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**On Tuesday the 12th the THIALF in tow of KOLGA arrived at Rotterdam just in time before the weather badly deteriorated The SMIT CHEETAH and the latest addition to the Kotug Smit fleet, the ROTTERDAM, assisted upon arrival. THIALF will most probably stay till March for her annual winter maintenance.
Photo : Hans Hoffmann (c)**

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Built in 1945 at the Consolidated Steel Corp in Wilmington, California, the **PAUL H TOWNSEND** was originally launched as the **HICKORY COLL**. She was eventually brought to the Great Lakes and converted to a cement carrier. She had been laid up in Muskegon, Michigan since 2005, but is shown on a one-way voyage to International Marine Salvage in Port Colborne, Ontario on Sept. 9, 2017. **Photo: Lorraine Morrill Sarnia, Ontario (c)**

Global Ship Lease Announces Extension of Time Charters with CMA CGM

Global Ship Lease, Inc. (NYSE:GSL), a containership charter owner, today announced that it has signed time charter extensions with CMA CGM for two 2,207 TEU containerships, the 2002-built Julie Delmas and the 2003-built Delmas Keta. The vessels will be chartered for a period of 12 months (plus or minus 45 days at charterer's option) at a fixed rate of \$7,800 per vessel per day, commencing immediately upon expiration of the current time charters on September 11 and 20, 2017, respectively. Ian Webber, Chief Executive Officer of Global Ship Lease, said, "We are delighted to have secured extensions for these two time charters with the current charterer, CMA CGM, on an EBITDA positive basis. These agreements are consistent with our strategy of operating our 18-vessel fleet on fixed-rate contracts and our track record of maintaining fleet-wide utilization near 100%, thus enabling us to benefit from a predictable and stable cashflow stream. As of August 31, 2017, our fleet has an average remaining charter term of 3.1 years, or 3.3 years weighted by TEU capacity, representing \$530 million of contracted revenue." Mr. Webber concluded, "Looking forward, we believe that supportive long-term fundamentals and an improving supply/demand

balance for mid-sized and smaller containerships will lead to continued market strengthening, further enhancing the rechartering prospects and economic value of our fleet." Global Ship Lease is a containership charter owner. Incorporated in the Marshall Islands, Global Ship Lease commenced operations in December 2007 with a business of owning and chartering out containerships under mainly long-term, fixed-rate charters to top tier container liner companies.

Global Ship Lease owns 18 vessels with a total capacity of 82,312 TEU and an average age, weighted by TEU capacity, at August 31, 2017 of 12.7 years. All 18 vessels are currently fixed on time charters, 15 of which are with CMA CGM. The average remaining term of the charters at August 31, 2017 is 3.1 years or 3.3 years on a weighted basis, taking into account the above extensions. **Source: Nasdaq**

Silversea orders one sister ship of Silver Muse at Fincantieri



The **SILVER MUSE** moored in Venice **Photo : Richard Castle (c)**

Silversea Cruises and Fincantieri signed a contract worth about 310 million euros, for the construction of a new ultra-luxury cruise ship, due to join the shipowner's fleet in 2020. The new unit, tentatively named **SILVER MOON**, will be a sister ship of **SILVER MUSE**, delivered in April at the shipyard in Sestri Ponente (Genoa). At 40,700 gross tons and with a capacity to accommodate 596 passengers on board, she will maintain the small-ship intimacy and spacious all-suite accommodations which are hallmarks of the Silversea experience. The new build will expand Silversea's fleet to 10 ships. Once operating, she will significantly raise the bar in the ultra-luxury segment with a wealth of enhancements to the on board experience, while satisfying the uncompromising requirements for comfort, service, and quality of the world's most discerning travelers. Among the voluntary notations of the ship, the "Green star 3 Design" stands out. It is assigned to units that are designed, built and equipped in order to prevent air and water pollution. Furthermore, the "COMF-NOISE A PAX" and "COMF-NOISE B CREW" are assigned on the basis of the noise levels measured on the ship. Results have confirmed the extremely high level of comfort offered to passengers on board. Manfredi Lefebvre d'Ovidio, Chairman of Silversea, commented: "Based on the high praise Silver Muse has earned with our guests, we are eager to build on our flagship's success and move forward with a sister ship, which will bring us closer to fulfilling my father's dream of a 12-ship fleet. We pride ourselves on delivering an outstanding luxury cruise experience, and are delighted to partner once again with expert luxury shipbuilder Fincantieri as we continue to grow and evolve our fleet". Giuseppe Bono, CEO of Fincantieri, stated: "We have a trusted relationship with Silversea which was born many years ago and is renewed today thanks to this important order. We are very glad to build a new ship for this fleet, moreover based on a successful project like the one of "Silver Muse", of which we are particularly proud of". Bono concluded: "The ultra-luxury segment confirms to be among those embodying orders even after the peak of the past few years, and Fincantieri has again proved to be the undisputed shipbuilding group in this such prestigious market niche". **source: latecruiseneews**

Bastiaansen replaces Klijn at Wagenborg

Gerard Bastiaansen is the new CEO at Dutch heavy lifting and transport specialist Wagenborg Nedliff. He started on 1 September, replacing **Ton Klijn** who left at the end of August. Bastiaansen was previously project manager in Canada and has been in the industry since 1982. Klijn has taken over at ESTA, the European association for specialized transport and mobile cranes, where he is director. Wagenborg Nedliff operates in Europe and further afield, often working in the oil and gas, petrochemical, energy, construction and infrastructure sectors. **source: KHL**



The **VIVIEN** navigating the Westerschelde outbound from Antwerp – Photo : Kees Murre (c)

MHI selected by Inmarsat to launch its first

Inmarsat the world's leading provider of global mobile satellite communication services, has today announced that Mitsubishi Heavy Industries, Ltd. (MHI) has been selected as the launch provider for the first satellite in the Inmarsat-6 fleet (Inmarsat-6 F1). The value of the contract has not been disclosed. The satellite, which is under construction by Airbus Defence and Space, is scheduled for launch in 2020 using MHI's H-IIA launch vehicle.

Inmarsat's sixth-generation (I-6) fleet will be the first to feature dual-payload satellites; each supporting L-band and Ka-band (Global Xpress) services. The I-6 satellites represent a step change in the capacity of Inmarsat's L-band services and will support a new generation of L-band capabilities, from advanced global safety services and very low cost mobile services, to Internet of Things (IoT) applications. The Ka-band payload will add further depth to Inmarsat's Global Xpress (GX) constellation, which began offering high-throughput broadband services worldwide in 2015. Through the I-6's Ka-band payload, Inmarsat will augment its global coverage with greater depth of capacity in regions of greatest demand. "Inmarsat is delighted to select MHI and its H-IIA launch vehicle for the first of our sixth generation satellites," said Rupert Pearce, CEO of Inmarsat. "Inmarsat is continually seeking to extend and diversify its ecosystem of partners, particularly in the strategically important area of launch providers. We believe that MHI and its H-IIA launch vehicle offers a world-class service. "With the development of the new H3 launch vehicle, it is clear that MHI is committed to continuing innovation," continued Rupert Pearce. "These are attributes that we seek in our partners and we look forward to a long and fruitful relationship with MHI as one of our roster of launch partners."

"We are honoured to have been selected by Inmarsat, a leader in the global mobile satellite communications industry, to provide launch services. The decision reflects the reliability and on-time delivery of our launches, as well as our highly valued technological expertise," said Masahiro Atsumi, Vice President & Senior General Manager for Space Systems in MHI. "As with previous launches, MHI will work closely and attentively - in the spirit of

omotenashi - with Inmarsat to prepare the specifics of the launch to ensure that expectations are met. We hope to build a strong and lasting relationship with them, and to provide further launch services using our latest H3 rocket in future." MHI Launch Services enjoys an extremely high success rate of 97.6% and has provided 35 successful consecutive launches since 2005, delivered on-time and to the customer's satisfaction. The successor to the H-IIA – the H3 Launch Vehicle – is now being developed by MHI and Japan Aerospace Exploration Agency (JAXA). It will allow even more flexible and cost-efficient launch services, and is scheduled to make its maiden flight in 2020. The agreement with Inmarsat reflects MHI's long-term commitment to supporting a wide range of customers in the space industry. MHI will continue to support the development of the space industry, and will seek further new opportunities in this field both in Japan and globally. Inmarsat will make a decision on its launch partner for the second I-6 satellite in due course.



The **THORCO ROYAL** berthed at the Nyrstar Wharf at Risdon upstream from Hobart, Tasmania, Australia
Photo : Glenn Towler Hobart, Tasmania (c)



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NIMASA deploys world-class equipment to fight piracy

The Nigerian Maritime Administration and Safety Agency (NIMASA) would eliminate piracy on the territorial waters, its Director-General, Dr. Dakuku Peterside, has said. Peterside told The Nation that the agency was determined to stem the criminalities on the nation's territorial waters by deploying world-class equipment and synergies with other agencies. "We have a close working relationship with the United Nations Office on Drugs and Crimes (UNODC) to foster an integrated approach to dealing with the menace. "We have also increased surveillance and have deployed world-class with the Nigerian Navy and the Nigerian Ports Authority to monitor our maritime environment," he said, adding that the country has deployed Maritime Patrol Aircraft's (MPA) with the Nigerian Air Force as well as other naval assets to patrol and monitor the waterways. Peterside noted that as a signatory, Nigeria is committed to complying with all International Maritime Organisation (IMO) regulations to eliminate piracy and criminality on the high seas. He said the country was mindful of the risks posed by piracy and maritime crimes to life, navigational safety and the environment, saying this was why NIMASA was strengthening the regional rescue coordination centre in the country as well as enhance information sharing. He urged the maritime community to separate criminality from piracy and militancy, reiterating that Nigeria is safe for shipping and other activities in the sector. Peterside appealed to international development agencies to work with Nigeria in resolving maritime insecurity because of its strategic position to the

maritime development on the continent given the size of her economy, population and geographical location. source: the nationonlineng



The [NDURANCE](#) inbound for Moerdijk Photo : Kees Torn (c) [CLICK at the photo and hyperlink in the text \(c\)](#)

Newbuild combines cable lay, trenching and rock installation capability



Livingstone combines a large cable-carrying capacity with the ability to install cable and cable protection faster than any other vessel

DEME Group's new cablelay vessel **LIVING STONE** has already been awarded three contracts – proof if any were needed of its extremely high-spec design and cost-effective mode of operation. Due to enter service shortly, **LIVING STONE**, DEME Group's new cablelay, trenching and rock installation vessel, has a considerable backlog ahead of it. The first project it will undertake will see it install the inter-array cables on the Merkur offshore windfarm in the North Sea. The second contract, awarded by Dong Energy to Tideway, a subsidiary of DEME, will see the ship install the cabling for the Hornsea Project One offshore windfarm. The third project is an interconnector job. For the Hornsea Project One contract, Tideway will deploy DEME's dynamic positioning class 3 vessel to install the cables on what will be the world's largest offshore windfarm. The scope of work to be undertaken by Tideway includes cablelay, pre-trenching, backfilling, pre-sweeping, route preparation and rock placement for three high voltage subsea power cables from three offshore substations to the shore, as well as the installation of two interlink cables. Describing the contract and the company's role in it, Hugo Bouvy and Lucas Bols, directors at Tideway, said the work on Hornsea Project One would make use of the vessel's innovative, modular cable/umbilical-handling system, which has a 10,000-tonne cable capacity divided over two turntables, both of which are arranged below deck. The second contract that will

be undertaken by **LIVING STONE** was awarded to Dredging International, also part of DEME Group, which has secured a contract from Belgian transmission system operator Elia to install the power cables for a modular offshore grid in the North Sea.



DEME will use a number of newly built vessels from its fleet to carry out the work, including **LIVING STONE** and the trailing suction hopper dredgers **MINERVA** – the first of its type in the world with dual-fuel liquefied natural gas (LNG) propulsion – and **SCHELDT RIVER**. DEME will use

MINERVA and **SCHELDT RIVER** to prepare the seabed before installing the cable from **LIVING STONE**. Elia's modular offshore grid includes a substation located about 40 km off the coast of Zeebrugge to which four windfarms will be connected. Submarine cables will link the platform with a substation in Belgium, where electricity from the windfarms will be injected into the Belgian grid. The contract includes the supply, installation and maintenance of the submarine power cables. One 220 kV power cable will be installed along a 4.5 km route between the substation and the first windfarm. Two 220 kV submarine power cables of approximately 39 km each will be installed from the substation to the onshore connection point at Zeebrugge. Like **MINERVA**, **LIVING STONE** also has dual-fuel engines and will use LNG as its primary fuel. Built at Spanish shipyard LaNaval, the vessel's turntables can transport more than 200 km of cable. With deck space of 3,500m² and an innovative cable-handling system with cable-handling tools for cable ends, connections and cable protection systems accommodated on deck, **LIVING STONE** can also be equipped with a third carousel with an additional loading capacity of 2,000 tonnes, if required. Complementing this huge cable-carrying capacity are remotely operated vehicles and a subsea trenching tool and fallpipe system that will be used to lower rock to protect cables once they have been installed. The vessel also has a 7.7 m by 7.7 m moonpool and a 600-tonne crane for the installation and removal of subsea structures and will provide accommodation for up to 100 people. It can be also be fitted with a 65-tonne safe working load A-frame that will have a telescopic docking frame and a winch with slack motion compensation. Unsurprisingly, given all of the above-mentioned capability and technology developed in house by Tideway, DEME claims that **LIVING STONE** will install cables more quickly and more efficiently and in longer lengths and with fewer offshore joints than any other cable installation vessel. **source : offshore support Journal**

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First ever marine type approval system for cyber enabled components announced

Lloyd's Register (LR) releases Type Approval Requirements for components within Cyber Enabled Systems on board Ships – Procedure for Network and Network-related devices

Introduction of this type approval procedure is important, as it defines a critical point in the evolution of smart technology implementation within the marine and offshore industry – delivering an assurance system that provides confidence in the market for the supply of cyber enabled components. Providing all the benefits of traditional type approval; reassurance on supply chain quality and robustness within the marine environment, the new procedure will also incorporate consideration to the functioning of a cyber enabled system, such as cyber security.

The type approval procedure will address:

- ✓ Production quality assessment in the supply chain

- ✓ Marine environment testing for cyber enabled components
- ✓ Verification of the cyber functions, such as communication and cyber security

Shipyards and designers will be able to select type approved component parts to build cyber enabled 'smart' ship systems with a new level of confidence and quality indication. Manufacturers of components will be able to demonstrate their product as meeting LR's requirements on the above and differentiate their products in the market.


LR Marine & Offshore Innovation Strategy and Research Director, Luis Benito, said: "Type approval will work together with LR's Cyber Enabled ShipRight document, providing type approved components to use in cyber systems, such as predictive maintenance and performance optimisation." He added, "Together this offers the complete cyber solution for the future, from components to systems to functions." LR has been leading in the safe adoption of digital technologies within the marine and offshore sector, and has pioneered a 'total-systems' approach. In February 2016, LR issued the first guidance on cyber enabled ships: 'Deploying Information and Communications Technology in Shipping – Lloyd's Register's Approach to Assurance'. This identified the elements that constitute a cyber enabled ship and the activities that need to take place to ensure that cyber technology does not introduce a safety risk, effectively providing the industry with a route map to understanding the implications of digital technology.

This was followed with the introduction of the industry's first ShipRight procedure, which details LR's framework for accepting cyber technology at varying levels of autonomy – from ships with the most basic decision support tools to vessels that are fully autonomous – identifying the assessments, processes and considerations that need to be followed. Cyber security is addressed as one of the six risk areas studied for connected ships and requirements are included within the ShipRight Procedure; without meeting these it is not possible to certify the level of autonomy as safe. The first ships to be classed with LR's cyber notations were delivered in May this year.

A new set of cyber security services were also introduced in 2017. Built on an easy to use model that provides clarity and allows evolution in line with emerging threat patterns and the changing regulatory environment, it is designed to help LR clients understand how cyber secure they are now and what level of security they want to achieve in the future. These services deliver cyber security gap analysis and other readiness services to owners, operators and other clients against the US Coast Guard Strategy on cyber security and forthcoming IMO regulations as well as the cyber security best practice already established in other industry sectors, such as Naval.



The **CMA CGM BENJAMIN FRANKLIN** departing the Amalia Haven in Rotterdam bound for Zeebrugge (B)
Photo : Anko Staas (c)

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the **FAST HERMAN** inbound for Ghent – Photo : Huib Lievens (c)

CP SANDPIPER DELIVERED BY NEPTUNE SHIPYARD



The **CP SANDPIPER**, a brand-new **EuroCarrier 2495**, has been delivered to its new owner **Cape Preston Port Company** in Australia recently. The new-build **EuroCarrier 2495** is a nice addition to the growing fleet of **Neptune 2495 EuroCarriers** worldwide. **Neptune** managed to deliver the **CP SANDPIPER** within a short lead time. This has been achieved through the modification of a custom-built vessel, which was partially build already. However all demands of **Cape Preston Port Company** have been fitted to the vessel, which makes this **EuroCarrier** a bespoke vessels for the customer's operations. Moreover, the **EuroCarrier 2495** has been completely delivered in compliance with Australian legislation. The brand-new **EuroCarrier 2495** will be transported to Australia onboard a heavy lift carrier, where it

will arrive in October. Upon arrival the **CP SANDPIPER** will be used by her owners to assist the Sino Iron Project, the largest magnetite mining and processing operation in Australia with a mine life of over 25 years. The multi-purpose workboat will be used to perform daily maintenance operations onsite this prestigious project, carried out by **Citic Pacific Mining**.



DEME's new build **SCHIEDT RIVER** guided through the city centre of Rotterdam on her way out for yard sea-trials this evening. She's guided by **BO CHRIS Jr** on her bow and **ANNE MARIE** on her stern. photo: Warner Leijenaar (c)

Sea Machines Launches 1st Autonomy Product for the Marine Market

Industrial-Grade Autonomy for Increased Productivity and Safety of Workboats

Sea Machines Robotics announced the release of the company's first product, an Autonomous Control System for commercial marine vessels, the **Sea Machines 300**



The Sea Machines 300 is the world's first industrial-grade control system that is standardized for work boats. The technology provides an immediate upgrade in vessel operations by enabling remote and autonomous control of conventional boats. The Sea Machines system moves the marine sector into a new era of control by enabling:

Direct Remote Command, which is remote joystick control of a boat with a 1-kilometer range. Giving an operator the flexibility of not being confined to a vessel during operations; boosting productivity and safety of many traditional marine tasks.

Autonomous Command, is Sea Machines computer control which pilots a boat in preplanned or routine long duration missions with real-time self-awareness to keep the vessel on plan, on course, away from obstacles, while giving increased capability, predictability, amplified safety, and operator peace of mind. Sea Machines is going to market by offering the Sea Machines 300 system to offshore and near shore vessel operators, boat builders and a network of retrofit partners. "The Sea Machines 300 opens a new world of on-water operations providing multi-fold increases in workboat safety, efficiency, and productivity. Sea Machines technology gives companies the ability to get ahead of the marine technology curve", said Sea Machines CEO Michael G. Johnson. "We are making autonomous & remote command a standardized product that soon will be as commonly deployed as radar or chart plotter systems." The Sea Machines 300 is built on marine industrial Siemens components and computers. It interfaces with vessel instruments and systems and is ready to integrate with an array of propulsion configurations. The system takes data from typical navigation sensors for real-time awareness and perception, including DGPS, AIS, and radar. All autonomy system components are mounted in a marine IP67-rated electrical enclosure.

The system is supplied with a user interface, called Sea Machines TALOS, which provides computer controlled autonomy options, or direct joystick control. TALOS can also control multiple vessels from a single station. In autonomy mode, the user can select from programmable commands such as: planned waypoint tracking/grids, collaborative navigation with other vessels, all while incorporating multi-objective decision making. The Sea Machines 300 features embedded collision avoidance algorithms and abides by parts of IMO's COLREGs navigation rules. The Sea Machines 300 provides a new realm of vessel operations, allowing an on-board crew to focus on other operations like back-deck tasks, or the system now unlocks the ability to operate a vessel in minimally-manned or unmanned configurations. An operator can now command a boat from a remote location with the visibility of vessel-born video and radar feed and gives the ability to remotely control onboard payloads such as survey sonars, winches, cranes, and davits. The Sea Machines 300 provides an immediate upgrade to traditional workboat tasks such as bathymetric surveying, seismic support, spill operations, dredging, aquaculture, surveillance, area marking, and escort. The release of the product follows 18 months of inshore and offshore testing activities. Additionally, the Sea Machines system has been deployed by pilot customers using this technology to move their conventional operations into the 21st century of advanced control. Retail price of the Sea Machines 300 system is \$98,500 and is available for order. Sea Machines Robotics Inc., founded in Boston in 2014, is a growing venture-backed company that is fully focused on 21st century innovation for the marine and maritime sectors. Further information is at www.sea-machines.com,

Cruise Lines Are Sending Ships to Rescue Hurricane Irma Victims in the Caribbean

by : Claire Zillman

Royal Caribbean announced on Sunday that it's sending two cruise ships to Caribbean islands ravaged by Hurricane Irma in an effort to help victims of the massive storm. The cruise line's **Adventure of the Seas** ship, with passenger capacity of 3,800, was scheduled to make a humanitarian stop in St. Maarten on Sunday. Hurricane Irma ripped through St. Maarten, the Dutch side of the island known as St. Martin located east of Puerto Rico, killing at least four and badly damaging or destroying 70% of houses there, according to the government of the Netherlands. On Sunday, there were reports of violence on St. Martin as

storm survivors, without electricity or phone service, fought over what little food and water remained. Another Royal Caribbean ship, **Majesty of the Seas**, will make a humanitarian call to another island, St. Thomas, as well as to St. Maarten, where the ship, built for up to 2,800 passengers, will assist in transporting evacuees to safety. St. Thomas, part of the U.S. Virgin Islands, suffered extensive damage from the hurricane, which crippled the island's only hospital. Another cruise company, Norwegian Cruise Line, mobilized its 2,000-passenger **Norwegian Sky** ship to St. Thomas to deliver supplies and assist with humanitarian effort being organized by the government, according to a release. U.S. President Donald Trump declared a state of emergency for the U.S. Virgin Islands last week, a designation that will help the territory receive federal funding for its recovery more quickly. Two more Royal Caribbean ships, Empress of the Seas and **Enchantment of the Seas**, are prepared to assist areas in Florida Key West and Tampa If they're needed, according to the company's release. On Friday, the cruise company deployed **Enchantment of the Seas**, a 989-ft vessel with capacity for 2,700 passengers, to evacuate its own employees and their families from Miami as the storm hurtled toward Florida. Cruise lines have canceled scheduled trips due to the storm. That's freed up ships to help before and after the storm, while pummeling cruise company stocks. source : Fortune



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Spotted in Kalamata Greece.the **GLOVIS PASSION** Photo : Piet de Nijs (c)

Understanding The Jones Act And Its Application To Injured Maritime Workers

The Jones Act, also known as the Merchant Marine Act of 1920, is a federal law that provides certain protections for employees who are injured while working aboard U.S. vessels. Among other things, the Jones Act provides an injured worker the right to sue an employer for negligence. Jones Act damages can include past and future lost wages, pain and suffering, and medical bills, among other damages. There are additional remedies available to the injured worker for unseaworthiness of the vessel, and maintenance (living expenses) and cure (medical expenses). Given the importance of the Jones Act to claims for injuries at sea, it is important both for maritime employers and their workers to understand how the Jones Act works and who it protects.

A recent decision by a federal district court in Florida sheds some light on this issue. *Salty Dawg Expedition, Inc. v. Borland*, 2017 WL 2834775 (M.D. Fla. June 30, 2017). As explained in **Salty Dawg**, the Jones Act “distinguishes between a ‘land-based’ and a ‘sea-based maritime worker,’” and provides a remedy only to the latter—i.e., a “seaman.” To qualify as a seaman, generally, a worker must contribute to the work of the vessel, and must “have a connection to the vessel in navigation” that is “substantial in terms of both its duration and nature.” Typically, a worker who does not spend at least 30% of his or her time working aboard the vessel lacks a “substantial connection” to the vessel. The **Salty Dawg** case involves two individuals who responded to an email listserv solicitation posted by the owner (and captain) of the yacht, **M/V Salty Dawg**, seeking crew members for a month-long trip from Tampa Bay to Cancun to New Orleans. The two individuals—who were admittedly “inexperienced boaters” seeking knowledge and experience in preparation for buying a Nordhavn yacht—agreed to perform night watches and minor line handling on board the yacht. They signed no written employment contract and received no financial compensation, agreeing to work aboard the yacht purely for lodging, “sea hours,” and experience. After performing a single night watch, one of the individuals slipped and fell on his back amid turbulent seas, suffering a fractured vertebra. The owner of the vessel sued the injured worker, seeking a declaration that it owed the injured worker no maintenance and cure. The injured worker countered seeking, among other things, damages under the Jones Act and for the unseaworthiness of the vessel and maintenance and cure. The court determined a jury trial would be necessary to determine whether an employment relationship exists and, if so, whether the injured worker qualified as a “seaman.” **M/V Salty Dawg’s** owner conceded that the injured worker had contributed to the work of the vessel because he had performed a night watch. But the owner disputed that the worker had “a connection to the vessel in navigation,” because the parties intended “not to sail the Gulf of Mexico continuously for a month, but rather to spend a substantial amount of time ashore in Mexico and New Orleans.” However, the court observed that there was no evidence, such as a hotel reservation, showing that the worker would remain ashore for an extended time. The court also noted that even excluding several weeks when the vessel would remain docked or moored, the evidence showed that the worker was intended to serve exclusively aboard the vessel for at least eight days while at sea over the course of the voyage. Given the “consistent rule” that even “brief but exclusive” service aboard a vessel can be a “substantial connection,” the parties would have to present their respective evidence and arguments to a jury, to determine whether the injured worker, in this case, had a substantial connection to the vessel. Finally, **M/V Salty Dawg’s** owner argued that the worker had not met the “30% requirement” because he was only on the watch for approximately five hours or 20% of the 24 hours the vessel was actually underway. But the court disagreed, explaining that “the 30% guideline measures the percentage of designated work that requires a person’s presence aboard the vessel rather than the percentage of time during which the vessel’s work occupies a person.” Thus, a mechanic who monitors a vessel’s engine for six hours and then rests for 18 hours is still a “seaman,” because all of the work he is expected to do requires him to be aboard the vessel. Likewise, here, 100% of the worker’s contemplated duty—standing watch and handling lines—required his presence aboard the vessel. **Salty Dawg** demonstrates the pitfalls that both maritime employers and workers can encounter when it comes to determining who is a “seaman” for Jones Act purposes. As the decision shows, even working briefly aboard a vessel at sea for no pay can conceivably make a worker a Jones Act seaman, entitled to sue under that statute. As in the case of **Salty Dawg**, this is a fact-specific inquiry. While it may not be possible to avoid the prospect of litigation entirely, maritime employers and workers would do well to understand the implications of the Jones Act, before a voyage begins. source : [Marineinsight](#)



The **EUROPA 2** outbound between the IJmuiden breakwaters with on the left the **MONARCH** inbound **Photo : Joop Marechal (c)**

EENVOUDIG EN SNEL GEBRUIKT OF NIEUW MATERIEEL LEASEN?

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RIVIERA at Malta 12.9.2017 Michael Cassar (c)

MERUS rings installed on Vroon's new ship: 'VOS Start'

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Once again, **Vroon** has chosen to put its trust in **Pronomar's** capacity to support the technical installation on its new offshore supply ship "**VOS START**", by installing multiple **MERUS rings**. Having more than a century's experience in the international shipping industry, makes Vroon certain that having **MERUS rings** on-board the **VOS START** is the ideal solution to prevent possible scaling problems. They already built up experience by having the technology on-board the **VOS SUGAR, VOS STAR, VOS PARTNER, VOS PASSION** and more. The new subsea-support walk-to-work vessel **VOS START**, built by Fujian Southeast Shipbuilding, has upgraded Vroon's existing diverse fleet,



which now exists of approximately 200 vessels. It will be the first of two W2W vessels, which enables them to meet the growing demand for commuting personnel to offshore platforms. The MERUS technology consists of a ring that is placed around the water pipe, which emits overlapping frequencies to the water. As a result, the growth of deposits, such as rust, scale, bacteria etc. is disturbed and the pipes and appliances remain clean for a longer period. This technology is beneficial for the VOS vessels, as the rings keep the hydrophore, warm water system and the reverse osmosis system working on the most effective level. This does not only mean that all significant systems onboard stay clean, it also reduces the operational costs as the rings save time and money in maintenance. **Did the MERUS rings raise your interest as well? Visit our website www.pronomar.com and do not hesitate to contact us.**



The **MEIN SCHIFF 6** sailing into Halifax NS along with the Halifax Pilot Boat.

Photo : René D. Serrao, Portuguese Cove, NS (c)

ACTA MARINE REVEALS STELLAR NAME OF THEIR NEW BUILT DP2 WALK TO WORK CONSTRUCTION SUPPORT VESSEL



The construction of Acta Marine's new built Ulstein SX195 walk to work vessel is progressing well and on schedule at Crist shipyard in Poland. Acta Marine is pleased and proud to announce that the vessel will sail under the name **ACTA AURIGA**.

Upon delivery the **ACTA AURIGA** will join **ACTA ORION**, her semi-sister vessel, and as such form the second vessel in the Acta fleet dedicated for walk to work, offshore logistics and accommodation services for a variety of clients in the offshore renewable industry. The vessel is named after the constellation Auriga, Auriga means "the charioteer" in Latin. The charioteer plays a crucial role in

logistics and support and is therefore indispensable in the fields of battle. This will also be the endeavour of **ACTA AURIGA** in offshore wind construction projects and/or related markets such as decommissioning and O&G services;

the vessel will break new grounds in workability, in-field agility, offshore logistics and comfort on board for 120 persons combined with a low fuel consumption. The completed hull is expected to be towed from of Crist, Poland to Ulsteinvik, Norway

early November 2017. Thereafter Ulstein Verft will complete the outfitting of the vessel and the installation of the SMST provided mission equipment - motion compensated gangway and 3D crane. Delivery of Acta Marine's ACTA AURIGA is slated for end Q1 2018.

Acta Marine will be present at Offshore Energy 2017 in Amsterdam Rai on the 10th and 11th of October.

Feel free to drop by our stand 1.141 where we will be happy to tell you all about our



ACTA AURIGA and other vessels and services and explain why we are the trusted marine support provider. **Acta Marine** is a trusted marine support provider with a versatile fleet of over 40 vessels. We operate globally; supporting clients working on coastal infrastructure and offshore energy projects. We work in a broad range of maritime sectors. DP Multicats, Walk-towork Vessels, Crew Transfer Vessels, Multipurpose & Survey Vessels, and Barges – our fleet is capable of taking on a wide scope of jobs. Our work is carried out by a motivated and professional team of personnel. With our proven track record, we strive continuously to optimise our services, providing our clients with the most effective solutions. We started out in 1970 – and still operate as – a family-owned business. With a long-term focus, we take care of all aspects of our business; our clients, business partners, our people, our assets, and the environment we work in.



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Global
Ship Delivery



MINERVA ATLANTICA anchored in Scapa Flow, awaiting commencement of Ship to Ship cargo transfer operations
Photo : Capt David Thomson MNI Managing Director Orcades Marine Management Consultants Ltd (c)

Modified delivery schedule for AHTS series reflects changed market reality

The Starfish-class was designed with an emphasis on safe operations in deepwater and has a range of innovative anchor-handling gear. Maersk Supply Service's new anchor handlers are very high-spec ships, but the downturn in the industry means it doesn't need all of them in service as early as originally planned.

Kleven Verft in Norway has now delivered the first two of Maersk Supply Service's sophisticated and extremely powerful Starfish-class anchor-handling tug/supply (AHTS) vessels, Maersk Master and Maersk Mariner. The first of the Salt 200 design AHTS vessels commenced a maiden work scope being utilised by Maersk Oil on the Janice and Leadon decommissioning projects in the UK sector of the North Sea. The second departed Norwegian waters en route for Australia for a charter with Woodside Energy. The company signed a newbuilding contract for six examples of the Starfish-class ships with Kleven Maritime in Norway in 2014, shortly before the steep fall in the oil price and the subsequent recession in the offshore oil and gas industry. The vessels are being built with a total budget that exceeds US\$0.5Bn. Construction of each vessel takes around 18 months from steel cutting to delivery. Potential customers for their services are international oil companies and construction companies worldwide. Built for deepwater operations, the Starfish vessels are designed for maximum reliability, safety and uptime and have a length of 95 m and beam of 25 m. There are several innovative features on the Starfish-class vessels,

including an anchor-recovery frame that simplifies operations over the stern roller and a remotely operated deck-handling gantry crane. A hybrid propulsion solution makes it possible to select the optimal operating mode for the task at hand. They have been assigned Lloyd's Register (LR) class notations 100A1, Offshore Supply Ship AHTS, Fire Fighting Ship 1 (2400), Ice Class 1A PS, RD (2.8), *IWS. "The Starfish vessels are unlike any other anchor handlers currently on the market," said Peter Kragh Jacobsen, head of newbuildings at Maersk Supply Service. "They are premium assets that are second to none in terms of operational reliability, onboard safety and comfort and client offerings. The vessels were developed based on how best to provide value to our customers." Powered by five medium-speed engines with total output of more than 23,000 hp, they have a fuel-efficient and flexible hybrid propulsion system and fixed-pitch thrusters, a combination of features that should provide high reliability, good fuel economy, low emissions and excellent station-keeping capabilities. "In our newbuilding project with Kleven, we have carefully designed the vessel for maximum flexibility and lowest possible operational costs," said Søren Karas, the company's chief operating officer at the time. "Customer feedback has been positive, and we believe that the vessels will play a role in enabling the industry to derive much-needed gains in efficiency." He also highlighted the fact that they are designed for safe deck operations, and apart from the anchor recovery frame are equipped with a multideck handler system, gypsy reel-handling system and other equipment that will enhance operability and safety. Among the key features of the vessels highlighted by Maersk Supply Service are an environmental regularity number (ERN) of 99.99.99.99, a 230-tonne bollard pull, covered deck areas of 838 m² and 102 m², a 450-tonne drum anchor-handling winch and 500-tonne double drum towing winches, two 170-tonne secondary winches, a 200-tonne anchor recovery frame and the multideck handler. The new vessels have a deadweight of 4,500 tonnes, accommodation for 52 people and are equipped with a work-class remotely operated vehicle in a hangar. The vessels also have FIFi 1 external fire-fighting capability, Ice 1A classification and oil recovery capabilities. The vessels have equipment from a number of well-known Norwegian manufacturers and suppliers, creating value widely across Norway. Rolls-Royce is to deliver the deck machinery highlighted above under a contract worth in excess of £54 million (US\$70.41 million) awarded to it by Kleven, this being the largest single contract for deck machinery that Rolls-Royce has won. Rolls-Royce is also supplying the ships' cargo-securing winches, auxiliary winches and dry bulk cargo systems. The delivery from Rolls-Royce also includes rudders and steering gear for all six vessels. As highlighted above, the vessels will also have anchor recovery frames to assist with launch and recovery of anchors. The contract with Rolls-Royce is the first reference for the anchor recovery frames, which were designed in co-operation with Maersk to optimise vessel safety and efficiency. Runar Hjelle, Rolls-Royce's area sales manager, said the vessel's high focus on safety and efficiency would be further enhanced by the addition of the anchor recovery frame. "The new system is designed to reduce the loads generated when anchors are lifted from sea to deck and lowered from the deck into the sea," he told OSJ. "When not in use, this innovative recovery frame can be stowed in a deck recess hidden by a mechanically operated hatch cover, providing a much safer working deck environment for ships' crews. It makes for a more efficient operation." Unlike existing anchor-handling frames, which have a 90 degree operating angle, the Rolls-Royce equipment can be operated at a 126 degree angle to the deck by way of two hydraulic cylinders and a free-rotating roller with a 1,680 mm diameter. Capable of operation in temperatures ranging from -20°C to 45°C, the 8,840 mm wide, 7,990 mm high recovery frame has a nominal topline tension capacity of 200 tonnes with a lateral force of 50 tonnes. Although the first two of the new class of anchor handlers quickly found work, the sharp downturn in demand for offshore vessels since they were ordered, brought about by the steep decline in the oil price, led several owners to postpone delivery of vessels for which they were unlikely to be able to find work. Maersk Supply Service was not immune from the effects of the downturn and entered into agreements with yards building new vessels for it to postpone them. This included the anchor-handling newbuildings at Kleven and four subsea support vessel newbuildings under construction at COSCO Dalian in China. In a statement issued at the time that the decision was announced, Maersk Supply Service said the company and the yards in question considered postponement to be the best solution given the current market situation. At the time that the decision was announced, Maersk Master had already been delivered, with Maersk Mariner due to be delivered in late June (it was actually delivered in July 2017). Under the revised agreement, the next three Starfish anchor handlers from Kleven will be delivered in 2018, and the latest in the beginning of 2019. None of the Stingray subsea vessels at COSCO Dalian have been delivered to date and will all be slightly postponed with contract delivery dates planned from summer 2017 to spring 2018. "It is our priority to optimise the utilisation options for our newbuildings, and we are confident that the new delivery schedule will benefit the competitive edge of Maersk Supply Service," said the company's chief executive, Steen Karstensen. "We have optimised the delivery schedule for our newbuildings to better fit the market situation and strengthen our utilisation options. This will benefit our competitiveness by allowing extra time to align with customers," said Mr Karstensen. Maersk Supply Service said postponing capital expenditure by delaying delivery of the vessels will save the company approximately US\$400M in 2017. The company reported a loss of US\$10M and underlying loss of US\$11M for the second quarter of 2017 and attributed the loss to lower utilisation and the challenging nature of the market for offshore support vessels. In the second quarter, Maersk Supply Service had gross utilisation of 56%, compared to 61% in the second quarter of 2016. "In the last quarter, we had solid operational and commercial performance, including important contract wins. However, due to the subdued offshore market, Maersk Supply Service reported an underlying loss of US\$11M, which is never satisfactory," said Mr Karstensen. **source: Offshore Support journal**



10-09-2017 : container ship **NORTHERN MAGNITUDE** inbound to Vancouver harbour photo : Robert Etchell (c)

VLCC market to stay low for the time being says shipbroker

This past week's surge in VLCC demand is thought to be a short-term fix for tanker owners, as rates are predicted to face renewed pressure in the weeks to come and at least until the start of the fourth quarter of the year, when shipbrokers expect to get a sense of the next directional shift of the market.

In its latest weekly report, shipbroker Charles R. Weber said that "the VLCC market observed a strong surge in demand this week, led by China-bound voyages being fixed from all loading areas at a two-year high which saw total demand in the Middle East market rise to its most active pace in six-months. The influx of demand led to stronger sentiment that saw modest rate gains materialize—initially. As the week progressed, COAs had accounted for a large percentage of covered cargoes and those which weren't were met with a long list of offers, prompting some rate giveback towards the close of the week. Overall, the Middle East market observed 39 cargoes, a 63% w/w gain, of which COAs accounted for 13, or a third of the total. In the West Africa market, there were six fresh fixtures, or one fewer than last week's tally. China-bound voyages stood at 24, which compares with a YTD average of 13.5 per week, though directional implications are tempered by the fact that the four-week moving average is on par with the YTD average at 14. Vessel supply remains the main challenge for the market, with the end-September Middle East surplus estimated at 24 units, which is unchanged from a month ago. Lagging sentiment, however, has seen TCEs remain in a directional decline despite the unchanged surplus with the present AG-FEAST TCE average of ~\$9,174/day comparing with an August average of ~\$11,506/day", the shipbroker said. According to CR Weber, "we expect that Middle East demand will inch up during October as reports indicate that Saudi Arabia will cut allocations by 350,000 b/d, a lower cut than the approximately 250,000 b/d estimated during September (cuts under the OPEC agreement were for 486,000 b/d relative to an October '16 baseline). This should help to support a progression into seasonal strength by increasing cargo availability, assuming that other regional producers make similar moves. Meanwhile, Saudi and other key regional OSPs for Asian buyers have been raised while being cut for US Crude Stocks (EIA) European buyers. This should incentivize a migrating of some Asian interest to the West Africa market, which will increase competition for the same pool of eastern ballast units which make up the Middle East position list – just as the Caribbean market has recently accounted for a number of eastern ballast units. Further forward, any associated increase in West Africa VLCC coverage bodes well for VLCC supply/demand fundamentals by consuming vessels for longer periods and thus reducing availability later during Q4. Thus, while we expect that VLCC rates will remain under modest negative pressure in the near-term as charterers work through the remainder of the September Middle East program, directional strength will likely become apparent by the start of Q4 and remain through the remainder of the year", the shipbroker noted. In the Middle East, rates to the Far East gained three points to conclude at ws40 with corresponding TCEs rising by 13% to ~\$9,174/day. Rates to the USG via the cape shed 0.5 point to conclude at ws21. Triangulated Westbound trade earnings eased 6% to ~\$20,301/day. In the Atlantic Basin, CR Weber said that "rates in the West Africa market were stronger on the sustained tight Atlantic basin supply and as participants were resistant to long-haul trades with earnings only just above OPEX and ahead of the traditionally stronger Q4 market. The WAFR-FEAST route gained 4.5 points accordingly to conclude at ws50. Corresponding TCEs rose by 16% to conclude at ~\$16,752/day. Finally, in the Caribbean market, having eased last week on rising inbound ballasters from Asia, rates were stronger this week after that flow abated and a replacement cargo was fixed at a premium. The CBS-SPORE route concluded with a \$50k gain to \$3.5m lump

sum, having declined to the \$3.35m level earlier during the week”, the shipbroker concluded. source: Nikos Roussanoglou, Hellenic Shipping News Worldwide



The [ALP DEFENDER](#) outbound from Rotterdam heading for Brazil Photo : Nico Ouwehand (c)
CLICK at the photo & hyperlink to view the movie & photo made Kees Torn !



Tugboat rescues stranded ferry on Kennebecasis River

Cable broke leaving ferry anchored mid-river

By Gail Harding, CBC News

A tugboat is towing the Gondola Point ferry [RGL Fairweather](#) back to shore after the cable broke during a crossing of the Kennebecasis River on Tuesday. The ferry was making a regular run between Gondola Point on Route 119 and Route 845 on the Kingston Peninsula when the incident occurred. The ferry was anchored mid-river as it waited for the tugboat to arrive. The other ferry, the William Pitt II remained in service. Passenger Doreen Waddell said she and the other passengers had been stranded since about 1:30 p.m. "I've been looking at my driveway all afternoon," she said as she waited for the tug. The five-minute ferry ride, which Waddell does every day, covers a distance of 0.7 kilometres. It's not the first time this has happened to Waddell. "I think the same thing happened about 20 years ago. We left our cars behind and they rowed us to shore." The [RGL Fairweather](#) operates 24 hours a day and can hold up to 24 cars.

No float, only failure for Lucky 7

Vessel moves just five metres, tilts due to water collection and sand deposits

The salvage operation of casino ship [Lucky 7](#) failed again on day three with the vessel moving barely 5 metres on Tuesday. The salvage exercise began afternoon and ended before 2.30 pm during which the salvors, VMS Marine LLC, failed in the

attempt to re-float the vessel off Aguada Bay. "The ship has moved just five metres from where it was anchored Monday. So far, it has moved 55 metres. The damaged bottom portion of the vessel and some cracks are leading to the delay in the salvage operation," an official said. The 5,000-tonne vessel was seen slightly tilted due to flooding of water and sand deposits. One of the salvors told Herald that these elements are being pumped out after which the vessel will be pulled to deeper waters. "Once the sand and water is pumped out, it would be easier to pull the vessel in deep waters. The Captain of Ports department has deployed its tugboat for the initial pull after which the tugboat, brought in by the salvaging company, will take over the exercise," he said. Sources further said that the two tugs anchored at a considerable distance from the vessel, will be brought closer to facilitate the towing operation on Wednesday. The towing exercise is expected to resume before noon. The height of the high tide is likely at 1.8m compared to 2.0m and 1.9 m on Tuesday and Monday respectively. Golden Globe Hotels Pvt Ltd, that owns the Rs 12-crore vessel, had deployed its officials and security at the site. **source : Herald goa**



The 2017 built NLD flag and owned Ulstein X-Bow PX-121 Medium-Sized Platform Supply Vessel (PSV) **VOS PATIENCE** entering Valletta, Malta during her delivery voyage on Tuesday 12th September, 2017.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)

Adani Group adding two vessels to boost dredging capacity

By December, when an Adani Group company inducts two large dredgers to its fleet, it will not only make the firm India's biggest dredging contractor alongside state-run Dredging Corporation of India Ltd (DCI), but also intensify competition in a market that has seen contractors quoting very low rates to win work. Adani Ports and Special Economic Zone Ltd (APSEZ), which runs a fleet of 17 dredgers against DCI's 19, has been steadily increasing its maintenance dredging capability over the past few years, both for in-house requirements and also for third party work. Indian ports accumulate silt quickly and require maintenance dredging throughout the year. The Shipping Ministry estimates the dredging market at about ₹20,000 crore by 2020. The market was dominated by DCI until firms such as Mercator Ltd, the Essar Group, Marg Ltd, Navayuga Group and Adani Group entered the sector. "Competition is tough in maintenance dredging. As a result, rates have come down substantially," said Amedeo Peyron, area manager, south asia at Dredging, Environmental & Marine Engineering (DEME), a Belgium-based Group that runs Dredging International NV. In July, Dutch dredging firm Van Oord Dredging and Marine Contracting Co. won a three-year maintenance dredging contract at the Kandla Port Trust bidding ₹347 crore against the government's estimate of ₹514 crore. In August, DCI clinched a three-year maintenance deal at Mumbai Port Trust quoting ₹83.99 crore against the Port Trust's budget of ₹141 crore. "When Adani gets two more dredgers by December, more capacity will come into the market and the competition will get tougher," Peyron said. **Source: .thehindubusinessline**

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Due to the weather the [MSC PREZIOSA](#) was rerouted from Amsterdam to Rotterdam instead above seen the passengerliner outbound from Rotterdam passing Maassluis heading for Southampton instead of Le Havre in view of the weatherforecast with winds upto 9 Bft **Photo : Suzanne Neuman (c) CLICK at the photo & hyperlink in text to view Hugo Sluimer 's photos !**

CASUALTY REPORTING

An advertisement for Multraship Towing & Salvage. The background shows a tugboat in the foreground and an offshore oil rig in the distance. The company logo, 'MULTRASHIP TOWAGE & SALVAGE', is in the top right. The website 'WWW.MULTRASHIP.COM' and phone number '+31 (0) 115 645000 (24/7)' are in the bottom right. A small copyright notice '© 2017 0609 / alpha ventus' is in the bottom left.

Dredger sank after collision with tanker, 5 missing, Singapore Straits

Product tanker [KARTIKA SEGARA](#) collided with brand new hopper dredger [JBB DE RONG 19](#) at around 0040 LT Sep 13 in Singapore Straits about 1.7 nm southwest of Sister Islands, Singapore, while proceeding in opposite directions – dredger was transiting westbound, tanker was sailing eastbound, leaving Singapore, bound for Bau Bau. Dredger capsized and partially sank, tanker suffered starboard bow damage, but remained seaworthy and was brought to anchor at Eastern Anchorage, Singapore. From dredger's 12 crew, 7 were rescued by Singapore Police boat, 5 went missing. Tanker's crew unharmed. Product tanker [KARTIKA SEGARA](#), IMO 9156345, dwt 30747, built 1998, flag Indonesia, manager PELAYARAN UNITED MARITIME JAYA. Hopper dredger [JBB DE RONG 19](#), IMO 9828649, GT 4965, built 2017, flag Dominican Republic, manager LK GLOBAL SHIPPING M SDN BHD, Malaysia. **Source : Maritime Bulletin**

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NAVY NEWS

Missiles for 3 Navy ships to arrive December

Three of the Philippine Navy's multi-purpose attack craft (MPAC) are expected to be fitted with anti-ship missiles once the weapon system is delivered in December from Israel. Philippine Navy flag-officer-in-command Vice Admiral Ronald Joseph Mercado said the three MPACs are waiting to be fitted with their Rafael Advanced Defense Systems Ltd's Spike ER (extended range) missile systems which are in anti-ship mode. "The delivery of the missile system is being worked out because it has to be transported by a military platform, either a military ship or plane. Nevertheless, the Navy is preparing our facility at NASCOM Cavite for the work," Mercado said in an interview. He added the Navy is eyeing the use of Philippine Air Force (PAF) Lockheed C-130 "Hercules" cargo plane for the delivery of the weapons to the country. The three MPACs were activated last May 22. A Spike ER is capable of penetrating 1,000 mm (39 inches) of rolled homogeneous armor and has a maximum range of five miles. These MPACs are Mark III models and are considerably more advanced than the six Mark I and IIs currently in the Philippine Navy inventory and constructed by Subic Bay-based Propmech Corporation. Contracts for the three ships are worth PHP270 million sourced from the Armed Forces of the Philippines (AFP) Modernization Act Trust Fund of 2000. The contract includes mission essential equipment. Mission essential equipment includes day/night electronic navigation systems, communication suites, safety-of-life-at-sea, propulsion system and seamanship and ship-handling gears. [source: PNA-northboundasia.com](http://source:PNA-northboundasia.com)



HMS DIAMOND D34 - Due to replace **HMS DUNCAN** in the Gulf area. However, with the re-tasking of **HMS OCEAN**, **DIAMOND** will temporarily lead a NATO deployment in the Mediterranean. **Photo : Francis Ferro (c)**

SHIPYARD NEWS

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Shipbuilding scholarships announced to help build SA's workforce

A SUPERGROUP of companies will fund a dozen scholarships a year to shipbuilding students to shore up the workforce.

by : **Tory Shepherd**

A SUPERGROUP of companies will fund a dozen scholarships a year to shipbuilding students to shore up the workforce. The new team — comprising the Defence Teaming Centre, Luerssen Australia, ASC Shipbuilding, and Cimec/Forgacs — was announced at ASC today. DTC is the state's peak industry body, while Luerssen along with ASC Shipbuilding and

Civmec/Forgacs are bidding for the Government's multibillion-dollar Offshore Patrol Vessel project. A decision on the bidders will be announced shortly. From next year the team will offer 12 scholarships valued at \$10,000 each to cover costs for shipbuilding courses. ASC Shipbuilding chief executive officer Mark Lamarre said he was excited about the program's future "We want to see thousands more bright young Australians entering the industry at every level," he said. DTC chief executive officer Margot Forster said they were proud to be part of the project and wanted more businesses to invest in shipbuilding's future. Luerssen chief Peter Luerssen said they were committed to exceeding the Government's requirements and to setting up an export hub in Australia. Originally published as All aboard for scholar-ships

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BIFA Training expands team with first key appointment

In order to keep up with member demand – and with other opportunities on the horizon – BIFA has expanded its training team with the appointment of Graeme Wilkinson. Graeme, who has over 20 years of freight forwarding experience, joins from Pantos Logistics. Prior to this, he worked for C.H. Robinson, MIQ Logistics and Emery Worldwide. Carl Hobbis, training development manager, said: "I'm delighted to welcome Graeme to our team. His wide range of industry knowledge, covering many aspects of forwarding and logistics is perfect for the delivery of our freight and customs training. He adds: "With Brexit and the development of a relevant freight forwarding apprenticeship in the pipeline, we expect the need for training to increase and we plan to add to the team early in the New Year." Robert Keen, director general of the British International Freight Association added: "It is an exciting time to be joining BIFA, while we push to improve the quality of education and skills development, and cultivate the next generation of freight forwarders."

Binnenvaarder maakt slagzij op Westerschelde

De **KNRM** reddingboten van Breskens, Hansweert & Westkapelle zijn dinsdagnamiddag uitgerukt voor een binnenvaartschip.



De binnenvaarder maakte plots slagzij door vermoedelijk schuivende lading. Iets voor vier uur in de middag meldt het binnenvaartschip **HELENA CORA** dat het water maakt net buiten de Sloehaven. Het schip maakt slagzij en heeft met spoed assistentie nodig. De Nederlandse Kustwacht alarmeert direct de reddingboten van Breskens, Hansweert en Westkapelle. Tevens snelt aanwezige scheepvaart op de Westerschelde te hulp. De schipper van de **HELENA CORA** weet zijn schip vast te varen op het Kalootstrand, waardoor het eerste gevaar geweken is. Wanneer reddingboot **ZEEMANSHOOP** ter plaatse komt, zijn er al

meer schepen aanwezig. Loodstender **PIONEER** ligt langs zij het binnenvaartschip en zal de vrouw en twee kinderen van de

schipper naar Vlissingen brengen. Reddingboten **ZEEMANSHOOP** en **ULY** blijven ter plaatse voor eventuele assistentie. Reddingboot **JAN VAN ENGELENBURG** uit Hansweert maakt rechtsomkeer. Bergingsmaatschappij **Multraship** neemt de berging op zich en zal met het hoge tij van de avond de binnenvaarder gecontroleerd proberen los te trekken om haar veilig terug naar de sloehaven te krijgen. Bron : **KNRM**

Byron hires Ensco rig for Gulf of Mexico drilling program

Byron Energy has signed a drilling contract with Ensco for the **ENSCO 68** jack-up rig to carry out the South Marsh Island Block 71 (SM 71) drilling and completion program in the U.S. Gulf of Mexico. Otto Energy, a partner in SM 71, said on Tuesday that the Ensco 68 rig would be available before the end of November 2017, following the installation of the tripod production facility on the lease. Otto and Byron each hold a 50 percent working interest in the block with Byron as the operator. Otto also has a 40.625% net revenue interest. Otto added on Monday that the 60-day contract for the rig would allow the joint venture to drill the SM 71 F2 well and then complete the SM 71 F2 and SM 71 F1 (previously referred to as SM 71 #1) wells. The SM 71 F2 well has two targets, the B65 sand and the D5 sand. The D5 is the primary focus of the development at SM 71, and the SM 71 F2 well will provide a second production location in the D5 sand reservoir. The initial SM 71 F1 well, drilled in 2016, logged 151 feet of true vertical thickness of oil pay in four zones. The independent reserve assessment prepared by Collarini Associates assigned a total of 2.271 million barrels equivalent net to Otto on a 2P basis, with the bulk of those reserves coming from the D5 Sand. The D5 Sand has been productive in other parts of the South Marsh Island 73 Field where over 20 million barrels of oil have been produced from multiple D5 Sand completions. The secondary target of the SM 71 F2 well is the B65 sand which lies above the D5 sand and was stratigraphically pinched-out in the SM71 F1 well. Byron's RTM and inversion processing indicates a positive anomaly at the B65 Sand level that is analogous to known productive reservoirs of the B65 sand. This well will test the prospective resources and provide further calibration for those data sets as exploration progresses in the greater SM 71 area. As far as the prospective resources in the B65 sand go, Collarini assigned 2.375 million barrels of oil equivalent net to Otto. The B65 has produced 13 million barrels of oil from four trapping areas around the SM 73 field. The SM 71 F2 well is currently programmed to a depth of 2,608 meters measured depth (2,303m true vertical depth) and is expected to take less than 30 days to drill. After drilling the well, rig operations will convert to completing the SM 71 F1 and SM 71 F2 wells before the rig is released. According to Otto, production is expected to start in late January 2018 or approximately ten days after the rig leaves location upon final hookup of production equipment. Otto's managing director, Matthew Allen, said: "Otto is very pleased with the progress being made by the operator at SM 71, including the securing of the Ensco 68 for the upcoming drilling program. "The SM 71 oil development is a pivotal part of Otto's growth strategy in the Gulf of Mexico. The project is a high margin oil field and expected to deliver between 1,500 and 2,000 bopd per well gross field production when on stream. Delivering the first production in the coming months will return Otto to the ranks of producing oil and gas companies and mark the completion of the transition in strategy that has taken place over the past three years." The **ENSCO 68** is an independent leg jack-up rig built by Marathon/Le Tourneau in 1976 and has undergone numerous equipment updates and upgrades since it was placed into service. Source : [offshoreenergytoday](#)

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Philippine Markets Shut as Waist-High Storm Waters Flood Capital

By Clarissa Batino and Cecilia Yap

Nation is battered by an average of 20 cyclones each year

Philippine financial markets were closed on Tuesday along with government offices and schools as heavy overnight rains flooded parts of the capital Manila and nearby provinces. Currency, stocks and bonds trading were suspended after the office of President Rodrigo Duterte halted work in government offices, Bangko Sentral ng Pilipinas Governor Nestor Espenilla said. At least five domestic flights were canceled, according to the Manila International Airport Authority. Flood waters were waist-deep

in some parts of Manila, blocking several traffic arteries including the Epifanio de los Santos Avenue connecting the northern and southern parts of the city, according to the Metropolitan Manila Development Authority. With another typhoon moving closer to the northeastern Philippine coast, the current storm is forecast to land in Quezon or Aurora province north of the capital on Tuesday afternoon, the local weather bureau said. The Philippines, battered annually by an average of 20 cyclones that form over the Pacific Ocean, is among countries most vulnerable to climate change. Super Typhoon Haiyan, one of the strongest storms in the world to hit land, killed more than 6,000 people in 2013. Espenilla said there is an “automatic market suspension” if government offices were shut before 9 a.m. The Philippine Stock Exchange and the Philippine Dealing & Exchange Corp. also issued advisories on suspension. **source: Bloomberg**

Planned Extension For Dunkerque Multibulk Terminal: New Industrial Facility To Be Built Within Grand Port Maritime De D

DMT is planning to set up a factory to produce construction materials in the Eastern Port of Dunkirk.

The President of Dunkirk Urban Community and the representatives of DMT and Grand Port Maritime de Dunkerque met this week to discuss the plan to build a new industrial facility on land belonging to Grand Port Maritime de Dunkerque, where DMT plans to set up a factory to produce construction materials. The project represents a total investment of €40 million over two years, and will lead to the creation of 70 direct jobs at startup. This new business will also have very positive impacts in terms of shipping traffic for the Port, at both import and export, and orders for subcontracting to industrial service companies.

Building this new factory within the port of Dunkirk was an important criterion for DMT in its planning. The location offers definite logistic advantages, both at import for supplying the site with raw materials, and in shipment of the finished products by sea and rail to clients and partners in Europe. In a full year the factory will consume 300,000 tonnes of raw materials, procured from the Iberian Peninsula and neighbouring countries. These raw materials will be imported on ships of 15,000 to 30,000 tonnes Said Paul Albrecht, CEO of Dunkerque Multibulk Terminal: “The location of a factory in the port district is an essential choice. It will enable us to optimise and manage logistics closely, and reduce and control the environmental impact. This location, near our port terminal and its covered storage areas and silos, will enable us to optimise goods transit by short-circuit and supply the production unit in tight flow in order to reduce the impact and constraints of barrowing.” Stéphane Raison, CEO of Dunkerque-Port, is delighted: “Dunkerque-Port and government departments have been fully mobilised in recent months, assisting and supporting the staff of DMT in the preparation of this project. It will now enter its final stage with the launch of the public consultation, and we shall continue to work with DMT until the investment decision is confirmed. In choosing this location, DMT has demonstrated that Dunkirk’s excellent logistics services, its terminals and its industrial-port platform are definite factors in the area’s attractiveness. Implementing solutions for the setup of new industries is a priority in GPMD’s development guidelines.” Patrice Vergriete, President of Dunkirk Urban Community, welcomed this new industrial facility: “It confirms the determination of local stakeholders to ensure that industry and amenities in our region are first-class, promoting its economic attractiveness and encouraging employment. This new factory, which will provide many jobs, demonstrates our area’s capacity to attract industry leaders and meet their expectations in terms of qualified labour and services to industry. This is the fourth industrial setup in our district in just three years, and proves that industry has recovered its vitality in Dunkirk and its region.” **Source: Port of Dunkirk**

UK’s ports will BOOM in a post-Brexit ‘renaissance’ of trade, says shipping boss

David Dingle, chairman of Maritime UK, which promotes Britain’s shipping, ports, marine and business services industries, said the sector could thrive if the country got trade negotiations “right” after it leaves the European Union. Mr Dingle added the industry was something the UK was “really, really good at” and could push further. Speaking on the Today programme on BBC Radio 4, he said: “We’re hoping for a widening of international trade across the globe.

“Now that depends particularly on long distance ocean going shipping to carry those goods and also it gives us a great opportunity to export the maritime sector in terms of the, actually very large, marine manufacturing industry and also in terms of the maritime services which we offer and where Britain’s already a world leader. “We have much more opportunity if we get things right on the trade negotiation front post-Brexit.” Asked if future success rested completely on trade negotiations, he added: “That’s going to be really, really important for our future and we will be working with the Government to make sure that the maritime sector is a strong beneficiary of that because it’s something that this country is really, really good at. “Our whole economy originally was built on that and so we think there’s the opportunity for a renaissance there.” Meanwhile, the prospect of Britain walking out of Brexit talks with the EU has come closer with claims that the Government is set to go on the offensive

and lay out the benefits of “no deal”. The Daily Express has learnt that international trade secretary Liam Fox has told friends that his department is preparing the case on how no deal is better than EU membership. The revelation comes amid growing frustration with the intransigence of the European Commission in the Brexit talks. Commission chief negotiator Michel Barnier has warned that he may not move the talks on to discussing a trade deal in October because the UK refuses to accept the EU divorce bill demand of £78 billion. It also follows a senior government minister telling the Daily Express over the summer that the UK is considering walking out over the EU’s intransigence that Britain has to accept the jurisdiction of the European Court of Justice. Senior Brexiteers believe that if trade talks are postponed then there is little value in talking to the European Union and instead the UK should quit the talks. **Source: Express**

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

.... PHOTO OF THE DAY



the **Damen shipyards group** built **Yacht support 5509 NEW FRONTIERS** departed from the Netherlands to Monaco to participate in the Monaco boatshow **Photo : Arie Boer (c)**

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