

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Monday 06-05-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Torch jumps deepwater vessel queue



Torch Offshore wants to get into the Gulf of Mexico deepwater market quickly. Its original plan for the **Midnight Warrior** newbuild was scrapped in the favour of the **Smit Express** conversion, which it could get to the market a year earlier in 2003. Now it's taken a long-term vessel charter in the hope of getting a measure of deepwater experience even sooner. The Gulf of Mexico-specialist has taken a three-year bareboat on the Argo-controlled/Italian-owned **G.Murray**. The charter has been signed with "Cable Shipping Inc" and Torch is looking to have the vessel operational in the first half of the third quarter this year.

It is marketing the G. Murray for Gulf of Mexico flowline installation, sat diving (likely with a deck-mounted system) and ROV support as well. At present the vessel is undergoing postrebuild sea-trials off Poland. Torch is modifying one of its existing pipeline systems to go on board and expects that work to take 10 to 12 weeks. Torch sees the vessel as an "ideal fit with our strategy of taking our expertise The Hunter's pipelay capability will be relatively modest with four small reels on board being able to handle a maximum of 16 km of 6-inch diameter pipe. And Torch thinks it should be able to work in up to 900 to 1,200 metres of water. Therefore it is only going to be suitable for very modest deepwater projects. A 60 tonne deck crane has also been purchased by Torch for the vessel.

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G. Murray was being offered recently to other companies on a more expensive time-charter basis at around \$16,000 to \$17,000 a day. However, Torch's bareboat rate is \$9,500 a day with some 75% of that going towards the vessel's actual purchase. The purchase price is put at \$17 mill Poland enroute to the Gulf of Mexico. It will be renamed "Midnight Hunter" in line with Torch fleet convention.

On its [Midnight Express](#) conversion, which is intended to come into service in the third quarter of 2003, Torch has already spent \$9.5 million — \$9 million on the actual vessel purchase, and \$0.5 million on engineering work for its conversion. A further \$3 million is expected to be spent on the vessel in 2002. Torch thinks the Express should be suitable for work in the Gulf of Mexico, Brazil and West Africa and notes it will have a J-lay ramp "like on the [CSO Apache](#)". The firing line and ramp will be able to move to whichever of the vessel's two reels is currently operating on a particular job. With its dual reel (allowing one pipe to be reeled while another is laid), Torch thinks the vessel will be "75% to 100% more efficient than the competition". A patent for the dual reel lay system has been applied for. Torch isn't just buying vessels though. It has confirmed that the DP vessel Midnight Carrier (one time Cable Carrier and before that Cable Protector) is up for sale. Torch bought the vessel in May 1998 with the intention of converting it for Gulf of Mexico diving. It paid \$4.5 million for a vessel which has essentially been laid up since the second quarter of 1999. The vessel would have to be sold outside the Gulf of Mexico as it does not comply with the Jones Act that governs all vessels working in US waters. Torch is also thought to have inspected the for-sale inspection class [DSV Fisher Cavalier](#) without making any offer to buy it.

Navy continues search for missing sailor



Top : HMAS Darwin launching a Standard missile — Photo : Coll Piet Sinke

The Royal Australian Navy is searching for a sailor who has disappeared from the frigate [HMAS Darwin](#), off the coast of Christmas Island.

The junior sailor is a technician on board the ship, which is currently deployed in the Indian Ocean on border protection duties.

The sailor was last seen around midnight on Friday night.

The Deputy Maritime Commander, Commodore Les Pataky, says at this stage its not known what has happened to the sailor who is aged in his 20s.

Commodore Pataky says staff have searched the frigate and the boat has re-traced its course to the

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position where the sailor was last seen.

"We've conducted four searches of the ship at the moment," he said.

"The searches have been very thorough and they've used different people to search those compartments and we've actually gone looking underneath equipment and through the machinery spaces to conduct this search so we're fairly certain he's not on board."

CASUALTY REPORTING

Veerboot vergaan in Bangladesh



DHAKA - Een veerboot met meer dan 400 mensen aan boord is vrijdagavond gezonken in het zuiden van Bangladesh. De autoriteiten vrezen dat maar weinigen de ramp hebben overleefd. Tot dusver zijn ongeveer zeventig mensen levend gevonden.



De tweedeksveerboot was van de hoofdstad Dhaka onderweg naar de plaats Patuakhali. Op de rivier de Meghna kwam het in een storm terecht, aldus de BBC. Volgens andere berichten was het aantal passagiers aanzienlijk kleiner. De boot zou niet meer dan 150 mensen hebben vervoerd, van wie er 35 uit het water van de rivier zouden zijn gered. De meeste veerboten die verbindingen tussen Bengaalse steden onderhouden, hebben geen passagierslijsten. Ongevallen met veerboten komen geregeld voor in Bangladesh. De vaartuigen zijn vaak gammel en overvol. Stormwaarschuwingen worden veelvuldig genegeerd en ook andere veiligheidsmaatregelen worden regelmatig aan de laars gelapt.

Cargo ship flooded off Fukuoka after collision, none hurt

FUKUOKA, A Japanese cargo ship became submerged Sunday morning in waters off Fukuoka after colliding with a Chinese-registered container ship, the Japan Coast Guard said.

SHIPYARD NEWS

IZAR BRINGS EUROPE BACK INTO LNG SHIP CONSTRUCTION

The 138,000m³ **Inigo Tapias** floated into the spotlight in January, becoming the first large LNG ship launched at a European shipyard since a series was delivered by Finland's Kvaerner Masa-Yards some five years ago.

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The launching is also a significant milestone for Izar, the Spanish shipbuilding group formed by the merger of E.N. Bazan and Astilleros Espanoles S.A.

The Inigo Tapias is being built by Izar's Sestao Shipyard at Bilbao, Spain, and will be delivered August 2003 to Naviera Tapias and chartered by state-owned Repsol. It will be followed by four more sister ships from Izar's Sestao and Puerto Real yards

Isle of Man-based Dorchester Maritime, part of the family-owned Schulte Group, has been involved in the Repsol LNG project since its inception. Originally Repsol tendered some 10 shipowning parties, all Spanish, for the operation of the vessels. Dorchester Maritime entered a joint venture with Naviera Tapias, who eventually won the contract to build and own the vessels. One of the major factors in this award was Dorchester Maritime's past experience with LNG vessels, which includes the crew management and training and steam plant superintendency for the fleet of five large BP Shipping-owned LNG carriers. There is an option for Dorchester Maritime to take a share in the ownership of the Spanish vessels at some later stage.

For the one vessel building in Sestao and the two in South Korea's Daewoo Shipbuilding & Marine Engineering, Koje Island, Dorchester Maritime has prepared specifications for the cargo containment system, pumping arrangements, steam turbine power plant and has handled plan approval for the cryogenic system and the ship's electrical system. One newbuilding superintendent has been in attendance in Sestao and two in Daewoo.

Part of the joint venture is also the training of Spanish officers for the ships, this has been carried out using the training facilities onboard the 26,800 dwt LNG/LPG carrier Annabella, which is managed by Hanseatic Shipmanagement, Cyprus, a sister company to Dorchester Maritime.

Dorchester Maritime is also involved, in partnership with Wärtsilä NSD and ABS, in China's Guangdong project, which comprises two 140,000 m³ LNG vessels. The project is currently in the bidding process, the favored shipyards being Hudong Shipyard and Jiangnan Shipyard (both located in Shanghai), both of which would use the Gaz Transport Technigaz (GTT) system, and New Dalian Shipyard, which favors the Moss Rosenberg (spherical) containment system. When this project goes ahead it will involve the first LNG vessels to be built in mainland China. Dorchester Maritime has already been involved in the building of ethylene carriers in Jiangnan Shipyard.

GTT MEMBRANE Containment System

The Inigo Tapias uses the Gaz Transport Technigaz (GTT)-Membrane No.96 containment system, which in turn utilizes Invar steel in the four-tank cargo containment arrangement. There are a total of eight 1,700 m³/h electrically driven submerged cargo pumps.

With a deadweight of 68,200 tons and gross tonnage of 93,450 tons, the Inigo Tapias is 284.4 m x 42.5 m x 25.4 m. Its main propulsion system comprises a Kawasaki steam turbine plant of 28,000 kW output giving a shaft speed of 83 rpm. The two boilers have a maximum rate of 65,000 kg/h with a steam condition of 61.8 kg/cm² at 515° C. The shaft is attached to a five-bladed fixed pitch propeller of diameter 8.5 m. The steam turbine plant has been built in Izar's Ferrol newbuilding yard, which is among the largest builders of steam turbine plants in Europe. It's also the main builder of warships for the Spanish Navy.

Izar is looking to other natural gas projects to fill its building slots with delivery dates in 2005. This would require an order being signed within the first quarter of this year. Although the Sestao shipyard has a license to build spherical containment systems of the Moss Rosenberg design, future orders are likely to have the GTT system, as Izar has made massive investments into turning the Sestao shipyard into a specialist yard for such vessels. Also on order at Sestao are three "jumbo" trailing suction hopper dredges, one for Singapore's Toa Corp. and two for Belgium's Jan de Nul.

Izar: still looking for profits

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Although no repair and maintenance section has been written into the newbuilding contracts for the LNG vessels, Izar Carenas, the company's ship repair division, has repaired over 15 such vessels in the company's Ferrol Shipyard over the past two years.

While the Tapias launch signifies a momentous step forward for the Sestao shipyard, making it one of the main players in the LNG building market throughout the world, SEPI, which is the state-owned holding company for Izar, has said that the shipbuilding company is still making a loss and will do so over the next two years. During 2001, Izar reported losses of Euro 132 million (\$114 million). However, the forward prospects look good for the shipbuilding company, the current newbuilding orderbook valued at Euro 4.8 billion, which includes the five LNG carriers said to be worth some \$150 million each.

Izar operates newbuilding facilities at Sestao, Gijon, Ferrol and Fene (all on Spain's Atlantic coast, at Puerto Real and San Fernando (both located in Cadiz), Seville (located north of Cadiz) and Cartagena (on Spain's Mediterranean coast). Izar Carenas repair facilities are operated at Ferrol/Fene, Cadiz, San Fernando, and Cartagena and diesel engine manufacture is located at Manises.

ROUTE, PORTS & SERVICES

Genoa christening for Costa Europa

Costa Crociere's eighth ship, the [Costa Europa](#), has been christened in Genoa amid invited guests including politicians, show business personalities, intellectuals, and industrialists from around the world.

The traditional bottle of champagne was broken against the side of the ship by special guest and godmother, Piia-Noora Kauppi, the youngest Scandinavian member of the European parliament.

Costa Europa left Genoa on April 27 on her maiden cruise to Greece. Throughout the summer she will be operating amidst the spectacular, unique and exclusive scenery of Northern Europe - from the great capitals of the North to the Spitzbergen Islands, beyond North Cape.

Pier Luigi Foschi, the Costa chairman, said: "The christening of the Costa Europa, an elegant ship with her own distinctive personality, means we have fulfilled the first of the commitments we undertook when we defined the fleet expansion programme. With a total investment of over 1.5 billion euros, we will be welcoming three more new ships by 2004."

Reason for sale of ship isn't to save labour costs

TWO Australian unions last week failed in a bid to stop a vessel owner from selling and re-crewing its vessel when a Sydney court threw out their claim that the real reason for the sale was to circumvent Australian industrial relations laws.

The vessel at the centre of the dispute, CSL Yarra, is Australian flagged but is ultimately owned by Canada Steamship Lines Holding BV, a Netherlands corporation, which in turn is wholly owned by CSL Group Inc, a Canadian corporation.

Eighteen of the crew members, namely the seamen, cooks and stewards, were members of the Maritime Union of Australia while eight engineers were members of the Australian Institute of Marine and Power Engineers.

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The planned sale of the vessel to a company within the CSL Group would have led to the re-flagging of the vessel under a foreign flag. It also involved the replacement of the entire Australian crew by Ukrainian crew at substantially less wages.

The vessel's owner said that the primary reason for the sale and re-flagging of CSL Yarra was to operate it as part of the CSL Group's international fleet.

However, the unions alleged the Australian crew were

being sacked as they were union members entitled to superior benefits from certified agreements made under Australia's Workplace Relations Act.

Under the Workplace Relations Act, employees are free to join or not join unions of their choice. The Act also aims to ensure that employees are not discriminated against or victimised because they are members or officers of unions.

The Act also lists several things an employer must not, for a 'prohibited reason, or for reasons that include a prohibited reason', do or threaten to do. This includes the threat to, or actually, dismiss an employee for a prohibited reason.

The definition of 'prohibited reason' in the Act includes the employee's current or proposed association with a union or the employee's entitlement to the benefit of an industrial instrument or an order of an industrial body.

The Act places the burden of proof that the conduct was not for a prohibited reason on the person who had allegedly engaged in the conduct, in this case the owner of the vessel CSL Yarra.

The vessel owner did not dispute that a letter was sent to the unions and each crew member saying that the vessel was going to be sold and that the vessel's Australian coastal trading licence was to be cancelled. The letter also stated that as a consequence of the sale, all crew positions on the vessel were likely to become redundant and will be terminated.

However, the vessel owner denied it had told the two unions that the sale of the vessel and change of crew were primarily to achieve lower labour costs and remove the application of the unions' certified agreements.

Instead, the vessel owner claimed that all it said to the unions was that the vessel was to be sold; the Australian crew would be replaced with a Ukrainian crew; and the vessel 'could' do work on the Australian coast where cargo and permits were available.

The unions' case was that the owner's decision to sell the vessel was for prohibited reasons, or for reasons that include a prohibited reason but Justice Branson in the Federal Court in Sydney did not agree.

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See Maritime Union of Australia v CSL Australia Pty Limited, 2002 FCA 513, 26 April 2002. Judgement available at www.austlii.edu.au.

The judge accepted evidence from senior officers of the CSL Group that although the Group's business on the Australian coast had comprised voyage fixtures (a contract for a particular voyage), the Group's standard practice was to seek fixed-term contracts for two to three years.

The court found that the owner of CSL Yarra could not succeed in negotiating fixed term contracts as there was insufficient cargo on the Australian coastal trade for customers to commit to fixed term contracts.

Justice Branson accepted the owner's evidence that unless CSL Yarra could trade more flexibly on the Australian coast and in regional markets, the sustainability of the CSL Group's business in the Australian coastal market was uncertain.

The court also declared that on balance of probabilities the owner of CSL Yarra never told the unions or employees that the main reason for the sale of the vessel was to save labour costs by switching to a Ukrainian crew.

NAVY NEWS

Navy ship returns from Myanmar

Bangladesh Navy Ship **Abu Bakr** arrived back in Chittagong on Wednesday after a goodwill visit to Myanmar. Commodore Harunur Rashid was the senior officer present afloat (SOPA) while it was commanded by Commander KS Hossain, an ISPR press release said.



Top : The ABU BAKR (F15) of the Bangladesh Navy – Photo : Coll Piet Sinke

The BN ship had a complement of 41 officers, including 24 under-trainee officers and 252 sailors.

The SOPA accompanied by the commanding officer of the BN ship called on high civil and military officials in Yangon.

Other activities included visits to places of historical interest and friendly games with the Myanmar Navy team.

Earlier, the BN ship was given a rousing welcome on arrival at the naval jetty. They were greeted by senior officers of the local Navy and officials of the Bangladesh Embassy in Yangon.

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Note from editor :

The ABU BAKR is the former British Leopard class – type 41 frigate LYNX (F27) which was build during 1955, she was purchased by Bangladesh on 12-3-82, and commissioned 19-3-82. and is at present in use as a trainings vessel , Replacements for this ship is being sought



KURSK

The submarine is already in the "Pallada" dock that will be used for transporting it to utilization plant "Nerpa". Nuclear-powered submarine "Kursk" has begun its way to the utilization plant "Nerpa". The ship will be disarmed of the rest six rockets and freed of its nuclear fuel. Only then it will be scrapped



SSN22 - CONNECTICUT



USS Connecticut (SSN 22), the US Navy's newest fast attack, nuclear submarine, departs May 1st her homeport of Submarine Base New London on her first, scheduled deployment.
(SEE SHIP OF THE DAY)

BUNDESMARINE

A German navy training task force, comprising two frigates on a five month cruise, docked at Kemari on Friday on a five-day goodwill visit to Pakistan.

German ambassador Dr Christoph Bruemmer told newsmen on board frigate Mecklenburg Vorpommern that the visit was perfectly suited to political conditions and also demonstrated German support for Pakistan.

The German ambassador had himself visited Pakistan in 1964 as a navy cadet. In view of the developments in Afghanistan and participation of Germany in peace-keeping role, visit of its warships was a significant development.

Commander of the Task Force, Thorsten Kahler, who had also visited Karachi in 1984, said the German navy ships had called at Pakistani port after 16 years.

Asked how he saw the growing role for the German Navy in the Indian and Pacific Ocean, commander of the Task Force said his country's navy had contributed to the cause of "enduring freedom and global fight against terrorism". He said that before 1990 German navy was reluctant to go far, but in view of UN requirement for peace keeping, it was now cruising beyond North Sea and the Mediterranean.

Asked what was the duration and role of German navy in distant waters, he said that it would be a short-term presence, mainly for surveillance. He nevertheless clarified that the task force's visit was not part of such missions.



The two frigates, [Mecklenburg Vorpommern \(Photo – coll : Piet Sinke \)](#) and [Rheinland-Pfalz](#) are carrying three groups of 204 cadets, comprising men and women, who would exercise with foreign navies, practice its skills at sea. They have already carried out live missile firing while visiting the Greece port of Souda in the Mediterranean Sea.

The German ships would go up to Tokyo before returning to the home base at Wilhelmshaven on Aug 28. Their itinerary include Indian, China, Spain, Philippines and Singapore.

Soon after their arrival, the Commanding Officers of the visiting ships, Commander Frank Menge and Commander Michael Plattau paid a visit to Fleet Headquarter and called on Commander Pakistan Fleet, Vice Admiral Shahid Karimullah.

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The visiting German naval officers also called on Commander Karachi, Rear Admiral Mohammad Haroon and Commander Logistics Rear Admiral Mushtaq Ahmed

MOVEMENTS KAPITEINS HAZEWINKEL



Saturday afternoon the Hoek van Holland Lifeboat **Kapiteins Hazewinkel** was called out for a windsurfer who came into problems near the Northern Breakwater, the person was recovered onboard the **Kapiteins Hazewinkel** and transported back to Hoek van Holland where the doctor was waiting at the lifeboat crew quarters for a small investigation, but nothing serious found .



Photo's : Ane Ree

Met vragen kunt U contact opnemen met **R.Zegers**, PR-Coördinator, tevens bemanning reddingboot "Kapiteins Hazewinkel"

Van Spilbergenstraat 50. 3151 BZ Hoek van Holland. Tel. **0174-385490 / 06 28118380 (tot 24 uur na actie!)**

E-mail: ron.zegers@hetnet.nl Fax: **0174 310903**

De Koninklijke Nederlandse Redding Maatschappij wordt uitsluitend door vrijwillige bijdragen in stand gehouden

AIRCRAFT / AIRPORT NEWS

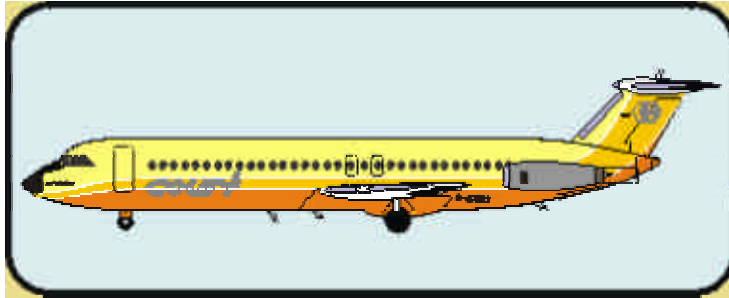
Air crash in northern Nigeria

An aircraft carrying at least 75 people has crashed into buildings in Kano in northern Nigeria, as it approached the city's airport.

Black smoke could be seen rising from the airport at Gwammaja just north of Kano, reports said.

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Firefighters and rescuers are at the crash site, which is in a densely populated residential area.



Witnesses quoted by Reuters said at least two survivors were taken from the wreckage of the **BAC 111-500** aircraft. Airport officials said the plane belonged to a private **Nigerian airline, EAS**, which operates a regular service between Kano and Jos in central Nigeria. Residents said that as the plane came into land, it hit a building and ploughed through two other buildings before coming to a halt and bursting into flames. Correspondents say air safety standards in Nigeria are often criticised by passengers, while some foreign embassies have forbidden staff from flying on some domestic airlines. But there has not been a major air disaster since 1996 when 142 people died when a Boeing 727 owned by Nigeria's ADC airline plunged into a lagoon outside the commercial capital Lagos.

RIJNMOND WEATHER maandag 6 mei

9 uur 's ochtends :
temperatuur: 8 graden
kans op neerslag: 15%
wind: matig (18 km/u) uit ZZO

5 uur 's middags :
temperatuur: 14 graden
kans op neerslag: 10%
wind: matig (14 km/u) uit OZO

.... SHIP OF THE DAY SEAWOLF CLASS SUBMARINES

The Seawolf was conceived as a faster, better-armed eventual replacement for the Los Angeles class nuclear-powered attack submarines. The first of class, the **Seawolf (SSN21)**, was ordered from the Electric Boat Division of General Dynamics, Connecticut, in January 1989 and commissioned in July 1997. **Connecticut (SSN22)** was commissioned in December 1998. The third, **Jimmy Carter (SSN 23)**, is to be modified to improve payload carrying and underwater manoeuvrability. The alterations to the design will include modifications to the ballast control, mission management spaces and the creation of a "wasp waist", which will enable the deployment and recovery of payloads without the use of torpedo tubes. The modifications will delay the submarine's delivery date to June 2004.

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The Seawolf was a product of the Cold War, conceived to maintain the USA's acoustic advantage over Soviet submarines. With the end of the Cold War and the change of emphasis to littoral operations, the cost of the Seawolf submarines was judged prohibitive and the programme was curtailed in favour of the smaller and cheaper Virginia Class New Attack submarines.

DESIGN

The Seawolf's modular design introduces important improvements and innovations. It has greater manoeuvrability than the Los Angeles Class, space for later upgrades and weapons developments, and better sonars.



The Seawolf has a submerged displacement of 8060t dived, and 7,700t surfaced. Full acoustic cladding has been installed. **It has a maximum speed of 35 knots dived**, and a "silent" speed of 20 knots. It can accommodate 134 personnel, including 14 officers. With a diving depth of 610m, it has been designed with a sub-ice capability, with retractable bow planes.

COMBAT SYSTEM



The combat data system is a Lockheed Martin BSY-2 with a network of some 70 or so 68030 Motorola processors. Weapons control is managed by the Raytheon Mk 2 fire control system.

the improved Los Angeles class, the Seawolf does not have any external weapons. The submarine is armed with both the land-attack and anti-ship version of the Tomahawk missile from Raytheon. The land-attack

Tomahawk has a range of 2,500km. A Tercom Aided Inertial Navigation System (TAINS) guides the missile towards the target flying at subsonic speed at an altitude of 20 to 100m. Tomahawk can be fitted with a nuclear warhead which is not normally carried. The anti-ship Tomahawk missile is equipped with an inertial guidance and an active radar and anti-radiation homing head. The range is up to 450km.

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The Seawolf class also carry the Harpoon anti-ship missile from Boeing. Sub-Harpoon uses active radar homing to deliver a 225kg warhead. The range is 130km and the speed is high subsonic.

TORPEDOES

Seawolf has eight 660mm torpedo tubes for launching torpedoes and missiles. 50 missiles/torpedoes are carried. The Gould Mk-48 ADCAP torpedoes combat both high-performance surface ships and fast



deep-diving submarines. The torpedo has a 267kg warhead. It is capable of operating with or without wire guidance and uses either or both active and passive homing. Range is 50km (active) and 38km (passive)

COUNTERMEASURES

Countermeasures include WLY-1 torpedo decoy system and a WLQ-4(V)1 electronic countermeasures (ECM) system.

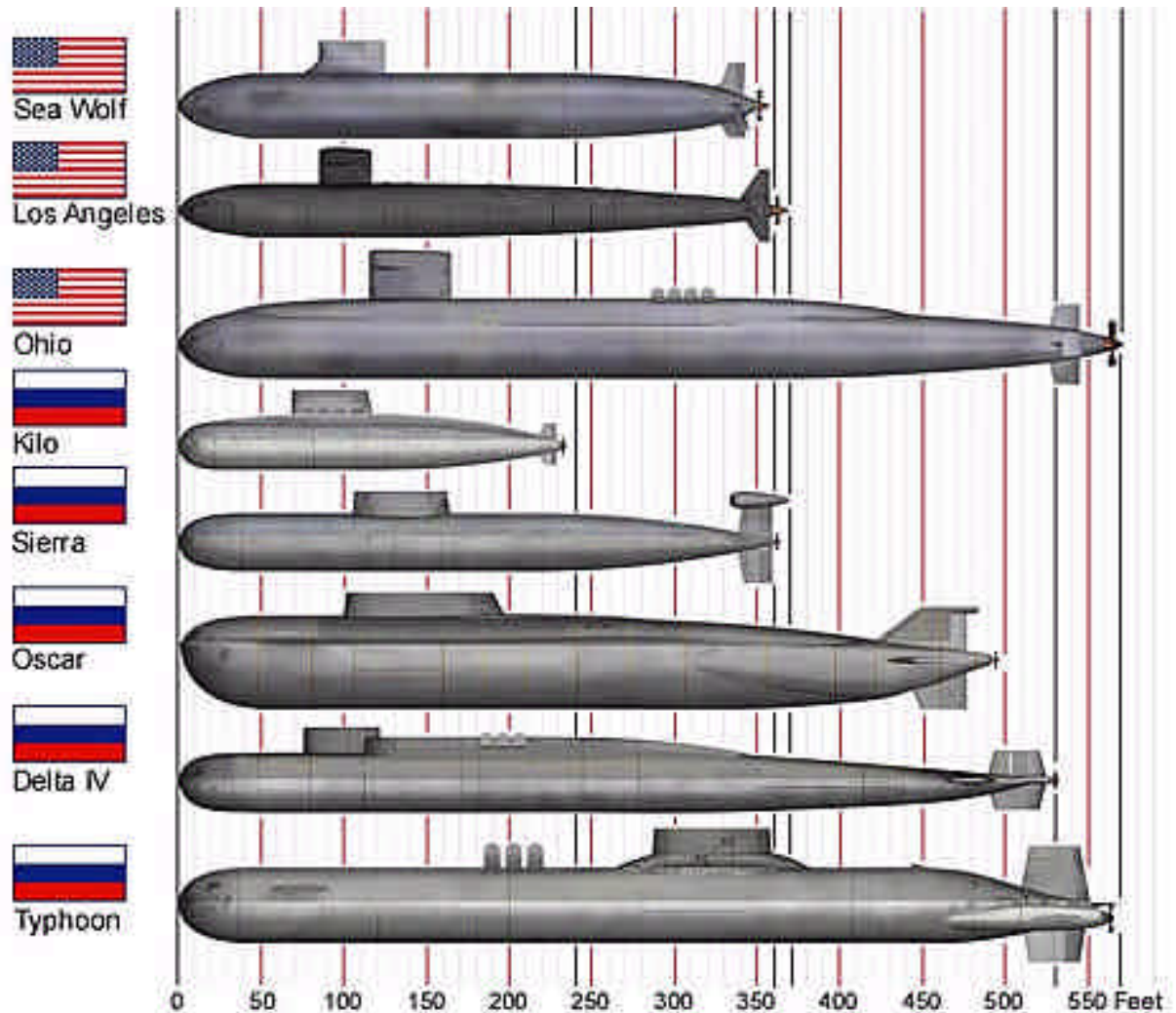
SENSORS

The submarine's sonar suite is the BQQ 5D with bow-mounted active/passive arrays and wide aperture passive flank arrays. Also fitted are TB-16 surveillance and TB-29 tactical towed arrays, which will be replaced by the TB-29A thin-line towed array being developed by Lockheed Martin, and BQS 24 active sonar for close

range detection.

BPS 16 radar, operating at I-band is fitted for navigation.

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PROPULSION

The nuclear-powered Seawolf has a GE PWR S6W reactor system, two turbines rated 52,000hp (38.8MW), a pumpjet propulsor, a single shaft, and one secondary propulsion submerged motor.

HAVE A LOOK AT THE FOLLOWING *SITES* FOR SHIPPING INFO AND PICTURES OF SHIPS AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>