17 May. In the past year, at least six accused Somali pirates have been convicted in US courts.

On Monday, a judge in Norfolk handed down life sentences to five Somali men who had been found guilty of piracy in the attempted hijacking of a US naval vessel last year. **Source : bbc.co.uk**

FleetBroadband for Fairplay Towage Deep-Sea Tugboats

Stratos Global is deploying the Inmarsat FleetBroadband satellite communications service on six deep-sea tugboats in Fairplay Towage's fleet. Deployment on four of the vessels already has been completed.

Based in Hamburg, Fairplay Towage is a tugboat operators in the ports of Hamburg, Rotterdam, Antwerp, Rostock, Wismar, Szczecin and Swinoujscie. Its fleet includes 27 modern vessels for harbor, coastal and deep-sea towage.

Stratos has activated more than 6,700 FleetBroadband terminals and was recognized as the Inmarsat Distribution Partner making the greatest contribution to FleetBroadband global sales growth in 2010.

Fairplay Towage is also deploying Stratos' AmosConnect Crew CommCenter. The solution enables personnel at sea to stay in contact with home via calling, private email and SMS at flat global rates. The application features a separate account for each crewmember. Fairplay Towage expects to deploy the Internet café functionality of the latest version of AmosConnect Crew CommCenter later this year. **Source : MarineLink**

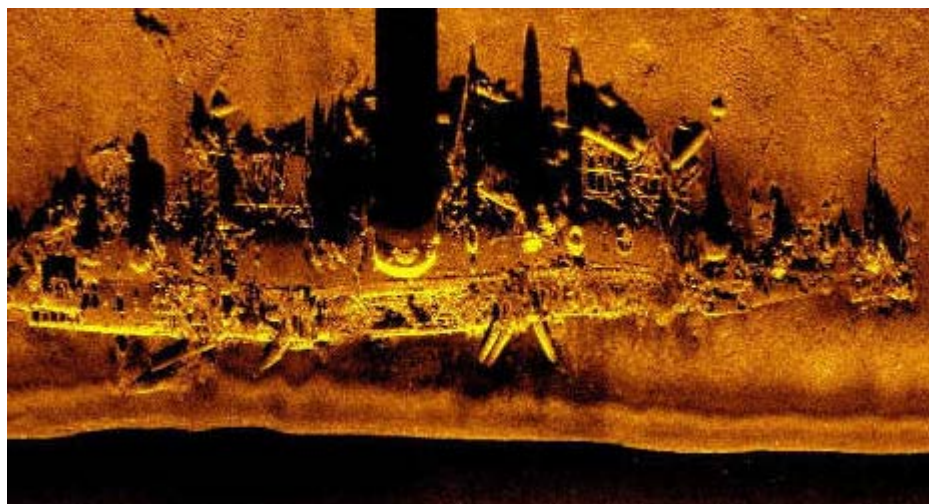


NAVY NEWS

Dutch navy discovers sunken wreck of World War I German submarine

The Dutch navy has discovered the wreck of a German World War I submarine sunk by a mine on its maiden voyage and the remains will become an official war grave, the Dutch Defence Ministry announced Wednesday.

The wreck of the **U-106** is lying on the seabed 40 metres (130 feet) underwater. It is 65 kilometres (40 miles) north of Terschelling, an island in the Wadden Sea off the northern Netherlands. The sub sank in October 1917 after hitting a mine with the loss of all 41 crew, Dutch navy spokesman Lt. Col. Robin Middel told The Associated Press. The 71-meter (233-foot) sub fell foul of an allied minefield in the North Sea at the end of its first voyage, during which it had



torpedoed two British ships, Middel said. Normally the German U-boats would be guided through the mines by a surface ship capable of detecting the explosives, Middel said, but on its ill-fated voyage the sub ran into a newly laid British mine.

The sub "was to make a rendezvous with that ship, but the ship never found the submarine and nobody had ever heard anything more from it," Middel said. The wreck was first discovered in October 2009, during mapping of North Sea shipping routes. The find was only announced after the Dutch Defence Ministry authorities

confirmed its identity with German authorities and informed relatives of the missing submariners. The Dutch navy initially believed the wreck was a Dutch submarine, **O-13**, that went missing during World War II, but divers and remote cameras later confirmed it was the **U-106**. "This kind of discovery is almost always an accident," said Capt. Lt. Jouke Spoelstra, who led the project to identify the wreck. "Years ago, a hydrographical service ship passed the same spot but at that time the wreck was buried beneath a layer of sand." The navy said the wreck will remain where it is and be considered an official war grave. It is possible that a commemoration service will be held if relatives of the submariners request it. **Source : Canadian Press**

See also (In Dutch): http://www.youtube.com/watch?v=47NJd5O9P0M&feature=player_embedded

Amphibious assault Mistral-class ship: France/Russia contract not close

Further problem in the negotiations between France and Russia for the signing of the contract for the construction of four Mistral class ships for the Russian Navy. A few months ago, the consortium formed by the French DCNS, "Direction des Constructions Navales Services", and the Russian "United Shipbuilding Corporation" was awarded the contract for the construction of amphibious assault ships according to the 2+2 scheme (two boats built by Russia and France on the French soil, in the Stx France shipyard at Saint-Nazare, two produced at the new site of Admiralty Shipyards in the island of Kotlin).

However, negotiations between the two Countries for the signing of a definitive commercial deal, seems to be in a deadlock due to differences mainly over the price and other details about the supplies. As reported, earlier this month, by the newspaper "Kommersant", France would have in fact increased the overall price of the deal from 980 million to at least 1.15 billion for the two ships built in France. Moreover, Russia would like to be included in the contract the costs for technical documentation and licenses, while France would be in favour of a separate sale, valued 90 million euros.

The Deputy Defence Minister, Vladimir Popovkin, had given a prediction about the final cost of the agreement, that according to him should have "A cost of at least 1.5 billion euros". In these days France should make a final commercial proposal, but in the meantime, the situation doesn't seem to be improved.

According to reports by "RIA Novosti" Anatoly Antonov yesterday, speaking to reporters during a visit to France, stated that it was unlikely that a final contract will be signed in the near future. "The negotiations have not been easy so far,

I would even describe them as tough", he said, explaining that "It is too early to talk about specific dates, and too many technical details have yet to be settled. The contract must be adapted to our conditions. Experts will have to do a difficult and skillful job to adjust all parameters of the future contract". Source : Avionews

US naval ship docks at Chennai port



On a three-day visit, a US Navy ship led by its first woman Commander, an Indian-American, docked at the Chennai Port Trust last Wednesday. The **DECATUR (DDG 73)** is led by Shanti Sethi, the first woman commanding officer of the ship, a release from the US Consulate General said.

The primary mission of "**Decatur**" is to operate with expeditionary and carrier strike

groups in high-threat environments, it said. The ship would also provide essential escort capabilities to Navy and Marine Corps amphibious forces and combat logistics ships, it said. "...the USS **Decatur** led by Commander Shanti Sethi, an Indian-American woman, is yet another example of the close bond between the American and Indian people. Our people to people ties continue to grow and expand in education, business, arts, intelligence and in defense" US Ambassador to India Timothy J Roemer said.

During its visit, crew members of Decatur would participate in various community services. This is the second visit of a US Navy ship after the first salvage class vessel **USNS Safeguard** docked at Port Blair in January this year.

Source : ndtv.com

SHIPYARD NEWS

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Big Chinese orders on the horizon

Reports from China indicate that a private equity-led consortium has ordered 50 to 100 new container, tanker and dry-bulk ships, which will be leased to Chinese operators. The deal is financed by a consortium led by Carlyle Group, and, with an estimated value somewhere between \$5 billion and \$10 billion, it is said to be one of the biggest shipping deals to date. Analysts consider that this could be the precursor of another Asian shipbuilding boom, signalling as it does a growing confidence in the Chinese economy's export markets and China's consequent demand for oil, gas, coal and raw materials.

It is reported that the Carlyle Group will partner Hong Kong-based Tiger Group Investments and Seaspan, also of Hong Kong. Seaspan's fleet comprises 57 container ships, with 12 more on order, several of which are chartered to Chinese operators including Cosco. The ships will be built in Chinese yards, where spare capacity is now available following the last pre-2009 order boom. The new orders are expected to comprise about one-third Panamax container ships, or 10,000TEU capacity, one third dry bulk carriers and the remaining third tankships. Unlike most previous

Chinese ships, they will be designed with energy efficiency and low emissions very much in mind. The recent large Maersk Line contract with DSME in Korea is thought to have acted as a catalyst for this order for big, efficient ships.

Source: Motor Ship



Yard number 892 (Unnamed) seen under construction at the Jaya yard in Batam – Photo : Piet Sinke ©

Northrop Approves Shipbuilding Spinoff

Northrop Grumman's board of directors on March 15 approved the spinoff of its shipbuilding operations as a wholly owned subsidiary to be called Huntington Ingalls Industries Inc. (HII).

The spinoff of Northrop Grumman's shipyards into a new company is awaiting final government approval. The Coast Guard cutter Stratton is one of the ships the company is building at its Ingalls yard in Pascagoula, Miss. (Christopher P. Cavas) Subject to final approval from the Securities and Exchange Commission, the new company will stand up on March 31, according to a Northrop Grumman press release. Northrop Grumman stockholders of record on that date will receive one share of HII for every six shares of Northrop Grumman common stock they hold. No fractional shares of HII common stock will be distributed to shareholders, but fractional shares will aggregated and sold in the open market.

The move has been in the works for more than year, and was publicly announced by Northrop in early July.

"We have determined that a spinoff of our shipbuilding business will best serve our shareholders, customers and employees," Wes Bush, Northrop chief executive officer and president, said in the press release. "The separation will enable HII and Northrop Grumman to focus more intently on their respective customers."

HII will become the biggest shipbuilder in the United States, with major shipyards at Newport News, Va., and Pascagoula, Miss. The company will become the sole builder of nuclear-powered aircraft carriers for the U.S. Navy and share equally with rival General Dynamics in the construction of nuclear attack submarines.

The company's Ingalls shipyard in Pascagoula - along with its Avondale shipyard near New Orleans, now set for closure - is the country's primary supplier of amphibious ships, and also builds destroyers for the Navy and national security cutters for the Coast Guard. Several major ship contracts are being negotiated between the Navy and the shipyard, including destroyer and amphibious ship contracts. Service officials have expressed their hope that with the standup of the new company, chances might improve for terms to be agreed upon.

HII common stock is expected to begin "when issued" (WI) trading on the New York Stock Exchange under the symbol "HII WI" beginning on March 22, Northrop said in the press release. On March 31, the distribution date, "when issued" HII WI trading will end and "regular-way" trading under the symbol HII will begin. The Committee on Uniform Securities Identification Procedures number for HII common stock will be 446413 106 when "regular way" trading begins.

More information about the spinoff is on the investor relations page of the Northrop Grumman website at www.northropgrumman.com Source : DefenseNews



The Backhoe dredger **RAZENDE BOL** seen at the slip in Hardinxveld
Photo : Johan Barendrecht - www.Barendrechttrading.nl ©

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Turkey's "Yonja Onuk" dockyard conduct talks with Azerbaijan on sales of military boats

Akbar Onuk: "We know that Azerbaijan is buying our boats for peaceful purposes such as security and rescue operations"

Vice-president of "Yonja Onuk" company functioning in Turkey's military shipbuilding, Akbar Onuk's interview to APA -Mr. Akbar, "Yonja Onuk" company is an active participant of the military exhibitions held in the region. Last time, during the largest military exhibition of the Middle East – IDEX, you held meetings with representatives of some countries, including representatives from Azerbaijan. How do you assess the attention of the region to military sphere?

-I can say that, including IDEX, we take part in military exhibitions held in the Middle East for nearly 10 years. We see that Abu Dhabi, as an important military power in the region, pays special attention to this exhibition. Compared to the previous exhibitions, less international clients attended this year's exhibition in connection with the political crisis in the region. That is, this year, most of the countries were engaged in own problems and could not attend the exhibition. But this demand may be considered satisfactory.

-Boats of "Yonja Onuk" have already become a famous brand in the region. In general, how many boats have been made so far?

-“Yonja Onuk” sold 85 boats to its clients so far. Our boats are used in Malaysia. We have already started production there. We sold 4 boats to Pakistan. Two of them were given to special forces, other two to Naval. Today we inspected regional market. Our company in Malaysia is partner with the state and is planning to produce different models of MRTPs including its 45-m types for Asia-Pacific Ocean. So, I think that we will be able to give skillful platforms to coastal security and naval forces.

-What features have “Yonja Onuk” boats?

-If there were auto racing, then we will take the first 3 places. But our sphere is different. Only the first can survive in the war. If client targets to achieve quality excellence, then he/she decides to select our boats. We are the dockyard with the best performance, the best durability and the best seafaring. That is why, our products are more expensive than others.

-What can you say about the new models? Were you working on MRTP-55 model?

-MRTP-55 was the project that we targeted. But later it was removed from the program of production. Instead of it we started producing MRTP-42 class boats. The first boat of this class will be ready for operation late in 2013. The length of MRTP-42 class boats is 45 m. 76mm or 57 mm guns will be included into armament. 76 mm gun is produced by world-famous Oto Melara (Italy) company, 57 mm gun by Da Bofors (Sweden). After serious assessments, the latter was regarded by the US Coast Guard as better than 76 mm gun. MRTP-42 will be able to carry Harpoon or other guided missiles. The battle management system of ASELSAN will be installed on the boat.

-MRTP-33 boats bought by Georgian Coast Guard in 2008 participated in the military operations. Work continues on the new version of MRTP-33. What can you say about it?

-The boat that we sold to Georgia proved itself in 2008 war and could protect itself. It had several damages, we repaired it. MRTP-33 can fulfill the functions of coast guard, attack and rescue. We extended MRTP-33 for a meter. . These boats will be able to carry 40 mm Mark4 guns of DA Bofors and guided missiles. The boat is provided by the new generation MTU4 engines.

-What are your plans concerning Azerbaijan? As far as we know you held meeting on purchase and sale of boats with Azerbaijan.

-We want to sell best products to Azerbaijan. It is important to protect Azerbaijan's hydrocarbon resources in the Caspian Sea from terror attacks. We also know that the Caspian Sea is not so calm. We are holding discussions with Azerbaijan on purchase and sale of boats. If we can deliver our boats to Azerbaijan, it will be honorable for us.

-Can a shipyard be constructed in the Caspian region, where there are some restrictions to the entry of warships, especially in Azerbaijan?

-It is connected with the quantity of production. We know that Baku is buying our boats for peaceful purposes such as security and rescue operations. I see no difference between Turkish Naval Forces, Turkish Coast Guard and Azerbaijani Border Troops. We intend to deliver certain number of boats. After that we can think about production in accordance with the needs.

-Did you hold meetings with Kazakhstan and Turkmenistan?

-Yes, we did. But it seems natural for us to launch cooperation in the region with Azerbaijan. These states are also interested in our products.

-Can the composite boats be resistant here, taking into account the specific features of the Caspian Sea?

-Our equipments are corrosion resistant. Its effective life is more than 40 years, it can be considered fully favorable for the Caspian Sea. The Caspian Sea does not need big ships. On the other hand, our ships are wave resistant. These boats can move 50-60 miles per hour without any problems in the 3-magnitude wave. Over 80 boats are used in various regions of the world, none of them has faced any problems up to now. **Source : APA**

STI Yards delivers new firefighting tug for Kuwait Fire Service



STI Yards just delivered a new firefighting tug for the Kuwait Fire Service. This tug is equipped with STI's SCR for NOX reduction and the latest STI EMS for emissions monitoring. This tug is one of the most fuel efficient and environmentally sound vessels afloat.

The delivery of this vessel marks a breakthrough of sorts for both Korea and STI Yards. Though Korea is well-known and regarded for large vessel construction, STI Yards is a pioneer in taking this large vessel experience and developing a cost effective, high quality, small vessel.

Source : sys.com Media

Uncertainty to hit the shipbuilding market on Japan crisis

Although, during the past few days, shipbrokers and analysts have been reporting deals of newbuilding orders, ship owners are bound to pause and reflect on their future strategies,

as current market conditions are much too unstable to even foresee what's to occur in a few weeks time, let alone years. Shipbroker Fearnley's yesterday wondered what will happen to ship building prices now? "What is almost certain is the uncertainty that will come in the wake of the Japanese earthquake. Until the situation stabilizes and we get a clear view of steel prices, amongst others, it is difficult to say where we're heading. On the contracts side, it's been a week for specialized tonnage. The standard large conventional bulkers and tankers have disappeared. 7 ships in total reported this week, one of which was a declared option" said in its weekly report.

In the meantime, it's worth noting that Japan's major shipyards so far have escaped the full impact of both the earthquake and the following tsunami, with an official of Japan Ship Exporters' Association saying that the devastating natural disaster "will have no impact on future export ship orders at all." Japanese shipyards that build large vessels for exports are concentrated in western Japan and remain intact, the official said. Japanese export ship orders rose for the 15th consecutive month in February on a year-on-year basis, increasing 35.4 percent to 519,670 gross tons, according to figures released this week by JSEA. Japanese shipbuilders received orders for 277 export vessels -- 259 bulk carriers, 10 oil tankers and eight general cargo vessels -- in the April-February period. The 277 ships total 5,078,510 compensated gross tons.

In a separate report, Clarksons mentioned that the newbuilding market continues to move forward with further reports appearing of new business being concluded. As previously discussed, the container sector has been the major story of the year so far and the interest in the sector shows no signs of abating just yet whilst the dry and tanker sectors remain quieter. "Another story of note however has been within the commodities markets, wherein a few major events this year have seen prices climb at a rapid rate. With reports suggesting the price of coking coal could rise by as much as 40% or more on the back of the flooding in Australia and the ongoing political unrest in the Middle East helping to

cause the price of Crude Oil rise dramatically. With this, costs will potentially rise for builders and suppliers through increasing material costs and for owners through operating costs and therefore the reaction of each will be one to follow.

With rising oil prices typically comes increased demand in the Offshore sector and with the yards in Korea already having made a successful start to the year in this sector, look well positioned to take advantage of this rise in demand. Owners on the other hand will be very aware of the fuel efficiency of their vessels and through this we expect in the future to see an increase in interest in the newer more efficient designs. In terms of reported business; In Dry, Sungdong are reported to have won contracts from two owners believed to be Greek and Turkish who have order two option two and one option one vessel respectively of Sungdongs 82,000dwt Kamsarmax bulk carrier, this is believed to be at a price in the region of USD 35 Mill per vessel and basis deliveries in 2H 2012 and 1H 2013. NSCSA are reported to have ordered 4 option 2 x 1,300TEU Con-Ro vessels of 26,000dwt. These are scheduled for delivery from End 2012 and through 2013 and were reported to be sold at a price of USD 68.57 Mill per unit. Finally in Gas, Shitanoe Zosen have won an order from Berlian Laju Tankers for 3 x 3,500cbm LPG carriers which are reportedly set for delivery in 2012" concluded Clarksons. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Dubai Maritime City on schedule for completion by 2013

The Dh11 billion Dubai Maritime City (DMC), the ship repair unit of Dubai World is on schedule to complete, its three phases by 2013 said Khamis Juma Bu Amim, chairman of Drydocks World and Maritime World at the launch of Phase One. "We're looking at a building strategy that has three phases. Today is the opening of phase one, the marina operation, then we will go into phase two which involves building additional infrastructure and increasing our capacity. In phase 3 we intent to finalise all the commercial side of our city. So far all phases will be on schedule because we have put a number of milestones for them to achieve," said Bu Amim. In the first Dh3 billion phase, 50 companies will move their main operations to the site along with six companies that will build headquarters, workshops, manufacturing areas and warehouses. The ship lift facility located within phase one in the Maritime Industrial precinct lifts ships with capacities of 6,000 and 3,000 tonnes and addresses the mid-level segment of ship owners. Large vessels are accommodated in the adjacent Drydocks World Facility. Bu Amim said the current restructuring of the company's debt has not affected their construction targets and they did not need to raise funds for the construction of DMC. "We are retaining self-sufficient funds at the moment and we're refinancing all our operations," said Bu Amim.

The revenues made by DMC over the next five years are expected to refund the expenditure. The project is spread across 227 hectares of reclaimed land and is made up of various components related to the maritime and ship repairing industry including industrial, operation, services, commercial, academic, residential and lifestyle components. Bu Amim said they are looking to enter into joint ventures in the near future "We will not have an expansion as such but what we're doing is looking into is a number of joint ventures." **Source: Gulf News**

Duqm dry dock set to receive its first vessel next month

Oman Dry-Dock Company (ODC) is set to welcome its first vessel for repairs next month, effectively marking the trial launch of its world-class ship repair yard at Duqm on the Wusta coast. While most of the facilities set out in the Original Contract for the infrastructure development of the dry dock are essentially in place, some additional works will be completed in due course, according to state-owned company. Power supply to the facility will commence this month, but the project's water requirements will initially be met through temporary supplies pending the completion of permanent supply facilities sometime next year. Also due for completion next month are facilities for sanitation and communications, as well as a host of entertainment facilities including health clubs and sports amenities. However, the road network serving the facility is yet to be completed, it is learnt. When fully operational, the Duqm dry dock project will also boast a range of facilities, including fresh water tanks, electric substations, and internal and external communication services for operations and communications with port control, ship crew, and so on.

The project's development also entails the implementation of 17 major superstructure projects, related to the supply, installation and commissioning of equipment and plants for dry dock operations. Also due for completion next month is a range of contracts for the supply and installation of workshop equipment and plants designed to produce gas (CO2,

oxygen, and so on) to be used in cutting and welding of steel and so on. High-tech voltage control and electricity distribution gear capable of handling loads of up to 30 MW have been installed at the yard. Also due to be brought into operation next month is an Air Compressor Plant that will be deployed primarily in the surfacing cleaning of ships, as well as a Wastewater Treatment Plan, which will treat wastewater received from dry-docked ships for potential re-use. These facilities and services are in addition to the installation of utilities for distribution of water, collection of sewage, chemical treatment, and other facilities necessary to support the smooth operation of the dry dock. Conceived as a fully integrated ship repair services hub, the Duqm dry dock features a pair of graving docks each of a world-scale 410-metres' length. The graving docks are large enough to accommodate merchant ships of all sizes, including Very Large Crude Carriers (VLCCs), Ultra Large Crude Carriers (ULCCs), fourth and fifth generation container ships, and other vessels of a maximum capacity of 600,000 DWT. Daewoo Shipbuilding and Marine Engineering (DSME), one of the world's biggest shipbuilders, is ODC's strategic partner in the operation and management of the yard. **Source:** **Oman Daily Observer**

ROUTE, PORTS & SERVICES

FIRST ELEMENT FOR 2ND COENTUNNEL WINCHED OUT IN BARENDRECHT



Earlier this week the first concrete element for the new to built 2nd COEN TUNNEL was winched out of the building dock in Barendrecht (The Netherlands) and is getting prepared for the towout, Saturday tugs of **KOTUG** will tow the element overseas and though the Ijmuiden locks to her final location beside the first Coentunnel in Amsterdam



Photo's : Patrick Ten Wolde - Tenwolde Transport & Repair B.V. ©



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Tisur to expand Peru port

Terminal Internacional del Sur (Tisur), which is owned by Grupo Romero, is to invest \$262m in expanding the storage terminal capacity of Matarani Port in Arequipa, Peru. The expansion will add 30.1ha to the port, including lighting, scales and vigilance. Works have already begun and are expected to be completed within three years. Tisur has invested \$29.65m so far in the port, according to andina.com. **Source : PortNews**



Above seen the 1996 built EGY flag and owned high speed craft catamaran **MAKKAH** shortly after berthing at Pinto 5, Grand Harbour, Malta on Monday 14th March 2011. She's the former **SOLIDOR 3** and **TANGER JET** and is on delivery from Algeciras to Egypt. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**

Torm shares leap on takeover speculation

Shares in Danish shipping company Torm leapt on Wednesday on a report that Norwegian ship owner John Fredriksen had bought a nearly 5 percent stake in the company. The report in Danish daily Jyllands-Posten fuelled speculation that Torm was in play, and the stock jumped as much as 19.6 percent, but eased off their peak to trade up 15 percent by 0904 GMT.

Jyllands-Posten said that Fredriksen's tanker shipping group Frontline (FRO.OL) had bought a stake in Torm, but Frontline's chief executive denied the report. "That is not correct," Frontline CEO Jens Martin Jensen told Reuters. "Frontline has not bought shares in Torm." It remained unclear if another Fredriksen-controlled company had bought any shares in Torm, and Fredriksen's representative could not be reached immediately for comment. A Torm spokesman said the company was not aware that any investor had taken a stake in it above the 5 percent limit that

would trigger an obligation to flag the stake. "The moment that we receive notification that someone has crossed the 5 percent limit, we will inform the market," Torm's investor relations chief Sune Sturup Mikkelsen told Reuters. Torm shares plunged nearly 19 percent on March 10 after the company reported a pretax loss of \$136 million for 2010 and forecast more losses for 2011, and the stock remains 23 percent below its March 9 closing price. Torm has two big shareholders, Beltest Shipping Company of Cyprus with a 32.2 percent stake and Menfield Navigation Company of Cyprus with 20.0 percent, according to its website. The Torm Foundation with a 6.3 percent stake is the only other shareholder on record with more than a 5 percent holding. **Source: Reuters**



Above seen the the barge **Sainty 8** departing with the **Alphonse Letzer** from the Paenal yard in Port Amboim, Angola assisted by Heerema's **Lucala** - Photo : **Willem van Woercom** ©

Japan hit for Orient Overseas

Last week's massive earthquake has affected the shipping schedules of Orient Overseas (International) Ltd. to and from Japan, and prompted the container line operator to close its Tokyo offices temporarily. "We will write off 500 empty twenty-foot containers in Sendai that are currently unaccounted for," chief financial officer Kenneth Cambie said, but did not disclose the value of the write-off.

Three Orient Overseas terminals in the area have been closed, Cambie added. Around 10 percent of the company's annual shipping volume, or 500,000 containers, passes through Japan, and it is yet to assess the full impact of the disaster. "It is a little early to fully assess the impact of the earthquake," Cambie said. "None of our container ships were damaged." Orient Overseas returned to profit last year, thanks to a disposal gain and improved freight rates.

Net profit booked was US\$1.87 billion (HK\$14.6 billion), compared to a net loss of US\$402.3 million in 2009.

Earnings per share were US\$2.98. We expect supply and demand for container transportation services to be in near balance," said Cambie. "The industry will return to a normalized seasonal pattern in volume and freight rates this year." Orient Overseas expects to add eight new vessels to its fleet by the end of 2014, with each ship able to hold 8,888 twenty-foot equivalent units. Goldman Sachs expects the company to buy more ships with capacities of over 10,000 TEUs each starting 2013. Citi analysts Rigan Wong and Ally Ma expect Orient Overseas to order 13,000 TEU vessels. The company declared a special dividend of US\$2.09, as well as a final dividend of 23 US cents.

"The dividend is much higher than market - and our - expectations," UOB Kay Hian analysts Lawrence Li and Aochao Wang wrote in a note. Shares of Orient Overseas surged 10.2 percent to HK\$79.85, after gaining as much as 13 percent yesterday. **Source: The Standard**

Diana Containerships Inc. announces direct continuation of time charter agreement for M/V Sagitta with A.P. Møller-Maersk A/S

Diana Containerships Inc., a global shipping company specializing in the transportation of containers, announced that it has entered into a time charter contract with A.P. Møller-Maersk A/S for one of its container vessels, the m/v **Sagitta**, for a period of minimum twenty-two (22) to maximum twenty-five (25) months at a gross daily rate of

US\$22,000, minus 2.25% commission paid to third parties. The charterer has the option to employ the vessel for a further eleven (11) to thirteen (13) month period at a gross daily rate of US\$30,000. The charter is a direct continuation of the previous agreement and will commence on May 15, 2011. This employment is anticipated to generate approximately US\$14.5 million of gross revenue for the minimum scheduled period of the charter. If the charterer exercises its optional period, the charter is expected to generate an additional US\$11 million of gross revenue. The m/v **Sagitta** is a 3,426 TEU container vessel built in 2010. **Source: Diana Containerships.**

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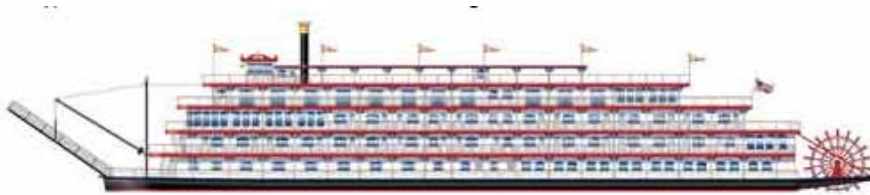
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Construction of new sternwheeler is ahead of schedule



American Cruise Lines reports that construction of its new 140 passenger Mississippi sternwheeler at Chesapeake Shipbuilding in Salisbury, Md., is well underway and ahead of schedule. The hull is nearly complete and the superstructure is taking shape. The ship

will fully recreate the grandeur of past riverboats, while incorporating the latest safety, environmental and construction technologies. This is the first overnight paddlewheeler built for the Mississippi in nearly twenty years. It will have the largest staterooms ever, almost all of which will have private balconies. In addition, the ship will feature a multitude of lounges to choose from that not only accommodate various passenger tastes in onboard activity but truly capture the historic essence of the Mississippi River cruising experience.

The ship will boast a grand salon, card room, library, sky lounge, showroom, and internet lounge. All modern onboard amenities can be expected to provide passengers with maximum comfort and service.

Unlike the previous riverboats to offer cruises on the Mississippi, American Cruise Lines' new paddlewheeler will have the option of cruising at a significantly higher speed to make the most imaginative itineraries possible.

"As construction proceeds ahead of schedule our loyal passengers are getting increasingly excited to see our brand new paddlewheeler come to the Mississippi and Ohio Rivers," said Timothy Beebe, Vice President of American Cruise Lines.

The new vessel is set to enter service next year. Meantime, American Cruise Lines' existing sternwheeler, *Queen of the West*, is nearing completion of a multimillion dollar renovation at Vigor Industries, Portland, Oregon, and will soon be back in service offering one week cruises from Portland, Oregon

Reconstruction of major areas including passenger staterooms, community areas, the galley and engine room, continues and progress is of schedule. The renovations will provide a more comfortable and elegant atmosphere for cruise passengers. New furniture for the entire ship, custom built in North Carolina, is ready and has arrived in Portland. A new authentic paddlewheel has been built along with additional propulsion equipment that allows for quieter, smoother cruising while having less impact on the environment. Other additions such as larger staterooms, more private balconies and a new library have already been completed. New carpet is being laid and decoration throughout the ***Queen of the West*** is being revamped. **Source : MarineLog**



The **BW HERMES** seen in Santos (Brazil) – Photo : Marcelo Vieira ©

National Chemical Carriers receives new chemical tanker 'NCC Noor'

The National Chemical Carriers Ltd. Co. (NCC), (80% owned by The National Shipping Company of Saudi Arabia) announces that the company received on 16th March 2011 in Korea a new chemical tanker named '**NCC Noor**' from SLS Shipbuilding Co. Ltd. of South Korea, as part of two vessels previously purchased by NCC from SLS on December 21, 2010 for a total price of approximately SR322m for the two tankers, Ameinfo reports. This vessel has a DWT of 45,000 tons with DNV classification and full IMO 2 notations and cargo capacity of 53,200 cubic meters comprising 22 Zink/Epoxy coated cargo tanks with 20 full segregations. The vessel will be commercially operated by "NCC ODFJELL Chemical Tankers JLT", located in Dubai and owned jointly by NCC and its long term strategic partner ODFJELL SE of Norway, which commenced operation in January 2010. The delivery of the 2nd vessel is expected during April 2011.

NCC has additional nine vessels under construction at SLS in South Korea costing SR1,721m with deliveries expected during 2011/12, in addition to one large chemical tanker of 75,000 DWT, to be constructed at Daewoo Shipbuilding and Marine Engineering Co. Ltd. (DSME) of South Korea at the price of SR247m for delivery during 2013. NCC currently operates a fleet of 13 vessels that are specialized in transporting chemicals, vegoils and clean petroleum products with DWT capacity of nearly 575,000 tons, which will grow to 25 vessels and 1.1 millions DWT by 2013.

Source : PortNews



The 1992 built **ZENITH** seen in Santos (Brazil) – Photo : Marcelo Vieira ©

Mols-Linien to close ro-pax ferry service and changes CEO

Mols-Linien A/S will close the ro-pax ferry service between Århus and Kalundborg as soon as possible, pending a sale of the two units, Shipgaz reports. Furthermore the company will change its CEO with immediate effect. Preben Wolff, CEO since 1992, has decided to retire at the age of 67 and will be replaced by Søren Jespersen, presently member of the board of directors. He has previously been employed by DFDS as head of DFDS Seaways. The decisions were taken yesterday at an extraordinary general assembly called by the Clipper Group as the largest shareholder in the company. The group expressed its dissatisfaction with the present conduct of business, with the decline of cars and passengers on all services. The ro-pax service is losing around DKK 100,000 per day after a decline of 100,000 lorry units annually. The plan is to offer the two ferries **Maren Mols** and **Mette Mols** for sale and keep them running until a sale is fixed, as it is cheaper to sail than having them laid up. Source : PortNews



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OLDIE – FROM THE SHOEBOX



The **Komsomolets Uzbekistana** seen 11-07-1993 approaching the Grange Dock, Grangemouth, assisted by the tug **Carron**. The **Komsomolets Uzbekistana** was built in 1973,- 5,893grt,-operated by USSR Azov Shipping Co.

Photo : Iain Forsyth ©

.... PHOTO OF THE DAY



The oil rig **PRIDE SOUTH SEAS**, now seemingly a permanent resident of Cape Town harbour, was subjected to a movement involving four harbour tugs to turn the rig 180 degrees and moor her once again alongside A-berth. Aad Noorland who was on hand to watch the manoeuvre said it was a pleasure to watch the good co-ordination between the tugs involved and a very professional smooth operation. Photo : Aad Noorland ©

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