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Greek passenger/Ro-Ro vessel 'NISSOS MYKONOS' during berthing operations near the Island of Mykonos. The vessel can carry maximum 1,915 persons and 418 cars.  
Photo: Hans Tompot ©

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11-09-2016: OOCL TIANJIN inbound to Vancouver harbour Photo : Robert Etchell ©

## Maiden voyage of Arctic tug Denise Foss

By : Ashley Herriman

Foss Maritime's newest Arctic-class tug **DENISE FOSS** is nearing completion of her maiden voyage, a cargo delivery to the North Slope of Alaska.

The 132'x41'x18' tug was paired with the 400'x105'x20' double-deck barge to deliver modular cargo for an Alaska oil and gas company. The cargo was loaded in Vancouver, Wash., and delivered to the North Slope by roll-off method. The maiden voyage was 7,354 nautical miles roundtrip — Vancouver to Dutch Harbor, Alaska, to Prudhoe Bay, Alaska, to Seattle. The **DENISE FOSS** is an ice class D0 tug. This means the hull is designed specifically for polar waters and reinforced to maneuver in ice. The vessel complies with the requirements in the ABS Guide for Building and Classing Vessels Intended to Operate in Polar Waters, including ABS A1 standards, SOLAS and Green Passport. The Denise Foss is powered by a pair of Caterpillar C280-8 engines putting out a total of 7,268 hp. Reintjes reduction gears turn a pair

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of fixed-pitch propellers in Nautican kort nozzles. Markey Machinery supplied the double-drum tow winch. The tug has a bollard pull of 221,000 lbs.



The vessel incorporates several environmentally focused designs and structural and technological upgrades, including:

- Elimination of ballast tanks, so there is no chance of transporting invasive species;
- Holding tanks for black and gray water to permit operations in no-discharge zones (such as parts of Alaska and California);
- Hydraulic oil systems compatible with biodegradable oil;
- Energy efficient LED lighting; and
- High-energy absorption Schuyler fendering.

The **DENISE FOSS** is named for Denise Tabbutt, one of the three sisters who are primary shareholders of Saltchuk, the parent company of Foss Maritime. **Source: Workboat**



**13-09-2016;** Cruise season is coming to an end as the cruise ships slow down their visits to Alaska's capital city. Seen here are HAL's **AMSTERDAM** approaching the Alaska Steamship Dock while the **STAR PRINCESS** is moored in the backdrop at the Franklin Street Dock. 2016-09-13. **Photo: Jim Plosay - Alaska Department of Environmental Conservation**

An advertisement for WorTelBoer. The background shows several large orange anchors and chain cables. The text reads: "IN URGENT NEED OF ANCHORS &amp; CHAINCABLES? Come to WORTELBOER WWW.WORTELBOER.NL". The logo for WorTelBoer, featuring a white anchor on a black circular background with a chain, is in the bottom right corner.

## MTS SUPPORTS WAVE HUB CABLE WORK

### Specialist UK vessel operator completes subsea survey charter at pioneering renewable technology site off the Cornish Coast.



Leading marine service provider, Marine and Towage Services Group Ltd, has announced that its vessel, **MTS XPLORER**, has successfully completed 'as built' survey works as part of marine cable installation activity conducted by contractor James Fisher at the pioneering Wave Hub site off the Cornwall coast. Wave Hub provides a dedicated testing location for innovative offshore renewable energy technology, with purpose built transmission infrastructure enabling installed devices to export to the grid. Cabling work on the project has now been completed with a further six kilometres of cabling, connectors, cable abrasion protection and rock bag stabilisation installed.. As part of a sub-contract with the principal contractor James Fisher Marine Services, MTS

was employed by Cornwall based, Insight Marine Projects Ltd to provide a survey vessel to undertake a high resolution as-built multibeam survey of the new cables. For the Wave Hub site, the reliable operation of installed cabling is critical in provision of an effective test bed for proving multiple offshore renewable energy devices. With a proportion of the MTS fleet based in the South West, James Fisher and the project team were able to benefit not only from the efficiencies created by a local vessel deployment, but also from the firm's extensive experience supporting marine survey and construction operations for the offshore energy sector. "The experience garnered in cable installation and deployment in the wider offshore wind market is still highly relevant as we install pioneering new devices off our coastlines," said Steve Bendell, Commercial Manager, MTS. "We knew that in order to best support James Fisher's installation work that a reliable surveying platform would be needed. In deploying **MTS XPLORER** to the project from our Falmouth operation, we were able to provide a vessel and crew with many hours of surveying experience." "We welcome further planned device deployments at Wave Hub utilising the natural resources of the waters around the South West coastline." Richard Argall, Director, **Mojo Maritime** commented: "Here at Mojo Maritime, James Fisher's local subsidiary, we have developed a successful track record working with MTS over a number of years. Once again, working with MTS has enabled us to employ a local contractor with experience providing specialized vessels in support of our work in the maritime and offshore installation sector. **MTS XPLORER** and its crew assisted us in keeping our works on time and on-budget, enabling us to ensure a careful and highly competent installation of the project's associated cable works."

## ICS PILOTAGE, TOWING AND MOORING SURVEY 2016 NOW UNDERWAY

The role of the pilot in mitigating the potential economic and environmental risk from today's large vessels is one of the most important in maritime safety. In recognition of this, the International Chamber of Shipping (ICS) has embarked upon its first comprehensive survey of pilotage, towing and mooring services provided in ports and terminals around the world.

The aim of the **ICS Pilotage, Towing and Mooring Survey** is to evaluate the extent to which established best practice is being followed, such as that recommended by the latest ICS Bridge Procedures Guide. Masters and Bridge Teams are being encouraged by ICS to highlight examples of good practice which make particularly valuable contributions to safety, environmental protection and the efficiency of ship operations. The survey also provides an opportunity to suggest any locations where existing practices may be of concern. John Murray, ICS Marine Director explains: "Our aim is to establish an objective view of pilotage and related services worldwide, which will then inform our work on further enhancing application of existing industry best practice. The balanced feedback from the survey will provide invaluable assistance with our goal of continuous improvement." The ICS Pilotage, Towing and Mooring Survey is being distributed via ICS member national shipowner associations to ship operators worldwide and will be available online until 16 October 2016. The survey is anonymous to encourage the widest possible participation, and covers a range of topics including the availability of pilot exemption certificates, conduct of pilotage and familiarity with electronic navigation aids, towage and mooring services, as well as any incidents or near misses. The survey can also be accessed via <http://www.smartsurvey.co.uk/s/ICSPilotageTowingMooringSurvey2016/>



Danish offshore crew transport vessel **SEA COMFORT** in the River Mersey on 14 September 2016 with local ferry **SNOWDROP** photo: **Malcolm Cranfield** © for more details about the vessel **CLICK** at the photo !



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## Seaspan CEO: Hanjin Fallout Is Like Lehman for Shipping

By : Aiswarya Lakshmi

**Seaspan Corp** chairman and ceo **Gerry Wang** has described the bankruptcy of South Korea's biggest container line Hanjin Shipping Co as the industry's equivalent of the Lehman Brothers collapse that triggered the global financial crisis, reports Bloomberg. "The fallout of Hanjin Shipping is like Lehman Brothers to the financial markets," Wang said. "It's a huge, huge nuclear bomb. It shakes up the supply chain, the cornerstone of globalization." In an interview on Bloomberg TV Wang, who is founder of Seaspan, the Hong Kong-based container-ship leasing company that has three vessels chartered to the distressed line, likened the impact to shipping and supply chain to that of a nuclear bomb. In June, Wang had rejected Hanjin's requests for charter-rate cuts before the shipping line filed for court receivership last month. Seaspan is evaluating all options and examining systemic risks resulting from Hanjin's bankruptcy filing. With about 93 ships, including 79 container vessels, stranded at 51 ports in 26 countries, the gridlock at Hanjin has disrupted global supply chains during "peak season" when stores in the U.S. stock up before the year's busiest holiday shopping season. **Source: marinelink**

## BMT Partners with Maersk for New Online Vessel Inspection Tool

In partnership with Maersk, BMT Surveys (BMT), a subsidiary of BMT Group, has developed an online Marine Application for survey, Trend Evaluation and reporting (MATE) platform, which provides real time data on the condition of vessels and changes in that condition over time. As part of Maersk's extensive inspection programme, BMT carries

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out over 100 vessel inspections a year providing a vessel scoring system on areas including: cargo care, pollution prevention, certification, navigational incidents and structural condition. MATE offers an interactive, moderator environment for developing and managing inspections, data analysis and provides customised reporting. Lars K. Jacobsen at Maersk explains: "We were impressed by the breadth and depth of BMT's global surveyor network and its ability to perform vessel inspections on a large scale. Being able to see the results of these inspections in real-time is of incredible value as it allows us to review the data and respond to risk areas quickly." Olivier van de Kruijs at BMT Surveys comments: "The scope of the inspection programme is completely unique. It has been set up in such a way that it doesn't matter if the inspection is carried out in Rotterdam, Shanghai or South Africa, the results will be both objective and consistent. This provides Maersk with valuable intelligence on the vessels that they operate in which they can benchmark against average data." [www.bmtsurveys.com](http://www.bmtsurveys.com)



The **SCHOKLAND** arrived from Ipswich in Rotterdam for bunkers and crew change and departed again bound for Cyprus as a part of the cargo is bound for Cyprus

Photo top : Kees Torn (Click at the photo!)

Photo left : Jan van Vuuren ©

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## HEEREMA'S AEGIR INSTALLED 3 MODULES OFFSHORE VIETNAM



Heerema's installation vessel **AEGIR** installed 3 modules at the **SU TU TRANG** (White tiger in Vietnamese) field offshore Vietnam, the last module was towed by the AHT **ENA CHALLENGER** onboard the barge **EASTERN ORBIT** to the field and later on that day Sept.14th at 2223hrs the LQ was installed by Heerema's **AEGIR**.

Photo's : Willem van Woercom - Towmaster / Ops. Manager Heerema Marine Contractors ©

## Singapore containership firm Rickmers Maritime seeks to restructure debt

Singapore-listed **Rickmers Maritime**, which owns and operates containerships, said on Thursday it was seeking noteholders' support to restructure debt worth S\$100 million (\$73.21 million) in a bid to avoid potential liquidation. The business trust also said it was unable to repay \$179.7 million of senior debt due March 2017. "Rickmers Maritime needs to restructure its debt to operate as a going-concern," it said in a presentation to noteholders, a copy of which it sent to the stock exchange. It is seeking bondholders' approval to convert their debt into S\$28 million of new perpetual convertible bonds with a step-up coupon starting at 3.88 percent, to avoid potential liquidation or judicial management, which it said would be "likely to result in zero recovery for noteholders". company's struggles reflect the overall downturn in the shipping market, with South Korea's Hanjin Shipping Co Ltd last month filing for court receivership after losing the support of its banks. Rickmers Maritime needed to put in place refinancing plans for all its debt after auditor PricewaterhouseCoopers flagged significant doubts about the group's ability to continue as a going concern in its 2015 annual report, its chief financial officer Tomas Norton de Matos told IFR, a Thomson Reuters publication reported. Rickmers Maritime's stock closed down 13 percent on Thursday. **Source: Reuters (Reporting By Aradhana Aravindan; Additional reporting by Kit Yin Boey of IFR; Editing by Muralikumar Anantharaman)**



Pacific Radiance **CREST ATHENA 1** anchored off Singapore last Monday  
Photo : Piet Sinke © **CLICK at the photo and hyperlink in the text !**



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## Evergreen, Yang Ming respond to Hanjin's rehabilitation

The Taiwanese ocean carriers have added new functions to their online systems in response to the unexpected service disruptions caused by Hanjin Shipping's insolvency.

BY CHRIS DUPIN



Taiwanese ocean carriers **Evergreen Line** and **Yang Ming** have added new functions to their websites in response to service disruptions caused by Hanjin Shipping's insolvency. Evergreen said in a press release its new e-commerce functions enable customers to update the status of their cargo and Hanjin's vessel positions, including anchorage information. In addition, Evergreen said it has established detailed service plans within its own network as an effective substitute to cover the affected services operated by Hanjin. Evergreen said customers seeking information about its service updates should log onto its website, or contact its sales representatives and customer service departments.

"Evergreen is also working with alliance partners, port authorities, terminal operators and other service providers in the transportation service chain to offer necessary assistance to the customers impacted and endeavor to complete onward carriage where possible," the Taiwanese carrier said. Hanjin, Evergreen and Yang Ming are members of the CKYHE Alliance, along with COSCO and "K" Line, but in a recent memo, Evergreen referred to the grouping as the CKYE Alliance. Other members have said that since Hanjin has filed for bankruptcy protection, they will not load Hanjin's cargo onto their ships or have their cargo loaded onto Hanjin's ships. Hanjin's move to enter into rehabilitation in bankruptcy court in Korea has resulted in service disruptions that have caused delays to Evergreen's cargo previously loaded onto Hanjin's vessels, Evergreen said. Last week, Evergreen posted a five point notice on its website that said, "In order to avoid any further delay on those shipments carried by Hanjin Shipping and any potential arrest of Hanjin Shipping's vessels, we have asked Hanjin Shipping to discharge onboard cargoes at the first available calling port before vessels call at original destinations. We will arrange in transiting/delivering them to their final destinations as B/L (bill of lading) shown." In addition, Evergreen said in the notice that for Evergreen's cargo, Hanjin said it "will discharge containers at Korean or other ports and ask Evergreen to continue the delivery." Evergreen said it would arrange in the transiting and delivering of that cargo to their final destinations. Evergreen also said it has tried to pursue local ports and port authorities to provide normal discharging operations for cargo onboard Hanjin's vessels.

In addition, Evergreen said CKYE partners are discussing the possibility of sharing costs that should be born and paid solely by Hanjin to enable the South Korean carrier's vessels to call ports to discharge cargo belonging to the remaining four alliance members. Yang Ming also said it is providing customers with e-commerce services in response to the Hanjin disruption, such as updated vessel tracking and on-carriage arrangement. Customers can rapidly and clearly know the current position of Hanjin vessels as well as Yang Ming's action plan by visiting Yang Ming's website for better on-carriage arrangement. An ad hoc group has been set up to propose rescue plans for ensuring reliable service for customers. Yang Ming will also provide updated information and solutions for disrupted services. Customers may also contact Yang Ming's local offices for more details. **source: American shipper**



The **MSC TOKYO** departing from Haifa (Israel) **Photo: Peter Szamosi ©**

## C-Ventus Offshore Windfarm Services becomes IRATA member

### Adopting the highest safety and quality standards for working at heights and rope access

In order to provide its client base with rope access and working at heights services in accordance with the highest standards and following a successful company audit, **C-Ventus Offshore Windfarm Services BV** has become an operational member of the **Industrial Rope Access Trade Organization (IRATA)**. "Further to our second to none subsea services, consisting of ROV, diving and survey work, we are very pleased to become an operational member of IRATA, since thereby C-Ventus manifests itself as a full-fledged and professional service provider for above waterline activities within the offshore wind industry. The IRATA membership stands for working in accordance with the highest safety and quality standards, which is something that we at **C-Ventus** fully support and subscribe to" said **Hans**



**Reinigert** (Managing Director **C-Ventus**). "In view of ever stringent requirements, the **IRATA membership** of **C-Ventus** enhances the commercial position of **C-Ventus** for above waterline services in future tenders for installation support, Balance of Plant (BoP) activities as well as decommissioning" mentioned **Paul van Tongeren** (Commercial Manager **C-Ventus**). "Being an active member of IRATA, means that C-Ventus has in place correct procedures and systems to ensure that working at heights and industrial rope access is carried out in a safe manner. With each member being obliged to work in accordance with the conditions laid down in the International Code of Practice, which the Health and Safety Executive (UK) have commended, makes that C-Ventus is abiding by the highest safety and quality standards for working at heights and industrial rope access" said **Rutger Lieveise** (Rope Access Manager **C-Ventus**) **C-Ventus** is a dynamic and continuously evolving company responding to the ever changing needs and further maturation of the offshore wind market. With our head office in the port area of IJmuiden, near Amsterdam, and an office in the United Kingdom, **C-Ventus** has rapidly become known as a capable and competent service provider for the offshore wind segment. A strong marine background combined with state of the art equipment and highly qualified personnel has enabled us to assist in the safe, on-time and within budget completion of installation projects as well as the management of BoP works for some of the world's leading energy providers. Our track-record comprises project and marine operations management, export and inter-

array cable pull-ins , shore-landings, pre and post installation surveys, UXO remediation as well as subsea support by both divers and ROV's, whereas our BoP services include the inspection, repair and maintenance (IRM) of the entire offshore infrastructure, with the exception of turbines.



The **HUA HAI LONG** anchored off Singapore –

Photo : Capt Jelle de Vries - Sunshine Offshore services © **CLICK at the Photo !**

## Wachten' in Amsterdam voor binnenvaart makkelijker

**Havenbedrijf Amsterdam** is er van overtuigd dat de toegang tot de Amsterdamse haven altijd slimmer, sneller en schoner kan. Om de klantgroep binnenvaart nog beter te kunnen faciliteren en bedienen, heeft het havenbedrijf zich aangesloten bij **Binnenvaart Ligplaats Informatie Systeem (BLIS)**. Via BLIS krijgt de binnenvaartsector makkelijker inzicht in en uitgebreidere informatie over de bezetting van de openbare wachtplaatsen voor de binnenvaart in de Amsterdamse haven. Informatie die aangesloten Nederlandse havens in BLIS invoeren, is zichtbaar

op de website 'Blauwe Golf Verbindend' <http://blauwegolfverbindend.nl/kaart/13/52.40461/4.87688>. Doordat Havenbedrijf Amsterdam zich nu heeft aangesloten bij dit initiatief wordt 13 september ook de actuele bezetting van de openbare binnenvaart wachtplaatsen in de Amsterdamse haven getoond. Omdat de kaart aangeeft



waar er openbare wachtplaatsen zijn én de afmetingen hiervan aangeeft, kan een schipper gericht koersen. Dit levert tijdswinst, lagere brandstofkosten, minder uitstoot en een betere doorstroming in de haven op. De Amsterdamse haven is daardoor weer een beetje slimmer, sneller en schoner geworden. **'Blauwe Golf Verbindend'** is onderdeel van het programma **'Beter Benutten'**. Bedrijfsleven, kennisinstellingen en overheid ontwikkelen daarbinnen samen slimme oplossingen om de bereikbaarheid te verbeteren. Doel is het transport van mens en goederen vlotter, veiliger, schoner en comfortabeler te maken. Om een goede doorvaart, 'blauwe golf', te creëren, trekken het ministerie van Infrastructuur & Milieu

en verscheidene regiopartijen samen op. Door betere informatie-uitwisseling, vooral over real time openingstijden van sluisen en bruggen en de beschikbaarheid van wachtplaatsen, wordt reistijdswinst geboekt voor al het verkeer, zowel over water als over de weg. Het belang van de binnenvaart voor de Amsterdamse havenregio is groot. Ruim 56% van alle goederenvervoer van en naar de regio gebeurt per binnenvaart. En dit percentage groeit elk jaar. Opname van de Amsterdamse haven in BLIS is één van de resultaten voortkomend uit het programma 'Binnenvaart | Klant Centraal'. Vanuit dit programma wordt ook gewerkt aan het leveren van verbeterde voorzieningen tegen een juiste prijs, investeren in contact en communicatie en stroomlijnen van de opgaven van het binnenvaartgebied. De volgende ontwikkeling is al gestart. Duwbakken bleken te specifiek om op te nemen in BLIS. Havenbedrijf Amsterdam heeft daarom de samenwerking gezocht met Havenbedrijf Rotterdam voor het ontwikkelen van een **Duwbakken Informatie Systeem (DIS)**. De Amsterdamse haven is de vierde haven van West-Europa en groot in de overslag en verwerking van energieproducten. Het Noordzeekanaalgebied sloeg in 2013 ruim 95 miljoen ton goederen over waarvan circa 78 miljoen ton in de haven van Amsterdam. In de havenregio werken in totaal 59.000 mensen bij bedrijven in de haven of haven gerelateerde bedrijven. Daarvan werken zo'n 26.000 mensen in Amsterdam. Havenbedrijf Amsterdam NV heeft de ambitie een slimme haven te zijn door op een duurzame, innovatieve manier waarde toe te voegen voor klanten en omgeving. Het havenbedrijf stimuleert groei bij bedrijven, waarbij zorgvuldig met beschikbare ruimte en kwaliteit van water, bodem en lucht wordt omgegaan. Als Port of partnerships werkt het Havenbedrijf Amsterdam intensief samen met partners in het bedrijfsleven, stad en regio. Voor meer informatie [www.portofamsterdam.nl](http://www.portofamsterdam.nl)

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## HHI Delivers Ocean Greatwhite Semisub to Diamond Offshore



South Korea's **Hyundai Heavy Industries (HHI)** announced last July that it has delivered **OCEAN GREATWHITE** (UDW semisub), the world's largest semisubmersible drilling rig, on July 15 to drilling contractor Diamond Offshore. The South Korean shipyard collected a delivery installment worth \$395 million (KRW 460 billion) from Diamond Offshore. Diamond Offshore ordered the \$630 million semisub from Hyundai in 2013 and the rig has been chartered for work in the Great Australian Bight in October. The firm has delivered four drillships to the U.S.-based drilling contractor so far. "The close cooperation between Diamond Offshore and HHI on the basis of mutual trust is what made the delivery of Ocean Greatwhite possible," a Hyundai Heavy Industries said in the press release. Above the **OCEAN GREATWHITE** was spotted as seen above off Singapore recently **Photo: Jan-Willem Monster ©**



The AS company's Hull registered **EAGLE** ( AS line) 1382 tonnes being loaded with gravel at Plymouth's Cattewater Wharves Sept 12. She sailed soon afterwards for Belfast. **photo : Raymond Wergan ©**

## Owners of grounded oil rig will compensate fishermen

AROUND 60 people attended a public meeting in Stornoway last Tuesday night to discuss final plans for the recovery of a grounded oil rig on the Isle of Lewis. At the meeting it was said that the **HAWK**, which is one of the heavy-lift ships in the world, will transfer the **TRANSOCEAN WINNER** rig for its final voyage to Turkey. A spokesman for the Western Isle Council said: 'The hope is that the **HAWK** will come for the rig on Tuesday September 20, but this could be pushed back depending on the weather, as they need a four-day preparation window with good weather. Coming into a Lewis winter, that could be pretty tough.' Speaking of the meeting, Duncan MacInnes of the **Western Isles Fishermen's Association**, told The Oban Times: 'The various agencies involved in the re-floating of the **TRANSOCEAN WINNER** have completed their operations in a highly professional manner and have been fully transparent in notifying the community of the various stages of the salvage. 'Western Isles Fishermen's Association has had constructive discussions with **Transocean** and a mutually agreed settlement has been reached to

compensate the member vessels that have suffered a loss due to the exclusion zone on fishing activities in the Dalmore area.'At the moment we are in discussion with Marine Scotland regarding fishing activity in the exclusion zone where the rig will be loaded onto the barge and the subsequent area near Stornoway where the rig will be welded to the barge prior to the journey to Turkey.'Scaffolding debris left on the seabed at Dalmore Bay was reported. The council added: 'Dalmore Bay will continued to be monitored for a year to check for debris.' **Source: Oban times**



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## Maritime Maintenance Conference 22-9-2016

Op 22 september vindt de jaarlijkse Maritime Maintenance Conference plaats. MCN heeft dit jaar gekozen voor het thema Smart Maintenance, in het bijzonder voor schepen (Fieldlab SMASH) en havens. Doel van de conferentie is om te leren van ervaringen uit de markt, kennis te delen op het gebied van Smart Maintenance en uiteraard om kennis te maken met andere spelers in het veld. Wij hopen u te mogen ontvangen.

Datum: **donderdag 22 september 2016**

Locatie: **RDM Campus (Baanderszaal) Rotterdam**

Tijd: **09.30 - 17.30 uur**

Via de website kan u zich aanmelden en vindt u meer informatie over het programma:

<https://www.aanmelder.nl/smmconference/subscribe>.



The **ROLLDOCK STORM** loaded in Singapore the van Oord units **DINNOPOTES** and **SAGAR MANTHAN**

**Photo: Jan-Willem Monster©**

## Offshore Drillers Brace for More Pain Even With Bottom in Sight

By: Mikael Holter

Offshore oil-rig operators, grappling with the biggest industry downturn in a generation, say they finally have the bottom in sight. The problem is, they could be stuck there for a long time. **Transocean Ltd.**, which owns the biggest offshore-rig fleet in the world, believes utilization for floating units will reach bottom toward the middle of next year, Chief Financial Officer Mark Mey said at a conference organized by **Pareto Securities ASA** in Oslo. Seadrill Ltd., which owns the third-largest fleet, said utilization could stabilize as soon as the beginning of next year, and that rental rates had already bottomed out. Still, it's impossible to say when those rates, which have dropped to about \$200,000 a day from highs of \$650,000 in 2013 for the most sophisticated units, will recover, said Seadrill Chief Executive Officer Per Wulf and **Tom Kellock**, a senior consultant at **IHS Markit Ltd.** "We don't know where demand is going, and that's a reflection of the oil price," Kellock said in an interview. "Rates are going to come back more slowly than oil prices because of the overhang and the degree of competition and the oversupply of rigs, which is not at this stage being tackled." Offshore drillers have been pounded by the collapse in crude prices in the past two years as oil companies slashed spending to protect their cash flow and shareholder payouts. Their predicament has been exacerbated by a wave of new rigs coming into the market that were ordered when demand was strong. Rig operators have reduced costs dramatically, but still have had to cut dividends, defer delivery of vessels and suspend or scrap existing ones. Bottoming Out The number of floating rigs on contract and working is expected to fall to about 120 in the middle of 2017 from about 160 currently, Transocean's Mey said in an interview on the sidelines of the conference. It could take as long as a year before utilization bottoms out, IHS Markit's Kellock said. As many as **60 more floaters** need to be permanently scrapped, according to both Seadrill and IHS Markit. While Seadrill said utilization rates will need to reach 70 percent across the industry before rates start improving, Transocean and IHS Markit estimated 85 percent. Regardless, a recovery depends on higher, more stable oil prices, EnscO Plc Chief Financial Officer Jon Baksht, said during a presentation at the conference Wednesday. "You'll have flat utilization" from the beginning of next year with operators "hunting" for work, Wulf said in an interview. "Then it's a matter of the oil price." While oil has recovered from the 12-year lows it reached in January, the International Energy Agency said this week that a global glut will last longer than previously expected, persisting into late 2017 as demand growth slows and supply keeps up, driven by record output from OPEC For costly ultra-deepwater rigs, utilization rates of 70 percent won't be reached until 2018 at the earliest, said Andrew Cosgrove, an analyst at Bloomberg Intelligence. "I agree rates are definitely at or near bottom, but we're going to be walking along the 'bottom of the bathtub' for a while." An extended period at the bottom looks especially threatening for Seadrill, which has the industry's heaviest debt load, with about \$9 billion at the end of the second quarter. The company, controlled by billionaire John Fredriksen, is currently negotiating with its 42 banks before it can be able to include bondholders, Wulf said at the conference. The company aims to have a solution in place by early December, he said. "It's a big puzzle," Wulf said. "I'm carefully optimistic." **Source : Bloomberg**

## Petrofac Secures Design Contract For Offshore Wind Farm

Posted by Lauren Tyler

**Petrofac** says it has won a contract from **Iberdrola Engineering and Construction U.K. Ltd. (IEC)** to deliver a detailed engineering design scope to support the next stage of the 714 MW East Anglia 1 (EA1) offshore wind farm development. According to Petrofac, this is its second project on the EA1 development so far, with its project development group having already completed the basic engineering for IEC earlier this year. The new contract scope is being undertaken by Petrofac's detailed design engineers, who will design the offshore substation jacket and foundations in tandem with IEC as it executes the topsides design. Usman Darr, director of engineering services for Petrofac, said, "This award reflects our growing position in the offshore wind market, where we continue to build on our track record of delivering a strong, technically competent service for our clients. This contract builds on our core competence of project development, with our ability to offer a full range of multidiscipline engineering support, including concept, FEED, and detailed design services across the oil and gas and renewables industry, onshore and offshore." The EA1 wind farm development is located in the southern North Sea within the southeastern area of the East Anglia Zone, approximately 45 kilometers southeast of Lowestoft. **Source: North American Windpower**



**WATERGEUS** towing the **WAGENBORG BARGE 1** loaded with a superstructure for **Aluship** assisted by the **NJORD** inbound for Oceanco in **Alblasserdam** Photo: Kees Torn © **CLICK at the Photo !**

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## The strange story of a seized Hanjin ship and its lonely crew



The **HANJIN ROME** seen off Singapore yesterday afternoon  
Photo : Piet Sinke © **CLICK at the photo an hyperlinks in text**

Sprinkled across the oceans around the globe, some 60 of Hanjin's cargo ships are stranded at sea. Here's the story of one of those ships, its captain and its crew. The **HANJIN ROME** is nestled between countless other ships off the coast of Singapore, a towering container vessel. As with any of these ships, if you approach with a small boat, it seems there's no sign of life up there. That's what the BBC did, hoping to get on board to see what the situation was. Well, our team didn't get permission – but they did manage to speak to crew via radio and get some contact details. Since then, I've been spending two days chatting to **Captain Kwondo Moon** on Facebook. Without any pressing seafaring duties to attend to, he's got plenty of time to write back and forth and tell me about himself, his men and his "old lady", the **HANJIN ROME**. When the **HANJIN ROME** arrived in Singapore on 19 August, no-one on board expected anything other than a regular port call. Little did they know that their trip was about to come to a grinding halt. The previous months had been business as usual – the ship got back from its regular route to South America and was now headed for the Middle East, merely stopping over in Singapore. The usual thing, refuelling, replenishing supplies and maybe picking up some new cargo. What they didn't know though was that Hanjin Shipping had filed for bankruptcy protection – crumbling under the weight of a staggering \$5.4bn (£4.1bn) worth of debt. "At about 9:20 in the evening, an attorney came on board with a sheriff," **Captain Kwondo Moon** says as he recalls the night. The ship got

arrested, seized by creditors who were hoping to get at least some money back. "No-one told me about this beforehand," he goes on, struggling to hide his emotions. The captain was completely left in the dark about the state of affairs. The 36-year-old was then ordered to go out to an anchorage position and wait. This was two weeks ago – and since then there's been little more information given to them about the ship's – and their own personal – future. **Captain Moon** has a local Sim card brought on board by a friend. A smartphone is his way of connecting with the outside world, whether it's curious BBC reporters, friends, colleagues – or his family back home. His wife and daughter live in the South Korean port city of Busan, eagerly awaiting any news or development. And this Wednesday is not just any day in Korea – it's the beginning of Chuseok, the three-day Korean thanksgiving festival. It is a day you normally spend with family and relatives, he tells me. It's also important for performing religious memorial services for your ancestors. In addition, **Captain Moon** tells me that his elderly grandmother is in a critical condition and that he really wishes he could be back there with her. He has already asked to be repatriated and replaced as captain – but things are not looking up. "No-one wants to join our arrested **HANJIN ROME**," he says, sending a sad face emoji on Facebook. From my office window, I can clearly see the cluster of ships off the east coast. On one of them, **Captain Moon** sits typing on his phone. As we chat, one of Singapore's torrential downpours begins. "I like heavy rain," he grins through the internet across the water. Of course he's not the only one missing home and family. There's a total of 24 seamen on board, 11 South Koreans and 13 Indonesians. I asked for a picture of the crew to get an idea of what a team of 21st Century sailors look like. They sure know how to get their message across. They are not allowed to go onshore except for things like a medical emergency. But land is temptingly close. From where they are anchored, Singapore is on one side and a few Indonesian islands are on the other. The Indonesian seamen could almost swim back to their home country. But what to do when you're stuck like they are? I ask him what they're up to all day, assuming they must have heaps of time on their hands. But I stand corrected, a lot of the work on board has to be done regardless of whether they are sailing or at anchor. Today, in fact is... Lol indeed – even a captain needs to get his laundry done. So I wait a for a bit and it's not long before he is back online.

"At this moment, there aren't any good tidings about a release – it beats me," he writes. "But as master I pretend there will be good news to my crew." He says that some might regard their situation as "marooned or even abandoned", but that "most crew still have hope this will be settled in the near future". Shipping lawyers here in Singapore though tell me that it's normal for ships to be arrested for a few months – there are even extreme cases of up to a year. I ask about water, food, general supplies. They still have enough but stocks are beginning to run low. On Friday, they will get fresh provisions brought on board as well as some entertainment material – movies to watch, games to play. Maybe also a few more Sim cards so that more of them can get online. For instance, to look for new jobs for when their current ordeal is over. There is after all little expectation that Hanjin Shipping will survive its current situation. The **HANJIN ROME** was built in 1998, "an old lady" as the captain says. He's been sailing on her since 2003, and jokes that he therefore has special feelings for her and that "she looks younger than her age". But good looks won't help her too much in her uncertain future. The ship is one of three built in the late 1990s and in the current shipping drought that means its market value is very low, too low in fact. "Given Hanjin's extraordinary circumstance, it is probable the three 90s ships will be sold for scrap and sent to the beaches on the Indian subcontinent – the most popular location for scrapping," William Bennett, senior analyst at VesselsValue told the BBC. The scrap value for the **HANJIN ROME** is around \$7.15m. And as much as **Captain Moon** likes his old ship, he too agrees that it is probably doomed to be scrapped. As of now though, the crew remains on duty, officers are manning the bridge 24/7, staring out across the countless vessels anchored around them. The difference is that the other ships can simply weigh anchor and are free to sail off at any time. **Source: BBC**



The Bulker **HAI JING** inbound for Ijmuiden assisted by the **Port Towage Amsterdam** operated Hybrid tug **EXPERIENCE** – Photo : **Peter Maanders Port Towage Amsterdam** ©





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## Floating farm could grow food on empty cargo ships

About 90 percent of the world's goods are carried by sea, with more than 70 percent in shipping containers carrying everything from TVs to sportswear from Asia to the rest of the world. But the global imbalance in trade means most of these containers are empty on the return journey. Design student Philippe Hohlfeld, from London's Royal College of Art (RCA), has devised a way to stop this empty space going to waste. Grow Frame is a collapsible hydroponic farm that could grow vegetables inside the empty containers during the weeks-long sea voyage.

"Grow Frame tackles the challenge that half of all containers going to China are empty. And that means, right now, 13 million containers annually are traveling around with just air. And when I heard about that I thought 'no, that's not a problem, that's an opportunity'," Hohlfeld told Reuters. "Every container is 12 square meters of land, and they're basically free. And free real estate in the world is really hard to come by, and especially in the countries where they end up in China and Japan and south-east Asia, that land would be really expensive and is at a premium."

Each plant is grown in small individual plastic bags containing all the water and nutrients needed to feed the plant during the trip. The mini farms would cultivate vegetables using battery-powered LED lights that can be adjusted to provide precisely the right spectrum of light for optimal growth. Hohlfeld said the energy efficient lights and the battery would hold enough power for the duration of the voyage; for example, for the approximately three weeks it takes for the vessel to travel from the UK to China. To keep the climate inside each container as natural as possible, Hohlfeld said he's planning to grow mushrooms alongside leafy vegetables to help balance the mini ecosystem.

"I'm growing cabbages, spinach, lettuces and bean sprouts. All these plants create oxygen, as we know, and it's really good in nature because it balances with animals. But in the container it could be a problem; so I'm introducing mushrooms which turn the oxygen back into CO2 because they respire the same way that we do. And that way the whole system keeps itself in check," he said. A key design consideration of Grow Frame was for it to collapse to a fraction of the size so as not to take up valuable space when the container was transporting goods. "I thought about an autonomous process that works in an enclosed environment over three weeks and that brings a real benefit to China and that can be as collapsible as possible; so it can be as small as possible," Hohlfeld said, adding that he now hopes to turn his proof-of-concept design into a working prototype that could be tested on the open seas. Hohlfeld is now looking for funding to help turn the concept into a reality. He estimates it would cost around £9,000 (\$12,080 USD) to develop and manufacture the first frames, and a further £6,000 (\$8,050 USD) to pay for a shipping trial. But the potential profitability of the reusable system would quickly recoup the initial costs, he said. **Source: Reuters**

## Rough Seas Ahead for Struggling Shipping Industry

The global shipping industry has been weathering rough seas for years. This situation, according to credit insurer Euler Hermes, is not likely to change soon, as evidenced by recent examples in the container segment. From January through May 2016, insolvencies in the sector rose by more than 10% compared to the previous year. The industry continues to feel the effects of overcapacity and record low freight and charter rates, especially as global trade weakens – creating a domino effect on the funds and banks providing financing. With container shipping firms counting on riding out the storm through mergers or alliances, there's no end of the consolidation wave on the horizon.

The global economy should rise by only 2.4% in 2016, the lowest rate since the financial crisis. The growth outlook for 2017 is also modest, at 2.7%. For the sixth consecutive year, growth will be below the 3% mark and well below the 4% average annual growth rate of 2004-2007. The U.S. dollar value of global trade is forecast to contract once again

in 2016 by -2%, after a -10% decline the previous year. While shipping companies benefited from the sharp drop in oil prices, these cost savings were not always sufficient to offset low rates. Industry risks therefore remain high, and some specific segments will see further insolvencies.

### **Supply and demand diverge**

"Maritime shipping is the backbone of global trade," says Ludovic Subran, chief economist of Euler Hermes. Subran notes that about 80% of the global trade volume and 70% of the value of traded goods go by ship. "For many years, the industry benefited from growth in the container shipping segment and ever-larger container ships, despite the seven-year shipping industry crisis. The positive trend was supported by low oil prices. But global trade can no longer keep pace with capacity," adds Subran. Subran further notes that supply and demand trends are steadily diverging. Shipping a container on the Asian route today costs about half as much as just four years ago. As a result, the container shipping industry now faces its biggest crisis. "The situation is causing stress for some companies, especially if they have exhausted their buffers during the persistent crisis," says Subran. Shipping companies are simultaneously confronted with persistent high risks, weakening global trade, overcapacity and recessions in many countries.

### **Self-inflicted harm**

"Some of the industry's problems are self-inflicted," said Subran. "For several years, shipping companies engaged in a race for the biggest ships." Subran says this boom in new construction overtook the industry, with mega container ships launching one after another – and more will be delivered this year. "Overcapacity has been building up over years, and freight rates are now plummeting. All this at a time when the value of global trade is contracting and the Chinese economy – whose impact on shipping is enormous – has at least temporarily run out of steam." Similar economic situations exist in several other Asian countries, along with recessions in Brazil and other South American countries, and Russia.

### **Perfect storm**

"It is almost a perfect storm that the large container shipping companies are trying to navigate, using alliances and mergers to improve capacity utilization, strengthen market power, reduce costs and thereby bolster profit margins," said **Ron van het Hof**, CEO of **Euler Hermes** Germany, Austria and Switzerland. Despite these measures, some shipping companies will incur heavy losses, warns van het Hof. To combat overcapacity, many ships are being decommissioned. This saves fuel costs but creates maintenance costs – and subsequent, future recommissioning will be particularly costly. Smaller shipping companies struggle the most "The recommissioning of mothballed ships is very expensive, so it doubles the pain for shipping companies," said van het Hof. "The global consolidation and merger wave is not yet over." Through alliances and mergers, many chartered vessels are reverting to their owners. This unleashes a chain reaction and hits the smaller shipping companies particularly hard. Charter companies with only a few ships and lacking their own services or access to freight are suffering. Given the current record low charter rates, these firms can barely cover their operational costs and financial cover is often thin due to the lingering shipping crisis. "A vicious circle ensues, and also adversely affects shipping funds and banks due to non-performing loans," notes van het Hof.

### **Negative impact of the crisis on safety**

The difficult economic situation also adversely affects safety in the shipping industry, according to experts at Allianz Global Corporate & Specialty (AGCS) in their Marine Safety study. Several industry segments like freight, container and offshore are already vulnerable and any further deterioration in safety standards is cause for concern. The AGCS experts caution against a deferred safety mentality, in which necessary investments are postponed until potentially better times. The first tangible signs of this practice are already evident. Some shippers have stretched their maintenance schedules to the longest possible intervals, while others are decommissioning ships. "The recommissioning of decommissioned ships in a market that has evolved technologically can be exceptionally difficult," said Captain Jarek Klimczak, senior Marine Risk consultant at AGCS. "Standardized decommissioning methods need to be developed."

Some shipping companies to go under unless capacity "These challenging developments naturally affect German shipping companies and Hamburg," said Van het Hof. "Here, too, there will be winners and losers. As of today, virtually no new ships have been ordered – setting off alarm bells among shipbuilders. "But it does offer some hope that capacity and global trade could once again move forward on equal footing in future. Until that happens, some shipping companies will go under. Financial strength and related endurance will be the decisive factors in navigating this storm and staying the course despite some losses." **Source: CFO Innovation**

## CASUALTY REPORTING



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### Bali ferry carrying 40 passengers including British tourists explodes killing at least one woman and injuring 14 foreigners

By Daniel Peters For Daily Mail Australia



At least one woman is dead and up to 20 foreigners are injured after a ferry exploded while travelling from [East Bali](#) to



the [Gili Islands](#) on Thursday. The **GILI CAT 2** fast boat was taking 40 passengers to popular tourist destination and holiday island Gili Trawangan when the fuel tank reportedly blew up on board. Although one passenger, a German woman, was confirmed dead so far, a police spokesperson said two of those on board had died, the Daily Star reported. The 20 injured passengers aboard the speedboat were from Portugal, Germany, Austria and Britain, according to preliminary information from the police. Early reports that Australians were on board the boat have not been verified. The boat exploded 200 metres from the shore of [Padang Bai Harbour](#) at 9.30am, and passengers reportedly 'suffered an electrical surge and burned in the waters.' Graphic photographs



circulating on social media show passengers being carried to the shore by locals, bleeding heavily and with limbs hanging off from the explosion. **Source ; dailymail Photo's AP & Getty images**

## **NAVY NEWS**



**FGS SACHSEN**, at 5690 tonnes, one of Germany's biggest guided missile frigates, in [Plymouth Sound](#) Sept 9, having come in from a morning exercising refuelling at sea with the tanker Wave Ruler. Armed with 8 Harpoon and 32 Sea Sparrow missiles, and carrying 2 helicopters, SACHSEN---like all German naval ships, has her NATO call sign DRAA, painted in signal flags on both sides of the bridge. **photo :Raymond Wergan ©**

## **Jokowi inspects large-scale naval exercise in Java Sea**

President Joko "Jokowi" Widodo witnessed a large-scale biennial exercise conducted by the Navy in the Java Sea on Wednesday. This year the event involved 39 warships of various types, eight aircraft and 7,500 personnel. The exercise, codenamed "Armada Jaya XXXIV / 2016", witnessed a number of highlights, including a RBU 6000 anti-submarine rocket launch, as well as the trial of C-705 missiles and surface and underwater torpedoes. Apart from being used to measure the capability of naval personnel, the exercise was also aimed at measuring the readiness of a well-equipped naval integrated fleet weapon system (SSAT) in supporting joint military operations in the future. Jokowi expected that Indonesia in the future would be able to produce all the strategic weapons that now were made in other countries to support the effort to create self-sufficiency in defense equipment. "We will make our own strategic weapons. I think we can learn [from the weapons that we have just bought] so that we can have our own industry produce them," Jokowi said in an official statement. The Indonesian Military (TNI) commander Gen. Gatot Nurmantyo, State Secretary Pratikno, East Java Governor Soekarwo and Navy chief of staff Adm. Ade Supandi accompanied Jokowi during the event. **The Jakarta Post**

## **Iranian naval commander demands US leave Persian Gulf**

**By Leith Fadel**

The naval commander of Iran's "Islamic Revolutionary Guard Corps" (IRGC) demanded on Wednesday that the U.S. immediately ends their naval presence in the Persian Gulf before the situation escalates. "What has been in place in the Persian Gulf for years and has not changed is the powerful presence and intelligence supremacy (of the IRGC) in the Persian Gulf and the [Strait of Hormuz](#)," Rear Admiral Ali Fadavi said in a ceremony held in the southern port city of Bushehr on Tuesday. Admiral Fadavi addressed on Wednesday the recent turmoil in the Persian Gulf and the U.S. Navy's constant encroachment of their territorial waters. The naval commander blamed the U.S. for the instability in the region and demanded they leave the Persian Gulf in a dignified way. **Source: almasdarnews**

## **Navy Secretary Under Fire for Politicizing Naming of Ships**

Navy Secretary Ray Mabus is under fire for naming military ships after politically controversial figures, including the late gay rights activist Harvey Milk and union leader Cesar Chavez. Retired Vice Adm. Doug Crowder criticized Mabus' decision to name a ship after former Rep. Gabby Giffords (D., Ariz.), who survived a gun shot wound to her head five

years ago and has been a leading voice advocating for stricter gun control measures. Crowder, who served as a deputy chief of naval operations before retiring in 2010, told the Associated Press on Wednesday that while the Navy secretary has the authority to name ships, there is an "inherent risk" in military leaders making a series of political statements. "It just doesn't help at all for what the basic sailor or officer thinks of his chain of command, up to the secretary of the Navy," he said. "Is it catastrophic? No. But that's the risk you run." Mabus defended his decision. He told the AP he wanted to honor people who have displayed heroism outside of the military. A replenishment oiler will be named after abolitionist Sojourner Truth, for example. "I have named ships after presidents. I have named ships after members of Congress who have been forceful advocates for the Navy and Marine Corps," Mabus said. "But I think you have to represent all the values that we hold as Americans, that we hold as a country. And so that's why I've named ships the Medgar Evers, Cesar Chavez, John Lewis, the Harvey Milk. Because these are American heroes too, just in a different arena," he added. Mabus plans to announce five new ship names beginning Saturday during visits to Mississippi and Massachusetts. Rep. Duncan Hunter (R., Calif.) said naval ships should be named after service members who have inspired valor among their crews. Mabus noted that nine of the ships will bear the names of Medal of Honor recipients, including World War II Marine Gunnery Sgt. John Basilone. A legislative measure that would have barred the Navy from naming ships after lawmakers who never served in the military or as president recently stalled in the House, according to the AP. **Source: freebeacon**

## **Thailand includes submarine funding in 2017 budget**

**By : Jon Grevatt, Bangkok**

Thailand's recently announced 2017 defence budget is understood to have included funding for submarines, suggesting that the Thai government is preparing to follow through on a previous agreement to procure boats from China. The Thai National Assembly approved the country's defence budget on 8 September. The allocation, which comes into effect from October, reached THB210.7 billion (USD6 billion) and, according to the government, represented a slight increase of THB220 million over actual military spending in 2016. While a breakdown of spending has not been disclosed by the government, sources have indicated to IHS Jane's recently that the Royal Thai Navy (RTN) allocation, which is expected to reach about THB42 billion, includes funding to support the procurement of up to three **S26T** (Thailand) diesel-electric submarines, a modified export version of the **Yuan-class (Type 041)**. **Source: IHS Jane's Defence Industry**

## **Massive submarine war games launched off Nova Scotia coast**

**Anti-submarine warfare rewards strategy and intelligence over brute force**

**By Brett Ruskin**

The largest anti-submarine warfare exercise hosted in Canadian waters in two decades is now underway off Nova Scotia's coast. The exercise is called **Cutlass Fury**. It involves 11 warships and more than 24 aircraft simulating military activities approximately 160 kilometres southeast of Halifax. Much of the exercise is aimed at detecting and evading submarines. "As this exercise progresses, it becomes more complex," said Petty Officer Shawn Swinimer, the underwater warfare director onboard **HMCS FREDERICTON**. "It's close to a real warfare scenario," he said. "It is the world's biggest game of hide-and-seek." For the next two weeks, ships from Canada, the United States, Britain, France and Spain will criss-cross a vast area of ocean. From the deck of **HMCS FREDERICTON**, at least three large warships loom on the horizon at any given time. Some have helicopters circling overhead, while others practise mid-ocean refuelling. At one point during the exercises, three helicopters converged on a specific point off the starboard side of **HMCS FREDERICTON**. They were hunting a submarine. Ships can usually outrun subs, but first they must find them. To do this, ships rely on high-powered binoculars, sonar and even helicopters. Each Canadian frigate is equipped with a Sea King helicopter. The aircraft can be deployed to search the surrounding waters for the sub. Naval helicopters use sonar by dipping a sensor into the ocean. The aircraft have the advantage of being able to take multiple readings from different locations. Plus, they can't be hit by a sub's deadly torpedoes. "Just one of the torpedoes could take out a ship," said Capt. Craig Skjerpen, task group commander for exercise Cutlass Fury. "It could take out an aircraft carrier."

Military officials say that's why anti-submarine exercises like these are so important. Submarine activity by countries like Russia has ramped up in recent years. Subs are also a relatively inexpensive way for poorer governments to bolster their navy, and are now used by many countries with authoritarian regimes. Naval experts estimate there are up to

300 submarines operating at all times around the world. During this month's exercise off Canada's coast, commanders have a plan should any of these uninvited foreign submarines drift toward the exercise. "It does happen and we do have procedures," said Swinimer. "We'll contact them and then authenticate that they are not an exercise player, and then pass that information on to command," he said. Swinimer said the exercises are starting with simple search and reconnaissance. As the exercise progresses, it will escalate to full war games with simulated weapons launches. "It can be stressful from time to time. It's very fast paced," said Swinimer. "But it's not chaotic. Everyone has a set of rules and knows their role." The exercise continues until late next week, wrapping up in St. John's. **source : CBC**

## Multipurpose Fifth-Gen Nuclear Submarine Design to Be Developed by 2020

The development of multipurpose fifth-generation multi-purpose nuclear-powered submarine design will continue until 2020, according to alakhit's General Director Vladimir Dorofeev. Russia's Malakhit design bureau plans to develop a multipurpose fifth-generation multi-purpose nuclear-powered submarine design by 2020, its director said Wednesday. Malakhit's General Director Vladimir Dorofeev said early last month the bureau had signed a contract with the Russian Defense Ministry to design the advanced nuclear submarine with construction to start sometime after 2020. "The development will continue until 2020," Dorofeev told reporters and noted the importance of integrating the submarines into Russia's single information space despite its stealth capabilities. "In other words, this is the submarine's interaction with spacecraft, surface vessels, coastal command posts, submarines and others," he stressed. **source: sputniknews**

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## HEAVY EQUIPMENT ARRIVED AT ROYAL IHC IN KINDERDIJK



The barge **CC BISCAY** with onboard loaded the Cutterladder with a weight of **1717 ton** and the spud carriage with a weight of **325 ton** for the new Boskalis **SPCSD HELIOS** fitting out at the **Royal IHC shipyard** in **Kinderdijk** arrived at the yard and was offloaded by the sheerlegs **MATADOR 3** and **UGLEN** see also the photo of the day below

**Photo's: Arie Boer ©**

## Korean shipbuilder hits auction for PH war ships

ONE of six bidders in the acquisition of two Navy frigates, originally priced at P18 billion, questioned the Defense Department's bids and awards committee over its modification of the bid structure by splitting the project into two components. STX Offshore & Shipbuilding Co. Ltd. (STX Korea) said the Philippine government "shall be grossly disadvantaged with the modification in the bid structure, aside from committing a serious violation of the country's existing procurement laws." "Splitting the Authorized Budget of Contract [ABC] and the items to be bid out after the first stage of the bidding, and before the second stage, is tantamount to changing the terms and conditions of the bid in the middle of the game," STX Korea said. It added that initially, the six bidders were made to believe that the ABC is P18 billion and the items for bidding are the vessels, weapons system and ammunition, "and we joined the bidding on the basis of those parameters." "It is thus unfair for everyone, especially for those who failed to pass the initial stage, to have the terms substantially changed when the bid has already been submitted," STX Korea said. According to their statement, on January 2016, the BAC released the technical specification for the project but removed all references to ammunition. The BAC also attached a memorandum to the bid document, specifying the need to split the bidding for the vessels and the ammo, which could be in the form of missiles, bullets, torpedoes, etc. The Korean firm believes that the BAC purposely split the project to make it appear that the winning bidder has offered the lowest price, now at P16 billion for the two vessels alone. "One major effect of such modification is that there would be limited number of possible bidders for the ammunition considering that launchers are usually tailor fitted for certain kinds of ammunition." "Effectively, the one who will manufacture the launchers in the first bid will more or less be the most qualified to be the provider of the ammunition in the second bid," STX Korea said. "In other words, there will be no competition for the bid of ammunition as the manufacturer of the launchers in the first bid is the only manufacturer of the ammunition which will fit such launchers." Shortly before the election, the remaining four bidders asked the DND to defer awarding the contract until President-elect Rodrigo R. Duterte has assumed office. The four bidders are Garden Reach Shipbuilders & Engineers Ltd. (GRSE), STX France SA, Thyssenkrupp Marine System and Hyundai Heavy Industries Inc. (HHI). However, on September 1, MaxDefense showed a photograph of the notice of award for the frigates with Defense Secretary Delfin Lorenzana signing the contract in favor of Hyundai Heavy Industries of South Korea worth PhP15,744,571,584.00. However, there was no mention of the weapons system, although the frigates were describe as able to "survive at Sea State 7" with no degradation of anti-air, anti-surface, and electronic warfare capabilities at Sea State 5 and no degradation of anti-submarine warfare capability at Sea State 4. According to MaxDefense, the signing of contract is scheduled two weeks from now. The lawyers for STX Korea, Angara Abello Conception Regala & Cruz, argues that the ABC can only be adjusted downward in certain circumstances, "if there is a need to reflect actual market prices or scope of works or suit actual field conditions of the project." If the ABC is to be adjusted, the BAC should conduct a rebidding: "Upon adjustment of ABC, the procuring entity must conduct rebidding with re-advertisement or posting. Any succeeding adjustment of the ABC shall be in accordance with these guidelines." The Korean firm said the bidding process was not in accordance with existing regulations for government procurement and a violation of the Government's Procurement Policy Board. They firm said they wrote the Defense Department, saying it can comply with the ABC as well as the technical and financial specifications of the initial bid but they did not get a reply. "STX Korea respectfully submits that the BAC should maintain the terms of the original bid of P18 billion for the two vessels and ammunition to avoid complication in the bidding process." **Source: thestandard**

## Russian shipbuilding corpn. offers expertise to A.P.

President of the United Shipbuilding Corporation of Russia Alexey L. Rakhmanov, who led the Russian delegation, said the corporation, which had a market share of 95 per cent in that country, was interested in setting up a manufacturing unit in A.P. Alexey L. Rakhmanov, president of United Ship-building Corporation of Russia, in conversation with Ramesh Chandra, Indian Ambassador designate to Romania, at a seminar on opportunities in defence manufacturing in Andhra Pradesh in Visakhapatnam on Tuesday. Photo: K.R. Mr. Rakhmanov found a great opportunity for the two countries to work together in the defence manufacturing area and said the Russian corporation which had great expertise in building merchant vessels, warships and weapon systems could also manufacture vessels for inland waterways of AP. Alexey L. Rakhmanov, president of United Ship-building Corporation of Russia, in conversation with Ramesh Chandra, Indian Ambassador designate to Romania, at a seminar on opportunities in defence manufacturing in Andhra Pradesh in Visakhapatnam on Tuesday. Photo: K.R. Deepak 'Great opportunity for two countries to work together' : A dialogue between the Indian and Russian defence industries, organised by the Federation of India Chamber of Commerce & Industry (FICCI) here on Tuesday witnessed positive development in the area of shipbuilding activity as the State-owned shipbuilding corporation of Russia expressed its keenness on developing the industry in

Andhra Pradesh. It was also an occasion for the Indian side to recall the long association between India and Russia and the latter's significant contribution in building the Visakhapatnam Steel Plant and the Naval Dockyard. President of the United Shipbuilding Corporation of Russia Alexey L. Rakhmanov, who led the Russian delegation, said the corporation, which had a market share of 95 per cent in that country, was interested in setting up a manufacturing unit in A.P. to meet the requirements of the domestic and export markets. Mr. Rakhmanov found a great opportunity for the two countries to work together in the defence manufacturing area and said the Russian corporation which had great expertise in building merchant vessels, warships and weapon systems could also manufacture vessels for inland waterways of AP. "We take the Make-in-India campaign very seriously. Source : the hindu

## **ROUTE, PORTS & SERVICES**



## **CEVA to operate European Distribution Center for Vermeer**

**CEVA Logistics**, one of the world's largest supply chain management companies has won a three year contract for the European distribution of spare parts for Vermeer – the family-owned, world-leading brand in agricultural and industrial equipment. The new European distribution center (EDC) will operate from CEVA's Roosendaal facility in the Netherlands. In addition, CEVA will provide integrated ocean services to Vermeer from its Pella, Iowa, USA headquarters. This will enable Vermeer to support the new central warehouse at Roosendaal with additional parts which are made and stored in the U.S. and which CEVA will then ship to Europe.

Operations went live this month following extensive CEVA trials, testing of all EDI interchanges, training and building interfaces with customer systems. As a result of using the new EDC, Vermeer dealers and customers will see their lead times on product orders reduced by 1-2 days, representing a considerable improvement in service for both. "By centralizing high-demand products closer to their area of use we are now able to handle the majority of Vermeer spares through CEVA's Roosendaal facility," states Mark Bekkers, CEVA Business Development Manager who worked with Vermeer to design the innovative solution to precisely suit its requirements. "Our team here really understands the Vermeer Corporation's need for an agile logistics partner and we believe our multi-discipline services and IT solutions will have a streamlining effect on their spare parts service and will improve efficiency for both its dealers and end-users." An additional benefit to Vermeer in appointing CEVA to handle its European distribution is that it will also be able to offer an EU-overnight drop ship delivery service to end users. Commenting on the new logistics concept for Vermeer, the company's Parts Manager, Ruben Coppoolse said: "This arrangement helps support our company growth and customer experience goals by positioning high-demand items at a central warehouse in the Netherlands allowing Vermeer to replenish stock parts at the dealer level in a timely manner. Vermeer will also be able to facilitate EU-overnight dropship delivery to customers."

## **China State Shipbuilding and Carnival Corp. Expected to Announce Cruise Order Next Week**

**The first Chinese-built cruise ships may be inching closer to being official.**



It may become official next Friday in Tianjin at China Cruise Shipping when China State Shipbuilding Corporation (CSSC) and Carnival Corporation could announce a newbuild order for up to five cruise ships to be built in a Chinese yard for a yet-to-be-named domestic cruise brand. According to a source familiar with the matter, the ships will be around 5,000 passengers and 130,000 tons, with deliveries to start as soon as 2020. It has been a solid build up in China for Carnival, which started with a memorandum of understanding signed with CSSC in 2014 to explore the possibility of a joint venture. A year later, Carnival announced it had formed a joint venture in China that intended to launch the “first world-class, multi-ship domestic cruise brand in the Chinese market” with CSSC and China Investment Corporation (CIC). And in July, Fincantieri and CSSC signed an agreement for the development of a joint venture aimed at developing and supporting the growth of the Chinese cruise industry, according to a statement. The ships will be built at one of CSSC’s shipyard on the basis of a platform licensed to the joint venture and to the SWS shipyard by Fincantieri. Statements have also said the new brand will not only build new ships, but will also operate ships (second-hand) in the Chinese market. **Source : [cruiseindustrynews](#)**



Official opening of the new **Dräger service centre** in Den Helder, the Netherlands, by **Mrs Jacoba Bolderheij**, CEO of **Port of Den Helder**. **Photo Paul Schaap ©**

## KNRM HELPT – HELP DE KNRM!

Eigenlijk zou in Nederland iedere bootvisser Redder aan Wal moeten zijn, oftewel donateur van de **Koninklijke Nederlandse Reddings Maatschappij – KNRM**. Want het werk dat deze heldhaftige professionals én vrijwilligers doen is geweldig en... wie weet moet je ooit zelf een beroep op hen doen! Nu zullen sportvissers niet gauw uitvaren onder stormachtige omstandigheden, maar op zee zit een ongeluk eigenlijk altijd in een klein hoekje. En dus hoor je met enige regelmaat dat een sportvisbootje door de KNRM veilig naar de veilige wal werd gesleept, na vele uren op volle zee te hebben rond gedobberd. Een hardnekkig stuk netwerk in je schroef, domweg een weigerende bb-motor of veel erger nog: een man overboord situatie... Het zal je maar gebeuren!

Ook als op een charterboot een opstapper of bemanningslid onwel wordt, is het veelal de reddingsboot die komt assisteren en de onfortuinlijke visser voor medische hulp naar de kant brengt. En alleen al voor je eigen gemoed is het dan prettig om op vrijwillige basis een financiële bijdrage aan deze zo nuttige organisatie te kunnen leveren. Daarover zo meer.

### GRATIS APP

De KNRM doet namelijk méér dan het in veiligheid brengen van watergebruikers ‘alleen’. Ook voorlichting over veiligheid op zee en aan boord behoort tot de taken. Onlangs heeft de organisatie een gratis app geïntroduceerd, waarmee je veel nuttige informatie op je smartphone krijgt aangeboden (iOS en Android). Deze app is een absolute aanrader als je met een eigen boot de zee op gaat!

### DONATEUR WORDEN?

De KNRM is al sinds 1824 een onafhankelijke professionele reddingorganisatie. Jaarlijks redden 1.300 professioneel opgeleide vrijwilligers meer dan 3.000 mensen op zee en het ruime binnenwater. De KNRM is een goed doel, zonder overheidssubsidie. Dankzij de meer dan 90.000 donateurs kan de KNRM kosteloos hulp bieden en dat is wat deze organisatie zo bijzonder maakt. Ook als je 20 mijl op zee in je visbootje rond dobbert vanwege motorpech of een andere calamiteit, komen de helden van de KNRM naar je toe en brengen je met boot en al in veiligheid. En dat volledig kosteloos Voor fraaie beelden van de historie van deze bijna 100 jaar oude organisatie, zie dit [FILMPJE](#)

Bron : Zeehengelsport

## Three cruise ships, nearly 10,000 passengers and crew hit Halifax, harbourside shops

Three cruise ships were docking in Halifax Thursday, bringing thousands of passengers ready to spend money on the busiest day the port city will see this year.

"We were expecting about 8,500 passengers on three cruise vessels and this will be our biggest passenger day of the season," Lane Ferguson, Halifax Port Authority spokesman, said Wednesday. The biggest of the cruise ships, Royal Caribbean International's humongous **ANTHEM OF THE SEAS**, arrived at the dock at 7 a.m. with 4,180 passengers. Holland America Line's **VEENDAM** with its 1,350 passengers docked at 8 a.m. And Carnival Cruise Line's **CARNIVAL SUNSHINE** dropped its 3,000 passengers in Halifax at about 11 a.m. Vendors there were gearing up for what could be their busiest day of the season. At Gourmandises Avenue Chocolaterie in the farmers' market, Jean-Pierre Gallois' staff were ready for the onslaught with small boxes of their gourmet chocolates, some filled with Annapolis Valley wines, cakes, and dark and milk chocolate bars made with Nova Scotia berries, local honey and other ingredients.

Europeans cruising on some of the higher-end ships in particular appreciate the quality of Gourmandises Avenue Chocolaterie's confections and the authentic Atlantic Canadian feel of the products. "People from England and Europe, they are more aware of the quality and value of the product," said Gallois in an interview Wednesday. "It's a local product and so they are willing to spend the money." A Nova Scotia company, Gourmandises Avenue makes all its products in Eastern Passage, including a favourite with tourists: a dark or milk chocolate hollow lobster filled with chocolate seashell-shaped chocolates. "They like that because it's a lobster and so it's kind of a signature of the Atlantic provinces," said Gallois.

After being on a cruise ship for days, many passengers and crew members get a hankering for fresh, healthy food and turn to Jessie Doyle's Fruition to grab smoothies, fresh fruit, juices, salads and healthy desserts. "We definitely see an increase in business (on big cruise ship days)," said Doyle in an interview Wednesday. While many cruise ship passengers almost immediately head for tour buses to take in Nova Scotia's tourist attractions like Peggy's Cove, others visit downtown Halifax — and shop. At Freak Lunchbox's retro toy and candy store on Barrington Street, owner Jeremy Smith says a big cruise ship day helps sales but the size of that bump in business depends on the particular age group coming in and the time of year. "At this time of year it's not a huge uptick for us, maybe a 20- per-cent boost," said Smith in an interview Wednesday.

"Cruise passengers after September 1 tend to be a bit older and stick to the waterfront and do things like take horse-drawn carriage rides," he said. "The store still has some nostalgic appeal for them of course, but we find they don't venture that far up this way en masse after September 1." A study conducted in 2013 determined the economic impact of cruises to Halifax was \$104 million per season, said Ferguson On Oct. 16 last year, the Port of Halifax had more passengers arrive during its busiest cruise ship day of the season with 10,000 passengers. But that day also saw more cruise ships dock at the port. In the past few years, cruise lines have been moving toward much bigger vessels and Ferguson says Halifax is one of the ports equipped to handle them. The **ANTHEM OF THE SEAS**, the second Quantum class ship to be built and delivered to Royal Caribbean last year, is an example of these larger cruiseships. That leviathan has 16 decks accessible to passengers and features a NorthStar observation tower that can lift groups of up to 14 guests up to 300 feet above sea level. It has another amenity that allows passengers to skydive while cruising. There's an indoor pool with a large video screen, another with a retractable roof, and indoor solarium, and a wave pool. The ship also has a spa and fitness centre, a Broadway-style theatre and casino and a lounge on the ship's stern providing a 270-degree panoramic view of the ocean. The **ANTHEM OF THE SEAS'** SeaPlex includes an indoor gym with full-sized basketball court that transforms into a dance floor, a flying trapeze school, roller-skating arena and even bumper cars. "She is one of the biggest cruise vessels in the world," said Ferguson. "They are getting pretty big. It has to do with economies of scale and the amenities you can offer." **Source : thechronicleherald**

## MARITIME ARTIST CORNER



The **PACIFIC ENDEAVOR** with bunkerboats alongside is the latest creation of Maritime artist **Ronald van Rikxoort**  
[www.artabc.nl](http://www.artabc.nl)

[Click HERE for the LIVE STREAM WEBCAM in Hoek van Holland Berghaven](#)

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## .... PHOTO OF THE DAY ....



The Sheerlegs **MATADOR-3** and **UGLEN** seen lifting the new cutterladder with a weight of **1717 tons** onboard the new Boskalis CSD **HELIOS** at the **Royal IHC shipyard** in Kinderdijk **Photo: Arie Boer ©**