

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 302



Number 302 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 29-10-2010**

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



P-TRAP

The first line of defence

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

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

www.P-TRAP.eu



The Wagneborg owned LINGESTROOM seen sailing from Rouen via Le Havre outbound for sea

Photo : Floor Hartog ©

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

newsclippings@gmail.com

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

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

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

EVENTS, INCIDENTS & OPERATIONS

Global leader in ocean towage



www.fairmount.nl Hofpoort 16th Floor, Hofplein 20 phone + 31 10 240 25 00
3032 AC Rotterdam • The Netherlands fax + 31 10 240 25 99
email sales@fairmount.nl 

Pensioen Smit sterk verlaagd

Het pensioenfonds van havensleepdienst **Smit** is van plan **13,2% te korten** op de pensioenrechten van de ruim 2000 deelnemers. Dat bevestigen verschillende betrokkenen tegenover het FD.



Het gaat, voor zover bekend, om de meest ingrijpende maatregel bij de noodlijdende pensioenfondsen tot nu toe. Het pensioenfonds van **Smit**, circa euro 200 mln groot, is een van de veertien zwakke pensioenfondsen die deze zomer door oud-minister Donner van Sociale Zaken tot ingrijpen werd gemaand.

Photo : Bas van Hoorn ©

De ingreep is bij voorbaat zeer omstreden. Vandaag bespreekt het pensioenfondsbestuur zijn plannen met de

deelnemersraad. Als de korting wordt doorgezet, hangt het pensioenfondsbestuur mogelijk een juridische procedure boven het hoofd. Dat kan ook consequenties hebben voor baggeraar **Boskalis** dat **Smit** begin 2010 overnam, zeggen deskundigen.

Een groep verontruste gepensioneerden, onder wie oud-directieleden van **Smit**, beschuldigt de directie en het bestuur ervan op een dubieuze manier onder een bijstortingsverplichting uit te zijn gekomen. In het verleden zijn forse

onttrekkingen gedaan aan het fonds. Die gingen hand in hand met de belofte dat de werkgever in geval van nood het fonds financieel zou helpen, zo stellen zij. **Boskalis**, de nieuwe eigenaar van **Smit**, weigert nu bij te storten. Het pensioenfondsbestuur heeft zich sinds het bekend worden van de aantijgingen vorige maand nog niet inhoudelijk verweerd. Volgens werkgeversvoorzitter Jan Willem Prakke heeft het bestuur een 'onafhankelijke advocaat onderzoek laten doen' maar zijn 'nog niet alle bewijzen rond'.



Smit's **THAMESBANK** assisteert in Rotterdam-Europoort de **HANJIN MUMBAI** - Photo : Martin Baas ©

De deelnemersraad, die de belangen van aangesloten gepensioneerden en werknemers behartigt, kan via een enquêteprocedure bij de Ondernemingskamer het korten van pensioenrechten juridisch aanvechten als sprake is van wanbeleid van het bestuur. Gepensioneerden kunnen ook individueel naar de rechter stappen. Zij maken volgens pensioenadvocaat **Theo Gommer** 'grote kans' om door de rechter in het gelijk te worden gesteld als blijkt dat het fonds of de werkgever zijn zorgplicht niet na is gekomen. **Boskalis** heeft altijd op het standpunt gestaan dat het geen juridische verplichting heeft om het fonds te hulp te schieten. Maar volgens **Gommer** is bij een eventuele rechtszaak 'niet bepalend wat er juridisch op papier staat maar of destijds voldoende duidelijk is gemaakt dat het fonds zijn financiële risico's verschoof naar de deelnemers'.

Voormalig president-directeur van Smit, **Ben Vree**, zegt desgevraagd 'niet op de hoogte te zijn van een bijstortingsverplichting en ook niet dat die zou zijn komen te vervallen'. Hij zegt alles over te hebben gelaten aan zijn toenmalige cfo **Wim Kanis**, destijds tevens voorzitter van het pensioenfonds. Onder invloed van strengere boekhoudregels (IFRS) werd het fonds op afstand van het moederbedrijf geplaatst waardoor de risico's voor de

deelnemers veel groter werden. Dat gebeurde niet alleen bij **Smit**. Als de korting die het fonds nu door wil voeren tot een rechtszaak leidt, kan dat een precedentwerking hebben voor meer fondsen waarvan de banden met het moederbedrijf zijn doorgeknipt. In het geval van **Smit** worden de ontwikkelingen nauwlettend gevolgd op de beurs. 'Wordt dit een zaak dan heeft dat ook consequenties voor de waardering van **Boskalis**', aldus analist **Edwin de Jong**
Bron : **Financeel Dagblad**



All 111 crew safe after ship catches fire off English coast

The 111 crew of a factory fishing ship were safe after the vessel caught fire off southwest England on Wednesday, its owners said. More than 80 crew members of the ship, the **Athena**, took to life rafts after the vessel caught fire 230 nautical miles (425 kms) southwest of the Isles of Scilly.



The British coastguard launched a rescue operation, assisted by a communications plane sent from France. The Faroe Islands-based owners of the vessel said all of the crew were safe and in no immediate danger, although 13 crew members had stayed on board the Athena to fight the fire. In a statement, the Thor shipping company said, "Around 6:00 am a fire broke out on board Athena while she was sailing to her next fishing area.

"The fire appears to have started in packing material store on the port side of the ship. "The fire safety crew on

board have remained on board to try to contain the situation. "All but the 13 firefighting crew have abandoned the ship, and all are safe. "The firefighting crew are safe and are in no immediate danger."

Britain's Maritime and Coastguard Agency said a container ship, the **Vega**, headed to the scene after picking up a distress call and took on board the crew, a mix of Chinese, Russians, Peruvians and Scandinavians. The coastguard in Falmouth, on the southwest English mainland, coordinated the rescue operation. A plane dispatched from an airport near Brest, northwest France, provided a communications link to the scene and a Royal Navy helicopter flew from the English mainland to the Isles of Scilly to refuel in order to take part in the rescue. **Source : ZeeNews**



Above seen the brand new [Caspian Power](#) about to start her first job towing the [Dada Gorgud](#) October 28th
Photo : Pete Smith ©

Ferry Capsize Death Toll Rises as Captain Fingered

The final death toll from a ship that capsized on Friday off East Nusa Tenggara is 24, as authorities revised earlier figures for those on board at the time. The [Karya Terang](#) sank in rough seas just an hour into its five-hour trip from Sikka district on Palue Island, north of Flores, to Maumere. On Wednesday, Sikka district head Damianus Werra said the revised number of passengers and crew on board at the time was 67, with 43 rescued alive. Previously, authorities said there were 66 people on board, 44 of whom survived.

With the search for survivors now over, authorities are turning their attention to investigating the cause of the sinking and addressing the wider issue of inter-island travel in the province. Damianus said his administration had put in a request with the Transportation Ministry for a passenger ferry to serve the district, which comprises four islands. So far, he said, all the inter-island travel was carried out using small wooden boats. East Nusa Tenggara Governor Frans Lebu Raya said the high incidence of boating accidents in the province should force boat operators to improve their safety precautions, including providing all the necessary safety equipment aboard ships. He also called on residents to exercise more discipline and not overcrowd a boat simply in order to save time.

"What they don't seem to understand is that an overloaded boat is extremely dangerous, especially if you can't swim," he said. "For that reason, I urge all boat operators to be more professional and passengers to be more reasonable."

Frans also said he had visited some of the survivors currently being treated at TC Hillers General Hospital in Maumere, as well as handed out donations to families of those who drowned. "I met the families in my capacity as a representative of the provincial administration to hand over some money that had been raised to help ease the burden on them following their loss," he said. "This accident should be a wake-up call for us all, especially boat operators." Meanwhile, Adj. Comr. Samuel Simbolon, the Sikka Police chief of detectives, said the captain of the Karya Terang,

Adeodatus Ranga, 25, and four of his crew had been detained for questioning. Samuel said police had already named the captain a suspect for criminal negligence, while the others were still being treated as witnesses. **Source :** Jakarta Globe

NEDERLANDSE MARITIEME LUNCH IN SINGAPORE !!

Oproep aan alle Nederlandse Collega's actief in de MARITIEME SECTOR

DONDERDAG 4 NOVEMBER 2010

Organiseert Maritieme club **"DE RUYTER"** wederom een lunch om het netwerken voor Nederlanders actief in de scheepvaart industrie in **SINGAPORE** te bevorderen.

Iedere Nederlander werkzaam in welke functie dan ook, op schepen, werven, banken, rederijen etc. (scheepvaart gerelateerd) is welkom !

De lunch wordt U aangeboden door **Maasmond Maritime** en wordt gehouden in de

Polo Club in **Singapore**

op **DONDERDAG 4 November 2010** tussen **12:00 en 14:00 uur**

80 MOUNT PLEASANT ROAD

SINGAPORE 298334

Tel: (65) 6854 3999

Website: www.singaporepoloclub.org

Directions: From Bishan MRT Station:

Proceed to Bishan Rd, Bishan MRT (Bus Stop No.: B53231) to board bus service 156, Alight at Thomson Rd, after St. Joseph Institution International, Opp. Singapore Polo Club (Bus Stop No.: B51039)

From Novena MRT Station:

Proceed to Thomson Road, Opp. Novena Church (Bus Stop No.: B50031) to board the following bus services: 54, 162, 162M, 166, 167, 851, 980 Alight at Thomson Road, Old Police Academy (Bus Stop No.: B51021) which is the 4th bus stop from boarding point.

Toegang alleen na aanmelding !!

Gelieve jezelf zo spoedig mogelijk aan te melden door een mailtje te sturen naar:

clubderuyter@gmail.com

en we hopen jullie te zien op **donderdag** !

Namens :

Hendrik ten Hoeve – Compass Energy

Rik Zwinkels – Hallin Marine

Richard van der Werf – T&T Bisso Salvage Asia

Renier van den Bichelaer – Smit Salvage Singapore

Piet Sinke – T&T Bisso Salvage Asia

Maritieme club "de Ruyter" – Singapore

Opmerking :

IVM een nationale feestdag op Vrijdag 5 november word er dit keer gelunched op DONDERDAG

The Atlantic Lady and KV Barentshav

Norwegian Coast Guard has detained a Russian cargo ship over the weekend on suspicion of violations of the rules of reporting. On Monday, the Coast Guard vessel "**Barentshav**" convoyed "**The Atlantic Lady**" to the port of Longyearbyen on Svalbard, TV2 reports. According to Lars Fause at the Governor of Svalbard's office, the sea products aboard the cargo vessel "The **Atlantic Lady**" had been registered weighed and registered after fish splitting rather than prior to it as required. This means that the real weight of the catch has been understated by several hundred tons. "The **Atlantic Lady**" is registered in the Central American state of Belize but it has an all-Russian crew. At the time of detention, it was bound for the northern Russian port of Arkhangelsk, Fause said. Fause said the ship's captain has already been interrogated and the inspection will now embrace the trawlers that delivered fish to The **Atlantic Lady** for further transportation to Arkhangelsk **Source : BarentsObserver**



The bulker **MAHITIS** seen approaching the IJmuiden locks – **Photo : Marcel Coster ©**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER / SERVER YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO THE SERVER DUE TO "MAILBOX FULL"

Shipment carrying S Korean rice aid heads to N Korea

A South Korean freighter carrying 5,000 tons of rice has left the South Korean port of Gunsan to China for delivering them to flood-stricken North Korea. The shipment that left yesterday is part of a 13.9 billion ton (about USD 12.3 million) flood relief pledged by South Korea in the aftermath of recent flooding in the North. It is the first government aid to Pyongyang under President Lee Myung Bak, who came to office in February 2008.

The cargo ship is heading for the Chinese port of Dandong on the border with North Korea, where the rice aid will be delivered by trucks to the North Korean city of Sinuiju, which had been severely affected by flooding. Another ship carrying about 3 million packs of instant noodles had set sail for Dandong from the South Korean port Incheon on Monday.

The departure of the rice shipment was put off because of foul weather, South Korean officials said. South Korea also plans to send 10,000 tons of cement to North Korea later this week.'

Relations between Seoul and Pyongyang have eased in recent months from heightened tensions following the sinking of a South Korean warship near the North Korean border. North Korea has offered to hold dialogue with the South, and the two sides are making arrangements for reunions of 200 Korean families separated in the aftermath of the 1950-1953 Korean War. The reunions, the first in more than a year, are scheduled to take place from Oct 30 to Nov 5.

Source : zeenews



The HOEGH AUTOLINERS **HOEGH TRIDENT**, built in 1995 by Hyundai Heavy Industries. D.w.t 20,321. Seen entering Valletta, Malta **Photo : Gejtu Spiteri ©**

P&I club system under threat

Probe by EC does not bode well for the mutual liability insurers

TO outsiders the P&I club system must seem to be one of shipping's deeper mysteries. 'P&I' stands for protection and indemnity which does not really tell the uninitiated very much. Actually, the P&I clubs are mutual insurers, that is to say they are owned by the shipowners whose vessels are insured. Originally they covered ships for hull and machinery risks. Long ago though they mainly became specialist liability insurers.

Clubs cover a wide range of risks including personal injury to crew, passengers and others on board, cargo loss and damage, oil pollution, wreck removal and dock damage. They also provide a wide range of services to their members on claims, legal issues and loss prevention, and often play a leading role in the management of casualties. The main P&I clubs belong to the International Group (IG) which enables claims sharing and joint reinsurance arrangements, allowing the clubs to cope with the occasional big incident. There are 13 clubs in the IG and together they account for about 90 per cent of the world's ocean-going tonnage. Each group club is an independent, non-profit making mutual insurance association, controlled by its members through a board of directors or committee elected from the membership. Usually there is a management company which runs the club.

The clubs fulfil a role unique to the shipping industry. In times of trouble, the first phone call is usually to the P&I club. Just in case that all sounds rather cosy, it is important to say that the clubs compete with one another both on price and service. Many owners do switch between clubs at the annual renewals to obtain cheaper cover, while others tend to give a greater weight to other factors such as service and the extent that they have a say in the way their club is run.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 302

Within shipping, the P&I club system is more or less universally seen as a highly effective and valuable asset, something based on long experience and still meeting the industry's needs. So there should be no problem, you might think, and I can finish the column here. Of course there is a problem and once again, as with other important shipping issues, the problem is the European Union, or more specifically the bureaucrats working within competition directorate of the European Commission (EC).

Having claimed the scalp of the conference system they appear once again to have the P&I clubs in their sights. Brussels has periodically investigated P&I in the past, but the latest probe has rung alarm bells within the industry. Albert Engelsman, managing director of Netherlands-based Wagenborg Shipping and chairman of the North P&I club has denounced the investigation as potentially 'irresponsible'. He said recently: 'It is unclear to the shipowner members of P&I clubs, who are also the consumers, why an investigation is being carried out into a tried-and-tested system that delivers cost benefits to consumers and also to third parties. The pooling agreement between the 13 members of the International Group enables shipowners to trade and comply with the increasingly complex and regulated world of international maritime conventions - it would therefore be irresponsible for the European Commission (EC) to jeopardise what is an invaluable global system.'

He added that it was all too easy for regulators and industry commentators to focus on the 'light competitive restraint' of the International Group agreement and to ignore the fact that most maritime liability conventions are underpinned by the insurance provided by IG clubs. He added: 'Too often the clubs are given insufficient credit for the invaluable role they play enabling global trade - quite simply, the majority of the world's shipowners and operators depend and rely upon the unparalleled liability insurance provided by the clubs. In my view, we must do everything we can to ensure that this wonderfully unique system continues to serve the best interests of the shipping industry and society.'

There will be few within shipping who will disagree with Mr Engelsman. Meanwhile, the International Chamber of Shipping (ICS) and International Shipping Federation (ISF) are to meet EC officials at the latter's request in order to get a better understanding of the 'main issues and realities of the P&I clubs'. The EC has told the two closely linked industry bodies that it is investigating whether the IG's claims sharing and joint reinsurance arrangements infringe EU antitrust rules. In a briefing paper, ICS and ISF say that they have no direct involvement in the arrangements under consideration, but strongly support the P&I system for 'the benefits it provides to shipowners through the provision of cost effective insurance to meet their liabilities, as well as consumers and society generally'. They stress that it is necessary to have the security of an established system of liability insurance which will pay claims promptly and efficiently. ICS and ISF carefully go through all the benefits of the current P&I system in their paper and will no doubt put their viewpoint across persuasively to the commission. Let's hope Brussels is listening. Yet again, though, the Asian shipping community is having to watch while European officials threaten to tinker unilaterally with systems that are global, not European, in nature. The Singapore Shipping Association is a member of ICS and so its interests are being defended robustly, but this is an issue that needs watching carefully. **Source :** businesstimes.com.sg



ISO 9001:2008



MARINT
(OFFSHORE SERVICES) LTD

**Independent Consultants and Brokers in the International Tug and Supply Vessel market
(offices in London and Singapore)**

Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1633

E-mail : tugs@marint.co.uk

Internet : www.marint.co.uk

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

CASUALTY REPORTING



The Glory ship hits Volodarsky Bridge in St. Petersburg

The Baku-bound Glory dry cargo carrier with 400 tons of general cargoes (equipment in the boxes) on board ran into the Volodarsky Bridge in St. Petersburg, PortNews reports citing the Director of Northwest department of Gosmorrechnadzor Dmitry Atlashkin. The incident occurred due to ship rudder failure. No one was injured, no oil spill was reported. The ship **Glory** (formerly **Ladoga-17**) was built in 1979.

According to the Russian Transport Ministry report, the bridge remains in working condition. The possible damages will be established after complete survey of the bridge, the Ministry said. The vessel got her navigational equipment damaged in the incident and also got a dent near the stern.

At 8.15am (MT) the tugboat Captain Voronov took the vessel from the scene. The **Glory** is owned by OJSC "Baltrechflot, operating 4 vessels built in 1978-79. Source : PortNews

NAVY NEWS

Indian training squadron ships in Port Victoria

Three ships from the Indian Navy's 1st Training Squadron are now in Port Victoria and their crews will get together with young Seychellois in different sectors during their three-day stay. The Indian naval ships **Tir** and **Shardul**, and the Indian coast guard ship **Varuna**, are here as part of a routine overseas deployment to countries of South Asia and the southern Indian Ocean. The visit is aimed at providing wider exposure to the 171 officer cadets now undergoing basic training onboard the three ships. During their stay, the cadets will meet and talk to students and staff from the Seychelles Defence Academy, the Maritime Training Centre, the School of Advanced Level Studies and the Seychelles Young Leaders Programme.

Students from the Polytechnic are also expected to visit the ships for a familiarisation tour. The 1st Training Squadron, based at Kochi, is an integral part of the Southern Naval Command, which is responsible for training officers and sailors of the Indian Navy and friendly foreign navies in various spheres, from their basic courses to their specialisation at various stages of their career.

The squadron is tasked with providing basic training to officer cadets and enabling them to gain their "sea legs". At its helm is the senior officer of the 1st Training Squadron, Captain Sanjiv Issar, who is also the commanding officer of **INS Tir**. Source : Seychelles Nation

Norway orders new spy ship for the High North



The Norwegian Intelligence Service has ordered a new research vessel to replace “**F/S Marjata**”, which has been patrolling the Barents Sea for the last 15 years, Russian military analysts report. According to the Russian Centre for Analysis of World Arms Trade (CAWAT), the Norwegian Intelligence Service (NIS) has already ordered a new vessel for collection of intelligence in the High North. This information has not yet been confirmed by Norwegian media.

The **MARJATA** seen moored in Kirkenes (Norway)

Photo's : Piet Sinke ©

According to CAWAT, Head of NIS Lieutenant General Kjell Grandhagen

told Jane's Navy International that the price of the new vessel will amount to NOK 1.2 billion (€148 million). Other details about the project are not yet known. The budget allocation to the Intelligence service has increased with 35 percent from 2005 till today, from NOK 690 million (€86 million) to NOK 930 million (€116 million), Aftenposten reported. NIS' current research vessel “**F/S Marjata**” was built in Norway in 1993 and taken into service in 1995. The vessel has been operating in the Barents Sea close to the border of Russia ever since. The vessel's main base is in Kirkenes.

Although the Norwegian military intelligence today is characterized by more active espionage in war-zones where Norwegian soldiers are involved, the activity in the north is still of high priority. F/S **Marjata's** main task is to keep track of the Russian armed forces' activities in the Arctic, but some sources also believe it to be part of the American ballistic missile early warning system, CAWAT writes.

The research vessel is a familiar sight for the Russian navy mariners, who have given it pet names like Mashka and Marusya, according to the blogger MuRena. Source : **BarentsObserver**



New Navy ship to be based in Norfolk

A new amphibious transport dock ship, scheduled to be delivered to the Navy late next year, will be based in Norfolk.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 302

The **Arlington** will be the eighth in the **San Antonio class** of ships. This class ultimately will replace 27 ships from the three classes of amphibious ships now in service.

U.S. Sen. Jim Webb, in a news release, said basing the **Arlington** in Norfolk is expected to bring about \$25 million of economic activity to the region annually. The keel for the **Arlington** was laid Dec. 18, 2008, in Pascagoula, Miss., and the ship is scheduled to be delivered to the Navy in December 2011.

It was named to honor the 184 victims in the air and on the ground who died after American Airlines Flight 77 crashed into the Pentagon on Sept. 11, 2001. The ship also honors the military and civilian employees, emergency, fire and rescue personnel who provided assistance after the attack. **Source : hamptonroads**



The UK BORDER AGENCY patrol vessel **SEARCHER** seen passing Spijkenisse outward bound – **Photo : Lia Mets ©**

SHIPYARD NEWS

Maritime  **JOBS4U**

Search, Select and Find your **maritime** job

- worldwide jobs
- per work field
- easy & fast
- apply any time

www.maritimejobs4u.com



Northrop shipyard wins \$67mIn contract

The Navy has awarded Northrop Grumman Shipbuilding-Newport News a \$67 million contract modification for continued planning and preparations for the defueling and inactivation of the Enterprise and its reactor plants. The effort will include all advanced planning, ship--checks, design, documentation, engineering, procurement, fabrication and preliminary shipyard or support facility work. Work will be performed in Newport News and is expected to be complete by Sept. 30. **Source: tradingmarkets**



In Singapore at the ASL yard the dredger **AL JARRAF** was launched October 27th - Photo : Jan Gret ©

ALUMINIUM BOATS AUSTRALIA COMPLETES TANGALOOMA REFIT

Aluminium Boats Australia (ABA) has completed a life-extending refit to a veteran high-speed ferry nearing her 30th year of service on Australia's east coast. The 20 metre **Tangalooma Flyer** is one of well known Tasmanian builder Incat's early passenger catamarans, Hull 005. She is unique in that she continues to operate for the same owner and on the same service, for which she was built – the 75 minute passage from Brisbane across Moreton Bay to the Tangalooma Wild Dolphin Resort on Moreton Island.

Since entering service in 1981 the craft has completed over 1 million nautical miles while crossing Moreton Bay; equalling a distance of over 50 laps of the equator. She has carried in excess of 5 million passengers and almost 250,000 tonnes of resort supplies and luggage. Speaking of the **Tangalooma Flyer** on her return to service, Tangalooma Wild Dolphin Resort Director Jeff Osborne commented, "The old girl has been given a new lease of life. It is the first time in 30 years that she has received a pair of new engines, gearboxes (new ratio), couplings, shafts, bearings and props all at the same time.

"The 'Flyer' hasn't run so smooth for a couple of decades now and she hasn't hit over 28 knots for a long time either. All in all she is running well and on her first day back on a scheduled run she operated at around 21 to 22 knots at 70% engine load with 160 guests and 10 cubic metres of cargo/luggage onboard. "From a machinery point of view we have now gone full circle, starting out as built with 2 stroke Detroit v8t92 and now we are back to the Detroit (MTU) again with the series 60's. In between we wore out 6 v10 MAN's," he said.

The **Tangalooma Flyer** previously completed a four-month \$900,000 hull and accommodation refit in November 2005. This latest attention focused on machinery, explained ABA's Marketing & International Sales Manager, Justin Merrigan. "Tangalooma Resort is to be congratulated for their commitment to the craft, which is a real example of dedicated care and attention to maintenance by her crews over the years. All guests travelling to and from the island

are assured that whichever vessel they travel on, they are guaranteed the same high level of comfort and performance," he said.

Yangzijiang Shipbuilding hedges for 3% annual yuan appreciation

Yangzijiang Shipbuilding Holdings Ltd., China's third-largest shipyard outside state control, is basing currency-hedging on the yuan gaining 3 percent a year in expectation the government will prevent rises above that pace. "Appreciation is inevitable because of China's trade imbalance, but the rate won't be as rapid as the Americans and other countries are expecting," Chairman Ren Yuanlin said yesterday in an interview in Singapore. "Three percent a year is a scenario we can live with." The shipyard, which books all of its orders in dollars, is reflecting confidence that China will resist U.S.-led pressure to quicken yuan gains. The Chinese currency has appreciated 2.4 percent since China ended a two-year peg in June. Yuan forwards indicate a 2.9 percent strengthening over the next year.

"China will appreciate the yuan but it will be a slow pace," said Francis Lun, general manager at Fulbright Securities Ltd. in Hong Kong. "For shipyards, the effect will be less, but still it will hurt profits." Yangzijiang, whose main yards are in Jiangsu province, eastern China, eventually plans to hedge 30 percent of its foreign exchange, Ren said. China will allow the yuan to gain because officials understand it's in the interest both of domestic growth and global economic stability, U.S. Treasury Secretary Timothy F. Geithner said in an Oct. 23 interview. Chinese officials have countered by promising a gradual increase, saying that a sudden rise would cause social and economic disruption. Twelve-month non-deliverable yuan forwards weakened 0.5 percent to 6.4775 per dollar yesterday, reflecting bets the currency will strengthen from the spot rate of 6.6627, according to data compiled by Bloomberg. Yangzijiang is also planning to buy more yards in China as lower vessel prices and overcapacity squeeze margins, Ren said, without naming any potential targets.

"Many of the weaker shipyards remain in denial even though they're facing cash-flow problems and possible closures," Ren said. "It's like a dying person -- the yards are fighting to survive until their last breath." Yangzijiang fell 3.6 percent to S\$1.89 at the close of trading in Singapore today. It's gained 56 percent this year. Its Taiwan-listed TDRs dropped 1.9 percent to NT\$22.80 compared with an NT\$18.80 sale price. Yangzijiang expects to boost capacity 20 percent next year, helped by acquisitions, Ren said. More than half the company's capacity is for building container ships, with the rest being for multipurpose and bulk vessels, he said. The company's cash reserves rose 23 percent in the nine months ended September to 4.7 billion yuan (\$704 million). The shipyard raised NT\$3.76 billion (\$122 million) in its Taiwan depositary receipts sale. The shipbuilder has announced three acquisitions this year, taking advantage of government attempts to encourage consolidation in shipbuilding following a 55 percent slump in orders nationwide last year. The company has also expanded into ship-breaking and ship-repair to boost sales. Yangzijiang's third-quarter net income rose 32 percent to 730.4 million yuan, the company said in a Singapore Exchange statement yesterday. Ship deliveries doubled to 14 as shipping lines resumed taking new vessels after a slowdown last year during the global recession. **Source: bloomberg**

ROUTE, PORTS & SERVICES



Seamanship

Whatever the ship. Wherever delivered.

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



www.redwise.com info@redwise.nl

Turkish 'power ship' to provide 232 megawatts electricity to KESC

The 'Power Ship' dedicated for Pakistan is scheduled to arrive next month in Karachi to provide electricity to Genco-IV through the Karachi Electric Supply Company (KESC) network at the Korangi Thermal Power Station to meet power shortage in the business hub of the country.

The world largest power ship called '**Karadeniz Power Ship Kaya Bey**' owned KARKEY Karadeniz Elektrik Uretim A.S will start voyage from Turkey to Pakistan in the next few days. According to reliable sources, KARKEY has signed Rental Services Contract with Lakhra Power Generation Company (Pakistan Electric Power Company Pepco) "the Rental services for 231.8MW net based on diesel generating sets for 60 months and operation and maintenance services at 132 kV grid". Sources told this scribe here on Wednesday that "the concept of "Power Ship" was developed to provide the most reliable, midterm power solution with optimum cost for the increased electricity demand countries. The timing of the ship voyage from Turkey is very crucial to reach the Pakistani territories to launch first of its kind of biggest power supply project through new concept of power ship," sources maintained.



Photo : Dennis Schoonhoven ©

The main advantages of the Power Ship solution for Pakistan included mid-term solution to avoid electricity shortage and operation is also possible in areas with poor logistic infrastructure and unaffected by landslides or earthquakes and similar natural disasters.

As soon as Power Ship reaches Pakistan, it would start the supply of electricity to Pakistani people. "In this regard, all legal formalities and preparations have been finalised for immediate supply of electricity on arrival of ship to Karachi, sources said. Following the announcement of the Private Power and Infrastructure Board (PPIB) for "Solicitation for Fast Track IPP and Rental Power Projects through International Competitive Bidding", company procured the tender documents and started the preparations to join the tender. After technical evaluation, KARKEY was notified as "Responsive Bidder", and notified as "Qualified Bidder" and subsequently "Letter of Award" was issued.

For interconnection facilities after the site was allotted by Port Qasim Authority, erection of the Tower KPS-1 was completed by KARKEY to connect Power ship to the Karachi grid and the related interconnection Protection Panels were produced and delivered to the buyer. Sources said that the concurrent with the site preparations, KARKEY applied for and Environmental Impact Assessment (EIA) on January 2010 from Environmental Protection Agency and received EIA No Objection Certificate (NOC) in April 2010. Company official informed that there were still few pending issues attributable to different parties in Pakistan to complete the import and interconnection of power which will be completely expeditiously. The most important area of dredging was completed on June 10, 2010 by Karachi port Trust (KPT). The major electrical tower and interconnection facilities have been constructed following 82,000 m3 of dredging at the site.

Regarding the operations in Pakistan, agreements were executed between KARKEY and Orient Energy Systems (OES) to receive services including the complete package of operation and maintenance services with respect to the Plants. Also an agreement between KARKEY and "M" International Services (PVT) LTD. were executed to provide general shipping agency as required for the port authorities. It is important to mention that the different from the IPPs and RPPs being constructed on land, the construction of the Power ship was completed in the Shipyard in a suitable manner to the preparations and readiness of the Buyer to receive power. For this reason it was not possible to observe the progress of the project, sources added. **Source : Recorder**

Maersk gets 6 UK oil exploration licences



Maersk Oil, a unit of Danish shipping and oil group A.P. Moller-Maersk, has been awarded six exploration licences in the UK North Sea, the company and British energy officials said on Wednesday. The licences were awarded in Britain's 26th licensing round which, according to the UK Department of Energy and Climate Change (DECC), resulted in a total of 144 new licences to extract oil and gas from UK waters. A Maersk Oil spokeswoman confirmed that the Danish company got six licences but declined to give further details. Maersk got four operatorships and stakes in two other licenses in which France's GDF Suez and Total are the operators, the DECC said on its website. **Source: reuters**

Left seen the DP rig [Maersk Deliverer](#), off the coast of Mauritania – **Photo : Ian Temlett ©**

Views differ over how to expand Melbourne Port by 2020

SHIPPING AUSTRALIA and Westgate Ports differ on how the Port of Melbourne will handle the expected doubling of containers to 4.4 million by 2020. In submissions to Port of Melbourne Corporation, Shipping Australia called for the development of Webb Dock East as a container terminal by 2014. But Westgate wants Swanson, Victoria and Appleton Docks (SAVD) restructured, using Victoria Dock's rail links to the rail network, reports the Sydney Morning Herald. It said Westgate's plan would lead to the development of a "substantial amount" of warehousing at Lyndhurst and Altona. The report pointed out that Shipping Australia's members carry more than 80 per cent of international containers to and from Melbourne. Westgate Ports, which is owned by Salta Properties, owns Victoria Dock.

Shipping Australia CEO Llew Russell said there would be sufficient demand for a third stevedore based at Webb Dock East by 2014. "With Australia-wide stevedoring contracts, it is essential that Melbourne joins Sydney and Brisbane in providing for a third container stevedore by that time," he was quoted as saying. According to Mr Russell within three or four years big vessels of just under 320 metres would find it difficult to use the existing turning basin to gain access to Swanson Dock.

Mr Russell said the Victoria and Appleton Docks were more suited to the break bulk trade and did not have a back-up area to handle containers. Furthermore, he said trucks would be able to handle the initial one million containers into Webb Dock, meaning a more expensive and complex rail option was not needed in the short term. Westgate Ports said in its submission that the restructure of the SAVD precinct would provide the extra capacity the port needed by 2020. The land in the SAVD precinct would be progressively freed up for container stevedoring and handling, creating a new overflow shipping berth at Victoria Dock.

Westgate said about two million square metres of usable land was available in the SAVD precinct, with less than one-third used as "back-of-house" support. "Westgate Ports sees itself and the new berth as operating in a support capacity to DP World and Asciano," said Westgate executive chairman Sam Tarascio. Salta has bought 180 hectares of land at Lyndhurst, where it intends to develop an inland port to shuttle containers to and from the port by train. It also owns land at Altona. The Lyndhurst plot has direct access to the Cranbourne rail line and the Western Port Highway. It has the capacity for a 1.3 kilometre rail siding, 350,000 square metres of industrial space and 600,000 square metres of warehouse space, the report said. The Lyndhurst freight terminal, which would be integrated into Salta's warehouse and logistics operations at Victoria Dock, would be connected to the Cranbourne railway track with a spur line to the port. **Source : Schednet**



The **CAROLINE MAERSK** seen westbound in the Singapore straits last Wednesday – Photo : Piet Sinke ©

Seaspan Predicts 'Moderation' in Box Rates

Container shipping is likely to see “moderation” in container freight and charter rates until at least 2013 as capacity rises faster than demand, Seaspan Corp. CEO Gerry Wang said Recovery in 2013 will depend on whether demand holds up, Wang said as the company announced third-quarter results. He said most ships on order will be delivered by the end of 2012 “and 2013 would be an upturn year if our assumptions are proved to be correct. Until then we expect the industry to be in moderation and relaxed.”

Seaspan, which owns container ships and charters them to container ship lines, reported adjusted net profit of \$26.1 million on revenue of \$111.4 million, compared with adjusted net profit of \$20.2 million on revenue of \$74.1 million a year earlier. Non-cash charges for adjustment of fair value in financial instruments resulted in a third-quarter net loss of \$70.9 million, compared with a \$66 million loss a year earlier. Seaspan owns 55 ships and will add 14 new vessels during the next 18 months. All of the vessels to be delivered are on charters averaging 12 years. The company this month announced financing deals that Wang said have secured funding for the ships on order. **Source: Journal of Commerce**

Horizon Lines to launch China-California route in December

China-to-California service named the Five Star Express in mid-December. Five Horizon Lines vessels will service the route, stopping at ports at Ningbo and Shanghai in Central China and at U.S. ports Los Angeles and Oakland, Calif., the company said in a statement. Horizon Lines' ships currently serve ports in China under a space charter agreement with Maersk Line. The agreement expires Dec. 10 and on Dec. 13 it will begin the Five Star Express to ship cargo from Ningbo and Shanghai on behalf of direct commercial customers, according to the statement. Horizon Lines also is adding approximately 12,500 new containers to its domestic and international shipping network. Horizon Lines Inc., headquartered in Charlotte, N.C., owns or leases a fleet of 20 U.S.-flag container ships and operates five port terminals linking the continental U.S. with Hawaii, Alaska, Guam, Micronesia and Puerto Rico, according to the company's website. **Source: Pacific Business News**



A rainy night shot of the **Maersk Dunbar** arriving at Port Chalmers to exchange containers.-

Source : Ross Walker ©

Russia's Energy Ministry says no plans to replace Sakhalin-1 operator

The Russian Energy Ministry has no plans to replace the operator of the Sakhalin-I oil and gas project, which Russian and foreign companies are managing under production-sharing agreements, but will study the Audit Chamber's findings on the operator's efficiency, Energy Minister Sergei Shmatko said on Wednesday.

"The Energy Ministry has never formulated the issue in this way and is not going to do so. But we'll certainly study the Audit Chamber materials that will be submitted," Shmatko said. The current Sakhalin-1 project operator is U.S. oil firm Exxon Neftegas. Russia's Natural Resources Ministry said in late September that disagreements between Russian ministries and the company persisted, especially in relation to a new cost estimate for the project. Source: en.rian.ru



The Hyundai tug **HE YANG O HO** seen in Indonesian waters – Photo : Piet Sinke ©



Marine Diesel Parts Supply

Chr. Huijgensstraat 36c
NL-3291 CN. STRIJEN

T: +31-6-2080 4472
F: +31-78-674 7377

Your Marine Diesel Engine Parts Specialist Supplier for:
MAN B&W L+V: 16/24, 20/27, 23/30, 25/30, 27/38, S28, 28/32, 32/40 and 58/64, Holeby and Alpha Diesel.
Main and auxiliary engine components, fuel injection, charge-air coolers, tools and Rickmeier Pumps.
Reconditioning of all parts, supply new OEM parts and alternative parts.
Specialized in MAN B&W, CATERPILLAR, SULZER, WARTSILA and MaK of all licensees.

www.mdps.nl
info@mdps.nl
ABN AMRO nr: 40.38.25.199
BTW: 8225.65.559 B01
Chamber of Commerce: 50136860

Marine Diesel Parts Supply B.V. is a specialized supply and repair company. With many years of experience at both MAN B&W and in reconditioning services, we can offer know-how and service. A small company; simply based on a broad knowledge of the manufacturers market network and hard work. We strive to outperform any OEM on any level of service and quality.

We are located in the Port of Rotterdam and we supply worldwide.

Only parts of the highest quality, most secure forwarding and direct contact is what we offer. We are specialized in spares and maintenance-sets for engines of the following brands and types:

MAN B&W (Holeby and Alpha) 16/24, 20/27, 23/30, ASV-ASL 25/30, 27/38, 28/32, 32/40, 58/64.

Hyundai Himsen 21/33 and 25/33.

Our scope of supply includes, but is definitely not limited to:

- ALL spares for above mentioned types, from complete cylinder heads and pistons to gaskets and tie-bolts.
- Reconditioning of cylinder heads, valve housings, conrods and fuel equipment according latest OEM specs,
- Reconditioning of lub-oil pumps, especially Rickmeier pumps,
- Charge air coolers, new and reconditioning, regardless engine brand or type.
- Nearly all hydraulic / pneumatic tools.
- Complete spare parts sets to 8.000, 16.000, 30.000 and 48.000hrs maintenance intervals.
- We supply almost any part for these engines at competitive conditions, including service engineers.
- Supply of most Caterpillar spare parts, new OEM and Cummins (incl service engineers),
- We hold a small stock of Wartsila R32LNE with heads, liners, pistons, fuel-, oil- and cooling water pumps.
- Furthermore we can supply most 4 stroke parts for Wartsila engines.
- We have a consigned stock of new and reconditioned spares for MaK 453AK and 551-552AK.
- We also have proven to be successful in the supply and reconditioning of 2-stroke parts.

for both MAN B&W as well as for Sulzer (all licensees).

- We are a well equipped Racor Parker Filtration and Fleetguard dealer incl Mobile Diesel Filtration units.

We offer high quality solutions to some of the MAN B&W 32/40 fuel equipment related problems:

Modified fuel pump elements as well as latest IMO version, modified baffle screws and nozzles according IMO. We are one of the largest stockists of MAN Holeby 16/24 of ALL licensees and OEM.

For example we have in stock (also available on exchange basis):

- 18 complete cylinder units available on exchange basis, incl 18 L'Orange fuel pumps
- 1 crankshaft (8 cylinder), no undersize and all new bearings, 1 engine frame and 2 NR15 turbo's.
- 2 flywheels, 1 new, 1 as new. Also 2 AVK generators in excellent condition.

We also have 1 complete genset MAN Holeby 8L16/24 in stock, 800kW and 950kVA incl many new spares and tools. This set has run less than 12.000 hrs. and has all (Lloyds and EIAPP) certificates and is ready to run immediately.

Arie, Erica, Karin and Jan look forward to serve you in the near future.

We take service personally!

Port pushing to for bigger ships

Ports of Tauranga, measured by the Australian Productivity Commission as the most efficient port in Australasia, was the "obvious choice" to lead New Zealand ports in the investment required to accommodate big container ships that would visit this country in the near future, chief executive Mark Cairns said at yesterday's annual meeting. The Shippers Council, whose membership represents more than half of New Zealand's exporters, had also recommended that Tauranga become the first port in the North Island to become capable of handling 7000-container ships.

"Larger vessels are already starting to arrive," he said. "The largest container vessel in New Zealand trade started regular calls at Tauranga in April. The **OOCL New Zealand** can carry up to 4578 [containers] – until now the average vessel size has been less than 3000 [containers]. "Other shipping lines will introduce larger ships in the coming year and we expect further consolidation on hub ports, with greater reliance on rail and coastal shipping." Mr Cairns said the port's real strength in accommodating bigger ships was being able to move large volumes on and off wharves. The company's plans for dredging to accommodate bigger ships were well advanced, with the Environment Court scheduled early next year to hear three appeals by iwi against recommended consent by independent commissioners earlier this year.

Capacity at the Sulphur Pt cold storage facility was being increased by 70 per cent and earnings from associated companies were up 62 per cent following excellent performances by Northport and C3, Mr Cairns said. Integration of the recent acquired Tapper Transport in Auckland was also proceeding smoothly. Shareholders were also told that the port company's first quarter net profit was up 10 per cent on the same time last year, with the company heading for full-year earnings of between \$51 million and \$53m. Mr Cairns said trade was also up 10 per cent and container volumes up 25 per cent on the previous year's period. The full-year earnings guidance was within analyst forecasts, he said. **Source: The Dominion Post**



The **VOS PREMIER** seen outbound from Rotterdam – **Photo : Henk van der Heijden ©**

8,100-TEU MSC ship heads for Durban

The biggest container ship to arrive at any South African port as part of a scheduled service is due in Durban next week.

The ship, the 8,100-TEU container vessel **MSC MAEVA** (89,994-gt, built 2005) is due to arrive in Durban on Tuesday, 2 November, making this the largest ever container ship on a scheduled service to visit South Africa. **MSC Maeva** is deployed on MSC's Cheetah service between the Far East and South Africa, and will be seen as justification for

Transnet's decision to widen and deepen the port of Durban, as well as to deepen berths at Cape Town and to construct a deepwater container terminal at Ngqura in the Eastern Cape. **MSC Maeva** is one of three sister ships in MSC service, the others being **MSC LUCY** and **MSC RITA**. Displacing 135,562-tonnes, the ships are 325m long and have a beam of 43m and a draught of 14.5m loaded. They are powered by Sulzer 8 RTA76 R1 engines and can operate at 26 knots. **Source : ports.co.za**



Holiday plans of thousands ruined as cruises cancelled

THOUSANDS of Australians have had their holiday plans ruined, with P&O Cruises forced to cancel two upcoming cruises on its **Pacific Jewel** liner due to engine problems. The Melbourne Cup cruise, due to leave Sydney on Saturday, and a 14-night cruise to Fiji due to depart Sydney on November 13, were both cancelled because of a faulty propulsion system.



Photo : Andrew Mackinnon ©

Last week it cancelled its 11-night Pacific Sunsets cruise to Vanuatu and Noumea, on which 2000 people were to travel. Carnival Australia CEO Ann Sherry said the fault in the liner's propulsion system was so rare that technical experts believed the equipment involved was expected to last a lifetime of use.

"We examined the possibility of a partial repair that would have allowed **Pacific Jewel** to continue her cruise schedule but only under operating restrictions," she said. "However, we have taken what we believe is the responsible course and in the best interests of passenger safety and security by temporarily withdrawing Pacific Jewel from service so a fuller repair can be carried out.

"Any decision to cancel a cruise is deeply regretted because of the disappointment it involves for passengers." P&O apologised to passengers for "the unavoidable cancellation" and has offered a full refund of their cruise fare and a 25 per cent credit on a future P&O Cruises' booking booked and deposited before December 31 for cruises which depart before March 31, 2011.

The company said there was still some room on its cruises and it would work hard to find alternative dates for people.

Passengers are also entitled to claim for reasonable out-of-pocket expenses caused by the cancellation of the cruise.



The **MARE** seen outward bound from Rotterdam – Photo : Marijn van Hoorn ©

Braziliaanse groep investeert fors in haven van Gent

Aan het nieuwe Kluizendok in de Gentse haven komt er een nieuwe terminal voor de opslag van vloeibare bulk zoals biodiesel en oliën. Het Havenbedrijf Gent sloot daartoe een overeenkomst met een Braziliaans bedrijf met een investeringswaarde van 70 miljoen euro.

Het betreft het Braziliaanse Companhia Brasileira de Logistica (CBL) dat aan het Kluizendok investeert in een terminal op een terrein van ruim 8 hectare. Het zal beschikken over 350 meter kaailengte voor een jaarlijks voorziene overslag van 875.000 ton. Deze investering bedraagt 70 miljoen euro, één van de grotere investeringen van de laatste jaren in de haven.

De investering zou in een eerste fase goed zijn voor 30 tot 35 jobs. De start van de bouw van de terminal is gepland voor het najaar 2011/ voorjaar 2012 en neemt al snel twee jaar in beslag.

CBL is het twaalfde bedrijf dat zich aan het Kluizendok vestigt. De terminal komt aan de noordkant van het dok (kant Rieme) en dient voor de opslag van vloeibare dieselolie, benzine, ethanol, biodiesel, plantaardige oliën en farmaceutische producten. Op het terrein zullen een 35-tal tanks van 5.000 m³ tot 10.000 m³ ingeplant worden, goed voor een totale opslagcapaciteit van om en bij 294.000 m³. De terminal zal bovendien een fabriek voor

afvalwaterverwerking omvatten alsook kantoren, een laboratorium en een systeem van brandbeveiliging door middel van onder meer watertanks.

De eerste contacten tussen het Havenbedrijf en CBL werden gelegd tijdens de prinselijke missie naar Brazilië in mei 2010, in samenwerking met Flanders Investment and Trade Brazilië. Amper 6 maanden later ondertekenen beide de overeenkomst om in Gent fors te investeren.

Deze investering sluit dan ook aan bij het recente strategische plan 2010 – 2020 van het Havenbedrijf: nieuwe bedrijven naar de haven van Gent halen, investeren aan het nieuwe Kluizendok, meer goederenoverslag boeken, jobs creëren en de activiteiten in de chemische sector uitbreiden.



HAL's **ZUIDERDAM** visited Willemstad (Curacao)

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

Australia state govt gets two Port of Brisbane bids

Two consortiums have filed final bids in the \$2 billion-plus sale of the Queensland state government's Port of Brisbane and a buyer is expected to be selected next week, people familiar with the transaction said on Thursday. One of the bids was from a consortium of U.S.-based investment fund Global Infrastructure Partners, state government arm Queensland Investment Corp and Macquarie Capital, three sources with direct knowledge of the matter said. The other consortium was a group including Morgan Stanley Infrastructure Partners (MS.N) and Australian pension fund UniSuper, said the sources who declined to be identified because they were not authorised to speak to the media. The bidders have been told to expect a decision from the government next week, the sources said. Final bids for the port, which is being sold as part of a A\$15 billion sale of infrastructure assets by the Queensland state government, were due by Oct. 25. A Queensland Treasury spokesman said: "The government is working through a process in relation to applications received." He declined to comment further. **Source: reuters**



The **OSTGARD** seen departing from Rotterdam – Photo : Henk van der Heijden ©

OLDIE – FROM THE SHOEBOX



The 1750 ton **SVANESUND** seen in the Kiel locks the entrance the the Kiel-canal
Photo : Coll Kees van Huisstede ©

.... PHOTO OF THE DAY



The **CMA CGM LAPEROUSE** arrived for the first time in the port of Rotterdam - Photo : Dave van Spronsen ©

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

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

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

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

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