



Number 236 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 24-08-2013

News reports received from readers and Internet News articles copied from various news sites.

Global leader in ocean towage



www.fairmount.nl

Hofpoort 16th Floor, Hofplein 20
3032 AC Rotterdam • The Netherlands

phone + 31 10 240 25 00
fax + 31 10 240 25 99
email sales@fairmount.nl



The **STENA SPEY** was shifted last week from **Keppel Verolme** to the Caland Canal and later in the week towed back to the Botlek area again, above seen the **Stena Spey** towed by the **SD Seal, RT Adriaan, RT Champion and RT Leader**,
Photo : Frans de Lijster ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



xxtras
EXCEPTIONAL TRANSPORT MANAGEMENT

FULLY AT YOUR DISPOSAL FOR ONE-STOP SHOPPING WITHOUT LIMITATIONS
Check our website: **www.xxtras.nl**



The **VALE RIO DE JANEIRO** leaving the Mississippihaven Rotterdam assisted by two Smit tugs on the bow and one Kotug tug on the aft ship. Photo : Hans Steenbeek. ©

No S. Korean damage in H1 from Somali pirates

No piracy activities against South Korean ships in waters off Somalia were reported in the first half of 2013, the government said Wednesday, apparently due to an international crackdown to tackle piracy.

The number of piracy cases in waters off the coast of Somalia came to eight in the January-June period, falling sharply from 69 a year earlier, with none of them targeting local ships, the Ministry of Oceans and Fisheries said.

The decline came in line with an international effort to deter hijacking by pirates in waters near Somalia, including dispatching some 42 naval vessels to the Gulf of Aden by 18 countries, and allowing armed security to board ships passing such waters.

Meanwhile, piracy activities at the coast of western Africa have increased over the cited period, raising the necessity to continue tightening surveillance and prepare precautionary measures. The ministry said it is making efforts to tackle piracy by providing guidelines to local ships and implementing a 24-hour surveillance system. It added it is also urging the International Maritime Organization to take international action against piracy at the western Africa. South Korea

has deployed a destroyer with some 300 special Navy troops since early 2009 in the Gulf of Aden to patrol pirate-infested waters off the African nation under a U.S.-led multinational campaign. Source : globalpost



The **AVONBORG** anchored off Singapore for bunkers and crew change , the vessel is enroute from Zhenjiang to Sohar (Oman) loaded with 11.000 ton petcokes - Photo : André Ligthart ©

Never Say Never: What if Egypt Did Close the Suez Canal?



Carrier **Harry S. Truman** and its escorts made their way through the Suez Canal last Monday, a reminder that 35-45 Atlantic-based U.S. Navy ships traverse this artificial waterway each year.

The transit came as commentators speculated that the unrest convulsing Egypt might interrupt shipping through the canal. How? The military regime might close it — or threaten to do so — in an effort to wring more aid out of Western countries. Or, supporters of ousted President Mohamed Morsi might launch some type of assault. Should the Muslim Brotherhood protests metastasize into an insurgency, attacks on infrastructure could become part of its repertoire. How better to discredit the army's capacity to maintain order, elicit a self-defeating overreaction, or both, than by choking off a precious source of revenue?

That any such action will take place is doubtful ... but never say never. Suppose, perchance, that the Suez were closed or disabled for some significant interval. The economic and military effects would reverberate throughout Asia and the Atlantic world. Such a debacle would lock eyes on maps, for one thing.

The Mediterranean Sea is a true middle sea, ringed almost entirely by solid landmasses. Its only natural entryways are at Gibraltar to the west and the Dardanelles and Bosphorus — outlets into the Black Sea, another inland sea — to the east. Shutting the Suez, then, would temporarily erase the closest sea route connecting Europe and the North


American east coast with the Indian Ocean and Persian Gulf energy resources. Shipping would be forced to detour around the Cape of Good Hope, adding thousands of miles to voyages. Shipping firms and navies would incur extra fuel costs, and extra wear-and-tear on crews and hulls. Weeping would ensue. Teeth would be gnashed.



See the canal passage here : <http://www.youtube.com/watch?v=mfmYlw5gdLw>

There is historical precedent for rearranging the map of Egypt, and the sea lanes with it. St. Petersburg dispatched its Baltic Fleet to the Far East during the Russo-Japanese War of 1904-1905. Japan's ally Great Britain refused the tsar's fleet passage through the canal, which London controlled at the time. Circumstances thus compelled Russian mariners to undertake the debilitating journey around Africa, through the Indian Ocean, and into the China seas to do battle with the Imperial Japanese Navy. Small wonder wreckage from the fleet soon lay strewn across the floor of the Tsushima Strait, the scene of combat.

Nor have time and technology negated the canal's importance. The Axis closed the Mediterranean to Allied shipping for a time during World War II, burdening communications with South Asia. And in 1956, Britain, France, and Israel attacked Egypt to wrest back control of the canal after President Gamal Abdel Nasser's government nationalized it. It took U.S., Soviet, and UN diplomatic intervention to dislodge the invading forces. Now as in bygone decades, access to the Indian Ocean basin could prove suspect in times of crisis or armed strife. Prolonged closure of the Suez would rearrange the U.S. Navy's map of Eurasia. Faced with long transits around the Cape of Good Hope, naval leaders would be tempted to transfer forces to the Pacific Fleet, which would suddenly enjoy closer, easier access to the western Indian Ocean and Persian Gulf than would the Atlantic Fleet. The South China Sea would assume new importance as a Pacific Fleet conduit to South Asia. Finding new places to forward-deploy forces, or expanding existing bases convenient to the region, would take on new urgency. This wouldn't quite amount to a butterfly effect, whereby a butterfly flaps its wings on one side of the globe and whips up a tempest on the other. Clearly, though, the contest over who rules Egypt could ripple far beyond that beleaguered land. It's worth pondering potential workarounds — just in case. **Source: The Diplomat**



Fuel equipment
Cylinderheads
Cylinderunits
Exchange parts
Piston rings
Bearings

Got MAN...

L16/24	L21/31	L23/30
L27/38	L28/32	L+V 32/40(CD)

... or HIMSSEN problems?

H21/32	H25/33	H32/40
--------	--------	--------

We supply Original Licensee Parts

Inlet, Exhaust valves
Seats and Guides
Overhaul kits
Tools
Reconditioning
Turbo spares

Located in Port of Rotterdam
www.mdps.nl
info@mdps.nl

45 min from Antwerp and Amsterdam
24 hrs +31-6-20804472
Office +31-6-5083 3809



Most probably Smit's smallest ☺ , the **PRINCESS** under tow of the **CLEENE MOSSEL** at the Westerschelde
Photo : Adri van Wege ©

Tug gets passengers back in time... just!



This is the moment that two lucky cruise ship passengers made it back to their ship just in the nick of time.

The pair had returned to Dockyard just after the **Norwegian Breakaway** had left her moorings last week Friday.

But thanks to the actions of the cruise liner's Master, who gave permission for the ship to take the late comers back aboard, and the tugboat **Faithful's** crew the duo were ferried out to the waiting ship before she set off back to New York.

The couple managed to scramble up a rope ladder and in through a small boarding door at the side of the ship while the other 4,000 passengers

watched on and waited from up above them. The operation may have just taken a couple of minutes but it must have saved the couple a lot of expense and hassle. Photo : courtesy of Port Bermuda Webcam

See also : http://www.youtube.com/watch?feature=player_embedded&v=RqzrKQCPZw

The footage, which was recorded by the Port Bermuda Webcam team, has since been broadcast on websites across the world, which will portray the island in a very favourable light. This week the **Breakaway** was back last Thursday along with the **Celebrity Summit**. While the **Explorer of the Seas** the **Norwegian Dawn** and the **Grandeur of the Seas** all descend on the west end this weekend. Source : BDAsun

info@nexumcm.nl
www.nexumcm.nl
Contact: Ad de Kock
M: +31.653.813178



NEXUM

Contract Management • Mediation

Fjord Line first again!



The **STAVANGERFJORD** coming into Langesund (NO) for the first time – Photo : Frank Kees ©

With their new ferries Fjord Line is the first ferry operator using RFID technology for their cabin locks, setting a new world record! They are also the first ferry operator to serve their passengers with contactless RFID boarding control.

Carus have taken full project responsibility for providing the software, the handheld RFID scanners and the implementation of the solution that enables Fjord Line passengers to board and disembark using contactless RFID cards. The same smart card doubles as cabin key and boarding card, which is used to register when the passenger arrives on the ferry, as well as when they leave for ashore trips or for leaving their cruise. Carus provides handheld scanners for all the ports where Fjord Line is operating to manage the registration of boarding and disembarking. The solution is based on Carus' already existing boarding control solution which is enhanced with RFID support for contactless smart cards. Using BOCA System's new RFID ticket printer, which can print and encode disposable RFID tickets, the media cost is similar to normal magnetic stripe tickets.

The solution is also enhanced with extended off-line support so that each scanner unit is able to operate uninterrupted, even outside network coverage. The scanner updates the central system automatically as soon as it is online again. "Adding two new cruise ferries to our operation is a huge project, which has kept our IT organisation busy, and we are glad to have a solution that supports us in all our business process changes. I am happy to be able to say, 'Yes we can', to our management every time they ask if our IT solution will be able to cope with all the changes this business evolution includes", says Linda Selle, IT Manager of Fjord Line. She continues: "This new solution with RFID support allows us to serve our travellers better than any other ferry operator".

Anders Rundberg, CEO of Carus added, "Working closely with our clients, we are able to come up with the most innovative solutions to keep us at the forefront of technical development. Seeing our customers being first with this type of customer phasing solution is the best testimonial we can get".



The Breskens based KNRM lifeboat **ZEEMANSHOOP** operating at the Westerschelde – Photo : Henk de Winde ©

FALSE ALARM FOR BARROW LIFEBOAT CREW

Barrow lifeboat crew responded to reports of a drifting vessel in Walney Channel on Wednesday afternoon.

Volunteers from the RNLI Barrow Station answered a request from Liverpool Coastguard to investigate an apparently unmanned 26 foot yacht which leisure sailors had seen drifting near Roa Island Boat Club. The **Vision of Tamworth** lifeboat was launched and the crew located the wayward vessel near Jubilee Bridge. It was discovered that there were in fact two crew members aboard and the drifting had been caused by the captain lifting the keel in an effort to gain extra speed.

Coxswain Shaun Charnley said, "It was a false alarm with good intent. To those ashore the yacht it looked as though it was not steering properly and they were not sure if it was manned so they raised the alarm." Source : North West Evening Mail



The **ITAL FULGIDA** inbound for Melbourne – Photo : Dale E.Crisp ©

Nigerian navy arrests four pirates

Four pirates accused of hijacking a fuel barge were arrested by the Nigerian navy.

The men are accused of hijacking the barge and its crew on August 14 near the port city of Calabar.

Piracy is a growing problem along west Africa's coast yet the arrest of the men was one of only two successful anti-pirate operations this year. According to the navy, most of the activity is sea robbery, as opposed to piracy. The attacks take place within territorial waters between Lagos and Calabar. With about 6,000 creeks and rivers in Nigeria's delta region and along its coast, the attacks, the getaways and the hiding of stolen goods is very easy. Nigerian

authorities are determined to halt the raids, saying they are getting more sophisticated and lucrative. They also said unemployed youths are joining the criminal gangs. Piracy off West Africa's coast is jeopardising commodity shipping with insurance costs for cargo and personnel soaring. **Source : ENCA**



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000

VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl



The brand-new **GSS** (Gareloch Support Services) Multicat **ELLEN K** entering for the first time the Maassluis port.
Photo : Jan Steehouwer ©

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

Club de Ruyter Singapore

Vrijdag 30 Augustus
2013 - 16:00 hrs
Hollandse Club

OFFMAIN 24/7 RESPONSE

Offshore Maritime Industry

HARING PARTY

2013



SVITZER



FERGUSON
group
SINGAPORE



MARINE
CONTRACTORS



ABN-AMRO



Alle Nederlands sprekenden in Singapore met een belang of interesse in de maritieme industrie zijn uitgenodigd. Gelieve uzelf aan te melden via het e-mail adres:

clubderuyter@gmail.com, en tot de 30ste!

met heel veel dank aan
bovenstaande sponsors !!

Sail away of Barge UR-98 with Talisman Claymore Module from the HSM yard in Schiedam



As reported earlier this week the tug **THORAX** departed with the loaded **UR-98** from Schiedam for the Claymore field , herewith some additional photos of the departure of the transport from Schiedam –

all photo's : Pieter Koning ©



**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**



Copenhagen Celebrations - Celebrating 50 Years of Cutting Edge Maritime Services

The Thome Group proudly celebrated its 50th anniversary in Copenhagen 21st August.

The event took place in the beautiful setting of the Royal Yacht Club at the waterfront north of Copenhagen. More than 100 shipping dignitaries from the Danish Maritime Cluster attended.

In addition to celebrating the **Thome Group** 50 year company anniversary, the event was also to mark the official opening of Thome Ship Management Denmark office with several Thome Group senior executives attending. The Copenhagen event forms part of the Thome Group global celebrations this year, latest with the Oslo celebration for the Norwegian shipping cluster held last week. In his opening speech, the Chief Executive Officer of **Thome Ship Management**, Mr Carsten Ostenfeldt, proudly explained Thome's expansion plan with the Danish setup. He underlined that the opening of the Thome office in Copenhagen is to be seen as part of the global Thome expansion strategy.

He further explained that the move indeed reinforces Thome's drive and commitment to further strengthen Thome Group's services towards its already strong ship owner client base in Scandinavia. In addition, it provides a prime foothold to further expand the company's European presence and to offer its full range of ship management services and products. With the establishment of Thome Ship Management Denmark in Copenhagen, Thome reaffirms its long-term commitment to actively support the Danish Maritime Cluster growth strategy as a future European maritime hub.

The event was further appraised by the announcement from Mr Ostenfeldt that Thome Denmark as a key objective has already received the Danish DOC allowing the **Thome Group** to offer third party ship management under the Danish Flag (DIS / DAS) to respective owners.



The **GRIETJE** enroute Rotterdam Photo : Willem Holtkamp -<http://fotomaker.jalbum.net/FOTOMAKER/> ©

Smart move to remove oil from ship

The stricken coal ship straddling a sandbank off Richards Bay posed no immediate pollution threat to the coastline, maritime and environmental authorities have said. The **MV Sharp**, which had almost broken in two in rough waters on Tuesday, was leaving Richards Bay harbour on Monday afternoon when it struck a sandbank and broke its back in 10m

swells. The South African Maritime Safety Authority (Samsa) executive manager for the east coast, Captain Saroor Ali, said the ship's potentially hazardous fuel was safely sealed, though, and that there was no immediate danger of its leaking out.

"There is an estimated 1 769 tons of fuel oil, and 129 tons of diesel oil, but there is no threat to the engine room," said Ali. He said the disaster management team assembled for the salvage operation had already begun its work, which would see the fuel removed first, followed by the 148 000 tons of coal the **Smart** was carrying.

The Ezemvelo marine conservation officer for Richards Bay, Kevin Green, said that although there was no fuel leaking from the ship, some of the ship's payload had begun to shift out. "There is coal dust coming out of the ship, which our scientists are currently evaluating to assess the threat," said Green.

He said the coal did not pose an immediate threat, however, and the main focus was on keeping the fuel contained.

The Durban-based maritime services company, the Subtech Group had been appointed to head the salvage operation, which Green said would take at least a month, before the issue of the wreck could be dealt with.

Ali said that the maritime authority had a "plan A, B, and C" when it came to salvaging what remained of the **Smart**, but that it all depended on the weather.

Samsa said the **Smart** was owned by an "international company" which had \$1 billion (R10.15bn) in pollution cover and unlimited cover when it came to wreck removal.

Andrew Zaloumis, the chief executive of the nearby Isimangaliso Wetland Park and World Heritage Site, said that at this stage there was no concern of the park's being affected by the wreck.

"We are part of the disaster management team and have our own standard contingency plans in place," he said.

Zaloumis said the next two days would be crucial while fuel was removed.

At Alkantstrand, the stretch of beach close to where the ship is stranded, a crowd had gathered on Tuesday to watch a helicopter and small boat begin to ferry cargo off the **Smart**.

With its control room facing out to sea and its bow parallel to the shore, waves broke over the middle of the ship as the salvagers battled the strong winds, with bystanders taking photos from the beach.

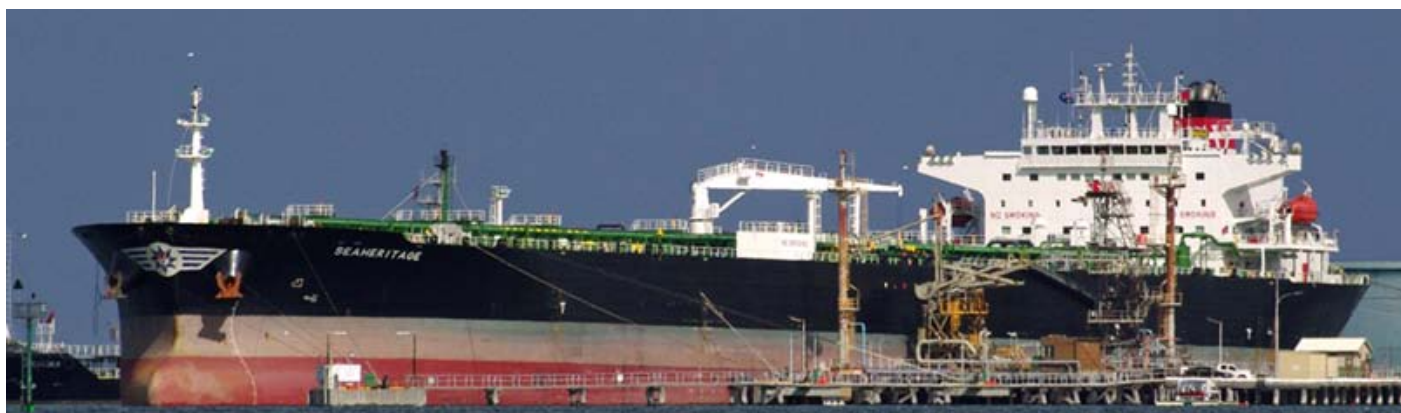
The Transnet National Port Authority manger for Richards Bay, Preston Khomo, said all shipping operations at the port had returned to normal by Tuesday morning.



Meanwhile, the doomed **KIANI SATU** cargo vessel was still afloat off the Southern Cape coast early on Tuesday evening, at a point where the ocean was at the 1 000m depth required for the ship to submerge safely.

The ship began sinking on Monday after the bow sustained severe damage about 30 nautical miles off Buffels Bay, where it ran

aground on August 8. Source : The Mercury



The **SEAHERITAGE** moored in Melbourne – Photo : Dale E.Crisp ©

Philippine ship sinking death toll rises to 71

As six more bodies were retrieved, the number of people died in the shipwrecks in the Philippine central province of Cebu increased to 71, the Philippine Coast Guard (PCG) announced on Wednesday. The six cadavers recovered by technical divers Wednesday morning included four female adults and two children, PCG said in a statement.

Meanwhile, the number of missing went down to 49, and rescued passengers and crewmen were pegged at 750.

Underwater retrieval operations for passengers trapped inside **MV St. Thomas Aquinas** that sank off Talisay City in Cebu last Friday were again hampered by inclement weather Tuesday, according to the military sources.

Navy spokesman for the central command Gregory Gerald Fabric said technical divers resumed their efforts at around 5:30 a.m. on Tuesday but they have to suspend it at around 10 a.m. owing to bad weather. Passenger ship **MV St. Thomas Aquinas** collided with **MV Sulpicio Express 7** cargo ship in Talisay city of Cebu last Friday night. The passenger ship, carrying 870 people on board, sank after the collision. **Source : CCTV**



NAVY NEWS

S Korea, US begin military exercises

South Korean and the US have begun annual military drills amid signs of easing tension on the divided peninsula, with Pyongyang's state media shunning typical rhetoric against what they call a rehearsal for an invasion. Earlier this year, the Korean Peninsula experienced a rise in tensions, with North Korea vowing nuclear wars during earlier annual springtime US-South Korean military exercises. Pyongyang has since toned down its rhetoric and pursued dialogues with Seoul and Washington.

The **Ulchi Freedom Guardian** drills that continue until August 30 are computer-simulated war games that involve 30,000 American and 50,000 South Korean troops, according to South Korea's Defence Ministry and the US military command in Seoul. The allies say the drills are defensive in nature, but Pyongyang has reacted angrily to them in the past, calling the drills a preparation for a pre-emptive attack. But in an unusual move, North Korean state media have not made any major statements on this year's exercises so far. "North Korea appears to have determined it's necessary to take a cool-headed attitude" over the drills to maintain efforts to resume jointly run economic cooperation programs, said analyst Cheong Seong-chang at the private Sejong Institute in South Korea.

The two Koreas last week agreed to work toward reopening a shuttered jointly run factory park, and Pyongyang on Sunday accepted South Korea's offer for talks on reuniting families separated by war. On Monday, South Korea approved a visit this week by four North Koreans to attend a UN-organised youth leadership program. They will be the second group of North Koreans to visit since the new South Korean government of President Park Geun-hye took office in February, according to Park's Unification Ministry. A women's soccer team was in South Korea last month to compete in a regional competition. Despite the recent conciliatory gestures, some analysts in South Korea are wary of the North's intentions, saying Pyongyang often follows provocations and threats with a charm offensive meant to win aid. **Source : theage**

F-35B Accomplishes First Night Vertical Landing Aboard USS Wasp

Last Wednesday, Aug. 14, U.S. Marine Corps test pilot Lt. Col. Russell Clift performed the first **F-35B** night-time vertical landing aboard the **USS WASP**.

During the Ship Suitability Sea Trials, also known as Developmental Test Phase Two (DT-II), the **F-35B** short takeoff/vertical landing (STOVL) variant will demonstrate critical capabilities of the aircraft that will be employed by the U.S. Marine Corps and international partners the United Kingdom and Italy.

See the take off and landing at : <http://www.youtube.com/watch?v=AW72dBp5DBM>

Canada Invests in Frigates and Canadian Jobs

Canada's 12 Halifax-class frigates continue their planned modernization with a \$15 million contract awarded to Bronswerk Marine Inc. of Brossard, Quebec, for the replacement of the ships' chilled-water systems.

"The Halifax-class frigates are a key fleet, and can deploy anywhere in the world," said The Honourable Rob Nicholson, P.C., Q.C., M.P. for Niagara Falls, Minister of National Defence. "These new chilled-water systems will ensure that the frigates will continue serving as the backbone of the Royal Canadian Navy, as it defends Canada and North America, aids citizens in distress, assists in natural disaster-recovery, and contributes to international peace and stability."

The contract will directly create or sustain jobs in the Brossard area. The contract will also have indirect benefits for the workforce, as approximately 85 per cent of the chilled-water systems' content and technology are Canadian-made.

This contract covers the purchase of 50 chilled-water plants and pumps, with four units allocated to each frigate, and one training unit for sailors on each coast. Chilled-water systems provide the cooling capacity needed to operate the array of systems onboard the frigates.

The units will be delivered between 2014 and 2018, well before Canada's Federal Halocarbon Regulations bring into force a ban in 2020 on R22 coolant, which is used in the existing systems on the Halifax-class fleet. The new chilled-water systems will use a coolant compliant with these regulations. The chilled-water system replacement is a sub-project under the Halifax-class Modernization/Frigate Life Extension project. This \$3.1-billion project includes a planned mid-life modernization, including a new command and control system, new radar capability, a new electronic warfare system, and upgraded communications and missiles, as well as a mid-life refit. The refits are scheduled to continue until approximately 2018. **Source : Market Wired**

Navy hovercraft surprises sunbathers as it lands on Russian beach

Amateur footage shows the vast hovercraft powering towards the shore packed with hundreds of sunbathers. People on the beach can be seen taking photos and filming the extraordinary sight before them. A spokesperson for the Russian defence ministry was reported by a local newspaper as saying that "docking at the beach ... is a normal event," as the hovercraft was on a tactical mission in a military owned area.

See the landing of the hovercraft at : <http://www.youtube.com/watch?v=Bgn7n3OPAqE>

The hovercraft is a Russian Navy Zubr-type which can travel at speeds of up to 68 mph. The vessel is usually equipped with missile launchers, automatic gun mounts and mine-laying devices. **Source : The Telegraph**

SHIPYARD NEWS



Ship Delivery

TOS is an international service provider in crewing solutions, global ship delivery and ship management.

TOS 
Energy & Maritime Solutions

Contact us: +31 10 436 62 93 • www.tos.nl • info@tos.nl



At the **J Schlieker & Zonen** yard in Sliedrecht the new workboat **VLB 3** for the **Vlissingse bootlieden wacht** was launched

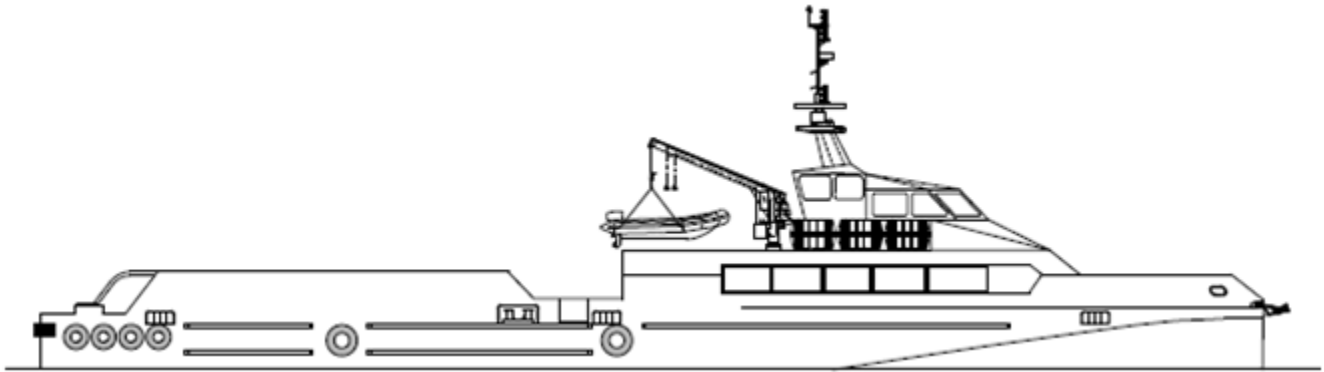


Photo's : Wim Kosten –
www.maritimephoto.com (c)



PIROU Expands Fast Passenger/Supply Family

Following delivery of the **Bourbon Norte**, their fourth 53-meter Fast Passenger/Supply Vessel, the French-based **Pirou Shipyards** have announced plans for a 41 by 8.2-meter version of the very successful design to be designated **FPSV40**. Pirou spokesperson Yannick Littoux explains that, "This vessel is a small sister for the 53-meter series, keeping the same hull design that maximizes the waterline length and gives a sharp bow to reduce the slamming and therefore increase the comfort of passengers and crew at sea." The 53-meter vessels are each powered by four **Cummins KTA50-M2** engines each producing 1323 kW (1800 HP) at 1900 RPM. The smaller vessels will require only three of the KTA50-M2 engines with each producing 1193 (1622 HP) at 1800 RPM. On the first vessels, to be delivered in the summer of 2014, the propulsion will be by fixed pitch propellers, but an option for water jets is included in the design. Speeds will be about 18 knots loaded, 27 knots light boat and 25 knots at 85 MCR with passengers on-board.



The smaller over all length will shift the passenger to cargo relation with a focus on the passenger capacities. The vessel, still in the design stage, will offer optional layouts to include both a standard 78-passenger arrangement and an option with business-class seating. The designs also include options for a sick bay and even a "Security Pack" to enable gunmen accommodation in the lounge when in pirate infested waters. Crew accommodation will include two one-person cabins and two four-person cabins. A 100-square-meter after deck will provide for up to 50 tons of cargo. In the wheelhouse an elevated aft control position will give excellent visibility over the working deck. The **FPSV40** will be built to Bureau Veritas standards and classed I, ☐ Hull, Mach, Crew Boat, Coastal Area



Bourbon Norte, FPSV40 Rendering

and GA courtesy of **PIROU**

Fourth Damen Stan Patrol for Mexican Navy

In the first week of August the Mexican Navy (Secretaria de Marina) and **Damen Shipyards Group** signed a contract for a fourth Damen Stan Patrol 4207. The Dutch ship design and shipbuilding company will supply the Mexican Navy with the design and material package with which ASTIMAR 1 (the Mexican Navy yard in Tampico) will build the patrol

vessel. In addition, **Damen** will assist ASTIMAR 1 with technical support in order to optimize the delivery time and quality of the vessel.



The **Damen Stan Patrol 4207** is designed to perform patrol duties in coastal areas and the economic exclusive zone. Other clients who operate similar vessels in the region include navies and coast guards of Jamaica, Barbados, the Dutch Caribbean, Honduras, the Canadian Coast Guard and the US Coast Guard. The USCG recently received five Fast Response Cutters for the **Sentinel Class**, out of a series of 58, which are based on the same **Damen Stan Patrol** design.

Two previous patrol vessels, **ARM Tenochtitlan (PC-331)** and **ARM Teotihuacan (PC-332)** are already deployed by the Mexican Navy.

This Mexican patrol vessel is the fourth of this class to be built in Mexico. As with other clients, Damen puts its DTC-program (Damen Technical Cooperation) to use. This service is offered to both young and experienced shipyards and aims, if and when the client so desires, to develop their shipbuilding capabilities with respect to Damen vessels. With technical, operational and logistical assistance Damen shares its extensive knowledge on shipbuilding with many yards worldwide. A short video showing a **Spa 4207** of the UK Border Agency is available at youtube.com

click on: http://www.youtube.com/watch?v=fjLDIFm_tuE

Offshore market drives African supply vessel repairs

Shiprepairer **Elgin Brown and Hamer South Africa (EBH SA)** of Durban is focusing on the rapidly expanding offshore oil and gas industry in the region, as this is creating more offshore supply vessel work. According to general manager, Rob Deane: 'Companies want to be close to the markets which they are developing. This has created the need for EBH SA to increase our footprint to service these requirements.' South Africa's position on the Southern tip of Africa has made the country an important player in the shipping industry, as it serves one of the busiest trade routes in the world. Deane says that it is vital that EBH SA has a close relationship with clients in order to offer the best possible service. 'The offshore repair market is all about the power of prediction. You need to anticipate the changes in markets, and look at future trends which may affect the shipping industry. This makes the relationship with clients important as they have a different overview on market trends to us.'

Another important element which needs to be catered for is skills training. There is a general lack of skills in the industry, and Deane points out that EBH has a strong skills training focus in order to mitigate this challenge. 'The first challenge which needs to be overcome is establishing which skills are needed. We then use the existing skills which EBH SA has in order to provide on the job training as well as skills workshops in order to resolve this.'

Although the industry does have its challenges, Deane predicts that the future of the industry is good, as Africa's energy needs increase. 'There are definitely exciting times ahead for the industry as the development of oil and gas projects gain momentum. Analysts expect that oil and gas prices will increase over the next few years as pan-African demand is strong. The continent is still very dependent on fossil-fuelled energy projects. This means that the industry has a bright future where there will be a growing need for offshore supply vessel and general repair services,' he concludes. **Source: IMarEST**

ROUTE, PORTS & SERVICES

 <p>M3 MARINE GROUP www.m3marine.com.sg</p>		M3 MARINE OFFSHORE EXPERTISE	M3 MARINE OFFSHORE BROKERS
		<ul style="list-style-type: none"> - Vessel Valuations - FMEA Authoring & Auditing - DP Consultancy / Annual DP Trials - IMCA CMID & Dive System Audits - OCIMF OVID Audits - Pre-purchase Survey Inspections 	<ul style="list-style-type: none"> - Chartering (Time & Bareboat) - Sale & Purchase (including Newbuildings)
		expert@m3marine.com.sg	mail@m3marine.com.sg
<p>1 Commonwealth Lane #09-16, ONE Commonwealth Singapore 149544 Tel: +65 63274606</p>			



The **MAERSK MC-KINNEY MOLLER** approaching the port of Gdansk **Photo : Jakub Bogucki ©**

Change of Management

Concordia Maritime's president since ten years, Hans Norén, leaves the company at the end of the year.

Hans Norén comments:

"After ten years as president and 18 years in total with the company, the board and I have agreed that year end 2013 will be a good time for a change on this position." The Chairman of the Board, Carl-Johan Hagman comments:

"Under the leadership of Hans Norén, **Concordia Maritime** has developed into a modern and high quality product tanker company with a long term industrial strategy. The company has also successfully bridged a very weak period in the tanker market during the recent years. **Concordia Maritime** continues to focus on being a preferred supplier of cost efficient and safe tanker transportation" Recruitment of a successor has started.

ITIC puts ship agents on alert over immigration crew scams

ITIC has warned its members about a recent spate of crew scams which threaten to involve unwary ship agents in significant financial loss and exposure to fines and penalties by immigration authorities.

ITIC has issued a number of warnings in the past about ship agents being used by unscrupulous migrant smugglers to move illegal immigrants around the world. The basic pattern is for owners and managers to ask the agent to attend a vessel's call at a port, and to provide assistance with regard to crew changes. Although the approach is bogus, the agent provides cover for the arrival of the migrants in the country where the ship docks.

The migrants will subsequently disappear and the agent will be left with unpaid hotel bills, as well as the prospect of being asked to pay fines imposed by immigration authorities. In addition, agents may be liable for detention and repatriation costs if the migrants are apprehended. In a circular to members, ITIC notes that it has recently seen a re-emergence of these immigration crew scams. It reminds all agents to be particularly vigilant when approached by owners or crew managers unknown to them who are requesting a crew change.

ITIC is managed by Thomas Miller. More details about the club and the services it offers can be found on ITIC's website at www.itic-insure.com

Arctic Aurora Tanker Moored Off Hammerfest in Norway, Data Shows

The liquefied natural gas tanker **Arctic Aurora** is docked off Statoil ASA (STL)'s Hammerfest LNG terminal in northern Norway, ship-tracking data show. The vessel, with a capacity of about 155,000 cubic meters, arrived in Norway Aug. 20 without cargo. It used the Northern Sea Route after completing its trials in South Korea, according to ship transmissions captured by IHS Fairplay on Bloomberg. The route reduces the sailing time between Europe and Asia, and can be used by ships from July to November, when there is less ice. The **Ob River** was the first LNG vessel to sail the passage in October 2012. **Source: Bloomberg**



MONSTER AAN VOOR EEN WERELDBAAN

Monster aan op crewing@redwise.nl

www.redwise.com

Follow us!

Redwise
GLOBAL SHIP DELIVERY & CREWING



TSHD Juan Sebastian de Elcano departing from Port Hedland before the Bulk Carrier 'Iron Phoenix'

Photo : Frans Slack ©

Ervaar het mooiste nautische feest van 2013: Sail de Ruyter Zeeland



Photo top + left : Henk Nagelhout ©

Van donderdag 22 t/m zondag 25 augustus 2013 wordt in Vlissingen het evenement **Sail de Ruyter** Zeeland gehouden. Tijdens **Sail de Ruyter** komen meer dan 100 schepen varende erfgoed bij elkaar en zijn een groot aantal Tall Ships uit verre windstreken, (zee)zeilschepen, Marineschepen- en werkvaartuigen naar Vlissingen gekomen.

Kijk voor het programma van Sail de Ruyter 2013.
Op
<http://www.sailderuyter.nl/programma.htm>

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

.... PHOTO OF THE DAY



The Los Angeles-class attack submarine **USS Albuquerque (SSN 706)** returns to Naval Base Point Loma following a seven-month deployment to the western Pacific region. **Photo : US Navy / released**