



Number 288 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 14-10-2016
News reports received from readers and Internet News articles copied from various news sites.

The advertisement for SIRI WIND features a background image of a wind farm under a cloudy sky. On the left, a list of services is presented with red square bullet points: 'Improve workability', 'Structural integrity', 'Lifetime extension', 'Environmental data', and 'Fatigue assessment'. The SIRI WIND logo is in the top right corner, and the slogan 'SOLUTIONS IN MOTION' is centered. Contact information is provided at the bottom: 'info@sirimarine.nl | www.sirimarine.nl | +31(0) 596 620 997'.



The KOTUG-SMIT operated hybrid tug RT EVOLUTION operating in the port of Rotterdam Photo: Peter Andriessen www.tughunter.nl (c)

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HAL's **OOSTERDAM** moored in Venice Photo : Kees van Schie (c)

China rebuffs S.Korea over sinking of coast guard vessel

China said on Wednesday South Korea's coast guard should not have been operating in part of the sea where one of Seoul's patrol boats sank last week during an operation to crack down on a group of Chinese fishing boats. South Korean coast guard vessels regularly chase Chinese boats for fishing illegally off its coast, at times resulting in violent confrontations. The disputes are an irritant in relations between China and U.S. ally South Korea, even as their economic relations grow close and they share concerns about North Korea's nuclear weapons and missile programmes. South Korea's Ministry of Public Safety and Security, which oversees the coast guard, said one of its patrol boats sank last week during an anti-illegal fishing operation off the Korean peninsula's west coast. Chinese Foreign Ministry spokesman Geng Shuang said where the incident happened was an area where, according to a bilateral fishing agreement, South Korean vessels should not be carrying out law enforcement operations. China had lodged a protest with South Korea and demanded the country "calmly and rationally" handle the incident, Geng told a daily news

briefing. South Korea's coast guard said on Tuesday that its officers would be authorised to use firearms, including handguns and onboard cannon, against illegal Chinese fishing vessels if deemed threatening. Chinese spokesman Geng said such actions would not resolve anything and could only worsen the problem. "China again demands South Korea strengthen their controls on law enforcement personnel." South Korea's coast guard captured two Chinese fishing boats illegally operating off the west coast early on Wednesday and brought them to a South Korean port, an Incheon Coast Guard official told Reuters by telephone. Three Chinese fishermen were killed last month in a fire that broke out on their boat when a South Korean coast guard crew trying to apprehend them for illegal fishing threw flash grenades into a room in which they were hiding, according to a South Korean official. **Source: Reuters (Reporting by Ben Blanchard; Additional reporting by Ju-min Park in Seoul; Editing by Nick Macfie)**

BOOK SEARCH

TUG USE IN PORT. A PRACTICAL GUIDE. 2nd edition

Although there is still much interest in the book 'Tug Use in Port. A practical Guide', unfortunately the book is out-of-print. Even the author has no copy of the book anymore. Who will help him and has a new or clean copy of the book for sale? He would be very grateful. Please contact **Henk Hensen** (The Author) via : hhensen@kabelfoon.nl


OCEANIC 5000 LOADTESTED BY FRANKLIN OFFSHORE GROUP



Franklin Offshore Group have successfully completed the load testing of the MV "OCEANIC 5000" Main 4400 Tonne revolving pedestal crane in Sharjah OPL. The load testing was witnessed and certificates issued by DNV GL Abu Dhabi and the details of the test loads were:

- Main Block 3300 Tonne Revolving.
- Main Block 4400 Tonne Load Cell Calibration Test.
- Main Block 4840 Tonne Non Revolving over the stern.
- Main Block 550 Tonne off starboard side at Maximum Radius.
- Aux 2 - 880 Tonne at minimum radius – revolving.
- Aux 2 - 110 Tonne at maximum radius – revolving.
- Aux 1 – 176 Tonne at min to max radius – revolving.
- Port / Starboard Rigging Blocks at 18.75 Tonne min to max boom radius – revolving.

Franklin Offshore Group conducted the tests using their 6600 Tonne Test Barge and solid weights that was towed from Singapore to Sharjah OPL with **MV Maritime Putri (POSH)**. The **OCEANIC 5000** has been involved with heavy lift, installation and hook up projects throughout the Persian Gulf and have projects lined up for the rest of 2016 and 2017. All tests were completed within schedule and without incident to the satisfaction of the client and the surveyor.

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South Korean shipbuilders eyed for LNG carriers deal worth \$3.8 billion

By Benjamin Kang Lim and Hyunjoo Jin

A little-known investment company said it intends to order up to 20 liquefied natural gas (LNG) carriers, probably from South Korean shipbuilders. The contracts would be worth as much as \$3.8 billion, two people with direct knowledge of the matter told Reuters. CBI Energy and Chemical, which is controlled by Australian and Canadian investors and has offices in Hong Kong, also disclosed in a statement to Reuters that it would be seeking to buy floating LNG production and import facilities as part of an ambitious plan for Africa and Asia. The orders would be a major shot in the arm for South Korea's ailing shipbuilding industry, which has been hit by a collapse in new orders as global trade growth slows and after the slump in commodities prices in recent years. CBI Energy would be taking advantage of low shipbuilding costs and cheap credit, that make it easier for newcomers to tap into a global switch towards cleaner sources of energy, LNG traders said. Depressed LNG prices are encouraging demand for the fuel, they added. The company said in a statement to Reuters that "there is a need to custom-build specialty LNG carriers that will meet CBI's business needs." It said that CBI has plans for Africa and Asia that include natural gas extraction, pipelines, marine transportation logistics, LNG plants, rail transport, power generation, chemical plants, and an LNG distribution network, including retail gas stations. CBI has entrusted Korea Offshore and Ship's Technology Co Ltd (KOST) to find South Korean shipbuilders for the projects, officials from the two companies said. "South Korea's LNG carriers are the best in terms of design, shipbuilding and delivery speed," an executive at CBI, who declined to be identified, told Reuters. "The shipbuilding industry is in a slump. This would be a stimulus." KOST could approach STX Offshore & Shipbuilding, Daewoo Shipbuilding & Marine Engineering Co, Samsung Heavy Industries and Hyundai Heavy Industries Co Ltd to build the vessels, the person added. It is not yet clear whether the contract would be concentrated with one or two shipbuilders or be spread more widely, said the official from KOST, who also declined to be identified. Initially there would be 10 firm orders, with an option to buy 10 more carriers, this person said. South Korean shipbuilders have also been hit by increased competition from Chinese and Japanese yards, and massive overcapacity in the shipping industry. The collapse of Hanjin Shipping, the world's seventh largest container shipper at the end of August, dealt a further blow to sentiment. Korea Development Bank forecast in a report the same month that the country's shipbuilders would suffer a 92.3 percent plunge in orders this year. "Global shipyards including those in the main shipbuilding countries of South Korea, China and Japan, have seen the volume of orders in tonnage terms slump this year to the lowest level in more than 20 years," said Peter Sand, chief shipping analyst at ship owners lobby group BIMCO. LNG carriers are a bright spot, though, because of demand for cleaner energy, said the KOST official. The person said talks with shipbuilders would start after detailed plans were made, adding that it would take two to three months to select contract winners based on price, quality and the ability to meet delivery deadlines. The vessels would each have the capacity to transport 120,000 to 175,000 cubic metres of LNG, the two sources said. The first ship was due to be delivered in 2019, they said, adding the remaining vessels would be delivered at a rate of one ship every two-to-three months. CBI Energy is a holding company registered in the British Virgin Islands and lists offices in Hong Kong, Beijing and Switzerland. Its core investments are in coal power generation, a "clean coal" technology, as well as LNG and associated supply chain businesses, according to the company statement. The CBI executive said the group was 70 percent Australian owned and 30 percent Canadian owned. He declined to provide further details. It has raised

2 billion euros from European private equity investors to fund the orders, the executive added. The KOST official said CBI planned to ship LNG from Africa and the Middle East to China. KOST, which is based on South Korea's southeastern island of Geoje, the country's shipbuilding hub, supervises shipbuilding projects. The order would increase the global fleet of LNG tankers by more than 3 percent, making CBI a significant new player in the LNG logistics business if it opted to operate all the vessels itself. There are currently 460 tankers in service, with a further 170 on order. A 174,000 cubic metre LNG carrier costs around \$198 million to buy, down from \$205 million two years ago, shipping services firm Clarkson said. South Korean shipbuilders, Samsung Heavy and Daewoo Shipbuilding and Marine Engineering, are the most popular shipbuilders for LNG tankers, having built 22 percent and 21 percent respectively of the LNG carriers operating worldwide, according to data from shipbroker Banchero Costa (Bancosta). Of the LNG carriers under construction and on order, 37 percent of the current order book is placed at Daewoo shipyards, 14 percent at Hyundai Heavy and a further 11 percent at Samsung, Bancosta said. Between 2016 and 2020, global LNG production capacity is expected to rise by about 50 percent to around 370 million tonnes a year, with major new projects in Australia, the United States and elsewhere, and this expected run-up in supply has dragged on prices. "Although as many as 2,200 new cargoes of LNG are set to come on-stream by 2019 or 2020, the growth in the sector continues to be quite uncertain," according to a Bancosta report last month. "European Union demand is fairly stable, global gas demand has slowed in the face of competition from other energy sources within the power sector, and from the persistence of low prices in energy commodities." **Source: Reuters (Reporting by Benjamin Kang Lim in BEIJING and Hyunjoon Jin in SEOUL; Additional reporting by Keith Wallis in SINGAPORE; Editing by Alex Richardson and Martin Howell)**



MV Loch Seaforth IMO 9665437. Construction started 16/9/2013 by Flensburger, Germany, Yrd No 764 for Caledonian MacBrayne. launched 21/3/2014, 116X18.4 mts, 7,800 grt, 700 passenger, 143 cars, She is seen on her regular service inbound to Ullapool from Stornoway. **Photo: iain Forsyth (c)**

REUTERS SUMMIT-Wave of fresh supply spells new LPG era in Asia - Dorian LPG

By Henning Gloystein

Liquefied petroleum gas (LPG), long a niche product used in petrochemicals, as well as for cooking and outdoor heating, is entering a new era as a wave of supply from the U.S. shale boom cuts prices, spreading its use in emerging markets, a major shipper said. Production of LPG, known better as propane or butane, has traditionally been dominated by the Middle East, while Japan has been the biggest buyer, where it is used largely as a petrochemical feedstock. Now, the market is undergoing fundamental change as the U.S. shale oil revolution, in which LPG is produced as a by-product, has propelled the United States to the top of the production table, and emerging markets have overtaken Japan as the biggest buyer. "In 2013, the U.S. accounted for only 15 percent of global supply volumes, whereas today they account for over 31 percent of global supply volumes. The U.S. is now the single largest LPG exporting nation," Ted Young, Chief Financial Officer at Dorian LPG, told Reuters in an interview for its Global Commodities Summit New York-based Dorian LPG <LPG.N>, which has a market capitalization of \$363 million, says it owns 22 Very Large Gas Carriers (VLGC), making it one of the world's biggest shippers of the fuel. Soaring U.S. production has made LPG much cheaper, spurring its success in developing countries, with U.S. propane prices down by two-thirds since 2014 to 58 cents per gallon, despite a recent rally on the back of higher crude oil prices. Cheaper prices have helped LNG grow market share in emerging markets. China "surpassed Japan as the largest LPG importer in the world in 2015 at 12.1 million tons, and will import an estimated 15.5 million tons in 2016," Young said.

Japan imports around 11 million tons of LPG a year.

The primary growth markets are India and South East Asia, Young said, driven largely by a desire to reduce burning of biomass to improve air quality. LPG's growth is supported by subsidies and government programs in countries like India, Bangladesh, Indonesia, and Myanmar in a push away from household's burning wood and kerosene, which cause smokes and vapors. The biggest growth is seen in India, with its 8 percent annual economic growth and a population expected to overtake China's as the world's biggest within a decade "Looking at India, demand has grown four times since 2009 and is on track to reach approximately 9.3 tons in 2016. India plans to build a 2,000 km long pipeline which will add 3.75 million tons per annum of capacity," Young said. Despite the strong outlook for LPG, shippers have been dogged by transport oversupply, as in much of the oil market. "Shipping frequently moves in cycles, and the current environment is no different. All segments saw new deliveries enter the market, which depresses rates," said Young. The coming two years would be important for the sector as a number of multi-year export contracts were up for renewal in 2017 and 2018 between U.S. terminals and Asian importers and traders, he said. However, Young said he was convinced that LPG had tremendous growth potential, and Dorian LPG would look at ways to increase shareholder value, which might include acquisition targets. Source: Reuters (Reporting by Henning Gloystein; Editing by Richard Pullin; Reuters Summits on Twitter @Reuters_Summits)



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The Panama registered bulk carrier '**JUBILANT EXCELLENC**' seen anchored offshore Labuan prior to leaving for Port Walcott Australia on 04-10-2016. Photo: Mike Glen, OIM. West Vigilant (c)

LESS AUTHORITY BUT MORE RESPONSIBILITY: A GROWING PROBLEM FOR SHIP MASTERS?

The position of the Ship Master, apparently enshrined in centuries of law, custom and practice, is showing evidence of strain in the light of 21st century ship operation and management. The Master's traditional authority is widely perceived as being diminished while responsibility is being increased, frequently in matters over which he has little or no control. Is the role of the Master under attack? How has his authority and responsibilities been affected in an age of instant communication between ship and shore, and a growing volume of laws and regulations affecting the way the Master runs his ship? These are the core questions for the 14th Cadwallader Debate and Dinner to consider at Drapers' Hall, London on October 26th. The event is being organised by the London Shipping Law Centre (LSLC) Maritime Business Forum.

Michael Grey, LSLC Council member and former seafarer, has no doubts about the growing difficulties facing Ship Masters. He cites external interference in loading and stowage, course, speed and performance decisions, sometimes overriding the Master's safety concerns and backed by bullying. There are increasing instances where the Master is held as a 'legal hostage,' when local and port authorities, sometimes corrupt, find something wrong with the ship, its operations and its cargo. With an estimated 150,000 new merchant officers required in the global shipping industry by 2025, Mr Grey is concerned that these factors could well discourage those contemplating a career at sea and ultimate command. He said: "Ambitious and bright officers need to be attracted to the Ship Masters' role. However, there are

worrying signs that senior officers are being deterred from this aspiration when they observe first-hand the burdens borne by those who command the ships they sail in." Under the chairmanship of Lord Clarke of Stone-cum-Ebony, the speaker's panel will be led by Captain Kuba Szymanski, Secretary-General of Intermanager, as moderator. He will be supported by Michael Kelleher, Director, West of England P&I Club; Faz Peermohamed, Global Head of Shipping, Ince & Co; Michael Chalos, Partner, K&L Gates (New York); and Jeff Lantz, Director of Commercial Regulations and Standards, US Coast Guard.

Captain Szymanski said: "Hierarchy is vital to a vessel's performance, as clear decisions are fundamental to a ship's performance and the safety and integrity of crew, cargo and the environment. Ever since all shipping companies had to adopt the ISM Code, we have seen a transfer of authority from ship to shore personnel who are making more key decisions. Yet the Master remains formally responsible for factors which he does not control.

"The Master must continue to be the voice of the vessel, just as he has always been."

Mr. Grey added: "The debate is designed to tease out areas of real concern within the industry, ashore and afloat. The issue is that modern legal developments and the communication technology, which binds ship and shore more closely together require the traditional role of the Ship Master to be revisited." A few places for the debate and dinner are still available. Contact Gerard Matthews at LSLC. Tel. +44 (0)20 7936 3417. Email: Shipping@ShippingLBC.com

Marineschip Pelikaan vertrekt met hulpgoederen naar Haïti



Nadat het marineschip **HOLLAND** aankwam bij het zwaar getroffen zuidwesten van Haïti, is het strategische transportschip

PELIKAAN met extra personeel en hulpgoederen vertrokken vanuit Willemstad. Tijdens haar vertrek werd het schip uitgezwaaid door de Haïtiaanse consul op Curacao. Het schip is woensdagochtend aangekomen bij Haïti.



Na vertrek uit Curacao is de Pelikaan naar Aruba gevaren om extra personeel op te halen. Dertig mariniers van de kazerne in Savaneta zijn aan boord gestapt om puin te ruimen, mensen te evacueren en goederen uit te delen. Daarvoor zijn op Aruba extra kleinere boten aan boord gehesen, waarmee het

personeel en de goederen vanuit zee naar het land gebracht kunnen worden. Vooral het zuidwesten van Haïti is moeilijk te bereiken via de weg. Bruggen en wegen zijn overspoeld met modder of weggeslagen.

Bouwmateriaal

De extra goederen bestaan uit onder andere om shelterboxen met daarin materiaal om een klein gezin onderdak te bieden. Maar ook zijn er grote hoeveelheden babyvoeding en toiletartikelen aan boord geladen: 350 tubes tandpasta en tandenborstels, 800 blokken zeep en 600 pakken maandverband. Om een start te kunnen maken met constructiewerkzaamheden om de slachtoffers van de ramp zo snel mogelijk weer een dak boven hun hoofd te bieden, heeft bouwmarkt Kooyman 20.000 gulden aan



bouwmaterialen gedoneerd, dat in slechts vier uur na het eerste contact met Koninklijk Marine aan boord van de Pelikaan stond. Het gaat hierbij om zwaar bouw materiaal dat op Haïti nauwelijks te betrekken is vanwege de staat van de wegen.

Bijeenkomst

Ondertussen ligt het marineschip **HOLLAND** voor de kust van Haïti. Diverse vertegenwoordigers van de Haïtiaanse regering en van hulpverleningsorganisaties zoals het Rode Kruis en de World Health Organization kwamen aan boord om een plan te maken om de hulpverlening zo goed mogelijk te laten verlopen. Zij kijken onder andere naar waar de nood het hoogst is, waar welke spullen het meest nodig zijn en welke organisatie zich op welk gebied gaat richten. Zodra dat plan rond was, konden de eerste boten vanaf de **HOLLAND** naar de wal vertrekken.



Glencore shipping arm charters VLCC to ship Asian gasoil

By Jessica Jaganathan and Keith Wallis

Glencore's shipping unit ST Shipping has chartered a newly built very large crude carrier (VLCC) to ship gasoil from South Korea possibly to Africa in a rare move, shipbrokers and traders said on Wednesday. Gasoil is usually shipped on medium and long-range sized vessels carrying up to 700,000 barrels. It is unusual for the industrial and motor fuel to be shipped in VLCCs able to carry about 2.2 million barrels of the oil product. Shipping data in Thomson Reuters Eikon shows that the brand-new, 299,011 deadweight tonne (DWT) Gener8 Oceanus VLCC, now off the southeast coast of Taiwan en route to Singapore, and with a carrying capacity of about 2.2 million barrels, has been chartered to load gasoil. Several broker and trading sources said the ship, which was delivered to ship owner Gener8 Maritime Inc by South Korean shipbuilder Hyundai Mipo Heavy Industries on Sept. 12., was chartered by Glencore's shipping arm ST Shipping. One of the brokers said the ship would load more gasoil in Singapore before heading to Africa, though this could not be confirmed with ST Shipping or Glencore. Neither company would comment on the matter. VLCCs typically ship crude oil and fuel oil but newly built ships sometimes carry cleaner oil products like gasoil in their maiden voyages out of Asia before doing a return trip with crude oil to offset shipping costs, shipbrokers said. Separately, Koch Supply and Trading [KCHING.UL] is expected to lease the 320,000 DWT VLCC Eco Seas on a time charter of about three months, although it was not immediately clear if it will load gasoil or crude initially. The newly built vessel, owned by privately held Norwegian group Awilhelmsen, is currently at South Korea's Okpo port doing sea trials, according to Eikon data. Koch did not respond to an e-mail for comment, and like Glencore does not typically comment on trading matters. The cargoes were likely fixed when freight rates for VLCCs were lower, but rates have since soared due to seasonal demand and increased cargoes from West Africa, shipbrokers said. French oil major Total and oil trader Vitol shipped gasoil in newly built VLCCs earlier this year from Asia to Europe. Thirty VLCCs were delivered between January and August, while a further 13 were ordered in the first half of this year, according to data from ship broker Banchemo Costa (Bancosta). **Source : Reuters (Reporting by Jessica Jaganathan and Keith Wallis; Editing by Tom Hogue)**

Seized cargo ship remains in outer harbour

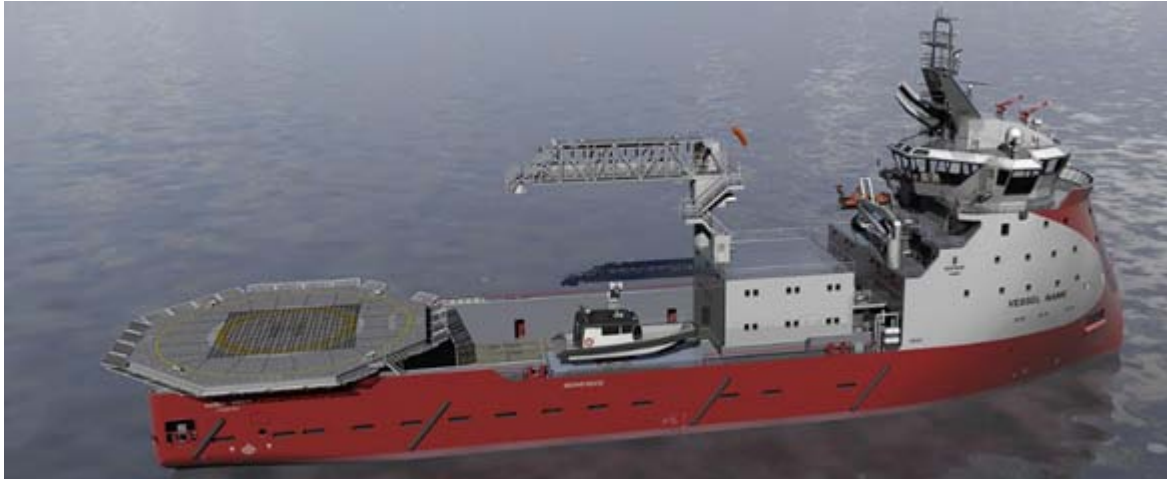
by Shannon Lough - The Northern View

Crew members and baby knitwear, among many other cargo items, remain stranded on the **HANJIN SCARLET** container ship in Prince Rupert's outer harbour since the vessel was seized on Sept. 14. The Hanjin Shipping Company sent waves around the world when it filed for receivership on Aug. 31 after its creditors decided to not offer it any

more financial support. Once the cargo destined for Prince Rupert was arranged to be unloaded, DP World arrested the vessel to claim unpaid bills from the shipping company. While the legal process continues, and the Christmas season edges closer, Carol Lavinthal, who runs a baby clothing store called Huggalugs out of the Seattle area, says she is desperate. "I have cargo on that ship that's destined for Seattle and seriously there is no information that we can get our hands on. Our shipper can't give me anything. No one can tell me anything other than it's under arrest," she said over the phone. Lavinthal shared a container with another person through her shipper and when her cargo was only two days away from coming into the Seattle port she heard that the Hanjin Scarlet had been seized. "It is screwing up my shipments so badly I'm so desperate for that merchandise. It's sweaters that coordinate with all these cute little hats that I have and we sell to retail stores and they don't want their shipment without it being complete. They don't want the hats without the sweaters," she said. Her other concern is that once the ship is released and arrives in Seattle, it may be seized again. However, she received a letter of warning from DB Schenker, the freight logistics services provider, on Aug. 31 stating that they "are working diligently to take possession of all of our customer's shipments as they arrive and become available at destination or as they are awaiting vessel at origin points." The only update available from the Port of Prince Rupert is that the same 22 crew members are still aboard the Hanjin Scarlet but they've had supplies delivered to them. The captain of the vessel hired a chandler to purchase five pallets of supplies and food that was delivered to the crew, confirmed Monika Côté, a communications officer for the port. "The vessel has been given permission by the port authority to burn some fuel in order to run its onboard generators for electricity and heating, as well as to run the onboard desalination facility. So they can at least make water," Michael Gurney the manager of corporate communications for the port, said. He added that he's heard the crew are in good spirits. Once the legal issues have been remedied between DP World and the Hanjin Shipping Co. the Hanjin Scarlet's next scheduled ports of call after Prince Rupert is Seattle, Vancouver and back to Tokyo. "Of course, this is under normal circumstances — what happens next with the vessel has yet to be determined," Gurney said.

Source: [thenorthernview](#).

Cost-effective vessel conversion using standardized modules



High costs in converting existing vessels can efficiently put an end to updating a fleet. With predefined modules, a vessel can be mobilized for other types of work within a few days without intervening in the ship structure. When mission is completed, the module can easily be demounted. To a shipowner considering a tender, the vigorous costs of having to convert their existing tonnage can set a stop to their project. This can be solved by our modular modification.

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Pre-manufactured modules means that mobilisation can be carried out in a few days, and the ship can get quickly into service. Within a short period of time, a platform supply vessel can reappear as an offshore wind service / accommodation vessel (alternative energy), subsea construction (IMR) vessel or a vessel for ROV services. The modules can be adapted to the customer's specific wishes and requirements.

Another large container ship berths at Dar

"I would like to assure our fellow Tanzanians and customers that our port has the capacity to accommodate large ships without any trouble with the arrival of this ship it has opened up doors for other larger ships to anchor at our

port," Eng. Deusdedit Kakoko, the Tanzania Ports Authority (TPA), Director General said. Registered in Grenada, MV **HAMMONIA** has the capacity to carry 4,256 containers and offloaded 483 containers at Dar before and loading 656 containers and sailing off to Thailand. Kakoko said that some few people were thinking that their port was not in such a capacity, but the fact is that their port is capacity is unique and stable and they will continues to receive ships as usual. He said that even when President John Magufuli paid a surprise visit to the not long ago, there were seven large vessels docked. Eng. Kakoko said Dar es Salaam port has a dock with the capacity to cater for such vessels at number 8, 9 and 10 piers. The Authority Chief Pilot Capt, Abdullah Mwingamno said the ship was the biggest of ships that have been entering the port of Dar es Salaam. Mwingamno said that at the beginning the harbour entrance was meant to be able to serve ships with a length of just 234 metres, but due to changes in technology and how those ships were manufactured managed to incorporate even greater heights. He said currently TPA has enough professionals who have undergone training from various parts of the World to be able to incorporate such a large ship. "We sent the first cluster of our young people to South Africa to receive training on how to maneuver large ships at harbour entrances like ours and the second group of these talented Tanzanians were sent Copenhagen, Denmark," he said. A third batch was dispatched to Nantes in France. "So I would like to assure our customers that we have enough professionals to make this work," he said. Source: East African Business Review By Damas Makangale, Wednesday, October 12th, 2016



What is the cost of additional security?

When cruising through high risk areas, how should owners and captains asses cost? Should they focus on the additional monetary burden or the possibility of human loss?



Image for article What is the cost of additional security?
Security is a consideration on any superyacht, but when travelling through high risk areas such as Somalia, the Gulf of Aden or the Indian Ocean, how should vessels asses the relative costs of additional security versus the cost of not obtaining additional security?

"Ahead of embarking on a journey through a high risk area, appropriate planning and research must be undertaken to ensure all eventualities are prepared for," starts Gerry Northwood OBE, COO of Maritime Asset Security & Training (MAST). "Once at sea, the vessel should report it tracking information and characteristics to international and regional authorities – as appropriate for the area." Northwood advises that Best Management Practices for Protection against Somalia Based Piracy (BMP4) provides good guidance on a broad range of passive measures and should be followed as closely as possible. In the vast majority of cases, appropriate preparation and well contemplated passive measures, when considered in line with the superior performance of superyachts, should be enough to avoid incident. However, as Northwood correctly points out: "Hulls and cargoes can be replaced – crews' lives cannot". For the cautious owner, who wishes to pay for additional security, the cost is almost nominal when compared to other on board expenditures. "In the Indian Ocean an armed guarding team with a UK team leader will cost something in the order of \$15,000 for 10 days. This pales into insignificance if compared to the average ransom off Somalia of \$3 million."

As well as paling in comparison to the cost of the average Somali ransom, \$1500 a day pales into insignificance when compared to the cost of food, alcohol, fuel, berthing and any number of the other typical on board costs, let alone the

true cost of the hull, items on board and human lives. There are also insurance implications to consider. "Budgets will be driven by insurance or by third parties such as the charterer or ship's manager," continues Northwood. In issue 174 of The Superyacht Report Lulu Trask, editor of The Crew Report, explores how insurance premiums are affected by high risk areas and how superyachts can set about mitigating additional costs where possible. **Source:** [superyachtnews](#)

Container shipping impairment losses could top \$35bn: Alphaliner

By: Grant Rowles

Alphaliner says that NYK Line's move last week to report a loss of JP¥100bn (\$972m) on its containership assets could trigger a wave of write-downs at other lines as asset valuations fall to historic lows. NYK plans to report ¥195bn in extraordinary losses, with the ¥100bn write-down on containerships representing almost one quarter of its JP¥419bn valuation as at the end of March 2016. "Although the market is projected to recover in the first half of the fiscal year ending March 31, 2017, market indicators have not reached anticipated levels," NYK said. While Japanese lines MOL and K Line have recorded impairment losses of late, Alphaliner says that most other main carriers have not taken any significant write-downs despite an obvious drop in asset values. It estimates that the top 18 carriers may need to write off around \$35bn based on the level of NYK's impairment. Panamax vessels have been worst hit in terms of the drop in asset values Alphaliner says, with falls of up to 80% below the vessels' depreciated book value assuming periodic impairments haven't been applied. The Panamax segment is the main focus of scrapping, their size now finding it hard to get decent charter rates since the opening of the expanded Panama Canal at the end of June. Other container sectors have fared better, however the value of a ten year old vessel is down by anywhere from 30-60%. "I would assume that since lowering of asset value increases overall gearing or leverage, this will make it less likely (or desired) for lines to secure further financing for either acquisitions or new buildings. The former does not assist to drive the much needed further industry consolidation, but the latter can be seen as positive if it helps prevent the addition of even more capacity," Andy Lane from CTI Consultancy told Splash **source: splash 24/7**



The **Feadship** built 92 mtr long superyacht **AQUARIUS** left the drydock at Damen Shiprepair in Schiedam

Wednesday October 12th as seen from Pernis, enroute the Waalhaven for compass adjusting the superyacht was assisted by the tugs **BROEDERTROUW 4** and **BROEDERTROUW XIV**. **Photo top : Jan Oosterboer - Rozenburg**. (c) Feadship is a cooperative venture between two shipyards Royal Van Lent Shipyard and Koninklijke De Vries Scheepsbouw. Feadship can trace its roots back to 1849, when the Akerboom family bought a small shipyard off the coast of the Netherlands to build and repair boats.

Photo left : adjusting the compass in the Waalhaven

Photo : Martin van Leest ROG, your partner for Dockside and Onsite services.

They joined with the Van Lent family in 1927, and then in 1949 they founded Feadship together with the De Vries, another family-based shipyard, to form Feadship. Feadship has three shipyards in Aalsmeer, Makkum and Kaag and



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Maritime agency calls for tough actions to end piracy off Somalia

The International Maritime Organisation (IMO) has urged liners navigating through the Somali coast to continue with counter piracy measures despite a reduction of incidents. Secretary-general Kitack Lim called on merchant shipping stakeholders to remain vigilant and take on protective measures against possible attacks in the Gulf of Aden and the western Indian Ocean area. An international military alliance, including the EU Naval Force currently operates off the coast of Somalia to counter the crime. The force has extended their Operation Atlanta counter-piracy mandate to the end of 2018. The IMO recommends that activities of pirates and armed robbers be neutralised based on the intelligence gathered. "Governments should avoid engaging in negotiations with these criminals and seek to bring perpetrators of piracy and armed robbery against ships to justice. Negotiating with criminals in a case regarding hijacking of a ship may encourage potential perpetrators to seek economic revenue through piracy" says the IMO. According to the Oceans Beyond Piracy (OBP) report on Indian Ocean activity for last year there is a great risk of piracy resurging in some form if the naval presence dissipates. Already the presence of coalition and independent deployers engaged in counter-piracy activities has decreased by 15 per cent in 2015. This was attributed partly to the fact that the last major hijacking by Somali pirates of MT Smyrni, took place more than four years ago. Last December, the International Chamber of Shipping conducted a risk assessment on the extent of the crime in the area and recommended a downgrade from the High Risk Area status, following decreased incidents of piracy. The OBP estimates the total 2015 costs related to Somali piracy in the western Indian Ocean to be \$1.4 billion (Sh140 billion) while the international community spent about \$1.3 billion (Sh130 billion) on counter measures primarily through naval deployments, embarked guards, vessel hardening, increased speed and rerouting, and prosecutions and imprisonment. The estimated total cost of counter-piracy naval operations was around \$323 million, a 56 per cent drop in naval costs from 2014. "The dramatic cost decrease is due to a reduction in the number of assets deployed, a decrease in the number of days on station, a shift in the type of assets utilised, and a roughly 50 per cent drop in fuel costs for both aviation and surface assets," the report said. While no major ships were held hostage, the OBP identified nine suspected piracy incidents of vessels that present evidence of pirate activity even though on a smaller scale. "Throughout 2015, OBP recorded five dhow hijackings, a failed attack on the fishing vessel Mook Andaman 028, nine incidents suspected of being piracy-related, one armed robbery, and a number of reported suspicious incidents," the report said. **source : businessdailyafrica**

World's Largest LNG Bunker Supply Vessel Chartered

Liquefied natural gas (LNG) supplier Bomin Linde LNG said it has secured a capacity of 7,500 m3 LNG bunker supply vessel, the largest of its kind to date, via a time-charter contract signed with ship owner Bernhard Schulte on September 30, 2016. The vessel is chartered by a joint venture, established in November 2015, in which Bomin Linde LNG holds 90 percent. The remaining 10 percent are held by Klaipėdos Nafta, the owner and operator of the Klaipėda LNG import terminal. Upon the vessel's commissioning slated for late 2018, Bomin Linde LNG will use the LNG bunker supply vessel to supply marine customers and small-scale LNG terminals along the Baltic Sea coast. For Klaipėdos Nafta, the vessel secures a flexible LNG transport service to its onshore LNG reloading station. Mahinde Abeynaike, Chief Executive Officer of Bomin Linde LNG, said, "The share of LNG as a marine fuel will grow significantly in the

Baltic Sea over the next few years. We intend to be at the front, leading the development. Signing this contract is an important milestone for Bomin Linde LNG and a big step forward for the maritime LNG market in the Baltic Sea region. For the first time ship owners and operators will have access to a complete LNG supply chain in the Baltic Sea region. The new vessel will secure LNG supply at an attractive price level, which is crucial for ship owners and charterers of LNG-powered vessels. Our parent company The Linde Group already operates the LNG terminal in Nynashamn and the smaller LNG bunker supply vessel SEAGAS in Stockholm. Complemented by LNG trucking operations Bomin Linde LNG, with the new large supply vessel can rely on a unique LNG supply network.” The vessel will be highly maneuverable thanks to its propulsion and steering system including azimuth thrusters and pump jets. Even offshore bunkering will be possible using Dynamic Positioning 2 (DP2) technology. Frequency-driven pumps with high flow rates will allow for fast LNG transfer to client vessels with short-term layovers at port. Concurrent to the charter contract, The Linde Group acquired the shares of Bomin Linde LNG held by previous co-owner Marquard & Bahls. “Bomin Linde LNG will complement and expand our existing LNG portfolio, offering customers access to a unique spectrum of LNG infrastructure in the Baltic Sea and North Sea region,” said Bernd Eulitz, Member of the Executive Board of Linde AG.

Source : Marinelink

New generation of RoRo vessels to raise the bar in environmental friendly transport.



Recently the Danish operator DFDS signed a contract with CSC Jinling Shipyard, China, for two large RoRo vessels.



KNUD E. HANSEN has worked closely with DFDS and CSC Jinling Shipyard over the past 4 months in order to refine and optimise the concept. The result of these efforts is a new generation of RoRo vessels that will be among the largest in the world and will raise the bar for what

is considered environmental friendly. EEDI (Energy Efficiency Design Index) is a big challenge for RoRo vessels and there has been a strong focus on structural solutions and optimised hydrodynamic capabilities. During the contractual design, a preliminary model test has been performed in order to validate the vessel's speed/power performance. The future task for KNUD E. HANSEN is to further develop the design into a Basic Design.

Ship details: Capacity: 6700 Im / 450 trailers Length: 235 m Beam: 33 m Speed: 21 kn

KNUD E. HANSEN is one of the world's leading independent marine consultancies with more than 75 years of experience in ship & yacht design, with a proven track record in providing unique and cutting-edge solutions to the maritime industry. KNUD E. HANSEN employs more than 80 naval architects and marine engineers in Denmark, UK, USA, Greece, Australia and the Faroe Islands. Our approach is based on a combination of continuous innovation, the

free exchange of ideas with our clients, and experience derived from many years spent working with every kind of vessel and maritime operator. Using these, we apply fresh thinking to each new project and tailor solutions that are both state-of-the-art and practical to meet the exact needs of each individual customer.
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The **CITY OF ROTTERDAM** approaching the IJmuiden Locks assisted by the **Port Towage Amsterdam** operated tug **VENUS** – Photo : Simon Wolf (c)

BP pulls out of frontier prospect offshore Australia

Advocacy group said other companies with permits in the area should follow BP out the door.
By Daniel J. Graeber

British energy company BP said it was pulling out of a strategy to tap into potential reserves off the southern Australia coast, citing cost concerns. BP held licenses for four blocks in the Great Australian Bight off the southern coast of Australia, reviewing preliminary data about the size of the potential reserves in 2010. Norwegian energy company Statoil entered the area as a minority partner three years ago. Claire Fitzpatrick, a regional director for BP, said the company still considers the area to be frontier territory and can only pursue those assets further if market conditions are right. "After extensive and careful consideration, this has proven not to be the case for our project to explore in the Bight," she said in a statement. After releasing second quarter results, BP said it would take a disciplined approach to spending as oil prices struggled to break out of the \$40-range. CEO Bob Dudley at the time, however, said a portfolio of new projects meant the British supermajor could add as much as 500,000 barrels of oil equivalent per day to the market by the end of next year. BP submitted an environmental plan in late 2015 to start an exploration program in the offshore area. Vetting the proposal, the National Offshore Petroleum Safety and Environment Management Authority said the British company did not make the grade in meeting all regulatory requirements. Last week, Karoon Gas Australia said it was given a permit to explore frontier oil prospects in the region, which the

company said has a "world-class potential" for reserves. Karoon said it would proceed with seismic surveys of the region to get a better understanding of the reserve potential within the next two years. BP and Statoil had committed about \$460 million to its Great Australian Bight program, against Karoon's \$19 million. The Wilderness Society, which applauded the concerns expressed over BP's program last year, said company's like Karoon should follow BP out the door. The advocacy group said that if a company the size of BP can't find a way to tap into the offshore basin, others should take heed. "This decision [from BP] shows that it's too expensive to establish the significant and costly risk management and clean up capacity infrastructure needed to protect our communities from the enormous spill risks associated with drilling in this part of the world," Wilderness Society National Director Lyndon Schneiders said in a statement.

Norway Oil Service Workers Call End To Three-Week Strike

Norwegian oil service workers have end a strike that disrupted the offshore energy industry's drilling of new oil and gas wells.

Norwegian oil service workers have ended a strike that disrupted the offshore energy industry's drilling of new oil and gas wells, the Industri Energi labour union said on Tuesday. The strike among more than 300 workers had lasted since Sept. 21. The conflict did not interrupt output of oil and gas. The strike at subcontractors to the oil industry included workers at Schlumberger, Halliburton, Baker Hughes, Oceaneering and Oceaneering Asset Integrity. Several thousands other employees were temporarily suspended by oil companies and rig firms as a wide range of operations were shut due to the strike. "After three weeks of strike, Industri Energi won backing for its demand to even out wage differences between oil service employees and other oil workers," chief negotiator Ommund Stokka of the labour union said in a statement. In a separate statement, the Norwegian Oil and Gas Association, which represents oil companies, confirmed a deal had been struck. **Source :Reuters (Reporting by Terje Solsvik, editing by Gwladys Fouche)**

Nog enkele sponsortafels Maritime Awards Gala 2016 beschikbaar



Het **Maritime Awards Gala 2016**, dat dit jaar op **31 oktober** plaatsvindt in Studio 21 in Hilversum, is bijna uitverkocht. Er zijn nog enkele tafels beschikbaar. Bedrijven die aanwezig willen zijn op het prijzengala en een (extra) sponsortafel willen afnemen, worden aangeraden dit zo snel mogelijk te doen.

Tijdens het gala worden vijf **Maritime Awards** uitgereikt waarmee de maritieme sector haar innovatieve topprestaties in de spotlights zet. Daarnaast is het een mooie gelegenheid om relaties uit de branche in informele en chique setting te ontmoeten. [Klik hier voor een inzage in de al aangesloten tafelsponsors.](#)

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Russia Moves Million Ton Iceberg



Rosneft and its research partners have practiced towing icebergs, including one estimated to weigh a million tons. The tests were conducted in cooperation with the Arctic Science Center and the Arctic and Antarctic Research Institute (AARI) and involved icebergs of different shapes and sizes under various weather conditions. With the help of the icebreaker **Kapitan Dranitsyn** and the research vessel **Akademik Treshnikov**, the researchers were able to turn and tow the icebergs through 90 to 180 degrees from their original path.

They also managed to pull away two icebergs in a single operation. The tests were conducted in the Kara Sea and are designed to help protect marine infrastructure such as oil and gas platforms on the Arctic shelf from interaction with icebergs. As part of the expedition, the scientists also studied local weather, geology and the glaciers of Novaya

Zemlya, Severnaya Zemlya, De Long Islands and Franz Josef Land with the aim of determining the characteristics of icebergs in the region. **Source : MAREX**

Stranded oil rig Transocean Winner bill 'at least £38 million'

THE 17,000-tonne oil rig that grounded on the Western Isles has run up a bill of at least £38 million, it has been revealed.

By MIKE MERRITT

But the Government official who has overseen the massive operation has now admitted that the final bill for the work will be "considerable" with some of the tugs involved costing around £60,000 a day alone. Local fisherman who have been forbidden from working in the area have received thousands-of-pounds in compensation payments, while a further £120,000 is to be donated to the local Carloway community. The salvage operation has been overseen by Hugh Shaw, Secretary of State's Representative Maritime and Salvage Intervention. Speaking, he said: "Without doubt it will cost millions. I think £38m will be very conservative. It will cost that at least, I would have thought. "Some of the tugs involved cost £50,000 to £60,000-a-day. And there have been a lot of vessels involved. It is not a cheap business." As a comparison, Mr Shaw referred to the 62,000-ton container ship **MSC NAPOLI** which suffered a "catastrophic" hull failure in the English Channel in January 2007. The total bill for the wreck was put by its insurers at £120 million. Mr Shaw continued: "With this salvage operation, there were over 200 people involved at Stornoway alone at one time. "That is without taking into account government departments and people globally contributing. The costs will be considerable." The rig was floated on to heavy lift ship, the Hawk, last week - allaying fears that it may have been left stranded in Broad Bay all winter. Around 56,000 litres of diesel leaked from the rig when it grounded on August 8 and a further 50 litres are thought to have been lost during last week's operation. However, the majority of the oil from the initial spill has evaporated. The rig is expected to begin its journey at around noon tomorrow and will spend nine days travelling to Malta, where parts - including its generators - will be stripped off before the structure is shipped to Turkey to be scrapped. The Transocean Winner is being moved to a Turkish scrapyard Reflecting on the operation, Mr Shaw added: "To have a rig of this size ground in a remote part of Scotland, I think we have done remarkably well to get it sorted in two months. It is a major achievement. "The **MSC NAPOLI** took 970 days. The salvers did a fantastic job. It could have easily been a wreck removal." The Maritime and Coastguard Agency will help collate the total bill from the public bodies involved in the efforts. A spokeswoman for Transocean declined to comment on the expected cost of the salvage, clean-up and compensation. But she added: "Transocean is fully prepared to meet its responsibilities arising from this incident and is promptly responding to enquiries received." **Source: express**



The 143 mtr long Fincantieri 2011 built superyacht **SERENE** arrived in Vlissingen where the yacht berthed at the DSV yard in Sloeharbour **Photo : Wim Kosten ©**

Hanjin Shipping to Lay Off U.S. Staff

By Aiswarya Lakshmi

South Korean liner carrier Hanjin Shipping has announced job cuts in the U.S., but says the move is not connected to its failure and filing for bankruptcy protection, says a report in Bloomberg. Hanjin will lay off about 180 members of its 500 person workforce in the United States, say sources. Fewer employees are needed because the shipper is no longer booking export cargo. Meanwhile, according to New Jersey On-Line, Hanjin Shipping Co. has already laid off 127 workers at its American headquarters on Route 4. The layoffs took place Sept. 30 and the company gave notice to the

state Department of Labor on Thursday. Hanjin said in the notice to the state that the layoffs were due to the company's bankruptcy petition, filed Sept. 1 in New Jersey. Hanjin said it would pay workers for accrued vacation days. According to a report in Reuters, ninety percent of Hanjin's 97 container ships should have completed offloading by the end of October. Hanjin has begun returning leased ships to their owners, and some vessels have been sold. The collapse of South Korea's biggest shipping operator late last month has plunged the shipping industry into chaos ahead of the crucial year-end holiday shopping season as dozens of vessels and their crews wait for money needed to pay for port and handling fees. Source: marinelink



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Crowley Liner Services among First Private Companies to Earn U.S. AQUA Lane Certification from Customs and Border Patrol

private companies in the nation to be certified and validated by U.S. Customs and Border Protection (CBP) as part of



its new Marine Port Terminal Operator (MPTO) designation, known as the AQUA Lane program. Following on-site inspections and vetting of its Port Everglades terminal, Crowley was found fully compliant with all program requirements and was even recognized for having implemented additional best practices, including enhanced due diligence security standards. Port Everglades itself was one of only four ports nationwide to test the roll out of the MPTO program. AQUA Lane

program certification gives Crowley, a "fast lane" for cargo operations. This means that Crowley can apply for Advanced Qualified Unlading Approval to allow an incoming vessel and its cargo to be pre-cleared by CBP 12 hours prior to the ship's estimated arrival, instead of having to wait for a CBP officer to board and clear the ship. The company can now begin cargo discharge and load back upon docking in Port Everglades, reducing wait times by terminal personnel between vessel docking and operations commencement. It also increases the speed of port turn times and expedites cargo movement. As part of this certification, Crowley's Port Everglades terminal now has its own Custom-Trade Partnership against Terrorism (C-TPAT) Program certificate and joins other company divisions - Crowley

Latin America Services, Crowley Logistics and Customized Brokers - as fully certified and validated C-TPAT program members. "As an industry leader, Crowley recognizes the importance of government-industry partnerships like this one to deter terrorism as well as protect our employees, operations, equipment and customers' cargoes," said Crowley's Ed Alford, director, security in Port Everglades. "We have dedicated our focus and commitment in these areas to ensure the absolute integrity and overall efficiency of our part in the global trade supply chain process for years. We are glad to see that dedication paying off in reduced cargo turn times for our customers." Crowley also participates in other customs industry programs, such as the Super Carrier Initiative Agreement (SCIA) program, which deters and protects cargo and vessels from contraband, narcotics and stowaways and supports the Business Anti-Smuggling Coalition program (BASC) in its areas of operation. BASC is a sister program for foreign shippers and consignees that do not have headquarters in the U.S. Jacksonville-based Crowley Holdings Inc., a holding company of the 124-year-old Crowley Maritime Corporation, is a privately held family and employee-owned company. The company provides marine solutions, energy and logistics services in domestic and international markets through six operating lines of business: Puerto Rico Liner Services, International Liner Services, Logistics Services, Petroleum Services, Alaska Petroleum Distribution and Marine Services, and Technical Services. Offered within these operating lines of business are: liner container shipping, logistics, contract towing and transportation; ship assist and escort; energy support; salvage and emergency response through its 50 percent ownership in Ardent Global; vessel management; vessel construction and naval architecture through its Jensen Maritime subsidiary; government services, and petroleum and chemical transportation, distribution and sales. Additional information about Crowley, its subsidiaries and business units may be found at www.crowley.com.

Sovcomflot takes part in Polar Code and Safety of Ice-going Ships conference

On 5 October 2016, PAO Sovcomflot and the Russian Maritime Register of Shipping (RS) held a conference entitled "Polar Code and Safety of Ice-going Ships", Sovcomflot says in a press release. The event was dedicated to the specifics of implementing the Polar Code in Russia. The Polar Code, which will take effect on 1 January 2017, is designed to ensure the environmentally safe operation of vessels in polar waters. The Conference, which was held as part of the TRANSTEC 2016 international exhibition in St. Petersburg, became a platform for a productive dialogue between representatives of shipping companies, research centres and RS. The Conference was opened with speeches from Konstantin Palnikov, RS Director General, and Igor Tonkovidov, Executive Vice President and Technical Director of PAO Sovcomflot. Attendees were then greeted by Vitaly Klyuev, Director of the Department of State Policy for Maritime and River Transport of the Russian Ministry of Transport. The event was also attended by Alexey Klyavin, President of the Russian Chamber of Shipping, and Mikhail Gappoev, Technical Officer at the International Maritime Organization (IMO).

Igor Tonkovidov delivered a report highlighting modern transport solutions as a key element of large industrial projects in the Arctic. In his speech, Mr. Tonkovidov talked about the unique experience of operating in the Arctic and sub-Arctic seas accumulated by Sovcomflot Group over the past decade. "The availability of such competencies, qualified shipboard personnel, and a system of special training for crews to work in the difficult conditions of the northern seas is the cornerstone of a reliable transport component of oil and gas projects in the Arctic region," he said.

He went on to remind those attending that presently Sovcomflot is successfully servicing three key Arctic oil and gas projects: Prirazlomnoye; Varandey and Novy Port fields, and a third of the company's vessels have a high ice class. Sovcomflot's three Arc6 ice class tankers are assigned to the Varandey Project. Since the field started production in June 2008, SCF vessels have safely shipped over 47.3 million tons of crude oil and completed 687 voyages as of 1 October 2016. The Prirazlomnoye field is served by Sovcomflot's two Arc6 ice class shuttle tankers – Kirill Lavrov and Mikhail Ulyanov, built at St. Petersburg's Admiralty Shipyards. Since April 2014, the tankers have transported about 2.5 million tonnes of oil, having completed 36 voyages by early October. Igor Tonkovidov noted that on 16 September, Sovcomflot's unique Arc7 ice class Arctic shuttle tanker Shturman Albanov successfully delivered the first large cargo of crude from the Novy Port field to the port of Murmansk. By the end of the year, two more SCF tankers will start operations under the Novy Port project. One of the tankers, Shturman Malygin, joined the company's fleet on 7 October. Igor Tonkovidov noted that Sovcomflot is implementing a system for remote monitoring of the technical condition of the fleet that makes it possible to enhance control over the quality and safety of navigation. "The implementation of the remote preventive diagnostic system allows us to receive all the necessary information about the condition of key machinery on an ongoing basis. This is particularly important for ensuring a continuous fleet operation cycle in the remote areas of the Arctic, where the vessels are hard to access for service engineers and other skilled staff," – he stressed. In concluding his report, he noted that in the future, Sovcomflot will continue to strengthen cooperation with specialised scientific organisations and regulators – RS, the Central Research Institute of

Marine Fleet and the Krylov State Research Centre – in search of modern technical solutions that allow marine operations to be conducted effectively and safely in the severe climatic conditions of the Arctic. The Russian Maritime Register of Shipping presented the “Polar Code Implementation Guidelines”. Mikhail Kuteynikov, Head of Hull Design and Ship Equipment at RS, made a report on the crucial aspects of this document. He noted that the document was developed by the Register for the convenience of customers, and is designed as a tool to determine the list of requirements of the Code applicable to specific vessels. The Guidelines do not duplicate the text of the Polar Code and contain no additional requirements. The document describes the procedure for issuing polar ship certificates and contains the requirements for operational and environmental safety of ships intended for service in polar waters. It will be used in the certification of ships and marine equipment and in reviewing project documentation, as well as documentation for vessels under construction and in operation. Mikhail Gappoev, IMO Technical Officer, talked about how the IMO is going to structure its activities with regard to Arctic navigation issues after the adoption of the Polar Code. The benefits of using mathematical modelling techniques to determine the safety of ship manoeuvring in ice conditions, and developing specific recommendations, were highlighted by Andrey Ershov, Associate Professor of the Admiral Makarov State University of Maritime and Inland Shipping. Vladimir Tryaskin, Professor of the St. Petersburg State Marine Technical University, shared the experience of developing recommendations for acceptable and dangerous modes of vessel operation in ice. The conference materials are available on RS’s website.

PAO Sovcomflot (SCF Group) is one of the world's leading shipping companies, specialising in the transportation of crude oil, petroleum products, and liquefied gas, as well as servicing offshore upstream oil and gas installations and equipment. The Group’s fleet comprises 153 vessels with a total deadweight over 13 million tonnes. The company is registered in St. Petersburg with offices in Moscow, Novorossiysk, Murmansk, Vladivostok, Yuzhno-Sakhalinsk, London, Limassol, and Dubai. The Group offers a wide range of vessels in the market segments most demanded by major Russian oil and gas companies. With its own technical development and unique approach to advanced technologies, Sovcomflot has the ability to meet the most demanding customer requirements, providing effective transportation for oil & gas companies. The Polar Code (International Code for Ships Operating in Polar Waters) was developed and adopted by the International Maritime Organization (IMO). The Code was developed based on an assessment of risks specific to polar waters and is designed to ensure safe operation of ships and protection of the polar environment. From 1 January 2017, the requirements of the Code regarding maritime safety will become mandatory for new ships built on or after that date. Ships built before that date are to be brought in line with the requirements of the Code no later than the date of the first renewal or intermediate survey after 1 January 2018. The operational environmental protection requirements include a total ban on the discharge of oil and oily waters, noxious liquid substances, operating restrictions on the discharge of sewage and garbage, etc. The Polar Code will not apply to warships and ships used for public non-commercial purposes. In the Arctic, the Code will apply to the space to the east of the Kanin Peninsular to the Bering Strait and the Bering Sea north of 60 N. As for Antarctica, the Polar Code will apply in the area south of 60 S. **Source: Portnews**

Asia Fuel Oil-Prompt spreads edge lower, East-West spreads extend gains

By Roslan Khasawneh

The near-term time spreads of Asia's 380-cst fuel oil softened on Wednesday, weighed down by weaker sentiment, industry sources said. The balance of Oct/Nov time spreads for 380-cst fuel were 50 cents lower to minus 25 cents a tonne to Singapore quotes. The Nov/Dec spreads were also 50 cents lower, slipping 50 cents from the previous session and were trading at parity to each other on Wednesday. Despite the softening of the fuel oil forward curve in Singapore, European swaps were even weaker with the prompt month Rotterdam high-sulphur barge spreads trading \$1 lower on Wednesday to 50 cents a tonne, prompting a rise in East-West (EW) arbitrage spreads, traders said. The EW spread for the front month - the price difference between FOB Singapore 180-cst high-sulphur fuel oil and FOB Rotterdam barge fuel oil with maximum 3.5 percent sulphur - rose by 75 cents from the previous session to \$25.75 a tonne. This marks a fifth consecutive session of gains for EW spreads and a third consecutive session of setting fresh multi-month highs that began this week. The last time EW spreads were higher was on April 6 when it traded at \$28 a tonne. The strengthening of the EW spreads is likely to prompt traders to lock in arbitrage cargoes from the Amsterdam-Rotterdam-Antwerp oil hub into East Asia for arrival in late November, traders said. Western fuel oil arrivals into East Asia for November have so far been provisionally pegged at 2.8 to 3.0 million tonnes, with full-month projections likely to edge up slightly versus October volumes of 3.8 to 4.0 million tonnes, according to the latest assessments by Thomson Reuters Supply Chain and Commodities Research **source: reuters**

Russia expects VTB, Sovcomflot stake sales to earn about \$2 bln

Oct 12 Russian Finance Minister Anton Siluanov said on Wednesday he expected the planned sale of state-owned stakes in lender VTB and shipping firm Sovcomflot to generate about 130 billion roubles (\$2.09 billion) in 2017. (\$1 = 62.2255 roubles) source: Reuters (Reporting by Alex Winning and Katya Golubkova; Writing by Christian Lowe; Editing by Andrew Osborn)



MSC PREZIOSA moored in Malta – Photo : Michael Cassar ©

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After sinking, S. Korean government authorizes shooting of illegal fishing vessels

Move is government's first case of allowing weapons use, after Chinese boat rammed and sank a South Korean Coast Guard vessel. The South Korean government plans to allow the firing of guns as needed against illegal fishing boats strongly resisting capture. The move comes in response to an incident on Oct. 7 in which a Chinese boat engaged in illegal fishing rammed and sank a high-speed Coast Guard vessel in the West (Yellow) Sea. Measures were also developed to pursue boats fleeing into China's territorial waters and track them into international waters for capture.

The policy for crew-served weapon usage, which is based on the Maritime Policing Act, marks the first time Seoul has announced plans for the weapons' use in cracking down on illegal fishing by Chinese boats. The government's announcement of the stiffer policing measures on illegal Chinese fishing boats came after a countermeasures meeting for related institutions on Oct. 11 at the Central Government Complex in Seoul. The most notable of them was the decision to actively exercise compelling force by using crew-served weapons and striking at hulls with the mother ship as needed when crew members on Chinese boats use violence to prevent the performance of Coast Guard duties. The stern response plans include directly striking at hulls with 20-mm Vulcan and 40-mm cannon fire and using patrol ships to ram Chinese fishing boats that attack Coast Guard patrol vessels. The current Maritime Policing Act allows the use of crew-served weapons in cases where ships or criminals attack Coast Guard officers with their vessels or dangerous weapons, but the permissions have not been actively invoked to date. In the case of the recent high-speed vessel sinking, the Coast Guard officers only discharged personal weapons such as K-1 rifles and K-5 handguns into the air as a threat. The government also plans to adopt a new operational approach to Chinese boats that flee to elude capture in South Korean waters by tracking them into international waters for apprehension. The Coast Guard plans to notify its Chinese counterpart during the tracking process and request capture if the vessels enter Chinese waters. Additional plans involve holding consultations with China on extraditing criminals caught there from the vessel in the recent incident, or providing the necessary evidence for a Chinese trial if extradition is not possible. If the vessels are apprehended in South Korea, the Coast Guard has said it may apply charges of attempted murder for the sinking, in which two Chinese boats rammed a high-speed vessel carrying enforcement personnel. It also explained its reasons for not disclosing video footage of the sinking, arguing that doing so could influence the arrest process if the vessels in question flee, go into hiding, or alter their hulls. The footage may be released once the vessels are apprehended, it added. **Source: english.hani**

NAVY NEWS



HMS DIAMOND D 34 visited Malta – **Photo : Michael Cassar (c)**

PH-Australia joint naval exercises begin

by Francis T. Wakefield

The Philippine Navy (PN) and the Royal Australian Navy formally opened the other day the “Exercise Lumbas 2016” at the Naval Forces Central (NFC) Naval Base Rafael Ramos, in Barangay. Lo-oc, Lapu-Lapu City. In a statement, Lt. Bennet Christian P. Nuevarez, Exercise Lumbas 2016 Public Affairs chief, said Major General Raul L. Del Rosario, commander of the AFP Central Command, was the guest of honor and keynote speaker at the opening ceremony. Nuevarez said guests and participants were welcomed to the event by the Exercise Director and Deputy Commander of Naval Forces Central, Captain Antonio C. Palces. Nuevarez said Exercise Lumbas 2016 will be conducted from October 10 to 21, 2016, and will be divided into different phases and series of activities. At sea, activities will be participated by Philippine Navy ships and RAN ships which will arrive in a few days time. In his speech, Del Rosario enjoined all the participants to learn as much as they can from the exercise to enhance inter-operability and strengthen partnership between the Philippines and Australia. The Royal Australian Navy (RAN) are headed by Captain Brad White, the Australian Defense Attache to the Philippines. Nuevarez said Lt. Col. Tim Lopsik, Lt. Commander Mark Lindend Rann and Lt. Commander Graham Rann are the ones facilitating the conduct of the Command Post Exercise (CPX) which aims to test, validate, enhance and evaluate combined/respective doctrines, techniques, tactics and procedures (TTPs) for threat from the sea, piracy and other scenarios. **Source: Manila Bulletin**

EX FGS KOLN ENROUTE THE BREAKERS



The **Muller Dordrecht** tug **EN AVANT 1** arrived in IJmuiden with the former **Type 122 Bremen Class** frigate **F212 KOLN** which unit was decommissioned from the German navy July 31, 2012 and was purchased for scrap by Hoeben RDM BV in Kampen (The Netherlands) above seen the transport is seen enroute Amsterdam. **Photo top : Marcel Coster (c)** The eight F122 Bremen-class frigates of the German Navy were commissioned between 1982 and 1990. The design is similar to the Dutch Kortenaer class but uses a different hull and propulsion system. The ships were built for anti-submarine warfare as a primary task even though they were not fitted with towed array sonars. They are also suited for anti-aircraft warfare and anti-surface warfare. This class of ship was one of the last to be constructed under post-war displacement limitations imposed by the WEU on West Germany. All eight Bremen-class frigates will be replaced by the planned F125-class frigates, starting probably around 2016. Until then, the Bremen class serves as the backbone of the German Navy **photo below : Cor van Niekerken (c)**



Royal Navy submarine towing trawler endangered fishermen's lives, say inspectors

A Royal Navy submarine which towed a fishing trawler at speed through the Irish Sea endangered the lives of the crew, inspectors said. The Karen was trailed backwards at seven knots in April 2015 after the sub snagged in its nets 15 miles from Ardglass. Commanders were unaware of the collision until three hours later after they failed to realise they were passing beneath a fishing vessel with nets rather than a merchant cargo or passenger ship, the Marine Accident Investigation Branch (MAIB) report said. Steve Clinch, chief inspector of marine accidents, said: "Eighteen months ago, the actions of the command team of a Royal Navy submarine placed the lives of the crew of the trawler Karen in danger. "Regrettably, the reluctance of the Royal Navy to fully engage in the subsequent investigation resulted in this report taking significantly longer to deliver than would normally be the case. "The accident happened because of insufficient passage planning by the submarine's command team and their failure to follow guidance on fishing vessel avoidance. "Had its trawl warps not parted, it is almost inevitable that Karen would have capsized and sunk; the collision also presented a very significant risk to the submarine." Part of the prawn trawler's deck had to be lifted and another section was ripped off but the four crew escaped unharmed. Mr Clinch said lessons learnt after the sinking of a trawler in 1990 had been lost. "As a result, it is now important that the Royal Navy reviews its procedures and training for the safe conduct of dived submarine operations in the same vicinity as vessels engaged in fishing. "By its actions, the Royal Navy also needs to rebuild trust with the fishing industry." The Karen's crew managed to release net equipment but the accident caused it to heel heavily to port and its stern was submerged. The report said: "Evidence of the collision on board the submarine was either not observed or misinterpreted." It said the accident occurred because the submarine's command team detected no noise of trawling. "The submarine was at a depth where it could, if necessary, pass safely beneath a merchant vessel, therefore the command team would not have perceived any risk of collision; as a result, no avoiding action was taken. "The submarine's command team had assessed that the majority of shipping contacts in the area were merchant vessels. "However, most were actually trawlers; this was predictable and should have been identified as a significant risk to the safety of the submarine and other vessels when preparing the submarine's passage plan. "Had the submarine's command team appreciated the high density of fishing vessels and then followed Royal Navy guidance on fishing vessel avoidance, the accident would have been avoided because the submarine would have been slowed down and returned to periscope depth when the density of shipping increased." The Navy is understood to have expressed readiness to pay compensation and is in correspondence with those affected. A Royal Navy spokesperson said: "We have expressed our regret and remain sorry for the incident and delay in confirming our involvement. "We've revised our procedures to reduce the risk that such an incident could happen again. "We're reviewing the report's recommendations and continue to work closely with the maritime community to maximise safety." **Source: .belfasttelegraph**

SHIPYARD NEWS



The advertisement features a background image of a person in a red jacket and white hard hat working on a green industrial machine. The text is overlaid on this image. On the right side, the logo for ALPHATRON Marine is displayed, with 'ALPHATRON' in black and 'Marine' in red. Below the logo, the text reads: '8-256 internal lines', 'Modular, Flexible, Compact', and 'Connect to GSM, SatCom and PA'. At the bottom left, there is a small logo for DNV-GL. At the bottom right, the website 'alphatronmarine.com' is listed.

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Modular, Flexible, Compact
Connect to GSM, SatCom and PA

DNV-GL

alphatronmarine.com

ASL Marine seeks more time to hold AGM, release Q1 2017 results

By : Anita Gabriel

ASL Marine Holdings is seeking a one month extension to Nov 30 to hold its annual general meeting for the financial year ended June 2016. It cited that the firm needed more time to obtain a commitment letter from its capital providers in providing new facility loans to the group for its short-term requirements. This letter, it said, was necessary for the finalisation of the financial statements and annual report for FY2016. ASL Marine has also applied to the Singapore Exchange for one month extension to release its first quarter results ended Sept 2016 to Dec 14. As the company is

required to compare certain financial information in first quarter FY2017 results against the FY2016 audited financial statements, ASL Marine said it was prudent to release the 1Q results after the FY2016 audited statement is issued.

Source: [businessstimes](#)

DSME to move forward job cut plan

By Lee Hyun-jeong

Daewoo Shipbuilding and Marine Engineering will speed up its job cut plan as part of its restructuring scheme, the company said Wednesday, amid growing concerns over the company's fate. The ailing shipbuilder said it is pushing for a faster self-rescue plan to cut some 3,000 jobs, which would allow it to keep its total number of staff under 10,000 by the end of this year. As of June, about 12,700 workers are employed, according to DSME. The company initially sought to gradually cut the jobs by 2020, but it has struggled from continuous liquidity woes and a drop in orders.

It added that it would also consider selling its facilities to secure cash. "The plan to sell the three floating docks will be finalized based on the future shipbuilding market conditions," said the company. DSME already sold two out of its five floating docks earlier this year. While speeding up its restructuring plan, the ailing company objected to the tentative results of consulting firm McKinsey Korea's assessment on the country's top three shipbuilders, claiming that the assessment was made based on the wrong premise. McKinsey Korea is currently wrapping up its assessment which will be used as the government's guideline for revamping the struggling shipbuilding industry later this month. The assessment was commissioned by the shipyards. While the official results have not been released yet, the preliminary assessment reportedly said that DSME is unable to survive on its own due to lack of the 3.3 trillion won (\$2.9 billion) needed by 2020. The figure was calculated based on sales and operating profits from 2011 to 2015, the shipbuilder said. The assessment reportedly added that DSME will likely be the weakest shipbuilder to survive among the three, as it does not have a parent group and has a financial system vulnerable to risk. The shipbuilder objected to the preliminary assessment, claiming that it could not accept the report as it "ignored the potentials of the world's top shipbuilding industry of Korea." "McKinsey's report presumed that the past five-year performance will repeat in the next five years and that the business will continuously be scaled down amid the worsening market conditions. The report, which is based on unreasonable assumptions, did not ever count the company's self-rescue efforts or the business strategy to cut the marine plant business," the company said. Meanwhile, the government reiterated that there will be no further financial injection into DSME, despite the company's urgent circumstances. "It's true that the situation of DSME has worsened as the new orders are much lower than expected. The great principle of giving no further liquidity support, however, has not changed," said Deputy Prime Minister and Finance Minister Yoo Il-ho during a parliamentary audit held at the National Assembly on Wednesday. In October last year, the government decided to pour 4.2 trillion won into the ailing shipbuilder through two creditors -- the Korea Development Bank and Export-Import Bank of Korea -- to alleviate the liquidity crisis, with 3.2 trillion won injected so far. The rest will be provided in the remaining year. When asked last month whether the government had decided to provide the massive support while being aware of the company's accounting fraud of 5 trillion won, Yoo had said he thought such financial aid was necessary despite the risk. Amid escalating concerns over the shipbuilder's financial health and the sharp drop in new orders, there had been speculations that the government might potentially provide additional help. Exim Bank of Korea Chairman and President Lee Duk-hoon also stressed the need for additional public support for DSME at a parliamentary audit held Tuesday. Source: [The Korea Herald](#)

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GTT RECEIVES ORDER FROM SHI FOR A NEW LNG CARRIER

GTT has received an order from Samsung Heavy Industries (SHI) to equip a new LNGC (Liquefied Natural Gas Carrier) with Mark technology. The vessel will be built at SHI's shipyard in Goeje Island for a European ship-owner. Delivery is scheduled in 2019. SHI should apply to this LNGC the latest GTT technology, Mark V, which offers an unrivalled thermal efficiency. With Mark V, GTT has created a real breakthrough by reducing the guaranteed daily boil-off rate to 0.07% of the tank volume. In addition, this new solution relies on a new metallic secondary membrane based on Fe36Ni (invar). SHI has actively taken part in the Mark V development, in particular in building a large scale cryogenic mock-up used for the validation tests. "This new order reinforces the partnership of excellence between GTT and Korea", said Philippe Berterottière, Chairman and CEO of GTT. "It also offers SHI the opportunity to master a very promising new technology". With more than 227 equipped vessels in the world, of which 45 are under construction, the Mark technology is sea proven and acknowledged by the key players of the LNG Industry. The latest evolution of this technology, Mark V, highlights the continuous innovation policy of GTT, aiming to permanently improve its performance to satisfy customer and market requirements. **Source : GTT**

Eimskip to use Bremerhaven as a port of call



The **DETTI FOSS** outbound from Rotterdam – **Photo : Kees van der Kraan ©**

From December 2016, the Icelandic shipping line **Eimskip** will be calling at EUROGATE Container Terminal Bremerhaven. Eimskip offers scheduled services in the North Atlantic, mainly to and from Iceland. The Blue Line service will soon include Bremerhaven as a port of call. The MV **DETTI FOSS** and MV **GODAFOSS**, each with a transport capacity of 1,474 standard containers (TEUs), will dock at EUROGATE Container Terminal Bremerhaven once a week. The route departs from the Icelandic capital of Reykjavik, via Tshavn on the Faeroe Islands, to Rotterdam, Bremerhaven and Aarhus. In addition to container freight, Eimskip also transports break-bulk/LCL cargo to Iceland, and will therefore also draw on the services of the Container Freight Station (CFS) directly at the terminal. With its proximity to the fishing industry, Bremerhaven is the ideal location for the Icelandic shipping line, which also specialises in reefer cargo. BLG Coldstore, the region's biggest commercial coldstore, is located directly at the container terminal.

Dubai Chamber signs strategic partnership with Rotterdam

The Dubai Chamber of Commerce and Industry recently hosted a Dutch trade mission to the Dubai-Rotterdam Business Forum. During the mission, the two groups signed a strategic partnership in order to grow economic ties between the two regions. "The Netherlands is an important trade partner for us, and we have been working to strengthen this relationship in recent years," Hisham Al Shirawi, vice chairman of the Dubai Chamber of Commerce, said. "Also, we see this repeat visit by the Rotterdam business delegation as yet another golden opportunity to strengthen our bilateral trade relations with Dutch businesses and to take them to a new level altogether." Al Shirawi talked about how Rotterdam and Dubai share many similarities, such as housing the largest port in their respective

regions and efforts to diversify their economies. "Being major re-export hubs in their respective regions, the Netherlands with easy connectivity to main European cities and Dubai's strategic position as a gateway for doing business with other GCC countries, Africa, and Asia, makes it an ideal trade partner for European markets such as the Netherlands and Rotterdam," he said. **Source : Gulf News Journal**

Samskip enhances services on Spain

With effect from 10th October, 2016 Samskip has increased the number of sailings between Rotterdam and Bilbao and has enhanced the rail set-up into Barcelona. Samskip is now able to offer a second sailing between Rotterdam and Bilbao each week. From Bilbao, rail services are operated to Madrid, Valencia, Vitoria, Zaragoza and Barcelona on a regular basis. With a new rail set-up of five train departures a week and a 3-day transit time between Perpignan and Rotterdam, Samskip offers a fast intermodal service linking Perpignan and Barcelona to Rotterdam with onward European connections. This rail service has replaced the rail connection between Duisburg and Bettembourg, which connected the Duisburg terminal to Lyon and Le Boulou, which was discontinued on 1st October 2016. **Source : Portnews**



The **Holland Shipyards** built **IJ-VEER 60** left the builders for trials **Photo : Arie Boer ©**

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GETIJDENPARK MAASSLUIS NIEUWE ZEEVISSTEK?

Welke zeevisser kent het niet: het voetgangerstunneltje bij station Maassluis-West. Van hieruit kun je prima stekken innemen langs de noordzijde van de Nieuwe Waterweg. Een beetje een stenen en basalten omgeving, maar daar zijn we nu eenmaal aan gewend. Toch kan er hier iets gaan veranderen, en nog wel ten goede, als we de plannen lezen. Er bestaan namelijk plannen om hier een **getijdenpark** aan te leggen langs de oever. In opdracht van de gemeente heeft ontwerp bureau Plein 06 een voorontwerp gemaakt voor een getijdenpark ter hoogte van de natuurspeeltuin (westelijk van de bebouwing in Maassluis).

Op deze plek – het Sterrenbos genoemd – waar nu een fietspad ligt, zou dit getijdenpark aangelegd moeten worden. Hier kan met verschillende getrapte lagen aan een natuurlijke oever worden gewerkt. Het plan ontstond vanuit een opdracht van Rijkswaterstaat om te werken aan een verbeterde waterkwaliteit. Wethouder Pleijsier van Maassluis zag dit als een kans om de kwaliteit van het gebied langs de Waterweg te verhogen. De kosten worden geraamd op

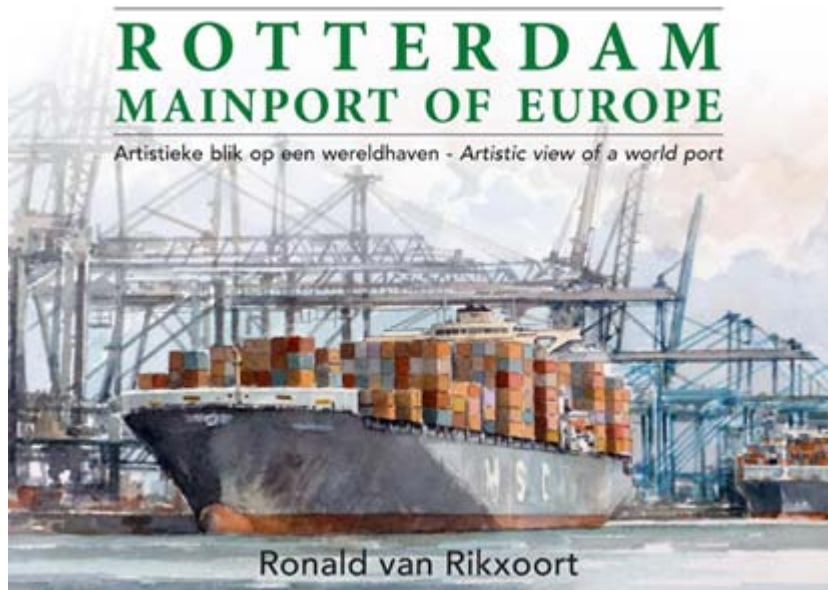
maximaal twee miljoen euro. Rijkswaterstaat betaalt een deel hiervan. Er wordt nog gezocht naar andere partijen die wellicht mee willen betalen, zoals bijvoorbeeld het Rotterdamse Havenbedrijf. Daarnaast moet nog bepaald worden, hoeveel meter in lengte het getijdenpark moet worden. De plannen variëren van 300 meter (volgens Rijkswaterstaat) of 800 meter (volgens plan gemeente). In het plan komt een deel van de oever droog te liggen bij eb en wordt overspoeld bij vloed. In de plannen komen ook verhoogde vissteigers voor. De variatie in de oeverzone zal naar verwachting door vis gebruikt worden om te verblijven; voedsel te zoeken en de stroming te ontlopen. Dit soort plannen rond natuurlijker oevers en het terugbrengen van getijdenwerking in oevers (zie ook het op een kier zetten van de Haringvlietsluizen en Afsluitdijk) zien we steeds vaker en zal door ieder mens en elke vis worden toegejuicht.
Source : .zeehengelsport

MARITIME ARTIST CORNER

ROTTERDAM MAINPORT OF EUROPE

AN ARTISTIC VIEW OF A WORLD PORT

De maritieme tekeningen en aquarellen van **Ronald van Rikxoort** hebben inmiddels over heel de wereld een plek gevonden. Overall op aarde genieten liefhebbers van zijn unieke kunstwerken. In het boekwerk dat deze maand van hem verschijnt, staat zijn visie op de haven van Rotterdam centraal. De familie Van Rikxoort had haar wortels in IJsselmonde en omgeving. Maar Ronald werd geboren in Heerlen in Limburg, waar zijn vader als profvoetballer naartoe was getrokken. Na zijn opleiding aan de kunstacademie in Maastricht kwam Ronald te werken als reclame-ontwerper. Maar bovenal was en is hij een bezeten en bekwaam schilder van schepen, havens en zeegezichten. Aan de Rotterdamse haven is hij met hart en ziel verknocht. Daar slentert hij langs de kades of vaart hij mee op watertankers om zich te laten onderdompelen in de geuren en de kleuren van het moderne havenbedrijf langs de Nieuwe Waterweg.



Uiteindelijk resulteert dat in zijn sfeervolle, dynamische en wereldberoemde tekeningen en aquarellen. Het prachtige boek (harde kaft, 170 pagina's met 80 groot formaat schilderijen, 28 x 21 cm, zware kwaliteit papier) kost € 39,95 en is te bestellen bij **Uitgeverij Guns@Home BV** : gunsathome15@gmail.com of (06) 444 18 249. The marine scenes painted by **Ronald van Rikxoort** clearly show his fascination for the large and lively port of Rotterdam. His roots lie in and around IJsselmonde (i.e. the mouth of the river IJssel: nowadays a part of Rotterdam). He graduated from the Maastricht Academy of Fine Arts. His pictures of ships, harbours and seascapes have earned him international recognition and admiration. This book with his artistic view of the modern world port of Rotterdam is published this month. The splendid book (hard cover, 170 pages with 80 large format painting, 28 x 21 cm, heavy quality paper) costs € 39,95 and can be ordered from the **Publishing House Guns@Home BV** : gunsathome15@gmail.com or (06) 444 18 249.

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.... PHOTO OF THE DAY



The Norwegian **SJØGLANS** spotted in Stadsundet (Norway) **Photo : Henk de Winde ©**