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Iskes tug GINGER enroute the DanTysk Windfarm
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The recently opened new RNLI facilities for the Montrose Lifeboat and crews. The inshore lifeboat "D626 David Leslie Wilson" can be seen in the image while the All Weather Tyne Class Lifeboat "Moonbeam 47-34" lies at a new jetty to the right of this image, it is believed Montrose is to get a new class of All Weather Lifeboat in the near future. Moonbeam has been on station at Montrose since 1989. Photo : Iain Forsyth ©

Vereniging van Gepensioneerden van de voormalige N.V.Koninklijke Rotterdamsche Lloyd – Wm Ruys en Zonen, te Rotterdam

Ook dit jaar hebben we op 4 september jl. onze jaarlijkse boottocht gehouden.

Met ca 140 leden maakten we aan boord van de Spido "**Marco Polo**", een prachtige tocht door de havens van Rotterdam en hebben we o.a. de nieuwe 2e Maasvlakte bezocht.



Genietend van het mooie weer, de goede sfeer, een drankje en een prima Indische maaltijd was deze dag opnieuw een mijlpaal in het bestaan van onze vereniging.

De vereniging werd opgericht op 13 april 1972 en is ontstaan op aanraden van een van de heren Ruys.

Door een fusie konden uitstapjes voor het personeel van de Koninklijke Rotterdamsche Lloyd, niet meer doorgaan. Toen is er op zijn aanraden een aparte vereniging opgericht.

Nu worden er al meer dan 40 jaar lang verschillende activiteiten georganiseerd.

Onder andere de jaarlijkse boottocht in september. In januari wordt een

Nieuwjaarsreceptie gehouden en in april de jaarlijkse Algemene Ledenvergadering.

De vereniging vergrijst, welke vereniging niet zou je zeggen. We hebben nu nog ca 400 leden. Toch zijn er nog heel wat mensen die bij KRL hebben gevaren, of hebben gewerkt bij Wm Ruys – Zonen, en die niet van het bestaan van onze vereniging afweten. Hen willen we oproepen om lid van onze vereniging te worden. U komt uw collega's van vroeger tegen!

Ieder jaar hebben we volgende activiteiten:

- In januari de traditionele Nieuwjaarsbijeenkomst in restaurant Engels in Rotterdam.
- In april: Algemene Ledenvergadering in het Zeemanshuis te Rotterdam.
- 4 mei Herdenking oorlogsslachtoffers.
- september onze jaarlijkse boottocht.

De eerste bijeenkomst is dus DV in januari 2014.

We willen u graag op deze Nieuwjaarsbijeenkomst welkom heten.

Dus geef u snel op dan kunt u er in januari ook bij zijn!

U kunt zich opgeven bij: Secretariaat KRL/WRZ, Marijke Staete 41,2931 WB Krimpen a/d Lek

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Namens het bestuur. Henk Hellenthal / Voorzitter



Several **FAIRPLAY** tugs moored in Rotterdam Merweharbour - **Photo : Kees van der Kraan ©**



The **NASSAUBORG** passing Spijkenisse enroute Dordrecht – Photo : B.J.v.Brussel ©

Facing dead whale or lost cargo, shipper Maersk turns to social media

Who would have thought a container shipping firm could rally as many Facebook "likes" as a big brewer, find lost cargoes via Instagram or use Pinterest to limit the public relations setback of accidentally killing a whale?

Maersk Line is doing just that and the Danish company says its embrace of social media - more usual in consumer-oriented sectors like cars or fashion - has given it an edge in the normally low-profile business-to-business shipping sector. The world's biggest container shipping company - part of **A.P. Moller-Maersk** - sees the Internet as a cheap way to boost its profile, making it a more likely choice for freight forwarders.

"There is a lot to gain from it, such as better press coverage, higher employee engagement and better brand awareness," said Jonathan Wichmann, its head of social media. The strategy proved its worth when the ship Maersk Norwich hit a whale and arrived in Rotterdam harbour in June last year with the 12-metre animal lying dead across its bulbous bow.

Rather than play down the incident, Maersk posted pictures on Facebook and created an album "In Memory of the Maersk Norwich Whale" on Pinterest. Both were widely shared and the company says comments were mostly positive.

Maersk Line's new ships all have a Web page and Maersk is present on most social media, including Twitter, Google+, LinkedIn, Vimeo, Flickr and Tumblr. Its social media crew covered the two-year construction of its \$185 million, "Triple E" container ship - the world's biggest vessel - and its arrival in Europe last month.

Maersk Line's corporate Facebook page has more than one million "likes". While that is far less than the 11 million likes accumulated by Daimler's Mercedes brand, it is in the same league as consumer brands such as Danish brewer Carlsberg's 1.3 million and more than Swedish carmaker Volvo's 675,000.

Swiss-based Mediterranean Shipping Company, the second-biggest container shipper, has just 4,500 "likes". The third-biggest, France's CMA CGM, has about 11,000.

FIRST SOCIAL MEDIA MOVER

"**Maersk Line** has been the first social media mover within the shipping industry. I'm convinced others will follow," said Frederik Preisler, partner at Danish advertising company Mensch. Wichmann said that when **Maersk Line** publishes news on social media, it is often re-tweeted or shared, while fewer people take notice of its traditional advertising. The company launched its social media strategy in October 2011 and spent around \$100,000 in the first year - compared with millions needed for traditional media advertising. Wichmann declined to disclose the company's spending on advertising. Now it plans to use social media to recruit help in tracking down lost containers. Its 550 ships

on average lose some 18 containers a year and finding them is tough. The project will allow people to photograph a container on a beach and upload the picture and serial number to Facebook or Instagram so that Maersk can retrieve it. **Source: Reuters**



04-09-2013 : The **MSC MAGNIFICA** arriving from Edinburgh for Northumbrian Quay, North Shields

Photo : Kevin Blair ©

Strong half year performance by DNV

A focus on safety, service quality and the ability to provide leading-edge technology advice and solutions have contributed to the strong half-year performance for **Det Norske Veritas Group AS (DNV)**. Revenues amounted to NOK 6,665 million and DNV strengthened its global position in all its key areas.

While the industries served by DNV experience cyclical markets and are sensitive to global economic developments, DNV's financial performance remains robust. The DNV Group achieved a strong first half-year performance, with nominal revenue growth of 13% over prior year to NOK 6,665 million. Organic growth was 5%. Maritime and Oil & Gas delivered robust organic growth rates, primarily due to DNV's classification and verification services. The half-year figures also show healthy financial results for other business areas and global services. See PDF for more information. The net profit for the period reached NOK 417 million. This was up from NOK 202 million in the previous year as the Group continues its programme to realise its 2015 strategy plan. Overall, DNV has a strong balance sheet with no interest-bearing debt and total equity of NOK 5,332 million or 51% of its total assets.

Growth potential

"Our strong focus on safety and service quality and ability to provide innovative services are helping to position us for the future and better serve our customers," says DNV Group Chief Executive Officer Henrik O. Madsen and adds, "Our financial strength is crucial in maintaining DNV's independent role as one of the world's leading and trusted technology and risk management service providers to what is often referred to as the Testing, Inspection and Certification industry. This is a Euro 150 billion industry, of which some two-thirds consist of customers' in-house activities while the remaining one-third consists of the activities of external parties, such as DNV. Outsourcing is a global trend and a strong growth driver for this market."

Thomas Vogth-Eriksen, DNV Group Chief Financial Officer comments, "So far, 2013 has been a strong year for DNV. Overall, we have exceeded our targets and are performing well in challenging markets. The external revenue for the first half of 2013 amounted to NOK 6,665 million, producing an EBITA of NOK 686 million. The nominal growth rate was 13%, while the organic and currency-adjusted growth rate was 5% and the EBITA margin was 10.3%. A further strengthening of the Group's financial performance is projected for the second half-year. We expect to achieve organic revenue growth of 6% and an EBITA margin of approximately 11.5% for the full year 2013."

DNV and GL joining forces

"Certainly, we are demonstrating that our adaptability to new and developing situations, coupled with our sound market standing and the DNV GL merger agreement which we announced in December 2012, forms an excellent foundation for the future. As concerns the merger, we have achieved clearance from the competition authorities in three of the four required jurisdictions: South Korea, the US and the EU. We hope to receive clearance from Chinese competition authorities shortly and are, pending their decision, currently looking at officially closing the merger transaction sometime this month," says Madsen. "Given the timeline, the past six months laid emphasis on integration planning so that we are ready to start operating as one company as soon as possible. This will allow our customers to benefit from dealing with a stronger company without experiencing disruption to their business dealings with DNV or

GL,” adds Vogth-Eriksen “I firmly believe that DNV and GL is good for our customers, employees and other stakeholders,” emphasises Madsen and concludes, “Once merged, we look forward to offering the best capabilities of our respective organisations to further advance the industries we serve. We will have the global positions, expertise and resources required to provide guidance and support in a business environment where the need for independent technical skills and risk management is clearly evident. I really look forward to leading the new company and showing customers, employees and society at large how we create more value, offer more opportunities and contribute to a safer and more sustainable future.” **Source: DNV**



The **ALMA** enroute Terneuzen – **Photo : Willem Kruit ©**

Political turmoil more likely to block Suez Canal than ship attack

It may be high on every terrorist agenda, but getting close enough to sink a vessel in the critical east-west waterway will not be easy.

Egypt rakes in around US\$5 billion a year from shipping passing through the Suez Canal. That is a great incentive for keeping the vital Asia-Europe waterway open, but it may be a big ask for a military already stretched in imposing a state of emergency. For most of its 193 kilometres, ships sail in single file up and down the canal that is just 202 metres wide. For a ship to be sunk at almost any point along the canal would block the route and create massive disruption to the world's busiest sea trade.

Security in the Gulf or Aden and the Red Sea has been a priority for shipping since pirates began harassing cargo ships in the last decade, but the Suez was relatively peaceful until the weekend. Panamanian-registered container ship Cosco Asia came under fire in a northern section of the canal on Saturday, with the Suez Canal Authority saying a rocket propelled grenade had been used in the attack along with assault rifles. Three people were arrested but no one knows if they were acting alone or as part of a terrorist group. Authorities regard that as an import distinction, but it is hard to see why. Any terrorist group leader with half a brain would have sinking a ship in the Suez Canal at the top of his list of priorities. It would seem to be a relatively simple task with a targeted vessel just 100 metres away with nowhere to hide. So why has there been no real attack up to now, beyond Saturday's minor adventure?

Hitting a giant cargo ship hard enough to sink it would require a suicide boat attack, floating mines or at least a missile or two. A small boat attack is out, as are dropping mines, and a rocket attack would mean setting up a battery on the banks of the canal. With long, sandy stretches of wide open nothing, finding a spot would not be too difficult. But the difficulty will lie in staying undetected from spy satellites, drones and other electronic surveillance devices that make the area one of the most monitored in the world. A quick glance at Google Earth will also reveal that there are several military airfields in the Sinai Desert within easy striking distance of any Suez target.

So a terrorist attack in the Suez Canal serious enough to sink a ship and close the waterway may be an ever-present danger, but it will be extremely difficult to pull off. A bigger threat is more likely to come from the political turmoil in Egypt. If it spills out of control, one faction or another could decide to blockade the canal to make a point or force some kind of action. Ships will have to sail around Africa, and while the port of Durban may benefit from the increase in passing trade, the extra voyage costs will make it an expensive detour for cargo owners. **Source: Maritime Professional**



The **FIORANO** offloading a power cable at the Grote Hout Velsen Noord (The Netherlands)

Photo : Geert Woord – [SeaMar Services/Shipping b.v.](#) ©

North Sea growth threatened by skills 'perfect storm'

Marine and offshore resource and asset management service company **C-MAR Group**, has highlighted the UK's escalating skills gap as the most critical issue facing the UK industry today. Speaking at the industry gathered for the Offshore Europe Conference in Aberdeen today, Chief Operating Officer Peter Aylott described how a combination of factors have come together to create a 'perfect storm' for the industry.

Mr Aylott said: "The fact that there is a marine and engineering skills gap in the North Sea is widely recognised. Less well known is the size of that gap. The figures are startling – 70% of companies operating in the region now report that they are struggling to recruit. The latest estimates are that we will need 12,000 new staff every year for the next decade.

He continued: "The difficulty is that there's not just one issue which we need to address. An aging workforce, a lack of students entering the industry, stringent immigration requirements even for skilled workers, and an explosion in demand for specialist crew such as dynamic positioning officers, have all combined to create a perfect storm for the domestic industry. On their own, these issues may be manageable, but together they have created a noose which threatens to throttle the industry's growth."

Mr Aylott went on to address the impact of the widening skills gap on the UK's attempts to reinvigorate North Sea oil and gas. He commented: "Through last year's licensing review, the Government has made a major effort to stimulate

the domestic oil and gas industry. Sadly, with the current situation, that is going to be a struggle. We have seen wages rise by more than 10% in the last year leading to spiralling costs and a slow-down in production. At a time when the UK's energy future is in question and unemployment remains high, this is clearly an uncomfortable situation."

Mr Aylott concluded his comments by highlighting some of the initiatives that he felt could start to resolve the problem. He said: "Government has addressed the issue of demand, now the challenge is to tackle the supply side. We need to do more to help top quality people enter the industry. That means more apprenticeships and more efforts to encourage students to study marine and engineering at Further and Higher Educational levels.

"More must also be done to encourage promising foreign candidates to come to work in the UK. Of course pay is a factor in that, but it is only part of the solution. Offering the best training, providing a flexible working environment, and delivering challenging and fulfilling opportunities are all important in the end picture." **Source: C-Mar Group**



Back to the shipyard for Millennium

Celebrity had persistent problems last month with the **Millennium** during the final portion of its 2013 run in Alaska.

Finally, it was determined the 13-year-old ship needed major work and, as a consequence, **Celebrity** cancelled the rest of its Alaska season. Passengers were flown home and the **Millennium** was sent to a Grand Bahama shipyard to complete the needed work.

The problems occurred in of the propulsion pods and a new one should be installed this week. Michael Bayley, President of **Celebrity Cruises**, is assuring passengers that **Millennium** will be ready to go again on September 22.

The post-repair inaugural will be a cruise from San Diego through the Panama Canal. Bayley is confident everything will be finished and certified in time for the sailing, and that customers will find the **Millennium** in better condition than ever. He thanked the vast majority of customers for being "remarkably understanding" in a "complicated situation." **Source . Canada.com**

Iron Ore Shipments From Port Hedland Increase as China Buys More

Iron ore shipments from Australia's Port Hedland, the world's biggest bulk terminal, climbed in August as cargoes increased to China.



Photo : Marijn van Hoorn ©

Exports totaled 27.4 million metric tons from 26.6 million tons in July and 22.8 million tons a year earlier, data on the Port Hedland Port Authority's website show. Shipments to China, the biggest buyer, were 22.3 million tons from 20.4 million tons the previous month and 16.7 million tons in August 2012. China's manufacturing resumed growth in August, indicating the world's second-biggest economy is strengthening after a two-quarter slowdown. The country will reach the government's 7.5 percent growth target this year and maintain that pace in 2014, a Bloomberg News survey of economists indicates. Strength in the iron ore price, which rose for a third month in August, suggests a mild rebound in China, according to Morgan Stanley.



Several tugs ready for action moored in Port Hedland – **Photo : Jacco van Nieuwenhuyzen ©**

Iron ore with 62 percent content delivered to the Chinese port of Tianjin fell 0.5 percent to \$138 a dry ton today, according to The Steel Index Ltd. Prices have climbed 25 percent from a low in May, reducing this year's loss to 4.8 percent. **Source: Bloomberg**

Channel hopping: Keeping the world's busiest maritime motorway moving

The Gateway is a monthly feature show that profiles the global hubs that keep goods and people moving. This month, the show visits the English Channel and looks at the technology that keeps marine traffic flowing smoothly on the world's busiest shipping lane. Every day, more than 500 ships from all corners of the globe set out to navigate the bustling waters of the English Channel. Huge merchant vessels carrying every category of cargo imaginable -- from iron ore to wheat, and from crude oil to sugar -- sail amongst fishing vessels, passenger ferries, pleasure craft and more unorthodox traffic such as swimmers. Keeping this narrow body of water that separates England and France clear is vital for a wide range of economic as well as recreational travel purposes.

[See also: Introducing the world's biggest ship](#)

But as passenger and cargo vessels become longer, wider and more frequent, ensuring a smooth passageway in a straight just 34 kilometers (21 miles) across at its shortest navigable point has come to represent a considerable logistical challenge. "It is the busiest shipping lane in the world," explained senior watch manager of the Dover coastguard, Tony Evans. "And this is not including small pleasure craft (and) motorboats." "Today we have 12 attempts at swimming the Channel. Obviously that has some bearing on the traffic in the fact that vessels may need to take action to avoid them," he added.

Sailing safe seas

The basic concept of seamanship has been replaced by integrated electronic systems

David Millar, Spirit of Britain

Given the waterway's strategic importance, it is perhaps little surprise that the English Channel has long been at the vanguard of maritime planning and safety.

The world's first sea-traffic separation scheme was set up here in 1972 creating two lanes of traffic that ships must follow to avoid collisions. Vessels traveling north have to use the French side, whilst the English lane is used for those traveling south. The basic premise of this system still exists today.

[See also: Can Danube boost European trade?](#)

Further lanes that dictate the flow of traffic from east and west -- east towards the North Sea and ports in Northern Europe and west towards the Atlantic Ocean -- have also been formed on both the English and French sides of the Channel. Today these routes are regularly plied by some of the biggest cargo ships on earth, including the recently launched [Maersk Triple E](#) which at 400 meters long is the world's largest operational vessel.

Coastguard duties

According to [Kaimes Beasley](#) of the Dover based Channel Navigation Information Service, such high-value ships passing through the Channel mean coastguards in both England and France must be more organized and vigilant than ever before. "The nature of the vessel traffic over the years has become significantly larger," Beasley explained.

"The navigational challenges remain the same, (in terms of topography, sandbanks and congestion). It is the job of the officers on watch of the vessels to make sure they navigate safely."

[See also: Eight of the world's biggest infrastructure projects](#)

The nature of the vessel traffic over the years has become significantly larger **Kaimes Bailey, Channel Navigation Information Service**

To help with their daily duties, officers can call on a range of state-of-the-art tools to help direct and monitor maritime traffic. Detailed radar screens provide a real-time snapshot of all ships on the channel at any given moment.

Automated Identification Systems (AIS) meanwhile present information on the larger vessels in the area, such as their size, name, course, destination and traveling speed. All vessels that weigh over 300 tons are automatically tracked by satellite.

A captain's view

For those at sea, these hi-tech systems and services offer valuable guidance as well as reassurance. Many ships have similar access to AIS systems ensuring they are aware of what is around them at all times.

"The ships have got much larger and therefore ... the technology has had to increase to match it," explained [David Millar](#), senior captain of the [Spirit of Britain](#) passenger ferry. "The basic concept of seamanship has been replaced by integrated electronic systems," he added.

[Silk Road railways link Asia and Europe](#)

But while such advanced technology has been a welcome development, Miller also points out the fundamental rules that govern movement on the Channel remain the same. "The rules of the road are there for us all to obey them and if there is a risk of a collision we will follow (them)," Millar said. "As long as everybody observes (these) rules then there's room for us all." Find out more about The Gateway and when you can watch the show on CNN [here](#) Source : CNN



The **MOBY FANTASY** (ex M/S **MANUEL SOTO** - 1976) has been sold to Turkey for scrap. - Photo : Piet Sinke ©

Rhine water levels hit year low, barge movements hampered: traders

Rhine water levels hit their lowest level of the year Wednesday as warm temperatures across Europe continued, German Federal Waterways data showed. The water level measured 2.44 meters at eight key locations along the river, the lowest seen all year, according to the data. They fell below the 4-meter mark on July 10 and continued to drop afterwards. On August 15, they dropped below 3 meters.

In Germany's Koblenz, water levels were just 1.18 meters Wednesday.

Traders said continued low water levels had forced them to underload refined product barges, limiting the flow of oil from the Amsterdam-Rotterdam-Antwerp hub up the river. "We've had to take 650 tons less than originally anticipated on my barge loading in early September...we've come to an agreement with the company selling us the products," said one diesel trader. The Rhine is used to transport refined products from the ARA refining hub to the demand centers of Germany, France, Switzerland and Eastern Europe. **Source: Platts**

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The **MAGELLAN STRAIT** enroute Rotterdam – Photo : Jan Oosterboer ©

Pacific Basin Leads Shipping Rally on Rates: Hong Kong Mover

Pacific Basin Shipping Ltd. (2343), Hong Kong's biggest dry-bulk carrier, led a rally of shipping stocks in the city today as it surged the most in more than four years on higher freight rates. The stock jumped 9.5 percent, the biggest gain since July 15, 2009, to close at HK\$5.17 in Hong Kong trading last Thursday. The city's benchmark Hang Seng Index increased 1.2 percent. The Baltic Dry Index (BDIY), the benchmark freight rate for hauling commodities,

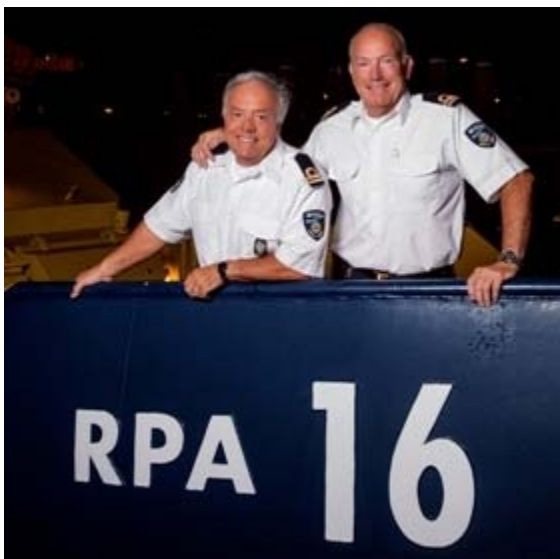
jumped 4 percent to 1,215, the highest in 21 months in London on higher demand for iron ore and grains. Carriers and ship owners also slowed speeding and scrapped more vessels to reduce excess capacity to shore up rates, according to a Macquarie Group Ltd. note by analysts led by Bonnie Chan Wednesday.

"We believe **Pacific Basin** is a long-term winner in the sector as it takes advantage of the current slump in asset prices to acquire vessels and enhance its long-term profitability," Chan said in the note, rating the stock "outperform" with a target price of HK\$6.00 **China Shipping Development Co Ltd.** (1138), the commodity-carrying arm of the nation's No.2 shipping group, advanced 6.7 percent to close at HK\$4.33 in Hong Kong trading last Thursday.



Pacific Basin's **QUEEN BUSAN** inbound in Vancouver – Photo : Robert Etchell ©

China Cosco Holdings Co. (1919), the nation's biggest shipping firm that moves containers and commodities, jumped 7 percent to close at HK\$3.86. Source : Bloomberg



Broers Rien en Peter ten Hacken 40 jaar bij Havenbedrijf

De broers en scheepvaartmeesters **Rien** en **Peter ten Hacken** zijn op 1 september allebei 40 jaar in dienst van het **Havenbedrijf Rotterdam**. Op maandag 9 september hebben ze samen een ochtenddienst op het incidentbestrijdingsschip de **RPA 16**. De dienst duurt van 's ochtends 06.30 uur tot 14.30 uur. Vertrek- en eindpunt is de Berghaven te Hoek van Holland.

Mumbai-based ship captain in Togo jail, wife sends SOS

The Indian captain and two crew members of a merchant ship that was attacked by pirates in July have been languishing in jail in the west African nation of Togo for over a month.

The Marshall Islands-flagged **MT Ocean Centurion** was seized by pirates dressed as naval commandos and armed with AK-47s in the Atlantic Ocean on July 16. The pirates commandeered the vessel, looted it and took flight.

Following the attack, the ship's captain, Malad resident Sunil James, sailed to Togo to report the piracy attack. But the local authorities there detained him and two of his crew members for allegedly conniving with the pirates. James's wife Aditi told TOI on Wednesday: "My husband went to report the piracy attack. But the Togo authorities made it look like he is the culprit. He is being kept there in a lockup with criminals. He has no food, water or any basic amenities. He calls me by paying cellmates for the use of their cell phones."

Foreign minister Salman Khurshid told Times Now that India was in touch with Togo authorities and that the issue will be addressed "as urgently as possible". According to a shipping ministry official, the government has received some information of "charges being framed against the Indian seafarers as per the law of that country, but we are yet to get the details".

James had flown to Nigeria in April to take command of **MT Ocean Centurion**. The tanker came under attack from pirates on July 16 at 4.30am local time, around 45 nautical miles southeast of Togo's capital Lome.

The brigands took over the ship, disabled its communication systems and kept James in the cargo control room. The captain was injured in the attack and subsequently received stitches on his wrist. The next day, the pirates looted the ship's cash as well as the crew's money and belongings. They took two crewmembers and left in a rescue boat after telling the master not to inform anyone. The crew members were released later. Once the pirates disembarked, the ship sailed to Lome as its owner alerted Togo, whose navy initiated an inquiry.

James left the ship on July 30 to assist in the investigation, but was taken into custody along with two other crew members. According to Aditi, the Togo authorities have reportedly caught the pirates involved in the attack but since there were Indians among them they suspect the involvement of insiders. "My husband is innocent and I want him back at the earliest," she said. Aditi accused the manning agency, Accord Marine Management, of not providing her information on her husband—a claim the company refuted. "We have approached the directorate general of shipping, Mumbai, the external affairs ministry, the consul general in Lome and appointed a lawyer to get James released. The Togo authorities have kept James and others in custody until the probe gets over," said Captain Khushroo Khambhata of Accord Marine. **Source : Indiatimes**



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HAL's **OOSTERDAM** docked on a sunny day in Seattle as seen by **Henry Veringa** © from the **MIGHTY COBALT**

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China, ASEAN to build bigger ports network

Qinzhou city was designated as the port base of China to build a China-ASEAN port cities network as part of new measures to facilitate regional cooperation. Gathering at a forum to launch the network on Wednesday, mayors of port cities from the 11 member states vowed to work together on mutual navigation, port construction, port industries and port trade.

Qinzhou, in Guangxi Zhuang autonomous region, is at the center of the Beibu Gulf Economic Zone and on the southern coast of China. According to Yang Xiuping, China's ambassador to ASEAN, a container shipment line between Qinzhou and Kuantan of Malaysia is being chartered.

Sihanouk Province of Cambodia is home to the country's largest ports and vowed to have a bigger part in regional shipping. Ha Long of Vietnam is busy improving its infrastructure and environment, as the city is connected to China's southern port cities. **Source : China Daily**



"Adventurer of the Seas" and "Aida Sol" in Stavanger Harbour – **Photo : Hans Christian Seim** ©



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Fire aboard Maersk Line's boxship extinguished

The fire-fighting teams aboard the Maersk Kampala have succeeded in putting out the fire aboard the **MAERSK KAMPALA**, the company said in a press release. Some smoke continues to come from some of the containers that had fire but will stop eventually with continued spraying by the tugs and flooding by the fire-fighting teams.

Operational planning is now the priority, including port selection, contingency planning for cargo as well as the vessel's eventual return to service.

The fire originated last week Thursday in one container at the bottom of a stack before spreading to a second container. On Friday evening into Saturday late morning weather conditions prevented fire fighting tugs from getting close enough to have maximum effect. As a result the fire spread to several more containers but was contained in the two foremost bays.

Saturday and Sunday saw weather improve and fire fighting tugs on scene have been able to continue soaking the area and have managed to reduce the number of containers still with fire to six, all contained in the same bays.

Importantly, the fire fighting team on board is also now well into the process of extinguishing the fire inside containers by cutting open the hot containers as well as those nearby and flooding them with water. To speed up this process, an additional fire fighting team was put onboard. **Source : PortNews**

NAVY NEWS

Thai Navy celebrates Submarine Day

The Royal Thai Navy has celebrated the 76th anniversary of Submarine Day, saying that submarines are vital to the country's strong military foundation. Deputy Commander-in-Chief of the Royal Thai Navy Adm. Narong Pipatanasai, during the celebration of Submarine Day, said the navy has to have submarines in order to defend the country against a threat, especially in closed sea areas. If those areas are invaded, the country's water transport will be cut off completely. Although submarines are considered important weapons, the Thai Navy does not have one in possession. However, groups of marines have been sent to foreign countries like South Korea, Germany, and Spain, to learn about submarines.

Adm. Narong has, however, assured that despite the fact that Thailand does not have a submarine, the Thai Navy has already prepared armaments in case of emergency. In addition, Thai marines have undergone heavy training and drills in order for them to be well prepared to fight off submarine threats.

The best strategy to fight against a submarine is to use a submarine, said the Admiral, while affirming that the procurement of armaments will be conducted based on transparency and the rule of law, not a decision to be made by any single individual. **Source : National News Bureau of Thailand**



27-08-2013 : The Russian destroyer **626 RFS VITSE ADMIRAL KULAKOV** spotted off La Guaira (Venezuela)

Photo : Ko Rusman ©

Competition for Kursura to surface at Chennai

Competition is brewing for Vizag's star tourist attraction - the **INS Kursura** submarine museum - that draws around 4-6 lakh visitors per annum and rakes in around Rs 1 crore revenue annually, with the Tamil Nadu government planning to set up a submarine museum near Chennai.

With the city already home to the first of its kind submarine museum in South East Asia, Tamil Nadu tourism minister S P Shanmuganathan and principal secretary to tourism, culture and religious endowments R Kannan visited the city on Wednesday to interact with officials of the Indian Navy and Visakhapatnam Urban Development Authority (Vuda) on measures to be taken ahead of setting up a submarine museum of their own.

Speaking to mediapersons on the sidelines of their visit to the city, principal secretary of the neighbouring state, Kannan said, "The motive behind setting up this submarine museum is to attract foreign and Indian tourists." Pointing out that it will greatly benefit students, he said it will help them understand the kind of technology being used in submarines. Foreign tourists will see how the country has emerged as a naval power, he added.

The museum is proposed to be set up at Mamallapuram (also known as Mahabalipuram), located about 60km south of Chennai, he said, adding that TN chief minister J Jayalalitha had ordered the setting up of the submarine museum and another on maritime history and heritage of Tamil Nadu.

He said that the TN government had already taken delivery of **INS Vagli**, a Foxtrot Class diesel-electric submarine that was commissioned in 1974 and decommissioned after 36 years of service on December 9, 2010, from the Indian Navy and was planning to berth it at Mamallapuram.

The **INS Kursura**, was a Kalvari Class diesel-electric submarine commissioned on 18 December, 1969, and decommissioned on 27 September, 2001, before reaching its final resting place on RK Beach in Vizag, which is also the headquarters of the Eastern Naval Command. Refusing to give a timeframe for setting up of the museum, Kannan said that they were keen on completing it at the earliest. He said they wanted to gain experience from Vuda, which had taken around one and a half years to set up the museum in Vizag.

Speaking on the occasion, Vuda secretary G C Kishore said, "Vuda and the government of Tamil Nadu will coordinate for setting up one more such marvel on the east coast. We have expertise on how to make the platforms to withstand such massive tonnage and how the submarine has to be tugged on to the shore. We will share the knowledge on the way INS Kursura has been pedaled on to concrete pavilions and the problems we faced while bringing it in. This will help in reducing risks in the project being planned and also help reduce the time as we took 1.5years to do it."

Replying to a query, he said, "Technical personnel from Vuda and probably the Indian Navy will be visiting the site of the new submarine museum for giving suggestions." The TN tourism minister and principal secretary later visited the Visakha Heritage Museum and Kailasagiri during their day-long visit.

Queried if the new submarine museum will pose competition to **INS Kursura**, Kishore said, "There is nothing like competition as such. It will help us improvise in our area and make improvements in **INS Kursura** as well. At the end of the day, it's the nation that matters." **Source : indiatimes**



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Russia to hand over Vikramaditya on Nov. 15

Vikramaditya will be handed over to the Indian Navy on November 15 at a formal ceremony in the Russian northern seaport of Severodvinsk on the White Sea. The delivery date was confirmed at talks Defence Secretary R.K. Mathur held in Moscow on Monday, according to informed sources.

A high-level Indian defence delegation paid a one-day visit to Moscow to prepare an annual session of the Indo-Russian Intergovernmental Commission on Military-Technical Cooperation that will meet in Russia next month under the chair of the two Defence Ministers.

The upgraded and retrofitted aircraft carrier is now completing sea trials and is expected to return to the Sevmash Shipyard in Severodvinsk in the next few weeks. The ship was to be delivered last December, but failed the sea trials

after its boilers and some other systems malfunctioned. This time, all systems performed flawlessly, including daytime and night takeoff and landings by MiG-29K deck fighter planes, the sources said.

The sides were tight-lipped on the issue of India acquiring a second nuclear submarine from Russia, but the sources confirmed that Moscow was willing to lease another **Akula class** submarine if India paid for completing its construction. The submarine has been lying half-built at the Amur Shipyard in the Russian Far East since it was mothballed in the 1990s for lack of funds.

On the recent accident in which **INS Sindhurakshak** sank after rocked by explosions, the Russian side agreed to provide expert assistance for raising the submarine and carrying out its technical inspection. Russia will also beef up its team of 100 engineers, now deployed in Vishakhapatnam in order to speed up midterm repairs to **INS Sindhudhvaj** and **INS Sindhushashtra**. The Russian side also offered to have two more Indian Navy Kilo class submarines undergo midterm repairs in Russia, the sources said.

In reviewing progress of the Fifth Generation Fighter Aircraft, the sides noted with satisfaction the completion of preliminary design phase earlier this year. It is hoped that a contract for detailed design could be signed before the end of the year if the sides sort out the issue of costs. **Source : The Hindu**

Zonder kade geen Karel Doorman

Het signaal was onmiskenbaar. Eerder deze zomer werd plotseling de aanbesteding van de Karel Doormankade in Den Helder afgeblazen. „Zonder kade geen **KAREL DOORMAN**“, zei een marine officier die om commentaar werd gevraagd.

Nu de Defensiebegroting voor Prinsjesdag gisteren is uitgelekt, is het vrijwel zeker: het 205 meter lange schip dat 2 weken geleden in Vlissingen aan kwam, zal niet in dienst komen van de Koninklijke Marine.

Als je een kijkje bij de werf van Shipyard **Damen-De Schelde** neemt, dan steken de boeg en het brughuis van de **KAREL DOORMAN** torenhoog boven de bebouwde kom uit. Ook al is er sprake van een verkoop, voorlopig blijft het schip zeker nog een paar jaar in Nederlandse handen.

Het wordt eerst afgebouwd, daarna zullen er proefvaarten gedaan moeten worden en in een later stadia volgt het gereedmaken voor in gebruikstelling. Pas als deze fase achter de rug is kan het overgedragen worden aan een andere eigenaar. Dit lag een hoge officier uit aan het Noordhollands Dagblad en blijft liever anoniem, want hij is niet geautoriseerd om met de pers te praten.

Defensie laat niets los over het lot van het nieuwe JSS (Joint Support Ship) **KAREL DOORMAN**. Zodra een project in aanmerking komt voor het hakblok, gaan in Den Haag op het ministerie alle luiken dicht. Op het internet en in de wandelgangen van kazernes wordt momenteel volop gespeculeerd.



Ontmoeting van de **Zr.Ms. AMSTERDAM** en de **KAREL DOORMAN** – Photo : Crew **Zr.Ms. AMSTERDAM** ©

„Behalve verkoop aan Duitsland bestaat er ook een mogelijkheid dat Nederland en Duitsland de **KAREL DOORMAN** samen gaan gebruiken“, oppert een overste. „Nederland heeft een tanker nodig, dus het zal ons niet verbazen als er snel een order voor een goedkoper type transportschip komt“, zegt een andere kenner in de marine wandelgangen.

De Koninklijke Marine moet er toch een schip bij krijgen, dit om het feit dat **Zr.Ms. AMSTERDAM** er in 2015 toch uit zal moeten. Vanaf dat jaar mogen er toch nog alleen maar tankers varen die dubbelwandig zijn uitgerust.

„Zonder bevoorradingschip is de Nederlandse Koninklijke Marine afhankelijk van de goedwillendheid van andere naties. Dat kan niet de bedoeling zijn“, vindt vice-admiraal Matthieu Borsboom.

Er is een ondergeschikte van de vice-admiraal die zijn schouders ophaalt over het lot van het JSS. „We hebben al twee grote schepen met dezelfde mogelijkheden als de **KAREL DOORMAN**”. Hij heeft de keus voor dit schip, dat enig is in zijn klasse, nooit begrepen. Bron : Noord Hollands Dagblad

SHIPYARD NEWS



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Strategic Marine Announces construction of 10 x 42m crew vessels for PTAS.



Strategic Marine a market leader in the supply of crewboats to the offshore industry has received and is advanced with an order for 10 x 42m vessels from **PTAS Sdn Bhd**, a 100% **Bruneian Bumiputra** owned company. The vessels are currently under construction at **Strategic Marine's** Singapore and Vietnam yards and the ability to spread the workload is proving crucial to achieve the tight timeframes specified by the client.

This is a unique project for **Strategic Marine** in that it is the first time the company has built steel hulled crew boats and also the first time the group has collaborated with **Incat Crowther** for the design of crew vessels.

Strategic Marine was able to offer a superior delivery time frame and product quality by utilizing the resources in both of its SE Asian ship yards and the dedicated and experienced project management team are currently achieving remarkable results with production. The vessels take much of their inspiration from the existing range of aluminium crewboats that **Strategic Marine** builds, with the majority of the engineering work being replicated from the standard 40m crew boat that has been a perennial favourite with customers. The vessels utilize the same drive line as the standard 40m with 2 x Cummins KTA 38 wing engines and a center KTA 50 providing 4,500 bhp to twin disc gear boxes and fixed pitch shaft driven propellers.



2 newbuild crewboats arriving at Singapore West Jurong anchorage last Sunday afternoon – [Photo : Piet Sinke ©](#)

The vessels main particulars are as follows;

LOA	42.0 metres
BEAM	8.00 metres
Draft (design)	1.7 metres
Clear Deck	100m ²
Fuel Oil	50m ³
Fresh Water	15m ³
Passengers	30
Crew	12
Deck Strength	3.5 t/m ²
Propulsion	4500 BHP
Bow Thruster	3 tonnes
Cruise Speed	20 knots @ 85% MCR, with 40 DWT
Fi Fi System	1200m ³ /hour at 80m head

The last vessels in the 10 boat series are due for delivery mid 2014

Abu Dhabi steams ahead on shipyards

Abu Dhabi Mar, one of the leading shipbuilders in the Arabian Gulf region, has acquired significant boat building capacities in Europe in recent years. Among them is the German yard **Nobiskrug**, based in the northern town of Rendsburg, which makes naval and commercial vessels as well as yachts.

Nobiskrug, acquired in 2009, has more than 100 years of shipbuilding experience and a workforce of 420, and won one of Boat International magazine's 2013 World Superyacht Awards for Mogambo as "Best Motor Yacht" in the category of 1300 GT (gross tonnage) and above. In 2011, the group acquired the German shipyard HDW Gaarden, formally part of the Howaldtswerke Deutsche Werft group, and renamed it Abu Dhabi MAR Kiel.

Abu Dhabi Mar also owns France's Constructions Mécaniques de Normandie - a French shipyard founded in 1945 and located at Cherbourg, which employs some 400 workers and builds luxury yachts and navy ships.

Greece's biggest boat builder, **Hellenic Shipyards**, is a further subsidiary of **Abu Dhabi Mar** and specialises in naval ships and repairs.

In 2011, **ADMShipyards** launched **Yas**, a 141-metre superyacht, in Abu Dhabi. It is currently the eighth-biggest superyacht in the world and can carry up to 60 guests in regal comfort. It has a top speed of 26 knots and "green" fuel economy. It was built on the steel hull of the former Dutch navy frigate **F 811 PIET HEYN** constructed in 1978.

Abu Dhabi Mar group has delivered more than 1,600 vessels and employs more than 2,500 people. The UAE's growing influence in shipping will be on display at Gulf Maritime 2013, a show for the commercial and military maritime industry, taking place at the Expo Centre Sharjah from November 25 to 27.

"The maritime industry is propelling the local economy to greater heights ... the sustained growth of the sector has helped the country in improving its competitiveness and standing," said Saif Mohammed Al Midfa, the director-general of Expo Centre Sharjah.



The **YAS** moored at the **ADM shipyard** – Photo : **Dick Holthuis**

If a brand new superyacht is just a bit out of reach, 100 metre-plus vessels can be chartered.

One such, 117-metre **Turama**, was converted into the luxury beauty she is today in 2004. The vessel sleeps 70 and boasts a professional, five-star crew of 60. It's yours for a mere €630,000 (Dh3 million).

Source : thenational.ae

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A new **MSC SHENZHEN** enters the Berendrecht lock in Antwerp. She is the former **COSCO SHENZHEN** and belongs to the huge fleet of **Erck Rickmers (E.R. Schifffahrt)**. The vessel was built in 2004 and carries 7488 TEU. Photo : **Adri de Schipper** ©

OOCL Bangkok takes Center Stage at Vessel Naming Ceremony

OOCL was joined by honorable guests, business partners, and friends in Busan, South Korea, to celebrate the christening of the **OOCL BANGKOK**, a 13,208 TEU newbuilding that will be joining the company's fleet this year.

OOCL Bangkok took center stage at the Samsung Heavy Industries shipyard as the Sponsor, Mrs. Betty Tung, delivered an Encomium that blessed the mega vessel, as well as her cargo and all the people who will sail with her, as she becomes a Vital Link to world trade, promoting commerce, peace and understanding.

Mrs. Tung was joined by her husband, Mr. Tung Chee Hwa, Vice Chairman of the National Committee of the Chinese People's Political Consultative Conference, People's Republic of China, as our Guest of Honor to share the special occasion together.

In his ceremonial remarks, Mr. C. C. Tung, Chairman of **Orient Overseas (International) Limited**, thanked everyone who had contributed to the success of the newbuilding and highlighted the importance of the new mega vessels to OOCL. "In today's challenging global economic environment, the industry is becoming ever more competitive for ocean liners and everyone up and down the supply chain. Notwithstanding the turbulent times, OOCL continues to focus on delivering the best quality services to our customers, supported by state-of-the-art information technology and top-of-the-line shipping assets," said Mr Tung.

"So that is why our investments in these 13 thousand TEU vessels will be an important part to improving our competitive edge as the new generation of ships are designed and built with better efficiency in mind," Mr Tung continued.

The **OOCL BANGKOK** will be serving the Asia-Europe trade on the Loop 5 service where her port rotation is: Kwangyang / Pusan / Shanghai / Ningbo / Yantian / Shekou / Singapore / via the Suez Canal to / Rotterdam / Hamburg / Southampton / via the Suez Canal to / Singapore and back to Kwangyang in a 77-day round trip.

Source: OOCL

APL SAVANNAH (8,500 teu) delivered

APL has taken delivery of the **APL SAVANNAH**, a 8,500 teu vessel built by DSME of South Korea. The new ship is to phase into the Far East to North American West Coast loop 'SAX' (#231), which is now fully upgraded to ships of 8,000 to 8,500 teu.

The new **APL SAVANNAH** is the fifth of 12 sister ships that APL has contracted at DSME. She follows the **APL PHOENIX**, delivered in August.

Originally ordered in July 2010 as part of a ten-ship series of 17-row-wide standard 8,500 teu ships, APL later opted to change the type's design. In June 2011, the Singaporean carrier and the Korean shipyard agreed to build the ships as compact 18-row-wide units with a bulkier hull and more compact exterior dimensions. Simultaneously, APL added orders for two more sister ships to bring the series to twelve units instead of ten. Source : Linervision

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BOURBON: 9 Vessels Sold and Bareboat Chartered

Following the transfer of ownership of the first 9 vessels to the Chinese company **ICBC Financial Leasing ("ICBCL")** as part of a 51 vessel sale and bareboat commitment and the payment of US\$144 million, **BOURBON** announces that the ten-year bareboat charter period of those 9 vessels by **BOURBON** will commence today.

As announced last week, the transfer of the remaining 15 vessels currently under operation is expected to be completed within two months and the transfer of the 27 vessels under construction within 10 months.



Photo : Capt. Jelle de Vries ©

On April 9, 2013, **BOURBON** announced that the terms of the first phase of the "Transforming for beyond" action plan were signed with ICBCL for a ten-year fixed rate (10.66%) bareboat charter of up to 51 supply vessels either in operation (24 on that date) or under construction (27 with delivery expected before June 2014) for a total of up to US\$1.5 billion.

FINANCIAL CALENDAR

- 3rd Quarter 2013 revenues press release November 6, 2013
- 4th Quarter 2013 & full year 2013 revenues press release February 5, 2014
- 2013 Annual Results press release and presentation March 5, 2014

Source: **BOURBON**

Charter wins for Alam Maritim

Alam Maritim has bagged charter deals for an AHTS and a supply vessel from an unspecified oil and gas firm. The AHTS will go for 12 months with an option for six months more while the supply ship will be for a period of 12 months with an option for 12 more. Including the options the charters will bring RM37m to Alam Maritim's coffers.

Source: **Sea Ship News**

CPC 2.0 fulfills IMO requirements for Tankers

Combining all new obliged stability and strength parameters for tankers?
Choose CPC 2.0



At this moment, IMO has tightened the requirements for tankers that do not comply with damage stability regulations. An inspection campaign in 2010 targeting tankers has demonstrated that a significant amount of tankers were not loaded in compliance within IMO damage stability regulations. Loading instruments are very important and provide information about safe loading conditions. The loading computer assists the officer on duty to correctly load and ballast the vessel to ensure the configuration does not exceed the vessel's damage stability values and strength requirements. A classification society such as DNV approves both hardware and software which should be present in each tanker.

HMC has always looked into the future and developed CPC 2.0, a loading instrument with all options which suits the needs of IACS requirements. CPC 2.0 combines all obliged stability and strength parameters with an efficient, user friendly and more accessible interface. CPC 2.0 is updated to all the latest IMO regulations and has the possibility to use handhelds and scanners to input your data. It also calculates the damage stability based on the hull form and inner structure of the ship. CPC 2.0 displays when cargo or ballast levels are

changed and shows stability limitations. Office versions are available for cargo planning and operational management purposes, in this way data can easily be transferred from the onshore office database to the offshore vessel database.

[HMC](#) offers inexperienced users in the safe use of CPC 2.0. Training for CPC can be given at our office or onboard one of your vessels. If you wish to receive more information about CPC 2.0 please contact [our office](#).

Ensco accepts delivery of UDW Drillship ENSCO DS-7, contracted to Total in Angola

Ensco plc has taken delivery of [ENSCO DS-7](#), an advanced-capability, ultra-deepwater drillship. The vessel will embark from the Samsung Heavy Industries shipyard in South Korea to Angola, where it is contracted to Total for three years beginning in the fourth quarter at an initial day rate in the mid \$610,000sk, the Company said in a press release.

[ENSCO DS-7](#) is the third Ensco rig contracted to Total and will be the fourth Ensco rig working in West Africa.

[ENSCO DS-7](#) is the fifth of eight rigs in the Company's ultra-deepwater DP3 drillship series, which are equipped with advanced technological features for drilling and completing deepwater wells including DPS-3 certified dynamic positioning, six-ram 15,000 psi BOPs, enhanced off-line capability, 2.5 million-pound hook load on main rotary, 6,000-barrel active and 7,400-barrel reserve dual-fluid systems, 165 MT active heave subsea crane, significant storage and deck space, and accommodations for up to 200 persons.

The uniform design of the Company's DP3 drillship series streamlines construction, operations, inventory management, training, regulatory compliance, repairs and maintenance. It also provides flexibility for customer-specific enhancements: in particular, the drillships may be modified to drill and complete wells in water depths up to 12,000 feet.

London, UK headquartered Ensco plc is a multinational oil and gas services company, the world's second-largest offshore oil and gas well drilling company. ESV owns and operates a fleet of 49 offshore jack-ups, seven drillships and 20 semi-submersible drilling rigs. **Source : PortNews**

Motorship Gas Fuelled Ships conference aboard M/S Viking Grace to begin soon



The 4th Motorship Gas Fuelled Ships Conference will be held onboard M/S '[Viking Grace](#)', the world's largest passenger cruise vessel fuelled by LNG. The 4th international conference kicks off on 11-12 September. The event will include two days of technical presentations with case studies that will explore the prospects for LNG as a maritime

fuel for the future, the official site of the event organizer said. **Source : The Motorship** **Photo : Reinier Jansen ©**

.... PHOTO OF THE DAY



Heavily damaged China's CNOOC Engineering (CNOOEC) AHTS **HAI YANG SHI YOU 699** (ex **OCEAN KING** , ex **SAGITARIO**) spotted in drydock at the Yiu Lian drydock in Shekou (China) this week the AHTS had sunk after it was hit by Typhoon Vicente as reported on July 27, 2012, through a statement on its website that the **HYSY 699** lost power near the eastern coast of Hong Kong, and the vessel sank while a rescue team was towing it back to the shipyard. All of the crew on the vessel managed to evacuate and there were no casualties.

The **HYSY 699** is the most powerful tri-use working vessel that CNOOEC owns. It was purchased by the company for \$43 million in 2008. **Photo : Michiel de Vliegheer ©**

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