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SAAM Tug “SAAM AMERICA” seen operating in Puerto Quetzal, Guatemala.
Photo: Maarten Versluijs ©
EVENTS, INCIDENTS & OPERATIONS

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Wagneborg’s **LENNEBORG** ex Lingediep of the Feederlines moored in the port of Dordrecht **Photo : Jan Scheurwater ©**
Glomar Offshore - GLOMAR DRI FA hit by a rogue wave

Glomar Shipmanagement BV can confirm that during Sunday, the 29th of October, our ‘DRI FA’ was hit by a rogue wave at the German bight, suffering minor damage to her bridge. Glomar would like to thank the crews of the KNRM SAR units Arie Visser, Anna Margaretha and Frans Hogewind for their assistance during the distress, and the owners and crews of the Emergency Towing Vessel Guardian and Tug Hunter for towing her into safety. We would mostly like to thank our crew for their calm, professional and proactive approach in guaranteeing their safety and that of their vessel. The GV ‘Drifa’ arrived safely in the port of Den Helder under own/assisted power, at around 03.00hrs on Monday, the 30th of October. All crew are safe, and luckily, no injuries were sustained. Photo: Harm Reinders crew KNRM Terschelling Paal 8 based lifeboat FRANS HOGEWIND (c)

Ground-breaking innovation with new release Offshore Insights

After a live demo on Offshore Energy 2017 and opportunity for professionals to try our free beta trial, OOS International is all set to take a big step forward. We are delighted to announce the official new release of Offshore Insights, providing major updates to the program. The alpha version of this release offers users new features and an improved performance. It marks a significant milestone in the growth of the offshore community which and marine assets within the industry to meet the demand and supply of clients in a transparent manner. With over 12,000 offshore companies and supporting vessels, a selection of 40 types of vessels in more than 20 areas globally, OOS International is the first to bring this innovative cloud-based generation technology with a massive scalability for offshore transport supply chain optimization to the market. Offshore Insights is designed to help governments, shipyards, insurance companies, environmental institutions, NOC’s, IOC’s and other users improve their operations and collaboration on projects worldwide. Offshore Insights supports users in need of transport to track vessels using the selection of data that best fit their business. The platform allows users to easily and efficiently manage a wide range of strategic activities by analyzing and monitoring big data with a ready-to-use online map for new business opportunities. Powerful advanced analytical capabilities combined with detailed location intelligence offers professionals comprehensive visibility into essential technical, economic and location data of supporting vessels which enables them to make better decisions on how to accelerate cost and environmental damage reducing solutions effectively. The company invests to
provide the highest level of availability and security. Offshore Insights delivers constant uptime to ensure users’ profiles and their critical data are accessible and safe. “We are extremely proud of this ground-breaking innovation together with our valued partner Offshore-Insights. The development of this program has been a collaborative effort between developers, project managers, IT-specialists and marketing experts contributed to build this strong virtual integrated platform for the offshore community,” says Mr. Léon Overdulve, CEO of OOS International. To learn more about Offshore Insights, please visit our website www.offshore-insights.com, become a member and register online today. Join us at the upcoming exhibitions and conferences: EUROPORT 2017, from 7-10 November in Ahoy Rotterdam, the Netherlands

The Damen shipyards group Galati built FARUL for Administratia Fluviala a Dunarii de Jos” Galati, conducted trials and bollard pull tests off Constanta Photo: Daniel NEAGU @AirdroneRomania CLICK at the photo!

Typhoon Haiyan’s fourth anniversary shows long-term impact of storms

Four years ago on 8 November, Typhoon Haiyan - one of the most destructive tropical cyclones ever recorded - hit Southeast Asia, killing more than 7,000 people and leaving an estimated $2.8 billion worth of damage. Stuart Rivers, CEO of international charity Sailors’ Society, which has helped rebuild communities in the Philippines, said: “This year, the world has seen the horrific damage caused by hurricanes Irma and Maria. Unfortunately, from our experience with Haiyan, we know storms like these can have a terrible effect for years to come. “Four years after Haiyan destroyed vast areas of the Philippines, millions of people still suffer from the loss of loved ones, homes and jobs.”

International maritime charity Sailors’ Society responded to the disaster by raising £225,000 through an emergency appeal and has been helping communities in the Philippines rebuild ever since. “Around a quarter of the world’s seafarers come from the Philippines and the country is key to world trade. It was important that when disaster struck, Sailors’ Society was able to support communities to rebuild their lives,” Stuart added Sailors’ Society has rebuilt 48 homes, four medical centres and three
classrooms - that double as emergency shelters - since Typhoon Haiyan. The two newest health centres opened in June and will help almost 8,000 families in Leyte and Cebu, two of the provinces worst hit by the disaster. In the immediate aftermath of the typhoon, the charity sent trained chaplains to offer practical and emotional support. It has also set up three crisis response networks to help those affected by trauma. “With more than 20 deadly storms hitting the Philippines annually, our crisis response network provides much-needed trauma care and counselling services to help those devastated by natural disasters pull their lives together again,” Stuart added. Sailors’ Society works internationally and aims to transform the lives of seafarers and their families at home, in port and at sea through the delivery of chaplaincy, education and the relief of poverty and distress. The charity has expanded its programme work in the last couple of years and last year, the charity’s chaplains and ship visitors reached more than 400,000 seafarers. Stuart said: “Seafarers can spend nine months at sea and are often called the invisible workforce. Sailors’ Society is committed to showing seafarers that they are not forgotten.” Sailors’ Society aims to transform the lives of seafarers and their families at home, in port and at sea through the delivery of chaplaincy, education and the relief of poverty and distress. The charity works internationally to provide practical, emotional and spiritual welfare support to the world’s 1.6m seafarers, regardless of background or faith. Sailors’ Society chaplains and ship visitors have a presence in 91 global ports, with wider projects and services covering 27 countries. For more information please visit www.sailors-society.org.

Kormarine and the opening of Alphatron Marine
Korea

JRC and Alphatron Marine participated this year together in Kormarine, in Busan, Korea, one of the world’s most important exhibitions focused on shipbuilding, offshore and the oil & gas industry. During the show we introduced our brand new and simplistic designed AlphaBridge solution, targeted at medium and small type vessels. Also, our unique and fully integrated AlphaBridge tugboat was displayed where visitors could experience first-hand the simple and innovative design at both bridges.

With great enthusiasm, the public received the new AlphaBridge for medium-small sized vessels. The AlphaBridge enables optimized viewing in the wheelhouse and full control from a sitting position and features a central command chair facing three 26-inch navigational displays in the front consoles. The bridge is fitted with JRC’s latest black box JMR-5400 marine radar and a new conning system. Within arm’s reach, the operator can control the main displays and various equipment integrated in the bridge, including autopilot, VHF and a propulsion system. The AlphaBridge tugboat comprises of two ergonomic and dynamically designed consoles with a central captain’s chair mounted on
rails. It is distinguished by the best all-round visibility offered from a sitting position. With over 50 tugboat bridges currently in operation, our solution ensures uncompromised command and control at all times during intensive towage operations. This innovative tug bridge concept has been fully equipped with a high quality and ruggedized Alphatron Marine and JRC navigation and communication package. In combination with the latest Transas simulator software the audience had a great experience in being a captain themselves. The new JRC development called J-Marine NeCST was also shown and let users write directly on electronic charts. The tool also integrates meteorological and hydrographical forecasts for the preparation of optimal route plans. Moreover, electronic maps and data can be promptly integrated and shared among ships and land, making J-Marine NeCST a very complementary tool to the ECDIS. The CLITE21R (the LED version with thermal camera) and CL25-11 (the reflector version with dual white) from our business partner ColorLight completed our shown hardware. On the second day of Kormarine, with great pleasure our colleagues have officially opened the new office, Alphatron Marine Korea. This wonderful occasion was celebrated together with over 120 guests invited to the grand opening ceremony. Our new excited local team was happy to meet many local and international customers at our well-attended booth and the opening ceremony. We are pleased to serve you for sales, service and after-sales in this area. Alphatron Marine is a world-renowned supplier of integrated bridge solutions, representative of major industry brands and manufacturer of unique complementary products to the JRC portfolio. With the full support of Centers of Excellence in Tokyo, Singapore, Houston and Rotterdam, the combined synergies bring quality and innovation to owners, operators and shipyards, redefining the future of ocean, offshore and river navigation.

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The SICHEM NEW YORK assisted by the Port Towage Amsterdam tug TELSTAR
Photo : Peter Maanders Port Towage Amsterdam ©

BIMCO appoints new Director of Communications

BIMCO has appointed Rasmus Nord Jørgensen as its new Director of Communications to develop the organisation’s communication strategy and increase BIMCO’s media profile. Angus Frew, Secretary General and CEO at BIMCO said: “This is an important appointment reflecting our desire to significantly increase BIMCO’s communications activity. It is vital that our members, who are spread around the world in 120 countries are fully aware of the many services we offer and, as the world’s largest international shipping association, we would like to ensure that BIMCO has a stronger voice in the wider maritime conversation”. “BIMCO’s staff are leading industry subject experts on all aspects of the maritime sector, we want to share their
industry analysis and perspectives and engage better with a wider audience. Rasmus brings a lot of specialist experience and knows the maritime world well from his time with Maersk Group, we look forward to welcoming him to the team”. Rasmus Nord Jørgensen is an experienced international maritime communications professional. He has a BA in Journalism from the Danish School of Journalism and was part of the global communications team at A.P Moller-Maersk, with a particular focus on the developing growth markets of Latin American and Africa. He also previously worked for Reuters. Rasmus Nord Jørgensen tookes up his new role on Wednesday 1 November 2017.

BMT Wins New Contracts with Samsung Heavy Industries

BMT SMART (BMT), the specialist fleet and vessel performance management company of BMT Group, has announced new contracts with Samsung Heavy Industries (SHI). BMT will supply vessel performance monitoring systems for four VLCC’s for a Greek owner which comes on the back of current orders already received from SHI for seven vessels (Suezmax and Aframax tankers) for Norwegian and Singapore owners. Mr Chang Su Lee, Sales Director at Marbiss, BMT’s local agent in Korea comments: “BMT has secured several projects with SHI based on a strong reputation of delivering high quality products. Working in partnership with BMT, we’re looking forward to working with SHI to ensure the solutions are fit for purpose and fulfill the needs of their customers.” BMT will provide SHI with its modular vessel performance monitoring solution, SMART VESSEL. SMART VESSEL has been designed to be flexible to user’s requirements, with each individual component marine approved, future proofing the system. SMART VESSEL collects analogue and serial feeds before transferring the data to BMT’s cloud based
performance monitoring solution, SMARTFLEET. BMT’s data experts will then interpret the data to determine true underlying performance of the vessels. This contract will also see BMT providing the Shaft Power Torque Meter (SPTM) to these vessels. Peter Mantel, Managing Director of BMT SMART comments: “This is a great win for us and we appreciate the support our service partners, Marbiss and Intra Mare Hellas provided to help us secure these projects. In a world where we are inundated with data, it’s critical that we focus on providing a solution that helps to transform this complex information into actionable insights – only then can owners and operators truly begin to enhance operational efficiency and profitability.”

Offshore construction vessels are impressive pieces of technology. NORMAND PACIFIC is a very good example, offering ROV operations for sub-sea installation and maintenance work, a 200 ton crane and a moonpool while designed for service in very rough seas. The 122m long vessel was built in 2010 by Bergen Group BMV AS based on a hull subcontracted to Stocznia Gdansk SA and was spotted Oct 30th when entering the Kiel Canal on her way to Eemshaven. Photo: Anja und Martin Lochte-Holtgreven (c)

Alphatron Marine introduceert AlphaRiverTrack tijdens Europort

Alphatron Marine is zeer verheugd om bekend te maken dat wij een volledig automatische koers- en bochtbesturing voor schepen op de binnenwateren tijdens de komende Europort beurszullen introduceren. Onder de naam AlphaRiverTrack maakt dite eerste, volledig automatische autopilot systeem het mogelijk een schip langs een vooraf ingestelde lijn te laten varen inclusief bochten. Met de AlphaRiverTrack, welke in samenwerking met het Duitse bedrijf Argonics op de markt wordt gebracht, is het mogelijk dat een schip volledig automatisch op een kaartstelsel ingestelde route aflegt onder alle weersomstandigheden. Door het gebruik van de AlphaRiverTrack wordt de kapitein ontlast van zeer veel instelhandelingen. In vergelijking met een normale rivierpiloot zal de AlphaRiverTrackzelf de benodigde roeruitslag berekenen voor het insturen van een bocht. Door middel van een kleine joystick op het extra AlphaLinebedieningspaneel kan de kapitein indien gewenst kleine correcties aanbrengen teneinde het schip iets meer naast de voorgestelde lijn te laten varen. De keuze van gewenste stuursysteem automaat, wegafhankelijk of track is middels zeer eenvoudige handeling vanaf de bestaande rivier piloot in te stellen.

Eigenschappen

- Routelijnen gemakkelijk in te stellen door de gebruiker
De AlphaRiverTrack kan op eenvoudige wijze als uitbreiding worden gecombineerd met een bestaande of nieuwe AlphaRiver pilotwaarbij deze na een kleine aanpassing er een functie bij krijgt. De werkdruk voor de kapitein wordt aanmerkelijk verminderd en de veiligheid neemt toe.

Bezoek ons op stand nummer 3405
Europort: 7-10 november 2017

Alphatron Marine is een gerenommeerde leverancier van geïntegreerde brugoplossingen, vertegenwoordiger van de belangrijkste merken in de industrie en producent van unieke aanvullende producten op het JRC-portfolio. Diverse expertisecentra in Tokyo, Singapore, Houston en Rotterdam ondersteunen Alphatron Marine; een synergie die zorgt voor kwaliteit en innovatie voor eigenaren, operators en scheepswerven. De toekomst van de oceaan-, offshore- en rivier navigatie wordt hierdoor volledig geherdefinieerd. www.alphatronmarine.com

NO RETURN TO OIL FOR STQ FERRIES

It is more than twenty years since Société des Traversiers du Québec (STQ) retrofitted Thordon Bearings’ water lubricated propeller shaft bearings to the double-ended ferries Armand-Imbeau and Jos-Dechênes, as part of an ambitious vessel modification project. Since then, Thordon water lubricated bearings are the only propeller shaft bearings the Canadian ferry operator will specify. This, attests Stéphane Caouette, Director Maritime Services, STQ, is because “they are better for the environment and longer lasting than any oil-lubricated system. The COMPAC water lubricated propeller shaft bearing is the only bearing system we have on our vessels operating with conventional propeller shafts.”

It was in 1996 that STQ decided to lengthen each of the ferries by 19.2m (63ft) to increase passenger and vehicle capacity. The project required an upgrading of the original engines to deliver greater power for a cruising speed of 12kts and modifications to the shaft to accommodate a water lubricated arrangement. The original oil lubricated stern tube bearings were replaced with a 279.5mm (11”) COMPAC bearing aft and a larger 299.5mm (11.8”) COMPAC bearing sited fwd.
“We changed the bearings for two reasons,” recalled Caouette: “environmental and economic. We are a member of Green Marine / L’Alliance verte, so found the Thordon system fits in with our goal of protecting the marine environment.”

“Although we have not carried out any specific operational cost comparisons between the two different systems, we have found the water lubricated arrangement has helped reduce our maintenance spend.” The cost saving is largely due to the avoidance of emergency drydocking and regular aft seal replacements which frequently impair the oil lubricated system. Commenting on STQ’s decision to only use water lubricated propeller shafts, Scott Groves, Business Development Manager, Thordon Bearings, said: “Over the last few years, STQ has gradually renewed or replaced its fleet, with all of the vessels now operating COMPAC water lubricated propeller shaft bearings. This is testament to the performance, reliability and robustness of the owner’s first COMPAC installation, more than twenty years ago.” Jasmin Racicot, Technical Development Director at RMH Industries, the Canadian engineering company that supplied and supervised STQ’s initial and subsequent water lubricated propeller shaft installations, commented: “We have been involved in all of the shipowner’s COMPAC installations. We have also supplied STQ with Thordon’s Water Quality Package which ensures the bearings deliver optimum efficiency when operating in some of the toughest marine environments.”

The **SONGA GRAIN** ex BW Grain outbound from Rotterdam  
**Photo : Marcel Coster (c)**

**Tug boat and gillnetter tangle in Nanaimo Harbour**

Tug boat and fishing vessel run afoul of net off Gabriola Island’s Malaspina Point.

Nanaimo Harbour Patrol and volunteers from Royal Canadian Marine Search and Rescue No. 27 Nanaimo responded to a tugboat that got tangled in a gillnetter’s net yesterday afternoon in the Nanaimo Harbour. The incident happened at about 2 p.m. when a tug, towing barges ran afoul of the fishing boat’s net off Gabriola Island’s Malaspina Point about halfway between downtown Nanaimo and Descanso Bay. “The sun and waves made it very difficult for the tug to see the net on top of the water and a vessel went over the net,” said David Mailloux, Nanaimo Port Authority spokesman, in an e-mail to the News Bulletin. “The fishing vessel became entangled in the net as well while it was attempting to disengage the tug from the net.” Nanaimo Port Authority’s patrol boat Osprey and RCM SAR Nanaimo’s rigid hull inflatable rescue craft responded to the scene.
The tugboat had two propellers which allowed it to maneuver and return to its dock, according to Josh Minami, RCM SAR No. 27 public relations manager. The Nanaimo Port Authority’s patrol boat was first to respond to the scene and began to tow the fish boat to Nanaimo before the task was handed off to the RCM SAR rescue boat. The tug and gillnetter were eventually brought to the Visiting Vessel Pier in downtown Nanaimo where a diver cleared the netting from the vessels’ propellers. Minami said there were no injuries and no collision between the two craft, but the incident is a good reminder for boat operators to be aware of the high number of fishing boats – Minami estimated 50 to 100 boats between Neck Point in north Nanaimo and Entrance Island off Gabriola Island – and fishing gear in the waters around Nanaimo taking advantage of a current salmon run. “Right now I believe they’re fishing for chum … there’s a real traffic issue going on out there because there’s not only gillnetters, but there’s also seine boats out there as well, so there is a ton of gear in the water,” Minami said. Source: Nanaimo News Bulletin

Safeen expands tug fleet with three new orders by Martyn Wingrove

The marine services subsidiary of Abu Dhabi Ports has ordered three tugs this year to increase its tug fleet to 12 vessels and expects to require more powerful tugs in 2018, writes Martyn Wingrove. Abu Dhabi Marine Services (Safeen) is in the middle of expanding its fleet to meet the growing requirements of all port and terminal operators in the Emirate of Abu Dhabi. Safeen provides marine services both to its parent company Abu Dhabi Ports and to independent operators of jetties and port infrastructure in the UAE. Safeen chief marine services officer Maktoum Al Houqani explained to Tug Technology & Business in Abu Dhabi the rationale behind the fleet growth strategy, which will expand to 12 tugs of different sizes ranging from 20 tonnes to 75 tonnes of bollard pull by the end of this year. These will include two azimuth stern drive (ASD) tugs Safeen ordered from Turkish shipyard Sanmar in September. Next year, Safeen is highly likely to order more tugs to provide marine services to Abu Dhabi Ports’ expansion of the Khalifa container terminal as larger ships, up to Newcastlemax in size, will be calling at this port. “We are considering acquiring tugs with up to 85 tonnes of bollard pull and we will also be adding two more ASD tugs with 65 tonnes of bollard pull,” Capt Al Houqani said. He said being part of Abu Dhabi Ports “is a great advantage for us” as this provides growth opportunities for the vessel owner, especially as Abu Dhabi Ports takes on more responsibilities in other areas of the Middle East. “We continue diversifying our business with new services and contribute to major projects abroad,” he said. However, growth in ports business has not grown as fast as initially expected in the UAE and there are economic challenges that Safeen faces, including competition from other tug operators. “In the current economic environment where there are many players in the market, we reviewed our strategy for sustainable business and for continuing growth,” said Capt Al Houqani. Part of this strategy was to diversify the fleet with purchases of three tugs this year for different types of port work. On 27 September, Safeen ordered two Yenicay-class 18.7 m ASD tugs from Sanmar, each with 32 tonnes bollard pull. They are based on Robert Allan’s RAscal 1800 design of harbour tugs and will each have two Caterpillar C32 main engines that each generate 969 kW at 1,800 rpm. These will drive Veth VZ-900 azimuthing stem thrusters, pushing these tugs to a top speed of 12 knots.
On the same day, Safeen signed a contract with Damen for a new 19 m conventional twin screw vessel. This Damen Stan Tug design will have a bollard pull of 28 tonnes.

Capt Al Houqani said these three tugboats are due to be delivered before the end of 2017 and should go into service in the Mussafah and Zayed port areas early in 2018. “These tugboats allow us more flexibility and engagement thanks to their different sizes and different designs,” he said. “They have an advantage due to their length and shallow draught, as they can get into tight spaces to support private owners of piers and jetties in different locations.” “These tugboats allow us more flexibility and engagement thanks to their different sizes and different designs” Safeen conducted a competitive tender for these tugboats. “We asked many shipbuilders from around the world to tender,” he said, and Sanmar and Damen were chosen because Safeen had experience in operating tugs that were built by these shipbuilders in the past. Its existing fleet is mostly composed of 24-25 m ASD tugs with bollard pulls of between 55 and 75 tonnes because of their manoeuvrability in ports. However, Safeen also has one tug with Voith propulsion and three with conventional screw propulsion. “We also have a Shoalbuster for multipurpose activities such as pushing, towing and anchor handling as well as for shallow water intervention,” said Capt Al Houqani. Along with fleet expansion, Safeen is also extending the capabilities of its crew through training and simulation. It operates a training division and specialised learning centre that it also offers to other vessel operators in the Middle East. This centre is being expanded with the latest full-mission bridge and engineroom simulators. The bridge simulator will have 360º of view and the facility will have four tug simulators. “This will be the most advanced training centre across the Middle East,” said Capt Al Houqani, who added that it will also be used for research and development of technology and marine services.

UAE digitalisation
Technology is an increasingly important aspect of Safeen’s operations, just as it is for its parent company. Abu Dhabi Ports has introduced a digital platform for exchanging information and improving transparency of port operations. Its customers, including cargo owners and shipping companies, can use the Maqta Gateway’s port community system for managing shipments, export and import operations. Abu Dhabi Ports chief executive Mohamed Juma Al Shamisi said the Maqta Gateway’s port community system had “developed more than 100 efficient and easy-to-use services, which has further encouraged 100% adoption from our customers”. He added that this “new system has also succeeded in creating fully intelligent maritime services designed in Abu Dhabi”. During the Seatrade Offshore Marine & Workboats Middle East conference in Abu Dhabi in September, Capt Al Shamisi urged the UAE maritime sector to invest in digitalisation technology. This could result in operational efficiencies, improved business and better recruitment of future generations of seafarers in the UAE, he explained. “We need to lead these developments, to focus on the future and embrace change as technology will drive the future of this industry,” he said. More than 35 international shipping partners joined the Maqta Gateway system this year. Maqta general manager Dr Noura Al Daher said the gateway logged 37,000 voyages entries and 3.6M digital transactions, “showing there is an insatiable appetite for online services that provide seamless connections across the industry”.

“We are coming into the age of the automation of services”
Safeen has introduced an in-house application system, called MARSA, that connects with the Maqta Gateway. Capt Al Houqani said MARSA is a scheduling and operating management system for tracking and monitoring operations, maintenance and quality management. “We are coming into the age of the automation of services,” he said. Overall, he expects growth in Safeen’s operations as Abu Dhabi Ports expands its businesses. This will mean more tugs will be needed with various towage and ship manoeuvring capabilities he concluded.

source: tugtechnologyandbusiness.
From Plastic to Fantastic: Students' GreenSeas bin is a 'shore' thing

The environmental charity GreenSeas and university students are determined to change the 'Can't be bothered' attitude to responsible waste disposal. Their mission began last week on a beach in the South of England ……

GreenSeas Trust and the University of East London (UEL) design students combed the East Beach in Littlehampton last week. Their survey was part of an initiative to design and install ‘behaviour-changing’ waste bins. The marine debris found was analysed and quantified. Not surprisingly, plastics objects made up the majority of the litter found. 8 million tonnes of plastic debris is dumped at sea each year and it is estimated that 5.25 trillion plastic particles are floating in the world's oceans at any one time. While Plymouth University revealed plastic is found in one-third of all fish caught off UK shores1.

Fazilette Khan, a trustee of GreenSeas said, “If people want to use single use plastic that is a choice they make, but they must be responsible for the waste they create and how they dispose of it. The ‘I can't be bothered' attitude has to change. By recycling, we can save resources, energy and the marine eco-system.”

Arun District Council and Biffa, whose municipal division handles local waste, are supporting the project. Staff were keen to show the students the operation of waste removal and the importance of taking the elements into consideration when designing their bins. The windy conditions at Littlehampton, did not deter the students, whose enthusiasm had many locals enquiring about the project and wanting to know how they could lend their support to the project.

“These smart students from UEL recognise the threat of plastic pollution to the future of our seas and bring a fresh perspective to this campaign. We're looking forward to working with other local authorities and sponsors to provide the useful installation of these designer bins at coastal points across the country to help millions of seaside visitors play their part in removing plastic from our oceans” said Fazilette.  

Source: Greenseas

COSCO Shipping Energy plans $814 mln share sale

COSCO Shipping Energy Transportation Co Ltd said it would issue 5.4 billion yuan ($814 million) worth of shares, to fund construction of 14 oil tankers and to complete the purchase of other two oil tankers. The shipping group plans to issue 806.41 million A shares to up to 10 investors. Its state-owned parent, China COSCO Shipping Corp Ltd, will buy 4.2 billion yuan worth of shares, it said in a filing to the Hong Kong bourse on Wednesday. Trading of its A shares in Shanghai and H shares in Hong Kong will resume on Wednesday. Its Shanghai shares were halted from trade on Oct. 27, and H-shares were suspended on Oct. 31.

photo: Reuters  Reporting by Donny Kwok; Editing by Edwina Gibbs

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Chinese Crude Oil Demand Needs 45 Additional VLCC’s To Support Growth

In 2019, global oil demand is forecast to pass the symbolic 100 million barrels per day threshold (International Energy Agency). Developing countries account for almost all of the growth and Asia dominates. BIMCO stated in its forecast for 2017, that the tanker demand growth for 2017 is expected to come predominantly from the greater Asia region, led by China. China has met expectations by ramping up its import of seaborne crude oil by 13% for the first nine months of 2017 compared to the same period last year. As China is importing crude oil from further afield in 2017 than in 2016, the tonne miles generated has surged 18%.

This increase in volume amounts to an additional demand of 33 million tonnes of crude oil, equivalent to more than 0.9 million barrels per day on average during the first three quarters of 2017. Thereby, China’s increasing demand is directly affecting the crude oil tanker shipping industry by requiring 45 more VLCC’s to support the growth in demand for crude oil so far for 2017. welcomed by the tanker shipping industry, but the market is already awash with tonnage and therefore supply still outstrips demand. As we move into the November – January period, better rates will come around, as this is historically the peak season for oil tankers. BIMCO doesn’t however, expect the same rates as last peak season, as the fundamentals have weakened”.

Angola takes the lead, US in top 10 and Russia doesn’t only use pipelines The longer sailing distances for crude oil imports are evident when ranking 2017 against prior years. The countries exporting larger amounts in 2017 than 2016 and 2015 are most notably Angola, Brazil, Venezuela, United Kingdom, Republic of Congo and United States (US). All countries with a longer sailing
distance to Chinese ports than their Middle Eastern partners who are encountering declining significance. After being second in 2016 and 2015, Angola has surpassed Saudi Arabia in 2017 in terms of volume. This will most likely also be the case by the end of 2017 as Saudi Arabia historically exports the largest amount of crude oil to China in the first half of the year. In terms of tonne miles, Angola has been the country generating the largest amount for the past three years and has further established itself as the most dominant partner in 2017.

It is positive to note the rising export from the US in particular after not exporting anything to China in 2016 and 2015. As US crude oil to China is exported over long distances from the East and Gulf Coast, it is more significant for the crude oil tanker shipping industry than e.g. Russia, due to the high tonne miles generated. In raw volumes, Russia has exported almost five times more crude oil via the sea than the US during the first nine months of 2017 but generated 60% less tonne miles than the US. The increase in Russian exports to China is coming more from shipping than pipelines. In 2015, Russia exported 40% of all its crude oil to China via the sea. This has increased to 51% so far for 2017, though the benefit for the crude oil tanker shipping industry remains limited due to the short sailing distances. According to BIMCO calculations, average distance per tonne of crude oil imported by China was around 7,200 nautical miles in 2015, 7,100 nautical miles in 2016 and 7,500 nautical miles in 2017. The increase of 400 nautical miles per tonne is of great benefit for the crude oil shipping industry as tonnage is tied up for a longer period. China’s export of refined oil products is surging China’s export of refined oil products has surged by 8% in the first three quarters of 2017 compared to the same period in 2016. This may indicate, together with ongoing refinery expansion, that China is not only importing crude oil for domestic consumption. Countries importing Chinese refined oil products are based close by geographically, mostly within East Asia with the top importers being Singapore, Hong Kong, Philippines and Malaysia. Due to the short sailing distances, the Chinese export of refined oil products does not generate high tonne miles, however, some of the oil products may be traded on to other destinations.

Source: Peter Sand, Chief Shipping Analyst; BIMCO

JB-117 @ Dolwin Gamma - Also in harsh weather, J-UB is at your side!”
Photo: Flying Focus Aerial Photography www.flyingfocus.nl ®

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Newbuilding ordering activity firms up as owners look to boost their fleet

Newbuilding ordering activity is firming up on increased demand by shipowners, who are convinced of the long-term rebound of freight rates and are willing to commit funds. In its latest weekly report, shipbroker Allied Shipbroking said that “this week’s activity put things in a more aggressive mode in terms of ordering, with the main drivers in the market pushing things forward once more and an increased flow of newbuilding orders now restored. The dry sector, after a period of slightly slower activity, showed a rebound with many fresh orders coming to light, opposing in a way the downward correction being noted in the freight market these past couple of days. On the tanker side though, given the uncertainty surrounding the market, the improved flow of new orders is leaving many questions regarding the true drivers behind these orders. The following weeks will present a clearer picture on whether we are talking about a more positive outlook amongst market participants, or rather a speculative attitude given the current investment drive. All in all, the continuous flow of new projects, combined with the numerous options being declared, are slowly building a more confident perspective and a positive momentum on the market.

In a separate newbuilding market report, shipbroker Clarkson Platou Hellas said that there were “five new orders to report this week with the focus on the Dry market. Polaris Shipping have extended their series of 325,000 DWT VLOCs at Hyundai Heavy Industries (HHI) by declaring an option for five more units. The last vessel will be delivered in 2022 and will be the 15th unit in the series. HHI have won another order for two firm 325,000 DWT VLOCs from Korea Line. These two units will be delivered in 4Q 2019 and 1Q 2020 respectively. Jiangsu New YZJ have signed a contract for one firm plus one optional 82,000 DWT Kamsarmaxes with Zihni Shipping & Trading for delivery in 2019. Also from China, Chengxi Shipyard have also received an order for two 64,000 DWT Wood-chip Carriers from Nova Shipping & Logistics for delivery in 2019. These are the options declared by Nova and will be the 3rd and 4th vessels in the series. Finally, Fujian Southeast Shipbuilding have won an order for one 20,500 DWT ‘Bulk Carrier from domestic owner Fujian Yonghang Shipping. This single unit is set for delivery in 2019”, said Clarkson Platou Hellas.

Meanwhile, in the S&P market this past week, Allied said that “on the dry bulk side, activity continues to be very firm with another strong week having gone by in terms of vessels changing hands. At the same time things seem to still be “stuck” on the pricing front, with the intense competition amongst buyers still unable to produce any fruitful increase against the price levels seen on similar last done deals. Despite this, there still seems to be a strong momentum building under the surface, while it looks to be partly held back by the more moderate pace being seen in the freight market. It seems that we have limited appetite for large speculations similar to those seen earlier in the year. On the tanker side, another week of limited activity to be noted, with a shortage of sales candidates coming to market and facing the current going price levels. Buyer are also still looking to hold a position on the sidelines, looking to act more so against a bargain opportunity rather than meet the seller’s at their going price ideas”, the shipbroker noted. In a separate note, ships’ valuations expert VesselsValue said this week that, in the dry bulk market, values for bulkers remained stable, albeit with a slight firming in Handysize values. “Pravocean (81,400 DWT, 2013, SPP) was sold to Eastern Mediterranean Maritime for USD 21 vs VV value USD 21.01. Nandini (56,100 DWT, 2007, Mitsui Tamoano) sold for USD 12 mil vs VV value USD 12.28. IVS Kite (32,600 DWT, 2002, Kanda) sold for USD 6.7 mil vs VV value USD 5.59 million”. A similar stabilizing values’ trend was also noted in the tanker market as well. According to VV, the Gener8 Zeus (318,200 DWT, 2010, HHI) sold for USD 53 mil (incl 1 week subjects) to International Seaways.

Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide

The Bulkercarrier Orderbook: Tracking The Gradient

Following limited contracting in the bulkercarrier sector in the last three years, the bulkercarrier orderbook has declined significantly. By the start of October 2017, the orderbook totalled 623 vessels of 64m dwt, equivalent to 7.9% of fleet capacity, close to the lowest ratio on record. With newbuilding interest starting to pick up, could the bulker orderbook now have bottomed out?

Three years ago, the bulker orderbook totalled 2,208 ships of 182m dwt, equivalent to 24% of fleet capacity. While this was 45% lower than the peak orderbook of 332m dwt in late 2008, it nevertheless was sufficient to drive continued firm deliveries in 2015-16. Amidst difficult market conditions (with weighted average bulker earnings falling below $4,000/day in early 2016), and limited access to finance for many owners, contracting in recent years has been very subdued. Bulkercarrier ordering fell from 64m dwt in 2014, to 24m dwt in 2015, and just 14m dwt (across 55 ships, including 30 Valemaxes) in 2016. As a result of the historically low levels of contracting, the orderbook shrank by 51% between end 2014 and end 2016 in dwt terms, to total 941 vessels of 85m dwt. This equated to 11% of fleet capacity, the lowest level in almost 15 years.

However, in 2017 so far, ordering has started to pick up, with 17.1m dwt contracted. This volume is already 22% higher than the full year 2016 level, largely reflecting increased Kamsarmax ordering, even if overall newbuilding interest has remained at subdued levels. Nevertheless, the continued firm pace of deliveries (with bulkercarrier deliveries projected to remain over 40m dwt in full year 2017) has meant that the orderbook has shrunk by a further 25% in the year to date. By the end of September,
the orderbook totalled 64m dwt, equivalent to 7.9% of fleet capacity, close to the historical low of 7.2% recorded in April 2002 (although the volume of capacity currently on order is around three times larger).

The Path Ahead?
Looking ahead, is there scope for the orderbook as a percentage of the fleet to decline further? Assuming that deliveries and recycling reach current projections of 43m dwt and 15m dwt respectively in full year 2017, continued ordering in Q4 2017 at the run-rate seen in the last six months would lead to the orderbook to fleet ratio declining marginally to 7.7% by the end of 2017. However, based on current delivery and demolition projections, ordering in Q4 2017 and full year 2018 at the run-rate seen in the last six months could see the orderbook to fleet ratio increase to 9.5% by the end of 2018 (or 12.8% if ordering continued at the pace seen in September). Indeed, ordering would have to slow to below the year to date run-rate to prevent an increase in the orderbook to fleet ratio by the end of 2018.

So, despite increased ordering so far in 2017, the bulkcarrier orderbook has continued to shrink. While a further decline in the orderbook to fleet ratio is possible in the rest of 2017, there is clear potential for the higher contracting levels seen recently to lead to an increase in the ratio next year for the first time since 2013, suggesting that the most likely scenario is that the current orderbook cycle is now in the process of bottoming out. Source: Clarksons
Havenbedrijf Amsterdam zet in op verlaging emissies scheepvaart

Visie Schone Scheepvaart ambitieus en vooruitstrevend

Havenbedrijf Amsterdam wil samen met de branche de emissie van scheepvaart terugdringen en de milieu-impact ervan verkleinen. Met de Visie Schone Scheepvaart geeft het havenbedrijf aan hoe het tot 2030 de emissies voor de scheepvaart wil terugdringen met concrete acties, zoals het verminderen van uitstoot van zee cruiseschepen aan de kade met 50 procent. De Visie Schone Scheepvaart kent een brede scope. De visie gaat over de emissies van het schip zelf en over emissies die tijdens het laden en lossen in de haven vrijkomen. Omdat dit een internationale aanpak en lange termijn inspanning vergt, zijn de ambities op dit gebied geformuleerd tot 2030.

Emissies terugdringen

In 2030 wil het havenbedrijf onder meer dat de zee cruiseschepen aan de kade in Amsterdam tot 50 procent minder NOx, SOx en fijnstof uitstoot dan in 2018, het jaar waarin de 0-meting plaatsvindt. Havenbedrijf Amsterdam gaat ervan uit dat in 2030 alle bezoekende zeeschepen milieuprestaties leveren die minimaal gelijk zijn aan de huidige, meest milieuvriendelijke schepen. Ook moet de overlast van geluid en luchtvervuiling als gevolg van het gebruik van dieselgeneratoren op openbare ligplaatsen binnen de ring in dat jaar vrijwel nul zijn.

Aanpak

Om deze doelstellingen te realiseren gaat het havenbedrijf onder meer investeren in infrastructuur zoals in LNG-bunkerfaciliteiten en walstroem. Havenbedrijf Amsterdam heeft tot 2021 hiervoor 10 miljoen euro uitgetrokken. Daarnaast zal het huidige incentive programma voor het promoten van schonere scheepvaart verder worden uitgebouwd. Schepen die op LNG varen gaan extra korting krijgen.

Schone scheepvaart draagt bij aan duurzame haven

Het Noordzeekanaal-gebied heeft door de aanwezigheid van industrie, lucht- en zeehaven een grote milieu-impact op de leefomgeving. Van die impact is het havenbedrijf zich bewust en om die reden investeert het in duurzaamheid door onder meer leefbaarheidsprogramma's, biobrandstoffen, zon- en windenergie en ijvert het voor schone scheepvaart. In opdracht van het havenbedrijf doet de GGD al jaren metingen naar de luchtkwaliteit. Hieruit blijkt dat deze in het havengebied ruim aan de Europese normen voldoet.

Marleen van de Kerkhof, Havenmeester: ‘De Visie Schone Scheepvaart is een ambitieus plan dat bijdraagt aan de verduurzaming van onze omgeving en zorgt voor ‘licence to operate’ en een ‘licence to grow’. Daarmee dragen we bij aan de verduurzaming van de logistieke keten en de toekomstbestendigheid van stad, haven en regio voor onze en toekomstige generaties.’ De Visie Schone Scheepvaart is ambitieus en vooruitstrevend. De visie past bij het streven van Havenbedrijf Amsterdam om een slimme, snelle en schone haven te zijn. Onze Visie Schone Scheepvaart is HIER te lezen.
This week the Government of Papua New Guinea has been the target of global protests calling on the government to review the decision to award port operations in Lae and Port Moresby to Philippine port operator, International Container Terminal Services Inc. (ICTSI). The campaign has seen protests outside of the PNG Consulate in Sydney, Australia, and High Commission in Wellington, New Zealand. Paddy Crumlin, President of the International Transport Workers’ Federation today urged the Government of PNG to act in the best interests of its people by standing with workers, landowners and communities exposed to ICTSI’s poor record on safety and labour relations. “The ITF, alongside the Maritime International Federation, is calling on the Minister of Transport, Hon. Wesley Nukundj, to intervene and urgently convene a meeting of stakeholders – including union and landowner representatives – to find a solution to the current crisis,” Crumlin said.

Over the past month, embattled global port operator ICTSI has been the target of international condemnation over emerging patterns of labour violations their network, poor safety standards, and insufficient managerial oversight to ensure productive industrial relations, and compliance with local laws and international labour conventions.

“The decision to award contracts at PNG’s two biggest ports to ICTSI will have a profound impact. The Papua New Guinea Maritime and Transport Workers Union, an affiliate of the ITF, says that more than 1,000 jobs will be lost at the ports and in associated industries due to the contracts awarded to ICTSI.

“The number of family and community members who rely on those jobs numbers is in the thousands. We believe ICTSI intends to replace workers with a mixture of casual, outsourced labour and Filipino workers under the guise of mentors. This is nothing short of a disgrace.” Joe Fleetwood, General Secretary of the Maritime Union of New Zealand, also called on the Government of PNG to act: “The PNG government must put its workers’ interests first, and protect the jobs of its people. We stand ready to continue our support for the PNG workers and landowners in their just fight.”

“There are significant concerns about how the entry of ICTSI into the PNG port sector will impact on landowner groups, the county’s domestic coastal shipping network and local communities. The 25-year contract will see landowners lose their shareholding, without any compensation.

“Both the Government of PNG and ICTSI need to answer some serious, unanswered questions. The recognition of landowners’ cultural and historic connection with their land, compensation for their investment in the ports, and their ongoing participation in the port operations remain a mystery. And the impact of ICTSI’s entry on the viability of PNG’s domestic coastal shipping network and implications that ICTSI’s predatory pricing structures will have on the costs of goods in the country need to be addressed,” added Crumlin. The protests were organised by the ITF and MIF, and affiliates the Maritime Union of Australia (MUA) and the Maritime Union of New Zealand (MUNZ).

Hybrid Technology in Maritime Industry, seeing is believing

As a pioneer in the Electrical & Automation Maritime industry, RH Marine has built up solid experience in the field, with hybrid systems in service for 5 years. These award winning designs are cost effective, reliable, safe and easy to operate. The first hybrid system was installed on an ocean going car ferry and the latest 1MW hybrid system was installed on an 80+ meter motor yacht. RH Marine hybrid experts will demonstrate the fully functioning hybrid system on Europort this year.

Operational results Big data analysis of these ferries has shown cumulative fuel saving of 35% on a predictable route. 12% of the savings can directly be attributed to RH Marine’s Energy Management System (EMS) and 23% due to overnight charging. Measurements on board the 80+ meter hybrid motor yacht have shown a fuel saving of 12% even though the load profile is unpredictable. 11% of these fuel savings are directly related to RH Marine’s EMS.

RH Marine's hybrid experts see that in order to make the owner optimally benefit from hybrid technology, it is essential to be involved from the conceptual design phase through the entire build of the vessel. RH Marine understands that the total cost of ownership should not only concern fuel usage or the maximum running hours of the generators but also includes the battery lifetime and other wear and tear related costs.

Future development

The next step in EMS development is implementing a complete smart grid on board a ship, to further optimise energy generation and consumption. RH Marine foresees that additional fuel savings and improved power quality can be achieved by consumption forecasting and controlling. Based on the ship’s operational profile and requirements, RH Marine can advise and design the optimal power & propulsion system.

Europort 2017

Visit us at Europort from 7 till 10 of November at stand 1127, in order to feel and see our hybrid demonstrator. You can be the captain of your virtual hybrid vessel to see how easy it is to save more than 10% on fuel. RH Marine is a leading system integrator and innovator of electrical and automation systems in the maritime industry, and delivers tailored solutions for complex Defence, Safety & Security ships, Yachts and Special Vessels. Our in-house capabilities include: Project management, consultancy, system design, engineering, commissioning, installation, site management, training and service support. RH Marine supports and advises the customer from the design phase through the entire life cycle of the ship. This end-to-end approach
allows for optimal configuration for the operational goals, and minimization of the life cycle costs. RH Marine ensures safe, sustainable, comfortable and cost efficient continuity of operations for it's customers by integrating smart and cost effective solutions since 1860. RH Marine is part of Pon Holdings.

**NAVY NEWS**

**HMS DRAGON D 35** made an operational visit to Gibraltar  
*Photo : Francis Ferro (c)*

India gears up to buy 111 naval choppers worth Rs 21,738 crore

The government’s defence acquisition council gave its go-ahead to the project at a time when the Navy is struggling to bridge capability gaps, and a majority of its 140 warships are operating without utility helicopters. India set the ball rolling for buying 111 naval utility helicopters (NUHs) on Tuesday, with the defence ministry giving its stamp of approval for a Rs 21,738-crore programme to replace the Navy's outdated fleet of French-designed Chetak choppers. The government’s defence acquisition council (DAC), headed by defence minister Nirmala Sitharaman, gave its go-ahead to the project at a time when the Navy is struggling to bridge capability gaps, and a majority of its 140 warships are operating without utility helicopters. With the DAC according its ‘acceptance of necessity’ (AoN) to the critical project, the government has moved a step closer to releasing a global tender for the five-tonne class helicopters. US, European and Russian rivals are expected to compete for the lucrative deal by stitching up alliances with Indian firms under the government’s ‘strategic partnership’ model.

A South Block source said 16 of the choppers would be bought in flyaway condition from a foreign military contractor, and the remaining 95 will be built here in partnership with an Indian firm. Even under the Make in India plan, the country's arms procurement rules allow for direct purchase of weapons and systems from the foreign vendor in keeping with the ‘strategic partnership’ policy. It stipulates that “a minimum number of platforms, not exceeding 10-15% of the units being procured, may be manufactured on the premises of the original equipment manufacturer”. Such choppers are used for several purposes, including search and rescue operations, medical evacuation, communication duties, anti-piracy and anti-terrorism operations, humanitarian assistance, surveillance and targeting. The Navy had released two requests for information (RFIs) for 123 naval multi-role helicopters (NMRHs) and 111 NUHs this August. The multi-billion dollar NMRH programme to replace obsolete Westland Sea King helicopters is yet to come up for DAC approval. The August RFI said that the NUHs being bought in flyaway condition should be supplied within five years of the contract being signed, and the remaining between five and 13 years of the contract under the “make category” (built in India). The twin-engine helicopter, meant to be flown by two pilots, will have wheeled landing gear and blade-fold capability. India wants the choppers built in the country to have 40% indigenous content.

A few basic helicopters may be initially delivered to meet the Navy's immediate training and search-and-rescue needs. They will be later upgraded to fulfil all requirements. **Source: hindustantimes**

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Belgian mine hunter **M 923 NARCIS** is heading to Copenhagen, earlier this year, while the Nordic Seaplanes **DE HAVILLAND DHC-6-300 TWIN OTTER** starts its regular flight to Aarhus. Currently there are four double trips between Copenhagen and Aarhus. In the background, Naval Station in Copenhagen is seen, including the old Mast Crane from 1749 and the Frigate Peder Skram, from 1966, which has been a museum since the early 1990s. *Photo: Per Körnefeldt (c)*

**SHIPYARD NEWS**

North Korea Hacked Daewoo Shipbuilding, Took Warship Blueprints: South Korea Lawmaker

North Korea probably stole South Korean warship blueprints after hacking into Daewoo Shipbuilding & Marine Engineering's database in April last year, a South Korean opposition lawmaker said on Tuesday. North Korea has often been implicated in cyber attacks in South Korea and elsewhere but Pyongyang has either ignored or denied accusations of hacking. “We are almost 100 percent certain that North Korean hackers were behind the hacking and stole the company's sensitive documents,”
Kyung Dae-soo of the main opposition Liberty Korea Party told Reuters by telephone. Daewoo Shipbuilding has built several South Korean warships, including an Aegis-class vessel and submarines. It was most likely North Korea had obtained blueprints for these, he said. Source: epochtimes

The STAD AMSTERDAM entering the drydock at the Damen-Oranje yard in Amsterdam with seen Vroon’s VOS STONE fitting out - Photo: Henk Honing Foto & Video Honing ©

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Alphatron Marine will sign agreement with 5 new dealers in France

Alphatron Marine France is proud to announce that we will sign an agreement for service and distribution of JRC and Alphatron Marine products with 5 new dealers in France during the Europort exhibition in Rotterdam, The Netherlands. These companies are close to our customers and will be supported in delivering high-quality and cost-effective solutions to their local markets. With this newly established dealer network in France we will enhance our quality service offering geographically and further develop our important customer base in the professional market.

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With the appointment of these partners, we are able to address quickly and efficiently any need that may be required in a specific region and beyond. This will further enhance the experience that JRC and Alphatron Marine customers currently receive and expect.

Seaspan names banker-accountant Bing Chen as its new CEO

HONG KONG’s New York-listed ship lessor Seaspan has named banker-accountant Bing Chen as its chief executive officer in January after company co-founder Gerry Wang steps down this Friday, November 3. Upon Mr Wang's retirement, vice president and chief operating officer Peter Curtis will serve as interim CEO until Mr Chen arrives, after which he will resume his current role. Over his 25-year career Mr Chen has held executive positions in China, Europe and the United States. Most recently, he was CEO of BNP Paribas (China), where he led the bank's Chinese growth strategy. From 2011 to 2014, Mr Chen was the general manager for Trafigura’s Chinese business operations, where he maintained full profit and loss responsibility for domestic and international commodities trading in the country. Between 2009 and 2011 Mr Chen was responsible for building the greater China investment banking practice of Houlihan Lokey as the managing director and head of Asia financial advisory. Between 2001 and 2009, he held executive positions in Europe, including as CEO, CFO, and managing director of leasing and aircraft chartering businesses. Between 1999 and 2001 Mr Chen worked as a director, business strategy at Deutsche Bank in New York. Mr Chen received a BS, accountancy (magna cum laude) from Bernard Baruch College and an MBA (honours) from Columbia Business School. Said Seaspan chairman David Sokol: “Mr Chen has diverse operating and financial business experience as well as strong relationships in our key markets in Asia and Europe.” On the departure of Mr Wang, Mr Sokol said: “On behalf of the board of directors, I would like to thank Gerry Wang for his nearly 20 years of leadership and for completing an orderly transition. Mr Wang, aged 55, is a co-founder of Seaspan and has been its CEO since May 2005. From 1986 to 1989, he served as a business manager of China Merchants Group in Hong Kong, becoming chairman emeritus. He has a masters in international economics under the sponsorship programme of the United Nations Economic and Social Council Asia Pacific. In 1993, he obtained an MBA from the University of British Columbia in Vancouver. Seaspan's managed fleet consists of 110 containerships representing a total capacity of 900,000 TEU, including six newbuildings on order scheduled for delivery to Seaspan and third parties by the end of 2018. Seaspan's current operating fleet of 88 vessels, excluding the remaining 4,250-TEU class vessel which is being sold, has an average age of approximately six years and average remaining lease period of approximately five years, on a TEU weighted basis. Source: Schednet

Crowley to Acquire Three SeaRiver Tankers

Crowley Alaska Tankers, LLC, announced today that it has signed an agreement, subject to regulatory approval, to purchase three tankers from SeaRiver Maritime Inc., and charter them back to SeaRiver under varying multi-year terms. Included in the acquisition are the tankers Liberty Bay and Eagle Bay, each of which have a capacity of 800,000 barrels and transport crude from Alaska to West Coast refineries; and the tanker SR American Progress, which has a capacity of 342,000 barrels and transports refined petroleum between U.S. gulf and East Coast ports. “We are proud of the SeaRiver acquisition and will operate these tankers with our relentless pursuit of quality and safety,” said Tom Crowley, chairman and CEO of Crowley Maritime Corp. “We were selected as the company who could deliver, and we are committed to doing just that – by operating these assets in the safest, most reliable manner possible. Crowley operates and manages the largest U.S.-flag petroleum and chemical tanker vessel fleet in the country. By the end of 2017, the company will be operating 37 Jones Act qualified large petroleum transportation vessels in the United States with a combined capacity of more than 10 million barrels. Among this tank vessel fleet are a tanker and an articulated-tug-barge (ATB) already on charter to SeaRiver. “We anticipate a smooth transition with SeaRiver crews, and look forward to personally welcoming them to the Crowley team,” said Rudy Leming, Crowley vice president of labor relations. “We know they share our values - safety, integrity and high performance - and will work diligently

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Key to ensuring the success of this transaction and ongoing operations will be obtaining the necessary regulatory approvals to serve the Alaska and West Coast markets. Crowley will work together with regulators to ensure a seamless transition and continued safe operations. “We have an excellent safety record, which we intend to uphold,” said Rob Grune, Crowley senior vice president and general manager, petroleum services. “Last year, for example, we transported 410 million barrels of product and made 4,868 product transfers with zero spills to environment – a credit to our professional, safety-minded crews and management systems.” Crowley has been operating in Alaska since 1953, six years before statehood, providing upstream energy support services, tanker assist and escort services with tugboats, and petroleum transportation, distribution and sales throughout the state. In addition to the company’s own ATBs calling in Alaska, the company currently manages and crews tankers carrying petroleum between Alaska and the U.S. West Coast. Crowley owns and/or operates a diverse, sophisticated fleet of double-hull tank vessels, including 17 ATBs and 19 tankers, all built since 2002.

SeaRiver Maritime, Inc., headquartered in Spring, Texas, is a privately held subsidiary wholly owned by ExxonMobil that provides a wide range of technical and commercial marine services to ExxonMobil affiliates throughout the world. Crowley Alaska Tankers is a new subsidiary of Crowley Petroleum Holdings LLC, part of the Crowley Maritime Corporation family of companies.

Dames, mijne Heren,

De eerste vrijdag van de maand nadert en daarom is het weer tijd voor de Maritieme Ruyter nasi lunch. Hierbij nodigen wij u dan ook uit, mede namens 'Lloyd's Register Asia', voor de lunch op vrijdag 6 oktober, van 12.00-14.00 uur op de Hollandse Club in Singapore. DE gelegenheid om te netwerken met Nederlands sprekende collega's uit de Maritieme industrie. Geef aub uw aanwezigheid te kennen via clubderuyter@gmail.com voor de culinaire logistiek. De befaamde Nasi Goreng zal klaarstaan en 'Lloyd's Register Asia' zal als sponsor optreden, waarvoor zeer veel dank. Voor meer informatie over 'Lloyd's Register Asia' zie de bijgevoegde brochure.

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Cruise Ship Workers Say They Are Being Pushed Out

WORKERS in the cruise ship industry have raised concerns about what they believe are unfair hiring practices on privately-owned islands. Labour Director Robert Farquharson confirmed to The Tribune on Friday that his department had received complaints and had conducted investigations into similar claims in the past. It has been alleged that operations on private islands are largely unregulated by the government to the detriment of Bahamian workers, who are being increasingly displaced for foreign labour to do menial jobs. The workers requested anonymity as they claim that past complainants have been terminated or snubbed by the industry. In a letter sent to Prime Minister Dr Hubert Minnis, dated September 6, the current state of affairs was described as a “slap in the face” to unemployed Bahamians. Signed the Organisation Helping Bahamas (OHB), it read: “The reality is that all the cruise lines are massively increasing their infrastructure that has the potential to increase Bahamian entrepreneurship or be to the detriment of the Bahamian worker in the tourism business. “With cruise ship business operating their own tours,” the letter continued, “it reduces the income to the Bahamian government due to no business license fees or VAT being paid.” The Tribune also spoke with several other workers, who were not associated with the OHB, but held similar views. One worker lamented that 75 per cent of the country’s tourists were brought in by cruise lines, but only 12 per cent of tourism dollars came from cruise ship passengers. “They do take advantage of our system,” the worker said, “and any one that tries to speak out about it, they will pick you off. The backlash from the cruise lines is as such that if you spoke up about anything, they cancel your contracts.”

Source: Tribune242

Click HERE for the LIVE STREAM WEBCAM in Hoek van Holland Berghaven
.... PHOTO OF THE DAY ..... 

MV GRANDE TEMA arriving at Antwerp Photo : Jan Beenhakker BEKO Transport Consultants BV (C)

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