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Hofpoort 16th Floor, Hofplein 20  
3032 AC Rotterdam • The Netherlands

phone + 31 10 240 25 00  
fax + 31 10 240 25 99  
email [sales@fairmount.nl](mailto:sales@fairmount.nl)



**A year after grounding in Table Bay, Cape Town, the SELI 1 is being scrapped down to the waterline.**

**Photo: Robert Pabst ©**

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## EVENTS, INCIDENTS & OPERATIONS



Above seen in the port of Thira in Santorini, the Louis Lines two ships **Sapphire** ( Launched "**ITALIA**", 1965) and the **Calypso** (Launched "**Canguro Verde**", 1967)

Photo: Tony Stansfield - MSY Wind Spirit ©

## Tidewater to raise \$425 million in private note placement

Offshore service vessel giant Tidewater Inc. (NYSE:TDW) reports that it has reached a note purchase agreement that will see a group of institutional investors buy \$425 million of senior unsecured notes. Closings are contemplated October 15, 2010 and December 30, 2010, when the company expects to issue a multiple series of notes totaling \$310 million and \$115 million, respectively. The notes will have maturities ranging from 5 years to 12 years and have a weighted average life to maturity of approximately 9 years. The notes may be retired before their respective scheduled maturity dates subject only to a make-whole provision. The weighted average coupon on the notes is 4.25 percent.

Dean Taylor, Tidewater's Chief Executive Officer, noted "Tidewater's ability to access the credit and capital markets on very favorable terms reflects the company's strong financial position. In recent quarters, the company's focus has shifted from fleet renewal and earnings replacement to longer-term growth initiatives. Competitive financing arrangements allow us to opportunistically acquire and/or build vessels that address changing customer requirements and to best position our company for a future market recovery."

Proceeds from the note sales will be used to refinance borrowings under Tidewater's \$450 million revolving credit facility, which remains available until May 2012, to fund capital expenditures related to the Company's on-going fleet enhancement program and for general corporate purposes.

The notes will be sold in a private placement to purchasers that are accredited investors and are restricted securities that may not be resold by such purchasers except pursuant to an exemption from registration under the federal securities laws. **Source : MarineLog**



The **BOW SPRING** seen at the Westerscheldt River – **Photo : Henk Nagelhout ©**

## **New building orders pick up on improved market conditions**

Newbuilding order activity mainly on dry bulk carriers and tankers is picking up pace during the past few days, as owners have renewed their interest in investing into the renewal of their fleet. According to latest shipbroker reports, as much as 28 new building orders for vessels were made known, just during the past week. shipbroker Fearnley's said that the contracts were evenly distributed between bulkers, tankers and container ships. "The recent container ordering spree in combination with continued bulker and tanker demand has pushed prices somewhat up. Prices might continue its course upwards during the fall solely based on strong demand" the report said. Among the orders, Hellenic Shipping News Worldwide pointed out that of Athen Sea Carriers, a company owned by the Kiriakou family. The company reportedly placed an order for a pair of VLCC crude carriers, which have been scheduled for delivery during 2012 and 2013 respectively. Both vessels will bear a capacity of 317,000-dwt and will be built at Hyundai Heavy. The cost of the order wasn't disclosed, but current newbuilding prices for a VLCC stand at \$102 million.

In a separate report, Clarkson commented that with the summer now drawing to a close it is easier to look back on a quiet August where as expected we saw new orders drop by roughly 40% of the monthly average ytd. "Looking forward and although less than in the first half of the year, we are continuing to see a healthy level of enquiry. Whilst containers remain the major driving force behind these enquiries we are however again beginning to see an increase in enquiries on the Dry side, with this most likely due to the fact that the BDI has recently taken on a more positive edge and has contributed to giving the market a little more optimism than earlier in the summer. A significant pricing gap remains between China and Korea and will be an interesting story to follow over the remainder of the year as the last of the early capacity is swallowed up. Owners will increasingly have to look at the dichotomy that exists between pricing and quality and make decisions based on their own priorities where the true value lies. Whether these priorities will shift and be enough to bridge the gap remains unclear and until these decisions are made the uncertainty regarding future values shall remain" Clarkson noted.

In terms of reported business: In Dry, Clients of Densa have reportedly inked a deal with STX for 2 x 82,000dwt Kamsarmaxes to be delivered in 2H 2012 and 2013. South Far Ocean Group have ordered 3 x 82,000dwt Kamsarmaxes at Xiamen Shipbuilding at a reported price of USD 34.5 Mill each with all vessels due for delivery in 2013. Guangxi Beibu Gulf Shipping have reportedly ordered at least 2 x 81,700 bulk carriers at Wuchang and a further 2 x 81,700dwt vessels at Beihai for USD 34 Mill each, these vessels are all to be delivered during 2012.



In Wet, Clients of Wah Kwong Shipping have ordered 2 x 318,000 dwt VLCCs at Shanghai Waigaoqiao reportedly for USD 98 Mill each which will be delivered in 2013. Clients of Brightoil Petroleum have ordered 5 x 319,000dwt VLCCs at Hyundai Heavy Industries at USD 107.5 Mill per vessel, with these to be delivered 2H 2012 and 1Q 2013. Lastly Clients of NTC have signed a deal with Longxue for 2 x 320,000dwt VLCCs to be delivered in 4Q 2012 and 1Q 2013, the price for these vessels is believed to be USD 99 Mill each. And finally in containers, Hamburg Sud have ordered 8 x 3,800TEU container vessels at Shanghai Shipyard, the vessels are penned to be delivered from the 2H of 2012 and into the first half of 2013. It is understood that the price was circa USD 50 Mill and such a price was achieved due to the size of the order and also a large than standard first installment.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

## **Captain reported for drinking on oil tanker fined**

An oil tanker captain reported to police for drinking while in charge of his ship has been fined. The court heard a pilot helping bring the **Nord Fast** into Fawley Refinery on Southampton Water on Wednesday reported Rajesh Singh, 41, to Hampshire police. The court heard Singh was "unsteady on his feet" and "had glazed eyes". Singh pleaded guilty at New Forest Magistrates Court to failing to provide a breath test. He was fined £1,700.

The **Nord Fast** tanker was carrying about 15,000 tonnes of oil but is capable of transporting up to 41,000 tonnes. Singh had resigned as Master of the ship and was due to return home to India on Friday. The pilot said he took over steering the ship into the harbour while Singh disappeared from the deck for about an hour. When he returned the pilot could tell he had been drinking, the court in Lyndhurst heard. Although the ship was then tied up and not moving Singh was still deemed to be in charge of an oil tanker while under the influence of alcohol, the court was told. He has been told he has to pay the fine immediately, before returning to India. Source: BBC News

## **Antoinette vaart voor melding rode vuurpijl.**

Vrijdag 10 september om 06.13 uur werd de bemanning van de reddingboot **Antoinette** van KNRM station Stellendam buiten, door het Kustwacht Centrum gealarmeerd voor een rode vuurpijl waargenomen op de Noordzee.



De **BAREND BIESHEUVEL** in actie – Photo : Hans Koster ©

In eerste instantie was de **Jeanine Parqui** van Hoek van Holland hiervoor gealarmeerd. De bedoeling was dat zij samen met 2 helikopters zouden gaan zoeken in het opgegeven gebied en de reddingboot **Antoinette** van Stellendam een zeilboot zou onderscheppen waar mogelijk een persoon vanaf gevallen was. Bij deze zoekactie was ook de **Barend Biesheuvel** van de Kustwacht en de **Jeanine Parqui** uit Hoek van Holland en een helikopter betrokken. De **Antoinette** ging naar de plaats waar het zeiljacht, de **Miles** van 12 meter lengte en met 5 personen aan boord zou zijn. Deze zou liggen 45 mijl noordwest van de uiterton. Rond 06.00 uur was een boot van de Stena Line langs het jacht gevaren en had niemand aan boord gezien. De reddingboot was na ongeveer 1 uur en 40 minuten varen ter plaatse bij het jacht. De 5 opvarenden hadden niets bijzonders gezien of gehoord en waren in goede gezondheid. Er waren volgens hen de hele nacht 2 man aan dek geweest en 3 te kooi. Na overleg met het Kustwacht Centrum werd besloten terug te gaan naar station Stellendam, waar de **Antoinette** weer afmeerde aan de steiger.



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## US Marines take back pirate-held ship off Somalia

US Marine commandos stormed a pirate-held cargo vessel off the Somalia coast on Thursday, reclaiming control of the ship and taking nine prisoners without firing a shot, the US Navy said. The Navy declined to give specific tactics used in the pre-dawn raid, but it ranks among the most dramatic high seas confrontations with pirates by an international task force created to protect shipping lanes off lawless Somalia.

Lt John Fage, a spokesman at the US Fifth Fleet headquarters in Bahrain, said the operation took about an hour and no injuries were reported among the Marines or crew of the German-owned **Magellan Star**, which was commandeered by pirates yesterday.

"There were no shots fired," Fage said in an e-mail to The Associated Press. A Turkish frigate on anti-piracy patrols, **TCG Gokceada**, first responded to a distress call from the **Magellan Star**, which flies the flag of Antigua and Barbuda. The US team from the 15th Marine Expeditionary Unit's Maritime Raid Force launched the assault from aboard the **USS Dubuque**, an amphibious transport ship, a US Navy statement said.

Fage said details of the operation could not be disclosed under Navy policies. But he noted the Marine Expeditionary Unit has the capability to board ships both by sea and air. The Navy statement said nine suspected pirates were taken into custody.

US warships are part of a 25-nation mission protecting merchant vessels from pirate attacks off the coast of Somalia and into the Gulf of Aden. The task force often opens fire on suspected pirates, but boarding raids are rare. In April 2009, a team of Navy Seal sharpshooters positioned on the fantail of a US warship killed a trio of Somali pirates to free an American sea captain who had been taken hostage and was being held at gunpoint on board a lifeboat.

Last month, Denmark said a helicopter from one of its warships fired warning shots and foiled a pirate attack off Somalia. At the United Nations, Secretary-General Ban Ki-moon said last month options under consideration to prosecute suspected pirates include creating a special international court.

More than 140 piracy-related incidents have been reported off Somalia's coast since January and more than 30 ships have been hijacked, according to UN and anti-piracy task force reports. **Source : Zeenews**



The **VESTFOLD** seen moored in Singapore – **Photo : Karen de Koning – Boodt ©**

## Environmental Passport for ten percent of GL fleet

Nearly ten percent of GL's fleet in service will sail the seven seas with a class notation Environmental Passport (EP). This is a reflection of the on-going trend to further reduce the environmental implications of shipping. More and more ship owners are ordering the class notation in order to outperform international

maritime regulations such as MARPOL. "The GL class notation EP is well recognized among operators as a useful tool to underline their commitment to the protection of the maritime environment," says Ralf Plump, Head of Environmental Research at GL. The scope of issues within GL's class notation EP reflects the increasing demands by shippers and charterers to have evidence of enhanced environmental features. Environmental awareness and the use of environmental friendly equipment are not only essential for a positive image of stakeholders in the maritime industry. It appears that an environmentally sound behaviour is one of the key parameter to stay in business."

EP is a voluntary class-notation for ships. All mandatory and voluntary environmental features of a vessel are compiled in a single, ready to use document including the Environmental Passport certificate, flag state certificates, compliance certificates, and NOx emission diagrams.

Mandatory requirements of EP focus on NOx Tier II emission reduction, an approved ballast water management plan, fuel oil tank protection, and for tankers a VOC - Management Plan. The Environmental Passport requires a comprehensive survey of emissions into sea related to MARPOL Annex I to Annex V which include the Regulations for the Prevention of Pollution by Oil and Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk (NLS). Apart from emissions into sea, EP covers emissions into air such as NOx and SOx emissions. It requires vapour emission control systems to collect vapour during loading operations, refrigeration systems which do not exceed 3800 Global Warming Potential (GWP) and which are equipped with leak detection and a recovery system. Fire-fighting systems have to fulfill tight criteria such as an excess limit of 4.000 GWP. Ozone depleting substances in fire

extinguishing medias are prohibited. The class notation EP is regularly updated according to the mandatory environmental regulations. Reviews of the class notations took place in 2002, 2007 and 2009. The next review is scheduled for 2011. While deliveries of EP Class notation has reached the number of 250 vessels, additional 450 Environmental Passports will be issued in accordance with ship deliveries. **Source: GI Group**



## **Intertanko welcomes Kenyan jail sentences for pirates**

Independent tanker owners' association Intertanko has welcomed this week's judgment in a Kenyan prosecution following the arrest of pirates by an EU NAVFOR warship. Seven Somali men accused of acts of piracy have been convicted in the Mombasa Law Courts and sentenced to five years' imprisonment. This is Kenya's second pirate conviction this year - in March, eight pirates were sentenced to 20 years' imprisonment. In all, Kenya has taken on 14 pirate cases involving 224 suspected pirates. This country is one of the first to introduce specific laws domesticating the provisions of UNCLOS thereby updating its national laws on piracy.

"Intertanko commends Kenya for its willingness to assume the responsibility, despite limited resources, to prosecute and incarcerate sentenced pirates," says md Dr Peter Swift. "Intertanko once again challenges signatory nations to UNCLOS, nations with naval units deployed in the high-risk area and/or whose merchant ships receive protection during transit of the high-risk area, to assume their responsibilities to act with force and determination to apprehend suspected pirates and bring them to justice under their national judicial systems".

The attack in March 2009 on the **FGS Spessart**, a Rhon-class tanker of the German Navy, by these seven men aboard a single pirate skiff was beaten off by the vessel's security team. The skiff was tracked by three multinational taskforces and stopped by the German frigate **FGS Rheinland-Pfalz**. **Source : Seatrade Asia**

## **Bulk ship rates seen rallying on key routes**

FREIGHT rates for large dry bulk carriers on key Asian routes are expected to rally next week, analysts and shipbrokers said yesterday, as Chinese steel producers book iron ore vessels for fourth-quarter production. In the panamax market, quarterly contract requirements for coal, iron ore and grains were seen driving rates higher in Asia. Capesize fixture rates on the key iron ore route into China from Western Australia climbed to US\$11.97 per tonne from US\$11.10 last week. The bullish sentiment comes despite China's decision to sharply cut production at 48 steel mills in the northern province of Hebei. Traders said that China would still be expected to import more iron ore than last year.

'With growing sentiment for the final quarter of the year - based on the belief mills will up their buying as commodity prices fall - many still believe 2010 will see another increase in Chinese yearly imports,' said broker firm Barry Rogliano Salles in its weekly report.

The rate for capesize vessels from Brazil to China were seen rising to fresh three-month highs after hitting US\$29.42 per tonne on Wednesday from US\$27.69 last week. Pioneer Logistics booked a 150,000-tonne capesize carrier to leave



Brazil's Itaqui port for China in the next few weeks for US\$32.50 a tonne. The Baltic Exchange's main sea freight index rose 1.95 per cent, or 57 points, on Wednesday to 2,975 points in an eighth straight session of gains.

In the panamax market, the Baltic's rate for vessels travelling via the transpacific route rose to a three-month high of US\$27.961 a day on Wednesday, up from US\$22.784 last week. The Baltic's panamax index rose 1.57 per cent on Wednesday, with average daily earnings up at US\$27,028. **Source : Reuters**



## Fire halts shipping from large Bonaire oil terminal

A fire halted shipping from a 12 million barrel crude and oil products storage terminal on the Caribbean island of Bonaire on Wednesday, the day after a deadly Mexican refinery blast rattled gasoline and diesel markets. No ships were loading or unloading while the fire at a tank containing 200,000 barrels of naphtha was brought under control, said Asdrubal Chavez, head of refining at Venezuela's state-run PDVSA oil company, which owns the BOPEC terminal on the Dutch Antilles island, 50 miles (80 km) north of Venezuela.



"It was caused by an electrical storm. We are working to put it out. There are no injuries or fatalities. It is difficult to control the fire," said Chavez, PDVSA's head of refining. There was little initial impact on oil prices, said energy analyst Phil Flynn of PFGBest Research in Chicago.



"The market reaction has been subdued so far and is likely to continue to be if it is contained to the naphtha tank - there's really a glut of naphtha out there in the market right now," said Flynn. But if it spreads to other tanks and crude or gasoline supplies are impacted and Venezuela loses products, we're likely to see it lift prices. Tuesday's explosion at the Mexican oil refinery certainly raised prices as a lot of gasoline and other products have been going into Latin America."

A trader who does business with PDVSA said ships anchored near the terminal had been ordered to move further from the island for safety reasons. The Bonaire terminal is an important staging post for fuel exports to China and the United States. Naphtha is a petrochemical feedstock used in everything from plastic manufacturing to high octane gasoline blending. It is also sometimes used as fuel for camp stoves. **Source : Reuters**

## **Brand Bopec vanzelf uitgegaan**

Na ruim veertig uur is de brand bij Bopec in de tank met nafta vanochtend vroeg vanzelf uitgegaan. De tank smeult nog wel na en het sein 'brand meester' was tegen het middaguur nog niet gegeven. De smeulende tank veroorzaakt nog steeds grote rookontwikkeling, maar de aflandige wind blaast de rook vooralsnog weg van het eiland.

Tijdens een persconferentie gisteravond, de tweede van die dag, zei gezaghebber Glenn Thodé dat de eerdere schatting over de duur van de brand te optimistisch was geweest. Om twaalf uur werd nog verwacht dat de nafta na een paar uur opgebrand zou zijn, maar de vlammen werden alleen maar groter. Afgelopen nacht was de brand op het hoogtepunt, met vlammen van 100 tot 150 meter hoog. Wat nu rest is een hele kleine brandhaard in de verder leeggebrande en verwoeste tank.

Gisteravond kondigde de gezaghebber aan dat nog een poging zou worden ondernomen om de brand te blussen met schuim uit een blusvliegtuig. Dat is uiteindelijk niet meer gebeurd omdat het einde van de brand in zicht was. De situatie bij Bopec was gisteravond onder controle, zo liet de gezaghebber weten, en het risico op olie lekkage uit de brandende tank was nihil. De bijstand van de marine was niet langer nodig. Wel maakte hij zich zorgen om de rookwolk en eventuele negatieve gevolgen voor de volksgezondheid. Als de roet uit de wolk door regen zou neerslaan in bewoond gebied, kan dat onder meer irritatie aan de huid veroorzaken. Een vliegtuig van de Kustwacht heeft foto's van de wolk gemaakt. Die zullen worden geanalyseerd door deskundigen van het ministerie van VROM (Volkshuisvesting, Ruimtelijke Ordening en Milieubeheer) op de hoeveelheid chemische stoffen. **Bron : Amigoe**

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## China Builds Shipyard in Fujian Province

China is building a CNY2bn (\$290m) shipyard in Fujian province which will be used for shipbuilding and repairs. The dockyard, located in Luoyuan Bay, will comprise four docks and seven car parks. The yard will have the capacity to fix 250 ships a year and is scheduled to be completed by the end of the year. China expects the shipyard to attract the Taiwanese ship repair industry, according to logisticsweek.com **Source: Ship Technology**

## Serco takes delivery of 27th Damen vessel

Serco took delivery of its 27th Damen vessel in the Port of Amsterdam as a huge three-year contract for 29 vessels nears completion. In 2007, Serco placed the multi-vessel order with the Damen Shipyards Gorinchem to enable the international services to support the British Royal Navy at its bases in Portsmouth, Devonport and the Clyde.



The huge order included pilot boats, supply boats, tugboats, high-speed craft and barges. All of the vessels are specifically built for the naval contract. The very latest delivery, the **SD Christina**, is the third of four sister ASD tugs. In keeping with naval tradition, these four smaller tugboats are given girls names.



Amid colourful bunting and glasses of champagne, the **SD Christina** was officially launched by Christina Ross, the wife of Iain Ross, the former technical director of Serco Marine Services. Once the Serco and Damen flags were raised, **SD Christina** took her first journey around the Dutch port and the next day she set sail for her Portsmouth home base.

The gleaming **SD Christina** will be swiftly followed by the fourth in the series, the **SD Deborah**, in December. This delivery will mark the conclusion of the huge order. Serco operates and owns 110 vessels over the three naval ports under a 15-year contract. Casper Vermeulen, Damen Sales Manager Europe, says the Dutch shipbuilding group had tailor-made the latest tugboat to perfectly suit the naval contract.

**SD Christina**, at 20 m with a 9 m beam, (hence the Damen type ASD Tug 2009), is designed to be a highly manoeuvrable vessel in a relatively small operating area and at slow speeds. The ASD Tug 2009 is the smallest ASD tug built by Damen and even though it is small it is capable of assisting both surface vessels and submarines. Built in Damen Shipyard Gdynia, the vessel took around a year to build.

With a Bollard Pull of 24 tonnes, the tug has two Rolls Royce US 155CP fully steerable propulsion units and the vessel is fitted with a bow thruster. Thrusters of this type, in combination with controllable pitch propellers, make the **SD Christina** highly manoeuvrable during all towing and pushing operations, says Mr Vermeulen.

Two Caterpillar 3508B diesel main engines generate 2,000bhp. The tugboat has a speed of 11.5 knots and can transport up to 12 passengers and cargo. The four sister tugs can also transfer fresh water and provide fire fighting and water spraying facilities.

Other details include special grey fendering rather than the traditional black and the tug is fitted with underwater fendering for when she has to work alongside submarines.



Emily Williams, Programme Manager of SD Marine Services, the procurement company of the British Ministry of Defence under this Private Finance Initiative (PFI) contract, comments: "We gave Damen a very tight three-year deadline. Damen has been a fantastic partner, every vessel has been delivered on time and on budget. This really has been a very fast build programme but Damen has been great.

"Originally Serco put a worldwide tender out for this order. We looked at a number of different parties but only Damen could give us the flexibility concerning all of the different vessels because each one needed to be altered to suit our requirements."

Damen really is the Rolls-Royce in shipbuilding and has a very good reputation with the Ministry of Defence, she adds.




"Not every yard can do this type of work and has this level of competence. It was clear from the very start and the design reviews that we could work well together."

As the project draws to an end, she says that the company is relieved to have chosen Damen. "Damen has always been very receptive to any changes we wanted to make and has helped us achieve our requirements. Every effort is put in, right down to the last detail. Damen appreciates that you are the customer."

Even with all the naming ceremonies, Damen has been really accommodating making the crews and their partners feel very welcome, adds Ms Williams. "Perhaps it is because Damen is a family owned company but it really is like a big family with everyone made to feel part of the project."

"It has been a pleasure working with Damen and there is no question where we would go in the future if we need more newbuildings."

Damen Trading ([www.damentrading.nl](http://www.damentrading.nl)) has also proved particularly helpful, she adds. "These 29 vessels are being used to replace older tonnage so the ability to sell our old vessels through Damen Trading served to cement the relationship."



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## Mooring vessel Launched



**Merwelands Jachtbouw Rotterdam B.V.** built a second new highly reliable mooring vessel for **CVBA De Eendracht**, boatmen in Gent, Belgium. The first vessel met completely to their expectations so they ordered a second one. The ship has been built as a mooring vessel with the highest requirements concerning safety, environment and equipment.

The ship has been provided with two watertight compartments and a CCR-2 John Deere engine 130 KW.

**Merwelands Jachtbouw Rotterdam B.V.** is a co-operation with the **K.R.V.E. (Royal Boatmen Association Eendracht)**. They are

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## CSIC Secures Kamsarmax Orders

China Shipbuilding Industry Corporation (CSIC) has secured building orders worth \$288m from a Chinese port company and a Hong Kong drybulk operator. Beibu Gulf Hong Kong, the subsidiary of China-based Guangxi Beibu Gulf International Port Group, and Hong Kong-based Pacific Bulk have ordered four 82,000dwt Kamsarmax vessels. Qingdao Beihai Shipbuilding Industry and Wuchang Shipbuilding Industry of CSIC will build a pair of Kamsarmax vessels which are expected to be rolled out through 2011. The vessels will cost \$34m-\$36m each, according to asiasis.com. **Source: Ship Technology**

## **Pella Shipyard delivers two tugs to Rosmorport**

Leningrad Shipyard Pella JSC handed over to FSUE Rosmorport the tugs **Aleut** and **Hasan** of Project 90600, well in advance of contractual deadlines, the shipbuilding enterprise press service said. The tug overall dimensions: 25,5 x 8,8 m, the main rated engines - 2 x 746 kW, propulsion - US RMC 155, the tug's bollard pull on hook - about 25 tons, Ice Class - Arc 4.

Pella Shipyard was founded in 1950. In 1992 the state-owned enterprise was privatized, turned Pella Holding Company, comprising of the head office and a number of its subsidiaries. The Federal State Unitary Enterprise RosMorPort was established in 2002. The state-owned enterprise, managing the state property at Russian ports, consists of the head office and 21 branches located in 16 subjects of the Russian Federation with the staff of over 5,000 employees. **Source : PortNews**

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## **MSC Enhances California Service**

Mediterranean Shipping Co. merged its Panama/Med service and the Puma service (U.S. West Coast to Panama) into one single loop. MSC will now offer a direct service named "California Express" for all cargo bound to/from U.S. West Coast from/to West Mediterranean. The service will also enhance the transit time for all destinations connecting at Gioia Tauro, Valencia, Cristobal and Balboa, the carrier said. The revised service will be operated by eight vessels presently employed on the current two strings.

Starting immediately, the rotation will be: Gioia Tauro, Naples, La Spezia, Valencia, Cristobal, Balboa, Long Beach, Oakland, Balboa, Cristobal, Gioia Tauro.

The first westbound sailing is scheduled to begin with the arrival of **MSC Aniello** in Cristobal Sept. 15 and to end in Long Beach Sept. 24. The first eastbound sailing begins with **MSC Caracas**, which is currently undergoing operations in Oakland and sails for Balboa to arrive Sept. 15 and to arrive in Gioia Tauro Sept. 28. **Source: Journal of Commerce**

## BOW Terminal new deepsea terminal in Vlissingen

for the construction of new offshore wind farms, general cargo & heavy project cargo.



Under the name BOW Terminal (Breakbulk and Offshore Wind Terminal), a new terminal has been developed in the seaport of Vlissingen, part of Zeeland Seaports, to support the construction of wind farms at sea. The terminal in Westhofhaven has an ideal location to serve as operating base for the preparatory work needed for the construction of offshore wind farms.

The terminal will offer all the facilities necessary to serve as base. A permanent heavy lift capacity, 340 metres of reinforced quay that will be reserved fully for this purpose, 20 hectares of space for storage and transshipment and an open connection with the sea. Through the initiative, Zeeland Seaports hopes that it will be able to profile her ports even better as a location for the offshore wind industry. The arrival of the BOW Terminal will give Zeeland Seaports a permanent site for the construction of wind farms at sea. "Considering the growing market in the construction of wind farms at sea, we expect there to be a good market for such an offshore terminal, certainly in view of the very favourable nautical location, facilities and possibilities for expansion", according to Robert van der Loos, managing director of the Bow Terminal and member of the European Wind Energy Association.

Zeeland Seaports, with throughput in excess of 30 million tonnes, is the third seaport in the Netherlands. On the basis of added value (€ 4.2 billion), it ranks second. Managing director of Zeeland Seaports, Hans van der Hart, is extremely pleased about the arrival of the new terminal. "The existing companies in our port area are the engine of the Zeeland economy and we welcome every new firm that can contribute further to this with open arms. This initiative also fits in perfectly with our ambitions to develop further as a sustainable port".

## New cargo ship christened Ms Alppila

A bulk carrier, ordered from Indian ABG Shipyard by ESL Shipping, part of Aspo Group, has been named. At the christening ceremonies arranged in India, she was given the name Ms **Alppila**. The patron of the ship is Mrs. Terttu



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 254

Tamminen, the spouse of Sakari Tamminen, CEO of Rautaruukki Corporation. The vessels of ESL Shipping have traditionally been named after the districts of Helsinki, and this newbuilding is the fourth one in the company's history having the name Alppila. The vessel has a capacity of approximately 18,800 tons and it belongs to the so called Eira class of ESL Shipping. Alppila is equipped with its own cranes and it has been built according to 1A Super, the highest ice class in Finland. The ship will be completed for delivery at the end of 2010. The ship investment has been funded with a leasing agreement.

"**Alppila** is designed for the demanding conditions of the Baltic Sea. Year-round transport reliability is very important for our customers," says Markus Karjalainen, President of ESL Shipping. "The new ship is part of a fleet renewal process in line with the strategy of ESL Shipping," says Aki Ojanen, CEO of Aspo Group. In addition, ESL Shipping has ordered two new 56,000 dwt ice-strengthened bulk carriers from the Korean Hyundai Mipo shipyard in May. These will be delivered during the first half of 2012. ESL Shipping transports dry bulk materials, mainly in the Baltic Sea region; approximately 11 million tons in 2009. The steel industry's share of transports was 53 percent, and the energy industry represented 43 percent. The shipping company's fleet consists of 17 vessels, of which it owns 14 in full. Two are time chartered and one is partially owned. The total dead weight capacity of the fleet is approximately 200,000 tons.

Source: Aspo



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ITC's **SUMATRAS** seen moored in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## 2 coastal tankers to be added to Padma Oil, Jamuna Oil

New Western Marine Shipyard (NWMS) will build two oil tankers of 1200 and 1500 dead weight tonnage (DWT) for coastal use at a cost of Tk 170 million under local bank financing. The tankers will be added to the fleet of Padma Oil Company and Jamuna Oil Company, two subsidiaries of the state-owned Bangladesh Petroleum Corporation. New Western Marine Shipyard Ltd and Coastal Gas Ltd signed a contract in this connection at the head office of NWMS in Chittagong today.

Western Marine chairman Saiful Islam said more vessels are required to cope with the increasing demand for fuel supply within the country. The two vessels are expected to play a significant role in the national economy by carrying fuel safely and cost-effectively to various fuel-generated production sites. Both the vessels are designed with the length of 57.0 metres with loaded draft of 4.0 metres and will be built under the supervision of Germanischer Lloyd, Bureau Veritus and class NKK. They will be delivered by the end of 2011, shipyard officials said. **Source: The Financial Express**



The Tallinn (Estonia) pilot tender – **Photo : Bob Kok ©**

## AtoB@C to order newbuilding

AtoB@C Shipping in Ystad on the Swedish south coast has ordered a newbuilding from the Dutch shipyard Bodewes. The newbuilding is a 4,000 DWT dry cargo vessel with ice class 1A, 90 metres long and 13 metres wide. "It is nice to be able to order our first newbuilding in this kind of market", says MD and founder Anders Nilsson. The vessel is a development of the MAR-class, ie. Unimar, which the company developed in the 1990's. AtoB@C operates 15 vessels and already have eight Bodewes built vessels in their fleet. "We have improved the lines a little bit and still been able to keep a sensible cargo hold. This will be a modern vessel with a better fuel economy."

The contract includes an option for one more vessel. "It is likely we will declare this option." The vessel will be fitted with a main engine from MaK, one propeller and a heat recovery from the cooling water. The cargo holds have movable bulkheads that can be used as tween deck to handle project cargoes. **Source : ShipGaz**

## Dhamra Port ready for action



Dhamra Port in Orissa will start receiving ships from this month. Santosh Mahapatra, chairman of Dhamra Port, said they would commence operations in two berths, though railway connectivity had not been established.

"We hope the 62-kilometre line up to Bhadrak will be ready by the end of this year. The berths can handle up to 27 million tonnes cargo on an annualised basis when fully operational," he said. Speaking on the sidelines of a CII seminar, Mahapatra said he wanted the deep water port to have a capacity of up to 100 million tonnes in the next five years. The port, an equal joint venture between Tata Steel and Larsen & Toubro, has invested Rs 3,000 crore. The promoters will have to arrange another Rs 7,000 crore to take the capacity up to the three-figure mark. They will also have to acquire another 800 acres of land and get environment clearances.

Dhamra Port has attracted criticism from environmental activists. Initially, it will deal in bulk cargo such as iron ore and coal and later handle containers and liquid cargo. **Source : The Telegraph**



The TSHD **WILLEM VAN ORANJE** seen returning from het yard trials - **Photo : Leop Verhoog ©**

## Shanghai and Shenzhen ports' throughput soars

Container volume growth at Shanghai and Shenzhen ports rose at a double-digit pace to historic highs last month, surpassing the expectations of some analysts, reported the South China Morning Post.

Shanghai overtook Singapore as the world's busiest container port in April and Shenzhen displaced Hong Kong as the world's third busiest port in July. Ma Yongzhi, a vice-director general of Shenzhen Port Administration, said the growth trend of Shenzhen's container throughput should continue for the rest of the year because international demand was still strong with the Christmas season coming.



Shanghai's container throughput rose 20.7 per cent to a record 2.64 million TEUs last month, according to Shanghai International Port Group (SIPG), the Shanghai-listed operator of the port. Shenzhen's container throughput in the same month rose 29.5 percent to 2.24 million TEUs, which is also the highest on record. The figure includes 1.06 million TEUs of exported laden containers and 858,166 empty containers.

In Jan-Aug 2010, Shenzhen's exports of laden containers rose 26.35 per cent, while empty container throughput grew 36.95 per cent. Cargo throughput climbed 19.9 per cent to 20.29 million tonnes. The increase in container throughput in Shanghai and Shenzhen was "quite amazing", said JP Morgan analyst Karen Li said. "In May and June, there was the euro crisis and Chinese export orders and China's [purchasing manager's index] dropped. By now, we should see the impact, but the August data is very positive."

Meanwhile, Customs duties at Guangzhou have risen 41.4 per cent so far this year to a historic high of US\$4.45 billion, according to a government website. A Customs official said the sharp rise in duties indicated a robust recovery in Guangdong's trade from the global financial crisis. In the first eight months of the year, the Customs recorded a 53.1 per cent surge in trade to \$30.2 billion. **Source: cargonewsasia**



The **EDITH MAERSK** seen departing from Rotterdam-Europoort – **Photo : Dave van Spronsen ©**

## Asia-Europe freight rates remain buoyant: CTS statistics

WESTBOUND pricing on trade between Asia-Middle East to Europe in July retained its strength increasing further to 18 per cent to northern Europe compared to 2008's average, and to western Mediterranean up at 16 per cent said UK-based researcher Container Trade Statistics (CTS). The rate of US\$1,785/TEU for shipments to northern Europe at the beginning of September was down from its July upward trajectory of \$1,890 and high volume of 795,000 TEU. To the

western Mediterranean, corresponding rates were \$1,838/TEU and \$1,707/TEU with volumes in July down month previous to 226,000 TEU.

Conversely trade increased to 194,000 TEU on the eastern Mediterranean leg with average rate climbing to 49 per cent higher than 2008's average and up four per cent from June's rate. But the New Shanghai Containerised Freight Index indicated that average spot rates out of Shanghai have dropped, representing a slowing of cargo growth while slot capacity catches up with demand. Middle East strength is expected to continue with exports from Saudi Arabia, Bahrain and Qatar growing over the next five years. **Source : Schednet**



In Rotterdam the **CARINA** was renamed in **LADY CARINA** - Photo : Michel Kodde ©

# Market looking good, says engine maker Wartsila

**But big orders held back due to uncertainty: CEO**

SHIP and power plant engine maker Wartsila said on Wednesday a market pick-up still showed strength, but uncertainty was holding back decisions on large investment projects. 'Activity in shipyards has continued and we have announced significant offshore orders. The level of activity is good,' chief executive Ole Johansson told Reuters in an interview.

'(But) uncertainty has not disappeared . . . it means we have to wait a bit longer for a start of large investment projects in Europe and in the United States,' he added, declining to comment further on developments in the third quarter.

The shipping sector has only just started to recover from the global economic recession, which hit demand for vessels to transport commodities. The slowdown forced Wartsila to slash jobs, and in January it said it would cut some 1,400 jobs globally and move more of its production to China, closer to customers.

Mr Johansson said Wartsila would finalise restructuring programmes in the Netherlands and France during the autumn, but noted temporary layoffs in the Finnish town of Vaasa are ending about a month earlier than originally planned.

Mr Johansson said the size of a company matters in the global maritime business, but noted that acquisitions and mergers are not the only option. 'We don't always have to go through with acquisitions or mergers, but we can also make deals with partners,' he said. **Source : Reuters**

## Aegean Marine Petroleum Network Inc. Takes Delivery of Bunkering Tanker Newbuilding

Aegean Marine Petroleum Network Inc. announced that it has taken delivery of the **Leros**, a 6,270 dwt double-hull bunkering tanker newbuild from Qingdao Hyundai Shipyard in China. The vessel is expected to serve in the Company's markets located in Gibraltar and Tangiers, Morocco.

E. Nikolas Tavlarios, President, commented, "The delivery of the **Leros** demonstrates Aegean Marine's ongoing success in executing its well-capitalized growth strategy. This vessel represents the 8th double-hull bunkering vessel delivered to date in 2010 and the 28th since going public in December 2006. By significantly expanding our high-quality logistics infrastructure, we expect to increase Aegean Marine's global market share for the physical supply of marine fuel and strengthen the Company's future earnings potential."

# DISA

DISA MARITIME BVBA

Ketelaarstraat 5c  
B2340 Beerse  
Belgium  
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## Dueodde sold to New Zealand



Photo : Ton Grootenboer ©

Bornholmstrafikken has sold their ropax ferry **Dueodde** to a New Zealand buyer in accordance with the future plan for the traffic to Bornholm. Dueodde will be delivered after docking shortly after October 1. **Dueodde** will be replaced by



the **Povl Anker** on the Ystad-Rønne run until the new fast ferry will be delivered from Tasmania. The Rønne-Køge service is performed by the sister vessel Hammerodde, which earlier has been rebuilt by STX Europe Shipyard in Helsinki. The capacity has been extended with some 300 lanemeters plus extra accommodation for passengers.

**Dueodde** was built at De Merwerde Shipyard in Hardinxveld in Holland in 2005. The ship is powered by a double MaK-plant with a output of 8,640 kW to a services peed of 18 knots. **Source : ShipGaz**

## Major quake repair needed, warns Port of Lyttelton

The Lyttelton Port Company has issued a force majeure notice to coal exporter Solid Energy as a precaution after Canterbury's Saturday earthquake. The port has quickly got itself back up to operational capacity, including loading a 20,000 tonne shipment of Pike River Coal in the past couple of days, but has taken a cautious approach to future coal loading, said chief executive Peter Davie.

A force majeure, meaning "greater force" in French, is sometimes invoked by companies when a natural disaster or other event outside their control disrupts normal operations. Lyttelton Port's basic infrastructure survived the 7.1 magnitude earthquake, but it damaged the fundamental connections between wharves and solid land and will require repairs costing tens of millions of dollars following slumps and damage to sea walls.

An empty KiwiRail coal train was sent across the hastily repaired Midland Line to the West Coast on Monday, and successfully returned with a load of coal the next day. Davie said the port is confident it will be able load all of Solid Energy's coal exports, but that a force majeure notice is a prudent disclosure given the earthquake circumstances.

The company announced at 3.30 p.m., half an hour before close of trade on the NZX. The share closed flat and untraded at \$2.42. **Source : Scoop**



The **MULTRATUG 7** seen arriving with the pontoon **LARVIK ROCK** at Maasvlakte II

**Photo : Rick van Marle ©**

## Rosmorport invites bids for a 25-MW icebreaker contract

Federal State Unitary Enterprise Rosmorport announced an open bidding for a state contract worth some 7.87bn rubles (about \$254,832m) for building a linear diesel icebreaker of rated capacity of 25 MW, Rosmorport press release said. The tender results will be announced by the end of October 2010.

Earlier reports said Rosmorport had projected to build a series of three diesel-electric-powered icebreakers of 25MW capacity until 2015.

Federal State Unitary Enterprise Rosmorport is one of the largest infrastructure companies in Russia. The company's 4,600 employees work for Rosmorport's branches in 16 Russian regions. The state-run enterprise operates in the Russian ports and manages the world's largest icebreaker fleet. **Source : PortNews**



The **LUNA-A** seen arriving with the newbuilding **ICEBORG** in IJmuiden – **Photo : Joop Marechal ©**

## Havila Fano delivered

The latest addition to the expanding fleet of Norwegian shipowner Havila was christened on 28th August at a ceremony at the Simek shipyard in Flekkefjord in southern Norway.

**Havila Fano** is a Havyard 832CD design PSV with dimensions of 80.4 x 17.6m, a clear deck of 805m<sup>2</sup> and DP2.

Seabrokers reports that, on delivery, the vessel commenced a five-year charter with Maersk Oil and Gas supporting their operations in the Danish sector of the North Sea **Source : Offshore Shipping Online**

## Sovkomflot to take delivery of the Kirill Lavrov tanker on September 13, 2010

Admiralty Shipyards (St. Petersburg), building the tanker **Kirill Lavrov** will hand over the ship to the customer, Sovkomflot JSC on September 13, 2010, the shipbuilding company press-service said. The tanker is designed to operate in arctic conditions.

Admiralty Shipyards has been building 2 tankers with deadweight of 70,000 tons for Sovcomflot. The Panamax size **Kirill Lavrov** and **Mikhail Ulyanov** tankers are intended for transportation crude oil and gas condensate from the field Prirazlomnaya (in the Barents Sea).

Admiralty Shipyards (Admiralteysky Verfy) (part of Western Center of Shipbuilding of United Shipbuilding Corporation), the oldest Russian shipbuilder, was founded back in 1704. The Shipyard specializes in submarines construction. To date, the Company has built more than 300 submarines (including 41 with nuclear power engines), 68 deep and underwater vessels. **Source : PortNews**



Above seen the installation of the spudcans onboard the newbuilding dredger **QUIBIAN I** at the IHC-Merwede shipyard in Sliedrecht – **Photo : Jan van Heeteren ©**

## CAFTA success brings Indonesian port congestion from China

THE success of CAFTA (China ASEAN Free Trade Agreement) has created serious congestion in Indonesia with imports flooding its domestic market and stalling internal distribution since peak season this July, reports London's Containerisation International.

Capacity at the country's main port hubs exceeded normal capacity and caused two-week waiting delays for containerships, "a horrible situation" creating loss for inter-island operators serving domestic routes, said Indonesian National Shipowners' Association (INSA) head of container division Asmari Henry.

Tanjung Priok (JICT) and TPK Koja export/import terminals yard occupancy ratio (YOR) has teetered between 90 to 100 per cent since the beginning of July to now over 100 per cent early September. JICT's second half results so far reached a record of 200,000 TEU compared to first half's 20 per cent volume and its year previous maximum of 170,000 TEU a month.

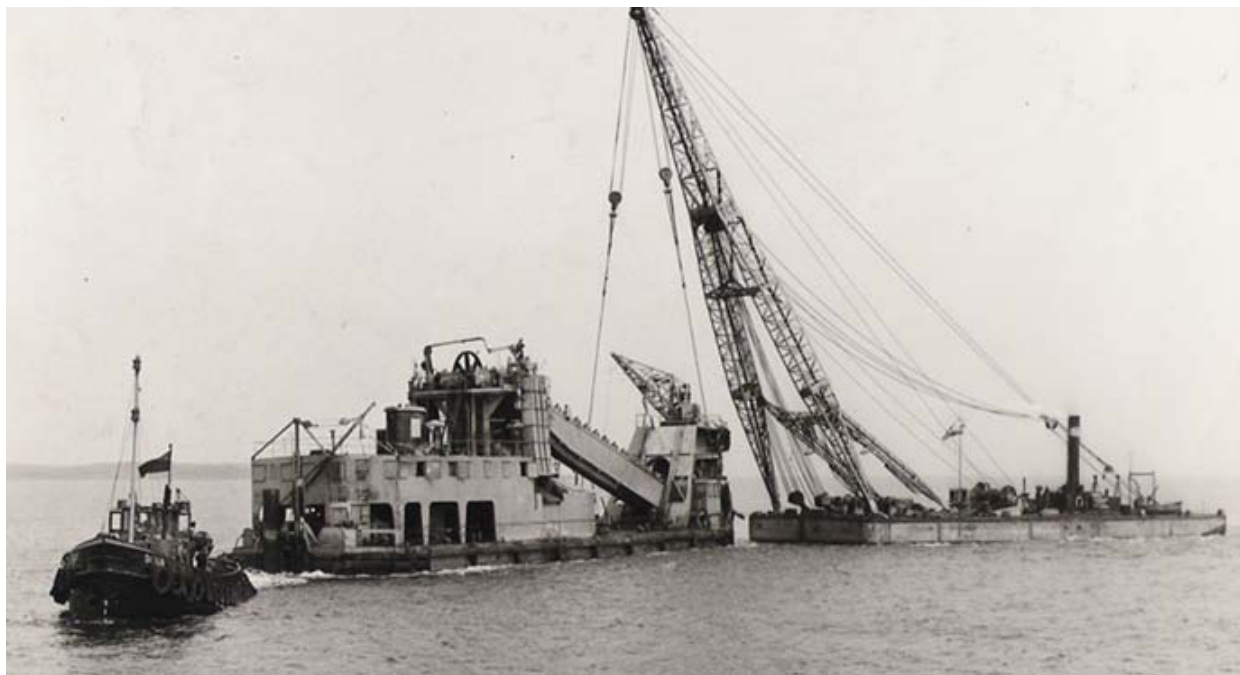


International hubs of Tanjung Perak's TPS Surabaya and Belawan, North Sumatera exceeded capacity with Surabaya's container volume up 16 per cent in the first half of the year reaching 624,413 TEU. **Source : Schednet**



The **Yong Xing Zhou** seen in Singapore – **Photo : Bart Klos ©**

## OLDIE – FROM THE SHOEBOX

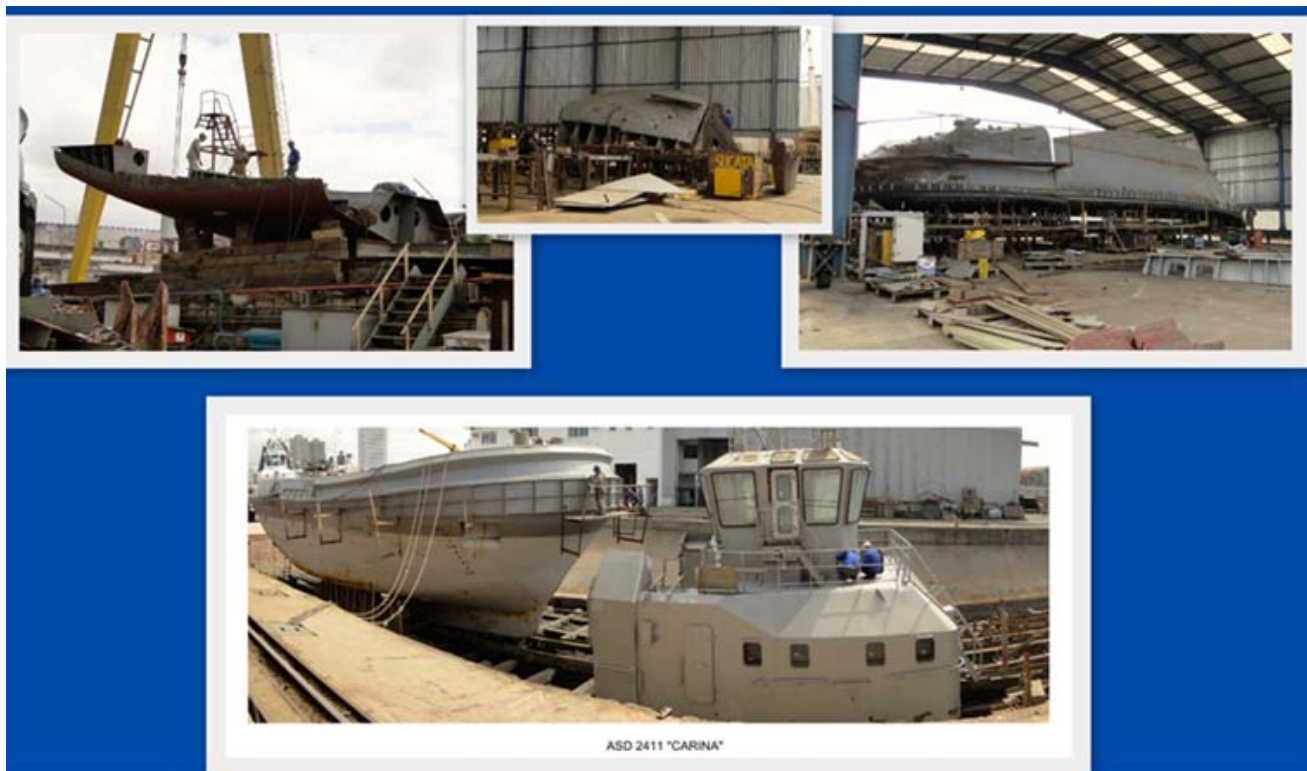


Above seen the bucketdredger "**BEAVER CHIEF**" of Westminster Dredging (BOKA), on her way to Belfast, after she had been refloated by Smit Tak in the early sixties of last century. One of the largest, if not THE largest bucketdredger in the world broke loose from a British tug in the Irish Sea during a spell of foul weather, whilst underway to Belfast. The dredger was blown towards the rocky coast of Copeland Island off Donaghadee(N.Ireland) and was later found sunk in a spot on the island, surrounded by rocks and boulders. Bucketdredgers have the bad habit of capsizing when they sink and this one was on her side at ninety degrees, partly showing above water. Salvage of the dredger was quite an enterprise, since all salvage material had to be transported towards the island, which was uninhabited except for a flock of sheep. Roads had to be made to facilitate carrying the equipment further afield by an old tractor and cart, brought from Donaghadee. Bringing the tractor on to the island was a hairraising venture in itself, as the only means of transportation at the time was on top of an old sloop which was found in the harbour.

Salvage craft mobilised from Rotterdam consisted of a floating sheerlegs, salvage vessels "**BUFFEL**" and "**SNIP**" and a small flatbottomed pontoon, four large hand winches with a great variety of wires and tackles.Cantlelevers were made

in Belfast and transported to the island, positioned on the side of the dredger, whereafter rigging of the wires leading towards the handwinches took place, enabling the salvage crew to commence parbuckling operations. After the dredger was pulled in an upright position, she was refloated by the "**AREND**" and the salvage pumps of both "**BUFFEL**" and "**SNIP**" and taken into Donaghadee harbour, for further seaworthymaking. After permission was obtained from the authorities we towed the dredger to Belfast where she was delivered in drydock. After a few months hard labour another salvage job was successfully completed. Wonder whether there are still readers of the newscippings who can say which floating sheerlegs was involved. **Source : Hans Meeuwisse**

## **.... PHOTO OF THE DAY ....**



Above seen steps of construction of the pretty new lady "**CARINA**" a Damen ASD 2411 60ton BP, The photos are made at the Wilson, Sons Shipyard - Guarujá, São Paulo, Brazil

**Photo : Jossian Costa de Brito ©**

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