

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 293



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Crew change going home offshore Labuan, South China Sea Oct. 18, 2010

Photo : Charles-Dauphin Miller www.tugboatphotos.com ©

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The **LUDWIG SCHULTE** seen enroute Amsterdam – Photo : Marcel Coster ©

Hellas: Shipowners invest \$456.8 million into new vessels during September

With container vessels at the forefront, the month of September proved to be a rather active one for Hellenic ship owners. According to the latest monthly report compiled by shipbroker Golden Destiny under cooperation with Hellenic

Shipping News Worldwide, a total of 19 vessels were acquired from Hellenic interest, with the investment reaching \$456,864,200. According to Golden Destiny's analyst, Maria Bertzeletou, "it seems that Greeks have resumed their buying activity in the secondhand market after the end of the vacation period with confidence in the prospects of the container sector. Containers seem to be at the forefront of Greek investors' appetite while there is lacklustre activity in the tanker sector during the summer season after a peak activity in April. The strength of Greek presence throughout September is attributable to the volume of container S&P transactions, which brings memories of July's Greek S&P activity, with containers holding almost 58% of Greek acquisitions. During the year to date, Greeks estimated to have purchased 175 vessels equalling a total invested capital region US\$ 4,565,549,200 signalling a 16% y-o-y increase in terms of number of transactions, comparable with a similar period in 2009 when 150 vessels reported to have been sold to Greeks" said Bertzeletou.

Overall, Greeks appear stronger than Chinese throughout 2010 in terms of number of transactions and invested capital. Chinese transactions estimated to be 126 vessels in total equalling a total invested capital region US\$ 1,865,960,000, whereas in 2009 their purchases were ranging at firmer levels when 164 vessels reported to have sold to Chinese surpassing Greek acquisitions. "In the newbuilding market, the burst of activity reported in previous month seems to have waned as 11 transactions reported placed by Greeks posting a 54% m-o-m decline equalling a total invested capital region US\$ 569,300,000. In August, the position of Greeks was lingering in the newbuilding business and there were some concerns for the status of their secondhand purchase plans in the future. As the vacation period ended, their secondhand activity resumed at firmer levels due to strong purchase interest in the container sector and their newbuilding activity has foregone at lower levels with no signs of movements in the last two weeks of September" said the report. In total, during September 96 vessels of an aggregate value of \$1,981,764,200 were traded, which amounted to a drop of around 7%, with Hellenic ship owners responsible for about 20% of those. "The month ended with high business in the newbuilding sector, with 150 transactions reported in total equaling a total deadweight of 8,778,355 tons while the demolition activity appears on the low edge with 1,303,281 tons scrapped. The overhang supply remains an issue for the industry as the newbuilding activity outbursts in recent days with ongoing worries for China's demand and World Trade growth" said Golden Destiny. As far as the dry bulk market is concerned, after the remarkable 85% increase in terms of S&P activity at the end of August the month ended with 33 units reported in total equaling a total invested capital of \$ 653,764,200, signaling an 11% drop since previous month's activity.

With the freight markets being erratic posting signals of downward trend but positive for the end of the year, the S&P momentum has shown the first signs of slowing down but there has not been yet significant correction in asset values. "However, a 2009 built capesize vessel of 179,362 dwt achieved \$62 mil at the beginning of September after previously failed in June at \$ 71 mil, signaling a \$9 mil fall in her value. The sale brought a new lower benchmark for modern capesize vessels reflecting the negative sentiment in the charter market, but is this sale indicative for the asset values in the future? As the Baltic Dry Index continues to bring encouraging levels for owners' pockets the feeling is that asset values will hold firm as the demand for vessels remains quite high and the positive sentiment does not push owner's ideas to lower levels" concluded Golden Destiny. Meanwhile, in the newbuilding market, bulk carriers still hold the lion's share of the market with 73 transactions reported in total equaling a total deadweight of 3,455,000 tons, whereas the demolition activity is at subdued levels with only 5 units reported to have headed to the scrap yards of 269,272 tons. Bulk carriers' demolition activity is 50% down since previous month and the existing dry bulk fundamentals are not encouraging owners' decision for scrapping their overaged units.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

3 reddingsacties op het Hollandsch Diep na grootschalige oefening KNRM stations Dordrecht, Stellendam en Ouddorp !

Op zaterdag 16 oktober hebben de reddingstations Ouddorp, Stellendam en Dordrecht onverwacht een drietal reddingen uitgevoerd aansluitend aan een geplande grootschalige KNRM oefening. Wat zaterdagochtend om 06.00 uur begon als een op zich al bijzondere grootschalige oefening, mondde aan het eind van de dag onverwacht uit in een drietal serieuze reddingsacties waarbij enkele mensen uit het koude water zijn gered!



Doel van de oefening genaamd "**Dorex**" was om de gezamenlijke incident bestrijding, de communicatie onderling en de daarbij gebruikte middelen te testen. Ook de Kustwacht vervulde haar rol in deze grootschalige oefening. De oefening startte met de alarmering vanuit de kustwacht met de melding dat een schip vermist werd op het Hollandsch Diep ter hoogte van Tiengemeten.

In de loop van de dag nam de windsnelheid steeds verder toe en verslechterde de omstandigheden op het water aanzienlijk. Ondanks dat werd de oefening succesvol afgesloten. Tijdens de debriefing in Herberg Tiengemeten ging plotseling de telefoon van de schipper van Stellendam met het verzoek om assistentie voor een zinkend schip in het Vuile Gat. De bemanning van station Stellendam aarzelde geen seconde en kwam in actie met de KNRM reddingsboot **Antoinette** en binnen 20 minuten werd de bemanning veilig aan boord genomen.



Ondertussen vroeg de **Neeltje Struijs** (ook uit Stellendam) om hulp in het Aardappelgat bij het vlot trekken van een tweetal gestrande bootjes ieder met twee opvarenden. De **KBW 1910** van station Dordrecht rukte daarop uit en hielp bij het veilig vlottrekken en weer in de vaart helpen. Op de terugweg naar station Dordrecht volgde opnieuw een alarmering. Ditmaal betrof het een zalmschouw die door de harde wind zinkende was. Ook deze twee schippers werden uit

het koude water gered en veilig aan land gezet in de haven van Den Bommel waar ze door familie leden werden opgehaald. Deze alleen al 8 mensen gered uit de woelige baren en dankbaar werk verricht. Het benadrukt het belang van het oefenen en tevens het belang van het reddingswezen aan de Nederlandse wateren.



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Iskes **TRITON** seen arriving with a floating crane in Rotterdam – Photo : Marijn van Hoorn ©

WILLEM SPUIJBROEK 25 JAAR VRIJWILLIGER OP DE PIET HEIN



Boven een foto gemaakt ter gelegenheid van het 25-jarig jubileum van [Willem Spuijbroek](#) als vrijwilliger op het Koninklijk jacht "[Piet Hein](#)" temidden van de bemanning van de [Piet Hein](#) voor de [Torpedoloods](#) in Hoek van Holland - [Photo : Daniella Vermeer](#) ©



De [Piet Hein](#) afgemeerd in Hoek van Holland - [Photo : Kees Torn](#) ©

VOC DAISY FREE, MV ELENIP STILL HELD

Reports from the ground two days ago spoke of the release of a "Greek Vessel" and it is now believed that information pointed wrongly into the direction of **MV ELENIP**. Due to the close vicinity of the paces, where the two vessels were held, there was incorrect information spread, which can not be ruled out to have been done deliberately to distract attention from **MV VOC DAISY**, which has now been confirmed to sail free.

MV VOC DAISY: Seized in the morning of April 21, 2010, the Panama-flagged, Liberian-owned bulk carrier of 47,183 dead-weight tonnes, was hijacked in the Gulf of Aden, 190 nautical miles East South East of Salalah, Oman. The bulker was registered with the Maritime Security Centre Horn Of Africa (MSCHOA) and heading west from Ruwais, U.A.E, making for the eastern rendezvous point of the International Recommended Transit Corridor (IRTC), for onward transit through the Suez Canal. She was 280 miles from the IRTC when she was sea-jacked. The vessel is owned by Middleburg Properties Ltd, Liberia, and operated by the Greek company Samartzis Maritime Enterprises. The 21 men all-Filipino crew was able to raise the alarm before the four armed pirates, carrying three AK47s and one RPG, stormed onboard and cut their lines of communication. The crew is, however, said to be all right, given the circumstances. The vessel was held off Kulub near Garacad at the North-Eastern Indian Ocean coast of Somalia. Already last Saturday the ransom was delivered by a vessel, believed to belong to a Greek security company operating in the area with two ships, and the pirates had left the ship. The vessel is now sailing to Salalah in Oman and all 21 Filipino are being well, given the circumstances. **Source : ECOTERRA Intl**



Survival of the fittest in competitive chemical tanker trades

The old adage that the health of the chemical tanker market is a good indicator of the general state of the world economy is particularly apropos at the moment. However, if anything, the chemship market has it worse. Chemical tanker operators are having to contend with not only the very slow pace of economic recovery in virtually all the industrialised nations, and hence in the demand for their services, but also the delivery of a large number of new vessels ordered three or four years ago when all and sundry succumbed to the temptation of contracting additional tonnage.

Several shipowners have described the current chemical tanker market as "unsustainable". The volume of cargo carried by chemical tankers has recovered, to a certain extent, from the dramatic decline experienced in early 2009. However, although trade levels are currently relatively stable, ship oversupply continues to grow. The newly delivered ships, in turn, are exerting considerable downward pressure on freight rates that have only partially recovered from the desultory levels to which they sank last year.


The current chemical tanker orderbook is equivalent to approximately 17% of the existing fleet in capacity terms. Over the 2009-11 period a total of 5 million DWT of new tonnage is being added to the world chemship fleet while it is unlikely that more than 1.5m dwt will be removed through scrapping during the same three-year stretch. Shipowners have now had two years since the financial crisis broke to put their house in order and those active in the chemical tanker market have used the time wisely to adjust to the realities of what is a particularly capital-intensive sector. Costs have been trimmed through office reorganisations, the deferment of further newbuilding plans, the return of chartered tonnage, the disposal of old and redundant vessels and, where possible, the cancellation of existing ships on order.

Several leading chemical tanker owners have also drawn some respite from the fact that the construction of a chemical parcel tanker, with its myriad of stainless steel tanks and dedicated pump and piping arrangement to ensure a high

degree of cargo segregation, is a complex business. A number of shipyards attempting to build such ships for the first time have failed to meet the agreed delivery schedule for the series of chemships for which they won contracts. These yards, having already paid penalties for delayed deliveries, are now being forced to refund owners their down payments and subsequent instalment fees as part of formal contract cancellation proceedings. Irrespective of how they have achieved it, and of how their fleets will be impacted by new deliveries and ship recycling in the immediate future, some shipowners have been able to reduce the size of their chemical tanker fleets by as much as 20% over the past two years. With the fall in fleet numbers has come a reduction in cash flows and, inevitably, as charterers seek to minimise their own exposures, the percentage of overall revenues stemming from contracts of affreightment (COAs). There has been some improvement in COA levels in the most recent quarter but it has been only a marginal rebound. Despite the defensive measures implemented by chemical tanker owners, their new ships still have to be paid for and a number of shipowning companies believe that an inability to meet the terms of their loan agreements with the banks is a distinct possibility. This, in turn, raises the spectre of allocating valuable management time to the negotiation of new financing solutions and higher interest charges as part of efforts to placate creditors. In the immediate aftermath of the financial meltdown in September 2008, when consumer spending stopped overnight, global chemical production plummeted by approximately one-quarter and chemship freight rates on some routes fell by as much as 40%. Amidst the devastation there were some pockets of light in 2009. Chemical tanker fleet operators were partially cushioned by the continued strong demand for chemicals in China, particularly aromatics, and the relative weakness of the US dollar. These circumstances spurred healthy movements of chemical feedstocks from the US Gulf to China and lulled many into believing that the downturn in the chemical trades would be shortlived.

Such false hopes evaporated quickly at the start of this year, in tandem with an end to the modest market rebound. While trade in some isolated product segments has remained relatively strong, the overall chemical tanker market has been weakening slowly and steadily throughout the course of 2010. The traditionally robust transatlantic trades have slowed; China's requirements for aromatics have declined with the startup of new domestic chemical plants; and the tonnage oversupply situation has not been helped by the continued depression in the petroleum products market. Coated chemical/product tankers that would normally be engaged in the carriage of refined products are now competing with chemships for parcels of simple chemicals entering the market. Vegetable oils and lube oil additives also constitute important chemship cargoes and the growing demand for biofuels over the past decade has translated into increasing volumes of veg oils and ethanol in transit. Unfortunately for chemical tanker owners, this sector, too, has taken a knock of late, not least due to the USD 0.54/gallon import tariff imposed by the US Government on most foreign supplies of ethanol. In addition Brazilian ethanol production, and hence exports, have been negatively impacted by high sugar prices and the heavy rains that hit the country in 2009. The weak chemship market is expected to continue for the rest of 2010 and through 2011. Export shipments from the US and Europe will continue to run at levels below the traditional norm and the availability of significant and growing numbers of chemical/product tankers in the marketplace means that competition for cargoes will remain brisk. The prospect of rising bunker prices in the months to come is also a cause of shipowner concern. A brighter future is on the horizon for chemical tanker owners but it is still some way off, as the current orderbook will not be fully whittled down until the end of 2012. Assimilation of the orderbook is being made that much more difficult by the fact that the world chemical tanker fleet has been increasing in size at a brisk pace for the past five years. For example, overall chemship cargo-carrying capacity expanded by 10% in 2008 and 8% last year. Several chemship owners are overextended and are placing too much reliance on a speedy market recovery that looks less likely by the day. Under the circumstances those fleet operators with stronger balance sheets and customer bases, provided they have the staying power to see how the market plays out, could be in line to benefit from the fire sale of some of their long-term competitors' operations.

Source: BIMCO



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HURRICANE assists mv NINA with a total black-out at the North Sea

Last Friday mv **NINA** suffered a total black-out 35 nautical miles north of the Frisian Island Terschelling, due to fuel problems. Mv **NINA** used all her starting air with their starting attempts. The Dutch Coastguard advised mv **NINA** to drop anchor.

Rederij Noordgat, an independent Dutch towage and salvage company based on Terschelling, a Frisian island in the north of The Netherlands, was contacted by agency MARICO of Eemshaven to assist mv **NINA**. Noordgat dispatched their fast salvage craft **HURRICANE** to assist mv **NINA** with starting up her engine room. Around 23.00 hours LT the **HURRICANE** reached the anchored mv **NINA** and supplied her with electric power so that mv **NINA** could run their starting air compressor. In one and a half hours the starting air bottles were filled up and thereafter mv **NINA** could start her generators.



Due to 4 metre high waves it was difficult for the **HURRICANE**, connected with an electric cable, to manoeuvre near the **NINA**. When all generators on board mv **NINA** ran, the **HURRICANE** was thanked by the master and left for Terschelling. Around 06.30 hours LT mv **NINA** proceeded with her voyage again.

The **HURRICANE** is a self-righting RIB with a length over all of 17,5 metres. The top speed is around 50 knots

and she is equipped with all kind of salvage equipment like a fire fighting pump with monitor, breathing apparatus, diving equipment, a 20 kW generator, night vision equipment and several mobile salvage pumps and generators.

Noordgat manages also a 40 ton bollard pull salvage tug **HUNTER** and three other fast salvage crafts: **TYPHOON**, **TEMPEST** and **BARRACUDA**.

Noordgat also has shares in Friendship Offshore, which is a company that is specialised in underwater salvage operations, such as recovery of lost over board cargo's, lost anchors, wreck removals, etc.

www.noordgat.nl & www.friendship-offshore.com

Russia to ship 35 tanks to Venezuela soon

Russia will soon deliver 35 tanks to Venezuela, said Prime Minister Vladimir Putin to visiting Venezuelan President Hugo Chavez. Putin said Russia fulfilled the agreements on military- technical cooperation completely, without specifying the types of the tanks Experts supposed those would be T-72M1M, according to the Itar- Tass news agency. Putin noted that all enterprises which produced arms for Venezuela have already been paid for the orders. Chavez, in turn, thanked Russia for high quality of its warplanes and tanks. He mentioned that Russia would build a plant producing Kalashnikov assault rifles and ammunition factory.

Besides arms-production plants, Russia will help Venezuela in construction industry, cocoa and flowers plantations development, Chavez added. "(Russian President Dmitry) Medvedev continued what you have started," Chavez told Putin. During Chavez's visit to Russia that started Thursday, a total of 10 agreements have been signed between the

two countries, including one on building nuclear power plant in Venezuela. Chavez's visit to Russia was part of his international tour that would also take him to Belarus, Ukraine and Iran. **Source: Xinhua**

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Somali pirates abduct 43 sailors off Kenya

Somali pirates have hijacked a South Korean-operated fishing boat with 43 sailors, Seoul's Foreign Ministry said. Two South Koreans, two Chinese and 39 Kenyans were aboard the 241-tonne Kenya-registered trawler when it was attacked on Oct 9 in the waters off Kenya's Lamu Island, South Korea's Foreign Ministry said in a statement.

It wasn't immediately known if negotiations with the pirates had begun or if they were demanding a ransom. South Korean officials declined to provide details about the kidnapping, saying that might undermine chances for the fishermen's safe release. Seoul's Yonhap news agency, however, reported that the ship had been fishing for crab in the area for about one month before being seized and taken to a pirate stronghold in northern Somalia. The report cited the Foreign Ministry and an unidentified South Korean resident living in Kenya.

It identified the ship as the **Keummi 305** and the two abducted South Koreans as the 54-year-old captain and a 67-year-old engineer, both surnamed Kim. Yonhap said that the area has been considered relatively safe because it is about 400 kilometres away from the nearest pirate base and Kenya's navy regularly patrols the site. It said that the pirates were believed to have raided the ship and taken control of it at night.

The pirates haven't contacted the ship's agent in the south-eastern South Korean port city of Busan for any possible negotiation, Yonhap said. The fisheries company that owns the ship shut down its Busan head office due to financial troubles in 2007 and has been operating only with the **Keummi 305**, it said.

Noel Choong of the International Maritime Bureau's anti-piracy office in Malaysia could not immediately confirm the attack. Kidnapping for ransom is common in Somalia. Hostages are rarely hurt and usually freed after a ransom is paid. Somalia, which has had no functioning government since 1991, is the world's top piracy hot spot, with armed gangs seizing cargo and holding crew for ransom. **Source : AP**

CASUALTY REPORTING



Ameland: Watertaxi slaat lek midden op het Wad



Onderweg naar Ameland is gisteravond rond half elf Watertaxi **De Stern** lek gevaren. Midden op het wad raakte de bestuurder een nog onbekend object. Hij hoorde een flinke klap, maar voer door. Gaande de vaart werd watertaxi meer en meer onbestuurbaar.

Links : Duiker Rein van der Geest van het Korps Nes bij het lek op de waterlijn.

Foto : Jan Spoelstra

Na eerst zijn passagiers aan wal te hebben ontscheept, heeft de stuurman de watertaxi aan de grond gezet. Op die plaats, naast de oude veerdam bleek pas hoe groot de schade was. Het voorste compartiment was

zo volgelopen, dat de boot tot aan de rubber kraag in het water lag. Onverwijd is de vrijwillige brandweer van Ameland gealarmeerd. Met twee wagens en duiker rukte het korps Nes uit. Twee pompen werden gebruikt om het water uit de watertaxi te verwijderen. Na het leegpompen werd een gat van 50 bij 30 centimeter zichtbaar. Met hechthout en purschuim is de schade provisorisch gerepareerd. Source : **NieuweDockumerCourant**

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Russian Veterans Join the Grand Opening of Russian Masts on HMS Belfast, London

Tuesday 19 October 2010 will become historically significant and memorable day for Russia and the United Kingdom. The grand opening of new Russian masts on the legendary **HMS Belfast** will take place in London. The restoration project of masts began in April 2009 at Severnaya Verf shipyard in St. Petersburg (http://www.nordsy.spb.ru/sv2/index_eng.php). Russian veterans of the Arctic convoys from Arkhangelsk, Yuri Kopytov and Georgi Evtukov, with support from Petropavlovsk Group (<http://www.petropavlovsk.net>) and VTB Capital (<http://www.vtbcapital.com>), will arrive in London to attend the official ceremony.

Masts restoration project was supported by Russian companies United Industrial Corporation (<http://eng.opk.ru>), Severstal (<http://www.severstal.com>) and Sovkomflot (<http://www.sovcomflot.ru>), in recognition of the heroism of the Arctic Convoys 1941-1945. **HMS Belfast**, which stands on the River Thames in London, is "the last witness" and the only remaining warship that escorted convoys during the Second World War.

The ceremony will be attended by the head of the Russian presidential administration Sergei Naryshkin, Chairman of the Imperial War Museum Sir Peter Squire, Admiral Lord Alan West, Phil Reed (**HMS Belfast**), Sergei Pugachev, and Andrey Fomichev (United Industrial Corporation), Sergey Frank and Lord Fairfax (Sovkomflot), Peter Hambro and Pavel Maslovsky (Petropavlovsk), Alexey Yakovitsky (VTB Capital), Russian and British veterans of the Arctic convoys, other dignitaries and distinguished guests.

The Head of the annual Victory Day celebrations in London and Chairman of Russia's Finance & Investments Market Players Club, Eugene Kasevin, who is accompanying Russian veterans on their trip to London, said that "this restoration project of **HMS Belfast** masts is a brilliant example of Russian generosity and respect for the historical friendship between Russia and Britain." Alexandre Bykov (PR Newswire) stated: This great event will help to boost positive developments in building closer relations between two countries.

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IHC Parts & Services and Bakker Sliedrecht expand successful collaboration



Mr. J.H. Hylkema (l), IHC Merwede, and **Mr. J.M. Verhoeven** (r), Bakker Sliedrecht, sign contract for collaboration.

IHC Parts & Services, part of IHC Merwede has announced a new joint agreement with **Bakker Sliedrecht** for the condition monitoring of dredging vessels. This will see the two companies combining forces to supply a unique range of specialist and high-quality services to customers that

in turn will enable them to reduce their operational costs. IHC Parts & Services and Bakker Sliedrecht can already look

back on one year of successful collaboration. In 2009, the first agreement was signed for the maintenance of electrical systems of dredging operations on IHC-built vessels in China. The new agreement enables both companies to optimise the support of customers' dredging operations. By combining the expertise of IHC Merwede and Bakker Sliedrecht, a unique knowledge base for the design, build and worldwide operation of electrical systems has been created to deliver direct value to customers. IHC Parts & Services and Bakker Sliedrecht will assume joint responsibility for all other measurements and analyses. The complete range of methods for condition monitoring of dredging equipment is an integral part of the total IHC life-cycle support programme offered by the IHC Merwede group. Condition monitoring enables technicians to periodically observe and analyse any important installations onboard for such variables as electrical or vibration

Bangladesh to build a special shipbuilding zone

Bangladesh will establish a special shipbuilding zone to promote the export-oriented shipbuilding sector with the aim of earning \$5 billion a year from exports by 2015, said officials. The Export Promotion Bureau (EPB), which is leading the plan, is now in talks with top shipbuilding entrepreneurs in the country, they said. "We plan to establish a shipbuilding zone to accommodate top exporters on the same premises and help the sector expand by providing more incentives and supports," said EPB Vice Chairman Jalal Ahmed. The shipbuilding and ICT sectors can individually earn up to \$5 billion a year from exports, he said, adding that the government should come forward to expedite expansion of the sectors. "Bangladesh economy is now dependent on only traditional export items. It needs diversification to sustain. The shipbuilding and ICT sectors have the potential to diversify our export basket and generate more employment," Ahmed said. Industry people want the shipbuilding zone at Mongla, Meghna, Patuakhali or Kutubdia but the government will conduct a feasibility study for selecting the site, according to officials. **Source: seatradeasia**



The **QUEEN ELIZABETH** seen at Southampton's Ocean Terminal on the morning of her being named by Queen Elizabeth II on 11 October 2010. She left the next day on its maiden voyage.

Photo : John Wilson ©

Sembcorp Marine's Jurong Shipyard secures US\$384 mln contract to build two jack-up rigs

Sembcorp Marine's subsidiary Jurong Shipyard (JSPL) has secured orders of US\$384 million for two turnkey jack-up rigs with options for another four jack-up rigs from Seadrill.

The total estimated value of the six jack-up rigs, including the four jack-up rig options is expected to surpass the US\$1 billion mark. This contract with Seadrill will be the largest order of rigs to-date, reflecting the growing market segment for quality premium high specification jack-up rigs. Scheduled for delivery in the fourth quarter of 2012 and the first quarter of 2013 respectively, the jack-up rigs represent the latest generation, high specification jack-up drilling rigs with greater capacities and capabilities than current conventional units. These rigs will be built based on the Friede & Goldman JU2000E design and are suitable for operations world-wide, including the southern North Sea. On completion, these new rigs will be capable of operating in waters of 400 feet and drill to depths of 30,000 feet. They will offer improved drilling efficiencies with off-line pipe handling, simultaneous operations support and are equipped with increased accommodation capacity. Mr Don Lee, Senior General Manager, JSPL's Offshore Division said "We are pleased that Seadrill has again chosen to partner Jurong Shipyard in their fleet expansion strategy to be the world's largest operator of modern high specifications rigs. These jack-up rigs will be the 6th and 7th rig orders that Seadrill has placed with JSPL, two of which are currently under construction in the shipyard."

Mr Alf C Thorkildsen, Chief Executive Officer in Seadrill Management AS, said "We have selected Jurong Shipyard as a partner yard based on its proven track record and project execution capabilities. Jurong Shipyard has set many 'first successes' with Seadrill and we are confident that it will continue to perform. The newbuild rigs will further strengthen Seadrill's status as a leading operator of modern, high quality premium drilling rigs. These orders will position us for additional growth in an increasingly important market segment that can provide further opportunities and earnings growth for Seadrill." The contract is not expected to have any material impact on the consolidated net tangible assets per share and earnings per share of Sembcorp Marine for the year ending December 31, 2010. **Source:** [yourindustrynews](#)

India's ABG Shipyard gains US\$84mln in orders

ABG Shipyard, an Indian ship manufacturing and repairing company, on Friday announced that it has received orders worth Rs 370 crore (US\$84 million) from two different customers. The first order is worth US\$65 million from Qatar-based HALUL OFFSHORE, which is being jointly promoted by QATAR SHIPPING COMPANY and QATAR NAVIGATION, it said in a filing to the Bombay Stock Exchange.

* The second order, of US\$17.5 million, is from an Italian shipping company, MARNAVI SPA, which serves the world's chemical-product and foodstuff markets, the filing added.

* ABG Shipyard also announced that it has completed the acquisition of WESTERN INDIA SHIPYARD by acquiring about 61 per cent stake in the company and has got all regulatory approvals. **Source:** [tradingmarkets](#)

ROUTE, PORTS & SERVICES

MSC, OOCL cancel Montreal low-water surcharges

The level of the water in the St. Lawrence River has risen from last summer's lows, enabling container ships to carry more cargo into the Port of Montreal. Mediterranean Shipping Co. and OOCL announced separately they will cancel the low-water surcharges they imposed last summer. OOCL, which started imposing low-water surcharge of \$75 per 20-foot container unit equivalent and \$150 per 40-foot equivalent unit in July, is cancelling the surcharges as of Oct. 25. OOCL said it continues to monitor the situation throughout the winter and early spring of 2011. MSC is cancelling its surcharges as of Nov. 1. "It goes without saying that should the river water level drop back again, MSC will re-instate the surcharge with an appropriate amount," the Geneva-based carrier said **Source:** [joc.com](#)

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The **HELGALAND** seen enroute Rotterdam – Photo : Ruud Zegwaard ©

Norilsk Nickel ship calls at Shanghai Port, after passage via northern shipping lane

The Ice-Class diesel-electric ship **Monchegorsk** of MMC Norilsk Nickel, called yesterday, Oct. 17 at the port of destination - Shanghai, thus completing the Company's first ship cruise along the eastern part of the Northern Sea Route without icebreakers escort, the Norilsk Nickel press release said. The DE vessel set out for sail on Sept. 16 en route Murmansk - Dudinka - Pusan - Shanghai port. It was planned that after the Monchegorsk cruise another ship of the company, the Norilsk Nickel diesel-electric ship would follow the same route to China at the end of the year. If the test voyages along the northern shipping lane turn out successful, the Company projects to carry out 8-10 such cruises a year.

Currently, the fleet of OJSC MMC Norilsk Nickel consists of 5 icebreaking cargo ships - the Arctic container carriers, ice-class ARC7, the Norilsk Nickel type. The vessels were built in compliance with the most modern requirements to ensure technological and environmental safety. The ships use the azimuth propulsion thrusters, which allows the ship to move the ship stern first in the most severe ice conditions. This new 'double-action' ship technology allows the company's diesel-electric vessels to sail through the Arctic ice without icebreakers escort. MMC Norilsk Nickel is a diversified mining and metal producing company, a leading global producer of nickel, palladium, platinum, cobalt, copper and rhodium. The company specializes also in mining of gold, silver, iridium, osmium, selenium, ruthenium and tellurium. The Company's facilities are located across the world, operating in Russia (Norilsk Industrial Area and Kola Peninsula), Finland, USA, Australia, Botswana and South Africa. Source : PortNews

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The **SIRRAH** seen enroute Rotterdam – **Photo : Rob de Visser ©**

Typhoon Megi may disrupt petchem shipments from Hainan, China

Petrochemical players in Hainan, China are bracing for the onslaught of super typhoon **Megi**, which might halt shipping activities in the island province for a few days, industry sources said on Monday. The typhoon was coursing through the northern part of the Philippines on Monday and was expected to head towards southern China on Tuesday, according to the National Meteorological Center (NMC) of China. As of noon, the typhoon had killed one in the Philippines.



Above seen floods due to the Typhoon **Megi** in the Gagayan provinces in the Philippines

"We are requiring companies to take some measures to cope with the impending typhoon, but I think the impact on the production will be limited," said an official from Hainan Yangpu Economic Development Zone. Megi was packing winds of more than 72 metres per second at its centre, NMC said. Torrential rains had started to lash out at Hainan in the southern tip of China on Monday, which forced the evacuation of about 140,000 people, according to state media Xinhua news agency.

Hainan Refining and Chemical Co (HRCC), which operates an 8m tonne/year refinery in the island at the southern tip of China, was taking some precautionary measures for the typhoon but has no plans to cut production, said a company source. "The strong winds will hinder transport for a few days," the source said, adding that the company had started shipping out more products before the typhoon hits. HRCC, a subsidiary of China's state-owned petrochemical giant Sinopec, also operates a 200,000 tonne/year polypropylene plant and other chemicals plants on the island, according to its website.

"The petrochemical operation in our company is running very well. We don't have a plan to cut operating rates," the source said. China BlueChemical, which has a 600,000 tonne/year methanol plant in Hainan, was not expecting any operational disruption to production, said a company source, but added the heavy rains from the typhoon may pose logistical problems in shipping out products, said a company source. The company is a subsidiary of China National Offshore Oil Corp (CNOOC). **Source : ICIS**

Hanjin Shipping to participate in Asia - South Africa direct service

Hanjin Shipping is participating in Asia - South Africa direct service effective end of this month. Named SFX (South Africa Express), this service connects Asia and South Africa directly calling Shanghai, Ningbo, Keelung, Hong Kong, Shekou, Port Kelang, Durban and Cape Town. Hanjin Shipping will be participating in the service through slot chartering, ranging from 250TEU to 300TEU according to vessel size, starting from Shanghai on October 31st. Hanjin Shipping comments, "We are delighted to participate in this direct service from Asia to South Africa. It will certainly help us build presence not only in Durban, where we have already been providing service, but in Cape Town as well. We hope South Africa will become the gateway for us in expanding our business network throughout East and West Africa."

Meanwhile, Hanjin Shipping, one of the key players in East-West route such as the Transpacific and Asia-Europe trades, is continuously expanding its service network to North-South route by introducing new services including WAF (West Africa Service) and ALW (Asia-Latin America West Coast Express Service) launched early this year. Last July Hanjin Shipping also opened a dedicated terminal in Algeciras, Spain, which is expected to become a hub port in the Mediterranean and African regions. **Source: transportweekly**



The **JANINA** seen at the Scheepssloperij Nederland in 's Gravendeel

Photo : Frans Sanderse ©

Demand pick-up in LPG biz to help Varun Shipping stay afloat

Varun Shipping, which is a part of the Yudhishtir D Khatau Group, is a leading player in the transportation of liquefied petroleum gas (LPG) to the country. As per estimates, Varun's fleet transported nearly 63% of all LPG cargos imported

into the country by PSU oil marketing companies for the year ended March 2010. The country imported nearly 2.71 million tonne of LPG for year ended March '10, a rise of 15.8% compared to a year earlier.

The operating environment for the shipping industry has been difficult over the past 4-6 quarters with sluggish freight rates, but demand in the company's key LPG segment is showing signs of improving. This is due to the revival in the global economy especially, emerging markets, and the resulting strong demand for crude oil and allied products. For instance, the global body, International Energy Association (IEA) recently announced that China has overtaken the US to become the world's largest consumer of energy.

In addition, in the domestic market, the Rajiv Gandhi Gramin LPG Vitruk Scheme should lead to a pick up in demand. A rise in demand for imported LPG should help players such as Varun Shipping to ensure better utilisation of their fleet and also improve freight earnings. Varun Shipping is also present in the offshore segment and the current pick in the upstream oil sector should help the company get better rates for its assets.

FLEET SIZE : Varun Shipping is a mid-size player in this sector while the biggest domestic player is the government-controlled Shipping Corporation of India. Varun Shipping owns/operates a fleet of 10 vessels for LPG transportation and is the largest player in the country in this segment. Its owned capacity for the LPG segment was 187,978 DWT (dead weight tonnes), as of May 2010. The company utilises a combination of spot and time charters with PSU and private sector oil companies to maximise its freight earnings.

In addition, the company owns three Aframax vessels to transport crude oil. These vessels are placed in the Sigma Tanker Pool, which enables them to operate mainly in overseas markets. Apart from its presence in shipping business, Varun also has been ramping up its presence in the offshore segment. It owns/operates a fleet of seven anchor handling towing and supply vessels (AHTS) and these vessels are deployed in India and overseas. Varun has substantially expanded its presence in the offshore segment since March 2007, when it had just three assets in that segment. As part of that strategy, the company had invested Rs 1997.5 crore during the period March 2007-March 2010, while its cash flow during this period was just Rs 1,201 crore. As a result, its debt-to-equity ratio was 3.4 at the end of March 2010, which was one of the highest in the domestic shipping and allied sectors.

FINANCIALS : Varun Shipping's performance in the June 2010 quarter was adversely affected by sluggish freight rates on a year-on-year basis in the key LPG segment. The difficult environment for the company in the quarter under review was highlighted with average spot freight rates in tanker segments related to LPG that declined nearly 9% y-o-y, as per industry estimates. As a result, the company's operating profit margin plummeted 2,820 basis points year-on-year to 12.9% in the quarter under review, at a time when its core income also declined 24.8% to Rs 132.2 crore. The impact of the slowdown in the global shipping sector between March 2008 and March 2010 was visible as the company's net sales that declined nearly 29.5% to Rs 666.2 crore during this period. Also, its adjusted net loss (excluding exceptional items) was Rs 183.5 crore at the end of March 2010 compared to a net profit of Rs 223.9 crore, two years earlier. **Source : Indiatimes**

Dredging key to fate of new Vietnam terminals, says APMT

Successful dredging of access channels will be key to the planned opening of four new container terminals in the Cai Mep port area outside Ho Chi Minh City over the next three years, including Cai Mep International Terminal, CMIT cco Malcolm Gregory observed at the 4th Annual Vietnam Ports and Logistics Conference in Ho Chi Minh City. "Growth in trade and corresponding container traffic at Southern Vietnam's gateway Ho Chi Minh City port complex is jumping, and in response there has been tremendous activity in terminal investment" said Gregory, noting that the 1.1 million TEU annual capacity Cai Mep International Terminal, part of the APM Terminals Global Port and Terminal Network, is scheduled to open in January 2011. "Sufficient access channel depth will be one of the primary determining factors of which facilities cater to which segments of Vietnam's container trade" Gregory told the audience. Water depth of 14 meters is required for non-tide restricted access for vessels up to 8,000 TEU capacity which are expected to be entering the Vietnam trade.

A lack of modern road and rail infrastructure keep much of Vietnam's container transportation inland by barge service, which is projected to account for almost 50% of deep water terminal traffic in 2010, adding to capacity requirements, Gregory added. "Long-haul Transpacific and Europe trades, representing nearly 30% of Ho Chi Minh City port traffic, will continue to migrate to the new deep-water terminals as newer, larger vessels come into service, so there is a very real need for capacity and capability expansion, but new project completion dates need to be aligned with expected market need" he said. Container volume at the Ho Chi Minh City and Cai Mep ports, which handles approximately two out of every three TEUs in Vietnam, surged by 16% in the first half of 2010 leading to a full year 2010 estimated throughput of close to 4.2 million TEU. **Source: SeatradeAsia Online**

ONGC discovers hydrocarbons in two blocks

Indian state-run explorer Oil and Natural Gas Corp has found oil and gas in two of its exploration blocks around India's eastern coast, the company said in a statement.

It struck oil and gas in an onshore block in the Cauvery basin, and gas in an offshore block in the Krishna-Godavari basin, ONGC notified the regulator Directorate General of Hydrocarbons. The company did not give details of the potential reserves in the statement issued late on Friday. **Source : IndiaTimes**



The **SANTA ROMANA** seen in Rio Grande – **Photo : Marcelo Vieira ©**

French Fos-Lavera strike blocks 61 ships

A three-week old strike at the French oil hub of Fos-Lavera to protest pension reform and working conditions is blocking 61 ships from unloading cargo, the port authority said on Sunday. The strikers want job guarantees as part of a port reform and are also protesting against President Nicolas Sarkozy's pension reforms that raise the retirement age to 62 from 60, which has already sparked several waves of nationwide protests.

The strikes at Fos-Lavera, France's largest oil port, has helped squeeze the nation's fuel supply, creating fears it could run short of both crude oil and refined products. Of the ships unable to dock because of the strike, 29 carry crude oil and 18 refined oil products. Ten carry butane gas and 4 are loaded with chemicals. **Source: uk.reuters**

Hyundai Merchant Marine anticipates record Q3 profits

Hyundai Merchant Marine announced its earnings guidance for the third quarter, saying it expects to report a record operating profit of 297.6 billion won (\$263.3 million). HMM also said it expects sales to reach 2.2 trillion won during the same period. The figures represent a huge swing for the company. Year-on-year operating profit jumped from a

loss of 240.6 billion won in the same period last year, and sales jumped 56 percent from 1.4 trillion won. Compared to the second quarter, operating profits jumped 90.7 percent from 156.1 billion won, as sales increased by 8.8 percent from 2 trillion won. HMM said that the main reason for its success in the third quarter was the rise in demand for container shipping, and the extra charges it cashed in on during the peak season. **Source:** [seatradeasia](#)

Westports' box growth continues

Westports' container volume, which grew from 1.2m teu in the first quarter to 1.4m teu in second quarter, has achieved a further four per cent growth in the third quarter to 1.5m teu. "From January to September, we have done 4.1m teu and therefore we are on track to achieve 5.5m teu for the full year," its ceo, Ruben Emir Gnanalingam said.

In July, the port also saw a record monthly volume of 518,355teu, marking the first time the port has exceeded the 500,000th monthly teu mark, Ruben said in a statement issued by Westports. He said Westports has also committed RM300m for expansion works as part of its future development. "We have commenced work on Container Terminal 6 that comprises an additional 300 m berth, an additional 1,500 ground slots of yard space and four new quay cranes. The new terminal is expected to be ready by the second quarter of 2011 and will add to the current capacity of the port to 7.5m teu. **Source :** [Seatrade Asia](#)

Erria secures price cut on newbuildings

Erria has secured a price cut on two chemical tankers being built at Rushan Shipyard in China. The shipping company will pay 3.2m euro less than originally agreed for the two 6,500 DWT vessels. The delivery of each of the vessels will take place five months later than agreed in the original contract.

In at statement to the Copenhagen Exchange, Erria says that: 'Income from the company's chemical tankers has been rising since the spring, and it is the company's expectation that the market from second half of 2011 will be more normal'. **Source:** [Erria / maritimedanmark.dk](#)

Sterlite set to launch work at Vizag port

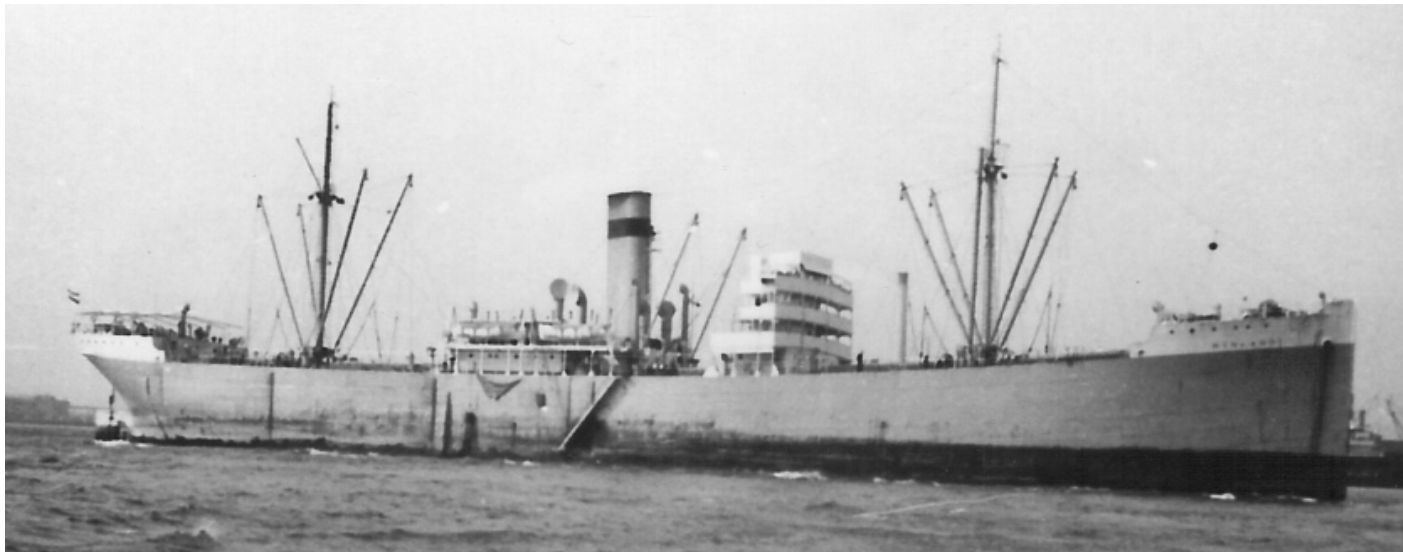
Decks are almost cleared for launching of work on mechanised coal handling and modernisation of general cargo berth in the Outer Harbour of Visakhapatnam Port by the Sterlite Industries Ltd, the flagship company of London-based Vedanta Resources, and Leighton Constructions India Ltd.

"The consortium is awaiting final clearances after which it will launch work. All preparations for the project are over," a senior official of Visakhapatnam Port told The Hindu. Leighton Construction India Ltd is the Indian arm of global construction and mining major Leighton Group, which recently announced an investment of 26 per cent equity in the Vizag project. It has plans for investing Rs.220 crores in Vizag as well as construction of a multipurpose berth to handle clean cargo at Paradip port.

The Sterlite-Leighton consortium was awarded model concession agreement for an investment involving Rs.443 crores in June after a keen contest. The global tendering had attracted bids from five consortia and solo bidder. The award of contract got delayed due to variety of factors though the Request for Quotation was originally notified in December, 2007.

Government-controlled Visakhapatnam Port, which wants to overcome threat from neighbouring ports including Gangavaram and Kakinada is gearing up to have world-class facilities in two years. The consortium will take 18 months to achieve a designed capacity to handle a coal cargo of 10.18 million tonnes a year. The work taken up under Design, Build, Finance, Operation and Transfer (DBFOT) Scheme will lead to handling of 2,00,000 DWT vessels. Mechanisation of coal handling and upgradation of general cargo berth will lead to strengthening and deepening of berth and decongestion of port due to faster unloading of coal. As part of modernisation and to handle projected cargo of 85 million tonnes by 2012, Visakhapatnam Port is also taking up third phase deepening of inner harbour entrance channel to enhance the draft to 14 metres. **Source :** [The Hindu](#)

OLDIE – FROM THE SHOEBOX



Hier het stoomschip **Rijnland** van de Koninklijke Hollandsche Lloyd, Amsterdam, gebouwd 1919 te Seattle USA. Normaal toen varende in lijndienst tussen Europa en Zuid-Amerika. Op dit schip ben ik begonnen en heb ik alles geleerd wat een zeeman toen moest weten.

In de winter 1955/56 een totaal onverwachte charterreis: leeg van Hamburg naar Philadelphia om een lading kolen te halen voor de elektriciteitscentrale in Delfzijl. Iedere zeeman weet, een reisje "Winter North-Atlantic" (WNA) is geen pretje, maar dit sloeg alles. Het lege schip slingerde en stampte op de heenreis zoals ik –en anderen- het nog nooit hadden meegemaakt. Van slapen of eten was bijna geen sprake. Blij dat we eindelijk het loodsstation van de Delaware bereikten. Op de vraag van de langszij komende loods (de communicatie was toen nog zéér gebrekkig) "where do you come from" maakte ik een grapje en antwoordde "from the Atlantic Ocean". Beledigd draaide de loods onmiddellijk af en voer terug naar de wal.



Onze ouwe begreep er niets van en ik heb het verstandiger gevonden het hem ook niet uit te leggen. Later kwam er gelukkig een andere loods die kennelijk van niets wist.

De **Rijnland** noemde men een z.g. voldekker omdat de waterdichte schotten van de 5 ruimen doorliepen tot aan het hoofdek. Daardoor mocht het schip geladen dieper steken en het Plimsoll-merk zat ongewoon hoog. Terug met een volle lading kolen (ca. 8.000 ton)

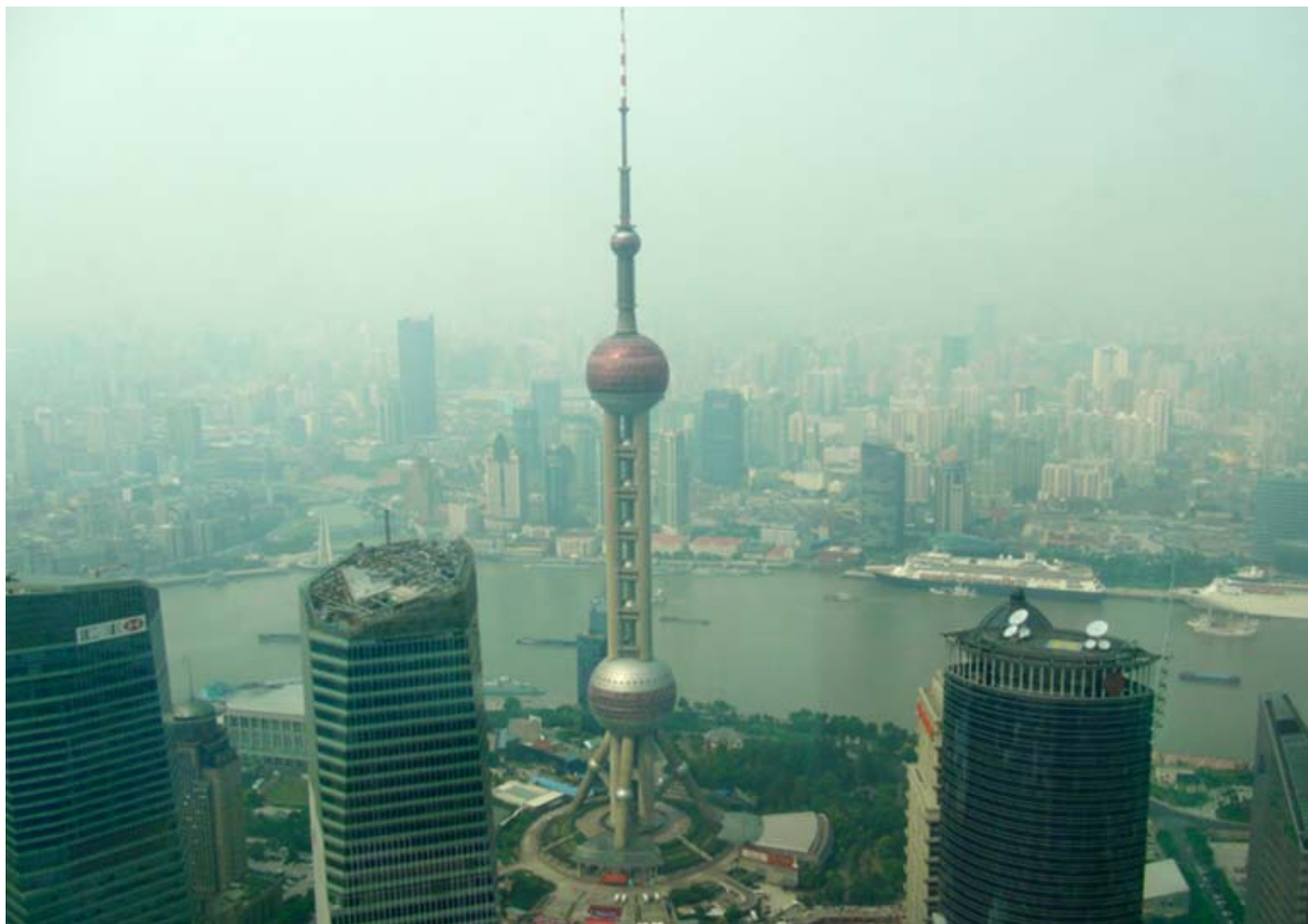
was het vrijboord angstaanjagend gering.

Die terugreis zal mij tot aan het einde van mijn leven heugen. Huizenhoge golven, geen sprake van dat men aan dek kon komen. Wij gingen van achteruit door de schroeftunnel en via de machinekamer naar de brug. Steken, steken en nogmaals steken; die ouwe bleef dag en nacht op de brug en riep voortdurend tegen de roerganger: laat haar niet afvallen, laat haar niet afvallen! Aan dek werd alles kort en klein geslagen en het werd pas wat beter toen er olie op de golven werd gegoten. Ja, olie op de golven! Onder de bak sliepen 4 man – bootsman, baas timmerman, kabelgast en hun zeuntje- en daar waren 2 toiletten. De kabelgast is toen op het idee gekomen, van zijn voorraad lijnolie via die

toiletten regelmatig wat te lozen. De situatie werd meteen beter; de golven werden niet lager, maar ze braken minder vaak en dat was een hele opluchting. Na een dergelijke reis is zelfs Delfzijl een paradijselijke haven!

De foto's: de **Rijnland** voor anker op de Delaware voor Philadelphia, het slechte weer tijdens de terugreis.

.... PHOTO OF THE DAY



Above seen HAL's **AMSTERDAM** moored downtown Shanghai (China), behind the **AMSTERDAM** is seen moored the **COSTA CLASSICA** which was involved in a collision on October 18th at 04:45 hrs with the 2001 built 86848 grt bulker **LOWLANDS LONGEVITY** at the mouth of the Yangtze River, the Shanghai Daily reported that the vessel sustained a long gash in its side and several passengers were injured, the passengerliner reach it's berth safely but the next cruise to Japan, Korean and Hong Kong was cancelled

Photo : Stoyan Stefanov – Amsterdam ©

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