



**Number 296 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 23-10-2010**

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Above seen the SANTA CLARA in Hong Kong - Photo : Julian Moodley - Hamburgsud ©

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## EVENTS, INCIDENTS & OPERATIONS



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3 GPS shearlegs seen launching a newbuild luxury yacht at the Slob shipyard in Papendrecht (Netherlands)

Photo : Eric Gret ©

## Lib Dem MP and MSP call for coastguard tug rethink

Two Liberal Democrat politicians have urged the UK government to change its decision to scrap four Maritime and Coastguard Agency (MCA) tugs. Charles Kennedy, a former leader of the party, said the vessels could prove critical in an emergency. Highland MSP John Farquhar Munro said he was furious at plans to scrap them in the government's spending review. The ships based in Falmouth, Dover, the Northern Isles and Western Isles are to be taken out of service in 2011.

Their withdrawal would save £32m over four-and-a-half years. The tugs - [Anglian Prince](#), [Anglian Princess](#), [Anglian Sovereign](#) and [Anglian Monarch](#) - are chartered by the MCA for use in pollution control and towing vessels that are in difficulty.

The government said it should be the responsibility of companies and their insurers for the salvage and clean up of stricken vessels. Mr Kennedy, MP for Ross, Skye and Lochaber, said he was sympathetic to this argument, but believed the tugs should remain. He said: "The loss of the coastguard tug from Stornoway - which, after all, was introduced as a recommendation of the inquiry into the [Braer](#) oil spill disaster which hit Shetland in 1993 - would represent a serious blow to maritime and environmental safeguards on the west coast of Scotland.

Mr Kennedy added: "I am far from convinced that adequate protection for our coastal communities and their economy can be relied upon from the private sector alone - especially when the speed of response is critical." Mr Munro said he was furious over the decision to scrap the tugs. He added: "The cost savings of £32m against the potential cost of an oil tanker accident is paltry and I believe short-sighted." [Anglian Prince](#) was involved in the rescue of a Canadian submarine in 2004 after fire broke out onboard.

Former Royal Navy submarine [HMCS Chicoutimi](#) caught fire on its voyage from Faslane on the Clyde. [Anglian Sovereign](#) protected the wreck of Cumbria-based scallop dredger [Aquila](#) after it overturned with the loss of three of its four crew off Ardnamurchan Point last year. **Source : BBC**

## **Dockwise Gazflot project part 2**



The lower hull and [Black Marlin](#) with topside together at Samsung yard. Both are ready for the float over operation. In the far background on the right: The first rig doing sea trials.

**Photo: Dockwise – Bas Polkamp ©**

## **Greenpeace says Rainbow Warrior barred from Indonesia**

Global environmental pressure group Greenpeace said Thursday its [Rainbow Warrior](#) flagship had been denied access to Indonesian waters to load supplies. The ship, which is on a two-and-a-half month voyage across Southeast Asia to promote awareness of climate change, had been due to enter Indonesia on Wednesday last week and stay for around a month, but was turned away. "Our supplies have been running out. We tried since yesterday. We need to get a quick response, otherwise we'll leave immediately to a nearest country," Greenpeace's Nur Hidayati said, adding that the vessel is in international waters northeast of the nation's capital, Jakarta.

We really regretted the decision. This is not a warship. We actually want to support Indonesia's President Susilo Bambang Yudhoyono's commitment to protect the environment," she added. Yudhoyono has promised to cut Indonesia's emissions of climate-heating gases by 26 percent by 2020 and by 41 percent with international assistance. Indonesia is considered the world's third-biggest emitter of greenhouse gases, mainly through deforestation, much of which is carried out illegally with the alleged complicity of officials and security forces. Indonesian foreign ministry spokesman Teuku Faizasyah told AFP the ship needed an entry permit even to load logistic supplies, adding that it had been barred due to a lack of clarity over its planned activities. "They did not give us clear explanation of what they want to do during their presence here. That's the reason why they cannot get an entry permit," he said adding that several ministries, including the country's military, were involved in the decision. Greenpeace has previously



criticised Indonesia for the massive destruction of its forests to make way for palm oil and acacia plantations. The original Rainbow Warrior was sunk by French agents in a bomb attack in Auckland, New Zealand, in 1985, where it was undergoing a refit amid an ongoing anti-nuclear campaign in the Pacific. Greenpeace is expected to unveil the third incarnation of the ship next year.

## MONA LISA EASTBOUND WITH DESTINATION ??



Above seen the 1966 built **MONA LISA** passing the Suez canal South-eastbound Oct. 15th.2010.  
Photo : Piero Corona ©



Built as the **Kungsholm**, now named **Mona Lisa**. Unfortunately she does not comply with the new Solas regulations which came into effect in October 2010. Restoration and possible use as a hotel vessel in Stockholm fell through. She left Piraeus on October 11, passed the Suez Canal on Oct. 15th., reportedly bound for Oman for use as an accommodation ship. But it may well be she'll end up in Alang or another scrapyards later on. Sad sight !

Photo's : Gerolf Drebes ©

## Failure to report steamship grounding brings \$5,000 penalty

A \$5,000 civil penalty has been imposed on the owner of a 1959-built Great Lakes steamship for failing to report a grounding. According to Coast Guard Sector Detroit, on June 1, 2010, the 670-foot U.S. flagged cargo ship Herbert C. Jackson [which is owned by the Interlake Steamship Company] failed to appropriately report to the Coast Guard damages resulting from the ship's running aground in the Saginaw River near Bay City, Mich.

The grounding went unreported for 121 days until an internal ballast tank survey by the crew uncovered the full extent of the damage. After the report was made to the Coast Guard, personnel from Marine Safety Unit Toledo, Ohio, completed a thorough inspection of the damage, a review of the repair plan, and an investigation into the accident.

Following the vessel's departure from Bay City June 1, the crew noticed a vibration. June 23, divers were hired to inspect the propeller. The Coast Guard became aware of the grounding in late September, when the freighter's crew members were doing a routine cleaning of the ship's ballast tanks, noted structural damage to the hull bottom, and notified the Coast Guard of the damage. The vessel owner not only failed to report the marine casualty immediately to the Coast Guard, which is required by federal law, but also, says Sector Detroit, failed to notify the Coast Guard of damage and extensive repairs to the propeller caused by the grounding.

Sector Detroit notes that reportable marine casualties require immediate notification to the Coast Guard followed by a written report submitted within five days of the initial notification. Marine casualties required to be reported to the Coast Guard include: unintentional groundings, loss of propulsion or steering that reduces the maneuverability of a ship, any occurrence that affects a ship's seaworthiness, loss of life, an injury that requires professional medical treatment beyond first aid, more than \$25,000 in property damage, and an occurrence involving significant harm to the environment, such as an oil spill. Timely notification to the Coast Guard ensures that appropriate corrective actions are taken for the marine casualty, proper oversight is given for any repairs or injuries, and adequate safety measures are in place for continued operations. **Source : MarineLog**



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## Ship hijackings, piracy at 5-year high

Ship hijackings worldwide hit a five-year high in the first nine months of this year, led by Somali pirates striking further away from the country's coast to avoid naval patrols, a maritime watchdog said late on Monday. The International Maritime Bureau (IMB) said its piracy reporting centre in Kuala Lumpur recorded 39 hijackings from January to September this year, up from 34 in the same period last year and only 11 in 2006.

The total number of piracy incidents globally, which includes attacks and boardings, dropped slightly by 5.5 percent from 306 in the first nine months of 2009 to 289 this year, the bureau said in its quarterly report.

"Somali pirates are striking further away from well-patrolled waters such as the Gulf of Aden to larger adjacent seas," said Noel Choong, head of the IMB's piracy reporting centre. Heavily armed Somali pirates equipped with automatic weapons and rocket propelled grenades were responsible for 35 of the 39 hijackings this year.

The total number of piracy incidents hit a six-year high of 406 last year due to attacks off the Somali coast, where the Gulf of Aden and its adjacent seas links Europe to Asia. A strong foreign naval presence in the Gulf of Aden since the start of 2009 led to a drop in incidents in the area from 100 in January to September last year to 44 this year.

"However, this is a vast area and the navies cannot realistically cover it. The naval presence does however remain vital to the control of piracy in this area," said IMB director Pottengal Mukundan. The South China Sea was another concern with 21 ships boarded this year, a three-fold increase on last year. **Source : Reuters / Malaya**



Robert Allen design / Damen, Smit / Kotug..... **Photo : Bas van Hoorn ©**

## **Hopes fade for rebound in crude oil tanker market**

Growing vessel availability, sluggish demand and worries about the world economy are pressuring crude oil tanker earnings and hopes for a strong rebound in the fourth quarter are fading, analysts say. Average earnings for very large crude carriers (VLCCs) on the benchmark Middle East Gulf to Japan route have fallen below the operating cost level of US\$10,000 a day since early September.

This is because VLCCs are returning from floating storage due to the end of a trading play, which at one point saw more than 100 million barrels of crude oil stored at sea. 'Q4 2010 begins on a very weak note,' Pareto Securities said in a report on Wednesday. 'High onland inventories are expected to limit the seasonal upturn in oil import demand while prospects for an increase in floating storage in the short-term look remote.'

Pareto slashed its fourth quarter VLCC earnings estimate to US\$20,000 a day from US\$47,000 a day previously. It forecast average VLCC earnings in 2011 at US\$35,000 a day. Average VLCC earnings reached US\$4,693 a day on Tuesday, Baltic Exchange data showed.

'While demand to the East has continued to show signs of strong growth, demand from the major oil consumers in the West remains weak, which has resulted in shorter sailing distances,' analysts at Oppenheimer & Co said this week.

'Additionally, the onslaught of supply has further pressured rates, with the pace of newbuild deliveries accelerating and floating storage counts coming down.' More than 40 VLCCs - among the biggest vessels in the world tanker fleet - were storing crude oil at sea at the peak in the past year as part of a price play where oil traders stored cargoes offshore with a view to selling them later at higher prices. The total VLCC fleet was estimated around 550 to 580.



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Weak sentiment has also weighed on other segments of the crude tanker market. Aframax tanker gains notched up earlier this month due to an ongoing port strike in France have faded because of the growing supply pressures.

Source : Reuters



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The **SEVEN SEAS HIGHWAY** seen enroute Antwerp – Photo : Alain Doods [www.tugspotters.com](http://www.tugspotters.com) ©

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The **VLADIMIR IGNATYUK** seen in Cape Town – Photo : Aad Noorland ©

## CASUALTY REPORTING



## 'World's most advanced' nuke sub runs aground

A British nuclear-powered submarine described as the "world's most advanced" has run aground off the coast of Scotland, witnesses said. Defense ministry officials confirmed the **HMS Astute** — the Royal Navy's newest and largest attack submarine — had been involved in an accident.

Witnesses told the BBC and other media outlets that the vessel could be seen stranded near a road bridge linking the Isle of Skye to the mainland. STV News published a photograph showing the submarine. In a statement, the defense



ministry said the accident was not a nuclear incident and that no injuries had been reported. Defense officials said the submarine remained watertight and that there was no indication of any environmental problems linked to the incident.

"Astute ran aground by her ... stern earlier this morning as she was transferring people ashore," a Royal Navy spokesman told the U.K.'s Daily Telegraph newspaper. The submarine's skipper, Commander Andy Coles, chose not to force the vessel off the rocks, the Telegraph said, as that might have damaged the hull which the newspaper said was fitted with "some of the most advanced acoustic tiles that make Astute virtually undetectable beneath the seas."




The Telegraph said the \$1.88 billion **HMS Astute** was the "world's most advanced nuclear submarine." Its nuclear reactor will not need refueling during the sub's 35-year life. The U.K.'s Maritime and Coastguard Agency told BBC News that it was alerted to the incident at about 8:19 a.m. local time (3:19 a.m. E.T.). Witness Ross McKerlich told the BBC that the sub, which appeared to be listing to one side, was about a mile from his home. "When I woke up this morning and looked out my bedroom window I could see the submarine. I am very surprised how far in it has come as there are good navigational buoys there," he said. Coles,

the submarine's commander, told the BBC last month: "We have a brand new method of controlling the submarine, which is by platform management system, rather than the old conventional way of doing everything of using your hands. This is all fly-by-wire technology including only an auto pilot rather than a steering column." The accident came the day after the U.K.'s Royal Navy celebrated Trafalgar Day, which commemorated the 205th anniversary of Admiral Horatio Nelson's famous victory over a combined French and Spanish fleet.

The Telegraph said tug boats would pull Astute off the rocks when the tide came in later Friday. It is not known whether the submarine was carrying weapons, but it is capable of holding 38 Tomahawk cruise missiles and Spearfish torpedoes, the Telegraph said.

## NAVY NEWS



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## Defective metal fraudulently supplied for Virginia Class submarines

Bristol Alloys, Inc. and its president, James Bullick, 42, both of Fairless Hills, Pa, pleaded guilty October 12 to one count of Major Fraud Against the United States, according to U.S. Attorney Zane David Memeger.

The defendants, in the business of selling metal to various customers, fraudulently supplied a Navy subcontractor with metal that did not conform to required military specifications and provided counterfeit certifications that purportedly

showed that the metal had been heat treated in accordance with the contract requirements when, in fact, as the defendants knew, no such heat treatment had occurred.

The metal supplied was used in building Virginia Class submarines. Sentencing is scheduled for January 31, 2011.

Bristol Alloys, Inc. faces a maximum possible sentence of five years probation, a \$5 million fine, mandatory restitution, and a \$400 special assessment; James Bullick faces a maximum possible sentence of 10 years imprisonment, a three year period of supervised release, a \$5 million fine, mandatory restitution, and a \$100 special assessment. The case was investigated by the Naval Criminal Investigative Service and is being prosecuted by Assistant United States Attorney John J. Pease. **Source : MarineLog**

## **£2.6bn carriers deal 'unbreakable'**

Taxpayers will have to pay £2.6 billion for a controversial aircraft carrier that will never carry jets because the Labour government agreed an "unbreakable" contract designed to protect shipbuilding jobs in Scotland, it has been claimed.

Under a 15-year agreement signed with BAE Systems, the last government guaranteed work for the company's shipyards on the River Clyde and in Portsmouth, The Times reported. This included the £5.2 billion contract to build two new aircraft carriers for the Royal Navy, which Prime Minister David Cameron said this week he was unable to cancel.

When the coalition looked at axing one of the carriers to save money, BAE responded that the Government would still have to pay shipworkers to do nothing for the remaining 12 years of the deal, the newspaper said. However, at no point did Mr Cameron's ministers seek to renegotiate the shipbuilding agreement, according to the company, the newspaper said.

It quoted chief executive Ian King as saying: "This was an agreement entered into by consenting adults. I stated why the contract had been signed, what they were getting and the objective and that it was very important strategically and to our industrial capability."

Mr Cameron said this week while announcing the outcome of the Strategic Defence and Security Review (SDSR) that the "appalling legacy" of the previous Labour government meant it would be more expensive to cancel the second ship than to build it.

While both will now go ahead, although there will be no aircraft to fly from them for 10 years, one will be put on "extended readiness" - effectively mothballed - and may be sold off. The newspaper said BAE had signed a draft terms of business agreement three years ago that would cover 15 years of unspecified shipbuilding work, and the contract was signed officially last year.

The agreement would let BAE hold on to skilled workers and maintain the UK capability to build warships. But defence industry insiders believe Labour ministers had a political motive for a deal that would protect shipbuilding jobs in the party's heartlands, the newspaper said.

A Ministry of Defence spokeswoman said: "The whole question of the liabilities that might arise as a result of contractual liabilities entered into by the previous government was considered in great detail during the SDSR. "High level discussions were held with BAE Systems - these looked both at the liabilities arising from the carrier contract and also from the Terms Of Business Agreement (TOBA) on the wider shipbuilding industry.

"It was concluded that cancelling the carriers would result in costs greater than proceeding and that view was reinforced by a letter to the Prime Minister from BAE Systems." Nobody was available to comment at the company.

**Source : Orange News**

## SHIPYARD NEWS

# LAST VESSEL DELIVERED BY ODENSE LINDO SHIPYARD



This week it was the end of the line for building large ships at any Danish shipyard. The very last one of its kind, **Odense Steel Shipyard's # 232**, left the shipyard for the sea trial. The ship is the sixth in a series of cape-size bulkcarrier built for two Greek customers. Lemos Group will be the owner of # 232, which is given the name **HERIOC** flying Greek flag. The ship measures 292 metres overall 45 metres in breadth and with a draft of 15 metres for a deadweight of 180,000 DWT. The ship is powered by a MAN-diesel type 6S70MC-C developing 18,660 kW to a service speed of 15.5 knots. Herioc has a price tag of USD 100 million. Odense Steel Shipyard continues with another six newbuilding. That is three ro/ro's of the Flensburg-type for two Hong Kong based operators and three frigates for the Danish Navy. The very last vessel is expected to leaving the shipyard late in 2012. Some of the plant is already taken over by Fayard and are in used as super-modern repair yard. The illfated ro/pax **Lisco Gloria** is expected to arrived at the nearby Lindø Terminal, where Fayard has rented a large space to service DFDS. The vessel is going to inspected and scrutinized by around 300 underwriters in order to asses all the damaged on lorries and trailers and cars. One of the other tenants on the terminal is a scrapyard, which is expected to take of the burned out lorries.

Source / Photo : Bent Mikkelsen ©

## Remontowa shipyard gets order for four ferries from Norway

The order for four 4,200 GT LNG-fuelled ferries for the Vestfjord crossing in Northern Norway has been awarded to Remontowa shipyard in Gdansk, Poland. The operation contract was won by Torgghatten Nord in July for two services across the exposed Vestfjord, one of which is the Bodø-Svolvær service. The ferries will be built to a design by LMG



Marine for 390 passengers and 120 car units, or the combination of twelve commercial vehicles and 46 small cars on two car decks. With a hull length of 93 meters, the ferries are designed for a flexible speed range between 12 and 19 knots. The total order value amounts to NOK 850 million (EUR 105 million) and delivery is set for 2013.

Source: [shipgaz.com](http://shipgaz.com)

## **Doggersbank: the legend returns...**

### **Building the yardless yacht**

We are proud to announce a venture which will create a big buzz! During the Fort Lauderdale Boat Show (28 October till 1 November 2010) the legend called Doggersbank will officially re-enter the market and you can be part of it. Stay tuned and visit our booth (Y&B Tent 693) to join us during the public release of this celebrity!

Since the first Doggersbank hit the water back in 1968 the concept has proven itself over and over again with proud owners taking the sturdy explorers to the outskirts of our world. Today more than 500 Doggersbanks have been built in a multitude of different versions, in both power and sail, metal and composite. The Doggersbank is known because of the heavy duty use, low emissions, clean engine rooms and equipment that will run forever. When you look at a Doggersbank you will find an expedition vessel that combines the capacity of a ship with the interior of a first-class family yacht. During the Fort Lauderdale Boat Show this brand will re-enter the market with 3 lines, known as the Original, Modern and Green. Besides that it is good to know that even when you desire the original Doggersbank, she can be fully customized according to your wishes and demands. The enthusiastic Dutch Naval Architects and Engineers from Vripack will stay real close to the yard that builds the Doggersbank to assure the top quality of this already famous brand.



The Doggersbank is an independent concept. In other words you can say it is like "building the yardless yacht". This odd interpretation comes into existence because of Vripack's innovative construction method called Smart Kit®. Because of this construction method it is possible to build your family dream wherever you would like. With Smart Kit® you can still choose your own yard after you have already chosen for Doggersbank.

Surprisingly independency is not the only advantage Smart Kit® has to offer you. Vripack is always aiming to make the next ship better than the last and is convinced that there still is a lot more potential for this sturdy design in order to reach a new pinnacle of what can be achieved. To realize this pinnacle Smart Kit® makes it possible to save 15% of metal production time, speed up the pre-assembling of units and above all, it saves a lot of man hours meaning lower costs and a quicker delivery. In other words, Vripack's Smart Kit® shortens the whole building time and all this can be realized right in your own back yard!

For more information about the Doggersbank concept you can also visit our new website [www.doggersbank.com](http://www.doggersbank.com) It will be put online on the 28th of October 2010.

## **STX Group targets \$27 billion sales in 2011**

Korean energy conglomerate STX Group has revised its total sales target for 2011 to 30 trillion won or some \$27 billion, the group chairman said. This is an increase of about 30 percent from this year's 25 trillion won projection. In 2009, the group had 24.5 trillion won in sales on a consolidated basis — an international accounting measurement that includes performances of overseas affiliates.

“STX expects to report improved earnings for 2010 from last year amid positive signs in the global shipbuilding sector,” said Chairman Kang Duk-soo at a forum in Seoul, Tuesday. “STX has been receiving more shipbuilding orders and the 30 trillion won sales target is highly achievable considering the current market mood,” according to Kang.

When asked about targets for operating and net profits, the chairman declined to comment by saying the final plan will be announced in mid-November. Kang said that he was positive on the firm's plan to clinch \$10 billion won in shipbuilding orders for 2010 and added the group will try to contact bigger ship owners for additional ones. As of the end of September, STX Group won \$7.6 billion worth of orders, according to the group.

The remarks come after STX Pan Ocean won a mega deal with Brazil's Fibria Celulose SA — the world's top supplier of pulp to paper manufacturers. Under the 5.6 trillion won contract, STX Pan Ocean will ship wood pulp to China, Europe and the United States for 25 years from 2012, it said in a press release. STX Pan Ocean is the world's 10th largest shipping company with more than 300 vessels.

After the years-long slump mainly due to economic turmoil, the global shipbuilding-related industry is seeing a sign of stabilization with top-tier shipbuilders receiving more orders. STX, which is embracing the value-added cruise ship business as one of its next growth engines, is planning to take its European affiliate — STX Europe — public on the Singapore Stock Exchange next month. **Source: koreatimes**

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The **MOMENTUM SCAN** seen approaching the Ijmuiden locks outward bound.

**Photo : Henk Niesten ©**

## Nieuwe verkeerscentrale voor haven Rotterdam

Het Havenbedrijf Rotterdam heeft donderdag een nieuwe verkeerscentrale geopend. In de nieuwe centrale in de Botlek worden twee verkeerscentrales samengevoegd, waardoor het scheepvaartverkeer efficiënter moet worden begeleid.

In het havengebied van Rotterdam arriveren jaarlijks ongeveer 35.000 zeeschepen en 130.000 binnenvaartschepen. Die zijn samen goed voor circa een miljoen vaartochten. Het havenbedrijf is er verantwoordelijk voor dat dit veilig verloopt. Daarvoor heeft het bedrijf onder meer honderd verkeersbegeleiders in dienst en zijn er dertig radars.

Naast de verkeerscentrale in de Botlek, moderniseert het havenbedrijf ook een centrale in Hoek van Holland. In het verleden kende de haven, dat een gebied van 100 kilometer bestrijkt, vijf bemande verkeerscentrales. Door die te vervangen door twee grotere verkeerscentrales, is minder menskracht nodig.

## Ezra to acquire Aker Marine Contractors

Singapore's Ezra Holdings Limited has signed a conditional agreement with Norway's Aker Solutions AS that will see it will acquire 100 percent of Aker Marine Contractors (AMC).



AMC is the Norwegian company's SURF (Subsea Umbilicals, Risers & Flowlines) and floater installation unit. Ezra and Aker Solutions will also enter into a 50/50 joint venture for the ownership and chartering of the [Aker Connector](#) (to be renamed [AMC Connector](#)). This Aker O.SCV 06 Limited design multi-purpose construction vessel valued at approximately \$300 million is set for delivery from STX Europe in early 2012 and has secured a long-term charter with ABB. The hull was completed at STX Europe's Tulcea, Romania,

shipyard and it is now being completed in Europe.

Ezra will settle the transaction by paying Aker Solutions \$50 million in cash, \$100 million in shares in Ezra Holdings Ltd, and \$50 million in a convertible bond with maturity after 36 months. The final \$50 million plus interest will be settled in cash on and subsequent to delivery of Aker Connector. The \$100 million payment in shares will give Aker Solutions a substantial shareholding in Ezra. Aker Solutions will be represented with one director on the board of Ezra.

AMC is an established subsea and marine engineering services provider with a comprehensive product offering which covers the installation of subsea/ SURF products and equipment, moorings and floaters, as well as deck floatovers and removal. The company has a successful track record in complex projects around the globe, including several firsts, such as moving the world's tallest and heaviest man-made structure (Shell/Statoil's Troll A and Gulfaks C-Norway



project). AMC has built a reputable name for itself over the last 40 years and boasts a distinguished client list which includes ABB, BP, Chevron, ExxonMobil, Shell, Statoil, Total and Tullow Oil.

Ezra says that AMC's world-class installation and subsea capabilities and Ezra's fleet of subsea vessels will allow it to bid for larger and more complex projects globally.

With the impending delivery of **Lewek Crusader**, **Lewek Falcon** (Multi- Functional Support Vessel) and the future delivery of **Lewek Constellation** (DP3 ice-class deepwater subsea multi-lay vessel with heavy-lift capabilities in excess of 3,000 metric tonnes), Ezra is well-positioned to compete in the exclusive group of global top-tier subsea players.

In addition, Ezra and Aker Solutions have entered into a five-year cooperation agreement where both parties will cooperate on a preferred supplier and customer basis to offer complete subsea solutions for clients by bundling Aker Solution's broad product suite with Ezra's integrated subsea assets and services. **Source : MarineLog**



The tug **COURBET** seen passing the Dardanelles with the 8200 tons Damen newbuilding hull 9423 enroute from Kerch to Harlingen

**Photo via : Herbert Westerwal – Westcoasting**

## 'Kochi to benefit from port-related projects'

Kochi is going to make a huge leap towards new development with the commissioning of a slew of port-related projects like the Vallarpadam and the LNG Terminals shortly. Both these prestigious projects will surely bring about very large economic changes in the region thereby providing employment opportunities for the youth, according to Mr. N. Ramachandran, Chairman, Cochin Port Trust.

Addressing the students of SCMS College as part of Business Line Club Lecture - Infrastructure Development under the Cochin Port Trust, the Chairman called upon the student community to leverage the employment potential deriving out of these projects in the region, as the openings for them are going to be unlimited. He pointed out that the commissioning of these projects would offer tremendous potential for setting up various port-related industries such as warehouses, container freight stations, logistics parks etc, which will make Kochi the hub of India's export-import trade.

Explaining the significance of these two projects vis-a-vis Kerala's development, the Chairman said that these projects will have the potential to change the investment landscape in Kerala. Both these projects will have an investment to the tune of Rs. 20,000 crore. "Perhaps this is for the first time such huge investments are taking place in the State," he said.

According to Mr. Ramachandran, the entire supportive infrastructure for the Vallarpadam project like road and rail connectivity, SEZ status has already been completed. The capital dredging of the channel is in progress and the project will go on stream within the next two months. The Rs. 5,000 crore Vallarpadam terminal is going to be India's first transshipment terminal for international cargo transportation enabling mother vessels with more than 8,000 + TEUs to anchor at Kochi shores. Once the terminal becomes a reality, he said the country would be able to avoid transshipment of containers hitherto carried out in Singapore, Colombo and Salalah. On the proposed LNG Terminal, he said it augurs a new industrial revolution to the State with the availability of relatively cheap fuel, which will be available throughout Kerala to boost entrepreneurial development. **Source : The Hindu**



The **MONTE CERVANTES** seen enroute Antwerp – **Photo : Henk de Winde ©**

## **DFDS enters into agreement with Port of Gothenburg**

DFDS A/S has in co-operation with C.Ports S.A. entered into a 25 year agreement with Port of Gothenburg concerning operation of ro-ro port terminals. C.Ports S.A. is a part of the Luxembourg based freight shipping and ports group CLdN, DFDS' press release said.

Gothenburg is an important hub in DFDS' North European route network. Taking over terminal operations in this location strengthens DFDS' co-operation with Nordic industrials and transport companies.

Through a joint company, of which DFDS A/S owns 65% and C.Ports S.A. 35%, the company Älvsborg Ro/Ro AB is acquired for a price of SEK 48 million. This company has entered into a 25 year concession agreement concerning the operation of the ro-ro port terminals Älvsborg and Arendal in Gothenburg. The acquisition of Älvsborg Ro/Ro AB is expected to be completed in January 2011. The transaction is subject to approval by the competition authorities.

Älvsborg Ro/Ro AB has 320 employees and revenues for 2010 are expected to be SEK 450 million of which around 50% concerns DFDS. As part of the company, cargo carrying and terminal equipment is also taken over.

According to the concession agreement the maintenance of the harbour and quay infrastructure will continue to be the responsibility of Port of Gothenburg, while Älvsborg Ro/Ro AB is responsible for maintaining the surface of the terminal area.

The port terminal has seven ro-ro berths and the total terminal area is 463.000 m<sup>2</sup>. The three most important shipping customers of the terminal is today DFDS Seaways, Cobelfret S.A. (a subsidiary of CLdN) and Transatlantic. The latter two shipping companies provide shipping services to Stora Enso Logistics. DFDS and CLdN will in the coming years seek to attract new customers from both the North Sea and the Baltic based on the port terminal's central geographical location in Northern Europe. The competencies of both parties within port terminal operations will furthermore be applied to streamline operations to improve the terminal company's earnings, which today is not satisfactory.

Today, DFDS operates 11 port terminals which support the sea-based transport network. CLdN operates 8 ro-ro port terminals. DFDS, a Copenhagen-based Danish shipping company is one of the world's largest ferry operators. Founded back in 1866 the company employs currently 6,000 people. Last year, the Group's revenue amounted to DKK6.5m. DFDS is quoted on NASDAQ OMX The Nordic Exchange Copenhagen. **Source: dfds.com**



The **CLIPPER SOLA** seen enroute Rotterdam – **Photo : Frits Janse ©**

### **Solitaire pipelayer leaves the Russian Gulf of Finland, the area of NS gas pipeline construction**

The pipeline vessel **Solitaire**, engaged in construction of the offshore part of the Nord Stream project today, October 21, at about 09.00pm (MT) leaves the territorial waters of the Russian Federation and starts laying the pipeline in the Finnish territorial waters, PortNews reported quoting Michael Prosvirkin, the General Director of Infleet Worldwide Ferry Services LLC (the technical fleet agent working for gas pipeline project in the Russian Gulf of Finland). According to him, the **Solitaire** that entered the Russian territorial waters on Aug. 24, 2010, had laid 115 km of the pipeline. Overall, there have been about 40 crafts in Russian part of the Gulf of Finland engaged in the works for laying the Nord Stream gas pipeline from May this year. According to Mr. Prosvirkin, the last technical vessel is expected to leave the construction site in early November.

Mr. Prosvirkin also said that on October 16-17 near the island of Hogland Gazpromneft Marine Bunker's two bunker tankers (Gazpromneft East, Captain Kovalenko) charged the pipe laying vessel, supplying to the ship 3,800 tons of fuel.

As previously reported, in 2011 Russia plans to launch the first phase of gas supplies via the Nord Stream subsea pipeline. The second phase of the project is scheduled to be launched in early 2012. The total volume of the pipeline is 55 billion cubic meters of gas.



# Preparing for next year's Northern Sea Route season



The last convoys of vessels are soon ending this year's season along the Northern Sea Route, but the different shipping companies have already started to prepare for next year.

**"MV Nordic Barents"** was the first foreign flag bulk-carrier to sail the Northern Sea Route in transit.

**Photo: Nordic Shipping Company.**

At least six convoys with oil tankers will sail the Northern Sea Route from the Barents Sea to the Far East next year, according to the head of Rosatomflot, Russia's nuclear ice-breaker fleet, Vyacheslav Ruksha. Also cargo vessels and likely some bulk carriers will sail the route with assistance from nuclear powered icebreakers. The icebreaker fleet has so far got 15 orders for assistance in 2011.

While 2009 was a kind of test year for vessels sailing the entire route from Asia to Europe via the Arctic, this year has been the breakthrough for commercial shipping along the Northern Sea Route.

The rapid ongoing climate change is bringing vast change to the Arctic, and previous ice-covered areas are becoming more accessible for shipping. September 2010 was the first time in modern history that the Northern Sea Route was totally ice-free, with only some few places with drift ice that could be seen from the bridges of the vessels that sailed the route.

Sailing from Europe to Asia along the top of Russia's Arctic coast takes only two thirds of the time it takes to go through the Suez Canal to the south. The Arctic lane also has the advantage of not being frequented by the sorts of pirates that lurk off the coast of Somalia.

## The Northern Sea Route from Europe to Asia.

BarentsObserver has throughout the summer and autumn presented news about the different vessels that have sailed the Northern Sea Route during the 2010 season. Here is the overview:



- The two oil-tankers "**Indiga**" and "**Varzuga**", each carrying 15,000 tons of oil sailed from Murmansk to Chukotka in Russia's Far East.
- The 100,000 tons tanker "**Baltica**" was the first larger gas condensate tanker to sail from Murmansk to China.
- The bulk-carrier "MV **Nordic Barents**" was the first foreign flag vessel to sail the Northern Sea Route in transit (without visiting a Russian port), when it sailed from Kirkenes in Northern Norway to China with iron-ore concentrate.
- The Norwegian trimaran "**Northern Passage**" and the Russian sailboat "**Peter 1**" were the first vessels to ever sail both the Northern Sea Route and the North West Passage during one season.

- “**Georg Ots**” became the first ferry to sail the Northern Sea Route.
- The Norilsk-Nickel operated vessel “**Monchegorsk**” became the first cargo vessel to sail the entire Northern Sea Route without icebreaker assistance. The vessel brought metal from Murmansk and Dudinka to Shanghai and consumer goods on the return voyage.
- Sovcomflot tankers will sail with oil from the Varandey terminal in Nenets to Japan via the Arctic.

The increase in vessels sailing the Northern Sea Route and the prospects of huge increase in the traffic from Europe to Asia via the Arctic in the years to come has triggered northern sea ports to profile themselves as potential hubs for the future. In European Arctic, both Kirkenes in Norway and Murmansk in Russia have admissions to become such Northern Sea Route hubs. The same goes for the port of Petropavlovsk at Kamchatka in Russia's Far East.



Above seen the **Sun Princess** arriving at Port Chalmers , NZ on the 22/10/10 - **Photo : Ross Walker ©**

## **NYK Launches Chinese Pilots Training Program**

NYK launched the Chinese Pilots Training Program in cooperation with the China Maritime Pilots' Association (CMPA). For CMPA, it's the first training program to be conducted on Japanese carriers. This cooperation was organized and supported by the Ministry of Transport (MOT) of China. The joint program aims to provide Chinese pilots the chance to closely observe pilot operations at major international ports and further enrich their maritime and pilot-operation experiences through related training courses. Under MOT direction, CMPA selected excellent Chinese pilots, the youngest of whom is only 28, and recommended them for participation as trainees in this program. Four Chinese pilots participated in recent training sessions on container vessels in the NCE trade (North & Central China East Coast Express). Two pilots boarded **NYK Delphinus** at the Shanghai Yangshan Terminal on July 16, and two boarded NYK Diana at the Shenzhen Shekou Terminal on July 17. All four safely returned to Shanghai at the end of September after a fruitful two-month training course. NYK has arranged for ten Chinese pilots to attend onboard training in this program till the end of September, and another eight Chinese pilots are scheduled to attend before the end of March 2011. **Source: NYK Line**

## **Golden Pass LNG Terminal in Texas Receives Its First Cargo**

Golden Pass LNG's liquefied-natural-gas terminal in Texas received its first cargo of the fuel today. The LNG tanker **Al Khuwair** arrived at the terminal from Qatar, according to Clark Vega, a company spokesman. The ship can carry 211,885 cubic meters of LNG, according to Bloomberg vessel-tracking data. The amount would equal about 4.56 billion cubic feet when converted to a gas. The cargo represents about 7.4 percent of daily U.S. gas production. The terminal, near Sabine Pass, Texas, is a joint venture between Qatar Petroleum International, Exxon Mobil Corp., and

ConocoPhillips. LNG is gas that is cooled to a liquid for transport by ship to markets not connected by pipelines. The fuel is received at import terminals and converted back to a gaseous form. Source: Bloomberg

## OOCL revenue soars 65.5% in Q3

Orient Overseas Container Line reported third quarter revenue soared 65.5 percent from a year ago to \$1.57 billion driven by sharply higher cargo volume and freight rates across its global network. The company did not disclose profit figures. Hong Kong based OOCL's cargo volume rose 16 percent to 1.24 million 20-foot equivalent units in the three months to Sept. 30, and overall average revenue per TEU jumped 42.6 percent from the same period in 2009. OOCL increased capacity 10.4 percent, and the load factor was 3.9 percent higher than a year ago, the carrier said in a quarterly operational update. OOCL is No. 12 on the JOC list of Top 15 Container Fleet Operators with a 2.5 percent market share.

The Asia-Europe trade registered the biggest gains with revenue surging 103.5 percent to \$354.1 million on a 21.9 percent increase in traffic to 206,089 TEUs. Trans-Pacific revenue grew 69.2 percent to \$600.3 million, and traffic climbed 10.1 percent to 322,446 TEUs. Trans-Atlantic revenue jumped 27.5 percent to \$148.5 million even as traffic shrunk 3.4 percent to 86,268 TEUs. Revenue in the first nine months was 47.8 percent higher at \$4.1 billion on a 13.1 percent increase in traffic to 3.464 million TEUs. Average revenue per TEU increased 30.7 percent in the first three quarters and the overall load factor was 10.2 percent higher than in the same period in 2009 on a 1.1 percent reduction in capacity. Source: joc.com

## POSH SEMCO TAKES DELIVERY OF NEW FLAGSHIP



Posh Semco Pte Ltd of Singapore has recently taken delivery of the 16,000 bhp, 211 Tonnes bp AHTS DP2 **POSH CONSTANT**. The first of in a series of three sister vessels the **Posh Constant** started her career with the successful rescue on her maiden voyage of a burning container vessel. She is now chartered to a major oil company in the South China Sea for a period of at least 6 months.

## Sharp drop in Baltic Sea container volumes

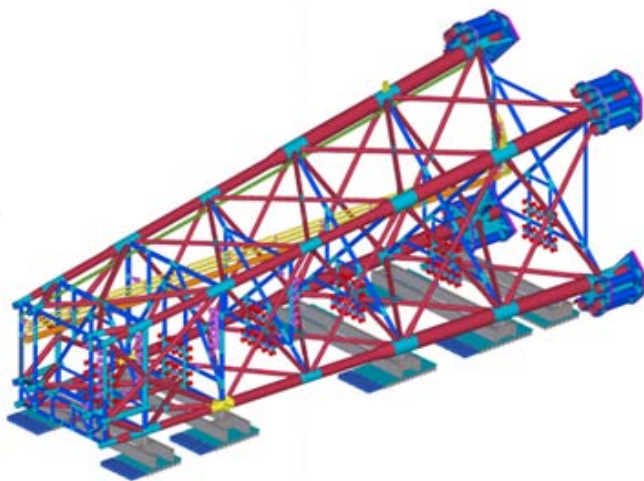
Container volumes fell nearly 25 per cent in the Baltic Sea ports in 2009, according to a Baltic Port List report covering 191 ports in the region. The downward spiral was everything but moderate. "The year 2009 was a difficult time for the port sector in the Baltic Sea. Most Baltic Sea ports saw a decline in cargo volumes and some even record-breaking



falls. The total amount of cargo handled in the ports was ten per cent less than in 2008, amounting to 741 million tonnes in the Baltic Sea ports in 2009", states the report. Russian ports handled 23 per cent of the cargo, closely followed by Sweden. Liquid bulk was still the largest type of international cargo in the Baltic Sea, totalling 300 million tons in 2009. Source: shipgaz.com

## HEEREMA FABRICATION GROUP ONTVANGT LOI VOOR STATOIL VALEMON JACKET

Het grootste jacket ooit gaat gebouwd worden op HFG's Vlissingen fabricage locatie



Heerema Vlissingen, één van de drie grote fabricage locaties van Heerema Fabrication Group (HFG), heeft een letter of intent ontvangen voor de Engineering, Procurement en Constructie van het ca. 9.200 ton wegende Valemon jacket bestemd voor het Statoil Valemon gasveld op het Noors Continentaal plat. Het circa 9.200 ton wegende Valemon jacket zal op de fabricage locatie van HFG in Vlissingen worden gebouwd met een verwachte levering in mei 2012. Het jacket zal ongeveer 157 meter lang worden en op de bodem een afmeting krijgen van 45 x 45 meter en bovenin 26 x 30 meter. Een letter of intent voor het transport en de offshore installatie is toegekend aan onze zusterdivisie Heerema Marine Contractors. Het jacket zal worden geïnstalleerd in een waterdiepte van 135 meter. Valemon is een gas en condensaat veld tussen Kvitebjørn en Gullfaks South in

het Noorse gedeelte van de Noordzee, zo'n 160 kilometer ten westen van Bergen, Noorwegen.

Tino Vinkesteyn, Managing Director van Heerema Zwijndrecht en Heerema Vlissingen zegt: "Wij zijn enorm verheugd en dankbaar met de letter of intent van Statoil voor het leveren van het Valemon jacket, temeer omdat de succesvolle FEED studie door ons engineersbureau HFG Engineering Europe de basis is geweest voor de letter of intent. De kracht van HFG ligt in haar bekwaamheid om het engineering proces met praktische fabricage ontwerpen te integreren. Hierdoor kunnen wij onze klant een tijd en kosten efficiënte oplossing bieden. Door te focussen op het fabricage proces, zijn wij eveneens in staat de veiligheidsrisico's die gepaard gaan met het bouwen te reduceren." Tino vervolgt: "Met deze aanvullende letter of intent en de lopende projecten van onze klant RWE Dea op onze Vlissingen locatie, hebben wij een continue stabiele werkgelegenheid voor onze mensen maar ook voor onze subcontractors en leveranciers kunnen veiligstellen tot midden 2012." "Wij zijn trots dat onze gecombineerde engineering en fabricage bekwaamheden die wij tijdens de FEED studie en de tender periode hebben laten zien ertoe hebben bijgedragen het vertrouwen van Statoil te winnen voor het verstrekken van een letter of intent, temeer omdat het Valemon jacket een belangrijk en kritisch onderdeel is van de totale ontwikkeling van het veld. Onze kennis, ervaring en capaciteiten, alsmede het kunnen realiseren van een tijdige levering van het jacket, zijn door Statoil erkent als kritische succesfactoren voor het uitvoeren van dit project," aldus Remco van Gilst, Manager Commercial en Sales van HFG.

## The Containership Company expands no-frills services to Qingdao

The Containership Company (TCC) has decided to expand current services to Qingdao. The Great Dragon service will now call Qingdao in addition to Ningbo and Taicang, and then cross the Pacific Ocean to Los Angeles. Chief Operating Officer Franck Kayser stated: "Our customers have repeatedly encouraged us to expand our service portfolio, as they see TCC's services as a good supplement to the more established service providers in the market. Right now, the greatest demand from our customers is a push to get a good TCC product from Qingdao. With a fast 14 day transit time, combined with a schedule reliability of 96%, we are now able to provide such a service." The first sailing from

Qingdao is scheduled to take place 15 November with the 2,900TEU vessel **Shenzhen Dragon**. This service will have a scheduled transit time of 14 days to Los Angeles and provide customers with a no-frills, reliable, port to port service. The first westbound sailing from Los Angeles to Qingdao will take place on 25 October. Source: [seatradeasia](#)



The lower hull and **Black Marlin** with topside together at Samsung yard. Both are ready for the float over operation.

Photo: Dockwise – Bas Polkamp ©



## **FINNARROW/STENA FREIGHTER entering UK service**

The **STENA TRAVELLER's** final sailing for Stena will be the overnight from Killingholme to Hoek van Holland on 29 November. The vessel will de-store following arrival on 30 November and proceed to Bremerhaven for handover to Lloyd Werft to begin the conversion process. The **FINNARROW** will be handed over to Stena BV at Karlskrona at 08:00 on 24 November and the ship depart the same day for Killingholme. She is due to arrive at 09:00 on Friday 26 November for berthing trials, departing at 11:00 for Hoek van Holland where she should arrive around 23:00 for trials there.

The ship is then due to undergo modifications/stores and inspections at the Damen shipyard until entering service with the 21:15 sailing from Hoek van Holland on 30 November. The **STENA FREIGHTER** take up her new place on the Harwich - Rotterdam route at the start of January.

The **STENA PARTNER** will finish her operational life when she arrives at Europoort on the morning of Christmas Eve.

At the same time the **STENA FREIGHTER** will be completing service on the Gothenburg - Kiel route. She will depart Sweden on 27 December and following flagchange on 29 December will have familiarisation/training/drills/stores before entering service with the evening sailing from Holland on 3 January.



The pilot boat " **ECHO 1** " an Interceptor 42 "Pilot", built by SaveHaven Marine. Used by Malta Pilot Corps.

Photo : Gejtu Spiteri ©

## SBM Offshore, S.Korea's DSME reach Angola JV deal

Dutch maritime engineering group SBM Offshore said on Friday it had agreed for South Korea's DSME to buy a 30 percent stake in a joint venture to provide offshore oil services in Angola. Daewoo Shipbuilding & Marine Engineering (DSME) will take a 30 percent stake in the Paenal yard venture, created in 2007 by Angola's state oil firm Sonangol and SBM to provide facilities and other services for Angola's oil and gas industries. The firm did not disclose the monetary value of the deal in Africa's top oil producing country. SBM, which builds and operates floating production, storage and offloading platforms for oil companies, said it will hold a 30 percent stake in the joint venture, DSME 30 percent and Sonangol 40 percent. **Source: af.reuters.com**

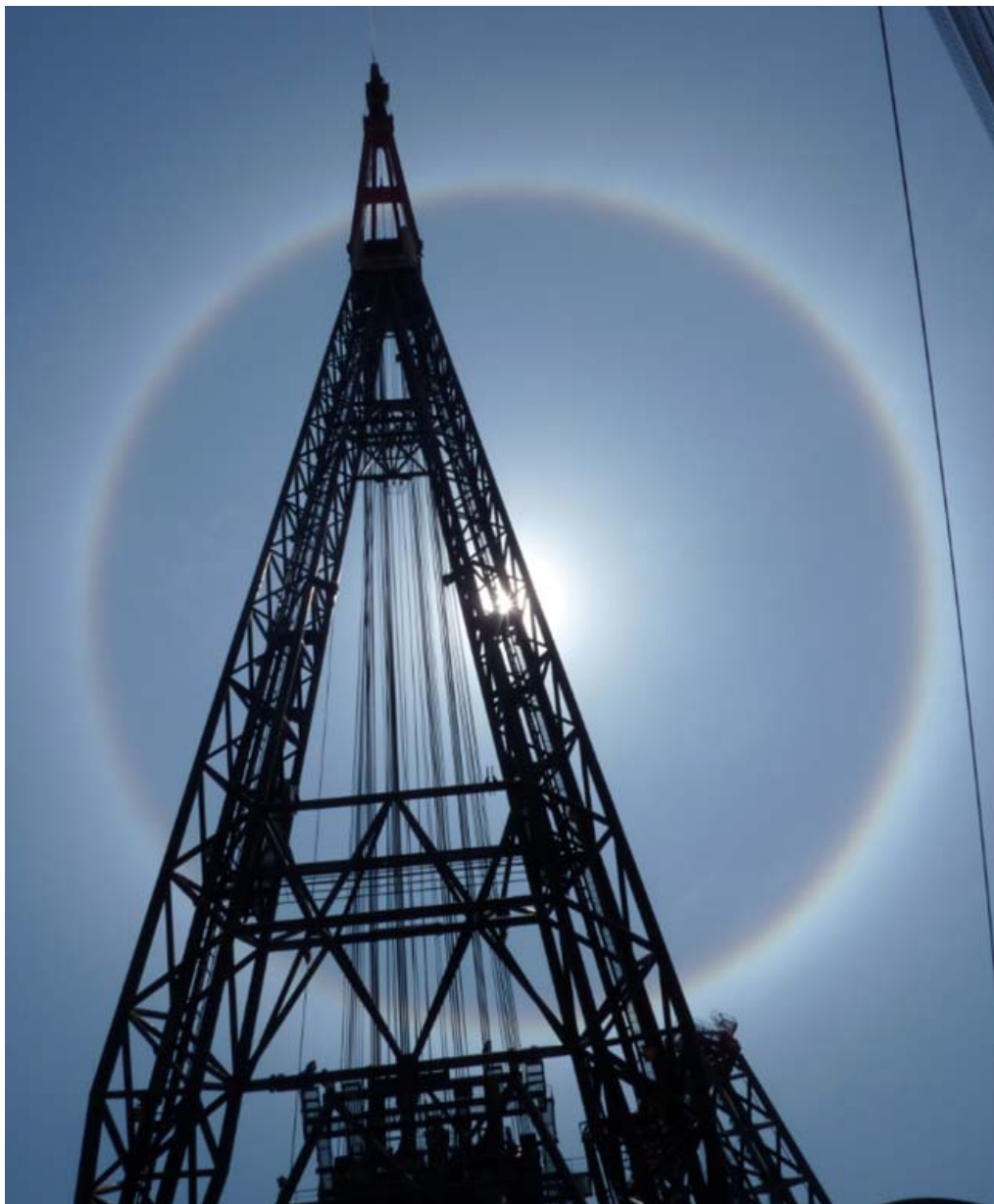
## Despite national strike, Port of Le Havre still in business

IN a special communique to the world shipping community, the French Channel port of Le Havre has declared that it is still in business despite the transport strike over government pension reform that crippled the national supply chain. "Contrary to the announcements made on the blockade of French ports within the scope of the national strikes related to the retirement scheme reform and that of French ports, the Port of Le Havre carries on business," said the statement. "No local strike has been suffered since the Method Agreement (July 2010), an essential step within the framework of the implementation of the port reform locally," it continued.

"It should be noted that, except the national strikes related to the French retirement scheme reform, the ship reception, cargo-handling operations in Le Havre terminals and the reception of transporters are carried out, owing to the mobilisation of all port trades (dockers, stevedores, GPMH personnel, transporters, services to ships...). Port equipment has suffered no damage owing to the strikes," the statement said. **Source : Schednet**



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



A "Halo" (also known as a nimbus, icebow or Gloriele) seen round the sun behind Portside crane onboard of Heerema's  
**BALDER - Photo : Fedde Visser ©**

A **Halo** is an optical phenomenon produced by ice crystals creating colored or white arcs and spots in the sky. Many are near the sun or moon but others are elsewhere and even in the opposite part of the sky. They can also form around artificial lights in very cold weather when ice crystals called diamond dust are floating in the nearby air.

There are many types of ice halos. They are produced by the ice crystals in cirrus clouds high (5–10 km, or 3–6 miles) in the upper troposphere. The particular shape and orientation of the crystals is responsible for the type of halo observed. Light is reflected and refracted by the ice crystals and may split up into colors because of dispersion. The crystals behave like prisms and mirrors, refracting and reflecting sunlight between their faces, sending shafts of light in particular directions.

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