ALPHATRON Marine Magazine

Magazine of JRand Alphatron Marine | Year 5 October 2021

WINDCAT WORKBOATS

ALPHATRON BOARD GROENE WIND

SMART BRIDGE SYSTEM

EUROPORT 2021

ENERGY TRANSITION
IS REVOLUTIONIZING THE MARITIME SECTOR

COLOPHON

ALPHATRON MARINE MAGAZINE

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PROFILE

Alphatron Marine is a world renowned supplier of integrated bridge solutions, representing a number of major industrial brands, alongside manufacturing unique complementary products to the JRC portfolio. With full support from Centers of Excellence in Tokyo, Rotterdam, Singapore and Houston, the combined synergies bring quality and innovation to owners, operators and shipyards, redefining the future of ocean, offshore and river navigation.

JRC ALPHATRON Marine

CONTENT

COVERPHOTO

Damen has developed the Fast Crew Supplier 7011 as a cost-effective crew transportation alternative boasting robust safety characteristics. The Aqua Helix is designed to optimize sailing times for increased numbers of personnel (up to 120), to locations farther from shore. JRC | Alphatron Marine delivered a bridge for this high speed vessel.

Read more about it in the next edition.

ALPHATRON
The wind in our sails

The maritime market is growing again and JRC | Alphatron Marine has already caught the following wind. However, we have to be careful because this climate could change rapidly! We need to be continuously sharp and sensitive. Particularly when it is literally our climate that is at stake. It seems as if every time you open the paper, there is a new story about global warming and its impact on regions around the world.

As individuals, but certainly also as a company, we need to take proper care of our planet. How we are handling this responsibility can be read in this special 'green' issue.

As innovators in our sector, we have a duty to be pro-active and think along with our clients, who are working on vessels that are increasingly smart, clean and safe. A number of articles in this issue – the one about Windcat Workboats, for example – explain how we approach this in practice. After all, Windcat's fast-growing service fleet for the offshore wind industry is a prime candidate for wind-related innovations. Another wonderful example of the transition currently taking shape in the maritime sector – and JRC | Alphatron Marine's contribution to this process – are the ships of Oceanwide Expeditions.

Decarbonization is happening in many business segments. The maritime sector is undertaking all sorts of initiatives to realize the transition towards an even more sustainable energy economy. And wind power plays an important role in this context.

You can not only read about new developments in this issue; you can also see them first-hand at the Europort exhibition, which will be held from 2 to 5 November 2021 at Rotterdam Ahoy. And naturally, JRC | Alphatron Marine will be participating in this event. We sincerely look forward to welcoming you at our stand. Personally, I believe that to really inspire each other, you have to meet each other in person every now and then. It may sound old-fashioned, but nothing beats doing business face to face.

Warm regards,

Reiji Miwa
CEO | Alphatron Marine

ENERGY TRANSITION
IS REVOLUTIONIZING THE MARITIME SECTOR

Floods, heat waves, more and more storms. This summer, the Paris Climate Accord was once again a hot topic. To mitigate the process of global warming, the 55 signatory countries – jointly responsible for 55% of our global greenhouse emissions – will need to honor the agreements made in 2015. In the process, they will need to scale down the consumption of fossil fuels, steadily replacing them with renewable sources of power. This presents new challenges to the global maritime sector. It will need to raise the sustainability of its operations by developing ships that are cleaner, smarter and safer.

One of the Crew Transfer Vessels of Windcat Workboats which are designed for the transportation of technicans and parts during the construction and maintenance of off shore wind turbines.

New opportunities to digitalize structures, zero-emission shipping and safe offshore structures. The maritime industry is exploring all sorts of avenues to make the energy transition and raise sustainability in the sector. And wind power will play an important part in this development. We are currently witnessing a clear shift from onshore to offshore wind. This is for a number of reasons. To start, winds are generally stronger out on the open water – meaning that each turbine can generate more electric power. In addition, offshore turbines tend to be larger, since the sea offers far more room and there is less resistance from residents near the site. Over the next few decades, the European Commission plans to invest some 800 billion euros in offshore wind farms. This is intended to result in a fivefold increase in regional offshore wind capacity by 2030. And by 2050, the number of wind turbines found in European waters should be increased by a factor of 25.

Changing global fleet

This expansion in offshore wind will be accompanied by a corresponding increase in workboat movements, and specifically vessels involved in the construction of wind farms at sea. We expect the demand for offshore services to exceed the capacity of the world's combined fleet of installation vessels by as early as 2025. This calls for further changes and inventiveness on the part of the maritime sector. From the conversion of heavy-lift vessels to the further improvement of IOT systems. JRC | Alphatron Marine will be at the forefront of these developments.

How can we make more efficient use of ships for the offshore wind industry? How can we make shipping in the sector even greener, as well as save on maintenance, fuel and transport times? We are at the leading edge of wind-related equipment. This allows us to be a pro-active partner for Windcat Workboats – one that can think along with them about their requirements. On the following page, we explain what JRC | Alphatron Marine can bring to the table for Windcat's growing fleet of offshore crew transfer vessels.

FACTS & FIGURES

The EU has set its sights on a total generation capacity from offshore wind power of 60 gigawatts in 2030 and 300 gigawatts in 2050.

CURRENT CAPACITY STANDS AT 12 GIGAWATTS, WHICH MEANS THAT THE EU ALREADY PRODUCES 42 PER CENT OF THE GLOBAL total of power GENERATED FROM OFFSHORE WIND.

Moreover, the EU plans to generate a further 40 gigawatts from other offshore sources of RENEWABLE ENERGY, including floating wind and solar farms, wave farms and tidal power stations.

WINDCAT WORKBOATS
"HIGH QUALITY EQUIPMENT SUPPORTS THE SAFE TRANSFER OF PEOPLE AT SEA."

Windcat Workboats designs, builds and operates its own fleet of Crew Transfer Vessels. These CTV's are used during the construction and maintenance of wind turbines or other structures at sea, for the transportation of technicians and parts. There is a growing need for their services. To meet this demand, work is underway to deliver seven new vessels in the next year.

"During the construction of one of the first offshore wind farms, much was still unknown about how the offshore wind turbines would be provided with maintenance and repair," states Willem van der Wel, Managing Director at Windcat Workboats. "Windcat founders Robbert Rijk and Neil Clarkson, both with a great deal of knowledge and experience as shipbuilders, joined forces and designed the first of a new generation of workboats, the Windcat 1, for the task at hand." Since then the offshore wind segment has undergone enormous development. Willem van der Wel: "In addition to the growth in the number of offshore wind turbines, the turbine itself has also experienced growth. The turbine blades and parts have become increasingly larger, resulting in more demand for the transport of larger parts offshore. In order to continue to facilitate the various parks, Windcat has kept up with the growth and we currently consist of a diverse fleet of 45 CTVs, differing in pax capacity, propulsion and cargo."

The bridge on board the Windcat 40.

Long working relationships

"To be able to develop and construct the vessels ourselves, everything is being carried out in close cooperation with our partners. Therefore building a long working relationship is one of the most important building blocks of Windcat," explains Willem van der Wel. "The last 27 Windcats were all built in collaboration with shipyard Dok en Scheepsbouw Kuipers in Woudsend. Since the construction of the Windcat 14 in 2009, JRC | Alphatron Marine has proven to be an important partner for us during transition to a higher classified and certified shipping systems. They supply high quality equipment that supports us to make our work as safe as possible."

New vessels

Windcat's future looks bright with many new offshore projects ahead with an expectation of 29GW of new turbines between 2021 and 2025. Willem van der Wel: "Work is already underway to deliver seven new vessels over the next two years. The first vessel, the Hydrocat Mk3.5 H2, is commissioned in October

Crew Transfer Vessel Windcat 44 near one of the offshore wind turbines. Pictures with courtesy of Windcat Workboats.

2021. This is a hydrogen-powered CTV developed by Windcat Workboats and CMB.Tech – an active developer and integrator of hydrogen solutions – as an answer to the request from the industry for reducing the use of fossil fuels."

Innovation

"We are always looking forward and use our experience and expertise to innovate. By designing the Windgrip system for instance. A system of winches that can be used to increase friction to improve the stability of the CTV in relation to the turbine. This will increase the safety of transfers in severe weather conditions and reduce fuel consumption. Innovation let us to develop a diverse fleet that meets all the different requirements for the various projects we work on," concludes Willem van der Wel.

MEET US AT EUROPORT 2021

With 26,076 professional visitors and 1,040 exhibiting companies Europort belongs to the world's leading maritime meeting places. The 40th edition of Europort will take place from 2 to 5 November in Rotterdam Ahoy and its brand new convention centre. During this special edition charting the path to a sustainable maritime future is one of Europort's primary ambitions. To initiate a deeper understanding of the transition trails that are of vital interest to the maritime ecosystem, four major themes will dominate the Europort 2021 agenda: Digitalization, Energy Transition, the Next Generation and Ship Finance.

Of course JRC | Alphatron Marine is a part of Europort 2021. We invite you at our stand in hall 3 (standnumber 3408). Here you can find more information about our products and services, as well as interesting offers like our lease options (see page 27).

The DynaPilot can be used as an add-on for vessels with an AlphaPilot MFM, like utility vessel Jamaica III. Picture with courtesy of Maaskant Shipyards .

JRC | ALPHATRON MARINE PRESENTS THE ALPHAPILOT MFS-VR AND DYNAPILOT

JRC | Alphatron Marine continues to develop systems and solutions to make ships safer and more efficient. Our new autopilot for multiple vessel types, as well as an add-on system to the AlphaPilot MFM are good examples of this. We talked to Frank Greve about the benefits of the AlphaPilot MFS-VR and the DynaPilot.

AlphaPilot MFS-VR

The AlphaPilot MFS-VR is a speed adaptive, type approved and wheel marked autopilot system. “This adaptive system is easy to install onboard any vessel with a single rudder, linked rudders, independent rudders or azimuth Z-drives configuration,” explains Frank Greve, Product Manager at JRC | Alphatron Marine. “It can be used for vessels upto 30 knots (non-high-speed-craft) and is also specially type approved for High-Speed Craft (HSC) compliant with ISO-16329 to provide an overall speed application range for vessels upto 70 knots.” The complete AlphaPilot MFS-VR system consists of a 5-inch multicolor touchscreen display with rotary knob for easy use under all circumstances, and a separate distribution box to communicate with all necessary external data signals. Frank Greve: “The distribution box has multiple terminals to directly connect to different steering systems like proportional valves, thrusters, waterjet control and solenoids. Due to the extremely compact size, the control unit can be built into the armrest of a chair.”

DynaPilot

“The DynaPilot is a true game changer. Through years of experience in the dynamic positioning industry, engineers have been able to integrate Dynamic Positioning algo-rithms into the DynaPilot system. These algorithms reduce the response time of the commands given by the control computer and the control unit, which are part of the add-on system. Thus making Dynamic Positioning technology available for any seafarer and will give a much better user experience,” tells Frank Greve. The add-on can be installed on all vessels equipped with with at least double propulsion and bow thuster. Frank Greve: “That makes the DynaPilot ideal to use on ferries, crew tenders and patrol boats, as well as yachts. Vessels that usually are not DP-qualified. With the add-on they can benefit from DP-functions, such as keep heading or keep position but also electronic anchor, without needing a DP-Officer on board. With the add-on the officer on watch will also be able to control the vessel with a single joystick.”

The DynaPilot is an add-on that can only be used with the more extensive AlphaPilot MFM. “The idea behind this autopilot was to design a modular system with standard components that also make it easy to service. The AlphaPilot MFM can be installed and used as heading control system, but also as an advanced and complex autopilot system with main steering, track control and even with multiple positions,” concludes Frank Greve.

ALPHAPILOT MFS-VR

- *Intuitive smart design*
- *5-inch touchscreen display*
- *Adaptive control*
- *Automatic permanent helm*

The DynaPilot is a true game changer.

DYNA PILOT

- *Full control with one joystick*
- *Add-on to type-approved autopilot*
- *Freedom of movement for optimal user experience*
- *Based on dynamic positioning technology*

SPECIAL HELM SEAT FOR THE MTS MANOUK

Safe, reliable, environmental friendly and efficient transport is key to captain and shipowner Ad Molewijk. With the MTS Manouk he is taking these key elements to a new level. From a special protective Y-schelde hull that acts as a crumple zone, to a special designed helm seat for easy control. JRC | Alphatron Marine delivered a complete navigation and communication package including the new JMR-611 RiverRadar and AlphaRiver-TrackPilot, equipment proven to contribute to safer operations.

The bridge on the MTS Manouk.

Because of the special hull, the MTS Manouk can carry no less than 8,650 tons of chemicals in the twelve tanks on board. “To operate the vessel in an efficient matter, I wanted a helm seat in which I would be able to control all necessary equipment,” explains Ad Molewijk. JRC | Alphatron Marine collaborated closely with the captain on his ideas. “After several designs they came up with a solution that met all my wishes and requirements. In the starboard armrest of the chair they mounted the RiverPilot and the AlphaRiverTrack-Pilot, amongst other things. Controls for both thrusters and the main engine regulator are located in the port armrest. The chair itself, delivered by the company Hoenderop, can be placed in almost any position.”

Bridge design

The MTS Manouk was also fitted with the now well-known bridge concept with standalone consoles in which the monitors are neatly recessed. This concept, which Alphatron Marine previously delivered for the MTS My Way and the MTS Prinses, gives the bridge a smooth and sleek appearance. According to General Manager Inland Shipping Peter van Veen the new design has already proven to be successful: “One of the great advantages of this design is that the customer can choose from different materials and colors for the consoles, creating a modern look. In this case the customer opted for brass in combination with scratch-resistant black. The columns have been fitted with 19 -inch monitors for both JMR-611 River Radars, AlphaChart and Alpha-Conning. The columns on the side are wider to include 26-inch landscape monitors. These can be used to display camera images.”

THIS YEAR SO FAR
JRC | ALPHATRON MARINE
DELIVERED EQUIPMENT FOR

48 INLAND NEW VESSELS.
A RECORD NUMBER.

Recently the
150TH
AlphaRiver-TrackPilot
HAS BEEN SOLD.

JMR-611 River Radar
is the most
populair
inland product
on the European market.

ALPHATRON TOUR

In August the AlphatrOn Tour continued in Europe. General Manager Inland Shipping Peter van Veen took the fully equipped demo-bus on a journey along the Danube, as far as Serbia and Croatia. He visited (potential) customers and partners to introduce the newest equipment.

"In the past period, the whole world had to deal with restrictions in the fight against COVID-19," says Peter van Veen. "We missed the personal contact with (potential) partners and customers. Traveling to relations with the demo-bus with the latest inland navigation equipment, such as the AlphaRiverTrackPilot, AlphaConning, MFM-line instruments, AlphaMinds and the new JMR-611 RiverRadar, was a good solution. Unfortunately we had to stop after the first leg of the tour due to additional measures being introduced. On the first of August the tour could finally be continued towards the east of Europe."

Successful

In a two-week time frame the demo-bus traveled over 5,000 kilometers, visited seven countries and met with over 30 contacts. "With the JMR-611 River Radar running live on the roof and with the equipment connected in a way we are able to run simulations, we were able to demonstrate exactly how the equipment works," explains Peter van Veen. "The AlphatrOn Tour was a success. We received a lot of positive feedback, interest and last but not least orders."

A GREENER WORLD STARTS AT THE OFFICE

At JRC | Alphatron Marine we are aware of the impact daily activities have on the environment. That is why we have taken large and small measures at our Center of Excellence in Rotterdam to make the workplace more environmentally friendly. Because a greener world starts at the office.

"At a company like JRC | Alphatron Marine there is a constant need for power," explains Malou Kreber, Facility Manager. "Not only during the day, but also at night when, for instance, a forklift is charging. To meet this need, we had solar panels installed on the roof more than 10 years ago. These panels save around 50,000 KWh per year." "In the future, the need for electricity will only increase, due to more electric cars for example," adds Wil Walhain, Retiring Vice President Business Support. That is why we are looking at whether we can expand the number of solar panels or whether a vertical-axis wind turbine is a possibility. After all, here on the water we have plenty of wind."

Wil Walhain and Malou Kreber on the roof at the Center of Excellence in Rotterdam.

Transport

In recent years JRC | Alphatron Marine has taken many measures to significantly reduce the CO2 emissions of their car park. "Today, all new business cars are hybrids," says Wil Walhain. "In addition, various charging options for electric

cars have been installed in our parking lot. Not all our colleagues have to go to appointments by car every day. To avoid being stuck in traffic on the infamous Van Brienenoord Bridge colleagues can park across the river. At the beginning and end of the working day, the water taxi brings them to the other side. And last, but not least we support our employees when they come to work on their bikes."

Green mentality

A big difference can often be made by small adjustments. Malou Kreber: "From replacing 'ordinary' lamps with energy efficient lighting and motion sensors, to separating waste and reducing paper and plastic consumption. As a company we facilitate the possibilities, but we are dependent on the execution by our employees. Fortunately, we have many colleagues who share our green mentality and are even contributing ideas themselves. For example, thanks to one of our colleagues we now have a system to recycle packaging material from incoming deliveries. We are always open to such initiatives and therefore call on colleagues to share ideas with us."

IN 2020 THE NETHERLANDS INSTALLED A RECORD NUMBER OF SOLAR PANELS.

There are currently more than 80,000 public charging stations for electric cars in the Netherlands, of which 350 are fast chargers.

25% 

of Dutch people cycle to work.

THE NETHERLANDS HAS MORE THAN 72,380 BUSINESS HYBRID CARS.

EACH YEAR, 1,660 KILOTONS OF PAPER AND CARDBOARD 

ARE COLLECTED FROM COMPANIES FOR RECYCLING.

COLUMN

UNIQUE DUTCH RELATIONSHIP WITH WIND AND WATER FOR CENTURIES

Around 1407 a polder mill was used for the first time in the Netherlands in the vicinity of today's Alkmaar. A wind-driven mill moved water from a lower level to a higher level and was very successful in keeping track of the water level in the Dutch polders. Until the arrival of steam pumping stations in the 19th century these polder mills were the most important instruments in controlling the Dutch water management.

Today the windmill is completely back! Not to keep our country dry, but to generate electricity in a clean and sustainable way. In 2020 alone, a difficult year driven by the COVID-19 pandemic, 93 GW of wind turbine capacity was added worldwide, just under 10% of this was offshore. To put this in perspective, all power stations in the Netherlands have a nominal electrical capacity of approximately 25.3 GW. Offshore wind is of course something that attracts us even more in the maritime industry and certainly in the Netherlands, where these elements are both feared and used.

This issue of the Alphatron Marine Magazine focuses on offshore wind and the associated opportunities in the industry. In the Netherlands and Belgium, it is mainly the offshore and dredging companies that have made the shift to installation vessels for wind turbines. Initially, orders were given by the large energy companies on the basis of day-rates, which were mainly filled in by the shipowners in the North Sea with relatively slow-operating heavy-lift vessels, but over time the market has become more efficient. Orders are now awarded on the basis of installed windmills, the risk of delay and the costs of the ship are thus placed with the maritime construction companies. These have started to innovate the ships and installation method, and the costs for installing a windmill have been greatly reduced. The Jan de Nul group putting the Taillevent up for sale might be a result of this trend. If the wind turbines are placed, then necessary in the periodic maintenance, service technicians will have to visit the turbine. Smaller and faster ships emerge, the crew tenders, to transport people safely to the windmills. JRC | Alphatron Marine has developed a new autopilot with joystick and 'DP' capabilities in collaboration with Navis, especially for these types of vessels. The Dynapilot will be shown to the public for the first time at the Europort exhibition from 2 to 5 November.

Not only the windmills are a new part of maritime entrepreneurial drive, also the merchant marine ships which are supported by sails have a lot of focus. I will spare you the history of the Dutch with sailing ships, nevertheless JRC | Alphatron Marine is proud to be selected as the supplier for navigation and communication equipment including the bridge consoles for the 'Canopée'. The Canopée is the first large sailing cargo vessel ever made. She will be equipped with four 30m high sails with an area of 375m^2 each. The design of the 121m ship is optimized to ship the Ariane-6-rocket from Europe to Guyana. A very special project which might start a trend to optimize the efficiency and limited the environmental impact of shipping by sails, back to the future.

There is also a new breeze within JRC | Alphatron Marine since the new management started in April this year, introduced to you in the last magazine. The corporate philosophy of MIRAI is moving forward as the first 'marinizer-training' has been conducted on the seagoing Tug Steenbank. With these trips we increase the maritime knowledge within JRC | Alphatron Marine regardless of department.

All to support our common goal of customer first!

Jelmer Domela Nieuwenhuis
Division Manager
JRC Europe

AWARDING GREEN SHIPS

Ships certified by the Green Award Foundation are sustainable, environmentally friendly and they maintain and enhance best practices of the shipping industry. This is the reason why JRC | Alphatron Marine rewards Green Award certified ships with a 10% discount, which applies to a range of products and services for both sea and inland shipping.

Green Award acts as a platform for cross-sectoral Corporate Social Responsibility in the shipping industry. Through the Green Award scheme ports, associations, suppliers and maritime service providers together motivate ship owners to improve their ships to become frontrunners. With our participation we hope to contribute to safety enhancement in waterborne transport and help to mitigate environmental impact in a holistic way.

REMOTE MAGNETIC COMPASS ADJUSTMENT

In addition to our magnatic compass adjustments performed on board, JRC | Alphatron Marine offers remote magnetic compass adjustment via our trusted service partner, Tristan-Navcom and their 24/7 distance support desk. The procedure involves a compass swing at sea taking into account the voyage planning to avoid unnecessary manouvering. The compass adjustments are always performed at the convenience of the ship's master. Depending on weather or traffic congestions the procedure can also be done with intervals.

For (remote) adjustments, please contact JRC | Alphatron Marine via: service@alphatronmarine.com

5 YEARS JRC | ALPHATRON MARINE IBERIA

When JRC | Alphatron Marine Iberia was established five years ago, Alberto Olmos, General Manager JRC | Alphatron Marine Iberia, was for a short time its only employee. Supported by the management teams in Rotterdam and Tokyo he was tasked with selecting a team and designing a strategy needed to approach the Iberian market. A lot has happened since then! We look back briefly with Alberto Olmos.

Alberto Olmos (left) and his colleagues at the office in Madrid.

"High seas, workboats and fishing have been our main markets from the start," tells Alberto Olmos from the office in Madrid. "But occasionally we work in the mega yacht market as well. In the last five years we did an extensive number of different retrofits and were involved in interesting newbuild projects. The fast passenger catamaran Amazonas II that will be operating in Peru, for which we supplied a complete bridge concept, is a good example. We also delivered complete navigation, GMDSS communication and Satcom packages for two cruise exploration vessels for Mystic Cruises."

Over the years JRC | Alphatron Marine Iberia has been growing steadily. "At the moment the company has eleven employees, but we expect more people to join while we continue to expand. At the beginning of the year, we have been appointed responsibility for the African market. A very memorable moment in our short history. While the African market is relatively smaller when compared to Europe or America, the market is number one in terms of growth potential. Developing this market is currently one of our main tasks. Quite a challenge, but we are looking forward to develop its possibilities to the fullest," tells Alberto Olmos enthusiastically.

MVANO MARINE: NEW DEALER IN SOUTH AFRICA

JRC | Alphatron Marine Iberia has been working hard on expanding the company's network on the African continent. One of the newest additions is Mvano Marine, based in Cape Town, South Africa.

"We are mainly focused on the naval, deep sea and commercial fishing markets", tells Ngazi Qongqo, Managing Director at Mvano Marine. "We deliver equipment for quite the variety of vessels: from frigates and inshore patrol vessels, to tankers, container ships and bulk carriers. But also fishing boats, workboats, tugs and even ice breakers. Our company is listed on the database of most state owned enterprises as one of the preferred suppliers."
Mvano Marine is part of the JRC | Alphatron Marine family since the end of November 2020. "And we have been working on some interesting projects already. Currently we are involved in several newbuild projects. I hope our partnership with JRC | Alphatron Marine puts an end to the current need of localising marine equipment and navigation and communication skills in Africa," says Ngazi Qongqo.

ALPHATRON ON THE JOB

Joey Bimmel

SERVICE ENGINEER HIGH SEAS

Despite the fact that his father worked in the Royal Dutch Navy, it was a coincidence that Joey Bimmel started a maritime career too. It was only after he learned of the Navy's training 'communication equipment technician' that he enlisted. Joey Bimmel has been working at JRC | Alphatron Marine in Rotterdam as a Service Engineer for more than eight years now. A job where he never knows what to expect.

"I mainly deal with ships within the high seas sector," explains Joey Bimmel. "From fishing vessels and tugs, to dredgers and container vessels. Where I spend my working day depends on where the ships go into port. That can be here in Rotterdam, but also in Amsterdam, Den Helder, Vlissingen, Antwerp or Zeebrugge." Most seagoing vessels are only moored for a limited time. Joey Bimmel: "There is often a list of points that must be completed within that duration. That is why there is usually an army of people ready to go on board. Even before the ship is moored!"

Some kind of detective

"We have remote access to many new ships and we can read the malfunction before the ship has reached the port. This gives us time to arrange things. As a service engineer you are often some kind of detective. Sometimes a problem is complex and a real challenge that has to be solved before the ship is scheduled to leave." The pandemic has changed work for Joey Bimmel: "Before COVID-19 there were days where you were put on a plane to Morocco, boarded a ship at night, fixed the problem and flew back the next morning. Due to the quarantine obligation in many countries, this is not possible at the moment. Closer to home it is also different. Restrictions on board keep you separated from the crew. I really miss that contact."

Outdoors

Outside of work, Joey Bimmel spends more time on land than on the water. "I like to enjoy the outdoors together with my girlfriend Heidy and our two sons, Thijmen (10 years) and Boris (6 years), by going to the forest or make trips to the beach. The boys love to run, play and discover all sorts of things when we are out. That is why they joined scouting, something I did as well. But I get to enjoy those fun scouting activities like treasure hunts and making campfires as a scout leader."

The 'Groenewind' is the first DP2, twin-hulled Service Operation Vessel (SOV) and the newest member of the DEME fleet. The sixty meter long vessel will be deployed for wind farm maintenance activities. The Small Waterplane Area Twin Hull (SWATH) design of the Groenewind ensures a low wave impact on movements when approaching wind turbines. Thanks to DP2 technology the vessel can hold its position in rough seas but at the same time it can operate with lower fuel consumption when compared to traditional SOV's. An impressive fuel consumption reduction of up to 50% can be achieved. In line with the Groenewind's green credentials, environmental considerations are integral to the vessel design and include a waste heat recovery system and a Clean Design notation.

After delivery the Groenewind will be serving no less than three different offshore wind farm sites simultaneously. The SOV is equipped with a motion compensated gangway and daughter craft to safely transfer technicians to the wind turbines. It is also designed to the latest comfort standards, allowing the vessel to be a homely offshore base for up to 43 technicians and nautical crew.

JRC | Alphatron Marine France delivered equipment for the Groenewind. This included the AIS JHS-183, JMR-9225 X-Band Radar, JMR-9230 S-Band radar and JCY-1900 Voyage Data Recorder. In addition, the ship was also equipped with three ECDIS / Conning MFD JAN-9201 stations. Thanks to the set-up of the bridge system, the captain is able to change the location where radar, ECDIS and conning information is displayed.

VESSEL PARTICULARS - GROENEWIND

Length:	**61.7 m**
Breadth:	**23.2 m**
Draught:	**13.6 m**
Gross tonnage:	**3,244**

Accommodation: 43 crew and technicans

ALPHATRON BOARD GROENEWIND

Picture with courtesy of DEME.

SIGNED, SEALED,

RT80-32

Type Rotortug
Shipyard Damen
Number 2
Customer Boluda Towage Europe
Equipment Complete Alphabridge with ergonomic console design, Alphachart, including JRC radars and sensors, AMS, CCTV and internal communication.

- Length: 32 meters
- Width: 13 meters

Picture with courtesy of Boluda Towage Europe.

IJVEER 66

Type Hybrid ferry 60-series
Shipyard Holland Shipyards Group
Number 1
Customer GVB Amsterdam
Equipment Complete nautical package.

- Length: 34 meters
- Width: 8 meters
- Passengers: 310 people (under normal conditions)
- Last in a serie of seven new ferries

Picture with courtesy of Holland Shipyards Group and GVB.

WINDCAT 49

Type High speeds craft
Shipyard TSM Windcat
Number 1
Customer Windcat Workboats
Equipment Alphachart T, including JRC radars and sensors, internal communication and CCTV.

- Length: 23 meters
- Width: 7.3 meters
- Cargo capacity: 10t

DELIVERED

An overview of ships with JRC | Alphatron Marine equipment in the past period.

UTILITY VESSEL 3911

Type Multi-functional offshore workboat
Shipyard Damen Maaskant Shipyard
Number 1
Customer Port Authority of Jamaica
Equipment Complete Alphabridge with ergonomic console design, Alphachart T including JRC radars and sensors and Alphaconnect telephone exchange.

- Length: 39.4 meters
- Width: 10.8 meters

Picture with courtesy of IJtama.

RT80-32

Type Rotortug
Shipyard Cheoy Lee
Number 2
Customer KOTUG Australia (sailing for BHP)
Equipment Complete Alphabridge with ergonomic console design, Alphachart including JRC radars and sensors, AMS, CCTV and internal communication.

- Length: 32 meters
- Width: 13 meters

Picture with courtesy of KOTUG.

SANDØY

Type Double ended electric ferry
Shipyard Holland Shipyards Group
Number 1
Customer Brevik Fergeselskap
Equipment JRC radars and sensors, CCTV and internal communication.

- Length: 42 meters
- Width: 11 meters
- Capacity: 98 persons and 16 vehicles
- The first fully electric ferry built in The Netherlands.

Picture with courtesy of Holland Shipyards Group.

COVERSTORY

VAN OORD'S VERSATILE FLEET

The Dutch family-owned business Van Oord is one of the largest marine engineering companies in the world. As a global maritime contractor, Van Oord focusses on dredging and marine construction, offshore wind, offshore infrastructure, and infrastructure in the Netherlands. The different fields of expertise demand a versatile fleet. A few of its ships featured on the cover of the last edition of the JRC | Alphatron Marine Magazine. Fleet Manager Robert Kerkhofs and Procurement Category Manager Jorn Bertens talk about the expanding fleet of Van Oord and their cooperation with JRC | Alphatron Marine.

"Dredging is our signature talent, one that we have perfected continuously since our business was founded," tells Jorn Bertens. "Our dredging capabilities include land reclamation, coastal protection and expanding ports and waterways. Over the years we have participated in distinctive projects such as the construction of the Maasvlakte 2 in the port of Rotterdam, the deepening of the Suez Canal and the construction of the Palm Islands in Dubai. With time we expanded our fields of expertise. Van Oord is also leading the way in the transition towards renewable energy by constructing offshore wind projects. One of our exemplary projects is the Borssele III & IV offshore wind farm, located 22 kilometers off the coast of the province of Zeeland."

Fleet investment program

It is no wonder the company owns an impressive fleet. "Trailing suction hopper dredgers, flexible fall-pipe vessels, side stone dumping vessels, Offshore wind installation vessels, backhoe dredgers...," lists Robert Kerkhofs. "However, we will be making many changes to our fleet in the coming years. As an environmentally conscious company, we aim to be CO2 neutral by 2050. To achieve this we started a large-scale investment program for an energy-efficient fleet, amongst other things, which includes the construction of three LNG-powered medium-sized trailing suction hopper dredgers and a large 'green' cable laying vessel. As part of the program we recently added the Maas and Mersey to our fleet. They represent the new generation of hybrid water injection vessels. This new type of vessel is versatile and can be used for water injection dredging, mass flow and power jetting. Water injection dredging is an efficient and environmentally friendly way to maintain the depth of fairways, harbors

MAAS AND MERSEY

For the new hybrid water injection vessels, Maas and Mersey, JRC | Alphatron Marine delivered an AlphaBridge T MFD setup. This included: JRC | AlphaLine bridge sensors, Fiber-optic gyro compass, CCTV and the AlphaConnect communication system.

and rivers. The vessels are equipped with an energy management system that allows them to store energy from residual heat in batteries and then use it for propulsions. JRC | Alphatron Marine delivered navigation and communication equipment for both vessels."

Cooperation

The vessels of Van Oord operate all over the world. "Often in places where there aren't any ports… well not yet anyway," says Jorn Bertens jokingly. "These circumstances make it difficult to get an engineer on board for service. Reliable equipment and good planning is therefore important. For the navigation and communication equipment on board of most vessels in our fleet, we have a contract for technical support, maintenance, service and annual inspections as a one stop shop for the diversity of equipment makers on board our fleet. To assist in planning, but also to give us insight in the total lifecycle costs of a vessel, JRC | Alphatron Marine creates a progression plan for each ship. This includes a list of equipment and the (remaining) life expectancy of each apparatus. By doing so we get a better understanding when and sometimes how often equipment like radar, VDR, gyro compasses and ECDIS will need to be replaced and to ensure compliancy of our fleet and to have an optimized fleet reliability." The cooperation is satisfactory. Jorn Bertens: "Both our companies have a good reputation in our respected fields. But you have to continuously live up to that reputation. That is why we have regular evaluation during the year. It gives both parties the opportunity to improve the process and will lead to an even better cooperation."

Picture left new hybrid water injection vessel Maas and above sistervessel Mersey. Pictures with courtesy of Van Oord.

ALPHABRIDGE PREMIUM FOR NEW 30K LNG TANKER

Liquid Natural Gas (LNG) is the cleanest fossil fuel and one of the world's fastest growing energy sources. A new 30K LNG tanker is currently under construction at the Jiangnan Shipyard in Shanghai, in order to meet the demand for safe and efficient transport of the gas. Because of high performance delivery on previous projects and to keep the standard in their fleet, the ship's owner awarded JRC | Alphatron Marine the order for the delivery of an AlphaBridge Premium.

"This project is one of many firsts," says Monica Fu, Sales Manager at JRC | Alphatron Marine China. "Although we have been working with Dutch gas shipping company Anthony Veder many times before, this is the first time we are working together in China. It is also the first time an AlphaBridge Premium will be delivered to a Chinese shipyard." The new tanker's bridge will feature

JRC | Alphatron Marine's four sets of 46-inch displays, as well a chart table with an equally large screen. "This state-of-the-art display concept combines the presentation of radar, ECDIS, conning, alarm monitoring and other data in an easy-to-use format with all navigational control buttons located on the screen. A concept of which we are quite proud of," says Monica Fu.

Class notation requirements

"Every project comes with its challenges. This one was no exception," Monica Fu explains. "An LNG tanker like this has high standard class notation requirements. For the wheelhouse there are specific rules for matters like the console configuration and the distance needed for workstations for monitoring and navigation. You also have to consider equipment delivered by other suppliers with different dimensions and the ergonomics of the bridge. It is quite a puzzel." There are also specific requirements for the Bridge Alarm and Bridge Navigation Watch Alarm System (BNWAS). Monica Fu: "Therefore we opted to partner with SM Electrics. They were able to have all three types of alert mediums – binary, serial and network – to be indicated in a uniformed style on screen."

Planning

So far the project is going according to plan. "The cooperation with Jiangnan Shipyard went well, even though we both needed some time to get familiar with one another's working process. If all continues to go well with the build, commissioning will take place in the last quarter of 2021. The vessel is expected to be delivered during the first half of next year," concludes Monica Fu.

ONLINE FACTORY ACCEPTANCE TEST

A Factory Acceptance Test (FAT) is a process that evaluates the equipment during and after the assembly process. Normally this test is done in person. Because of the COVID-19 restrictions the FAT had to be done online. This was a first for JRC | Alphatron Marine as well as the shipyard. Monica Fu: "The online Factory Acceptance Test was made possible thanks to the AlphaEye, JRC | Alphatron Marine's own real-time audio visual support equipment. Via a communication link, the JRC | Alphatron Marine engineer at our workshop in Singapore wearing the AlphaEye, was able to give participants in China, Singapore and the Netherlands remote access to the equipment through live audio and visual."

POTENTIALS OF THE USA MARKET

With 153,645 kilometer of coast line and 40,000 kilometer of navigable waters it is no wonder that the USA has a big maritime market. We talked to the new Managing Director of JRC | Alphatron Marine USA, Jun Nakazawa, at the Center of Excellence in Houston about the possibilities of the USA market, ongoing projects and new products.

The first of the new terminal escort tugs during commisioning.

"Especially the workboat segment is a large part of our market. There are more than 6,300 tugs, ferries, crew boats and offshore support vessels. That is why we focus on brand recognition and restructuring the sales channels," advises Jun Nakazawa. In May last year JRC | Alphatron Marine obtained a contract to supply an AlphaBridge for four new terminal escort tugs owned by Seabulk. Jun Nakazawa: "These integrated bridge systems combine navigation and communication equipment as well as engine, lighting, and winch controls in one easy-to-access console in the pilothouse. The new vessels, two upgraded ART 90-98US tugs and two new Rapport 3000 are currently being built at Master Boat Builders. The first tug was delivered in September. This project has become a door-opener to the shipbuilding industry for us. We are currently involved in 15 newbuilding projects for 27 ships."

Jun Nakazawa
Managing Director
JRC | Alphatron Marine USA

JMR-611 River Radar

"We will be introducing the new JMR-611 River Radar to the Mississippi inland market," tells Jun Nakazawa. "This radar is a big success on the European market. It is the first river radar which, in combination with a GPS compass and a smart calculation technology, is able to minimize annoying waves on large water, without losing sight of the small echoes. The true movements of ships can be shown, without the image being filled with relative afterglow trails. A great help in recognizing objects without AIS and determining moving targets. We are confident that pushboats and workboats on the Mississippi river can greatly benefit from this feature as well."

Challenge

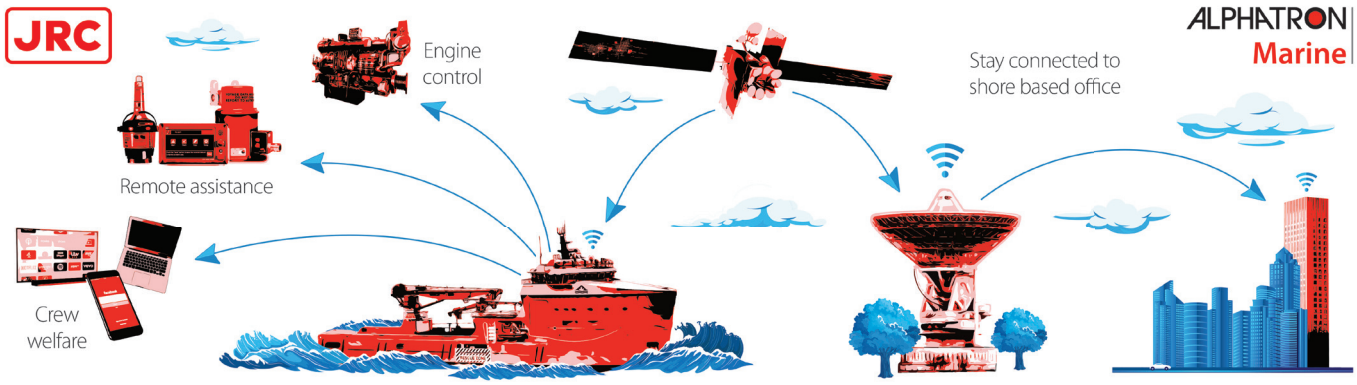
"We have a lot of challenges ahead. I am grateful I have a team and crew, that are a true asset to the company and to me. Together we will build the JRC | Alphatron brand in the same way as the other markets such as Asia and Europe have done. We will be listening carefully to what our (potential) customers want and need and delivering the best solutions," according to Jun Nakazawa.

CONNECTIVITY HARDWARE LEASE OPTIONS

More and more ships depend on a continuous connection to the internet. However, purchasing the necessary hardware can be a costly affair. Especially in case the customer requires a backup system. As a one-stop provider for all platforms for maritime satellite communication, JRC | Alphatron Marine offers customers to lease connectivity hardware.

"For seagoing vessels such as fishing vessels, workboats, carrier vessels or even yachts, VSAT in combination with a L-band and/or 4G backup system(s) is the most popular choice," states Robbert van Zuilen, Sales Manager Deepsea at JRC | Alphatron Marine. "For a large group of customers, it is not financially obvious to purchase such a system in one go. That is why we offer customers the option of leasing a complete hardware package. At the end of the contract, the hardware becomes the property of the customer."

The basic package includes: a VSAT antenna including control unit, modem and actively ventilated 19-inch rack. It is also possible to expand the lease package with options such as: telephony, 4G and/or L-band backup connections, solutions for the ship's network, management of data flows and/or cybersecurity.



SPECIAL LEASE OFFER DURING EUROPORT EXHIBITION

EUROPORT 2021
2-5 Nov | Rotterdam Ahoy

At the Europort exhibition from 2 to 5 November 2021 in Ahoy, Rotterdam, (see page 7) JRC | Alphatron Marine will be promoting a special lease offer: a package consisting of a VSAT antenna in combination with Airtime, starting from only 550 euros a month. For more information, please visit our stand (nr. 3408) at the Europort exhibition or contact us by e-mail: airtime@alphatronmarine.com

SMART BRIDGE SYSTEM

FOR WORLD'S FIRST ZERO-EMISSION ELECTRIC-POWERED TANKER

Asahi Tanker is building world's first two zero-emission electric propulsion tankers. The vessels are powered by large-capacity lithium-ion batteries. JRC will be supplying a next generation Smart Bridge System with seamless communication between vessel and shore, for both ships.

THE NEXT STEP TOWARDS AUTONOMOUS SHIPPING

Takayuki Komiya
Executive Officer
JRC

Ship navigation systems become more computerized, which will eventually lead to an autonomous and augmented reality. JRC leads the market with ship shore unification. Takayuki Komiya, Executive Officer of JRC, tells about the various technologies the company is developing to realize smart ship navigation. This is the next step in the transition towards autonomous shipping.

"Smart Ship Viewer (SSV) is our basic webservice for shipowners and managers," explains Takayuki Komiya. "It provides monitoring data of a vessel acquired from bridge equipment to the shore. This automated data collection is not just to unburden the customer, it also serves a navigational safety dashboard. For instance, the ship's planned track (route) will also be constantly checked. When the vessel crosses the track line (deviation) it is automatically

The tankers, designed in an effort to curb green house gas emmisions, will go into service as bunker vessels in Tokyo Bay. By completely electrifying the ship's core energy system, the goal is to achieve zero emissions of CO2 (carbon dioxide), NOx (nitrogen oxide), SOx (sulfur oxide) and smoke. In addition the reduced noise and vibration will minimize the vessels impact on its surroundings.

Smart Bridge System

JRC's Smart Bridge System will contribute to the efficient and environmental-friendly way of operating. The state-of-the-art bridge is the first tol adopt the single watch-keeper concept for Japanese shipyards. The ergonomically integrated bridge console consists of multi-function/ information displays, RADARs, radio communication equipment and steering joystick. It provides the officer on watch to have full control of all the primary functions he/she is responsible for.

E5 LAB INC

The two tankers will be adopting the e5-tanker design. This design is developed by e5 Lab Inc, a company that was jointly established by the Mitsubishi Corporation, MOL, Exeno and Asahi Tanker. By bringing together technical capabilities, know-how and networks, the partners seek to develop solutions for challenges in the Japan's shipping industry.

and proactively reported as 'Off Track' to the shipowner and manager. It is important to know if a ship sails as planned or needed to change course, but most specifically for which reason. For the next phase of smart ship navigation JRC is developing technologies such as algorithms for collision avoidance, sensor fusion technology and seamless ship to shore communication."

Autonomous project Meguri 2040

JRC also participates in a Japanese autonomous project, Meguri 2040, as part of industrial alliances under the Nippon Foundation. The program envisions making half of Japan's domestic coastal ships crew-less. "JRC leads the development of a shore fleet support system. This is an upgrade of cloud technology for remote monitoring and control of vessels from a land station. By calculating meteorological and oceanographic data, the system calculates the optimum voyage plan and monitors its execution. As a navigational specialist, JRC will continue to lead the market for comprehensive solutions by ship shore unification," states Takayuki Komiya.

SLOW PAYMENT OPTIONS FOR VALUE-ADDED RESELLERS

JRC Europe does not provide a lot of equipment that is not mandatory. But there are a few optional products that we deliver because they contribute to the safety, operational efficiency as well as the comfort of the crew on board. JRC Europe has selected a few products which our Value-Added Resellers (VARS) can buy with slow payment options, in turn giving them the opportunity to make the equipment easier available for potential customers.

One of the products that is part of this program is the Voyage Data Recorder (VDR). Anna Marini, General Manager Sales at JRC Europe explains: "A VDR stores data relating to the position, movement, physical status, command and control of a ship. This information is used during subsequent safety investigations to identify the cause of an incident. However, it can also be used for preventive maintenance, performance efficiency monitoring, heavy weather damage analysis, accident avoidance and training purposes to improve safety and reduce running costs. These are beneficial features that should be available for more vessels. We are therefore offering slow payment options to our Value-Added Resellers, to make the VDR easier available for their customers."

Fleet broadband

Another product that is available with slow payment options is the JUE-60GX KA-band. Anna Marini: "A continous internet connection is important. It contributes to safety and productivity on board. The new ultrafast GX service for instance is designed for reliability as well as speed. The design of the JUE-60GX Ka-band terminal and antenna makes the system compact and enhances the connectivity speeds in Mbps. It will take operational efficiency to the next level."

Slow payment options are available until the end of 2021 and will continue based on this action's success. For more information our Value-Added Resellers can contact Anna Marini (a.marini@jrc-europe.com).

JRC INTRODUCES THE JLN-900 SPEED LOG

The speed of a vessel is determined by water reference speed or ground reference speed. The JLN-900 is a combined integrated speed log. It provides highly accurate measurements, because of its unique combination of single axis speed through water and three axis speed over ground. The JLN-900 emits ultrasonic waves simultaneously in the vertical direction from multiple transducers. The correlation of these waves is used to measure the ship's speed. The correlation system eliminates the effects of water temperature and salt concentration. This contributes to the accuracy as well as the stability of the measurements, even during pier docking and undocking.

Installation

The JLN-900 speed log is in compliance with installation requirements for vessels exceeding 50,000 GT. However the device can be fitted using a single gate valve and aperture in the ship bottom for reduced costs. This is possible because the separate transducer units for both ground and water speed measurements are used in an integrated design.

For more information visit our website: www.alphatronmarine.com

NEW ECHO SOUNDER

ACHIEVES EXTREMELY ACCURATE AND RELIABLE SOUNDING PERFORMANCE

JRC's new echo sounder is equipped with an interference prevention function. It prevents misidentification of interference waves from other ships.

The echo sounder is available in two models: the JFE-400 and JFE-700. Both models continue the tradition of enhanced depth technology with hight accuracy and reliability. The echo sounders incorporate a 6.5-inch high visibility color touch panel LCD. The display modes allow you to select and view echoes in eight colors or eight levels of monochrome.

The compact connection box can be installed out of sight. An optional dual frequency configuration, 50 kHz or 200 kHz, allows you to operate both frequencies independently or simultaneously, or allows you to have a separate bow-stern depth read-out.

Where as the separate model JFE-400 incorporates printer adaptability, the all-in-one model JFE-700 features a build in printer, providing the ship's log with valuable printouts if required.

For more information on the new echo sounder, visit the JRC website: www.jrc-world.com/en/

JRC | ALPHATRON MARINE CHINA

Monica Fu
Sales Manager
JRC | Alphatron Marine China

The Chinese maritime market is one of the biggest in the world. In 2020 China was the largest shipbuilding nation based on deliveries in gross tonnage. An important port is Dalian, where JRC | Alphatron Marine China is based. This port in the northeast of China is an interesting area for shipbuilders such as Dalian Shipbuilding Industry Company and COSCO. We spoke to Monica Fu, Sales Manager at JRC | Alphatron Marine China about the maritime market in this region and the international cooperation with other JRC | Alphatron Marine offices.

"The newbuilding market is quite important to us," tells Monica Fu. "It is diverse, from offshore to tankers. However, we mainly focus on the high-added-value projects. Especially projects with high-end navigation integration.

The port of Dalian, China.

We frequently work together or share these projects with the Center of Excellence in Rotterdam. More often they have better insight in the European customers and can give the shipbuilder an even better understanding of the project. The construction project of a new 30K LNG for Anthony Veder (page 24) is a good example of this cooperation."

Promoting

"We are constantly busy promoting the JRC | Alphatron Marine brand on the Chinese market, by visiting the shipyards, but also design agencies and potential new customers on a daily basis," explains Monica Fu. "We promote our equipment for deep sea newbuilds, but also for inland vessels. People often forget that China has 110,000 km of navigable rivers! In the southern part of the country we have large and stable rivers that are ice-free all the year round, thus navigation is flourishing."

Service

Customer involvement and satisfaction are part of JRC | Alphatron Marine's DNA. "In addition to innovative and reliable products, we also offer our customers a bit of unburdening," states Monica Fu. "We provide customers and colleagues with project proposals and assist with local purchases. We also help with the coordination of timely maintenance and repairs on board. In addition we support in the organisation of training sessions. Here at the office in Dalian we aim to assist our customers and colleagues in the best way possible."

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JRC & ALPHATRON LOCATION

The Hondius. Pictures with courtesy of Ocean Wide Expeditions.

OCEANWIDE EXPEDITIONS

"WE NEVER REQUEST THE 'STANDARD PACKAGE'"

With its own fleet of ice-strengthened vessels Oceanwide Expeditions offers expedition cruises to the Arctic and Antartica where passengers can discover fabulous locations, iconic wildlife and exhilarating activities. Later this year Oceanwide Expeditions will be adding a new vessel to their fleet: the Janssonius. The Janssonius and its sistervessel the Hondius are built according to Polar Class 6 and exceeding all the latest green requirements. JRC | Alphatron Marine delivered an extensive navigation and communication package for both 108 meter cruiseships.

"We offer our passengers special journeys to unique locations all year round," says Mark van der Hulst, COO of Oceanwide Expeditions. "When it is summer in the northern hemisphere, we travel to locations like Spitsbergen and Greenland. When it is summer in the southern hemisphere, Antarctica is one of the destinations. Despite the fact that we make these journeys during the period with the most favorable weather forecasts, the destinations still come with special circumstances. Safety is therefore paramount. Our ships are built for or adapted to the area and have the necessary equipment, such as ice radar, forward looking sonar and GMDSS for all sea areas."

Sustainability

In addition to operating safely in these regions, Oceanwide Expeditions also takes measures to operate in a sustainable and responsible manner. “For instance in a technical matter. We use biodegradable lubricants for the engines, we sail on the cleanest gas oil available and we use the residual heat from the engines to heat the ship,” explains Mark van der Hulst. “But we also try to keep our impact on the environment as low as possible in other ways. Whenever possible, we buy local and organic products, we try to recycle as much as possible and do not use single-use plastics. Oceanwide Expeditions certainly does not litter. In fact during some journeys to the north of Spitsbergen and Nordaustlandet we clean up the shores together with our passengers. We also adhere to the AECO and IAATO Wildlife guidelines. Oceanwide Expeditions is committed to promoting polar awareness and assist scientists. We are extremely aware of the environment in which we operate. That is why our company sets the bar higher than necessary. We often see the rules we impose upon ourselves become requirements later on.”

Newest vessels

In 2019 Oceanwide Expeditions’ fleet was expanded with the arrival of the Hondius, the first passengership built according to the ‘LR Polar Class 6’. The Janssonius will be delivered this year. JRC | Alphatron Marine supplied comprehensive navigation and communication packages for both vessels. Mark van der Hulst: “We have a very good relationship with JRC | Alphatron Marine. They are familiair with our company and our ships, and know in advance that we will not be requesting the ‘standard package’. For example, all our ships had to have four different satellite systems that are linked to each other. That requires good cooperation between the systems and also good cooperation with a company with the right expertise.” Oceanwide Expeditions is currently getting their ships ready with high hopes that they can start the Antarctica season in late October, early November. “Hopefully we will be able to welcome guests on board again soon and show them the wonders of the polar regions,” concludes Mark van Hulst.

Mark van der Hulst on board Oceanwide Expeditions’ vessel Plancius.

“We are extremely aware of the environment in which we operate. That is why our company sets the bar higher than necessary.”

Mark van der Hulst
COO
Oceanwide Expeditions

LUUK VROOMBOUT HET DNA VAN ALPHATRON MARINE

NEW BOOK CAPTURES THE ESSENCE OF ALPHATRON MARINE

Alphatron Marine was established in September 1991. Officially, that is. Because by then, founder and owner Luuk Vroombout had already become a household name in the port of Rotterdam thanks to his innovative and service-oriented approach. Over the past few decades, Luuk Vroombout and co-owner Dick Slingerland, who passed away last year, were not afraid to break with convention, building their company into a unique innovator in the maritime electronics sector. The story of how Alphatron Marine developed into a world-class player, with 450 employees and Centers of Excellence in Rotterdam, Tokyo, Singapore and Houston, has been recorded in a richly illustrated 176-page publication. Early September 2021 the book 'Luuk Vroombout, Het DNA van Alphatron Marine' was published.

The events of this era have been set out in coordinates, with the latitude, longitude and elevation referring to various staff members, clients and business and private relations. The book includes interviews with clients who have been with the firm since day one, like Gerrit van der Burg (KRVE), Kommer Damen (Damen Shipyards), Bob Brouwer (Stena Line), Robert Reitsma (Scylla), Ton Kooren (Kotug) and Govert de Haas (De Haas). But it also goes into Luuk's roots in the town of Maassluis and his love for vintage tugs and other historical vessels.

'Luuk Vroombout, Het DNA van Alphatron Marine' is a collection of stories about a self-made man who followed his heart and had faith in his insights. It is about fifty years of hard work in the world of maritime electronics. From innovative bridge concepts to a global network of local operations, from listening carefully to clients' needs to a strategic partnership with Japan Radio Company.

Picture at top: Luuk Vroombout and his successor Reiji Miwa together with Nathalie Lans, writer of 'Luuk Vroombout, Het DNA van Alphatron Marine'.

MIRAI

M OF MARITIME OWNERSHIP

MIRAI is our prestigious project that is intended to strengthen the JRC | Alphatron Marine mindset worldwide and keep our company on the best possible course in the years ahead. The word MIRAI means 'future' in Japanese, but it is also a word composed from the main elements of the project. We explain the various elements under this heading, to begin with the 'M' of Maritime Ownership.

With MIRAI, Alphatron Marine has created a solid foundation for future generations working within the firm. To be prepared for the future and effectively connect – and stay connected – to the people around you, you also need to understand your past. Maritime Ownership is about the culture of our company. The history of more than 100 years of experience and responsibility in the shipping industry is the foundation for the future.

Learning about the roots makes employees understand to recognize their responsibilities and understand the hearts of seafarers. As Executive Advisor, Luuk Vroombout will continue to 'inject' the DNA of Alphatron Marine in the next generation. Based upon his extensive experience he will be training and motivating new and existing colleagues on board the vessels Steenbank and Elbe. During the four-hour sailing trips he explains with a healthy dosis of passion about the heritage of Alphatron Marine as well as JRC and introduces the uniqueness of the maritime world. "Getting to know the facts and figures of the industry and steering a vessel themselves will help to motivate and support each employee by his daily work and feeling," states Luuk Vroombout.

TRAINING

While the digital possibilities and options of the Alphatron Marine Learning Management System (LMS) are still expanding, the Training Department of JRC | Alphatron Marine is once again providing training sessions in the classroom as well as on location. We asked Manager Training Monique Scholten about the latest news from the training front.

Thanks to the relaxation of the restrictions, there are again possibilities for training in person. “These sessions were postponed due to the pandemic and we are now catching up here in the Center of Excellence in Rotterdam. We also traveled to Capetown, South Africa for technical and operational training on board,” tells Monique Scholten. “Our network of ProLine dealers is growing steadily. New dealers receive extensive schooling. The ProLine Category A training is a classroom course with a test at the end. For ProLine Category B, however, everything is digital. In the Alphatron Learning Management System the dealers can now independently follow the training and take the test online. However, not everything can be done online. A number of our online courses are concluded with a classroom assessment before certification, which of course had its restrictions. For our Voyage Data Recorders (VDR) training, we are working to make these assessments possible at the Centers of Excellence in Rotterdam, Singapore and Houston. For the completion of the MFD ECDIS course, assessments are held at the office of JRC Greece.”

Training colleagues

Training is not only for dealers, customers and end-users. Monique Scholten: “Our own colleagues also need to know the product well. Recently, three of our colleagues did a course for the new Alphatron LT-3100S GMDSS Iridium. They will in turn provide internal training to our colleagues from I&E, Service, Warranty, Sales, Retrofit, Technical Support, Purchase, as well as R&D. With these sessions we aim to provide our customers and partners with even better advice, service and products.”

More information on training can be found in the LMS portal and on our website: www.alphatronmarine.com.

AGENDA EXHIBITIONS

EUROPORT
02-05 November 2021
Rotterdam, The Netherlands
Stand number: 3408 (hall 3)

METSTRADE
16-18 November 2021
Amsterdam, The Netherlands

NORSHIPPING
10-13 January 2022
Oslo, Norway

ASIA PACIFIC MARITIME
16-18 March 2022
Singapore

MARITIME INDUSTRY
17-19 May 2022
Gorinchem, The Netherlands

The COVID-19 situation is evolving on a daily basis. It is therefore possible that some of the above-mentioned exhibitions will not take place. Look at our website www.alphatronmarine.com under ‘Events’ for the latest developments on our exhibition agenda.

OUR LOCATIONS

- Belgium
- Curaçao
- France
- Germany
- Japan
- Malaysia
- The Netherlands
- Poland
- Singapore
- Spain
- USA

- Centers of Excellence
- Alphatron Marine locations

WWW.ALPHATRONMARINE.COM | WWW.JRC-WORLD.COM

JRC

ALPHATRON Marine