

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 282



Number 282 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 09-10-2010**

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



The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered



GLOBAL SHIP DELIVERY & CREWING

info@redwise.nl



The CAPE BRASILIA seen outward bound from Amsterdam
Photo : Marcel Coster (c)

**eYour feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :**

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



Rotor®tug (KST bv.)

Boompjeskade 123 3011 XE Rotterdam

The Netherlands

+31 (0)10 201 0040

www.rotortug.com email: info@rotortug.com

**ROTOR
TUG**
ALL-ROUND PULLING & PUSHING



The tug **ISLAND** seen with the newbuilding hull of the **UNION BRONZO** passing Franeker at the Van Harinxsmakanaal enroute Damen shipyard Bergum, for out fitting **Photo : Sipke Hogendorp (c)**

Offshore-industrie Noordzee bereid zich voor op olieramp

Het Staatstoezicht op de mijnen gaat samen met de oliemaatschappijen materieel ontwikkelen, mocht zich op de Noordzee een olieramp voordoen als in de Golf van Mexico. Daar werkte de blow-out preventer op een offshoreplatform niet - een soort noodstop - waardoor miljoenen vaten olie in zee stroomde. Verder worden de geplande inspecties van blow-out preventers op boortorens in het Nederlandse deel van de Noordzee vervroegd.

Tussen de Golf van Mexico en de Noordzee zijn wel grote verschillen, zegt Inspecteur-generaal Jan de Jong van het staatstoezicht op de Mijnen in het wekelijkse radioprogramma 'Op zee' van de Wereldomroep. 'In Amerika is er sprake van diepzee boren. Als je boort in 1600 meter diep water dan moet je de blow-out preventers op de zeebodem zetten. We hebben in Nederland maximaal 50 meter diepte en dan staan de blow-out preventers gewoon op het platform. Dus je kunt erbij als ze niet zouden functioneren, je kunt ze repareren.'

Toch wil Nederland leren van de olieramp in de VS. Het Staatstoezicht op de mijnen heeft de 16 oliemaatschappijen die op het Nederlands continentaal plat in de Noordzee actief zijn een spervuur aan vragen gesteld. 'Wij hebben het idee dat de boringen die nu gaande zijn op een veilige en correcte wijze plaatsvinden. Maar je ziet natuurlijk ook een aantal verschillen bij de ondernemingen. Daarvan hebben we gezegd 'laten we nu de dingen die we leren bij de goeie, delen met de anderen', aldus De Jong. Daaruit wil hij een soort standaard ontwikkelen van wat de maatschappijen moeten doen als toch een olie- of gaslek op de Noordzee ontstaat.

Verder wil de Inspecteur-generaal dat dan veel adequater wordt gereageerd. 'Het mag geen drie maanden duren voordat je zo'n put hebt afgesloten.' Daarom wil hij ook goede spullen om een lek snel te kunnen dichten. 'We hebben nu afgesproken dat dat equipment de komende maanden niet alleen ontworpen maar ook gebouwd en op een centrale plek neergelegd gaat worden. Zodat we er bij mogelijke blow-outs in Nederland maar misschien wel op de hele Noordzee gebruik van kunnen maken.' **Bron: [www:opzee.nl](http://www.opzee.nl)**



Above seen the 1976 built, New Zealand registered cement carrier [Westport](#), arriving at Dunedin on the 8 of October 2010. The vessel is owned by Holcim New Zealand LTD. It has a gross tonnage of 3091

Photo : Ross Walker (c)

Cruise ship passenger's body found

The body of a man who fell off a cruise ship on Monday has been found. A search party found the decaying body of Chan Chin Seng, 61, floating head down 5.5 nautical miles off the coast of Teluk Bahang at 2.05pm yesterday.

Malaysian Maritime Enforcement Agency (MMEA) district enforcement head Commander Robert Teh Geok Chuan said no identification document was found on the body but the clothes matched that of Chan when he fell off the ship.

It was earlier reported that the ship's staff found Chan's wallet on board after it docked at the Swettenham Pier here at 1pm on Monday. They then viewed the ship's closed-circuit television (CCTV) recordings and saw him fall into the sea at 6.30am that day, 7.7 nautical miles off Teluk Bahang.

A search and rescue operation was subsequently launched. It could not be ascertained how Chan fell into the sea. Teh said Chan's body was handed over to the police for them to investigate the case. **Source : The Star**

On posh cruise ship, South Africa's Tutu begins retirement

Desmond Tutu began his retirement Thursday on board a cruise ship in Cape Town

Desmond Tutu began his retirement Thursday on board a cruise ship in Cape Town, celebrating a career that earned a Nobel Peace Prize for battling apartheid and gave voice to South Africa's conscience. Tutu announced in July that he would step down from public life on his 79th birthday, which he will ring in Thursday with his wife Leah on the 180-metre cruise ship carrying them on a five-month voyage around the globe.

"He's serious about quieting down," Tutu's spokesman Dan Vaughan told AFP. "He will now be refusing most of the interview requests he receives." Tutu is currently lecturing on board the ship packed with 600 university students. Friends and family will join him later in the day in the harbour below Cape Town's landmark Table Mountain for a private birthday party.

Tutu served as archbishop for the Anglican Church in Cape Town, where he still lives when he's not travelling the world to speak out against injustice and encourage an end to conflicts. His retirement has been greeted with doubt in South Africa that Tutu will actually step away from public life, with no coverage of his retirement in national media. "He is going to be missed from public life most definitely. At the same time, one does understand there is a need for him to find some rest and respite after a life-long dedication and commitment to... change in South Africa," political analyst Chris Maroleng told AFP. "Given his zeal and his determination, I wonder whether he'll really be able to fully retire as he has indicated." Tutu says he will continue his work with The Elders, a group of leading statesmen that includes South Africa's first black president Nelson Mandela, and with a group of fellow Nobel laureates that encourages peaceful ends to conflicts.



He is also still working to develop the Desmond Tutu Peace Centre in Cape Town, where the organisation is building a new complex to house his peace projects. Tutu won the Nobel Peace Prize in 1984 for his non-violent struggle against apartheid, establishing himself as the voice of the nation's conscience. In the years since, he proved indefatigable in leading the Truth and Reconciliation Commission to uncover the horrors of apartheid-era abuses.

Left : **Elizabeth**, wife of the editor of the newscippings, seen in Cape Town with a bronze statute of Desmond Tutu. **Photo : Piet Sinke (c)**

Tutu never shied away from shining a spotlight on modern South Africa's

failings, while travelling the globe to promote efforts at peace from the Middle East to the Solomon Islands. Last week he joined a group of international mediators in calling for outlawed Basque secessionists ETA to declare a permanent end to violence in Spain.

The archbishop works tirelessly with the United Nations to battle HIV and AIDS across the continent, and last month condemned the butchering of rhinoceroses in South Africa. But Tutu increasingly appears to relish the notion of a simpler life. "The time has now come to slow down, to sip Rooibos tea with my beloved wife in the afternoons, to watch cricket, to travel to visit my children and grandchildren, rather than to conferences and conventions and university campuses," he said in July. Tutu also said he looked forward to having time to dote on his wife, Leah. They married in 1955 and have four children. "Marrying Leah was the best decision I made in my life," he said in announcing his retirement. "Now I will have the time to serve her hot chocolate in bed in the mornings, as any doting husband should." **Source : GulfNews**

NEW MULTRATUG 3 ENROUTE GORINCHEM



Above seen the ASD 3213 tug **Multratug 3** leaving Vietnam for his maiden voyage from Haiphong to Gorinchem
The 84 ton BP tug is build on Song Cam Shipyards for Damen.

Photo : Ed Barten (c)

US played down oil spill, says inquiry

The Obama Administration blocked efforts by Government scientists to tell the public just how bad the Gulf oil spill could become and made other missteps that raised questions about its competence and candour during the crisis, according to a commission appointed by the President to investigate the disaster.

In documents released yesterday, the national oil spill commission's staff describes "not an incidental public relations problem" by the White House in the aftermath of the April 20 accident. Among other things, the report says, the Administration made erroneous early estimates of the spill's size, and President Barack Obama's senior energy adviser

went on national TV and mischaracterised a government analysis by saying it showed most of the oil was "gone". The analysis actually said it could still be there.

"By initially underestimating the amount of oil flow and then, at the end of the summer, appearing to underestimate the amount of oil remaining in the Gulf, the federal Government created the impression that it was either not fully competent to handle the spill or not fully candid with the American people about the scope of the problem," the report says.

The Administration disputed the commission findings, saying senior government officials "were clear with the public what the worst-case flow rate could be". The explosion in the Gulf of Mexico killed 11 workers, spewed 780 million litres of oil from the damaged oil well, and sank the **Deepwater Horizon** drilling rig. **Source : AP – NZ Herald**



The **SAFMARINE ORANJE** which after discharging containers in Cape Town was shifted to a lay-by berth to undergo engine repairs. She departed this afternoon, with no containers and looking very tatty, unusual for a Safmarine vessel.

Her next port of call is shown as Durban where she will load containers and head for the Far East.

Speculation has it that she is to be sold for scrap or further trading.

Photo : Ian Shiffman (in a wintry Cape Town) (c)

China Shipping Development to buy 12 coal transportation vessels

China Shipping Development Co Ltd, the largest carrier of crude oil in mainland China, last week said it has agreed to earmark RMB 2.55 billion to acquire 12 coal transportation vessels, sources reported.

In a statement filed with the Shanghai Stock Exchange, the Shanghai and Hong Kong dual listing firm said that the vessels are expected to be delivered between May 2012 and April 2013. The deal is still subject to approval from its shareholders, said the statement. China Shipping Development, a subsidiary of state-owned China Shipping (Group) Co, is principally engaged in operating dry bulk vessel fleet for oil and coal transportation.

Source: chinaknowledge

NEW PILOT TENDERS IN OPERATION




Photo top : Dirk Kleijn ©




After commissioning recently the 3 new pilot tenders of the Dutch Pilot Association are taken into service, above seen the **AQUILA** and left the coxswain driving the new jet driven tender.

Photo top & left: Marijn van Hoorn ©



WORLDWIDE OCEAN TOWAGE

OCEAN TOWAGE • MARINE SALVAGE / WRECK REMOVAL
OFFSHORE SUPPORT (OIL & GAS - DREDGING & WIND FARMS) • HEAVY LIFT TRANSPORTATION



a company within the
Tschudi Group
TSCHUDI

sales@itctowage.com
www.itctowage.com



Onboard the PLV **CastorOne** of Saipem at Yantai China one of the 2x 55mT Gantry Cranes of **Huisman Equipment** has been installed. The 600mT Offshore Mast Crane was installed last week.

Photo : Pepijn Toornstra ©

Antoinette biedt hulp aan vriend Maart



Donderdag 7 oktober om 10.41 uur werd de schipper van de **Antoinette** van KNRM station Stellendam buiten, door Maart van der Klooster, de aannemer van de bemanningsverblijven van Stellendam en Ouddorp, wijnkenner en oud brandweercommandant, gebeld.

Hij was een ochtend gaan vissen met zijn vriend Klaas. Onderweg kregen zij motorproblemen met de motorboot **Pioneer 2** van 4,00 meter lengte. Na een tijdje proberen

lukte het niet om de motor weer aan de gang te krijgen. Daarom besloot Maart de schipper van de **Antoinette** maar te bellen. Deze heeft het Kustwacht Centrum gebeld met het verzoek de bemanning te alarmeren. Er werd uitgevaren en bij het bootje aangekomen hadden de 2 heren net de motor weer aan de praat gekregen. De reddingboot bleef bij hen tot ze in de haven van Stellendam waren, waar ze veilig aankwamen. Foto : KNRM Stellendam.

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

Dry bulk market higher, new building orders keep on growing

Despite the absence of China from the dry bulk market as a result of a weeklong National Holiday, the dry bulk market and more specifically the industry's benchmark, the Baltic Dry Index (BDI) has kept its positive momentum throughout the week, ending yesterday's session at 2,662 points, 0.87 percent higher on a daily basis and 8.56% higher from the 1st of October. In the capesize front rates have been up, as opposed to expectations of a more inactive week due to Chinese golden week. In its latest report, shipbroker Fearnley's said that "Australia-PRC reached USD 12.50 pmt before it went just below 12 again (last week this route was being traded in the 10s). The Tubarao/ Qingdao reached USD 29.20 pmt, however at the time of writing it seems uncertain whether rates will remain at these levels or if there will be a correction. Obviously this depends very much on Vales overall demand. It has been a busy short period market, with rates around USD 35k-36k and a year presently very low USD 30k daily". Regarding the panamax market, the report stated that "despite the substantial recovery in the Cape market, Panamax rates were under pressure and continued to slide on low volumes as the Chinese holiday move on. Transatlantic business was slow and partly driven by grain ex US Gulf which seems well supplied by tonnage. Levels in the Atlantic are down towards 18k/day but fronthaul still above the healthy 30k mark. The Pacific was overwhelmed by more spot tonnage but some fresh requirements appeared during the week to balance out levels at 17-18k/day.

Period fixtures were few but as FFA moved up short period fixtures were done at 24k for 4-6 months. Expectations for a strong Q4 are still there and sentiment is slowly turning positive among Owners in particular for a possible increase in demand next week onwards" mentioned Fearnley's. Meanwhile, in the new building ordering business, there were little signs of relenting. According to Clarksons, although the broad volume of enquiry has diminished, this has certainly not translated into an inactive market and there continues to be a steady stream of business concluded. "As anticipated, all eyes are now firmly turning towards China, who lost out in the first half of the year, as owners vied for

competitive pricing and deliveries being offered from the Korean shipyards. However, with the established Korean yards now having met sales targets and concluded a good volume of business; Korean pricing certainly firmed over the last 3 months and found a stable benchmark, that we do not envisage will show much sign of movement in the immediate future. It is therefore the Chinese yards that are now really showing themselves to be the price competitive alternative in the market - and we can now note, particularly in the dry sector, a significant pricing spread having developed between Chinese and Korean pricing.

With a strong enough seam of demand still present in Dry, it is likely that we will continue to see the Chinese yards churning through business - and with box ship demand also continuing to rear its head - this final portion of the year should not be underestimated" said Clarksons. In any case, a new container boom seem to be hitting the newbuilding market. Fearnley's report 32 ship orders, out of which half (16) were for large Post-Panamax type vessels, with another six as options. Average prices remain stable, however, the spread between China and Korea is slowly closing. Based on Clarksons, in containers Evergreen have ordered a further 10 x 8,000TEU container vessels at Samsung Heavy Industries which are set to be delivered in 2013 and 2014. Costamare and Bernard Schulte are each reported to have ordered 3 option 3 x 9,000TEU containers vessels at Jiangnan Changxing with both sets to begin deliveries from end 2012 onwards. In Dry, Shipping Corporation of India are reported to have ordered 4 x 80,000dwt bulk carriers at Jiangsu Eastern for delivery in 2012. Meanwhile China Shipping Development Co are reported to have signed 12 x 48,000dwt bulk carriers at China Shipping Industry which will be delivered throughout 2012 and 2013.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **SELAY-S** seen arriving in Willemstad (Curacao)

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

Feature: Even pirates have rights

Everyone has rights these days, even those who commit acts of piracy on the high seas by hijacking ships and holding their crews for ransom. The problem is that while everyone may assume they have rights they are not exactly sure what they are in law. Seafarers are in a worse situation than most as they are likely to work on a ship flying the flag of a country different from their own and regularly visit ports that are again in different jurisdictions and in between find themselves on the high seas, a twilight zone where a variety of laws may apply. As more laws are passed or existing ones amended at both national and international levels, the task of keeping track becomes even harder – not just for seafarers but also for their employers and all those involved in the business of international shipping. It is not surprising, therefore, that seafarers' unions have taken up the issue of legal rights, with the lack of clarity and paucity

of information seen as two of the major concerns among their members. The recent launch of a research centre dedicated to seafarers' rights, initially funded and hosted by the International Transport Workers Federation (ITF), and a survey by Nautilus International, the Anglo-Dutch ITF affiliate representing officers, demonstrate the growing importance they attach to the issue.

While some of the concerns expressed by seafarers and their unions might be satisfactorily addressed by the Maritime Labour Convention (MLC) when it comes into force in a few years' time, ship owners would be unwise to place all their faith in the MLC as a panacea. The MLC will not, for example, solve the problem of criminalisation of seafarers, with more than 90% of Nautilus members concerned by it and two-thirds saying fears of being subject to legal action were affecting their attitude to working at sea. Around a fifth also revealed they had been directly involved in some form of legal action arising from incidents such as collisions and groundings. The survey did not ask what members' views were of the treatment of suspected pirates after they had been captured. It would not be surprising if most would have called for some form of summary justice to be carried out. The idea that men who have violently attacked a merchant ship, terrorised its crew and held them hostage, or at least attempted to, should be allowed any rights at all might strike seafarers as adding insult to injury. They might point to cases of seafarers being incarcerated in a foreign prison after an incident such as an oil spill and say with heavy sarcasm, "Unfair treatment for seafarers, but fair treatment for pirates". On calmer reflection, however, they might admit that even pirates, whether suspected or actual, have rights, a fact generally acknowledged by the naval forces that detain them. EU NAVFOR, the European Union's anti-piracy naval operation, for example, uses courts such as those in Kenya to bring prosecutions, but ensures the defendants have legal representation and do not face the death penalty which has been imposed in some other countries in the region.

Last week seven Somalis were found guilty of acts of piracy and given five-year sentences by a court in Mombasa after apparently attempting but failing to hijack a ship in May last year. They were one of nine groups comprising 75 suspects handed over by EU NAVFOR, with more piracy hearings in Mombasa expected over the next few months. Not all suspect pirates are handed over to Kenyan courts; earlier this year eight who were captured by Dutch marines from an EU NAVFOR warship after an apparent attempt to hijack a German-flag and German-owned ship were flown to The Netherlands pending extradition to Germany where they are expected to face trial. Another 10 suspected pirates captured by Russian marines had been due to taken back to Russia to face trial but were released at sea when the likelihood of a successful outcome became less certain. Last month UN Secretary-General, Ban Ki-moon, in a speech on piracy to the Security Council said he was "encouraged" by the news that as many as 600 "Somali men of piracy" were being prosecuted or had been convicted in the past 18 months in 11 different countries. The French representative at the UN, however, claimed in the same debate that 700 suspected pirates had been released in the first half of this year alone, adding "a large percentage of them should have been brought to court". Suspects are often released because the option of prosecution is seen as too daunting a challenge. More pirates could be successfully prosecuted and imprisoned, it is argued, if more countries had the necessary legal powers to do so. At the end of last year Belgium, for example, implemented laws that enacted the specific provisions on piracy contained in the UN Convention on the Law of the Sea (UNCLOS). As things stand, different states have different legal tools to combat piracy, France pointed out in the debate last month, making co-operation difficult. The imprisonment overseas of potentially thousands of young Somalis, the argument goes, could over time prove a powerful deterrent. Bringing a successful prosecution also requires the collection of evidence and witness statements, a process that can be costly in money, time and effort. The industry, together with Interpol, is currently investigating ways of improving evidence-gathering that could include training Masters and ship's security officers in post-hijack "crime scene" procedures such as basic handling and preservation of evidence. Prosecutions are also being aided by the Interpol "pirates database" which includes identification details such as fingerprints. The costly deployment of military resources to prevent and deter piratical attacks has to be accompanied by the deployment of the ideas such as humanitarian rights that underpin liberal democracies. Seafarers will have to accept, no matter how difficult, that even when their own rights have been violated those charged with perpetrating the violation, both the guilty and the innocent, have rights too.

Source: BIMCO



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



CASUALTY REPORTING

Fire breaks out aboard Navy ship; no one hurt

No one was injured in an early-morning fire aboard a Hampton Roads Navy ship on Tuesday . The fire started just after 4 a.m. on the second deck of the dock landing ship **Whidbey Island**, which is in port at Joint Expeditionary Base Little Creek. Investigators are still working to determine how the blaze started, said Lt. Cmdr. Jim Krohne, a Navy spokesman. He said damage appears to have been contained to the vessel's deck department. It took crews about two hours to completely extinguish the fire. "It could have been worse if the ship's fire team hadn't reacted so quickly," Krohne said.

Firefighters with Little Creek's fire department, the city of Norfolk and from another ship, the **Oak Hill**, also responded. The **Whidbey Island** has a crew of about 300 sailors. It last returned from deployment in April 2008. This March it wrapped up a yearlong midlife maintenance overhaul. **Source : The Virginian-Pilot(Norfolk, VA.)**

NAVY NEWS

SAF to continue supporting counter—piracy efforts in Gulf of Aden

The Singapore Armed Forces will continue to support counter—piracy efforts in the Gulf of Aden. A third task group comprising a Landing Ship Tank with two Super Puma helicopters will be deployed to the Gulf in the second half of 2011. The second task group returned to Singapore on Friday after spending about three months in the Gulf.

In this group's assigned areas of operation, no pirate attacks occurred during the deployment period. The Singapore Armed Forces has also accepted a second invitation to command a multinational task force in the Gulf From March to June next year. This is in addition to a Fokker—50 Maritime Patrol Aircraft that Singapore's Defence Ministry has earlier announced will be deployed to the Gulf from December to February next year.

Giant Navy radar ship to be repaired in Seattle

A huge Navy radar ship will head to Seattle and not Everett for maintenance on its propulsion system. The Daily Herald says the Navy and the Missile Defense Agency had considered sending the **Sea-Based X-Band Radar** ship to

Naval Station Everett for repairs in the next year. However, U.S. Rep. Rick Larsen said Thursday that it will be repaired at Todd Pacific Shipyards. Larsen says the Everett base could not guarantee enough space for the 25-story ship.

The ship and its huge radar dome looks like an oil platform with a giant golf ball on top. It's based in Adak, Alaska, and is designed to track incoming ballistic missiles.



The Belgian frigate **F 931 LOUISE MARIE** seen in Brest last week – **Photo : Jacques Carney ©**

Navy wins battle for two new aircraft carriers... but one will be mothballed to reduce costs

The Royal Navy will get two new aircraft carriers – preserving Britain's status as a global sea power – after a crunch Downing Street meeting on defence cuts chaired by David Cameron.

But one of the carriers is on course to end up as a £2.6billion white elephant until the 2020s as the Government seeks to save money.



First Sea Lord Sir Mark Stanhope fought off calls for the £5.2billion project to be axed altogether at a meeting of the National Security Council yesterday.

White elephant: One of the £2.6bn ships is likely to stand dormant until 2020 to save money (artist's impression)

But defence officials have been told to go away and work on proposals to keep down costs, by building and then mothballing the second carrier or keeping it in port, probably without fighter aircraft.

A Downing Street spokesman said only: 'Nothing is decided until everything is decided.' But senior defence sources say the 'direction of travel' means the second carrier will be built and the remaining discussions concern how it will be

deployed. Building two carriers will preserve 30,000 jobs in the British shipbuilding industry. Source : daily.mail.co.uk

HMAS Success conversion to double hull configuration

Defence has selected ST Marine as the preferred tenderer to convert the Royal Australian Navy tanker **HMAS Success** to be double hulled. ST Marine represented the best value for money and the shortest time out of service. The work will be carried out in Singapore, where the ship has a scheduled visit while on deployment in Asia and involves the double hulling of the **HMAS Success** to meet International Maritime Organisation standards for environmental protection against oil spills.

ST Marine's tender came in under budget. As a result, funds saved on this project will be re-directed towards the priority repair and maintenance work required on **HMAS Kanimbla** and **HMAS Manoora**, for which a precautionary Operational Pause was recently initiated by the Chief of Navy. This work will occur concurrently at Garden Island, Sydney.

Overseas companies were allowed to bid for the work on **HMAS Success** as:

- this is a one-off project – work of this type will never again be carried out in Australia; and
- no Australian company had ever undertaken work of this type.

The on-going repair and maintenance of Navy ships happens in Australia and will stay in Australia. This includes the regular and on-going repair and maintenance of **HMAS Success**.

This year Defence will spend approximately \$79M on ship repair and maintenance in the Sydney region. Next year Defence has budgeted to spend \$81M on ship repair and maintenance in the Sydney region. Next year Defence will also issue tenders for five year contracts for the repair and maintenance of Navy ships at Garden Island. This work will all occur in Australia and is worth about half a billion dollars over the five years. These long term contracts will provide more security for Australian businesses and more job security for their workforce. Source : [Garry Luxton](#)

SHIPYARD NEWS



- Crewing Solutions
- Global Ship Delivery

www.tos.nl

TOS 

S.Korea's STX set to win \$1.3 bln ship order

South Korean shipping-to-construction conglomerate STX Group is close to winning a \$1.3 billion shipbuilding deal with a European company identified only as Zodiac, a newspaper reported on Wednesday. STX, whose flagship unit is STX Corp, is expected to sign the deal to build 10 container vessels next week, the Maeil Business Newspaper reported, without identifying the source. A spokesperson for STX Group declined to comment. Source: [uk.reuters](#)



Last week the **Neptune Shipyards** built Eurocarrier 2209 named **COASTAL BOXER** commenced yard trials, the workvessel built for **ACTA MARINE** in Den Helder measures 21.60 x 9.00 x 2.80/3.00 meter.

Photo : Neptune Shipyards ©

ROUTE, PORTS & SERVICES



The first line of defence

P-Trap is a very simple and cost-effective defence against pirates. It creates a safety zone around the ship where it is vulnerable and keeps unwanted guests at a safe distance (**watch the demo on www.p-trap.eu**). The Royal Dutch Navy, the Netherlands Coastguard and the Royal Netherlands Sea Rescue Institution successfully tested the system. Contact us for more information.

Westmark BV | The Netherlands | Phone +31 (0)33 461 48 44 | info@westmarkbv.com

www.P-TRAP.eu

BRAZILIAN CRUISE SEASON WILL MOVE ONE MILLION PASSENGERS

Eight ocean liners will be berthing at the port of Santos for the first time in the next cruise season started on October 8th, with an expected movement of 1 million passengers. Up to the 24th October, 23 vessels will be making 311 calls – last season, the city received 20 ocean liners, encompassing 284 calls.

The Royal Caribbean's vessel "**MARINER OF THE SEAS**", is the largest of the vessels berthing at the Santos docks for the first time. Having a capacity for 3,800 passengers, weighing 140,000 tons, and classified in the Voyager

category – created to classify cruise vessels with the highest per passenger public area rate – it has a golf course, skating rink, climbing wall, and is provided with a boulevard having bars, restaurants, stores and even a plaza planted with trees.

Other three small vessels with a maximum capacity for 500 passengers, will make one single call in Santos: **CRYSTAL SYMPHONY**, **SEVEN SEAS MARINER** and **LE BOREAL**, worldwide known for their high standards. **CRYSTAL** was chosen this year by Travel Magazine – a respected publication in that field – as the second best in the world, among 90 vessels nominated. On board, there is a branch of the famous Las Vegas casino, Caesar's Palace.



The **COSTA FORTUNA** seen in Santos – Photo : Tadeu Nascimento ©

The **SEVEN SEAS MARINER** is known as the first vessel with balconies provided in all cabins and a crewmember-passenger ratio of 1.5. **LE BOREAL** is the smallest one of this season, with capacity for only 264 passengers. Her cabins, however, are the most expensive – the cheapest one costs R\$8,000 per person.

Displaying a hull decorated with two huge eyes and a mouth, the German vessel **AIDACARA** is easily identified. She can carry 1,600 passengers and her cabins will be mostly taken by European tourists.

Also a first, the arrivals in Santos of **BLEU DE FRANCE** and **HORIZON**, both run by CVC, and **GRAND HOLIDAY**, run by Ibero Cruises, which in 2005, served as temporary quarters for the people rendered homeless by hurricane Katrina, which devastated part of Southern U.S.

It is already confirmed for next season the calls of Ibero's ocean liners **GRAND MISTRAL** and **GRAND CELEBRATION**; **COSTA FORTUNA** and **VICTORIA**; MSC's **MSC OPERA**, **MSC ARMONIA** and **MSC ORCHESTRA**; Royal Caribbean's **VISION OF THE SEAS** and **SPLENDOR OF THE SEAS**; CVC's **IMPERATRIZ**, **SOBERANO** and **ZENITH**; **INSIGNIA**; **VEENDAM** and **SILVER WHISPER**.

Port of Antwerp to invest €1.6 billion - to invest in suction dredger and barges

The board of directors of Antwerp Port Authority in Belgium has approved the long-term financial plan (2011-2025), representing an amount of 1.6 billion euros. The ambitious long-term plan was presented to the board of directors by port alderman Marc Van Peel and CEO Eddy Bruyninckx. It had originally been drawn up the previous month by the management, but modifications were made to it last week as a result of changes to the Oosterweel plans. The exercise was finally completed with two Oosterweel projects.

The Oosterweel connection forms part of the 2020 Master Plan, Mobility Antwerp. This plan provides for new roads, additional tram and light rail projects, footpaths, initiatives to promote barge and rail transport and more besides, all aimed at improving mobility, road safety and quality of life.

The Oosterweel link will close the last gap in the Antwerp ring road. The Flemish government has opted for the tunnel variant, on condition that the additional cost is borne by the City of Antwerp and Antwerp Port Authority. The Port Authority's board of directors has agreed to the additional investment for this project.

The port authority will invest 1.6 billion euros in: expansion of the port including development of the Verrebroek dock; the Saeftinghe Development Area; and various port facilities. The money will also be invested in construction of a second lock on the left bank. (Work will start officially next summer. Antwerp Port Authority launched the formal tendering procedure for the construction at the end of last week).

Money will also be spent on dock renovation and investment, maintenance of roads and bridges, modifications to the canal dock, modifications to the Waasland canal and what the port called "cleaning up of the dock bottoms." The port will also acquire a new suction dredging barge, new tugboats, dumb barges and a pusher barge and invest in new dock-mounted cranes and mobile cranes. **Source : Dredging News Online**

High drama at Gangavaram port

Police foil fishermen's attempt to break boundary wall and undertake fishing

Police thwarted an attempt by fishermen to break the boundary wall of the Gangavaram Port and undertake fishing to register their protest against delay in providing jobs in the project.

Agitated over the alleged inordinate delay in providing jobs, the fishermen threatened to demolish the wall and enter into the port area stating that their livelihood was under threat. A group of fishermen also threatened self-immolation by dousing kerosene on them. However, a large posse of police force, which was present at Gangavaram, foiled the attempt.

The fishermen staged a daylong protest in front of the main gate of the private port, which had commissioned its operations last year after a violent protest over displacement and rehabilitation.

The management of the private port, as per a tripartite agreement reached between the project proponent, district administration and project-affected people in 2006, had promised to provide 300 jobs. Fishermen alleged that under the pretext of pending court cases, the management was dilly-dallying recruitment of 92 fishermen after employing 208 so far. "How will we survive when the government has stopped sustenance allowance and the port management is refusing jobs to us saying there are court cases against us?" asked Chodupalli Tata Rao, a fisherman.

The fishermen withdrew their protest in the evening after the intervention of Gajuwaka MLA Chintalapudi Venkataramiah and Special Grade Deputy Collector Vijayalakshmi. The management agreed to take part in talks at the Collectorate on Monday to sort out the recruitment issue, the MLA said. The port developed by the Gangaravam Port Ltd, a company floated by D.V.S. Raju-led consortium, was allotted 2,800 acres belonging to Visakhapatnam Steel Plant during the Telugu Desam regime. After a delayed start, it was commissioned with five berths built at a cost of Rs.1,800 crores. **Source : The Hindu**



The TSHD **PRINS DER NEDERLANDEN** seen passing astern of the **EMMA MAERSK** in the approach to Rotterdam-Europoort

Photo : Rik van Marle ©

Ship Containing Toxic Waste Detained at Tin-Can Port

A ship, MV **Vera D**, alleged to be carrying three containers laden with toxic waste, has been detained at the Tin-Can Island Port. Reports from officials of the National Environmental Standard and Regulations Enforcement Agency (NASREA) indicate that the ship arrived on Tuesday morning from the United States of America.

It was learnt that the containers had toxic black and white television sets. The containers were brought in by a Lagos shipping agency. Meanwhile, all security agencies, including the Nigeria Customs Service, Immigration Service and the Nigerian Ports Authority held a meeting yesterday to decide on the ship.

The meeting was also to ascertain the extent of the toxicity of the items. It would be recalled that this is the third time an incident like this would occur at the Tin-Can Island Port. On two occasions, the ships were sent to their ports of origins after the contents were confirmed as e-waste. **Source : AllAfrica**

Lukoil eyes four routes for transportation of oil from the Caspian Sea

The Russian oil giant Lukoil is considering at least four routes of transportation of oil from the Caspian fields under development, said the head of the company's press service, Dmitry Dolgov, "Oil of Russia" reported.

"We have at least four options for transportation of oil from the Caspian fields - it is the CPC (Caspian Pipeline Consortium), the Baku-Ceyhan Pipeline, the delivery to our Volgograd refinery, and the Baku-Novorossiysk", Dmitry Dolgov said.

The company is currently exploring all possible options, having talks with potential partners, in particular with Transneft (the operator of the Russian leg of the Baku-Novorossiysk), with the CTC, with the stockholders of the Baku-Tbilisi-Ceyhan pipeline.

Next week, the first tanker Yury Korchagin will be loaded and carry crude oil from the Caspian fields of LUKOIL. However, the decision on the transportation route has not been made as yet. For the first shipment of crude from the field the company has already chartered a 8,000DWT tanker. According to Dmitry Dolgov, the route selection for first shipment does not actually mean that oil will be transported only via this lane.

The deposit named after the former chairman of the board of directors of LUKOIL Yury Korchagin, was discovered in 2000. It is located in the Russian sector of the Caspian Sea, on the Shirotnaya, 180 km from Astrakhan, and 240 km from Makhachkala. The sea depth - 11-13 m. Crude oil extraction in the North Caspian Sea, carried out by LUKOIL-Nizhnevolzhskneft, began in April 2010. **Source : PortNews**



Motion Monitoring Services
www.sirimarine.nl



Port Klang free zone attracts 72 companies

Port Klang Free Zone (PKFZ) has received proposed investments of more than US\$116.5 million in the first nine months of 2010 despite the bad publicity received in recent years, chief executive officer Chia Kon Leong told The Sun.

The total investment in the PKFZ has now hit \$420.77 million since its inception in 2005, compared with \$273.17 million and \$302.95 million in 2008 and 2009 respectively. For this year, a total of 72 companies involved in marketing and logistic business as well as training have applied to set up their bases in PKFZ.

Chia said the Port Klang Authority (PKA) port promotion programme, which takes PKA officials around the globe, had managed to quell fears and boost investors' confidence that the free zone is still a viable investment. He said a major coup is the success in getting a major Singapore-based logistics company to set up base in PKFZ next year. Declining to reveal the identity of the company as the deal is being finalised, Chia said it involves a proposed investment of between \$16 million to \$32 million. **Source: cargonewsasia**

€6 million required to dredge contaminated material from Dunmore harbour

Waterford News in Ireland reports that the cost of dredging and removing silt from the harbour at Dunmore East will cost €6 million, engineering consultants engaged to investigate how the work can be carried out have revealed. Deputy Brian O'Shea has been informed by Brendan Smith TD, Minister for Agriculture, Fisheries and Food, that various options for the dredging of Dunmore East Harbour have been examined and in general the costs will be in the order of €6 million.

The study was undertaken by Engineering Consultants RPS on the proposed methods and related dredging costs for Dunmore East harbour. The main findings were that 80 per cent of the harbour sediment contains Tributyltin (TBT).

The cost associated with the disposal of dredge spoil containing TBT is significantly higher than for uncontaminated material. Various options for dredging the harbour were examined, with a detailed hydrographic study undertaken in the harbour recently. This is currently being examined by the Department's engineers, however, it is not expected to alter the overall cost significantly.

Deputy O'Shea said the dredging and disposal of the dredge is long overdue and he renewed his call on the Minister to provide the funding for the work. **Source : Dredging News Online**



The **CMA CGM BUTTERFLY** seen departing from Rotterdam-Europoort

Photo : Rik van Marle (c)

KCCI proposes direct Pakistan-Bangladesh shipping line

The Karachi Chamber of Commerce and Industry (KCCI) has proposed establishment of direct shipping line between Pakistan and Bangladesh in order to promote commercial and trade links. In a communication to Deputy High Commissioner of Bangladesh, former president KCCI, Abdul Majid Haji Mohammad said that both the countries required strong shipping links and the shipping charges also needed to be brought down to boost bilateral trade. He said that Bangladesh and Pakistan are two major Islamic nations in South Asia and their geo-strategic position needs to be utilised in such a way that the people of both the countries get larger benefits of it. The former KCCI president said that Bangladesh played a lead role in the formation of South Asian Association for Regional Co-operation (Saarc) and Pakistan lauds Bangladesh efforts to boost inter-regional trade, peace and co-operation under the Saarc platform. He said both the countries have a great potential to undertake joint ventures in textile sector, as Pakistan has resources and expertise in the field while Bangladesh has preferential access to EU markets. Pakistan can also help Bangladesh to develop its engineering sector as Pakistan has strong technical expertise and required human resource in the field.

There is a dire need to strengthen bilateral trade, exchange of business delegations and high level contacts between business communities of the two brotherly countries. He said that Bangladesh can target Pakistan's key sectors including textile, ceramics, agriculture products, leather, and sports goods. Bangladesh could also be a good market for Pakistani motor bikes and serious efforts are needed to be done in this regard. The former KCCI President said that

both the countries should also explore the opportunities to share co-operation in the fields of education and tourism. He said Pakistan and Bangladesh as active members of OIC are already working in close co-operation and have identical views on many problems being faced by Muslim Ummah. He hoped that with the passage of time bilateral trade between the two countries would increase and both the countries will achieve their destiny of economic prosperity. **Source: karachichamber**



The **SKY THETIS** arrived in Cape Town loaded with 6 fishing vessels - **Photo : Ian Shiffman (c)**

Tidewater signs contract with Drydocks World for four PSVs

Tidewater has entered into a contract with Drydocks World for the construction of four 265ft deepwater PSVs at its shipyard in Batam, Indonesia. The delivery of the high-capacity, 3,200 tonne deadweight vessels is estimated to begin in April 2012 and conclude in late 2012. The contract price of the four vessels totals approximately US\$100 million, exclusive of some owner-furnished equipment.

The agreement with Drydocks World also provides options, at Tidewater's discretion, for the construction of up to four additional vessels of similar specifications and at similar pricing.

Jeff Platt, Chief Operations Officer of Tidewater, said: "We are very pleased to announce the construction of these **UT 755 CDL** vessels as part of our continued effort to provide our customers with the latest technology in offshore marine assets capable of operating on a worldwide basis."

"Including this new construction commitment at Drydocks World, Tidewater has committed approximately US\$500 million to its on-going fleet renewal programme in recent quarters. While we will continue to evaluate the relative attractiveness of vessel acquisitions and new construction commitments, we expect that investment levels will remain elevated in the coming quarters as Tidewater continues to grow both its modern fleet and its earnings capacity."

Source : Offshore Shipping Online

ULSTEIN DESIGN FOR HEEREMA

After having developed the concept and basic design for Heerema's new monohull vessel, Dutch based Ulstein Sea of Solutions (USOS) has now also been awarded the further engineering of the vessel with the selected shipyard, DSME of Korea.



In February 2010 **Ulstein Sea of Solutions** was contracted by Heerema to design their new Deepwater Construction Vessel, for which a LOI was signed between Heerema and DSME mid July 2010. On August 24th the LOI was turned into a building contract with DSME for the design, construction, testing, commissioning and delivery of this impressive vessel. A record breaking time for development and award of such a vessel.

"Designs for deepwater construction vessels are an important focus area for Ulstein Group, and we are very pleased that Heerema selected Ulstein Group for designing this state-of-the-art vessel", says Tore Ulstein, head of Design & Solutions area at Ulstein Group.

The self propelled DP3 Deepwater Construction Vessel is a customised version of the Ulstein SOC 5000 vessel design. The Heerema vessel features a revolving heavy lift capability of 4,000 tonnes, deepwater lowering equipment up to 3,500 metres and a pipelay tower for J-lay and Reel-lay operations via a moonpool. The hull configuration is specially designed for fast transit speeds and optimum motion characteristics in operation. The vessel is DP3-class equipped with 2 x 6500 kW and 4 x 3200 kW thrusters allowing for a transit speed of 12-14 knots.

'We were very pleased that Heerema selected us for designing this state-of-the-art deepwater construction vessel,' says Bob Rietveldt, managing director at Ulstein Sea of Solutions. 'It is a continued recognition of our design capabilities and proves that our inhouse developed SOC 5000 design is a solid base to meet clients project requirements. The success of the project comes for account of our project team, managed by Edwin van Leeuwen, which was able to provide the design in the record time frame required by Heerema to start tendering for the construction of the vessel.'

Main dimensions of the vessel are:

Loa	211.5 m	Operating draught	11.0 m
Lpp	197.6 m	Service speed	12-14 kn
Beam (moulded)	46.2 m	Installed power	6 x 7,370 kW
Depth (moulded)	16.1 m	Complement	305 p

Following the contract award to DSME by Heerema, Ulstein Sea of Solutions signed a contract with DSME on the 13th of September for further vessel engineering and integration of the mission equipment designed by Huisman. 'The work will be executed by a dedicated project office in Vlaardingen where engineers from DSME and Ulstein Sea of Solutions work closely together. The central location of the Ulstein Sea of Solutions office, close to Heerema and Huisman, is important to have good communication and flow of information required to shorten the timeline in the early phase of the construction of such a vessel ,' says Van Leeuwen.

Ulstein Sea of Solutions is a dynamic design company known for its innovative designs of complex offshore construction vessels. Ulstein Sea of Solutions is part of the Ulstein Group of Norway which has a solid reputation for its refreshing and innovative offshore vessel designs and turning visions into reality for its clients. Ulstein Sea of Solutions develops projects for operators, contractors and ship owners in the offshore drilling, construction and production market, as well as the maritime transport market. Future market trends and end user needs are the key drivers for developing and providing their new floating concepts to the offshore oil and gas industries and the offshore wind industry.



MSC, Ivory Coast to Expand San Pedro Port

The Ivory Coast's Port of San Pedro plans to invest \$522 million together with Mediterranean Shipping Co. to expand its terminal, build new berths and enlarge container capacity fivefold in the next few years, the port authority said.

Desire Dallo, the director of the port, told Reuters this week MSC, which operates the port, was expected to put \$192 million towards the project. MSC is No. 2 on the JOC list of Top 15 Container Fleet Operators. The project involves adding two new berths to the existing four and increasing total capacity to 720,000 containers a year from its current 120,000, he said on a visit to the port.

San Pedro handles around half of the average 1.2 million metric tons of cocoa produced by the world's top grower each year. "We're talking about a huge project that will improve (cocoa) supply to the port, but will also increase trade with neighbors like Mali, Guinea and Liberia," Dallo said. He added that the revamped terminal would be 2,296 feet long, 49 feet deep with 57 acres of space on the platform.

"The new terminal will be able to receive some of the world's biggest ships," he said. It would be completed in 5 to 8 years and would handle not only hundreds of thousands of metric tons of cocoa annually but also coffee and output from iron ore and nickel mining projects expected to come on line by 2014. **Source : The Journal of Commerce**

Builder Italian-Thai to sign \$13 bln Myanmar deal

Thailand's top construction contractor, Italian-Thai Development Pcl , said on Thursday it expected sign a contract for a deep-sea port project with Myanmar Port Authority by the end of November. The Dawei port project, with an

estimated value of about 400 billion baht (\$13 billion), will include a railway, roads, industrial estates, a refinery and a steel mill, senior executive Nijaporn Charanachitta told reporters.

"We should sign the contract with Myanmar Port Authority later this month or next," Nijaporn said, adding the election in the country on Nov. 7 should not affect the signing and should be positive for the project.

Analysts say the project in the Tanintharyi region of Myanmar, first mooted a decade ago, could secure a firm source of revenue for Italian-Thai for at least 10 years. DBS Vickers gave a "buy" rating to Italian-Thai because of its improved earnings prospects from the construction project.

Italian-Thai has jobs in hand worth about 40-50 billion baht and expected to realise revenue of 40 billion baht this year, Nijaporn said. The company is also in talks to sell a stake in engineering firm Toyo-Thai Corp Pcl for 300 million baht and expected to complete the deal in the fourth quarter, she said. Italian-Thai has a 10.83 percent stake in Toyo-Thai, which is 26 percent owned by Japan's Toyo Engineering Corp .

Last month, the company sold a 10 percent stake in Nam Thuen 2 power plant in Laos to Electricity Generating Pcl for \$73.3 million as part of a plan to sell non-core businesses. At the midday break, Italian-Thai shares were up 2.6 percent, while the broader Thai market .SETI was 0.33 percent higher. **Source: af.reuters**

SCI adds Pakistan to its global network

The Shipping Corporation of India has added Pakistan to its global network and will now provide liner and container services from Pakistan to Europe, the Mediterranean, Gulf, and the Far East, according to a media report. The Ministry of Ports and Shipping has been informed by the private firm General Maritime Limited about the benefits of the Indian decision, which will improve Pakistan's sea links with the rest of the world, the Dawn newspaper reported.

GML, the agent for handling SCI's business in Pakistan, said in a letter to the ministry that the arrangement between SCI and GML is the result of the revised Pakistan-India Shipping Protocol signed in December 2006. The protocol superseded an earlier protocol signed in 1975 and created an environment for liberalising maritime business between Pakistan and India.

It focuses on improving shipping services between the two countries on the basis of sovereign equality and mutual benefit. The advantage of SCI's entry into the Pakistani shipping market will be to generate competition, which will impact freight rates and lower the cost of imports and exports, GML informed the ministry. It said that SCI also caters to bulk and break-bulk and over-dimensional cargoes across the globe, while SCI's fast connections will reduce transit time significantly and benefit Pakistani exporters and importers. **Source: The Economic Times**

Mumbai Container Volume Surged 36 Percent

The volume of containers handled by India's Port of Mumbai surged 36 percent in the first half of fiscal 2010-11 ending Sept. 30, the port authority said. Container traffic for the April-September period was estimated at 37,236 20-foot equivalent units, compared with 27,411 TEUs in the year-ago period. Volume in September increased to 6,942 TEUs from 4,226 TEUs in the same month last year. Officials attributed the growth in traffic to several proactive measures the authority has taken in recent months, covering reduction in handling costs and other concessions to users.

The measures include additional free days for cargo and containers, pre-shipment and long-term storage facilities, and reduction in midstream stevedoring charges for loading as well as discharging operations. The west coast hub handled 27.38 million tons of cargo in the first half, up 3.33 percent from 26.5 million tons a year earlier. Overall tonnage fell just short of the Shipping Ministry's target of 28 million tons set for the six-month period. The volume of petroleum products was up 22 percent and breakbulk cargo up 12 percent in the April-September period. Mumbai, one of India's leading general cargo gateways, suffered a 20 percent drop in tonnage in August because of serious operational disruptions caused by the MSC Chitra-Khalijia-3 collision Aug. 7, and the latest data indicates the volume recovery will

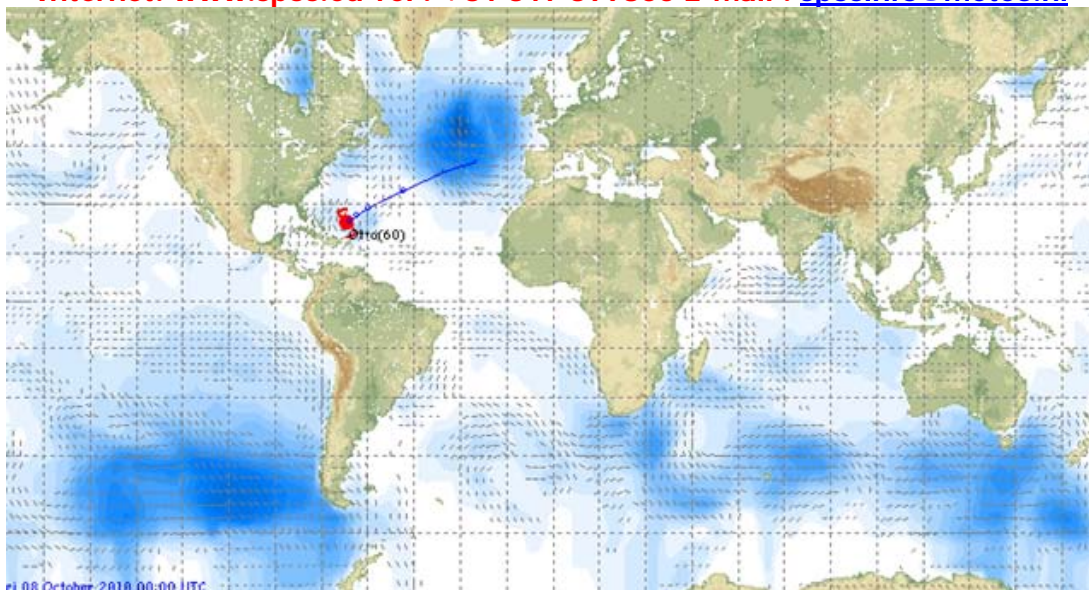
accelerate in the coming months amid signs of a significant turnaround in the country's foreign trade. **Source:** Journal of Commerce Online

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>

.... PHOTO OF THE DAY



Swire's **PACIFIK VIXEN** seen anchored off Kemaman in Malaysia
Photo : Capt. Jelle de Vries (c)