The fast ferry MARI NA SRI KANDI 16 moored at the Domestic ferry terminal in Sekupang - Batam island – Indonesia waiting for her next trip to one of the island in the Riau Archipelago  Photo: Piet Sinke © - CLICK at the photo!
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EVENTS, INCIDENTS & OPERATIONS

The JET FLYTE 1 entering the Waterboat channel whilst enroute from Singapore Harbour front terminal to Batam Island (Indonesia) Photo: Piet Sinke © CLICK at the photo!

Batam Fast Ferry Pte Ltd was established in year 1985. At the beginning, the company has purchased 2 high-speed passengers ferries, namely Bintan 2 and Bintan 3 with capacity of 60 passengers and 70 passengers respectively as a start off to its business operation, ferrying passengers from Singapore to Pulau Batam and vice versa. Today, we have 15 ferries in total operating daily with 35 departure schedules between 6 Ferry Terminals, on 4 routes. The 6 Ferry Terminals are HarbourFront Centre Regional Ferry Terminal and Tanah Merah Ferry Terminal in Singapore to / from Ferry Terminal Batam Centre, Ferry Terminal Sekupang, Ferry Terminal HarbourBay and Ferry Terminal NongsaPura in Pulau Batam to provide a higher standard of comfort to meet and exceeds all latest requirements. It is a mere 45 to 70 minutes ferry ride from Singapore to Batam and vice versa, with daily departures to Batam Centre, Sekupang, HarbourBay and NongsaPura in Pulau Batam. The regular ferry service provides foreigners and Indonesians ease of travel to and fro Batam via Singapore.
Canadian Coast Guard Seasonal Lifeboat Stations on the Great Lakes to Reopen April 2016

The Canadian Coast Guard (CCG) advises the public that their seasonally operated lifeboat stations located on the Great Lakes, Georgian Bay and St. Lawrence River in Ontario will reopen on the following dates:

April 1, 2016: Kingston, Cobourg, Port Weller, Port Dover, Amherstburg
April 8, 2016: Tobermory, Goderich, Meaford
April 15, 2016: Thunder Bay

During the winter months, maritime search and rescue operations are carried out by the Canadian Coast Guard and the United States Coast Guard using icebreakers and may call upon other available vessels in the area to assist if required. Aircraft from the Department of National Defence and the United States Coast Guard may also be involved in search and rescue operations, as necessary. Despite the recent milder temperatures, waters remain very cold at this time of year and take much longer to warm up compared to the air. For more information on cold water immersion, please visit http://csbc.ca/en/safety-campaigns/stretching-the-season/cold-water

More information regarding the Canadian Coast Guard’s Search and Rescue program is available at http://www.ccg-gcc.gc.ca/SAR/home

To view the photo associated with this press release, please visit the following link: http://www.marketwire.com/library/20160311-1046539_800.jpg

341 ships transited Suez Canal with total load of 18.88m tonnes last week

Suez Canal traffic data revealed that 341 ships transited the canal, with a total load of 18.88m tonnes, from 4 to 10 March 2016. An average of 48.7 ships transited the canal per day during the past week, with an average load of 2.7m tonnes per day. The average load per ship was about 55,360 tonnes during that period. Prior to the inauguration of the New Suez Canal in July 2015, there was a daily average of 47 vessels transiting the canal, with an average load of 2.758m tonnes per day. Last week, three Danish container ships - MARSTAL MAERSK, METTE MAERSK and MATZ MAERSK - transited the canal with 200,360 tonnes each. A total of 176 ships transited the canal towards the south, with a daily average of 25.14 ships and a total load of 9.53m tonnes of cargo, marking a daily average of 1.36m tonnes. The number of vessels that passed through the new channel coming from the east through the southern entrance was 165 vessels, with a daily average of 23.57 vessels, and a total load of 9.43m tonnes, recording a daily average of 1.35m tonnes. Cargo load is the main measure of shipping traffic in the Suez Canal and the calculated transit fees. The Suez Canal recorded revenues of $5.175bn in 2015, marking a $290m decline from the previous year,
when they stood at $5.465bn. The decline resulted from the depreciation of the dollar against currencies used for paying transit fees, the fall of oil prices, and the global economy slowdown. Source: dailynewsegpyt

The St Vincent & Grenadine registered roro TROPIC MIST seen entering Freeport harbour stern first

Photo: David A. Bowley ©

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First mission for new lifeboat

Both St Ives RNLI craft were launched on Thursday to help a person stuck on the rocks between Godrevy and Portreath. Just hours after returning to St Ives, and half way through being refuelled, the brand new Shannon class NORA STACHURA, along with the inshore Colin Bramley Parker, were tasked by Falmouth Coastguard to search for and recover a walker who had become stuck on a ledge in the Bassets Cove area. The man was recovered by the Coastguard Cliff Rescue Team while both lifeboats stood by in case of difficulties. NORA STACHURA had just returned from the boatyard in Dorset after a series of minor repairs. For its first launch, Nora Stachura was helmed by the new St Ives lifeboat coxswain Robert Cocking with Robin Langford as mechanic. Source: Cornish Times
Norwegian Cruise Line announces resignation of two members of Board of Directors

Norwegian Cruise Line Holdings Ltd. has announced the resignation of two members of the Company's Board of Directors. Mr. Karl Peterson, senior partner of TPG and managing partner of TPG's European operations, and Mr. Kevin Crowe, partner in Apollo Global Management's private equity division, resigned from the Company's Board effective March 7, 2016. With the departures of Mr. Peterson and Mr. Crowe, the Board is eliminating the vacant seats created by the resignations to reduce its size from eleven to nine members, thereby enhancing its independence. Norwegian Cruise Line Holdings Ltd. is a leading global cruise company which operates the Norwegian Cruise Line, Oceania Cruises and Regent Seven Seas Cruises brands. With a combined fleet of 22 ships with approximately 45,000 berths, these brands offer itineraries to more than 510 destinations worldwide. The Company will introduce five additional ships through 2019. Source: Portnews

The STAR EXPRESS arriving in Willemstad- Curacao - Photo : Kees Bustraan ©

£2m lifeboat for Fleetwood nears finish

Fleetwood's new state-of-the-art lifeboat is nearing completion, as this latest photo shows. Costing over £2 million, the Shannon-class all-weather lifeboat has several performance advantages over the current Tyne-class vessel, William Street. The new vessel, currently under construction at the RNLI boat yard in Poole, Dorset, is the first lifeboat to use water jets, instead of propellers and is capable of reaching 25 knots, 50 per cent faster than the lifeboat it replaces. It is due to come to Fleetwood on June 26 and large crowds are expected to greet its arrival. The KENNETH JAMES PIERPOINT is named after a young RAF pilot, who died in the Second World War and was the brother of Kathleen Mary Pierpoint, the generous benefactor who help fund the new boat for RNLI Fleetwood. Senior members from Fleetwood Lifeboat Station, took the opportunity to visit the RNLI’s dedicated boatbuilding facility in Poole, Dorset, to see how the new lifeboat is coming along. Captain Dave Eccles, lifeboat operations manager at RNLI Fleetwood said: “The hard work starts here for the volunteer shore and Lifeboat crew. “There’ll be a lot of training to be completed before the new lifeboat is commissioned. Source: fleetwoodtoday

China to build its second polar ship

"China has excess capacity in building conventional ships, but not in complex and high value-added ships" Hu said.
China's second polar research ship is set to be constructed by the end of April, said a senior official with one of the country's largest shipbuilders. The new vessel is expected to have stronger icebreaking capabilities. It has an estimated budget of more than 1 billion yuan or $153.5 million and the construction will take up to two years, said Hu Keyi, Technical director of Jiangnan Shipyard (Group) Co Ltd and a member of the National Committee of the Chinese People's Political Consultative Conference. The second polar ship is likely to give support to China's scientific expeditions or voyages to the Polar Regions. "The new vessel is designed from the very beginning on accordance with special polar research and supply requirements," Hu said. "It is tailor-made and will boast stronger research capabilities and be more comfortable and environmentally friendly," he added. At the moment, the only Chinese icebreaking research ship in service is Xuelong or Snow Dragon. It was built in 1993 at Ukraine. The ship was converted into a polar research from an Arctic cargo ship. It has undergone upgrading four times already and two of them at Jiangnan Shipyard. Jiangnan Shipyard is one of the several Chinese shipbuilders joining the bidding process. The Shanghai based company is a historic shipyard in the 19th century. As China's industrial working class was developed in Jiangnan, the shipyard has been look upon as the framework of the country's national shipbuilding industry. Now, it builds, repairs and convert both civilian and military vessels. "The competition process will be fierce, especially at a time when the whole shipbuilding industry is suffering from falling demand," Hu said. According to the China Association of the National Shipbuilding Industry, shipbuilding is one of the sectors that suffers from congestion. Over the past two years, more than 30 large-scale shipyards went bankrupt. "China has excess capacity in building conventional ships, but not in complex and high value-added ships," Hu said. Source: chinachristiandaily

Hartman's fully loaded DEO VOLENTE outbound under the Belgian coast
Photo: Ronald Ribbe - http://www.rorifocus.nl ©

Noble to delay damaged newbuild, adjust dayrates
Written by Melissa Sustaita
Noble Corp. anticipates the Noble Lloyd Noble newbuild jackup to have a delivery delay from the Sembcorp Marine Tanjong Kling shipyard, in addition to a delayed delivery date to Statoil due to damage endured to the rig last month. According to the company’s fleet status report, an initial investigation into the cause of the incident has been completed and damage is believed to be confined to a crane on board the rig and some cabling. Based on these findings, the company currently expects delivery of the rig from the shipyard to be delayed an estimated 30 to 60 days, to early-to-mid Q3 2016. Delivery to our customer is now expected in early-to-mid Q4 2016,” Noble said. The incident, which injured three workers, occurred when a shore crane at Sembcorp’s Tanjong Kling yard was lifting a bundle of scaffold planks from Noble Lloyd Noble to the quayside. During the lifting operation, the boom of the crane came into contact with another crane on the rig, damaging the latter. Earlier this month, Sembcorp released a statement that said the company did not expect the damage to Noble Corp.’s newbuild jackup to delay the delivery of the Noble Lloyd Noble in Q2 2016. As for Noble’s Noble Sam Croft and Noble Tom Madden drillships remain under contract with Freeport-McMoRan until July 2017, and November 2017, respectively. Due to Freeport-McMoRan’s decision to idle three of its drillships in the Gulf of Mexico, which the company announced in late-January, Noble said the company is “willing to discuss restructuring existing contracts with customers provided it is done in a mutually beneficial manner and in recognition of Noble’s existing contractual rights.” In addition, Saudi Aramco’s contract rates were adjusted for 2015, along with rates on rigs with other drilling companies. Those rigs include the Noble Scott Marks, Noble Roger Lewis, Noble Joe Beall, and Noble Gene House jackups. “Given current market conditions, the company is currently finalizing discussions with the customer to determine operating rates for 2016,” Noble said. This week, Hercules Offshore was also notified by Saudi Aramco of its intentions to reduce dayrates for three of its jackups.

**One dead, one injured as helicopter crashes while assisting grounded ship**

A man is dead and another critically injured after their helicopter crashed into the sea while assisting a TS Lines containership, which had run aground in northern Taiwan, reports say. The New Taipei Fire Department identified the deceased as Tsai Chung-ta, a 35-year-old special services officer with the Coast Guard, who may have been hit by the helicopter’s rotor, according to national press reports. CLICK at the photo left to see the video.

The helicopter’s pilot is in critical condition and is undergoing emergency care at Taipei Veterans General Hospital, the fire department said. The other three people onboard the chopper were all rescued within 90 minutes of the crash, which occurred at 13:18hrs (local time). None of them are believed to have serious injuries. The helicopter was carrying an engineer and two Coast Guard specialists out to meet TS Lines’ containership TS Taipei (1,530 teu, built 2006), which had run aground and was reportedly leaking heavy fuel oil from its bunker tanks. Harsh weather conditions caused the small boxship to run aground 300 metres from the coast in the early hours of Thursday morning, local press reports say. The ship reportedly suffered breaches in the aft of its hull and its engine room had flooded. All 21 of the freighter’s crew members were airlifted to safety on Thursday after they abandoned ship on the captain’s orders, as Splash reported earlier. TS Taipei was on its way from Keelung in Taiwan to Hong Kong before the incident.

Source: Splash 24/7

**Thailand seeks cooperation from Sri Lanka on sea port development**

Deputy Prime Minister Somkid Jatusripitak has visited Sri Lanka to try to establish cooperation on sea transport between the Port of Colombo and Dawei Deep Sea Port. Dr. Somkid, along with Industry Minister Atchaka Sribunruang...
and a group of businesspeople, received a warm welcome by Minister of Ports, Shipping and Aviation Arjuna Ranatunga. The Port of Colombo, which was built in 1979, connects the West and the East. It is also a gateway to countries like India and Pakistan. Further developments are now underway to transform the Port of Colombo into one of the world’s best sea ports in 2020. Upon completion, the port will be able to accommodate 200 million tons of cargo and generate one billion US dollars per year, making it the 15th largest sea port in the world. The Deputy Prime Minister is hoping to model the Dawei Special Economic Zone (SEZ) after the Port of Colombo. Dawei SEZ is a joint effort between Thailand and Myanmar. Source: NNT

The tugboat "PRESIDENT HUBERT" with the Ugland barge number UR97 in tow leaving the Port of Rotterdam on 10.03.2016 Photo: Cees van der Kooij ©

Superyacht’s exit as mysterious as Russian owner’s death

By: Sean Parnell

A $50 million superyacht stranded in Brisbane after the death of its Russian-American owner, a former adviser to Vladimir Putin, is being sailed back to the US amid a possible murder mystery. The long-time Russian press minister,
Mikhail Lesin, was found dead in Washington's Dupont Circle Hotel in November. At the time, Russia's RT television quoted family members as saying Lesin, 57, had died of a heart attack and there were reports he had been ill for some time. Mr. Putin extended his condolences, with the Kremlin press office saying the President had a “high appreciation for Mikhail Lesin's massive contribution to the creation of modern Russian mass media". But the Washington medical examiner's officer, which has not announced a cause of death, reported yesterday that Lesin's body showed signs of blunt-force injuries to the head, neck, torso, arms and legs. Police are still investigating — it has yet to be officially declared a murder case — and no further information has been released, prompting Russian officials to express concern over the apparent delays and secrecy. “(The) Russian embassy in the United States has repeatedly through diplomatic channels sent inquiries on the investigation into the circumstances of the death of the Russian citizen,” said Russian Foreign Ministry spokeswoman Maria Zakharova. “The US side has not provided us any substantive information."Lesin’s superyacht, the 55m Serenity, had just finished a refit at Brisbane’s Rivergate Marina and Shipyard when he was found dead. The departure of the vessel — which has six cabins on four decks as well as a spa pool, sauna, steam bath and massage room — was initially delayed amid uncertainty over his estate. However, the SERENITY recently left Brisbane and is understood to be travelling through the Panama Canal, suggesting it is bound for the US east coast. The Rivergate Marina and Shipyard would not comment on its work with the Serenity or who paid to allow the superyacht to depart Brisbane, and the Russian embassy did not return calls. Lesin had lived in Beverly Hills, California, since 2011, but returned to Russia to run the state-controlled Gazprom-Media for a year until he retired for a second time in 2014. Source: theaustralian

**Report blasts oil-rig safety agency's effectiveness**

As federal safety officials responded Friday to a death on a Gulf of Mexico oil rig, the agency in charge of oil-rig safety received a rebuke from a congressional watchdog office that found poor management has caused it to fail in its most basic functions. A worker was fatally injured while working on the rig, operated by Houston-based Whistler Energy II, about 150 miles south of New Orleans, according to the Bureau of Safety and Environmental Enforcement. All drilling operations there have been suspended while an investigation into death begins. But the bureau has undermined its own development with constant restructuring, according to a U.S. Government Accountability Office report released Friday. President Obama created the Bureau of Safety and Environmental Enforcement in 2011 to better oversee offshore oil and gas operations and end a cozy relationship between government regulators and industry in wake of the Deepwater Horizon explosion and subsequent oil spill in the Gulf. Friday's fatality did not involve an oil spill and no additional injuries were reported. The GAO report’s findings closely track a series of WWL-TV investigations that exposed the bureau’s lack of follow-through monitoring of oil and gas companies’ safety management systems, its difficulties hiring and training safety inspectors and its unexplained failure to staff its environmental enforcement division. The safety bureau “has been operating since its inception without actually prescribed procedures, policies and guidelines and without even recording the results in a coherent way of its activities,” said Frank Rusco, director of the Government Accountability Office’s Natural Resources and Environment division. His strongest words were reserved for the bureau’s failure to staff its Environmental Enforcement Division, which has been downgraded to a local branch in spite of millions of dollars in special financing to build it up as a program that should serve drilling operations nationwide. “This environmental group that had been set up and was doing that was understaffed,” Rusco said. “Congress ... recognized that and provided money specifically earmarked to hire staff to fill those positions. But, to date, those positions have not been filled. The BSEE management did not have a good explanation for why they haven’t filled those positions. In fact, they seem to have no explanation whatsoever.” The fatality rate among oil and gas extraction workers — about 25.1 deaths per 100,000 workers per year — is about seven times higher than among U.S. workers in general, according to the federal Centers for Disease Control and Prevention, citing data from 2003 to 2013. In September 2015, WWL-TV obtained internal government reports indicating that the agency's leadership in Washington had blocked the hiring of staff, leaving its Environmental Enforcement Division unable to conduct investigations because it was overwhelmed with a backlog of paperwork. “What we see is a disconnect between management in Washington and what's going on out in the field,” Rusco said. The agency has had three directors in its five years of existence. The agency also has a poor track record with transparency. WWL-TV filed a request in March 2015 under the federal Freedom of Information Act for other records related to the Environmental Enforcement Division. The station still has not received the documents. An environmental group in California had to sue the agency to get it to turn over records related to fracking operations in the Gulf after the bureau declined to provide the permits and more than a sample of those fracking locations. Source: 12news
The Maritime Safety Committee (MSC), at its ninety-fourth session (17-21 November 2014), adopted, inter alia, amendments to SOLAS regulation VI/2 (see resolution MSC.380(94)), to require the mandatory verification of the gross mass of packed containers. In addition to the amendments to SOLAS regulation VI/2 and with a view to establishing a common approach for the implementation and enforcement of the SOLAS requirements regarding the verification of the gross mass of packed containers, the Maritime Safety Committee approved the Guidelines regarding the verified gross mass of a container carrying cargo (MSC.1/Circ.1475).

The aforementioned SOLAS amendments introduce two main new requirements:
1. the shipper is responsible for providing the verified weight by stating it in the shipping document and submitting it to the master or his representative and to the terminal representative sufficiently in advance to be used in the preparation of the ship stowage plan; and
2. the verified gross mass is a condition for loading a packed container onto a ship.

The shipper is defined as a legal entity or person named on the bill of lading or sea waybill or equivalent multimodal transport document (e.g. “through” bill of lading) as shipper and/or who (or in whose name or on whose behalf) a contract of carriage has been concluded with a shipping company (see paragraph 2.1.12 of the Guidelines regarding the verified gross mass of a container carrying cargo (MSC.1/Circ.1475)). Availability to both the terminal representative and to the master or his representative of the verified gross mass of a packed container sufficiently in advance to be used in the ship stowage plan is a prerequisite for the container to be loaded onto a ship to which the SOLAS regulations apply. However, it does not constitute an entitlement for loading. Nothing in the SOLAS regulations
limits the principle that the master retains ultimate discretion in deciding whether to accept a packed container for loading onto his ship. The verification of the gross mass can be achieved by either of two methods:

1. weighing the packed container; or
2. weighing all packages and cargo items, including the mass of pallets, dunnage and other securing material to be packed in the container and adding the tare mass of the container to the sum of the single masses, using a certified method approved by the competent authority of the State in which packing of the container was completed. The amendments to SOLAS regulation VI/2 were accepted on 1 January 2016 and will enter into force on 1 July 2016.

Source: The Swedish Club

Indonesian officials call for Taiwan investment in shipping industry

Indonesian officials said Thursday Taiwan's shipbuilding and container vessel management strengths can contribute to their country's ambition to become a great merchant marine power. Edy Putra Irawady, deputy minister of the Coordinating Ministry for Economic Affairs of Indonesia, said Indonesia needs a great number of ships to promote cross-sea trade and linkages among its thousands of islands and to beef up its competitiveness in logistics. In response to CNA questions regarding Taiwanese President-elect Tsai Ing-wen's proposal to expand the presence of Kaohsiung's shipbuilding industry in the Southeast Asian market, Edy said Indonesia must cooperate with Taiwan in this area. Kaohsiung's shipping industry can consider not only investing in Indonesia to build boats and vessels, but also the two countries can work together in container-ship building and the maintenance of Indonesian ships, Edy added. During a visit to Taiwan's ship-building industry in Kaohsiung, Tsai said this industry is closely linked to the development of the port city and she believed Southeast Asia, particularly Indonesia, will be a potential market for Taiwan's shipping industry. Saut Hutagalung, a senior official at the Indonesian Ministry of Marine Affairs and Fisheries, welcomed Tsai's proposal, saying it fits into his country's plan to boost the shipbuilding business as part of the effort to realize President Joko Widodo's vision of building the archipelago country into a merchant marine power. Saut said his country's priority is to restore its status as a major shipping power, noting that since last year it has been working on a project to build 1,000 ships. "The need to boost our fishing fleets is great," he said. In addition to meeting the fishing industry's needs, Indonesia also needs a large number of ships for marine transportation and logistics. "We know Taiwan is strong at building ships and is well experienced in managing container ships and ocean liners," Edy said.

Source: CAN

Fishermen and other affected groups mull protests against port city

The government's intention to review the Colombo Port City project is causing a hornet's nest along the sea coast from Ma Oya (Waikkala, Kochchikade) to around Moratuwa with fishermen along these areas flexing their muscles for a gigantic protest campaign island wide as this disaster not only affects the fishing industry, but is also a national
disaster destabilizing the country’s eco system. On Wednesday, Minister of Development Strategies and International Trade Malik Samarawickrema told an investment conference in Colombo that the port city project had been cleared by Chinese authorities, after the former had extensive meetings in Beijing last week. “It’s all systems go from the Chinese side for this project while we expect the EIA report soon in the next few days,” he said.

Meanwhile, a meeting was held in Negombo this week to sketch the protest, and the campaign is supported by Kandalama Rev Fr Sarath Iddamalgoda and organized by the ‘United Front’ representing those who would be affected by the new development. Present at the meeting were representatives from fishermen’s organizations, social and community service organizations and Catholic priests and nuns. Hemantha Vithanage, Executive Director, Centre for Environmental Justice alerting about the hidden dangers of this project, said that in the first instance the Chinese company – China Communication Construction (Pvt) Co is one of the most corrupt companies in that country and blacklisted by the World Bank. The project was first envisaged in 2002 when Ranil Wickremesinghe was Prime Minister under the “Reawaken Sri Lanka” Programme and then on 17 September 2014 by former President Mahinda Rajapakse and the budget for the project is US$1.4 billion, he revealed. The main reasons to protest against this project, he pointed, are that the project was started under an unlawful agreement and violated the Sri Lankan law. He indicated that the original area of 120 hectares was changed to 269 and the extents are changed constantly. Another major reason he said is that it affects the sovereignty of the country. He went on to indicate how the laws are violated quoting relevant sections of the laws. He pointed out that during the election campaign as an election promise Mr. Wickremesinghe said that this project would be suspended forthwith as it harms the environment in a big way. With all these promises and assurances, Mr. Vithanage indicated that while a fundamental rights appeal in courts was pending against the Port City, the Prime Minister in Switzerland has declared that the Port City Project would resume.

He said that sand for the project would be obtained from the shallow seas from Uswetakiyawa to Negombo. The sand obtained from these shallow seas earlier was 200 million cubic metres (cm) and a further 60 million cm is expected to be dredged. The sea bed would be seriously damaged by dredging sand from shallow seas and as a result the silt in the sea bed would be heavily disturbed, resulting in the deterioration of fish breeding. Further, he pointed out that due to the sand dredging the entire coast along Galle Face, Dehiwela, Mount Lavinia, Ratmalana and Matara are already under heavy sea erosion and further dredging would cause further erosion. He said that 3.43 cm of boulders are needed for the project and afterwards for building construction further quantities of boulders would be needed. With the blasting of rock those living near rubble quarries would face landslides, and floods, etc, he pointed out. As in the cases of Kandalama, Iranawila Kerawalapitiya and Wattala protests in Kerawalapitiya and Iranawila several people were killed by the repressive action of the government, where these projects were established. One participant who did not want to be identified told the Business Times (BT) that the protesters would be treading on very dangerous grounds and, as the government has decided to go on with the project there would be likelihood of protesters being attacked and there could be lives lost. The organisers were also trying to ascertain whether they would be able to engage the United Nations Environmental Agency in the protest campaign. Source: sundaytimes
1 Introduction

The design of the ET1541 Escort Tug is based on the results of the MARIN Research Institute results of the joint industry project “Safe Tug” that was carried out in 2005 -2007. One of the findings of the project was that the winch was the weak point. There was in fact no suitable winch on the market for heavy duty escort tasks. Various Escort Tug projects have been launched since the time of the MARIN study but they all have a “conventional” winch forward and the winch is not really suitable for the task. The escort winch forward is always an “add on” and not part of the escort tug design.

Stouco Consultance B.V. (john.stouten@stouco.com) and Ubitec B.V. (bvu@ubitec.nl), under the name of STUbitec has launched a project where a dedicated winch for an escort tug has been developed and the tug is designed around the winch. The winch is the most important piece of equipment on board and that is where the tug operator is earning his money. The proposed ET 1541 uses a combination of diesel electric, LNG as fuel with a battery booster. This combination gives about 50 % reduction in fuel costs and maintenance costs of the diesel engines plus that the diesel power installed is about 50 % of the conventional escort tug.

2 Escort Tug Duties

The definition of a typical escort tug is according to Lloyd’s Register:
- Tug Intended for Escort Operations
- Escort Operation is when the tug closely follows the assisted ship
- Providing Control by Steering and Braking, as necessary
- Steering and Braking forces are generated by a combination of propulsive and hydrodynamic forces generated by the Escort Tug

The typical escort tug is generating lift with its “keel” or skeg when towed sideways. The azimuthing thrusters provide bollard pull, maneuverability and stopping force.

3 The Winch

The winch is hidden in the deckhouse, well protected from the elements and is electrically driven for the following reasons:
- No hydraulic oil spill!
- Drive motors are used as brakes and excessive power is fed back to the net

A frequent problem is the spooling device on a winch. Due to the very high side forces at times (500 Tonnes) the spooling device breaks down. Then the tug is not able to continue the operation. The ET 1541 has no spooling device as the winch is located well back and the fleet-angle is about 3°.

The cable is leaving the winch drum on top of the winch and passing below the deckhouse to a swiveling fairlead with large sheaves at the very bow of the Escort Tug.

The braking force or holding force during escorting duties is performed by the two electrical motors on the escort winch and no magnetic brake or other brake is required. Two hydraulically operated band brakes will also be fitted for holding power, when so required.

The winch will be very quick in rendering and recovery of the cable. Maximum speed is 120 m/min. Nominal pull is 100 Tonnes at about 10 m/min. The winch is mounted on two shock absorbers which will permit a certain longitudinal movement. This in order to avoid a cable failure during snatch loads. The winch skid is positioned on four
pens with strain gauges for accurate load measurement. The winch foundation is consequently not welded to the deck, which avoids distortion of the winch frame which may result in bearing and gearbox problems. There is also a conventional towing winch aft of the Escort winch, operating over the stern.

4 The Power Plant
An Escort Tug very rarely uses the maximum bollard pull. Certain sources indicate the following:

<table>
<thead>
<tr>
<th>Load</th>
<th>%</th>
<th>Time</th>
<th>%</th>
<th>Total kWh</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loitering - standby</td>
<td>5</td>
<td>350</td>
<td>25</td>
<td>8.0</td>
</tr>
<tr>
<td>Assist</td>
<td>10</td>
<td>500</td>
<td>16</td>
<td>0.8</td>
</tr>
<tr>
<td>Transit 10 knots</td>
<td>15</td>
<td>1,060</td>
<td>10</td>
<td>9.3</td>
</tr>
<tr>
<td>Assist 25 % MCR</td>
<td>25</td>
<td>1,760</td>
<td>6.0</td>
<td>0.8</td>
</tr>
<tr>
<td>Transit 11.5 knots</td>
<td>30</td>
<td>2,010</td>
<td>10</td>
<td>4.7</td>
</tr>
<tr>
<td>Assist 60 % MCR</td>
<td>60</td>
<td>4,200</td>
<td>3.0</td>
<td>0.7</td>
</tr>
<tr>
<td>Peak Load</td>
<td>100</td>
<td>7,000</td>
<td>1.3</td>
<td>0.3</td>
</tr>
</tbody>
</table>

Based on the above 4 x 1 MW will be installed in the form of diesel generator power feeding a DC-Bus system with a battery bank at each end. The total available power for a maximum of 20 minutes in 24 hours is about 7 MW. The battery banks will act as booster power and will take care of the power peaks. Excess energy from the propellers or from the winch will be fed back into the net where it will be absorbed without problems.

The normal complaint about electric propulsion is that it gives a “sluggish” reaction of the winch and of the propellers. This is often caused by a too small “spinning reserve” as it takes time for the diesel to react or for another diesel generator to startup on an increased power demand. A gas fueled engine also have the same problem. This problem is not present with the ET 1541 as the battery boosters will always supply sufficient power on top of the diesel generated power as required.

5 Fuels and Emissions
Many ports around the world are concerned about emissions. Certain ports are raising the pilot and harbor fees for “polluters” and others ban them all together. A comparison between the different types of propulsion systems give the following results for a 36 hour operation:

<table>
<thead>
<tr>
<th>Propulsion Type</th>
<th>Fuel Cost</th>
<th>Reduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel Direct</td>
<td>€ 4,600</td>
<td>0 %</td>
</tr>
<tr>
<td>Diesel - Electric - LNG</td>
<td>€ 2,900</td>
<td>38 %</td>
</tr>
<tr>
<td>Diesel – Electric – LNG – Battery</td>
<td>€ 2,400</td>
<td>48 %</td>
</tr>
</tbody>
</table>

There is also a significant difference in emissions for the various types of propulsion systems:

<table>
<thead>
<tr>
<th>Propulsion Type</th>
<th>NO\textsubscript{X} Tonnes</th>
<th>SO\textsubscript{X} Tonnes</th>
<th>CO\textsubscript{2} Tonnes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel Direct</td>
<td>0.15</td>
<td>0.22</td>
<td>32.72</td>
</tr>
<tr>
<td>Diesel - Electric - LNG</td>
<td>0.02</td>
<td>0.02</td>
<td>28.61</td>
</tr>
<tr>
<td>Diesel – Electric – LNG – Battery</td>
<td>0.02</td>
<td>0.02</td>
<td>24.15</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Propulsion Type</th>
<th>NO\textsubscript{X} Red %</th>
<th>SO\textsubscript{X} Red %</th>
<th>CO\textsubscript{2} Red %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel Direct</td>
<td>0 %</td>
<td>0 %</td>
<td>0 %</td>
</tr>
<tr>
<td>Diesel - Electric - LNG</td>
<td>85 %</td>
<td>89 %</td>
<td>13 %</td>
</tr>
<tr>
<td>Diesel – Electric – LNG – Battery</td>
<td>85 %</td>
<td>92 %</td>
<td>26 %</td>
</tr>
</tbody>
</table>

The battery systems act as peak shaving and boosters plus are reducing running hours of the diesel generators. This will reduce the maintenance costs. Running hours can be reduced with about 50 % compared to a conventional diesel direct escort tug and the maintenance costs will then be reduced accordingly.

6 Safety
The Escort Tug 1541 is the ultimate safe tug for the following reasons:
- Dedicated winch with high rendering and recovery characteristics as well as “constant tension” function
- Operations are less sensitive to wave actions
- High freeboard forward, difficult to pull the ET 1541 under water
- Winch well protected
Longtime provider of oil tanker escorts in Prince William Sound is stepping aside

By: Alex DeMarban

A maritime company that for at least two decades has provided tugboats to escort loaded oil tankers out of Prince William Sound, is no longer competing for the contract to provide that service, causing alarm among observers who don’t want a repeat of the 1989 Exxon Valdez oil spill. With Florida-based Crowley Marine out of the running for the contract, at least one candidate remains: Edison Chouest, the company whose tug, the 360-foot Aiviq, towed Shell’s drilling rig Kulluk before lines snapped and the rig wrecked off the Alaska coast in late 2012. “We are competing,” said Roger White, with Edison Chouest in Louisiana. “We are a company that looks forward to having some additional success in Alaska.”

Other companies may also be in the running to win the contract, provided by Alyeska Pipeline Service Co., which runs the pipeline on behalf of its oil-company owners, principally BP, ExxonMobil and ConocoPhillips. The contract includes oil spill response services out of the Valdez Marine Terminal, where the 800-mile trans-Alaska pipeline ends and oceangoing ships take on oil. Michelle Egan, director of corporate communications for Alyeska, would not say which companies bid on the contract. But she confirmed that longtime contractor Crowley, as of earlier this month, is no longer part of a bidding process that began in 2014. Crowley's contract extends through mid-2018, she said. “We're moving forward with another bidder,” Egan said, but would not name the company. The new contract is expected to be awarded by the end of the year, Egan said, though White, from Edison Chouest, said he thought the process might be finished more quickly than that. “I think you're probably 60 to 90 days before we're done,” he said.

Crowley has held the contract for more than 20 years and has provided marine services for Alyeska in Prince William Sound since 1990, when new safety requirements after the Exxon Valdez disaster included increased tug escorts. The transition to a new escort contractor, presumably with new personnel and different tugs and oil spill response barges, is a “big, huge deal,” said Donna Schantz, executive director of the Prince William Sound Regional Citizens’ Advisory Council, the official watchdog group. “We are very concerned about this,” said Schantz.

She said the council doesn't know which company, or companies, may have a shot at winning the contract. But the fact that a new contractor will step in, requiring new training, at a time when state budget cuts could reduce regulatory personnel is worrisome, she said. Spill prevention and response officials with the Alaska Department of Environmental Conservation helped oversee increased protection about 15 years ago, after Crowley brought powerful new tractor tugs to Alaska to handle the escorts, she said. This new transition will be bigger than that, she said. “This will be a huge burden on DEC,” she said. “A big concern is, will they have the staffing and people to oversee this change because all state departments are challenged with cutbacks? The Coast Guard will have a role as well, but the state statutes and regulations are really what drive the tug specifications that we’ve enjoyed in the past.” She said Crowley has done a good job, but the company has had ups and downs, including the grounding of a tug, the Pathfinder, on Bligh Reef in 2009, the same spot where the Exxon Valdez also ran aground 27 years ago this month.
The number of tankers leaving Valdez with crude oil has fallen sharply since 1989, when North Slope oil production was more than three times higher than the 540,000 barrels of oil daily throughput in February. Still, an oil tanker leaves Valdez about every 1 1/2 days. Aleska will make sure the transition meets all requirements and that “full services” continue, Egan said. Though Crowley is no longer competing for the contract, the company will be “engaged” in the transition process, said a statement from Mark Miller, the company’s vice president of corporate communications.

“We are fully committed to continued professional services and full compliance,” he said. Edison Chouest, which has made large contributions to Alaska’s congressional delegation and was faulted for errors by the U.S. Coast Guard during the investigation into the Kulluk grounding, is expanding its presence in the state. It has partnered with Native corporations on ventures such as the Deadhorse Aviation Center that provides a hangar, terminal and other services to support North Slope oil operations. White said a number of factors contributed to the wreck of the Kulluk, including heavy seas with improper towing gear that snapped. “It was not our fault, or the fault of the vessel or its crew,” White said of the Aiviq. If Edison Chouest wins the bid in Prince William Sound, the Aiviq would not be part of the contract, he said. Source: Alaska Dispatch News

AHTS LEWEK IVORY towing accommodation work barge LEWEK CHANCELLOR off the coast of Soyo, Angola. Photo: James Paige ©

Crimes at Sea Focus of New Indonesian

Research into human trafficking in the fisheries sector in Indonesia is revealing troubling new details about the numbers of men who have died at sea, an IOM-sponsored maritime security focus group discussion was told this week in Jakarta, Indonesia.

“We’re reviewing and assessing testimonies of murder on a large scale, the movement and disposal of bodies and the lack of follow-up investigations,” IOM expert Dr. Peter Munro told representatives of the Consortium for Maritime Security meeting, “and tragically, the stories of families of fishermen abandoned, unaware of the fate of their loved ones.” The research, which will be completed later this year, is being done in collaboration with expert staff from the Indonesian Ministry of Fisheries and Marine Resources (KKP), Coventry (UK) University and the University of Indonesia (UI). It includes a review of IOM’s assessment interviews with more than 1,100 foreign victims of trafficking in the fisheries sector conducted since April 2015, when media reports from Benjina in remote eastern Indonesia first shone a light on the scale of abuse in the sector. Those interviews also contain valuable insight into the mechanics of illegal, unreported and unregulated (IUU) fisheries in Indonesian waters, Dr. Munro said.

The two-day FGD, the third in the past year organized by Coventry University’s Centre for Trust Peace and Social Relations (CTPSR) and IOM was called to finalize a range of new maritime security training initiatives to support President Joko Widodo’s vision of establishing the sprawling archipelagic nation as a “global maritime axis”. It also laid the groundwork for maritime consortium work-plan, joint research and publication programs. Attendees including representatives of Indonesia’s new coast guard (Bakamla), the national defence university, the national IUU task force, and the national police, emphasized the need for regional cooperation to address maritime security issues. “We need to build a maritime partnership with other countries in the region; we cannot stand alone, as a country,” said Bakamla Admiral Desi Albert Mamahit. “We need to look at our neighbours, other actors from other countries. We need to have connectivity between different actors. International principles and regulations are critical, because we must work for the common good.” CTPSR executive director Mike Hardy cautioned “there is no distinction” between insecurity at sea and on land. “Maritime security is not just about what happened on the sea; it’s not just about piracy,” Hardy said. “It’s not just about trafficking. It’s about transnational crime. It’s about all those things and it is important to have a complementary, holistic definition of the issues that we are confronted with.” IUU task force deputy Yunus Husein said that as a maritime nation the protection of foreign fishermen was a central element of the government’s efforts to address transnational crimes at sea including IUU. “The (foreign) men we have met in Benjina and Ambon have been subjected to inhumane treatment; it has been going on for too long,” he said. “And our fishermen, our seamen are
victims too overseas. They’re being abused and denied their salaries despite years of labor.”

Source: International Organization for Migration

Northland Power announces first power to shore from Gemini Project

Northland Power has announced that the first turbine of the 600 MW Gemini offshore wind project in the North Sea is now producing power. Northland Power announces first power to shore from Gemini Project. Installation of the turbines will continue throughout 2016 led by the project’s EPC contractor and co-owner Van Oord Dredging and Marine Contractors BV (Van Oord) and turbine supplier Siemens. Completion is expected in 2017 when generated energy will begin to flow into the Netherlands at Eemshaven via TenneT’s high voltage grid. Electricity supplied to the grid prior to full commercial operation will generate revenue that will be used to fund a portion of the project’s construction costs. The wind farm encompasses two 34 square kilometre areas and is located 85 kilometres off the coast of Groningen in the Netherlands. It is invisible from the coast and will generate energy in an area of the North Sea where wind speeds are among the best in the world for offshore wind power. “To have the first turbine up and running represents another critical achievement on our first offshore construction project” said John Brace, CEO of Northland. “This significant milestone follows construction of the electric infrastructure in 2015, and installation of the turbine foundations in only 110 days. We are very pleased that the project continues to advance on budget and on schedule, and would like to acknowledge the extraordinary efforts of the Gemini team, partners, and contractors.” The project is 60 percent owned by Northland Power, 20 percent by Siemens Financial Services, 10 percent by Van Oord and the remaining 10 percent by N.V. HVC. Once fully operational, Gemini will generate clean, renewable energy for 1.5 million people in the Netherlands. Source: renewableenergymagazine

China says not received application from Vale, Fortescue for planned JV

China’s Commerce Ministry said it had not received an application for regulatory approval from iron ore miners Vale and Fortescue Metals Group in relation to their planned joint venture. In a fax message to Reuters, the ministry said it would review the deal according to the law if it received an application. The world’s No. 1 and No. 4 iron ore miners are in talks that could see Brazil’s Vale taking a minority stake in Australia-based Fortescue Metals Group and blending their iron ore to win market share in China. Source: Reuters (Reporting By Xiaoyi Shao and Nicholas Heath; Editing by Christian Schmollinger)

Chet Hopkins, ex-CMA CGM executive, dies at 75

Capt. Chester “Chet” I. Hopkins III, a longtime maritime executive whose posts included vice president of operations at CMA CGM, died Thursday at Maine Medical Center in Portland, Maine. He was 75. A graduate of Maine Maritime Academy, he spent 17 years at sea and on shore with American Export Lines, including postings in France, Belgium, Germany, Italy and England. From 1979 to 2005, he worked for different shipping companies before retiring from CMA CGM. He is survived by his wife, Catherine Flynn Hopkins; two sons, his mother, three sisters, and a brother. Visitation is scheduled today, Monday, 4-6 p.m., at Strong-Hancock Funeral Home in Damariscotta, Maine. A funeral mass will be celebrated at 10 a.m. Tuesday at St. Patrick’s Church in Newcastle, Maine. Source: Journal of Commerce
A tugboat pulling a crane collided in the early morning darkness Saturday with a construction barge under the Tappan Zee Bridge, killing at least one person. Two others crew members remained missing Saturday and are presumed dead. The victim was identified as Paul Amon, 62, of Bayville, N.J. New York Gov. Andrew Cuomo called the 5:15 a.m. crash a "tragic accident" during an afternoon visit to South Nyack where he took a boat tour of the scene. "You have three people who left for work and who aren't going to come home," he said. An investigation by multiple agencies, including the state police and U.S. Coast Guard, will try to determine what led to the crash — the second deadly wreck involving a barge connected with the Tappan Zee Bridge construction. Questions about lighting on the construction barges were raised following a crash in July 2013 that killed a bride-to-be and her fiancee's best man. Cuomo said Saturday that the barge struck by the tugboat was well lit. "We have taken many, many precautions to make sure everything is very well illuminated," he told The Journal News after he and his daughter, Michaela, toured the crash site by boat. "I don't think there's any question about the lighting." Police boats and helicopters continued to search the Hudson River for the two missing crew members. But divers were unable to search underwater because tides were too dangerous, according to Westchester County Executive Rob Astorino. Amon was pulled from the 40-degree water and taken to the Westchester side of the river, where he was
pronounced dead soon after the crash. Investigators did not release the identities of the two missing crew members. But Cuomo, at another press conference in Tarrytown, said one of the unnamed victims was a 29-year-old man.

A family — two men and two women — carrying flowers appeared briefly near where police were gathered late Saturday morning before authorities led them away. The tugboat Specialist sank and is resting 40 feet under the Hudson River. It is leaking fuel. The state Department of Environmental Conservation is at the scene. Cuomo said that a fuel sheen was visible along with the odor of diesel fuel. Containment booms to collect the fuel have been set up.

Experts are assessing the condition and location of the sunken tug. "We'll pull it up when it's safe," Astorino said. The tugboat was one of three in formation as it went under the bridge. The two other tugboats, Realist and Trevor, were not involved in the crash. They came to the assistance of the Specialist but were unable to help the crew, Astorino said. There were 13 construction workers on the barge when it was struck by the tugboat. They saw that a collision was imminent and were able to brace themselves so none were injured, Cuomo said. "We are lucky that there were no injuries of the 13 people who were on that Tappan Zee barge, but this is a loss of life and it is tragic and our hearts go out to the families who had to hear that news today," he said. The tug was built in 1956 and is owned by Specialist LLC of Montauk. It was en route from Albany to Jersey City, N.J. "It was a staunch, seaworthy tug," said James Mercante, a maritime attorney representing Specialist LLC. "The crew were knowledgeable and experienced mariners." Workers were on the barge, part of the $4 billion project to rebuild the Tappan Zee Bridge. Construction continued throughout the day Saturday. Carla Julian, a spokeswoman for Tappan Zee Constructors, said the company is cooperating with investigators. Astorino said that divers were expected to enter the water to search in and around the tugboat late Saturday afternoon when "they feel the conditions are the best." Officials would not speculate on the tugboat's speed at the time of the crash. Source: WLTX19

**NAVY NEWS**

The **PRI MAUQUET** a F70 type anti-submarine frigate of the French Marine Nationale is seen enroute from Trondheim (Norway) to Zeebrugge (Belgium). The **PRI MAUQUET**. She is the sixth French vessel named after the 15th century captain Hervé de Portzmoguer. She is one of the six anti-submarine frigate made in the same model, as the french frigate Latouche-Tréville] Note: The French navy doesn't use the term "destroyer" for its ships; hence some large ships, referred to as "frigates", are registered as destroyers. Photo: Ronald Ribbe - [http://www.rorifocus.nl](http://www.rorifocus.nl) ©

**Russia to disarm world's largest nuclear ballistic missile submarine**

In 2016 Russia is set to disarm the missile system of the Typhoon-class Arkhangelsk submarine, the largest in the world. The disarmament will be carried out in accordance with the New START agreement between Moscow and Washington. Working in accordance with the New START treaty between Russia and US, the country's leading Zvezdochka shipyard in the northern Russian city of Severodvinsk will disarm the missile system of the Arkhangelsk submarine, the shipyard's press service told TASS news agency on Friday.
“We will remove the covers of the submarine’s missile launchers and seal them, thus making it impossible to use the vessel’s missile weapons,” the press service said. “We are not talking yet about dismantling the submarine itself. The tender for this procedure has not yet been announced.” According to the data published by the Russian nuclear agency Rosatom, the sub’s disarmament is estimated to cost some 28 million rubles (about US$ 400,000). The nuclear-powered ballistic missile submarine Arkhangelsk TK-17 was designed in 1987 under the Project 941 ‘Shark’ (or ‘Typhoon’ according to NATO classification). The project was aimed to equip the Soviet Navy with nuclear-powered ballistic missile submarines, and resulted in the creation of the largest class of submarines ever built - large enough to accommodate decent living facilities for the crew of 179 when submerged for months on end, and to stock an arsenal of 20 intercontinental ballistic missiles. Three of the six Typhoon-class submarines built in the 1980s have already been dismantled at the shipyards in Severodvinsk. Of the three that remain, Arkhangelsk and Severstal are set to be dismantled. Dmitri Donskoi just recently underwent a modernization procedure and is now equipped to test the latest sea-based missile system Bulava. The New START treaty (on Measures for the Further Reduction and Limitation of Strategic Offensive Arms), which was designed to reduce American and Russian nuclear stockpiles, came into force in 2011. It replaced the previous 1991 agreement, introducing lower ceilings for the numbers of warheads and delivery systems deployed. Commenting on the progress made on the treaty’s fifth anniversary in February, US Secretary of State John Kerry complimented both sides on successful cooperation in the field.

“[New START treaty] continues to be an area of cooperation and continued dialogue between the United States and Russia. I share President Obama’s strong belief that our two countries, which ushered in the era of nuclear arms, have a special responsibility to lead the world beyond it,” he said in a statement. However, the latest moves by the US - such as plans to upgrade 180 B61s strategic bombs stocked in European air bases to a modernized B61-12 version - have raised doubts whether the US adheres to the nuclear arms non-proliferation treaty (NPT). Opponents of the program have argued that instead of scaling down atomic weapons stockpiles in accordance with the NPT, the overhaul is actually creating more states hosting modern nuclear weapons - a provocation that theoretically weakens Russia’s deterrent. Moscow keeps the presence of American nuclear weapons in Europe in mind when shaping its own military policies, as reflected in Russia’s newest military doctrine published in 2014, spokesperson for the Foreign Ministry Maria Zakharova told German television last year. “The comprehensive analysis of the situation points to the threat posed by the increasing military capability of NATO and its endowment with global functions, which it performs in violation of the international law, as well as the encroachment of the military infrastructure of NATO members on the borders of the Russian Federation,” she said. Source: Russia Today

The Dutch Frigate F 831 Zr.Ms. VAN AMSTEL seen departing from Den Helder naval base
Photo: Ron Damman www.newdeep.nl ©

**Navy to order more Scorpenes after present order of six is completed**

After the completion of the present order for six Scorpene submarines, the Navy will place additional orders for them with Mazgaon Docks Limited (MDL), the government informed Parliament on Friday. “In the particular area of submarines what the honourable member is trying to point out is the initial yard where the submarine is being laid. Now that is already vacant. We are trying to increase the number of submarines that they are making,” Defence Minister Manohar Parrikar said in response to a question in the Lok Sabha. MDL has six submarines on order which are being built with technology transfer from DCNS of France. After several years delay, Kalvari — the first of the
submarines — was launched last month and is scheduled to be commissioned by year end after extensive trials. While the remaining five, which are in various stages of construction, are expected to be delivered in the next nine months. While Mr. Parrikar had last year hinted about more Scorpens, this is the first time it was announced in the Parliament. “We will not let MDL lose the expertise it has gained to licence-build six Scorpene submarines,” he had said. Speaking at a separate event, Vice Chief of the Navy Vice Admiral P. Murugesan said the tender for the next line of six submarines to be built in India under Project-75I would be issued once the new Defence Procurement Procedure (DPP) is released. “Once the revision procedure completes, it will be time to decide which shipyard will manufacture the submarines (P-75I),” Vice Admiral Murugesan said. He was speaking at a press briefing on the upcoming seminar “Make in India” being organised by the Navy and the industry body FICCI. The statement by Defence Minister Manohar Parrikar on the deal for a new line of submarines under Project-75I has raised eyebrows. “P-75I Indian, which is reserved for private shipyard, is a different technology submarine,” Mr. Parrikar said, contrary to the existing information that it was open to all compliant shipyards in the country. Source: The Hindu

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Ferry’s 'Unscheduled' Dry-Docking Joins Rival Routine Call

Half of the Rosslare ferry fleet that operate routes to the UK and France were briefly brought together, one for a routine call, the other requiring an emergency port of call this week to a Cornish dockyard, writes Jehan Ashmore. According to the Falmouth based The Packet, OSCAR WILDE, Irish Ferries seasonal-only French routes ferry made an unscheduled dry-docking to A&P Falmouth to repair a damaged rudder. After completion of repairs, OSCAR WILDE returned from Cornwall to Ireland. Afloat, adds that OSCAR WILDE departed again to France on a scheduled Rosslare-Cherbourg sailing. At time of writing the ferry was nearing the French coast and due to arrive at the port this afternoon, Saturday, 12th March at 16.30 (local time). Also at the Cornish dockyard was STENA EUROPE, which is on a routine overhaul, away from Rosslare-Fishguard duties, however according to Stena the dry-docking has been
delayed to next Tuesday, 15th March. All passengers and cars will continue to be transferred to a replacement service, Irish Ferries Rosslare-Pembroke sailings served by Isle of Inishmore. It was during a crossing from Rosslare to Cherbourg when **OSCAR WILDE** had incurred the defective rudder. The incident followed a routine dry-docking at the Belfast yard of Harland & Wolff. Originally, **OSCAR WILDE** was to head to A&P Falmouth, but the No. 2 dry-dock was unavailable. Irish Ferries sent the ferry instead to the Belfast engineering facility which is to shed 60 jobs. So what of the fourth Rosslare ferry? this is the Stena Flavia which normally serves in the Baltic but is on relief duties covering Stena Horizon's sailing roster on the Cherbourg route. The ferry had too been drydocked at Belfast, becoming the first of seven ferries in a £4.4m refit contract. Currently, **STENA HORIZON** is assisting on Irish Sea fleetmate winter overhaul duties on the Dublin-Holyhead route. The ship which is making a debut on the central corridor is supporting Stena Superfast X which is now just a year in service. Source: afloat

Irving Shipbuilding pushback on Quebec shipyard pays off

'This government is committed to getting these ships built and getting them built in Halifax'

By Paul Withers

**Irving Shipbuilding** says it's satisfied the federal government has shut down a Quebec shipyard trying to get back into the national shipbuilding program through the back door. "We think the federal government has closed this issue down. The competition is over," said Kevin McCoy, the president of Irving Shipbuilding.

Irving has been pushing back hard since word leaked that Chantier Davie Canada Inc. had made an unsolicited offer to the federal government to build two icebreakers for the Canadian Coast Guard. The job was supposed to go to Seaspan in Vancouver after it won a competition in 2011 to build large, non-combat ships for the federal government. It was the same National Shipbuilding Procurement Strategy competition that led to Irving Shipbuilding being selected to build Canada's warships. McCoy said Davie had its chance."Canada has decided, and yet the one shipyard that lost wants to come in and undermine that process," McCoy told CBC News on Friday. Nova Scotia taxpayers have spent hundreds of millions upgrading Irving's Halifax Shipyard. The pushback on Davie from Halifax this week also included the premier of Nova Scotia and mayor of the Halifax Regional Municipality. On Friday afternoon, the federal government issued a statement reaffirming the results."The government is committed to a National Shipbuilding Strategy which adheres to an established and competitive procurement process," said Michèle LaRose, a spokesperson with Public Services and Procurement Canada, in a statement to CBC News."There are currently no requests for proposals for icebreakers and multi-purpose ships for the coast guard. Two shipyards, considered centres of excellence, were competitively selected to build Canada's combat and non-combat large ships." 'This government is committed'Andy Fillmore, the MP for Halifax, likened the unsolicited bid from Davie to someone looking for work submitting a resume:"This government is committed to getting these ships built and getting them built in Halifax," Fillmore told CBC News. Irving argues Davie and Seaspan have already made substantial investments since winning the National Shipbuilding Procurement Strategy competition."Irving Shipbuilding is the warship provider. We are pressing on. We don't like it when anybody questions that in a third party and we're very glad the federal government shut it down," McCoy said.The Halifax yard is on track to produce its first vessel under the program in 2018 — an Arctic offshore patrol ship to be named Harry DeWolf. Irving Shipbuilding has not yet signed the contract for the biggest part of the warship work, to build 15 navy warships. Source: CBC

Harland & Wolff to cut 60 jobs in Belfast

The company - which now specialises in industrial design, ship repair, and marine engineering - is aiming to achieve the majority of the job losses through voluntary redundancies Management at Harland & Wolff is set to cut 60 jobs at the iconic former shipbuilder in Belfast. The announcement follows a recent strong decline in the company's order books. The company - which now specialises in industrial design, ship repair, and marine engineering - is aiming to achieve the majority of the job losses through voluntary redundancies.

It has fewer than 200 full-time staff at present. Regional Organiser for the Confederation of Shipbuilding and Engineering unions Michael Mulholland said the losses reflect the "continuing crisis in the sector". He added: "Both the GMB and Unite will engage fully with the employer to try and minimise the impact on our members and will work together to offer necessary employment support and advice services to affected members." This is the second significant hit to manufacturing jobs in Belfast in recent times, with Northern Ireland's largest manufacturing employer Bombardier announcing last month it was cutting more than 1,000 roles at its production facility in the city. Harland & Wolff is most famous for having built all of the ships intended for the White Star Line company, including the Titanic. Source: RTE news
First float of new Irish naval vessel from Appledore Shipyard

The **WILLIAM BUTLER YATES** was floated at first light from Appledore Shipyard last Thursday. The **WILLIAM BUTLER YATES** is a 90-metre fast patrol vessel and will complete fitting out until June. Harbour master Roger Hoad said: “She floated as expected with no list and a good trim as per the naval architects expectations “TDC Pilots aboard conducted the ship with two tugs - the **WILL ENDEAVOUR** and the newly re-engined **LUNDY PUFFIN** in calm conditions after yesterday’s gales. The now well practiced event went very smoothly, and the ship once again is a credit to the shipbuilders being in well advanced state of completion. “Wind was a convenient North North East direction and light.”  

Source: North Devon Gazette

Submarine manufacturing: no conflict between Mazgaon Dockyard & Pvt shipyard

Defence Minister Manohar Parrikar clarified in the Lok Sabha that there is no conflict of interest between the Mazgaon Dockyard and private shipyard in the manufacturing of submarines. Replying to supplementary queries from Arvind Sawant (SS) during the Question Hour, Mr Parrikar said Mazgaon Dockyard builds Scorpion submarine, while P-75I-Indian is reserved for private shipyard. "The latter is a different technology submarine...It cannot be the same submarine as being manufactured by the Mazgaon Dockyard", the Minister said. "We are trying to increase the number of submarines that they are making", he added. The Shiv Sena member questioned the rational behind the much-hyped campaign for Make in India initiative, saying 'when we talk about Make In India, whether it is manufacturing of vessels, destroyers or submarines, we are allowing the private entrepreneurs to enter in this business and the private entrepreneurs are taking the business of our defence companies". "For example, Mazagon Dock Shipbuilders Limited is manufacturing vessel or submarine and the private companies want to do the same business...that is creating a conflict and our own companies are going into losses."Mazagon Dock Shipbuilders Limited, which has recently manufactured the destroyers and submarines also...we have given order of five submarines to them...the primary work of all submarines is over, now they do not have any work with them. The Minister refuted Mr Sawant's version
and also dispelled the member's concerns. He said, "It is not five submarines...they built six, one is in sea trial, while five are presently in the dockyard". "So far, as work status of our defence shipyards is concerned, they do have huge work orders and working with full production capacity...they carry orders of around Rs 1.5 lakh crore to be supplied in the next 10-12 years. "Rs six thousand crore is their annual output by the Defence shipyards, that too after a lot of efforts from my side.....now we expect to touch Rs 10,000 crore production mark...so, they have orders enough for the next 10-15 years," he added. Source: webindia123.

Japanese shipbuilders step out of Brazil amid economic troubles

IHI, JGC and Japan Marine United are withdrawing their investment in Brazil's largest shipyard as cheap resource prices and a slumping economy cloud business prospects in the country. The three companies had apparently invested a total of about 14 billion yen ($123 million) by 2014 in Estaleiro Atlantico Sul through a local special-purpose company. They agreed to sell its entire 33% stake to two local construction companies, possibly as early as April.

Japanese shipbuilders have been investing in Brazilian shipyards for the last few years with an eye on marine resource development. But a scandal involving state-owned oil giant Petrobras threw a wrench into those plans. Kawasaki Heavy Industries, unable to collect payments from its Brazilian partners, took a 22.1 billion yen hit in April-December 2015. Five Japanese companies, including Mitsubishi Heavy Industries and Imaabarish Shipbuilding, also withdrew their investment in a separate shipyard in January. Other Japanese businesses are revising their Brazil strategies as well. Nippon Steel & Sumitomo Metal is ramping up its assistance for steelmaker Usinas Siderurgicas de Minas Gerais, an equity-method affiliate better known as Usiminas. The Brazilian company is holding a management meeting Friday to decide on a roughly 1 billion real ($275 million) capital increase, over 30% of which will come from Nippon Steel. Nippon Steel also produces specialty pipe used in oil fields with French giant Vallourec in Brazil. It is looking to boost utilization of their joint plant amid flagging demand for oil and gas development by halting two of Vallourec's blast furnaces. The Petrobras scandal has damaged trust in Brazil, impacting foreign investment in the country. Gross domestic product contracted for the first time in six years in 2015 from a combination of cheap resource prices and weak domestic demand. But there is still great medium-term potential for Brazil, which has a population of 200 million and is hosting the Olympic games this year. Manufacturers that have gathered here in recent years are trying to boost exports. Nissan Motor will start selling cars from its plant in the state of Rio de Janeiro to other countries in Central and South America by the end of this year. Asahi Glass announced Friday that it will invest 18 billion yen to build a new sheet glass plant in the country as well. Source: Nikkei

Nevsky Shipyard has laid the keels of 2 multipurpose salvage vessels

On March 11th, 2016, Nevsky Shipyard laid down two multipurpose salvage vessels of project MPSV12 named after Russian rivers, the BEISUG and the PILTUN, IAA PortNews journalist reports. These vessels are being built for the Direction of State Contractor of Marine Transport Development Program. The project was developed by Marine Engineering Bureau-Design-SPb, JSC.

Key particulars: LOA – about 79.85 m, BOA – 17.36 m, depth – 6.70 m, maximum draught – 4.50 m, deadweight at maximum draft – about 1,820 t, maximum capacity – 2X2600 kW, speed – 14 knots.

These vessels as another two of this line - are a unique multifunctional salvage vessels by their equipment and available technology. Multipurpose small-draft salvage vessels of MPSV12 prj. are to carry out operations as follows:

Patrolling and emergency salvage duty at the navigation regions, fishing regions, oil and gas marine recovery regions;

Give technical support and help in the regions dangerous for navigation and marine products catching, servicing of terminal transport operations;

Search and help vessels in distress;

Search, salvage, evacuation operations for people, rendering medical aid for people;

Taking emergency vessels off groundings and reefs, pumping out vessels' flooded spaces;

Towage of emergency vessels and objects to the place of refuge, also fulfillment marine towage of vessels and floating objects, including ice towages;

Fulfillment of marine salvage operations, including in ice conditions;

Give assistance in fire combating on floating objects and coastal ones accessible from seaside;

Rear and technical service, including underwater diving works at the depth till 60 m;

Fire-extinguishing of burning oil on water surface, elimination of marine oil spills (LARN);
Survey and cleaning underwater hull part of vessels, floating and coastal objects; Investigation of sea floor and damaged objects when depth is less than 1000 m.

The lead and the second ship of Project MPSV12 (Hulls NoNo 1201, 1202) were laid down on June 2, 2015. Nevsky Shipyard, LLC is located 40 km away from Saint-Petersburg in the town of Schliesselburg on the left bank of the river Neva. The Shipyard is one of the oldest enterprises of water transport in the northwest of Russia which started its shipbuilding activity since 1952. Nowadays the Shipyard builds sea and river vessels of various types and purposes and carries out all kinds of ship repair works. The slipway for vessels rising allows to launch and lift for repairs the vessels up to 140 meters long and dock weight up to 3,000 tons. Source: Portnews

**ROUTE, PORTS & SERVICES**

**OOCL implements Rate Restoration Program on its Asia Europe services**

**MAN Diesel & Turbo and Japanese engine manufacturer conclude cooperation agreement**

Supply of German Manufacturer’s energy-efficient marine engines to Japanese Market complies with stringent, environmental regulations JFE, the Japanese Engine Manufacturer, has entered a new cooperation agreement with MAN Diesel & Turbo for MAN’s 32/44CR, 35/44DF, 48/60CR and 51/60DF modern four-stroke engine types. The agreement applies to marine newbuild projects for ships to be deployed on Japanese domestic trade routes, and where the shipyards and shipowners involved are located in Japan. JFE has produced and supplied medium-speed diesel engines since 1964 under the SEMT Pielstick license, which was acquired by the MAN Group back in 2006. The aforementioned MAN Diesel & Turbo common-rail engines cover a power range of 3,600 to 21,600 kW and their well-proven, state-of-the-art, fully electronically-controlled, common-rail injection system is suitable for both heavy fuel
oil and distillate fuels. This technology, developed in-house by MAN Diesel & Turbo and fully optimised for its engines, provides superior performance in terms of fuel consumption and smoke emissions, especially at part load, compared to the same engines’ IMO Tier II versions that feature conventional injection systems. Upon customer request, the common-rail engines can be provided with ECOMAP capability, an innovative feature for the MAN 32/44CR and 48/60CR engines: the flexibility of the CR-system permits the engine to be programmed to follow different SFOC/power characteristics, with each having an optimal efficiency at different load points. Hence, the customer is provided with the potential to realize a better fuel economy through changing the engine’s operating profiles. Especially aboard vessels with multi-engine installations, the combination of such CR engines with an intelligent power management system enables the maximal exploitation of the engines’ flexibility potential. The dual-fuel engines covering the power range of 3,180 to 18,000 kW can be operated in the Otto (gas mode) or Diesel (diesel mode) cycles from LNG in the former to more traditional HFO, MDO or MGO in the latter mode. Significantly, the dual-fuel engines can switch between these fuels at any engine load between 15% to 100% maximum continuous rating (MCR) without disruption to the power supply. Extremely environmentally friendly operation is achieved in gas mode when using LNG as fuel with negligible sulphur (SOx) and particle emissions, while carbon dioxide (CO2) and nitrogen oxide (NOx) emissions are respectively reduced by 20 and 85% compared to diesel mode. Accordingly, running the engines in gas mode complies even with the stringent IMO Tier III levels without the need for any exhaust-gas after-treatment. Source: Portnews

3M and Nobel Media announce international partnership

3M and Nobel Media announced an international partnership, bringing together two respected organizations committed to the advancement of innovation, education and scientific research. Nobel Media extends the reach of the Nobel Prize to millions of people around the world through inspirational events, digital media and special exhibitions and activities related to the legacy of Alfred Nobel and the achievements of the Nobel Laureates. As one of a select group of international partners, 3M brings a breadth and depth of scientific expertise and experience to the partnership. 3M will collaborate with Nobel Media over several years to bring light to important global issues, like the future of scientific education and sustainability. “We are honored to align 3M and everything we stand for with Nobel Media and the values embodied by the Nobel Prize,” said Inge Thulin, Chairman, President and Chief Executive Officer of 3M. “This partnership gives us the opportunity to jointly focus on educating, inspiring and engaging a broader audience on big issues that impact people’s lives around the world.” An important aspect of the partnership will be leveraging the shared values of both Nobel Media and 3M to develop new concepts and activities that expand the impact of each organization. “Through science and research we can enlarge the world’s knowledge and actually make the world a better place,” said Mattias Fyrenius, Chief Executive Officer of Nobel Media. “At Nobel Media, our passion is to share that view with the world and to inspire people to engage in areas close to our heart; science, research, education, peace-related topics and literature. We believe we share all those values with 3M and we are therefore proud to announce our new partnership with them today.” 3M will be a sponsor of the Nobel Prize Series Dubai, which takes place March 20-21, 2016 and will feature three Nobel Laureates – Martin Chalfie (Chemistry, 2008), George F. Smoot (Physics, 2006) and Kurt Wüthrich (Chemistry, 2002) – as well as business leaders, academics, policymakers and students. The theme for the Dubai event will be “Learning for Life,” with the goal of raising increased public engagement in science. Nobel Media spreads knowledge about Nobel Prize-awarded achievements and stimulates interest in science, literature and peace in line with Alfred Nobel’s vision and legacy. The company reaches a global audience of millions through its high quality productions within broadcast and digital media which includes the official Nobelprize.org website and podcast, the Nobel Prize Concert, as well as a series of intercontinental, inspirational lecture events featuring Nobel Laureates. The company also manages a portfolio of publishing licenses, footage sales,
Click HERE for the LIVE STREAM WEBCAM in Hoek van Holland Berghaven

.... PHOTO OF THE DAY ..... 
Royal Caribbean’s Ovation Of The Seas Reaches Next Milestone In Construction

OVATION OF THE SEAS, Royal Caribbean International’s newest and most technologically advanced cruise ship which is being constructed at Meyer Werft, a family owned Papenburg-based shipyard has begun its conveyance. The conveyance is a unique process for ships built at Meyer Werft as the shipyard is situated inland along the banks of the River Ems and the ship must make the trip from Papenburg down the river backwards to get to the North Sea. The journey will be completed in 12 hours. At 346 meters long and 41 meters wide, this 167,800 gross ton ship is one of the largest ever to go through conveyance. Thousands of revelers from the surrounding local villages typically line the 26 mile route along the river bank to watch and celebrate the ship’s journey. OVATION OF THE SEAS will be officially launched in April 2016, when she departs Southampton, England for Tianjin, China on a 52-day Global Odyssey. She will begin her first homeport sailing season in China from Tianjin on June 24, 2016. OVATION OF THE SEAS, together with Quantum of the Seas, Mariner of the Seas, Voyager of the Seas and Legend of the Seas, will make up the largest fleet of any cruise line sailing in China. The world’s most revolutionary cruise ship, OVATION OF THE SEAS features a new set of first-at-sea onboard experiences, such as Ripcord by iFLY, a heart-pounding skydiving experience; North Star, a thrilling adventure that transports guests more than 300 feet in the air on a breathtaking journey; cutting-edge transformative venues including SeaPlex, the largest indoor sports and entertainment complex at sea with bumper cars, roller skating and more; and the cruise line’s largest and most advanced staterooms ever. Guests also will enjoy a landscape of 18 restaurant concepts as vast and varied as dining in the world’s most cosmopolitan cities. Ovation spans 18 decks, encompasses 167,800 gross registered tons, carries 4,180 guests at double occupancy and features 2,090 staterooms. Above the OVATION OF THE SEAS is seen arriving in the Dutch port of Eemshaven Photo: crew Paragon 52 © source: Marineinsight
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