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The brandnew Damen Shipyards group built BIBBY WAVEMASTER I at DP near the L4-B platform in the Dutch coastal waters

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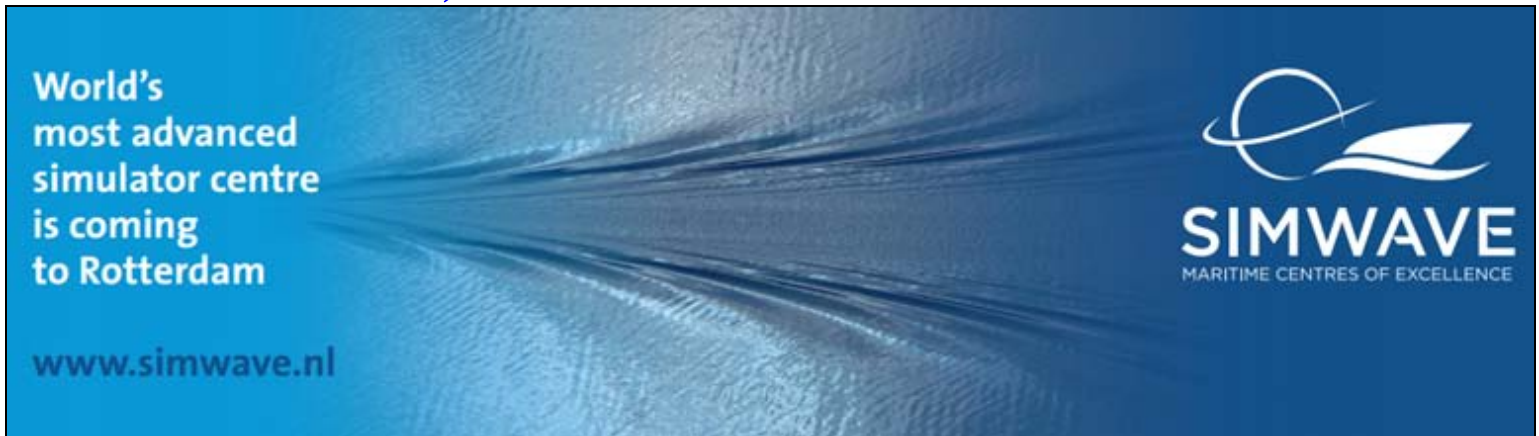
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THE Alliance Creates Fund to Stop Second Hanjin Disaster

The US government has voted for safeguards against another Hanjin disaster by granting approval for a US\$50 million contingency fund in case a member of the Japanese-led shipping group THE Alliance becomes financially troubled. Under the new agreement, the member carriers of THE Alliance, Hapag-Lloyd, K Line, MOL, NYK, and Yang Ming, will help a participating line recover from insolvency or financial distress should the situation occur. Each line shares vessels and charters and exchanges space on each other's ships, however, the bankruptcy of container shipping line Hanjin – once the seventh largest carrier in the world, has served as a wake-up call to many in the maritime industry after it left more than US\$14 Billion worth of cargo stranded at sea on 100 ships scattered around the globe. Each carrier is initially contributing US\$1 million to the contingency trust fund and a further \$9 million in additional funds or through a letter of credit. In a statement, Daniel B. Maffei, a Commissioner with the Federal Maritime Commission (FMC) that voted for the fund and serves to regulate the US's international ocean transportation, said: "In the bankruptcy's aftermath, one of the biggest challenges facing individual ocean

carriers and ocean carrier alliances is how best to prepare and mitigate the impact of a future insolvency event should one occur. "THE Alliance members have addressed that challenge by filing the amendment to THE Alliance Agreement that the Commission has unanimously voted to approve September 14, 2017 "With this amendment, THE Alliance members have established a clear procedure that will apply should one of their members become financially distressed or insolvent. "They have established a contingency fund that will be available to ensure the continued movement of boxes should such an event occur. "While more steps and resources might be needed to effectively limit the collateral damage from another bankruptcy, THE Alliance should be commended for independently choosing to take this significant pro-active step." Read about how ports and terminals were facing unprecedented challenges in Drewry's 'Mega-Alliance Impact' technical paper written by Neil Davidson, Senior Analyst - Ports & Terminals, Drewry Maritime Research. FMC Commissioner William P. Doyle explained in an announcement that it was his belief that if a carrier joins an alliance, "it is the responsibility of the alliance members to ensure the cargo gets to where it needs to go". Hanjin was once part of the CKYHE Alliance, which consisted of Cosco Container Lines, K Line, Yang Ming Line, Hanjin Shipping, and Evergreen Line before the bankruptcy of its largest member forced it to disband. Doyle said: "If a carrier fails and that carrier is party to an alliance, the cargo carried on the failed company's ships may equate to a fraction of the container volume carried. "Many containers may belong to the other carriers in the alliance. My point is this — Hanjin was carrying the cargo not only of Hanjin but of the other alliance members of CKYHE as well. "Everyone suffered in the ocean maritime transportation chain. So it is essential that all take responsibility. The responsibility is to get the ship into port and get it unloaded, get the empties onboard and get the ship back out to sea." **Source : porttechnology**



The [HERMOD](#) loaded onboard the [DOCKWISE VANGUARD](#) in Rotterdam Alexia harbour **Photo : Hugo Sluimer ©**

CLICK at the photo & Hyperlinks in text !

Hurricane Irma – issues arising under contracts of carriage

The disruption to cargo vessels recently caused by Hurricane Irma has raised a number of legal issues. The following is intended as general guidance to members on some of the issues commonly encountered. Given the number of charterparties and bills of lading that are governed by English law, the guidance is given from an English law perspective.

Deviations from route

Where cargo-carrying vessels have deviated from their planned route to avoid and/or shelter from hurricane conditions, this will give rise to the late delivery of cargo and to potential losses to cargo receivers. Cargo receivers who have incurred such losses, however, will not be entitled to recover where their cargo has been carried under bills of lading that incorporate the Hague or Hague Visby Rules, both of which state in Article IV Rule 4:

'Any deviation in saving or attempting to save life or property at sea or any reasonable deviation shall not be deemed to be an infringement or breach of this convention or of the contract of carriage, and the carrier shall not be liable for any loss or damage resulting therefrom'. The above provision may also protect the owners of vessels from claims from their charterers for losses arising from deviation where, as often happens, the Hague or Hague Visby Rules have been incorporated into the charter terms.

Bills of lading – changing the place of discharge

If it is not possible for cargo to be discharged at the place of discharge named in a bill of lading, the terms of the bill of lading may entitle the carrier to discharge the cargo elsewhere. If the terms of the bill of lading do not entitle the carrier to discharge elsewhere, it may nonetheless be possible for the carrier to agree with the holder of the bill of lading that the cargo is to be discharged at a substitute place of discharge. If such an agreement is entered into, the carrier will need to engage with its P&I club to ensure that the carrier has P&I cover for carriage to the substitute place of discharge. Also, if such an agreement is entered into, all bills of lading naming the original place of discharge will need to be surrendered by the bill of lading holder and destroyed. If they are not, the carrier will run the risk of an original bill of lading being used to sell the cargo, the carrier being liable to the buyer for non-delivery of the cargo at original place of discharge, and the carrier not being insured for that liability under the terms of the carrier's P&I cover.

Voyage charters – named load and discharge ports

Where the terms of a voyage charter name a port and/or berth at which cargo is to be loaded, or at which cargo is to be discharged, and it is not possible for cargo to be loaded (or discharged) at that place, further terms in the charter may give a right to the owners of the vessel to load or discharge cargo at a substitute place.

For example the very commonly used Gencon 1994 voyage charter form states at Clause 1:

'The said vessel shall proceed to the loading port or place stated in Box 10 or so near thereto as she can safely get and lie always afloat, and there load a full and complete cargo...and being so loaded...the vessel shall proceed to the discharging port or place stated in Box 11...or so near thereto as she may safely get and lie always afloat...'

Such clauses should, however, be viewed cautiously and legal advice taken before they are acted upon. The best practical approach, where loading or discharge of cargo at a contractually specified place is not possible, is likely to be an agreement between the owner and charterer of the vessel as to where and how cargo is to be loaded (or discharged as the case may be).

Frustration of contracts

If it is not possible to load or discharge cargo at an agreed place of loading or discharge specified in a contract of carriage (eg a bill of lading or a charterparty) and there is no term in the contract permitting a substitute place to be used, the contract may be viewed as frustrated. If a contract is frustrated, the parties will no longer be obliged to perform it, and neither party will be able to recover from the other for any losses arising from non-performance.

However, identifying whether or not a contract of carriage is frustrated as a result of prevailing circumstances, can be a very difficult exercise. It may depend upon how long the circumstances have prevailed, how long they are likely to prevail, whether the cargo being carried is perishable, and various other factors.

Force majeure

Under English law there is no general concept of force majeure, or general right to declare force majeure as a way of avoiding or limiting contractual obligations. However, where terms in a charterparty or bill of lading specify what is to be considered force majeure (including perhaps various weather conditions), and set out what rights and obligations the parties are to have if force majeure occurs, those terms will be effective.

Time charters – unsafe ports and berths

Time charterers of vessels are under an implied obligation to order the vessel only to ports and berths that are safe, and not to ports and berths that are unsafe. A port or berth is unsafe for a vessel if, in the course of reaching or using or returning from it, the vessel is exposed to dangers which good seamanship cannot avoid. If a vessel is damaged at a port or berth due to an abnormal occurrence, however, this will not place the time charterer in breach of its implied obligation. However, what dangers can be avoided by good seamanship, and what will constitute an abnormal occurrence in any given circumstances, may be open to debate. Where the time charterer of a vessel has ordered the vessel to a port or berth that is unsafe, there is an obligation upon the time charterer to name a substitute port that is safe.

If the time charterer refuses to order the vessel to a substitute place of discharge that is safe, the owner of the vessel may treat the charter as repudiated and claim damages from the charterer for any losses that the owner has suffered. Again, however, the owner of the vessel should approach the situation cautiously. The wrongful repudiation of charters can cause huge losses, recoverable in damages from the party that has wrongfully repudiated the charter.

Time charters – payment of hire

Under time charters, hire continues to be payable for a vessel unless circumstances have arisen which bring the vessel 'off hire' as defined in the charterparty terms. Whether or not delays caused to vessels by Hurricane Irma will have brought time chartered vessels off hire will therefore depend upon the charter terms agreed for each vessel, which may need to be scrutinised closely by the owners and charterers concerned.

Cargo damage

If cargo-carrying vessels have been unable to avoid the effects of Hurricane Irma, with the result that cargo on board has become damaged, the carriers of the cargo may have a defence to claims for that cargo damage under Article IV Rule 2 of the Hague and Hague Visby Rules which states: "Neither the carrier nor the ship shall be responsible for loss or damage arising or resulting from:

..... (c) Perils, dangers, and accidents of the sea and other navigable waters.."

The above defence will only be available, however, to carriers who have exercised due diligence to make their vessel seaworthy before and at the beginning of the voyage (as required by Article III Rule 1 of the Hague and Hague Visby Rules).

Further guidance

The above notes are intended only for the general guidance of members. If members have disputes connected with damage or delays caused by Hurricane Irma they are advised to take legal advice, not least because the wording of contracts of carriage (bills of lading, charterparties and other contractual arrangements) will vary widely. **Source: The Standard Club**



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The [HERMOD](#) riding crew for her voyage to the [DOCKWISE VANGUARD](#) with towmaster, Rotterdam pilots, KRVE boatmen and Heerema and Dockwise representatives **Photo : Hans Hoffmann www.zeesleperelbe.nl (c) CLICK at the hyperlinks !**

Asia Fuel Oil-Market gets boost as Singapore stocks fall

Asia's physical and paper fuel oil markets were boosted on Thursday as official weekly data showed Singapore fuel oil inventories fell 11 percent, ending the five-week run of inventory builds. The decline in inventories helped improve the market outlook, widening near-dated time spreads, arbitrage spreads and cracks in the paper market, as well as boosting cash premiums for spot fuel oil cargoes, industry sources said. Singapore onshore fuel oil inventories fell 11 percent, or 449,000 tonnes, to a total of 3.5 million tonnes in the week to Sept. 13, official data showed

- Weekly net imports into Singapore fell 20 percent to a five-week low of 575,000 tonnes.
- Compared with the same time last year Singapore's fuel oil stocks are now 9 percent higher.

On Wednesday fuel oil inventories in the Fujairah oil hub slipped 0.7 percent in the week to Sept. 11 to a total of about 1.59 million tonnes.

Three 180-cst fuel oil cargo trades were reported in the Platts window totalling 60,000 tonnes as well as one 40,000 tonne 380-cst cargo. Mercuria bought all three 180-cst cargoes, two from Gunvor and one from Vitol. Mercuria in September has bought 200,000 tonnes of fuel oil in the window, all of which are 180-cst fuel oil cargo. Trafigura sold Thursday's fourth 380-cst cargo

to BP. This comes after Trafigura in September bought a total of 1.031 million tonnes of 380-cst fuel oil in the window. Kuwait's KPC sold up to 80,000 tonnes of straight-run fuel oil to Saudi's ATC for loading on Sept. 13-14 at an unknown price level, industry sources said. One tanker report showed ATC fixed the United Journey Aframax vessel to load 80,000 tonnes of fuel oil from Min al-Ahmadi on Sept. 13-14 with no specific destination. KPC issued the invitation to tender for the cargo on Sept. 7, with the tendering closing on the following day. Prior to the decommissioning of its 200,000 barrels per day (bpd) Shuaibah refinery on April 1, KPC typically exported 380-cst high-sulphur fuel (HSFO), rarely SRFO cargoes – Saudi's Samref refinery offered up to 80,000 tonnes of HSFO for loading on Sept. 29 to Oct. 1 from Yanbu in an offer that has already closed to bidders. Chinese refineries processed 6.5 percent more crude oil in August than a year earlier at 47.12 million tonnes, or about 11.1 million barrels per day, data from the National Bureau of Statistics showed on Thursday. **Source: Reuters (Reporting by Roslan Khasawneh; Editing by Greg Mahlich)**

Box volumes at Port of Singapore jump 10pc in August to 2.95 million TEU



Regional Container Line's **YANTRA BHUM** approaching the TJ Pagar container Terminal – **Photo : Aidan Brown (c)**
THE Port of Singapore handled 2.95 million TEU in August, representing an increase of 10.1 per cent compared to the same month last year, according to data from the Maritime and Port Authority of Singapore (MPA). In the first eight months of 2017, Singapore's throughput rose 7.5 per cent year on year to total 21.97 million TEU, reported Seatrade Maritime News of Colchester, Essex. On a month-on-month basis, August's volumes were up 2.4 per cent compared to July's throughput of 2.88 million TEU. **Source : Schednet**

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LA has record August, up 6.1pc to 847,857 TEU, LB up 8pc to 692,375 TEU

SAN PEDRO BAY ports of Los Angeles and Long Beach posted excellent August cargo results with LA leading with a record-breaking 6.1 per cent year-on-year increase to 847,857 TEU while LB had an eight per cent gain to 692,375 TEU. "We plan to

build on this momentum by focusing on innovative ways to improve efficiencies, including a first-of-its kind information portal system with GE Transportation that will be introduced at all of our container terminals in the coming months," said LA Port executive director Gene Seroka. August LA laden boxes increased 5.1 per cent to 432,479 TEU. Laden exports rose four per cent to 159,197 TEU. Empties were up 9.2 per cent. The port's busiest month was November 2016 with its 877,564 TEU throughput. Long Beach imports in August surged 10.6 per cent year on year to 355,715 TEU making it the third-highest monthly import total in the port's 106-year history. But Long Beach exports were down 26.3 per cent to 117,290 TEU due to shifts in vessel alliances, according to the port. Empties increased 37 per cent to 219,370 TEU. Through the first eight months of 2017, total Long Beach cargo volumes were up 6.6 per cent from the same 2016 period, according to port statistics. Said Long Beach port director Mario Cordero: "The modest economic growth we've seen since the Great Recession has been replaced this year by robust gains, at least when measured by goods coming into the United States. **Source : Schednet**

NSRI tow the passenger ferry to Robben Island

Photo left : The casualty ferry being towed by the NSRI Table Bay sea rescue craft **SPIRIT OF VODACOM** into Murray's Bay



harbour, and escorted by the NSRI Headquarters sea rescue craft **SPIRIT OF ROUND TABLE** and the NSRI Hout Bay sea rescue craft **ALBIE MATTWES Quentin Botha**, NSRI Table Bay station commander, said: Following the successful rescue of passengers from the

Robben Island passenger ferry **THANDI** and once all of the casualty crew and passengers were safely taken to the Port of Table Bay the NSRI Table Bay sea rescue craft **SPIRIT OF VODACOM** went back out to sea to join the NSRI Headquarters sea rescue craft **SPIRIT OF ROUND TABLE** and the NSRI Hout Bay sea rescue craft **ALBIE MATTHEWS** (on the scene at the listing casualty ferry) and a towline was rigged from the sea rescue craft Spirit of Vodacom onto the casualty ferry and the casualty ferry was towed to Murray's Bay harbour at Robben Island. Once safely berthed water extrication pumps were used by NSRI crew and the casualty ferry was pumped free of water and re-floated and secured to a berthing where she remains berthed at Murray's Bay harbour, Robben Island. source : www.searescue.org.za Sea Rescue is the charity that saves lives on South African waters. **NSRI is manned by 1000 volunteers at 31 bases around the coast and on 5 inland dams. Donations, bequests and sponsorships cover the annual running cost of R84m. The volunteers save us a salary bill in excess of R350m per annum.**

New global shipping convention takes off, may gulp \$100b

The shipping industry may collectively need to spend around \$100billion in order to install the new ballast water treatment systems required by law, in order to become compliant with the Ballast Water Management (BWM) Convention, which became effective. The convention initiated by the International Maritime Organisation (IMO), requires that ships will manage their ballast water to remove, render harmless, or avoid the uptake or discharge of aquatic organisms and pathogens within ballast water and sediments. The new treaty marks a landmark step towards halting the spread of invasive aquatic species, which can cause havoc for local ecosystem, affect biodiversity, and lead to substantial economic losses. The treaty had earlier been estimated to unlock an unprecedented private sector investment of about \$30billion over the next few years. However, a recent report by the International Chamber of Shipping (ICS), said the industry would need to invest about \$100billion to meet the requirement of the treaty. Worried about the development, Chairman, ICS, Esben Poulsson, called on ship-owners, equipment manufacturers and governments to cooperate to ensure that proper implementation of this significant new regulatory regime will deliver maximum environment benefit. "We need to ensure, so far as practicable, that the systems installed on ships will indeed be fit for purpose in all known operating conditions worldwide. We are therefore advising shipping companies that they should make it clear to equipment manufacturers they will only consider fitting treatment systems, which have been certified in accordance with the revised IMO type-approval standards adopted in 2016, even though this is not yet a mandatory requirement." The IMO had in July, adjusted the implementation dates of the Convention so that existing ships (ships constructed before September 8) will not be required to install treatment systems until their first International Oil Pollution

Prevention (IOPP) renewal survey after September 8, 2019. "We acknowledge the pragmatic approach to implementation taken by IMO member states, who accepted the arguments made by ICS and other industry associations that there is little logic, from an environmental protection standpoint, in requiring thousands of ships to comply until they can be fitted with systems that have been approved under the more stringent standards," Poulsson explained. "Ship-owners must make full use of this additional time to identify and invest in far more robust technology to the benefit of the environment." "And in view of the significant concessions that IMO has now made in response to the industry's representations, shipping companies should not anticipate any further relaxation to the implementation schedule," he added ICS added that it believes that as a result of the industry's intensive efforts to explain its implementation challenges to regulators, shipowners will hopefully now have the clarity needed to get on with the job. Also commenting, the Secretary-General, IMO, Kitack Lim, said: "The entry into force of the Ballast Water Management Convention will not only minimise the risk of invasion by alien species via ballast water, it will also provide a global level playing field for international shipping, providing clear and robust standards for management of ballast water on ships." Source: The Guardian



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meerdere weekenden per jaar beschikbaar als vrijwillig bemanningslid, stuur dan een bericht naar info@smcr.nl

Assam Congress objects to dredging Brahmaputra

By Bikash Singh,

GUWAHATI: The Congress in Assam has opposed to the BJP's ambitious project of dredging river Brahmaputra stating it is not a feasible project. Citing the report of the expert committee on fluvial morphology of Brahmaputra, sediment management with a possibility of dredging by adopting modern technology set up by the Assam government, Congress stated that dredging the entire length of the Brahmaputra 'will not be a feasible option for mitigating the flood and erosion hazards' caused by the mighty river. Assam Pradesh Congress Committee (APCC) president Ripun Bora said, "Carrying out dredging activity will be waste of public money. This will not moderate flood situations. Even the committee appointed by the state government has opined against the dredging. The Assam government has rushed to procure dredgers without conducting a thorough study." "The committee has observed that massive dredging in the Indian part of the Brahmaputra may change the water quality of the river and may impact the river's aquatic ecology," Bora added. The Assam government has asked a team of engineers to visit

neighbouring Bangladesh to get a knowhow of the dredging process. Assam Chief Minister Sarbananda Sonowal directed the department to depute a team of mechanical engineers for training at Bangladesh to enhance their knowledge. Sonowal asked officials to carry out a survey on the highest water level of both the rivers during monsoon and their water bearing capacity. The proposed dredging of the 600-km stretch of the Brahmaputra from Sadiya to Dhubri is likely to start soon. The Centre has sanctioned Rs 400 crore for this project. The Dredging Corporation of India will do the dredging and the silt recovered will be used for highway construction. **Source: indiaindian**



The **MONARCH** arriving at the cruiseterminal in IJmuiden assisted by the **port Towage Amsterdam** operated tug **SATURNUS** Photo : Marcel Coster (c)

Great Lakes Dredging wins \$47 million Charleston deepening, as biggest ship arrives

By : Kirk Moore

On the same day Charleston, S.C., was visited by the biggest containership to ever enter its harbor, the Corps of Engineers announced a \$47 million dredging contract to make those port calls routine. A week after its debut at the Port of New York and New Jersey, the 1,200'x152' **CMA CGM THEODORE ROOSEVELT** passed under the Arthur Ravenel Jr. Bridge and tied up at the Wando Welch Terminal. With a 14,414 TEU container capacity, the Roosevelt is the largest containership yet to have called on East Coast ports – and the first of six in class to be built for Marseilles, France-based CMA CGM. To accommodate those ships without tide delays, the Corps of Engineers will deepen the Charleston entrance channel from 45' to a minimum 54' depth. Great Lakes Dredge and Dock Company LLC, Oak Brook, Ill., will dredge 6 million cubic yards of material using hopper dredges, a designated offshore disposal site, and complete the work by spring 2020, Corps officials said Thursday. Channel dredging and high bridges, like the Ravenel span and the newly elevated Bayonne Bridge straddling the approach to New Jersey container ports, are all infrastructure projects planned years in advance, anticipating the summer 2016 opening of wider locks on the Panama Canal. For the workboat sector, the movement toward ever-larger carriers is bringing in bigger, more powerful tugboats, faster boats for pilots, and training and simulator classes for masters and crew. "Our harbor will ultimately be the deepest on the East Coast, allowing vessels like the Roosevelt to transit without tidal restriction," said Jim Newsome, president and CEO of the South Carolina Ports Authority, in a statement marking the ship's arrival. "Today reaffirms our efforts and investments in terminals and infrastructure to prepare for the big ships being deployed to the East Coast following the Panama Canal expansion and completion of the new Bayonne Bridge." Dubbed the Charleston Harbor Post 45 Deepening Project, the deepening will require a second contract to be awarded later this year, Corps officials said. And it will take time for full completion – an estimated 40 to 76 months, depending on funding, equipment availability, and environmental issues. Dredging is restricted to a December-to-March window each year to account for threatened and endangered species and fish spawning. A timeline still has to be finalized for dredging the upper and lower harbors and the Corps is looking to do those

within the timeframe of the entrance channel work. The Roosevelt and her coming sister ships will be part of the weekly OCEAN Alliance South Atlantic Express (SAX) service connecting Charleston, New York and other U.S. East Coast ports with Hong Kong, Yantian, Ningbo and Shanghai via the Panama Canal. The canal's effect on trading patterns are showing clearly in Charleston, where 18 of its 24 weekly containership services are vessels that could not have transited the Panama Canal prior to its expansion, SCPA officials said. **Source: Workboat**



Top DP World, Hong Kong Officials Discuss Strategic Partnerships

Dubai-based global marine terminal operator DP World and Hong Kong leaders recently discussed collaboration in a range of sectors from ports, logistics and customs to education and innovation at a meeting held in Hong Kong this week DP World Group chairman and CEO Sultan Ahmed Bin Sulayem met with Hong Kong's chief executive Carrie Lam at Government House in the presence of the Consul General of the UAE to Hong Kong, Nabila Abdelaziz Nasir Saeed Alshamsi, Hong Kong secretary for transport and housing, Frank Chan Fan, Hong chief executive-elect office director, Kong Eric Chan Kwok-ki, and senior company officials, said a statement. The development of financial services and cruise terminal facilities, customs collaboration and OBOR (One Belt, One Road) were also discussed, it said. The move to develop close ties between the UAE and Hong Kong follows the recent opening of a Dubai Export Office there and the planned Hong Kong Economic and Trade Office in Dubai to attract capital investment. Firm partnerships also exist through the DP World's Jebel Ali Freezone in Dubai, which is home to 32 Hong Kong companies and saw trade worth \$339.7 million with Hong Kong in 2016. Bin Sulayem said: "Hong Kong and Dubai are at the crossroads of world trade and we share common history as capitals of commerce, where well-developed logistics infrastructure has enabled growth of our economies." "We are proud to be playing a significant role in trade between the two cities through our flagship operations in Jebel Ali Port where we've pioneered the port centric logistics approach and our operations in the Port of Hong Kong. We're also interested in exploring Hong Kong's cruise terminal business," he added. "Asia will continue to play a major role in our global network across 40 countries and we look forward to working with Dubai Exports to grow trade there for the long term. We are partners in this journey, we are on the same 'Belt and Road'," he said. DP World and its partners are investing \$1.9 billion in China port terminals until 2020 and already have operations alongside Hong Kong, in Qingdao, Tianjin and Yantai, said a statement. While the Asian region remained the top non-oil trade partner for Dubai in the first quarter of 2017, Dubai trade with Hong Kong totalled AED 31 billion (\$8.43 billion) in 2016, it added. **Source: Trade Arabia**



the **SALVAGE TITAN** (ex Smit New York) towing a barge in the Singapore Straits as spotted last Friday
Photo : Capt Kees Pronk Master Alp Striker ©

U.S. Oil Rig Count Continues To Collapse

By Julianne Geiger

The number of active oil and gas rigs in the United States fell this week by 8 rigs.

The total oil and gas rig count in the United States now stands at 936 rigs, up 430 rigs from the year prior, with the number of oil rigs in the United States decreasing by 7 this week and the number of gas rigs decreasing by 1. Canada, meanwhile, added 10 oil rigs for the week ending September 15. Although the number of oil rigs are still up significantly year on year, the

increases slowed in the second quarter, and have reversed in the third. The first quarter 2017 saw 137 oil rigs added in the United States, while the second quarter 2017 saw 97 rigs added. In stark contrast, the third quarter, for which there are still two weeks to go, has seen the total number of rigs decrease by 7. The spot price for WTI fell earlier on Friday, down 0.16 percent to \$49.81 at 11:53am. Brent crude, however, was trading up 0.27 percent on the day at \$55.62. Prices have been volatile in August and so far in September, with WTI going as low as \$45.58 on August 31, and as high as \$50.50, which it reached yesterday—the highest level we've seen in six weeks—as global production declined 720,000 barrels per day in August compared to July, according to OPEC's Monthly Oil Report. It was the first drop in four months. **By Julianne Geiger for Oilprice.com**

Africaborg sold and re-delivered

Royal Wagenborg has announced that the 17,300 dwt multipurpose vessel **AFRICABORG** has been sold and delivered to new owners, meaning the Dutch shipping line will no longer charter the vessel. **AFRICABORG**, measuring 143 m in length and 21.5 m in width, was built by the Hudong-Zhonghua Shipbuilding Group in 2007. www.wagenborg.com Source: heavyliftpf



The **AFRICABORG** seen earlier this month outbound from Rotterdam passing the **Delta Hotel** in Vlaardingen

Photo : Piet Sinke www.maasmondmaritime.com (c) CLICK at the photo & hyperlink in text !

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The **BBC SWITZERLAND** handling cargo in Tanjung Langsat Photo : Capt Jelle de Vries Sunshine Offshore Services ©

LNG Shipping: Trade Up by 13% During First Half of 2017

New LNG production coming online is bound to help alleviate the oversupply of tonnage in the LNG shipping market, however it still won't be enough to cater for all the newbuildings expected to hit the water during the next few months and as such, some of them are bound to be delayed. In its outlook for the LNG shipping market, ship owner AWILCO LNG said that "after a weak first half of 2017, the market firmed both in terms of rates and activity during the summer months on the back of increasing LNG production and fewer available vessels. The volatility and seasonality is expected to continue, but as additional LNG production comes on stream the current tonnage overcapacity is expected to gradually be absorbed, resulting in an improvement in the market going forward. The long-term outlook for LNG shipping remains promising on the back of scheduled LNG production capacity coming on stream over the next couple of years".

According to the ship owner, "the falling gas price trend from Q1 levelled off and stabilised in Q2. Gas prices were more or less unchanged during the quarter, Far East gas price started at USD 5.3/MMBTU and ended at 5.4/MMBTU, UK NBP and HH prices started at USD 4.9/MMBTU and USD 3.1/MMBTU and ended at USD 4.8/MMBTU and USD 3.2/MMBTU respectively. The soft LNG shipping rate trend in Q1 levelled off and showed a firming trend in Q2. The quarter started with day rates reported at USD 30,000 and USD 28,500 West and East of Suez respectively, and ended at USD 40,000 and USD 30,000. Market activity was low for extended periods during the quarter, but firming on the back of additional enquires at the end of the quarter. In Q3 both activity and rates have continued the firming trend, leading to rates reported at USD 43,000 and USD 40,000 West and East of Suez respectively, in addition to increasing ballast payments, presently on full round voyage basis. At the end of Q1, construction of Sabine Pass T3 was completed and the ramp up is according to schedule". According to Awilco, during the second quarter of the year there were 48 cargoes exported from Sabine, compared to 43 in Q1 and 23 in Q4 2016. Most of the cargoes are going to South America while South Korea, China, Japan and India are importing spot cargoes, significantly supporting increased ton-mile. Furthermore, the 4.5 MTPA Sabine Pass T4 commenced production in early August, and by the end of the year it is forecasted that export from Sabine Pass will more than double from last year. In total, more than 27 MTPA of new LNG capacity is scheduled for start-up in 2017", the ship owner said.

Meanwhile, Awilco added that "the uncertain political situation in the Middle East, involving the world's largest LNG producer Qatar, could if it escalates further, affect global LNG trade and employment of the Company's vessels. As a result of new production capacity added in 2016 and 2017, worldwide LNG trade continued to increase and was up by 13 % first half 2017 compared to same period last year. The strongest demand growth came from China and South Korea which were up by 38 % and 18 %, while Japan had a modest increase of 5 %, ending a long line of reduced import. China recently announced that the country's medium and long-term plan is to increase its LNG receiving capacity to 100 MTPA by 2025, which is more than a doubling of the existing capacity". In terms of supply, the ship owner said that "13 vessels were delivered in the first 6 months of 2017 and a further 24 vessels are scheduled for delivery in the remainder of 2017, although some delays are likely to occur. Newbuilding ordering was low in 2016, but has picked up moderately so far in 2017, as 8 newbuildings have been ordered in

2017. According to shipbrokers the orderbook at the end of Q2 for LNG vessels above 100,000 cbm (excl. FSRU and FLNG) was 104 vessels, of which only 11 are available for contract. As a result of the weak market and shipyard constraints some deliveries can be expected to be delayed”, AWILCO concluded. **source: Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **BRO NAKSKOV** and **DUTCH EMERALD** moored in Tees as seen from the **CORAL LEAF**
Photo : Dick van Wolferen D. van Wolferen Marine Inspection & Consultant BV ©

Baltic index hits near 3-yr highs on stronger rates across segments

The Baltic Exchange's main sea freight index, tracking rates for ships carrying dry bulk commodities, rose for a second straight session on Friday to hit a near three-year high on stronger rates across vessel segments. The overall index, which factors in rates for capesize, panamax, supramax and handysize shipping vessels, was up 24 points, or 1.76 percent, at 1,385 points, its highest since November 2014. Average daily earnings for capesizes, which typically transport 150,000-tonne cargoes such as iron ore and coal, were up \$329 at \$19,614. The panamax index was up 22 points, or 1.47 percent, at 1,521 points. Average daily earnings for panamaxes, which usually carry coal or grain cargoes of about 60,000 to 70,000 tonnes, increased \$177 to \$12,224. Among smaller vessels, the supramax index rose 27 points to 977 points, while the handysize index rose 7 points to 536 points. **Source: Reuters (Reporting by Nithin Prasad in Bengaluru; Editing by Shounak Dasgupta)**



The **MSC PREZIOSA** outbound from Amsterdam between the IJmuiden breakwaters heading for Hamburg
Photo: Simon Wolf (c)

Port of Hamburg : Global Wind Summit in Hamburg in one year's time. The world's biggest wind industry meeting

WindEnergy Hamburg and WindEurope Conference to be held in parallel at the Hamburg Messe site in 2018

Wind energy has made its breakthrough – in the energy market, in technology development and cost reduction and in its geographical reach. Starting from a European base, wind energy has now become a global success story. Over 70 non-European countries have highlighted wind energy in their national climate and energy plans, and more than 90 countries are now using wind turbines to generate power. The Global Wind Summit, to be held in Hamburg in 2018, reflects this breakthrough. Comprising (1) WindEnergy Hamburg, the world's leading wind industry expo, and (2) the WindEurope Conference, the Global Wind Summit 2018 will be the biggest and most international meeting point for business, networking and information for the whole of the wind industry – onshore and offshore. These two top-level meetings will be held in parallel at the Hamburg Messe exhibition site from 25-28 September 2018. The Global Wind Summit brings together decision makers from business and government to discuss the current market situation and explore future perspectives. It showcases the latest technical developments for optimisation, yield increase and cost reduction. What's more, many business deals are expected to be closed in Hamburg, spurring job creation and permitting substantial savings in carbon emissions. Bernd Aufderheide, President and CEO Hamburg Messe und Congress: 'As the organisers of the world's leading expo for wind energy, we are combining our expertise with that of WindEurope to provide the best possible development platform for global growth in the wind industry. Nowhere else in the world is there a high-powered and absolutely international industry event like the Global Wind Summit in Hamburg in 2018.' Giles Dickson, WindEurope CEO said: 'The Conference and Expo will fit perfectly alongside each other. WindEurope will deliver a high-quality conference that meets the needs of the profile of the expo visitors. It'll be a great event. We expect the complete spectrum of wind industry stakeholders including policy makers, leading industry figures, opinion formers, international organisations and financial institutions.' Frank Horch, Hamburg's Senator of Economy, Transport and Innovation: 'The Messe site will be the major hub of the wind industry in September 2018 – Hamburg will present itself again as the global wind capital. We will focus on the project 'North German Energy Transition (NEW) 4.0' run by the Federal Ministry for Economic Affairs and Energy, as an outstanding example of future cross-regional solutions for power supply. The Global Wind Summit has exactly the right venue here in Hamburg, with its competence clusters for wind energy.' WindEnergy Hamburg is the only leading global expo for the onshore and offshore wind industry. This is where all the leading international players and specialist suppliers throughout the value chain make their presentations in the 65,000 square metre space. 80% of the space has already been allocated, one year before the start of the expo. The organisers are expecting some 1,400 exhibitors with their latest products and services for all areas of the wind industry. WindEnergy Hamburg covers all areas of this innovative industry, and provides information on trends and international markets. Alongside the big manufacturers of turbines and components, project engineers and service providers, there will be numerous national pavilions featuring countries around the globe and their wind energy expertise. 'We are expecting more than 35,000 wind experts from every continent in Hamburg – as exhibitors, trade visitors or delegation participants,' says Bernd Aufderheide. 'WindEnergy Hamburg is the most important global platform for business and networking, with a large number of new orders placed here. 'WindEurope, who'll be running the global on- and offshore conference in parallel to WindEnergy Hamburg, the global on- and offshore expo, is the voice of the European wind industry. It actively promotes wind power in Europe and elsewhere. The conference will bring together experts from business, government and other stakeholders to assess the challenges and opportunities in different wind markets – and to reflect on developments in policy, technology, finance and costs. There'll be more than 500 presentations, offering participants a vital insight into the future direction of the industry. Source: Port of Hamburg

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FURIEADE 2017



Furieade het feest van Maassluis

Het is al weer voor de 38ste maal dat de **Stichting Maassluis Maritiem** in het eerste weekend van oktober het jaarlijkse stads promotie feest van Maassluis organiseert. Dit jaar wordt al op **woensdag 4 oktober** gestart met de eerste activiteiten en zullen de laatste schepen, die van oudsher een hoofdrol spelen tijdens de Furieade, op zondag 8 oktober vertrekken uit de

De historie van de Furieade

In 1916 werd de stoomsleepboot De **FURIE** te water gelaten. Na jaren trouwe dienst in de Zweedse wateren keerde De Furie in 1976 terug naar Nederland. Zij ging toen fungeren als decor in de tv serie 'Hollands Glorie' naar het gelijknamige boek van Jan de Hartog. Na afloop van die opnamen haalden in 1978 een aantal vrijwilligers De Furie naar Maassluis en begonnen zij met de restauratie. In het eerste weekend van oktober 1980 stelde de acteur Hugo Metsers, die in de tv-serie de rol speelde van de hoofdpersoon Jan Wandelaar, de **FURIE** officieel in dienst. Rond die ingebruikname werd een klein maritiem festijn georganiseerd dat de naam Furieade kreeg. Het jaar daarop is de **Stichting Maassluis Maritiem opgericht**. Zij kreeg als doel 'het bevorderen van maritieme activiteiten in en nabij de haven van Maassluis en dan met name in het eerste weekend van oktober'. Nu na ruim 35 jaar hebben wij van de **Furieade**, zonder onze maritieme opdracht te vergeten, een stadspromotiefest gemaakt dat inmiddels uniek mag worden genoemd. Het is een meerdaags gratis toegankelijk evenement rond de Binnenhaven en in de Binnenstad van Maassluis met jaarlijks tegen de 100.000 bezoekers.

Furieade kan niet zonder sponsors

Het organiseren van zo'n evenement kost geld. De gemeente Maassluis, het Fonds Schiedam Vlaardingen e.o. en andere fondsen dragen bij in de kosten. Ook ondersteunen diverse bedrijven ons. Sommigen doen dat met een financiële bijdrage, andere doen dat door in natura een bijdrage te leveren in de organisatie.

Opening op vrijdagavond

Vrijdag 6 oktober start met het binnenvaren van de **FURIE**, de opening door de burgemeester en de traditionele lampionnenoptocht. Aansluitend vindt op het Schans-eiland een verrassingsoptreden plaats dat wordt afgesloten met een spectaculaire Lasershow over de Furieade en Maassluis.

Een feest waar voor iedereen wat te doen is



De Furieade kent tradities. Die tradities worden zoveel mogelijk in ere gehouden, maar we proberen wel elk jaar iets nieuws aan het programma toe te voegen. De Furieade kan echter niet zonder de lampionnenoptocht op vrijdagavond. Duizenden voetjes lopen daar met hun ouders en grootouders langs verlichte schepen. Traditioneel is ook de zaterdag waar om 10.00 uur de stoomfluit van de Furie gaat als teken dat het gaat beginnen. Diezelfde stoomfluit gaf ook om 17.00 uur aan dat de Furieade ten einde was. Maar dit jaar stappen we van die traditie af. Op het Schanseiland zetten we nog een feestje neer. Na het succes van vorig jaar herhalen we de vaartocht met zeilschip de Zeeland voor senioren en minder validen op

donderdagmiddag 5 oktober. De dag daarvoor bieden wij hen ook nog een fantastische middag aan. Donderdagavond varen door de vernieuwde Lijndraaiersbrug de plezierjachten en Westlanders de Noordvliet op en zijn inmiddels ook de eerste schepen in de Binnenhaven aangemeerd.

Voor meer informatie kijk binnenkort op www.furieade.nl of mail naar secretaris.furieade@gmail.com



Van Oord's TSHD **ROTTERDAM** seen pumping the sand towards the beach at Rotterdam-Maasvlakte Photo : Arie Boer (c)

NAVY NEWS

Royal Navy 'can only send a quarter of its warships to sea after Armed Forces budget cuts'

- ✓ Of the navy's 19 Type 23 frigates and Type 45 destroyers, 13 have to stay docked
- ✓ Navy had its manpower reduced by 4,000 as part of Government's 2010 review
- ✓ It comes after reports HMS Ocean had been delayed from sailing to Caribbean

By Claire Ellicot For The Daily Mail



HMS OCEAN photo : Raymond Wergan,Newton Ferrers (c)

The Royal Navy can only send a quarter of its warships to sea due to cuts to the Armed Forces budget, according to reports. It comes after reports that its flagship, **HMS OCEAN** had been delayed from sailing to the Caribbean to aid Irma relief efforts due to engine problems. Former First Sea Lord, Lord West of Spithead, told The Daily Telegraph: 'What is happening ... is a hollowing-out of defence.' A source also said: 'The Armed Forces have now been reduced to a level where they struggle to protect British citizens. Only one in four Navy ships can sail due to spending cuts... 'Our lacklustre response to Hurricane Irma makes Britain a laughing stock and is the direct result of the Government's cuts to the defence budget.' The Ministry of Defence said it did not comment on its fleet but said the navy could carry out all its operational requirements, and denied reports that **HMS OCEAN** had been delayed. The navy's new aircraft carrier could be stopped from leaving port after tugboat crews threatened to strike.



Serco Marine Services, which employs tug boat staff for **HMS QUEEN ELIZABETH**, described a recent pay offer as 'derisory'. Unite, the union, warned that if members voted for action it would 'create waves' across the industry. **Source : Daily Mail**

House of Representatives approves \$500 million for offshore patrol cutter program

By Tyler Allender

If the project gets approval from the U.S. Senate and President Trump, the Coast Guard will likely allow Eastern Shipbuilding Group to build the first vessel and start replacing the existing fleet. In the meantime, employees are working on the detailed design of the vessel. Eastern Shipbuilding President Joey D'Isernia said they're excited about reaching this critical part of the funding process, and the economic benefits will span beyond what most people realize. "If the Coast Guard exercises all 25 of these vessels, which we expect them to, this project could last for 20 years," D'Isernia explained. "That's 20 years of job opportunities for people. Job opportunities mean lower unemployment, which ultimately means higher rate of home ownership, higher tax base for the area, improvements to infrastructure, extra resources for things like our fire department and police department. The list goes on and on so it's a huge deal for the area." Congressman Neal Dunn said he strongly supports the funding.

"The Offshore Patrol Cutter program is crucial to our national security and fully funding the production of these ships will ensure that our military men and women have the tools they need to keep us safe," Dunn said in a statement. "Eastern Shipbuilding has proven to be one of the most productive and cost-effective shipyards in the country and they are dedicated to providing our Coast Guard with top of the line ships. Coast Guard leaders have made it clear that the Offshore Patrol Cutter program is one of their top priorities in fleet recapitalization. The new fleet of Offshore Patrol Cutters will feature increased range and endurance, more powerful weapons, a larger flight deck, and an improved communications and electronics suite – improvements that the Coast Guard needs to accomplish its mission." "It's extremely important for the Coast Guard because the

existing fleet, the medium endurance cutters are old; they're at the end of their service life, so the Coast Guard needs these new assets in order to fulfill their mission and to keep our borders safe," D'Isernia pointed out. "The plan for up to 25 [cutters], but these are let-in options so late next summer, we'll get the award for the next summer," D'Isernia said. "Then the subsequent year, we would get the award for the second year. That goes on and on." **source: WJAG**



The Dutch Navy **Zr.Ms. KAREL DOORMAN** arrived at the Den Helder Naval base to load materials and will depart Wednesday for St Maarten which Caribbean Island was heavily affected by Hurricane Irma – **Photo : Royal Dutch Navy**

Indian Navy's Rs 1010 cr vessel contract bagged by Hindustan Shipyard; L&T puts in highest bid

State-owned Hindustan Shipyard (HSL) has emerged as the lowest bidder for two Indian Navy's diving support vessels (DSVs) contract at Rs 1,010 crore.

By: Huma Siddiqui

State-owned Hindustan Shipyard (HSL) has emerged as the lowest bidder for two Indian Navy's diving support vessels (DSVs) contract at Rs 1,010 crore. "For the 3,000-tonne diving support vessels (DSV), HSL beat L&T which quoted Rs 1,584 crore — the highest bid," sources told FE. The bids were opened in New Delhi on Tuesday. Goa Shipyard with a bid price of Rs 1,086 and Cochin Shipyard (Rs 1,188 crore) were two others in the contract race. The design and construction are to be of catamaran type of a proven design either existing in service or supported by model testing to prove the efficacy of design. Sources, however, said, "Since there is no indigenous design available in India, the company will have to seek help from a 'reputed design house' from either Europe or Russia." The vessels would need twin diesel engines which will have to be procured from global companies. In 2015, the defence ministry had released a request for information (RFI) for the construction and delivery of five self-propelled DSV for the Indian Navy. The diving support vessel has to be capable of fully supporting operational/training dives in harbours and coastal waters. The vessel will have an expected life of 20 years, with an annual usage of approx 800 hours. The vessel's main and auxiliary machinery should permit continuous mission time of 48 hours.

The vessel should be a MARPOL-compliant vessel designed for world-wide bottom survey and sub-sea operations in both deep waters and shallow waters, including coastal ones. Also, it should be able to operate under Indian tropical ambient conditions.

In an earlier interaction with FE, RAdm L V Sarat Babu, (Retd), chairman & managing Director of HSL, had said "capacity utilisation of the Yard is less than 50% while the breakeven order value for yard capacity should be around Rs 5,000 crore. We presently have a residual order book position of only Rs 383 crore. Therefore, there is an urgent need to load the yard with adequate orders so that Shipyard's capacity can be optimally utilised." The shipyard is focused on the domestic shipbuilding requirements. However, the yard has the capacity and capability to construct and export the following categories of vessels: Bulk carriers; general cargo cum multi-purpose vessels; survey and mooring vessels; training ships; inshore & offshore patrol vessel; passenger/ferry ships; tugs for the defence sector and various ports **source: financialexpress**

SHIPYARD NEWS

Scheepswerf Kooiman Hoebee appoints Bastiaan Rigter as MD

Bastiaan Rigter has worked for Kooiman Marine Group for 18 years

Scheepswerf Kooiman Hoebee has appointed Bastiaan Rigter as managing director to build the company's market position.

Mr Rigter, who has already clocked up 18 years' experience with Kooiman Marine Group, will be taking over from Roel Mosterdijk. "Over the next few years, our main focus will be on further building our market position in the Netherlands and far beyond," said Mr Rigter. He stated the company would be investing in a new stem dock with 40x21x4 (LxBxT) dimensions. The dock, which is planned to be operational before the end of the year, will create options for deep-draught vessels that are currently limited to using the large-scale shipyards along the sea coast. Mr Rigter explained that additionally, inland and sea-going vessels can spend less time on the slipway, since a share of the work can be completed in the stem dock. Clients save on money that would otherwise be spent on slipway fees and Scheepswerf Kooiman Hoebee can accommodate more vessels on its slipways in a given time span. The new stem dock also allows the company to expand its service range with 'on the spot' services Mr Rigter added: "The plan is to increasingly develop Scheepswerf Kooiman Hoebee into a full-service shipyard that clients can turn to for a range of services besides regular maintenance "It's important in this context to preserve continuity. We need to both retain our existing clients and offer services to new ones. "We want to take all our clients' concerns off their hands, from A to Z. That's our mission." In 1999, Mr Rigter joined Kooiman Engineering as a designer. In 2004, he became company manager of Scheepswerf Gebr. Kooiman in Zwijndrecht, before being appointed director of Scheepswerf Kooiman van Os in Yerseke, in 2007. **bron : Maritime journal**



Maine company, shipyard win federal contract worth up to \$30M

By Dina Mendros, Journal Tribune

The Portsmouth Naval Shipyard in Kittery, Maine, is seen from across the Piscataqua River, Saturday, May 14, 2005, in Portsmouth, N.H. A Maine firm and state federal shipyard came up the winners in a government contract that could be worth up to \$30 million. Portland-based engineering firm Colby Co. LLC won a "competition" contract with the U.S. Navy, according to a joint statement from U.S. Sens. Susan Collins and Angus King on Thursday. Nearly \$1 million of the architect-engineering contract is earmarked for construction at the Portsmouth Naval Shipyard in Kittery, said the senators. The construction at PNSY is the first order of business for the five-year contract, which has a potential maximum ceiling of \$30 million, they said. "Portsmouth Naval Shipyard is a critical piece of our nation's defense infrastructure and an important economic driver for the State of Maine," Collins and King said. "This competitive contract awarded to Colby Co. will support the work by the Portland firm's skilled engineers to design building renovations and new construction at PNSY, ensuring the shipyard can continue to fulfill its important national security duties while providing good jobs in Maine." "This was an extremely competitive contract, and firms throughout the country competed for the opportunity," said Sarah Emily Colby, CEO of Colby Company. "As full-time residents and great believers in the strong work ethic that Mainers possess, we are thrilled to have the opportunity to bring this contract home to Maine." The architect-engineering contract will cover services in the Naval Facilities Engineering Command Mid-Atlantic area of responsibility, with a focus on Maine. The first project for the inspection and observation of construction operations at PNSY's dry dock No. 1 is expected to be completed by September 2018. Earlier this month the senators announced that another company with offices in Maine received a Naval contract that will also pay for work at the Kittery shipyard. The U.S. Navy has awarded Stantec Consulting Services \$4.9 million for architect and engineering services for the dry dock no. 1 super-flood basin at Portsmouth Naval Shipyard. "This design contract will help prepare for later military construction at the shipyard, and we applaud the Navy for continuing to plan for future investments in PNSY, the Maine economy, and our national defense," said the senators. PNSY has a civilian payroll of \$496 million in 2016, paid to 6,329 civilian workers, 3,600 of whom live in Maine, according to the Seacoast Shipyard Association, which annually issues a report outlining

the economic impact of the shipyard. Of those, more than 450 live in Sanford, 225 in Lebanon, 200 in Wells, 175 in Biddeford, and 100 in Saco, with most of the remainder of Maine workers living in smaller York County communities and in other Maine counties. Founded in 2008, Colby Co. LLC is a woman-owned small business in Portland that employs nearly 40 people, including 17 University of Maine graduates. Stantec Consulting Services is an international professional services company in the design and consulting industry, and has local offices in Topsham, Scarborough, and Caribou. It is headquartered in Burlington, Massachusetts. Sen. Collins is a member of the Senate Defense Appropriations Subcommittee, and Sen. King is a member of the Senate Armed Services Committee. **source: bangordailynews**



The **AQUARIUS G** inbound in Willemstad-Curacao heading for **Damen shiprepair Curacao**

Photo : Kees Bustraan ©

Hindustan Shipyard pins hopes on financial rejig

The Hindustan Shipyard Ltd (HSL) is pinning hopes on financial restructuring.

"We have sent the proposal for financial restructuring to the Centre and it is under the government's consideration," LV Sarat Babu, Chairman and Managing Director, has said.

The shipyard's performance has been quite satisfactory in recent times, but it is burdened with accumulated losses and is, therefore, finding itself in a spot. He said the negative worth of the company had been reduced through sustained efforts. "Once the restructuring package is sanctioned, our negative net worth will go," he said. Sustained efforts by the HSL management and workforce led to achieving an operational profit of ₹38 crore in the fiscal 2017 after a gap of 35 years, compared to ₹19 crore during the previous year. Sarat Babu said that during 2016-17 HSL achieved an income of ₹650.08 crore and a value of production of ₹629.04 crore. The value of production had been the highest since inception of the company 76 years ago. The profit after tax was ₹53.77 crore. This was a major achievement after several challenging years. The present order book value of the shipyard is ₹320 crore due to which the company is functioning at 48 per cent of its installed capacity. He said the management was trying to persuade the Ministry of Defence to nominate HSL for construction of three cadet training ships, nine 25-tonne bollard pull tugs for the Navy and eight inshore patrol vessels for Indian Coast Guard. The HSL has also urged the MoD to assign major refit and life certification (MRLC) of third EKM submarine keeping in view its proven record in retrofitting of submarines. **source: thehindubusinessline**

Chinese yards set for passenger ship order bonanza

The business model involved in SunStone Ships' newbuild contracts and partnerships elsewhere with European companies is set to open doors for many more Chinese shipyard cruise and ferry contracts

Chinese shipyards' entry into building cruise ships and ferries is being aided by an innovative business model that helps shipowners place contracts for newbuilds in that country – in addition the support of European ship designers and suppliers is

boosting their work in this area. Tillberg & Reyes Group president Carlos Reyes and general manager Andrew Zhang, brokered SunStone Ships' contract with China Merchants Industry Holdings (CMIH) using a business model and resources that they (Mr Reyes and Mr Zhang) put together and, in the process, created Tillberg & Reyes Financial Leasing. The company is also involved in the Viking Line newbuild construction at China's Xiamen Shipbuilding Industry (see box) by supporting the shipyard in the process of building the ferry Mr Reyes told Passenger Ship Technology: "We found great support from the shipyard to develop a passenger ship business and building model. The fact that the shipyard does not have experience building passenger vessels is a major obstacle for an owner to make the decision to build in China." He added that the various aspects of the business and the building had to be supported by a comprehensive plan that provides enough confidence to the owner. This provides them with confidence by organising the financial terms for them and by acting as a middle man between shipowner and yard as well as involving the support of companies in Europe and the US. Mr Reyes' business model includes along with what he called innovative supportive financial tools. "We had to create a financial model that was not only attractive in terms of price but, more important, extremely attractive in terms of finance," he said. It combines components from different financial models, he said, including a tool often used in real estate development in Colombia, where he was born. All components support each other to achieve an attractive finance package, he explained. His model makes use of the differences in the common financial practices in different regions. For example, he said, in many countries in Europe the usual maturity term of a loan is 12 years with a down payment of at least 20%. But China is not bound by the same financial regulations; there, a loan could stretch from 12 to 15 years and the 20% payment is not mandatory, he said. Mr Reyes and Mr Zhang are using their business model to broker more deals between western passenger ship operators and Chinese shipyards and were already in negotiations with other cruise operators at the time of writing in early September. "China has developed tremendously in terms of shipbuilding and [its yards] are very keen to enter the passenger ship market," Mr Reyes said. "We are very happy to help integrate resources and they see us as a valuable [support]. It is a difficult business and there will be issues, some of which our model can resolve." Mr Reyes decided to launch the model within the expedition cruise sector. He explained: "At the beginning, several processes and ways to execute and control a project will need to be implemented and this size of vessel is less risky and more controllable than [starting] by building large cruise ships, at least for now." An important part of the model is that European and US companies are involved in the newbuilding. CMIH has entered into an agreement with Norway's Ulstein Design & Solutions, which will supply the vessel's design and equipment package, as well as the supervision for the building of the vessels. CMIH has also entered into an agreement with Mäkinen of Finland, which is providing the whole turnkey package for the hotel parts of SunStone Ships' new expedition cruise ships. Their interior design will be done by US-based Tomas Tillberg Design International, with whom SunStone has worked with for many years. SunStone Ships chief executive officer Niels-Eric Lund told Passenger Ship Technology that it was important for the cruise company to involve European and US companies. "We decided when negotiating with the yard that we wanted a technical company involved from Europe, so chose Ulstein. They have supervised the building of 45 ships in China so they have knowledge of building in this country." Furthermore, the equipment that Ulstein will be installing comes from European suppliers. "We are building a European quality ship that is being assembled in China," Mr Lund said. "The Chinese do not yet have the experience, yet they want to learn how to build cruise ships and we are transferring that expertise over a period of time from Europe to China. An example is that Mäkinen will establish a cabin assembly plant and interior workshop at the shipyard's facilities to make the construction easier. Establishing this factory enables the Chinese yard to learn from Mäkinen about assembling cabins and means that more of the work for SunStone's future newbuilds can take place in China without having to prefabricate cabins in Europe and ship them to China. Mäkinen's contract spans the cabins, public areas, galleys, pantries and crew areas and is based on a very strong relationship with SunStone Ships. Mäkinen has refurbished many of the previous ships in SunStone's fleet. Mäkinen CEO Sameli Lahdesmaki told Passenger Ship Technology "The cooperation has started really well and I have a strong belief that it will be a very successful project." He singled out some of the main challenges of working with a Chinese shipyard that has not built passenger vessels before. "It is a learning curve for all parties," he said. Mäkinen is sourcing as much of the raw materials in China as possible. "Good quality basic materials are available in China and we are buying as much as possible there because of transportation costs and time," Mr Lahdesmaki said. An example is that certain electrical and air conditioning components will come from Europe. Other priorities and considerations for Mäkinen include ensuring that the interiors are built for polar conditions. For example, windows must have high insulation capability and lockers need to be built to store the parkas, boots and other equipment that passengers use to go out on. Commenting on the benefits of using Mäkinen, Mr Lahdesmaki said "Our strong experience in newbuild and refurbishment and the fact that we have worked on the refurbishment of SunStone expedition vessels before means we know really well the quality of standards needed." The cruise expedition sector is a market that Mäkinen is keen to focus on. "There is a big trend in the cruise expedition market and we are interested in getting heavily involved," Mr Lahdesmaki said. Deltamarin has designed Viking Line's new LNG-fuelled newbuild and has inked a contract with Xiamen Shipbuilding for engineering and construction support services. Deltamarin's sales manager Nina Savijoki said that, from a naval architectural point of view, "they presented us with every concept developer's dream challenge: to come up with a concept that is even more energy efficient in relation to cargo capacity than their Viking Grace, one of the most energy-efficient and sophisticated ferries on the market." And Deltamarin rose to the challenge: the

newbuild will be 10% bigger than Viking Grace and have several megawatts more power, yet still be 10% more fuel efficient on the same route as Viking Grace. There are several ways Deltamarin achieved what Ms Savijoki called a “huge improvement”. Viking Line had lot of ideas about how to change and improve the design and Deltamarin studied several different alternatives to improve the concept, she said. She singled out three main areas of improvement:

- Weight: The structure of the hull was analysed carefully to reduce weight, which was further reduced by using low density materials, for example in insulation.
- An extensive hull form development programme using CFD simulation was used to ensure that the vessel would be energy efficient, not only at its design speed but over a large speed range that the vessel will use in its daily transits.
- An engineroom configuration simulation tool was run several times to model the operation profile on the route between Turku and Stockholm to create a very detailed understanding of the ship’s energy needs to streamline its engineroom configuration. Deltamarin used the same tool to support the owner in selecting the correct types of heat and cold recovery systems for the route.

This energy simulation tool was launched by Deltamarin in Q2 of this year and was the result of a long development process. It can be used for various purposes, for instance to compare different engineroom configurations on the same operational profile to see which ones are beneficial and which are not as streamlined as they could be. “It really gives us an edge; we look at how many engines are needed at certain times on the route and how much excess heat is created. It is really quite a complex set of calculations that are easily manipulated through our mathematical simulation tool.” said Ms Savijoki. The trend for building passenger vessels in China with the co-operation of European naval architects and suppliers is growing steadily – and is something Deltamarin is very much part of. As well as designing Viking Line’s newbuild it has used its consultancy services to support Xiamen to streamline its production so that it is suitable for building ropax vessels. It is also involved with the building of Stena Line’s four gas-ready ropax vessels being built by AVIC Shipyard in China, providing both design services for the vessels and shipyard consultancy services. Deltamarin has a long background of working with Chinese yards. Among other projects, it has designed car carriers built by Xiamen and elsewhere, roro-vessels, heavy-lifters, chemical tankers and over 100 bulkcarriers built by different shipyards in China. “We have good relationships in the Chinese market and so it feels quite natural to support yards in more complex projects, like passenger ships,” Ms Savijoki said. [source: passengership.info](http://passengership.info)



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Korean ship and steel makers at odds over plan to hike vessel steel plate price

South Korea’s ship and steel makers are wrangling over the planned hike in vessel steel plates as shipbuilders still reeling from a lengthy global slump worry higher production cost would further weaken their competitiveness against Chinese rivals. According to sources from shipbuilding and steel industries on Friday, three shipbuilding majors Hyundai Heavy Industries (HHI), Daewoo Shipbuilding & Marine Engineering (DSME) and Samsung Heavy Industries are engaged in negotiations with mainstream steel mills Posco, Hyundai Steel and Dongkuk Steel Mill that claim they cannot afford the current supply prices for shipbuilding plates that have been frozen for years due to global glut. “We no longer can take consideration of domestic shipbuilders’ conditions because the losses in the plate business have cut into the bottom line of steelmakers,” said a company official from a steelmaker. Posco, the biggest supplier of vessel plates, said during a recent conference call that it will be able to reach break-even point in plate sector in the second half if it can raise the supply prices to domestic shipyards. Shipbuilders are pleading for grace. The chairman of Korea Offshore & Shipbuilding Association (KOSHIBA) called the steel industry to reconsider the price hike plan as it could further aggravate productivity of shipbuilders. Korean shipbuilders have fallen behind Chinese rivals in recent years as they lose price competitiveness. The industry closely watching the results of talks between industry leaders HHI and Posco as their decision will likely affect the price policy of others. [source: pulsenews](http://pulsenews)

German Ship Repairer To Build Ship Repair Dockyard And Floating Docks in Jamaica

The joint-venture company building out a dockyard for boat repair in Jamaica is training workers for the business, even as it finalises financing to further ramp up the operation. Nearly one year into its operation, German Ship Repair Jamaica Limited (GSRJ) says Jamaica lacks the skills set needed for the dockyard, forcing them to invest in training, according to company Chairman Peter Harren. As for the amount of capital it is chasing, Harren said GSRJ is talking to the banks about the investment and so would not share those figures at this time. He needs the funds to scale up the operation. "We have already repaired numerous ships and offered our services to different shipping lines," he said via email. "We are presently increasing our technical staff to be able to meet the demand for our services. We are steadily increasing the business while the larger development project of a ship repair dockyard, including the building of marine infrastructure and the investment in two floating docks is being secured." Those floating platforms will allow GSRJ to lift vessels out of the water and perform much more complex repairs, Harren said. GSRJ began operating in November 2016. Its investors include Harren's company H&P Caribbean Maritime Services Limited; Kloska Technik GmbH; and Jamaica Dry Dock Limited owned by Jamaicans Charles Johnston and Kim Clarke. The foreign investors said they chose Kingston for the dock repair service because it is a major Caribbean economic centre and a main maritime hub. From Newport West, in the same complex from where GSRJ operates, Harren runs H&P Ship Management Office Kingston, H&P Caribbean Maritime Services, and, since 2000, a branch of Caribbean Feeder Service, CFS, which redistributes bulk cargo to small islands within the region. "Kingston Harbour is the focal point of an increasing marine traffic in the Caribbean Sea and the middle American region. For example, CFS services the smaller island from home port Kingston with up to 16 container vessels trading in the region," Harren said. Approximately 400 vessels drop anchor in Kingston Harbour each year, and the numbers are growing, he added. "Kingston, the seventh-biggest natural harbour worldwide, is therefore strategically located for a ship repair facility," the GSRJ chairman said. "Presently, all vessels trading in and around Jamaican waters have to accept expensive deviation courses if they have to be dry-docked or even repaired or serviced afloat. The dry docking space provided by our closest competitors in The Bahamas, in Cura ao, Jacksonville or Houston is expensive and scarce." The dockyard now employs around 20, but the majority of the technical experts are foreigners, "as the ship repair industry is entirely new to Jamaica and, therefore, skilled workers with international certification and practical experience are not available in Jamaica," Harren said. The company plans to employ around 150 persons directly over time. To address the skills deficit, GSRJ has partnered with the Caribbean Maritime Institute (CMI) on training and launched a dual-apprenticeship programme in which the first 10 welders have been recruited as trainees. It is also recruiting another five to 10 trainees in the ship engine repair division for two- to three-year apprenticeships, starting in October. The company also leased a 5,500-square-foot warehouse in the Kingston Free Zone, which it turned into an engine repair and shipbuilding workshop. "Our second German joint-venture partner [Kloska] had sent heavy machinery and equipment from Germany for engine repair and overhauling, as well as for welding, drilling, etc.," said Harren. "The trainees are spending half of their time in the workshop or on board the vessels, and half of their time at an apprenticeship workshop located at the CMI." Eventually, the ship repair yard will be located at Harbour Head, where the company's Jamaican partners already operate a boatyard for pleasure crafts. GSRJ services all vessels, including tankers, container, cargo ships, tugboats, naval and small pleasure vessels, but right now the demand is mainly coming from container vessels, especially the feeder vessels distributing cargo within the region, Harren said. "Services now include all overhauling and repair works for deck and engine equipment which can be performed while the ship is in the water. Once the ship repair dock yard in Kingston is established, we will additionally offer all dry docking services," he said source : Jamaica Gleaner

ROUTE, PORTS & SERVICES

Southeast US ports reopen undamaged after Hurricane Irma hits

MAJOR southeastern US ports have re-opened undamaged after Hurricane Irma hit, spreading widespread devastation elsewhere, reported Fort Lauderdale's Maritime Executive Florida's seaports have reopened and ports to the north have resumed operations with Charleston and Savannah emerging undamaged. Charleston marked its post-Irma life by welcoming the biggest ship ever to call, the 14,414-TEU **CMA CGM THEODORE ROOSEVELT** 13 days behind schedule because of weather but ready to reload on the back haul before calling on Savannah. Savannah's Garden City Terminal also resumed, re-establishing reefer and hazardous cargo movements. Georgia Ports Authority (GPA) has extended many of its demurrage timelines, export free time, import dwell and reefer electricity charges have been pushed back by four days. "The Savannah River crested below our docks at the Garden City Terminal, and we are happy to report no water damage as a result of the

storm," said GPA executive director Griff Lynch. The port bounced back from Hurricane Irma almost immediately, bringing in its first ship less than 24 hours after the storm passed, reported the Savannah Morning News. By the next day, the port worked eight ships, including the 14,000-TEU **CMA CGM JOHN ADAMS**, a 14,000-plus TEU sister ship to the **CMA CGM T ROOSEVELT**, the largest ship ever to call on the US east coast. "In addition, hurricane straps installed on our empty containers and ship-to-shore cranes prevented any cargo, crane or other infrastructure damage," Mr Lynch said. At the GPA's Brunswick Terminal, one of the nation's busiest ro/ro ports, power is still down and road access to the entire county is restricted by the police. GPA said that gate operations and vessel traffic will resume when power and access are restored. **Source : schednet**



WATCH: Freshwater Lifeboat Called Out In Rough Conditions (CLICK at photo below !)



Freshwater Independent Lifeboat was called out after concerns were raised for a person in a kayak in rough seas. The **Freshwater Independent Lifeboat** was paged by Solent Coastguard on Wednesday just before 2pm. The smaller D-class lifeboat was launched at 2.15pm to look for a blue kayak and a person in a black wetsuit. **Kai Hall**, Coxswain led the search with a crew of two – **Tom Stafford** and **Charlie Cripwell**. The search was eventually called off at 4.30pm following a sweep of the bay by the Coastguard Rescue helicopter. The D-class lifeboat was then recovered in fairly rough conditions – as you can watch in the above video.

No country for migrant stowaways caught on ferry between Ukraine and Turkey

By Julie Astrid Thomsen

Twelve migrants, apparently from North Africa, have been sailing to and fro on a Danish passenger ferry between Istanbul and Odessa for the last seven weeks locked in four cabins, with no country willing to take them. According to the Danish DFDS ferry operator, Turkey and Ukraine both refuse to accept the men, who have been violent and threatening suicide. "There has been a tendency to violence and aggressions and they have threatened to jump overboard... so there is no alternative to locking them inside the cabins," a DFDS spokesman told Reuters on Thursday. DFDS has hired Turkish guards and invited authorities from the United Nations aboard to question the men of which they believe at least six are Moroccans and four Algerian. The origin of

the remaining two is still unknown. The Danish Foreign Ministry has opened negotiations with Turkey, Ukraine and, since the ferry is sailing under the Lithuanian flag, with Vilnius. "The problem can be solved. All it takes is a quick decision from Ankara or Kiev," a source in the Danish Foreign Ministry with knowledge of the negotiations told Reuters. A spokesman for the Ukrainian border service said the men wanted to go from Turkey to Romania but got on the wrong ferry and ended up in Ukraine, where they cannot be taken in because they do not have documents. "The problem is that Turkey doesn't want to take them, but Turkey should take them because they sailed from Turkey," he said, adding that in accordance with the bilateral agreement, the country that delivered these people should take them back. "That's why they've been cruising about on that ferry," he said. A Turkish foreign ministry official said the case was being followed "with all related institutions". DFDS suspected that the young men, in spite of various security measures, boarded by hiding in a trailer that was loaded onto the ferry. According to the ferry operator, the best solution would be if Ukraine or Turkey agreed to take the migrants, or to get final confirmation as to where the men are from, so they can be sent back to these countries. "It is completely unsound that we should handle thi," DFDS said. "This is a situation the border controls should handle, not a transportation company." **source : Reuters (Reporting by Julie Astrid Thomsen in Copenhagen additional reporting by Tulay Karadeniz in Ankara and Natalia Zinets in Kiev, editing by Stine Jacobsen and Ralph Boulton)**

Hong Kong port looks to ride out container shipping turmoil

Hong Kong's port expects a slight rise in container shipping volumes this year despite continuing global turmoil in the sector. The global container industry, which transports everything from bananas to iPhones, is showing signs of better returns after a near-decade long slump. Nevertheless, worries over global retail demand and too many ships have continued to put the brakes on a bigger recovery. Hong Kong's Secretary for Transport and Housing, Frank Chan Fan, said container throughput was expected to increase slightly this year from 19.8 million TEUs (20-foot equivalent units) in 2016 and 20 million TEUs in 2015. "This year it is going up by a single digit per centage," Mr Chan told Reuters on the sidelines of London International Shipping Week, adding that it was too early to forecast about 2018. Trading and logistics account for 22 per cent of Hong Kong's gross domestic product and 20 per cent of its employment. Hong Kong's shipping fortunes soared with the Pearl River Delta export boom of the 1990s, but its once world-leading port has slipped to fifth place by throughput, behind the mainland ports of Shanghai and Shenzhen. Analysts view competition from other Chinese ports as posing a growing risk to Hong Kong. With some of the highest real estate prices in the world, Hong Kong also faces difficulties with any potential expansion of port facilities. "Hong Kong could do better if we have lower land prices, lower property costs," Mr Chan said. "We are trying to boost the higher value end of maritime cargo volume. So, we are hopeful," Mr Chan said. Hong Kong signed an agreement this week with Britain to deepen commercial co-operation in the maritime sector. Hong Kong, which returned to Chinese rule in 1997, is undergoing a number of infrastructure projects including the construction of a 22.9 kilometre (14-mile) bridge across the Pearl River Estuary. An extension of the city's airport runways, which is expected to be completed in 2024, is estimated to see air cargo volumes grow from 4.5 million tonnes currently to 9 million tonnes in coming years, Mr Chan said. He said Hong Kong sought to gain from Chinese President Xi Jinping's trillion-dollar push to build a modern Silk Road - known as Belt and Road - which aims to create land, sea and air routes from Asia to Europe. "We have to co-benefit from the Belt and Road initiative," Chan said. "It is not a game that the winning one takes all - it has to be a collaborative approach." **source : Straitstimes**

APM Terminals a good buy At Rs 140

By Rajiv Kapoor

According to the Ministry of Shipping, around 95% of India's trading by volume and 70% by value are done through maritime transport. The country has 12 major and 200 notified minor and intermediate ports. Cargo traffic, which recorded 1,052 million metric tonnes (MMT) in 2015, is expected to reach 1,758 MMT by 2017. India is the 16th largest maritime country in the world, with a coastline of about 7,517 km. The Indian government has allowed foreign direct investment of up to 100% under the automatic route for port and harbour construction and maintenance projects. It has also facilitated a 10-year tax holiday to enterprises that develop, maintain and operate ports, inland waterways and inland ports. Cargo traffic handled by India's major ports are mainly iron ore and fertilisers. The country's major ports have registered an annual growth rate of 6.79% for FY 2016-17, as against a growth of 4.32% in FY 2015-16. The major ports recorded the highest ever capacity addition of 100.37 MT in 2016-17, thereby raising the total capacity to 1065 MT per annum, as against a capacity of 965.36 MT per annum in 2015-16. The government has taken several measures to improve operational efficiency through mechanisation, deepening the draft and speedy evacuations. Major initiatives have been taken by the government to promote the ports sector in the country. It has announced plans to execute 199 residual maritime projects worth USD 124 billion over the next two years through government funding. It has approved a proposal to replace the "Major Port Trusts Act, 1963", with the "Major Port Authorities Bill, 2016", which will empower major ports to perform with greater efficiency by having full autonomy in decision making and by

modernising the institutional structure of major ports. It plans to undertake the development of 37 national waterways in the next three years, which would have a positive impact on the reduction of overall logistics cost. Under the Sagarmala programme, the government has envisioned a total of 189 projects for the modernisation of ports, involving an investment of USD 22 billion by the year 2035. Increasing investments and cargo traffic point towards a healthy outlook for the Indian ports sector, and providers of services such as operation and maintenance, and marine assets such as barges and dredgers will benefit largely from these investments.

APM Terminals is a ports and terminals company of the maritime giant, AP Miller-Maersk Group, which is one of the largest container terminal operators in the world. It has two facilities in India, one in JNPT at Nhava Sheva Mumbai, while the other is at Port Pipavav in Gujarat. The latter is a successful public private partnership and an important gateway port on the country's west coast for bulk and liquid cargo containers. It leverages on the shipping network and experience of its parent APM Terminals which operates in 63 countries. Port Pipavav is an all weather port, with excellent strategic location providing access to a rich hinterland and key markets. With a total land area of 631 hectares, there is plenty of land available for further expansion. APM Terminals holds 43% equity stake in Port Pipavav. The stock currently quoting at Rs 140 is a good buy, with a 25% price appreciation in the next nine months. **source : sundayguardianlive**

Kalmar, Navis turns ICTSI Melbourne into automated box terminal

KALMAR and Navis, part of Cargotec, have delivered the first OneTerminal automation solution to Victoria International Container Terminal (VICT) at Melbourne. Kalmar OneTerminal provides an integrated automation solution that will bring together Kalmar and Navis software systems, equipment and services for a seamless deployment. The deployment was completed ahead of schedule, making VICT, part of International Container Terminal Services Inc (ICTSI), the world's first fully automated international box handling facility. Melbourne's newest container terminal, VICT is located north of Port Phillip Bay at the mouth of the Yarra River in the port of Melbourne's Webb Dock East. The 35-hectare terminal has an annual capacity of one million TEU, and an additional 400,000 TEU on full buildout. VICT has a berth of 660 metres, which can accommodate two large vessels with capacities of up to 8,000-12,500 TEU at once. Kalmar's OneTerminal deployment at VICT includes the Kalmar Automatic Stacking Crane (ASC) system with 20 ASCs, 11 Kalmar AutoShuttles, Kalmar Automated Truck Handling (ATH), Kalmar Terminal Logistics System (TLS), and the Navis N4 Terminal System.



*The **PERFORMANCE** in Melbourne, Another in the process of upgrading the New NEMO/EAX fleet from average 5700 to 6500 TEU, **PERFORMANCE** (ex MOL **PERFORMANCE**) replaced **CMA CGM BELLINI** and was in port with a sistership, **MSC DAMLA**, the former **MOL PROGRESS**. Typically for a Danaos ship, **PERFORMANCE** still carries the funnel colours of the previous operator albeit the hull has been repainted black. This makes the 10th different funnel variation I've photographed on Danaos ships. **Photo/text Dale e.Crisp ©***

Additionally, Kalmar provided a range of project services required to deploy and support the solution. Said Navis vice president Mark Welles: "The N4 Terminal System will allow VICT to optimise operations, speed turnaround times and deliver a new level of unprecedented efficiency in key areas of the terminal." VICT Christian Gonzalez chairman added in a company statement: "VICT was designed, and is now equipped, to be fully automated, making it the most advanced container terminal in the world. We chose Kalmar's cutting-edge technology and equipment and Navis' software and it is enabling us to reach the highest standards of port safety." **Source : Schednet**

Rotterdam Hartelkanaal / Hartelsluis

Vanaf **vandaag**, maandag **18 september 2017 tot en met donderdag 22 september 2017** vinden er dagelijks tussen 07:00 uur en 16:00 uur werkzaamheden plaats in de Hartelsluis. Indien u gebruik wenst te maken van de sluis kunt u dat doen met inachtneming van een voormelding van een half uur. Inlichtingen kunnen verkregen worden bij:

Haven Coördinatie Centrum, telefoonnummer 010 252 1000 of VHF kanaal 11.

Bron : De HAVENMEESTER van ROTTERDAM, tevens Rijkshavenmeester regio Rotterdam – Rijnmond.



The **MARCO POLO** is entering the Lock at Leith (Edinburgh) prior to sailing for Kirkwall. She was assisted into the Lock by the Tugs **FIDRA** (Bow) and **KITTIWAKE** (Stern). On the left is Subsea 7's Pipe Layer **SEVEN NAVICA**.

Photo : Ken Fletcher ©

Port of Gothenburg Biggest In Scandinavia For New Cars

During the first quarter of the year, new car exports and imports passing through the Port of Gothenburg rose by 12 per cent compared with the first quarter of 2016. The Port of Gothenburg became the number one vehicle handling port in Scandinavia, due largely to the rise in imports. The number of cars exported and imported through the Port of Gothenburg has grown steadily since 2012 and the trend appears to be holding.



According to new figures released by the Swedish government agency Transport Analysis and the industry and employers' organisation Ports of Sweden, 67,682 cars passed through the Port of Gothenburg during the first quarter of the year. This represents an increase of 12 per cent on the first quarter of 2016. The increase can be attributed largely to the 30 per cent upturn in imports. Imports account for 40 per cent of the cars handled at the port and are mainly from Renault and Nissan, but also include Chevrolet, Ford and Opel. The positive trend was underpinned even further during the year by the link-up between the terminal operator, Logent Ports and Terminals, and car producers Mazda and Tesla. "The upsurge in the sale of new cars in Sweden

has continued and this is reflected very clearly in our import figures. Our terminal operators, Gothenburg RoRo Terminal and Logent Ports and Terminals, are doing a first-rate job of sourcing new volumes and the future for imports is looking bright," said Claes Sundmark, Vice President, Container, Ro-Ro and Rail at Gothenburg Port Authority. On the export side, it is Volvo that accounts for the majority of the volumes. During the first quarter, the port shipped three per cent more new cars, thanks to the growth in sales of Volvo's Gothenburg-produced models from what was already a record-breaking level. "I'm very

pleased to see that their model range is enjoying continued success. Volvo has new models in the pipeline at the Torstrand Plant, which they are very optimistic about, and there are strong indications that car exports will increase at an even higher rate in the future," said Claes Sundmark. Source: Gothenburg Port Authority



The MIDNATSOL outbound from the IJmuiden locks Photo : Marcel Coster ©

China's Cnooc in search of partner to develop Mexico's deepwater prospects

By ADAM WILLIAMS AND AIBING GUO

Cnooc Ltd. is searching for partners to develop oil prospects deep into the Gulf of Mexico as the Chinese giant extends its global reach. After bidding alone for exploration rights in Mexico's first-ever deepwater auction in 2016, Cnooc is seeking deals known as farmouts, a common type of joint venture where a stake in an oil prospect is exchanged for help with drilling and production. The company has yet to choose partners, a Beijing-based spokeswoman for Cnooc said Friday. China, the world's biggest oil consumer after the U.S., has sought a foothold in crude production everywhere from Africa to Canada as it looks to ensure supplies to its fast-growing economy. Several Latin American countries like Venezuela and Brazil have taken advantage of China's thirst for crude to secure investments or loans that haven't always been easy to obtain elsewhere. Cnooc is the first foreign producer to seek a farmout in Mexico since the opening of the country's oil industry to competition, following decades of a monopoly in the hands of state-owned producer Petroleos Mexicanos "It makes sense" that Cnooc would seek a partner, Juan Carlos Zepeda, Mexico's oil commissioner, said in a phone interview from Mexico City. "It's logical because in deep waters, companies normally develop the projects in consortium groups or partnerships." If Cnooc seeks a partner to act as operator in one or both of its deep water oil areas, it would have to be approved by the country's oil regulator, Zepeda said. The company was awarded two blocks just south of the U.S.-Mexico maritime border in an area known as the Perdido Fold Belt, where Mexico estimates the bulk of its untapped oil potential is located. It's one of the deepest exploration areas in the world.

Sixty-six companies have won rights to develop oil and natural gas in Mexico since the country passed final legislation to end the Pemex monopoly in 2014. The new oil and gas contracts could bring in as much as \$59 billion in investment for the country, Energy Minister Pedro Joaquin Coldwell said last month. Cnooc, which has been an active participant in other Mexico oil auctions, is one of 16 companies qualified to bid to partner with Pemex in three fields where the country's state-owned operator is seeking joint ventures next month. In the Dec. 2016 deep water auction, Cnooc was the only company that won oil areas as a lone bidder, while companies such as Total SA, ExxonMobil Corp., and Chevron Corp. won rights to develop Mexican crude as part of consortium groups. source : Worldoil

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Australian helps rescue more than 60 people on stricken Robben Island ferry off Cape Town

By Sally Sara and staff

An Australian surgeon has helped more than 60 people flee a sinking ferry off the coast of the South African city of Cape Town.

The ferry, named **THANDI**, carries people from Cape Town to Robben Island, the former site of a prison where Nelson Mandela, Jacob Zuma and other notable figures were imprisoned during the Apartheid era.

David Nicholson, a 48-year-old orthopaedic surgeon from Newcastle, was on board the ferry which was headed to Robben Island when it struck rough seas. "We'd been going through the swell pretty hard and waves were breaking over the front of the boat, and [I noticed] some of the windows at the front of the boat were leaking," Dr Nicholson said. "It became pretty obvious that they weren't designed to take on waves and eventually water started pouring in through those front windows." He described scenes of panic and confusion as the unfolding situation became clear to the other passengers onboard. "People were starting to worry if everything was OK — A lot of people were looking pretty distressed," he said. Dr Nicholson said it became evident the nose of the vessel was slowly becoming submerged as it took on more water. "Once it became really obvious that it was down, the crew called for everyone to get their life-jackets on," he said. "It took a bit to calm people down at that stage. People were really starting to freak out." Dr Nicholson said it seemed like it took a long time for help to arrive as the situation unfolded. But when help did arrive, he said the rescue service was quick to usher everyone to safety. The National Sea and Rescue Institute (NSRI) said at least 10 rescue boats, two helicopters and various medical and dive crews responded to the stricken ferry. "I'm sure they were getting there as fast as they could but ... people were really worried no-one would turn up," Dr Nicholson said. "On arrival on the scene the ferry was found to be listing to one side from water intake from unknown causes and some of the passengers were found to be in life rafts and the remaining crew and passengers were on the deck of the casualty ferry," the NSRI said. Dr Nicholson was one of the last to leave as rescue crews transferred the passengers to another vessel. "The entire process probably took about half an hour to get everyone off the [sinking] boat," he said. The NSRI added that a female passenger who was aboard **THANDI** was treated for back pain, and a female passenger from **MADIBA 1** was treated for anxiety. The South African Maritime Safety Authority announced an investigation into the cause of the incident, which Dr Nicholson said he thinks is greatly needed. The incident has prompted many people to take to social media to comment on their past experiences travelling to Robben Island. "A few weeks back I was on this small ferry. How could they even thinking of sending this thing out in the weather," Deon Collison from Cape Town said on Facebook. "One time and maybe the only time I was on one of these. It was windy and the sea was high ... I can't even begin to imagine the terror they must have gotten," political communications student Joy Buria said. "Let me affirm that these boat rides on windy days like today are so scary and should simply not be allowed." Thousands of tourists each year make the journey from Cape Town to the World Heritage site at Robben Island. Dr Nicholson said the passengers on board the ferry appeared to be mostly tourists from a mix of countries. **Source : ABC net**

SMOKE GETS IN YOUR EYES



The **SEA SALVOR** operating in Malta – **Photo : Michael Cassar ©**

CMA CGM sees further profit rise in H2 on improving shipping sector

French-based container shipping group CMA CGM said it expects second-half operating profits to exceed the first-half as the overall market improves and the company benefits from the integration of its APL line acquisition. CMA CGM, the world's third-largest container shipping firm, reported a core operating profit of \$472 million on Friday, up from \$252 million in the first quarter and against an \$81 million loss in the year-earlier period. Second-quarter sales rose by 57 percent to \$5.55 billion, supported by a 33 percent increase in shipped volumes and a 12.5 percent rise in average revenue per container, CMA CGM said in a statement. Core operating margin reached 8.9 percent, up from 5.5 percent in the first quarter and minus 2.3 percent a year earlier. APL, which was consolidated in June 2016 in CMA CGM's biggest ever acquisition, also remained profitable in the second quarter, with a \$137 million contribution to group operating profit. The \$2.4 billion takeover of APL is one of a series of consolidation deals in the past two years as container lines have sought to recover from a severe downturn linked to vessel overcapacity and tepid economic growth. Other container lines have also pointed to an improvement in conditions this year, with market leader Maersk Line saying last month that fundamentals were at their strongest since 2010. CMA CGM said the recent upward trend in freight rates had led it to expect higher second-half operating profits compared with the first half, excluding significant variations in fuel costs and exchange rates. The privately owned firm said its unit costs were stable in the second quarter compared with a year earlier as it offset a 60 percent rise in fuel costs with measures under an ongoing savings plan and gains from the integration of APL. **Source: Reuters (Reporting by Gus Trompiz; editing by Luke Baker)**



The **CPO GERMANY** navigation the Dutch coastal waters **Photo : Flying Focus Aerial Photography www.flyingfocus.nl**



Tankers: Baltic-UKC Aframax route hits three-month high on demand

The cost of taking crude oil on the Baltic to UK Continent route on Aframax vessels has reached a three-month high due to stronger demand, sources said. S&P Global Platts assessed the Baltic to UK Continent Aframax route, basis 100,000 mt, at \$6.34/mt on Thursday, the highest in over three months. The last time it was assessed higher was May 26 at \$6.69/mt. Prices have strengthened due to a combination of stronger demand from charterers in the North and Baltic seas, which has run down the position list in the region, sources said. Exports of Urals crude rose in Primorsk, Russia, by 400,000 mt in September now that maintenance work has been completed on the crude pipeline which feeds the Primorsk crude export terminal. Shipowners

are also expected to start amassing their ice-class vessels in the North and Baltic seas in the coming months ahead of winter, where ice-restrictions dictate which vessels can load in the Baltic region, sources said. **Source: Platts**

Kiel Port Prize goes to Jörn Grage of SCA Logistics

The 2017 annual Port of Kiel Prize has been awarded to Jörn Grage, Managing Director of SCA Logistics GmbH, Port of Kiel said in its press release. The award was presented on Thursday evening, September 14th, by Dr Dirk Claus, Managing Director of the PORT OF KIEL (SEEHAFEN KIEL GmbH & Co. KG) as part of celebrations to mark the "Sprottenback" – the traditional annual social get-together of companies in the port business community. The new SCA Terminal was erected on a site of well over 16 hectares in the northern sector of the Ostuferhafen and has a hall storage area of more than 50,000 m². A total of 25 million Euros were invested and 80 new jobs created. SCA cargo ships call at the Ostuferhafen twice a week from Sundsvall in northern Sweden and offload up to 160 pallets of paper products each trip. Products range from cellulose through newsprint to kraftliners and cartilage products for high-quality packaging - all destined for the German and European markets. In addition overseas containers are packed for shipment out of Hamburg to the Far East. On the return journeys to the Swedish east coast, the SCA ships carry a range of cargo such as vehicles, breakbulk, steel or materials for recycling. **Source : Portnews**

MARITIME ARTIST CORNER



The latest work of maritime artist **Frans Romeijnsen** www.galeriemarkant.nl is the above seen sea battle (60 x 60 cm) from yesteryears

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

.... PHOTO OF THE DAY



The brandnew **Meyerwerft** in Papenburg built **WORLD DREAM** ready to leave the builders for the Eemshaven for final outfitting and delivery **Photo : Jacob Versteeg (c)**

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