

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 142



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News reports received from readers and Internet News articles copied from various news sites.

An advertisement for MULTRASHIP TOWAGE & SALVAGE. The logo features a blue and yellow stylized 'M' followed by the text 'MULTRASHIP' in large blue letters, 'TOWAGE' in smaller blue letters, and '& SALVAGE' in yellow letters. Below the logo, the website 'www.multraship.com' and the phone number '+31 (0) 115 645 000' are listed. The background shows a large container ship being towed by a tugboat.



The drillship **DEEP OCEAN ASCENSION** which is enroute from Korea to the US Gulf made a stopover at the Megapier in Willemstad to load 30 tons cargo which was flown in into Curacao and delivered onboard by International cargo forwarder **ALBATROS** the 19th during the evening.

Photo : Kees Bustraan - community.webshots.com/user/cornelis224 (c)

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EVENTS, INCIDENTS & OPERATIONS



Above seen the 1995 built NLD flag multicat **CLAUDIA-B** doing a 360* turn at Grand Harbour, Malta on Friday 14th May 2010. **Photo: Cpt. Lawrence Dalli - www.maltashipphotos.com (c)**

Turkish Aid Boats to Gaza Form Floating Island If Israeli Navy Intercepts them

The Turkish Humanitarian Relief Foundation (IHH) has announced it would create a floating island of ships off Gaza shores in the event the Israeli occupation forces navy intercepted and blocked their ships' convoy to help the besieged people of the Gaza Strip.

However, the foundation urged the Israeli occupation authority not to block the way of the convoy, stressing that the goal was humanitarian and the ships were loaded with goods badly needed by the people of Gaza to survive, and that the ships carry no prohibited or military items.

For his part, Mohammed Kaya, the IHH representative in the Gaza Strip, pointed out that his foundation would invite all civil society foundations and those of live conscience to join the proposed floating island till the convoy arrives to Gaza, stressing that organizers of the convoy were determined to carry out their mission and to enter the Strip.

He also pointed out that the Turkish help to the Palestinian people would continue, and that the convoy includes Turkish and foreign supporters of the Palestinian cause. Kaya's remarks came as he received two officials from Hamas Movement, MP Dr. Mohammed Shehab, and Jamal Skeik who hailed the Turkish noble stands in supporting the Palestinian people in the Gaza Strip and in alleviating the burden of the unjust Israeli siege on it.

Both Hamas officials also welcomed the release of Izzat Shahin, the IHH representative in the West Bank, after the IOF troops arrested him a couple of weeks ago. "We in Hamas Movement follow up all the help and efforts extended by the Turkish humanitarian foundations, and we are eagerly waiting for the arrival of the convoy, which is the biggest of its kind since the Israeli embargo was imposed on the Gaza people...and we are also determined like you to break the siege with all means", underlined Shehab during the meeting. **Source : Al Jazeera**



The **FRONT COMMANDER** seen arriving in Rotterdam-Europoort - **Photo : Jan Oosterboer ©**

Tanzania agrees to prosecute Somali pirates

Tanzania said on Thursday it would prosecute Somali pirates in response to a European Union call for other nations in the region to share the financial and security burden on Kenya and Seychelles. Kenya has borne the brunt of taking in and prosecuting sea bandits seized by foreign navies patrolling the Gulf of Aden's busy shipping lanes that link Europe with Africa and Asia.

"Parliament has already approved amendments to the penal code to ensure that Somali pirates can now be prosecuted in Tanzania," Tanzania's Attorney General Frederick Werema told Reuters. Pirates continue to outwit an international flotilla of warships, forcing some shipping companies to re-route around southern Africa while others employ private

armed guards. Often pirates arrested on the high seas are returned to Somalia's lawless shores because of disagreements over who should prosecute them.

Catherine Ashton, the EU's special representative for foreign affairs and security policy, said piracy posed a regional security threat and needed an international response. "Piracy is one of the big challenges of our times both for the region and for the international community. It undermines maritime security in the Indian Ocean and stability and development in the region," she told reporters in Tanzania's commercial capital Dar es Salaam.

The seas off Somalia are among the world's most dangerous for merchant shipping. The number of attacks worldwide jumped by 40 percent last year, with gunmen from the failed Horn of Africa state accounting for more than half the 406 reported incidents. Ashton is on a three-nation tour of Kenya, Tanzania and Seychelles to bolster the region's response to piracy and pledge an increased international commitment. She said the EU would help Tanzania develop the necessary infrastructure to detain pirates and put them on trial. On Wednesday, Kenya's foreign minister, Moses Wetangula, said his government would cease prosecuting pirates in four months if cost and security guarantees were not forthcoming. Earlier, the British High Commission in Tanzania said one its warships, Chatham, had destroyed two suspected pirate boats off the coast of Tanzania last week. Commander Simon Huntington said Royal Marines disarmed 10 suspected pirates inside Tanzania's exclusive economic zone before releasing them. **Source: Reuters**

HAPPY BUCCANEER INSTALLS WATER INTAKES



Mv Happy Buccaneer from BigLift Shipping seen installing two water intakes on the seabed near the beach of Binningup- Bunbury W.A. The water-intakes will supply water to the Southern Seawater Desalination Plant. The Binningup Desalination Plant is a desalination plant to be built near Binningup, Western Australia, about 150 kilometers south of Perth. It will supply water to the state capital Perth, as well as the nearby regional city of Bunbury and will be known as the Southern Seawater Desalination Project. It is designed to initially deliver 50 gegalitres of potable water per year or 20% of Perth's requirements. Capacity may be increased to 100 gegalitres at a future date.

Photo : Sander Jongenelen

Thad Allen to stay on as National Incident Commander for Gulf spill response

Admiral Thad Allen is to remain in his current role as National Incident Commander for the coordinated response to the **Deepwater Horizon** spill after stepping down as Coast Guard Commandant later this month, as planned.

"Because Admiral Allen's leadership has been so critical to our coordinated response to the BP Oil Spill, I have asked him--and he has agreed--to stay on as National Incident Commander after he steps down as Commandant of the Coast Guard later this month," said Department of Homeland Security (DHS) Secretary Janet Napolitano. "I commend his dedication to continuing to lead our administration-wide efforts to ensure that every available resource is leveraged efficiently and effectively to mitigate the spill's impacts."

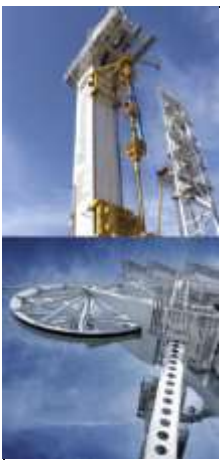
"Since this event began, my focus has been on managing the all-hands-on-deck response to this ongoing incident," said Admiral Allen. "Remaining in my current role as the National Incident Commander after being relieved as the Commandant will allow me to focus solely on this critical response, and Admiral Papp on the vital work of the Coast Guard."

As planned and previously announced, Admiral Robert J. Papp, Jr., will relieve Admiral Allen as Commandant later this month. As National Incident Commander, Admiral Allen works closely with Coast Guard Rear Admiral Mary Landry, the federal on-scene coordinator, and the Departments of Homeland Security, Defense, Interior and Commerce, the Environmental Protection Agency and other federal departments and agencies as appropriate--as well as BP, the responsible party in the spill--to oversee the continued deployment and coordination of vital response assets, personnel and equipment that have been activated since immediately after the spill.

Admiral Allen has overseen Coast Guard efforts since the event's first moments, when the Coast Guard launched a search and rescue operation in response to the April 20 explosion in order to save lives. Since then, the administration has continuously anticipated and planned for a worst case scenario, and Admiral Allen has led and coordinated ongoing federal actions to mitigate the oil spill, for which BP is responsible and required to pay response and cleanup costs.

Admiral Allen became the 23rd Commandant of the Coast Guard on May 25, 2006, leading approximately 42,000 men and women on active duty, 7,000 civilians, 8,000 reservists and 34,000 volunteer auxiliarists. The Commandant is the only four-star Admiral of the Coast Guard, and is appointed for a four year term by the President of the United States.

Source : MarineLog



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The 2007 built 116 mtr long **CLIPPER KITTY** seen in Rio Grande – Photo : Marcelo Vieira ©

Russian ships escape to Convenient Flags

Proportion of Russian-flagged ships for the past 5 years has decreased by 20%, while vessels sailing under foreign flags has increased 1,8 times as much, to 70%, PortNews IAA correspondent reported quoting Sergei Buyanov, Deputy CEO, head of Research Department of Navy Fleet Researches, who was speaking today at the International Forum "Maritime Industry of Russia. Mr. Buyanov added that this early year there were 1.187 Russian-flagged ships with total deadweight of 5.4 million tons. The average deadweight tonnage of dry cargo vessels is of 4.200 tons, of liquid cargo - 5,500 tons. The average age of the Russian fleet ship is 23 years.

There were 189 ships sailing under foreign flags early this year with total deadweight of 12.3 million tons. The average deadweight of offshore vessels is about 65,000 tons (tankers – 80,000 tons). The average age of foreign-flagged tankers is just 6,2 years.

According to Sergei Buyanova Russian International Ship Register "does not solve by itself the whole problem of return of Russian ships under the flag of Russia, and the main provisions of the Registry require substantial overhaul. "A long-term strategic results can be achieved by only a comprehensive and interlinked solution aimed at revival of the country economy related to shipping, primarily the national shipbuilding industry, through the state regulation of monetary relations, optimizing and improving tax and customs legislation.

In this regard, the Russian Ministry of Transport with participation of specialists of the United Shipbuilding Corporation (USC) and MinPromTorg of Russia has prepared a draft Federal law "On Amending Certain Legislative Acts of the Russian Federation in Connection with the Implementation of Measures for Support the Russian Shipbuilding and Shipping." The bill is expected to be coordinated with concerned ministries and departments.

Tug regains control of barge west of Astoria

The Coast Guard says a barge that had been drifting loose in the ocean near the mouth of the Columbia River is back under control. The tug **Miki Hana** was able to hook back up with the barge late Wednesday night about 10 miles west of Astoria.

The 330-foot barge snapped its tow cable Wednesday evening in 20-foot seas. The barge carries construction material and 400 gallons of diesel fuel. The Coast Guard kept watch on the barge by helicopter and coordinated with response agencies in Washington and Oregon. Source : **SeattlePI**



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The **HERMOD** arrived at the Heerema location in Rotterdam-Caland canal

Photo : Wil Oosterboer-Loendersloot (c)

World Cup Charter Cancelled

One of two World Cup charters planned by Germany's Moltke Promotion has been cancelled after the company said that demand for the sailings has not been as great as was originally anticipated. As a result, Moltke has scrapped its One Ocean Club voyages between Europe and South America and has asked Holland America Line to change its plans for **Noordam** -- one of two ships (along with **Westerdam**) that were to be used for the sailings. According to a statement from HAL, Werner von Moltke, managing director of Moltke Promotion, says that, although demand for the

cruises has been positive, there just weren't enough cabins sold to warrant a second charter. Representatives from Moltke Production were not immediately available for comment.

Again, **Westerdam** will still sail its scheduled voyages to and from South Africa as planned and will operate in Cape Town and Port Elizabeth between 13 June and 10 July; in the meantime, **Noordam** will stay in Europe and be put into an early dry dock, which was initially slated for January 2011. Following dry dock, the ship will again be chartered by Moltke Promotion for a lengthy voyage from Northern Europe to the Mediterranean. Both ships will resume their regular HAL sailings on 26 July with **Noordam** departing from Barcelona and **Westerdam** sailing out of Rotterdam.

All passengers on the affected sailing will be refunded in full by Moltke Production. This is the second global sporting event charter to be canceled in less than four months. In February, plans to base NCL's Norwegian Star in Vancouver as a floating hotel for the 2010 Winter Olympics were axed due to a lack of interest. **Source : cruise critic.com**



As mentioned earlier this week above seen the tanker **HECTOR** from the tug **HAKO 18** while towing her prior to entering Cape Town.

Photo : Capt. Kevin Tate (c)

Nigeria: Another Toxic Waste Ship Intercepted

A ship loaded with toxic waste bound for Nigeria has been intercepted, the National Environmental Standards and Regulatory Enforcement Agency (NESREA) disclosed.

This is coming six weeks after NESREA, through its Toxic Waste Dump Watch Committee, discovered a shipment full of waste in form of used lead acid batteries, old Mazda cars, used tyres, television sets, radios, computers and fridges headed for Nigeria. The ship was impounded and sent back when it reached the shores of the country. This latest shipment which is full of hazardous electronic materials was detected by Belgian authorities. It had a Mercedes truck, used fridges, compressors, tyres, television sets and rugs.

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The waste materials were packed in the Mercedes and Scania trucks on March 2010 by Olabisi Olusoga of Muhlenhof, 50997 Koln-Godorf, Germany enroute to RMR Shipping Terminal Antwerpen, Port of Antwerp in Belgium.

The consignee for the Mercedes Truck is Okoroafor Kyrian Uchenna of Umuahiam Afara, Mbaitoli Local Government Area (LGA) while that of the Scania truck is Maximum Invest Limited, Old Ojo Road, Alaba in Lagos.

The Director-General of NESREA, Dr. (Mrs) Ngeri Benebo, told journalists the agency is working in partnership with the Interpol and the Basel Convention to checkmate activities of smugglers. Benebo explained that the agency had received an e-mail from the Controller of Waste Transit, Federal Environmental Inspectorate of Belgium, informing it of the intended shipment into Nigeria on May 10. It was however, aborted.

She said NESREA was able to receive the information as a result of the growing collaboration between the agency and the Seaport Environmental Security Network of the International Compliance and Enforcement (INECE). "The notification informed us that the items were inspected and considered as hazardous wastes. The report further stated that the hazardous waste materials were confirmed to be illegally transported," she said.

According to Benebo, the packing list for the Mercedes truck only indicated 300 pieces of used electronic fans and 80 pieces of used vehicle engine, while other contents such as used refrigerators containing CFCs, used tyres and televisions were concealed by the owners. She said luck ran out on the smugglers as the consignment was seized by the Federal Environment Inspectorate in Antwerp Belgium and sent back to its port of origin in Germany.

Commenting further on the upsurge in movement of toxic waste into the country, Benebo said smugglers were responsible for the illegal activities, adding that NESREA had contacted the Interpol to help track down the culprits.

Furthermore, she explained that the agency was working with the Basel coordinating centre in Ibadan to try to acquire the relevant technology for recycling toxic electronic waste materials already in the country. THISDAY learnt that the Belgian authorities have sent it back to the port of origin, following the working partnership it has with Nigeria. Also, the Federal Government has launched an integrated waste management initiative that would help the agency clear e-waste materials from the environment, she disclosed. **Source : allafrica.com**

PROTEST KONVOOI VAN VISKOTTERS



Donderdag 20 mei, hebben ruim 40 viskotters gedemonstreerd tegen de inperking van hun vis vangstgebied.

De boze garnalen vissers hielden de protesttocht van Eemshaven via Lauwersoog naar Zoutkamp. De exploitanten van de meer dan 40 Groningse- en Friese garnalenkotters zijn het zat van de steeds meer beperkende maatregelen waarmee ze te maken krijgen. Ondermeer door de komst van windmolen parken in zee en installaties waarmee mosselzaad wordt gevangen is het visgebied steeds meer beperkt. Daardoor wordt het steeds moeilijker om op garnalen te vissen, zeggen de vissers. daarnaast wil de overheid ook nog eens een visverbod voor de kust.

Photo : Pim Korver FILM+VIDEO ©

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Training Ties



Representatives from **AMET University** in India and the **Nigerian Maritime Administration and Safety Agency (NIMASA)** visited the College recently to enhance their three year partnership.

South Tyneside College have been working with **AMET** for three years and **NIMASA** for one year delivering an HND in Marine Engineering and Nautical Science which involves one

year of study at AMET in Chennai and one year in South Shields.

Irene Macfoy, Assistant Director in Maritime Capacity Building at NIMASA is visiting the College for the first time, she comments:

"The College has an excellent reputation and is playing an active part in the 'Go to Sea' campaign run by the International Maritime Organisation (IMO). We are currently sponsoring the first Nigerian students through the partnership to study the HND in Marine Engineering and the programme is gaining popularity in Nigeria."

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Captain S Bhardwaj, Vice Chancellor at **AMET University** (seen at the photo below together with **Piet** the compiler of the Newscippings), also visited the College, he comments:



"We first started this partnership three years ago and we have students from India, Nigeria and various other countries choosing to study this programme. The course is also becoming increasingly popular with countries across the Persian Gulf so we met to discuss future developments in the programme."

Patrick Routledge, Head of Department for Engineer Officer of the Watch at South Tyneside College, comments:

"The joint AMET-STC partnership has been very successful, with some students going onto success in our BEng Degree Programme run in conjunction with Northumbria University. Many other students have successful careers at sea and we can look forward to welcoming them back on Second and Chief Engineer Courses."

Lindsey Whiterod, Principal and Chief Executive at South Tyneside College, comments: "We are very proud of our partnership with AMET University and it was a great pleasure to welcome **Captain Bhardwaj** and **Irene** to the College. We look forward to developing our links with our partners further in the future."



Source : shiptalk.com / photo's : **Piet Sinke** ©

U.S. backs Seoul's charge that North Korea sank ship

Navy soldiers stand guard near the wreckage of the naval vessel Cheonan, which was sunk on March 26 near the maritime border with North Korea, at the Second Fleet Command's naval base in Pyeongtaek, south of Seoul, May 19, 2010.

Photo: Reuters/Lee Jae-Won

U.S. President Barack Obama vowed to help South Korea defend itself against any further "acts of aggression," the White House said on Wednesday as it backed Seoul in its accusation that North Korea sank one of its navy ships.



"Such unacceptable behavior only deepens North Korea's isolation," the White House said in a statement. "It reinforces the resolve of its neighbors to intensify their cooperation to safeguard peace and stability in the region against all provocations."

The U.S. government echoed Seoul's assertion that an international investigation had yielded proof that a North Korean submarine fired the torpedo that hit the South Korean ship in March, killing 46 sailors.

"It points overwhelmingly to the conclusion that North Korea was responsible for this attack," the White House said.

"This act of aggression is one more instance of North Korea's unacceptable behavior and defiance of international law," it said. "This attack constitutes a challenge to international peace and security and is a violation of the Armistice Agreement."

Obama spoke by phone to South Korean President Lee Myung-bak two days ago, the statement said, and "made clear that the United States fully supports the Republic of Korea, both in the effort to secure justice for the 46 service members killed in this attack and in its defense against further acts of aggression."

Obama's efforts to engage diplomatically with nuclear-armed North Korea in the early days of his administration last year were met with defiance, and the U.S. leader has since toughened his rhetoric against Pyongyang over its nuclear program.

Lee pledged a firm response against North Korea. Pyongyang called the accusation a fabrication and threatened strong measures, including war, if South Korea imposed sanctions. Seoul's bid to further isolate Pyongyang could also lead to a U.S.-backed push for harsher U.N. sanctions against North Korea that could tighten the vise on its already impoverished economy.

Beijing, a pivotal player in long-stalled six-nation talks to rein in North Korea's nuclear weapons program, is the reclusive state's only major ally and is reluctant to penalize its government for fear of causing instability on its border.

North Korea has denied it was responsible for the ship sinking, accusing the South's conservative government of using the incident for political gain and to worsen already chilly ties between the two Koreas. U.S. Secretary of State Hillary Clinton will visit Seoul on May 26 in what analysts see as a show of solidarity with the long-time U.S. ally. Source :

reuters



The **VERA RAMBOW** seen outward bound from Rotterdam – Photo : Clemens Smits ©

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CASUALTY REPORTING

Damaged ship not leaking fuel off Qld

Maritime authorities have breathed a sigh of relief after a damaged Chinese cargo ship was deemed not to be leaking fuel in far north Queensland waters.



The Australian Maritime Safety Authority (AMSA) received reports of a sheen, feared to have been caused by a diesel spill, on waters near the **Zhong Xing**, IMO: 7915424, which is anchored nine nautical miles north of Yorke Island.

The 113-metre-long vessel was damaged when it struck a reef in Papua New Guinean waters on Monday, shortly after leaving the PNG port of Daru with a cargo of timber. It was attempting to continue its voyage to China via the Torres Strait when AMSA ordered it to drop anchor to prevent pollution.

An AMSA spokeswoman said a surveyor had flown over the area on Thursday afternoon and had reported no obvious signs that the vessel was leaking fuel.

"Thursday afternoon we have had a dedicated flight over the area and we also have our surveyor on board the vessel - there are no reports of sheen at all today," the spokeswoman said.

"While the vessel is still taking on water, the pumps on board are efficiently managing the ingress by pumping the water from the cargo hold and the ship is stable.

"There are no obvious signs that the fuel tank has been breached and it is likely that the sheen seen yesterday was caused from diesel oil residue in the bilge when water was pumped off the vessel - diesel oil creates a surface sheen and then evaporates very quickly."

The AMSA spokeswoman said crews would remain ready to respond in case the situation changed. "A customs vessel is on standby and our surveyor is on the scene who can monitor the situation as we go," she said. "If there was something seen on the water we would immediately order another observation flight, but we are confident the vessel is stable."

Authorities and a salvage company are expected to make a decision on moving the vessel in the coming days.

Source : news.smh.com.au

NAVY NEWS



The Dutch AGOS **A 802 SNELLIUS** seen in IJmuiden – Photo : [Joop Marechal](#) ©

Future USS San Diego (LPD 22) Launched

The future **USS San Diego (LPD 22)** was launched May 7 from Northrop Grumman Shipbuilding's Ingalls shipyard in Pascagoula, Miss. The launch of the 684-ft ship into the Gulf of Mexico marks an important milestone in the ship's construction process.

"As the sixth ship of the class, this launch is a considerable achievement in the program," said Jay Stefany, LPD 17 program manager for the Navy's Program Executive Office (PEO) Ships. "The ship was more than 75 percent complete prior to launch, more complete than any other ship of the class at this point in construction. We continue to work with the shipbuilders to identify production improvements and a consistent build plan that will lead to lower costs and predictable schedules." San Diego is the first ship of the LPD 17 class that started construction after Hurricane Katrina hit the Gulf Coast.

The ship's keel was laid May 23, 2007. Named for the city of San Diego and her future homeport, the ship's next major milestone will be christening, scheduled for June. The future **USS San Diego** is expected to deliver to the Navy in 2011.

The principal mission of LPD 17 class amphibious transport dock ships is to transport and deploy the necessary combat and support elements of Marine Expeditionary Units and Brigades. The ship will carry approximately 720 troops and have the capability of transporting and debarking air cushion (LCAC) or conventional landing craft and Expeditionary Fighting Vehicles (EFV), augmented by helicopters or vertical take off and landing aircraft (MV 22). These ships will support amphibious assault, special operations and expeditionary warfare missions through the first half of the 21st century.

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all major surface combatants, amphibious ships, special mission and support ships, and special warfare craft. Currently, the majority of shipbuilding programs managed by PEO Ships are benefiting from serial production efficiencies, which are critical to delivering ships on cost and schedule. **Source : MarineLink**

Hr.Ms. Van Speijk oefent met Frans fregat



Het stationsschip van de Koninklijke Marine **Hr.Ms. Van Speijk** heeft van maandag 17 tot en met woensdag 19 mei diverse oefeningen uitgevoerd met het Franse fregat **FS Ventose**

Handhaving van de (inter)nationale rechtsorde en stabiliteit, is een van de hoofdtaken van Defensie in het Caribische Gebied. Het inzetgereed houden van de eenheden is daarbij van belang. Daar geeft het stationsschip onder andere invulling aan door samen te oefenen met internationale partners.

“Een mooie kans om de geoefendheid van het schip hoog te houden”, aldus de commandant, kapitein-luitenant-ter-zee Peter Reesink. Er werden onder andere communicatie- en manoeuvreoefeningen gehouden. Nadat beide schepen dit waardevolle oefenprogramma afgesloten hadden, gingen ze weer verder met hun reguliere taak.

Foto: Koninklijke Marine

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Russia To Help Ukraine Finish Construction Of Missile Cruiser

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Russia has agreed to help Ukraine finish construction on a missile cruiser, which has been stalled for almost 15 years, the Ukrainian president said on Monday.



Construction of the Slava class **Admiral Lobov** cruiser was launched in 1984 at the Nikolayev shipyard in Ukraine but stalled during its final stage in the late 1980s due to a sharp reduction in military expenditure. The cruiser was renamed the *Ukraina* in 1992.

"We have agreed that Russia will complete construction of the *Ukraina* cruiser," Viktor Yanukovich said at a joint news conference after talks with Russian President Dmitry Medvedev in Kiev. Yanukovich said the cruiser was 95% complete but could not be finished without Russia's help.

According to the latest data, around \$30 million is needed to complete the cruiser's construction.

Slava class cruisers were designed as surface strike ships with some anti-aircraft and ASW capability. They carry 16 SS-N-12 Sandbox nuclear-capable supersonic anti-ship missiles, with launchers mounted in four pairs on either side of the superstructure. Russia has three Slava class cruisers in service with its Navy. **Source : RIA Novosti**



Above seen the HMS **Gloucester** on the Clyde.

Photo : Jim Prentice- <http://Caledoniantransportphotos.blogspot.com>

MRH90 Failed Australian Engine Investigation

Specialist personnel from the European engine manufacturer (Turbomeca and Rolls Royce have been brought to Australia to assist with the ongoing investigation into a technical incident with an Australian Defence Force (ADF) Multi Role Helicopter (MRH90) last month.

The helicopter suffered an engine failure in one of its two main engines on 20 April 2010, about 30 minutes north east of Adelaide. The helicopter returned to RAAF base Edinburgh without further incident or injuries to personnel.

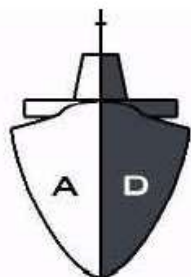
The Defence Science and Technology Organisation (DSTO) is also assisting with the forensic analysis of engine components with flying operations suspended while the cause of the engine failure remains under investigation.

The full impact of the engine failure on the project schedule is yet to be determined.

Of the 46 MRH90 helicopters ordered for the Australian Army and Navy, 11 have been accepted and are being used for training and testing. **Source : defpro.com**

SHIPYARD NEWS

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Kvichak Marine Delivers P/V Yellow Rose



Kvichak Marine Industries recently delivered P/V **Yellow Rose**, a 77.8 ft x 21.6 ft Pilot Boat for operation by the Houston Pilots on the Houston Ship Channel – the largest landlocked port in America. The vessel is designed to operate as a pilot launch transporting pilots to and from a shore side dock and the Houston Pilot's SWATH, and to perform pilot transfers to commercial vessels.

Designed by Camarc Design, UK, the all-aluminum vessel is powered by twin Tier II Cummins QSK-38 engines rated for 1,400 bhp each, which are coupled to ZF 4600 transmissions driving twin Hamilton 651 waterjets. This combination allows for excellent maneuverability and a top speed of about 29 knots when fully loaded.

Additional vessel features include:

Length, o.a. 77.8 ft
Beam, o.g. 21.6 ft
Draft (RFS) 3.5 ft
Fuel capacity 1,770 gal

Fresh water 50 gal
Pop-Safe fendering
Rescue platform & A-frame
Day galley & crew accommodations
Northern Lights M55C2 55kW Genset
Complete electronics package
Source : Maritime Today



The coaster **VINLAND SAGA** ready with docking and repairs at the Curacao Dry-Dock Company.

Photo : John Smit ©

Croatia gets four bids for loss-making shipyards

Croatia has received four bids for three of the indebted shipyards it offered for sale as a major precondition for progress in its European Union accession talks, the government said on Wednesday. Three bids came from local companies, while Crown Investments of Germany submitted an offer to buy 3.Maj dock in the northern Adriatic port of Rijeka by the time the international sale tender closed at 1200 GMT on Wednesday.

Croatia hopes to complete the EU entry talks this year or early in 2011 and to join in 2012. Restructuring of the heavily subsidised shipyards is a key condition for moving forward in talks on competition policy.

Unlike a previous attempt that fell through amid meagre interest last September, the new tender attracted bids for the 3. Maj, Brodosplit and Brodotrogir yards.

Uljanik, based at the northern town of Pula and which is profitable, found no buyers for the asking price of 397.5 million kuna (\$68 million).

'As for the remaining two shipyards, their management has already been asked to prepare a restructuring programme because the government wants shipbuilding to survive,' said Rudjer Friganovic, state secretary at the economy ministry. Four docks were offered for a token price of 1 kuna, but investors will have to take on at least 40 percent of the restructuring costs. The smaller of two shipyards in Split was offered for 18.2 million kuna. The docks have been piling up debts for years but governments have been reluctant to restructure them as they employ about 11,000 people. The government, which has 30 days to decide on the bids, has said it would favour bidders with the best business and investment plans. **Source: Reuters**



Several ships seen at the Curacao Dry-Dock Company in Willemstad (Curacao) – **Photo : Els Kroon ©**

Novorossiysk Shipyard post Q1 income of RUB108,4m, up 51 percent

First-quarter net income of Novorossiysk Shipyard (NSRP OJSC, part of Novorossiysk CSP Group) increased by 51.69% compared with the previous year, to 108.437 million rubles. Jan-Mar revenues grew by 14.8% from Q1, 2009, to 265,053,000 rubles.

2009's net income of the company totaled 291,124,000 rubles, 5.35 times more than in 2008. Last year's revenue rose by 17.5%, to 923.846 million rubles..

Novorossiysk Shipyard provides a wide range of stevedoring and ship repair services and is one of the largest port operators on the Russian Black Sea shore. The shipyard's industrial territory is 30 hectares. There are 13 railroad of length of over 4100 meters, and roads. The shipyard's moorage wall comprises 10 berths with a total length of more than 1700 meters, equipped with gantry cranes with lifting capacity of up to 50 tons. Novorossiysk shiprepair plant is capable of accommodating 200.000dwt vessels, with length of up to 300 meters, and breadth of 43 meters.

Source : Portnews

Philippine yard gets Rio bulker order

Hanjin Heavy Industries' shipyard in Subic Bay, Philippines, recently signed a \$500 million contract to construct eight 205,000 dwt bulk carriers for Anglo-Australia's Rio Tinto.

Hanjin Heavy Industries – Philippines (HHI-Phil) had already won the bids to construct two very large bulk carriers in January, one in February and eight in April. So far this year, it has won bids to build 19 bulkers.

The newbuildings will measure 300m in length, 50m in width and have a service speed of 15 knots. Delivery of the first unit is scheduled for the second half of 2012 and all eight will be completed by 2013.

The 2.6 million m2 HHI-Phil site is 10 times bigger than Yeongdo Dockyard in Korea and, with its competitive labour and stable production systems, the Subic facility is now capable of building offshore plants as well as very large carriers which are too large for the conventional Yeongdo yard to handle.

"We are going to develop the highly-efficient Subic Shipyard into the world's leading shipbuilding site and Yeongdo Dockyard into a strategic shipbuilding base for high-technology carriers and offshore supply vessels through facility modernization," an official from HHIC said. The Subic shipyard has been equipped with a 370m-long Dock 5, the 550m long and 135m wide Dock 6 which is claimed to be the largest of its kind, 4km-long quay facility, four ultra-large cranes and over 1,000m-long automated assembly lines. The company has a full order book for the next 3 years.

Source : The Motorship

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Oceaneering to acquire DMT Sapphire

Oceaneering International, Inc. announced it was the high bidder to acquire the **DMT Sapphire** from an affiliate of Deep Marine Technology, Inc. (DMT), under a bankruptcy-sponsored auction proceeding. The bid was \$16.5 million.

Deep Marine Holdings, Inc. and five affiliates filed for Chapter 11 bankruptcy in the U.S. Bankruptcy Court for the Southern District of Texas on December 4, 2009.

The Class 2 dynamically positioned vessel **DMT Sapphire** (formerly the **Kelly Ann Candies**) was acquired by Deep Marine in 2007. The U.S. flagged and built subsea support vessel was commissioned in 2002, is 237 feet long, and will be delivered to Oceaneering at a Louisiana shipyard, subject to approval of the sale at a court hearing scheduled for June 2, 2010. Oceaneering intends to make an additional investment to upgrade the **DMT Sapphire**. The vessel will have an Oceaneering saturation (SAT) diving system permanently installed onboard and be outfitted with a new crane and telecommunications, video, and survey equipment. It will be renamed at a later date.

T. Jay Collins, President and Chief Executive Officer, stated, "Our Subsea Projects business has performed admirably for the past five years and created an excellent reputation for SAT diving service work in the Gulf of Mexico. This pending acquisition is consistent with our intent to augment our vessel fleet by purchasing quality assets at attractive prices.

"Assuming the court approves our bid, the addition of the **DMT Sapphire** should be accretive to our earnings in 2011." **Source : MarineLog**

Drydocks World to build CSS well intervention vessel

Drydocks World Southeast Asia has won a contract to build a new state-of-the-art oil well intervention Compact Semi-Submersible (CSS) vessel -- its third order from Hallin Marine. The vessel will cost a total of US\$110 million.



The contract follows close on the heels of the world's first order for a vessel with the CSS hullform. That was recently placed by Marine Asset Corporation (MAC) with Fujian Mawei Shipyard in southeast China for the construction of a 500 man Compact Semi-Sub Accommodation Vessel.

Designed by STX Canada Marine Inc, the primary function of the diesel/electric CSS ordered by Hallin is to facilitate repair and maintenance to an existing offshore well,

via chemical injection on braided lines, extending perforation tunnels and effectively maximizing and extending the productive life of the well.

The CSS is equipped with four fixed-pitch Azimuth thruster units and full DP-3 capacity, which enables automatic as well as manual dynamic positioning/heading control in harsh environmental conditions, and has a multiple inherent fail-safe capability.

Denis Welch, CEO of Drydocks World Southeast Asia, noted that the vessel's main capability of repair and maintenance is aligned with one of Drydocks World's main strengths.

"It will enable the marine equivalent of keyhole surgery to sub-sea oil production systems," said Mr. Welch. "This is an exciting first for Drydocks World, also the first of its kind to be manufactured in Batam.

Other features of the 84 m, 8,200 dwt vessel include an active heave-compensated offshore crane, a single line lifting of SWL (Safe Working Load) 150 tonnes, a complete active heave-compensated, electro-hydraulic Deep Water Lowering System, a five tonnes provision crane and two ROV systems, one launched via the internal moonpool and the other from the vessel's starboard. The CSS can accommodate up to 152 sub-sea team members.

Hallin Chief Executive, John Giddens, said: "Drydocks World has produced two excellent vessels for us in building the Ullswater and the Windermere and its engagement and enthusiasm for the CSS, along with a competitive price, convinced us it was the right company to build our new flagship!"

The Subsea Operations Vessel, Windermere, was completed at Drydocks World's Singapore yard and is to be delivered shortly. The Ullswater was delivered in February 2009.

The contract for the new CSS vessel, classed by ABS, which will be named like its predecessors after one of the 26 lakes in the UK's Lake District, has just been formally signed in Singapore.

Denis Welch concluded: "We are extremely pleased to extend our relationship with Hallin via this contract and we look forward to eventually constructing a fleet which covers the names of all 26 lakes in the Lake District!"



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Wilson Sons reports first quarter revenues of US\$121.4 million

Brazil's Wilson Sons has seen mixed consolidated results for the first quarter of 2010, driven by growth in revenues and volumes, but with reduced margins.

Although Brazil's domestic economy has continued to show growth, a strong Real and the global financial crisis have meant continued pressure on exporters and ship owners. Wilson Sons said that reduced warehousing volume has also negatively impacted margins this quarter compared to the same quarter last year.

In quarter one 2010, net revenue grew 28.1 percent at the port terminals division, driven by 16.4 percent container (TEU) volume growth and Brasco revenue growth of 47.5 percent compared to first quarter 2009. Towage revenues increased by 12.8 percent compared to the same quarter last year as the company continues to grow its participation in special operations, while in the offshore business, revenue grew 32.8 percent as a result of increases in the size of the PSV fleet to service demand from the oil and gas industry.

EBITDA margin was negatively influenced by reduction in the high margin warehousing volumes, cost inflation, and a provision for labour claims. **Source : Baird Online**

Cruise Ship Building at SMM 2010: September 2010

Cruise ship building will again be a prominent at SMM 2010, the 24th international shipbuilding fair at Hamburg Fair site from **7 to 10 September 2010**. The big exhibitors will include the stands of Fincantieri, Meyer Werft and STX Europe. These shipbuilding companies in the cruise vessel segment are coming to the SMM 2010 with well filled order

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books. SMM 2010, 24th shipbuilding, machinery & marine technology international trade fair hamburg, showcases some 2,000 exhibitors from 60 nations.

In this most demanding segment of the shipbuilding industry, the yards had orders for a total of 25 cruise vessels with 2.15 million gt, worth USD 14.8 billion in their books at the beginning of April 2010, according to Seatrade Insider. They include the **Celebrity Eclipse** delivered by Meyer Werft in April and the **Azura** delivered by Fincantieri, also in April. Europe's Big Three, that is Fincantieri, Meyer Werft and STX Europe, account for 20 newbuildings. The other five orders, all of them for smaller vessels, are split between the Italian cruise vessel and superyacht builder T. Mariotti (two newbuildings, each 32,000 gt); Irving Shipbuilding from Halifax, Canada (8,700 gt); Chesapeake Shipbuilding, USA (3,000 gt); and Factoria Naval de Marin, Spain.

The takeover of the Norwegian Aker Yards Group by Korean shipbuilding group STX undoubtedly means there will be transfer of know-how from STX Europe to the parent company. Sang-Ho Shin, who started his career at STX in 1980 and has been President & CEO of STX Europe since May 2009, has set out a clear objective – "We will become the leading builder of cruise and offshore vessels in the world. We realize that our goal can only be attained through the concerted efforts of STX's own resources - our people, our technology, processes and other resources." At the end of last year, SHI announced that they intended to become the first Korean shipyard to start building cruise vessels. They said that this was at the same time the start of a new shipbuilding era in Korea, ending many years of European dominance in this segment. The Korean shipyard was selected by the US company Utopia to build an apartment cruise vessel for USD 1.1 billion. According to SHI, the deal is to be sealed in the first half of 2010. The ship is to be delivered in 2013.



ALPHATRON MARINE booth at the **SMM 2008** - Photo : **Piet Sinke** ©

And there are other Asian shipbuilding countries such as China and Japan which are aiming to build cruise vessels. Japan already has some experience of this area, with **Diamond Princess** and her sister ship **Sapphire Princess** built seven years ago at Nagasaki Shipyard & Machinery Works, belonging to the Mitsubishi Heavy Industries Group. The client was Princess Cruises, a US company belonging to Carnival Corporation & plc, the biggest cruise company in the world. The cruise industry has remained relatively unaffected by the global downturn of the past year. At present the cruise fleet comprises 281 ships worldwide, according to Cruise Industry News, an SMM exhibitor, and there will be 17.8 million cruise passengers this year. In 2015 there will probably be 300 luxury cruisers and 20 million cruise holiday-makers, according to an estimate by Oivind Mathisen, Editor-in-Chief of Cruise Industry News. "The cruise industry is heading for growth all over the world," he added. A large proportion of the growth in the next five years will

be with passengers from Europe, South America and the Asia-Pacific Region. But North America will still be the largest market.

Asia also wants to benefit from these growth rates. Thus in October 2009, Singapore started building an International Cruise Terminal, intended to double the country's mooring capacity on completion at the end of 2011.

There are newcomers appearing on the scene alongside the current major players AIDA Cruises, Carnival Cruises, Royal Caribbean, Celebrity Cruises, Costa Crociere, MSC, Norwegian Cruise Line, etc. For example TUI Cruises, which acquired a cruise ship of its own for the first time last year – **Mein Schiff**. It is not a newbuilding, but was originally built by Meyer Werft as the **Galaxy**, and then fully converted and modernised at Lloyd Werft. And that is just the start. As Richard J. Vogel, CEO of TUI Cruises, declared, "We are planning to expand our fleet in the coming years." Welcome words to the management boards of shipyards specialising in luxury cruise vessels. **Source : smm-hamburg.com**



Photo : Piet Sinke ©

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Moerdijk Container Terminal started

Container terminal operator ECT in Rotterdam and the stevedoring company CCT in the port of Moerdijk started the Moerdijk Container Terminals (MCT). In the new joint venture, MCT will develop itself further as 'extended gate' of the

ECT terminals in Rotterdam and as hinterland terminal for the nearby seaports. The present throughput of the tri modal terminal of 150,000 TEU can grow to 1,000,000 TEU.

The network of extended gates and the services it offers guarantees an ever reliable, easy and sustainable transport by barge or train to and from the hinterland. **Source: European Container Terminals**

IHC Merwede and Wärtsilä join forces to extend the life of ships with Bolnes and Smit Bolnes engines



IHC Parts & Services, part of IHC Merwede, and Wärtsilä Netherlands (WNL) have teamed up to provide life-cycle support for ships with Bolnes and Smit Bolnes engines. The companies will combine their industry knowledge, expertise and strength to maintain these dredging and other vessels worldwide in order to extend product life cycles, reduce owners' costs and meet the latest environmental legislation.

Ships fitted with Bolnes and Smit Bolnes engines are on average 30 years old and over. The plants where these engines were built, closed years ago. Therefore it is increasingly difficult to find parts, yet there are still over 300 ships with (Smit) Bolnes engines in operation. The most

valuable components of a dredging vessel are those that are specifically used for dredging and the systems for propulsion and energy supply. As part of its cooperation with Wärtsilä and IHC Parts & Services as a full service provider, offers the complete upgrade solution for the ship, including dredging components and ship service. Wärtsilä ensures total maintenance and upgrade packages for the complete propulsion, including every part of the engine and automation up to the propeller.

"An IHC Merwede dredger generally lasts for 30 years and then depreciates. IHC Parts & Services and Wärtsilä may extend its life by at least 10 to 20 years with the life-cycle support programme. Through this programme the ship will also comply with the latest environmental requirements. Upgrade packages and maximum availability of spare parts for all on-board equipment will provide for this," says Henk Kleef, Manager Business Development at IHC Parts & Services. Dan Veen, WNL's Benelux Sales Services Manager, adds: "Upgrading an existing ship is worth considering, especially in the current market conditions. A thorough investigation by our team of experts maps out the possibilities and costs in detail for extending the life of the entire ship." This technical research and life-cycle support extend the intervals between services, which result in affordable maintenance costs. In addition, it limits the high cost of unscheduled maintenance to a minimum and increases fuel savings.

Lithuania-flagged Deltuva detained in Puerto Rico, allegedly for dumping bilge waters

The Lithuania flagged **Deltuva** ship has been detained in Puerto Rico by the USCG responsible for shoreline protection, who alleged the oil ship was polluting the area with oily waters, Delfi reports. The ship arrested on April

31st was not equipped with the necessary cleaning system, so the crew was instructed to remove the defects. The shipowner has to deposit a significant bond, while the pre-trial investigation is ongoing.

According to the Lithuanian Shipping authorities, the shortcomings have been eliminated, but the vessel is still docked at the port of San Juan. The U.S. authorities say the **Deltuva** and some crew members can not leave the port until the investigation is over.



Pride's Deep water drill ship "**Deep Ocean Ascencion**" leaving the mega pier at Curacao on May 20, 2010 around 19.15 hours Local Time bound for the US Gulf to commence drilling for BP.

Photo : Joop Kooijman ©

Shinwa Kaiun Kaisha buys Nippon Steel Shipping

Shinwa Kaiun Kaisha has bought the shipping subsidiary of a major domestic steel mill, in the process doubling the size of its bulker fleet. Tokyo-listed Shinwa Kaiun Kaisha has bought all the shares of Nippon Steel Shipping. Nippon Steel Shipping is more than 50 years old with a bulker fleet in excess of 3m dwt with all types of ship sizes. **Source : Seatrade Asia**

Mother Theresa said :

**" Let us not be satisfied with just giving money.
Money is not enough, money can be got, but they need your hearts to love them.
So, spread your love everywhere you go."**

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Wilmar orders up to 12 Kamsarmax bulkers

Kuok Group trading arm Wilmar is splashing out \$127.6m for a quartet of Kamsarmax bulkers at two Chinese yards. Wilmar has ordered two pairs of 82,000 dwt bulkers from Jiangsu Eastern Heavy Industry and Sainty Marine Corp for delivery in 2011. The Singapore-listed company has options for up to four more vessels at each yard, at the same price. The options have to be exercised by the end of the year. "The acquisition of these vessels will enhance the group's logistics operations and increase efficiency and if the options are fully exercised, the 12 new vessels will cover approximately 30% of the group's shipping needs," Wilmar said. **Source : Seatrade Asia**

OLDIE – FROM THE SHOEBOX



Above the **Corinthic** seen the approaching Montreal inbound in 1968 - **Photo : Harry Stott ©**

The **SS Corinthic** was built by Cammell Laird & Co Birkenhead (yard 1175) . She was launched on May 30, 1946, completed in April 1947 and departed on her maiden voyage from Liverpool to Sydney on April 12, 1947.

.... PHOTO OF THE DAY



Above, Dockwise vessel **Talisman** off Vborg-Russia, loaded with a 15000mt lower hull structure. At discharge location (Kobe-Korea) the hull will be ballasted down to 27m, after which Dockwise will install the topside unit (drilling tower) on top of this hull via the float over method. Dockwise vessel **Black Marlin** will be used for this float over. This operation will take place mid July.

Photo : Bas Polkamp-Dockwise ©

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