

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 310



Number 310 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 06-11-2010**

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MV PACIFIC DAWN during her maiden voyage, the vessel is owned by Hartman Shipping BV, Urk, and the chartering is done by Shipping.dk.

Photo : via Shipping.dk - Netherlands BV

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Singapore vies for London's shipping crown

The position of London as the world's top shipping hub is being challenged by emerging contenders such as Singapore and possibly Shanghai as Asia's relative economic prospects compared to Europe have improved since the post-2008 downturn, writes Reuters in an analysis piece compiled in London and published today.

The article cites a number of maritime players and individuals - including the MPA, Professor Tamvakis from London's Cass Business School, Jeremy Penn of the Baltic Exchange, Braemar Shipping Services - as saying Singapore presents a credible threat to London's maritime pre-eminence, while dissenting voice Harry Theocari of lawyers Norton Rose is quoted as saying he thinks London's crown could be snatched by Shanghai if anybody.

In particular, the Singapore government's provision of tax incentives for non-Singaporean businesses was singled out as a big factor in favour of that location. The article cites a survey published this month by maritime recruitment firm Faststream, canvassed among shipbrokers and chartering managers, showing Singapore to be the most favoured job location in the world to move to, slightly ahead of London and Geneva. **Source : Seatrade Asia**



Philippine coast guard anti-terrorist group are seen on a harbour patrol guarding vital installations along a bay in Manila November 4, 2010. The United States, Britain and Australia warned on November 3 of a heightened risk of terrorist attacks in the Philippines, with Australia saying there were reliable reports that attacks may be imminent in the capital Manila.

Pirates anchor seized MV POLAR off the Somali coast

The Panama-flagged **MV POLAR** was anchored off the coast of Somalia in the vicinity of Hobyo, EU NAVFOR press release said. The Liberian-owned 72,825dwt tanker **MV POLAR** was hijacked by Somalia pirates 580 nm East of Socotra island on October 30. EU NAVFOR says it is monitoring the situation. The **MV POLAR** has a crew of 24, a Romania national, 3 Greece nationals, 4 Montenegrins and 16 Filipinos. **Source : PortNews**

India to join global convention on ship-wreck

The government on Thursday approved amendments to over 50-year-old merchant shipping Act to bring rules in line with the international convention for removal of wrecks, as India will be acceding to the convention soon. "The Cabinet today approved the proposal to accede to the Nairobi International Convention on the Removal of Wrecks, 2007, and to proceed with the amendments to the Merchant Shipping Act, 1958, which will become necessary, consequent to the accession of the said Convention," an official spokesperson said.

The Nairobi Convention, adopted by 64 countries including Germany, the US and China, establishes uniform international rules and procedures to ensure the prompt and effective removal of hazardous wrecks from the coastal waters of the respective country. Aiming at improving navigation safety and maritime security, the Convention also provides a firm jurisdictional basis for dealing with hazardous wrecks. "These amendments will contain the problems

being faced due to increasing number of wrecks, remove discrepancies of existing rules and regulations and bring them in line with developments in international shipping," the spokesperson added. **Source : Zee news**



ZIM Panama arriving in Cristobal assisted by the **Smit Guadeloupe** - Photo : Erik Matzinger ©

An advertisement for Endenburg. It features a background image of a ship and large coils of yellow and blue steelwires. A red speech bubble contains the text "steelwire & synthetic ropes lifting, hoisting & towing equipment". Below this, a red banner displays the Endenburg logo and name. At the bottom left, there are small circular icons for ISO 9001 and ISO 14001.

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Somali pirates capture Comoros-bound passenger ship

Somali pirates have seized the Comoran-flagged ship **Aly Zoulfecar** with nine crew members and 20 passengers on board, a spokesman for the European Union's Atalanta anti-piracy mission said. The vessel had been on its way from the Tanzanian port city of Dar es Salaam to the Indian Ocean island of Comoros when it was seized on Wednesday. Its captain sent a radio message that the ship was under control of the pirates, according to the Atalanta spokesman.

More details about the raid were not immediately available.

Pirates on the Somali coast are currently holding at least 30 ships with more than 550 people on board, according to the non- governmental organization Ecoterra - the highest number of pirate hostages to be detained so far, the group said on Thursday. One of those being held, a Yemeni officer captured in March aboard the **MS Iceberg 1**, has died, according to the ship's owner. Three other crew members were said to be 'in very bad shape' after months of captivity.

Piracy off the Somali coast is considered to be the most dangerous in the world, with the International Maritime Bureau saying that 60 per cent of all ship captures so far this year have been carried out by Somali pirates.

The chaos-ridden Horn of Africa nation has been without an effective central government since 1991. International warships patrolling the Gulf of Aden have only had limited success in curtailing piracy. Pirates have also taken to seizing ships far off the Somali coast in the Indian Ocean. **Source : MonsterandCritics**



The Dutch pilot tender **AQUILA** seen operating off Hoek van Holland - **Photo : Kees Torn ©**

S Korea fires warning shot at ship

South Korea's navy fired warning shots to drive away a North Korean fishing boat at a maritime border today, the second incident in six days, straining nerves in Seoul ahead of next week's G20 summit. The South Korean capital, about 100km (60 miles) south of the demilitarised zone dividing the peninsula, is on heightened alert ahead of the summit over concerns Pyongyang may try to create an incident to embarrass its rival.

Washington has pressed Beijing to use its influence over the North not to create an incident in the run up to the meeting. South Korean president Lee Myung-bak told a news conference in Seoul that he was not expecting any trouble from across the border. "I don't think the North will try to do anything when leaders of the international community are meeting to discuss the world economy," he said. "I trust the North won't do anything but still we are fully prepared." The North this week dismissed reports it would be a "provocateur", but in the past it has staged incidents around big international events in the South.

A military officer said South Korea fired 10 warning shots to force the North Korean vessel to retreat early today after crossing into its waters off the west coast near where one of the South's navy vessels was sunk earlier this year. The officer said the shots were fired after repeated loudspeaker broadcasts were ignored. It was not clear why the vessel crossed the Northern Limit Line (NLL), the disputed maritime border set unilaterally by the US-led United Nations command after the 1950-53 Korean War, and why it remained in southern waters for nearly two hours.

It was the first time in seven years that the South has fired warning shots to force a fishing boat to retreat. South Korean authorities have ramped up security for next week's G20 summit with 10,000 participants, including 32 heads of government and leaders of international organisations, expected. Security forces have been put on high alert, anti-aircraft missiles are at the ready, shipping and air routes are under heightened surveillance and airport screening increased.

But Baek Seung-joo of the Korea Institute of Defence Analyses said North Korea was unlikely to want to escalate tensions. "It is one thing to try to inflict damage on the South. Ahead of an international event like this, the North is not going to want to take the chance of further isolating itself from the international community," he said. The North has in the past used high-profile international events in the South to bolster its standing, and analysts have said the North's young leader-in-waiting, Kim Jong-un, may seek to burnish his credentials with a hostile act.

Ties between the rival Koreas sank to their lowest level in decades after the South Korean corvette, the **Cheonan**, was torpedoed off the west coast in March, killing 46 sailors. Seoul blames the North for the attack, which Pyongyang denies.

The waters off the west coast have been the scene of deadly skirmishes in the past that have killed sailors on both sides. On Friday an exchange of fire occurred across the demilitarised zone, the first such incident in years, but officials have played down the incident, saying it was likely an accident. The United Nations is investigating the skirmish. The two incidents have occurred despite signs of a thaw in frosty relations on the divided peninsula.

The second round of reunions of families separated since the Korean War went ahead today, bringing together people who have not seen each other in six decades for a three-day event. It was the first such event in more than a year. The North has said it wants to resume nuclear talks, but the South has said it will not return to the negotiating table until Pyongyang shows sincerity by acknowledging its role in sinking of the South Korean vessel this year and on denuclearisation. Six-party talks, which offer the North aid for disabling its nuclear arms programme, have been stalled for two years. **Source : IrishTimes**



Movember moves into Sydney Harbour



SYDNEYSIDERS stopped and stared on their way to work as P&O cruiser **Oriana** entered Sydney Harbour sporting a massive moustache. The 69,000-tonne ship has been decorated with the 20-metre-long moustache as part of a charity fundraising lunch for Movember, a movement which raises vital funds and awareness for men's health, specifically prostate cancer and depression.

The Movember lunch also marks a reunion between some of Australia's best known cricket legends from the 1961 cricket team, who were the last Australian players to travel to a Test Match series by ship - after that date they went by air. Expected to attend are ten of the team, including Richie Benaud, Neil Harvey, Bob Simpson, Alan Davidson, Brian Booth, Frank Misson, Colin McDonald, Graham McKenzie, Barry Jarman and Lindsay Kline.

Police probe checker assault

A MARINE officer was assaulted on Tuesday after he refused to board extra passengers on an already overloaded boat in the Northern Division. The incident took place at the Lovonivonu jetty on Taveuni before the boat left for Natuvu in Buca Bay. The incident has prompted police to warn the public against abusing public officers carrying out their jobs. Police spokesman Fred Elbourne confirmed the incident, saying investigations were already underway. Transport

Minister Timoci Natuva also reminded shipping companies to abide by maritime laws and prioritise the safety of passengers. "The laws are in existence to protect the public and we are working towards a change in attitude where the public just do things right and work according to the law," he said. "The shipping companies have certain capacities to their ships and boats in carrying passengers and cargo and now as we draw closer to the Christmas season,," **Source : Fuji Times**



The **SUMMIT AMERICA** seen going alongside the **ASPASIA LEMOS** in a winde Rotterdam-Europoort
Photo : Robert Smith ©

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Hopes fade for rebound in crude oil tanker market



The **HYUNDAI BANNER** seen anchored off Batam (Indonesia) - **Photo : Piet Sinke ©**

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. 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



China-Japan 'ship collision video' leaked on YouTube

Video footage apparently showing a tense maritime incident between China and Japan two months ago was posted on YouTube early Friday, threatening to further inflame a bitter row between the Asian giants. Japan's coastguard in early September arrested a Chinese trawler captain for allegedly ramming two of its patrol boats near a disputed island chain in the East China Sea, sparking strong protests from Beijing.

Video footage taken by the coastguard of the incident has so far been shown only to Japan's Prime Minister Naoto Kan and about 30 lawmakers, but not officially released to the public for fear it would worsen the row. However, clips claiming to show the incident were posted on the YouTube website overnight, sending Japanese officials scrambling in the morning to contain the damage a week before Japan hosts an Asia-Pacific summit.

The YouTube clip appears to show the blue Chinese fishing boat which was later detained by Japan, marked the Minjinyu 5179, sailing in calm seas parallel to the vessel from which the footage was taken.

The vessel then appears to change course and collides with the starboard side of the grey-hulled Japanese boat as a plume of black smoke is seen billowing from the patrol ship. Japanese media quoted several unnamed coastguard officers as saying the video footage "is most likely real", although none said so on the record. Japan Coast Guard chief Hisayasu Suzuki told parliament merely that "We are investigating the issue of the video on YouTube with the utmost effort now." The top government spokesman, Chief Cabinet Secretary Yoshito Sengoku, said that the leak, if confirmed, would be "grave" and added that China had already "made inquiries through diplomatic channels" about the YouTube clips.

China has called the September 8 arrest invalid and illegal. Both sides claim the potentially resource-rich islets, known as the Diaoyus in China and Senkakus in Japan, as their own. Taiwan also has a claim to the uninhabited rocky outcrops, which are administered by Tokyo.

US Secretary of State Hillary Clinton stepped into the fray last week at a regional summit in Vietnam, telling both sides that Washington was willing to host a trilateral meeting to ease tensions, but Beijing balked at the notion. Sengoku -- speaking days ahead of an Asia-Pacific Economic Cooperation (APEC) summit being held in Yokohama near Tokyo -- declined to confirm the authenticity of the video clip but worried about its impact, saying: "I hope a Japan-China summit will be held without being affected".

He added that the online video, divided into six parts and a total of 44 minutes long, was "a bit different" from the footage he had seen earlier. The apparent leak of sensitive material by an unknown person -- which follows the illicit publication online of classified anti-terrorism police documents only days ago -- sparked immediate criticism.

The leader of the opposition Social Democratic Party, Mizuho Fukushima, told reporters: "It's extremely problematic in view of Japan's risk management that such an important thing, which could dramatically affect the future of Japan and China... was leaked so easily." The news came as Asia's two biggest economies have been seeking to repair ties after their prime ministers, Kan and Wen Jiabao, have failed at two recent summits, in Brussels and Hanoi, to hold formal bilateral talks.

Kyodo News reported that Japan's Sengoku and visiting former Chinese State Councillor Tang Jiaxuan agreed Thursday to make efforts to improve ties. **Source : Inquire**

NAVY NEWS



Christened by Chamber President **Gerdi Verbeet** the new Dutch patrolship **FRIESLAND** glides elegantly from 9 wooden sleds in the Danube at the **Damen Galati** shipyard. **Photo: Dutch Ministry of Defence ©**

US assault ship off Mumbai harbour

To secure the coastline during US President Barack Obama's visit, the **USS Peleliu** — a Tarawa class amphibious assault ship — has entered Indian waters off the Mumbai harbour escorted by other US vessels, sources said on Thursday. The ship usually carries AV-8B Harrier attack planes, AH-1W Super Cobra attack helicopters, CH-46 Sea Knight helicopters, CH-53 Sea Stallion helicopters and UH-1N Huey helicopters.

Sources said nearly 40 marines from the US Marine Corps are stationed on the heritage wing of Taj Mahal Palace Hotel, along with Mumbai Police personnel. While US authorities wanted to post snipers on buildings around the hotel and other places Obama is expected to visit, the Mumbai Police refused permission.



According to a final itinerary with the Mumbai Police, Air Force One would land in Mumbai around 11:50 a.m on November 6, following which Obama will fly to **INS Shikra** in a chopper, before moving on to Taj Hotel. He is scheduled to leave

Mumbai at 1:45 p.m on November 7. Source : The Indian Express

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TAI unveils advanced OSV

Technology Associates, Inc. (TAI) has unveiled its Technology EnviroMax 300 OSV.

The **Technology EnviroMax 300** design was developed in conjunction with Thoma-Sea Shipyards, which will build up to six of the vessels at its yard in Lockport, La. Thoma-Sea Shipyards acquired this facility from Halter Marine in 2002 and has been using it to build OSV's up to 270 ft. Thoma-Sea also intends to build more vessels to the Technology EnviroMax 300 design at its shipyard in Houma, La.

A significant innovation is the use of the minimal welding bulkhead (MWB) concept for easier building and maintenance. This proprietary structural method is different from conventional methods and has a higher strength to weight ratio. The design of MWB bulkheads and floors allow for less production cost, rapid construction, and maintenance free & efficient cleaning of tanks. Minimizing welding also reduces green house gas emissions during production.

The first series of vessels are a part of a newbuild program for Gulf Offshore Logistics (GOL) and other builders and owners have also expressed an interest in the design.

The 295 ft x 62 ft x 23 ft (89.9 m x 18.9 m x 7.01 m) vessel can carry in excess of 18,000 bbls of liquid mud. The structure for the liquid mud tanks is designed for 2.4 SG and 8 ft vent heights. The target dead weight of the vessel is in excess of 5,700 tons.



Even when the ship is fully loaded with deck cargo, there is an all clear unobstructed passage way from forward to aft of the ship port and starboard outside the cargo rails. This has been achieved without any loss in the deck cargo space. Use of cargo rails for venting the tanks and elevated spill containment

is part of a TAI proprietary and copyrighted innovation in OSV design. This allows the owner to gain maximum clear space with minimal additional construction cost. This also allows the crew to safely go from the bow to the stern of the vessel with the cargo deck loaded. Traditional OSV's have pipe vent, spill containments, and discharge and loading station obstructions outside the cargo rails which inhibit safe travel for the crew.

Overall hull performance has been optimized by minimizing wave resistance at the fore body. In doing so, an advanced bulbous bow has been developed. Continuous refinement of hull lines resulted in net gain in wave resistance reduction by 30%. This means less resistance and thus more speed at lower engine powers.

The OSV is equipped with advanced dynamic positioning systems, ABS DP2, which allow the vessels to maintain position within a minimal variance in the highest possible sea state, currents and winds. The vessel can attain a maximum speed in excess of 14 knots. The main propulsion installation includes two Rolls-Royce US255P Azimuth thrusters which are driven by 2,200 kW electric motors. The two CPP bow thrusters, each rated at 1,000 kW, are also electrically driven. The diesel electric plant includes two 1,700 kW and two 2,000 kW generators resulting in total installed electric power of 7.4 MW. A separate small generator allows in port duty and total shut down of the diesel electric plant in harbor for additional fuel savings and carbon foot print reduction.

As the name implies, the **Technology EnviroMax 300** design pays particular attention to environmental consideration and will carry the ABS Enviro notation on its certificate. **Source : MarineLog**

Austal Jumps Most in Two Years on U.S. Navy-Ship Order Plan; Stock Halted

Austal Ltd. surged the most in two years before being suspended in Sydney trading after the U.S. Navy sought approval to buy 20 Littoral Combat Ships from groups led by the company and Lockheed Martin Corp. The stock rose 18 percent to A\$2.95 when trade was halted pending a statement on the ships tender. The shares were set for the biggest advance since Nov. 14, 2008.

The U.S. Navy is seeking approval from lawmakers to buy the ships, which the Congressional Research Service estimates may cost \$480 million each. If approved and supported by the companies, the proposal would reverse a plan announced in September 2009 to pick only one of the two designs for the ships, which are used in and near shallow waters.

Lockheed, based in Bethesda, Maryland, and Marinette Marine Corp., based in Marinette, Wisconsin, make up one team. The other is led by the U.S. unit of Perth-based Austal and includes Falls Church, Virginia-based General Dynamics Corp. Austal sought the trading halt until Nov. 8 or when it releases a statement on the tender.

The Navy would award the two groups one ship apiece for fiscal year 2010 and another for 2011, then two ships a year each until 2015 for a total of 20 ships, Navy Commander Danny Hernandez said in an interview. Congressional approval is needed by mid-December to lock in the prices offered, he said.

Should Congress reject the Navy's plan, the service will revert to the previous strategy of awarding a 10-ship contract to one team, Hernandez said. The Navy ultimately plans to buy 55 vessels in the class designed to run close to the coast for mine clearance, submarine hunting and humanitarian relief. If Austal USA gets a contract for the ships, it would support 2,000 jobs in the state, Senator Richard Shelby, a Republican from Alabama, said in a statement yesterday. The Australian company's U.S. unit is based in Mobile, Alabama.

Keith Little, a spokesman for Lockheed, said the company is aware of the Navy's discussions with Congress and "will carefully review the details when we receive them." **Source : Bloomberg**



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Two shipyard LCS award no big problem for Congress

TV station NBC26 reports Senator Herb Kohl (D.Wis) as saying today that it won't take additional funding - just approval by Congress to change the contract-awarding process - for the Navy to offer two contracts at once for construction of the Littoral Combat Ship (LCS).

"The cost that was legislated and passed in Congress is not increased, but they have to change the legislation to say the award will be made to two firms instead of one, which is a minor kind of change," Kohl said. "And that's why we don't have any great concerns about it being done."

Currently, Wisconsin shipbuilder Marinette Marine and its partner, Lockheed Martin Corp., are competing against Alabama shipbuilder Austal USA and its partner, General Dynamics Corp., for an all-or-nothing contract for ten ships. Yesterday Secretary of the Navy told lawmakers he would like to award each of the two LCS teams a ten ship contract.

Wisconsin's other U.S. Senator, Russ Feingold (D.Wis.) lost his bid for re-election, but he took time to issue this statement: "I am pleased the Navy would like to purchase more ships from Marinette Marine. This is good news for northeastern Wisconsin and I was proud to support Marinette Marine in its bid to build these ships. **Source : Marine Log**

ROUTE, PORTS & SERVICES



The **SMIT ANGOLA** arrived in Cape Town – **Photo : Glenn Kasner ©**

CMA CGM tests new eco-containers

French ocean carrier CMA CGM is conducting trials of a new eco-container manufactured with non-wood composite flooring. The Eko-Flor container is made of advanced reinforced compound material. It was developed by Canada-based Conforce International in partnership with German chemical company Bayer. CMA CGM, which is No. 3 on the JOC list of Top 15 Container Fleet Operators, said the Eko-Flor has many advantages including a lowest weight floor that reduces energy used in transportation and a complete resistance to all types of products including water, oil, odors and microbes.

The new container also has an increased service life with a re-usable and recyclable floor. The Eko-Flor is manufactured with highly resistant high tensile steel that allows a gain of 500 kilograms per 40 foot high cube container, thus reducing energy used in transportation. "We are the pioneers in the development of eco-containers and we hope we will validate this test rapidly to be able to expand our fleet with Eko-Flor containers," said Alexis Michel, CMA CGM Senior Vice President Logistics. CMA CGM currently uses 130,000 eco-containers, including bamboo-floored, Light Steel containers and low consumption reefers. **Source: joc.com**



The **OLEG STRASHNOV** seen during seatrails next to the dredging area of Maasvlakte II.

Photo : Crew Vox Maxima ©

Ten-month container volume of FCT is up 28.3% to 961,498 TEUs

Container throughput of First Container Terminal (FCT, St. Petersburg) in January-October 2010 increased by 28.3% compared with the same period last year, to 961,498 twenty-foot equivalent units, the National Container Company (owner of FCT) press service said.

In October, container traffic via FCT amounted to 113,272 TEUs, a 25.1-percent gain from Oct., 2009. In October, the terminal loaded 51,535 TEUs of outbound containers, and offloaded 61,737 TEUs of inbound ones. Refcontainers volume amounted to 12,174 TEUs. In October, the terminal handled 78 vessels, the average turnover per vessel was 1,452 TEUs.

National Container Company (NCC) is the largest and leading container operator in Russia. The owners of the NCC in equal shares are the First Quantum Group and the FESCO Transport Group. In 2009, container volume passing through NCC's terminals amounted to some 1.2 million TEUs, contributing 42.1% to total container turnover at Russian ports.

NCC's portfolio of assets includes First Container Terminal (FCT, St. Petersburg), NUTEP Container Terminal (Novorossiysk), UKRTRANSCONTAINER Container Terminal (Ilyichevsk, Odessa region, Ukraine), Ust-Luga Container Terminal (Leningrad region) and Logistics Terminal (Shushary, St. Petersburg). **Source : PortNews**

Dutch companies invest in safety standby vessels



The Dutch companies **GloMar Shipmanagement BV** and **Rederij Groen BV** have teamed up to order two safety standby vessels which will be dual certified according to UKOOA and NOGEPa rules.

Left : Rederij Groen's **REMUS**
Photo : **Piet Groen ©**

The new vessels are designed by **Glomar Shipmanagement BV** and will be equipped with green engines according latest IMO TIER 2 standards. The first vessel is due to be delivered

in August 2011, with the second vessel in October 2011. The new vessels will be 42m overall with a beam of 11m, depth of 4.70m, maximum draft of 4.10m, and will have two 875kW main engines. They will have a design speed of 12 knots, deck area of 160m², WDL of 5t/ m², and will be certified Lloyds 100 A1, safety stand-by vessel, offshore supply vessel, oil recovery, ICE class 1E, UKOOA class B, Nogeapa 120 survivors. **Source : Offshore News Online**



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GC Rieber Shipping Provides Newbuilding Programme Update

GC Rieber Shipping has an ongoing newbuilding programme related to fleet renewal. A brief status concerning the newbuildings is provided below.

GC Rieber Shipping's newbuilding programme encompasses five newbuildings with a total investment of approximately NOK 1.9 billion. Three subsea newbuildings and two high-capacity seismic newbuildings are expected to be delivered in the time period from Q1 2011 up to Q1 2012. The two IMR/CSV newbuildings 702 and 703 are being built at the Freire yard in Vigo, Spain. The total investment in the vessels (100 % owned by GC Rieber Shipping) is expected to be slightly below NOK 800 million and is funded through equity and a long term mortgage loan of USD 107 million. Building no. 702 is expected to be operative from early 2011, while delivery for building no. 703 is expected post-Summer 2011. Both vessels attract solid interest in the market and GC Rieber Shipping evaluates several employment alternatives for both newbuildings.

The two high-capacity seismic newbuildings 532 and 533 are owned by the 65% owned subsidiary Armada Seismic ASA and are being built at the Factorias Vulcano yard in Vigo, Spain. The total investment in the vessels is expected to reach NOK 850 million plus and is financed through equity and a long term mortgage loan of USD 90 million, which

may be increased to USD 112 million providing long term employment. Armada Seismic took delivery of building no. 532 in June 2010. The vessel will be upgraded to a capacity of 12-14 streamers and the upgrade is expected to be complete in February/March 2011. The progress on building no. 533 has been limited, pending clarification concerning the financial situation of Factorias Vulcanos. The yard informs that it has initiated debt restructure proceedings and at the same time negotiating with the regional government and the shipyard association Pymar regarding pre-delivery financing for building no. 533. Based on a quick and positive clarification of the pre-delivery financing, we expect delivery of building no. 533 in the first quarter 2012. The vessels attract solid interest in the market and GC Rieber Shipping evaluates several employment alternatives for both 532 and 533.

Furthermore, GC Rieber Shipping has entered into an agreement with Otto Marine ("Otto") concerning dissolution of the two 51/49 % owned joint venture companies Polar Marine I and Polar Marine II. Polar Marine I and II originally owned four newbuildings (building no. 7037-7040) but during 2009 newbuilding 7037 and 7038 were cancelled due to substantial delays at the yard. According to the agreement with Otto, the joint ventures will be dissolved and Otto takes ownership of the vessels 7037, 7038 and 7039. At the same time the arbitrations related to 7037 and 7038 are withdrawn with no costs for GC Rieber Shipping. GC Rieber Shipping takes ownership of the IMR vessel 7040, with a total investment of slightly below NOK 300 million and contractual delivery at the end of February 2011.

Source: GC Rieber Shipping.



SMIT TOBAGO under cleaning in Cristobal, Panama. In the back seen the **SANDETTIEBANK** en de **DORDTSEBANK** both with the Smit logo's removed from the funnels – Photo : Erik Matzinger ©

Groundbreaking ceremony held for New Baku International Port

APA reports that on November 3 Azerbaijani President Ilham Aliyev attended the groundbreaking ceremony of New Baku International Sea Trade Port Complex, in Alat. The design for the port was prepared by Royal Haskoning following an international tender.

Dredging operations in the entrance channel at the new port have been completed. The port will now be completed in three phases, which ultimately will enable it to handle up to 1 million TEU a year Source : Dredging News Online



Above seen the [Honey Island Sea Scouts](#) to visit the tugs "[SMIT Tapeba](#)" and "[SMIT Tamoio](#)" in the port of Paranaguá - Brazil. Photo : [Jossian C Brito](#) ©

AMEC awarded FEED for Maersk's Curlew FPSO

AMEC, the international engineering and project management company, has been appointed by Maersk FPSOs to carry out the front-end engineering design (FEED) for modifications to the Curlew floating production storage and offloading vessel (FPSO) in the central North Sea. The value of the contract has not been announced.

AMEC's FEED scope of work is part of a project to extend the life of the Shell-operated Curlew field and it will focus on the Curlew D gas condensate field located approximately 210 kilometres east of Aberdeen. To maximise recoverable reserves from the Curlew D reservoir, the study is intended to evaluate the feasibility of a reduction in the pressure of the condensate arriving at the [Curlew FPSO](#). "North Sea production continues to be important to the UK, and being selected to undertake the front end engineering design for Maersk's [Curlew FPSO](#) is excellent news," said John Pearson, Managing Director of AMEC's Europe & West Africa business. "As well as extending our brownfield FPSO experience, the contract award recognises our good track record for FEEDs, for Maersk and our previous work on this FPSO."

AMEC was responsible for the original engineering, procurement installation and commissioning of the topside facilities and utilities for the conversion of Maersk's Dorset tanker into the [Curlew FPSO](#) in the mid-1990s. This was an industry first, with hydrocarbon production starting 19 months after contract award. Source: AMEC.



The **STADT BERLIN** seen departing from Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Engine maker MAN marks 30 years in China

MAN Diesel & Turbo celebrated three decades of successful involvement in China, one of its most important markets, at a ceremony attended by licensees, company officials, business partners and local dignitaries here this week. Klaus Stahlmann, company CEO, noted that the first licence agreement was signed in China in July 1980 when, after long negotiations, between the then B&W Diesel and China Corporation of Shipbuilding Industry, with Hudong as 'appointed engine works'. Over the following years, Dalian and then Yichang joined the fold. 1980 also saw a separate licence agreement made with Shanghai Shipyard for gensets with Zhenjiang as appointed engine works. SXD, HND and SQE subsequently signed licence agreements for CSIC.

"The first engines were delivered in 1982, and production subsequently developed hand in hand with the growth of the domestic shipbuilding industry with 18 two-stroke engines delivered annually by 1990 and 51 units by 2000," said Stahlmann. He continued: "However, the past ten years' massive investment in Chinese shipbuilding has markedly affected production trends and Chinese engine builders CSSC and CSIC delivered 213 MAN B&W two-stroke along with 597 MAN four-stroke engines in 2009 with 2010 expected to return similar figures." In tune with the recent jump in production, all Chinese production facilities have been recently extended, with an entire, large-bore factory – CMD – added in 2007 as a result of a joint venture between CSSC and Mitsui. With Guangdong planning to build a similar-sized factory, Klaus Stahlmann predicted the current growth to continue over the next couple of decades and ended his speech by saying: "I believe that we can look forward with confidence to the next 30 years, and I am certain that our current cooperation will continue and deepen over the many coming years." **Source : Seatrade Asia**



The **KIRSTEN** of Wijnne & Barends seen moored in Middelburg, as can be seen now flying the Russian flag, homeported St. Petersburg and the name written on the hull in Cyrillic. **Photo : Sander Jongenelen**

Hornbeck Offshore revenues get boost from GoM response activities

Hornbeck Offshore Services, Inc. results for the third quarter ended September 30, 2010 got a boost from its efforts in the Deepwater Horizon incident response. But as these efforts are wrapped up, Hornbeck is looking to stack some of the vessels involved. Third quarter revenues showed a 39 percent year-over-year increase, attributable to a larger fleet and oil spill relief efforts. Those response efforts accounted for 46 percent of third quarter consolidated revenue for the quarter. In terms of vessel days worked, spill response accounted for 96 percent of activity for Hornbeck's MPSV's, 54 percent of TTB activity and 22 percent of OSV activity.

Third quarter 2010 revenues increased to \$125.4 million compared to \$90.1 million for the third quarter of 2009 and increased 12.1 percent compared to \$111.9 million for the second quarter of 2010. Operating income was \$43.3 million, or 34.5 percent of revenues, for the third quarter of 2010 compared to \$27.1 million, or 30.1 percent of revenues, for the prior-year quarter; and \$34.5 million, or 30.8 percent of revenues, for the second quarter of 2010. Net income for the third quarter of 2010 was \$18.2 million, or \$0.67 per diluted share, compared to \$13.8 million, or \$0.51 per diluted share for the year-ago quarter; and \$13.0 million, or \$0.48 per diluted share for the second quarter of 2010. EBITDA for the third quarter of 2010 was \$63.1 million compared to third quarter 2009 EBITDA of \$43.6 million and second quarter 2010 EBITDA of \$54.1 million. The year-over-year increase in revenues, operating income, EBITDA and EPS was primarily due to incremental revenues from the vessels placed in service since September 2009 under the company's newbuild and conversion programs. Getting vessels back into other kinds of work following the **Deepwater Horizon** spill clean-up requires that they go through a decontamination process. Hornbeck says this has generally lasted 15 to 30 days for OSVs and 30 days for MPSVs. All of the company's vessels have remained on charter while undergoing the decontamination process. In addition, BP has borne the entire shipyard costs related to this effort. Of the vessels that Hornbeck had deployed on the Gulf spill response, seven OSV's, one MPSV, two barges and



two tugs have yet to complete decontamination processes. Hornbeck expects they will be decontaminated and redelivered on various dates within the next one to six weeks.

The **HOS MARINER** seen in port Fourchon.

Photo : Piet Sinke ©

Some of these vessels will be stacked. Hornbeck's full-year 2010 Upstream guidance includes a partial-year contribution from new vessels delivered in 2010 under its MPSV program and its fourth OSV newbuild program. With the September 2010 delivery of the DP-2 **HOS Wildwing**, the company now owns 51 new

generation OSVs. Vessel additions under the fourth OSV newbuild program, which is now complete, should result in an average new generation OSV fleet of 51.0 and 49.9 vessels for the fourth quarter of 2010 and the full fiscal year 2010, respectively. As of September 30, 2010, Hornbeck had five inactive new generation vessels stacked and expects to stack at least four additional new generation OSVs during the fourth quarter as they are released from their oil spill relief spot charters. The current Upstream guidance gives effect to a quarterly average of 7.7 and an annual average of 7.1 new generation OSVs being stacked for the fourth quarter and full fiscal year 2010, respectively. Accordingly, the company's active fleet of new generation OSVs, which averaged 39.2 vessels for fiscal 2009, is expected to average 43.3 vessels for the fourth quarter of 2010 and 42.8 vessels for the full fiscal year 2010.

The 2010 Downstream guidance reflects an active operating fleet of nine double-hulled tank barges and nine ocean-going tugs for the fiscal year 2010. The company will consider stacking one or more double-hulled barges and additional tugs in its Downstream segment during the fourth quarter 2010 to deter further operating margin declines.

Source : MarineLog



The **YM UBERTY** seen outward bound from Antwerp – Photo : Alain Dooms – www.tugspotters.com ©

Acquisition of One Sub-Panamax Container Vessel

Goldenport Holdings Inc. the international shipping company that owns and operates a fleet of container and dry bulk vessels announces that it has agreed to acquire the sub-panamax container vessel '[Clifton Bridge](#)', with 47,539 MT deadweight and nominal intake of 3,720 TEU. The vessel was first delivered in 1988 to Kawasaki Heavy Industries Ltd., Japan and will be purchased from the unaffiliated third party Akashi Bridge Shipping S.A. of Panama, for an aggregate purchase price of US\$ 8.1 million. The vessel will be delivered to Goldenport in April 2011, at which time further details of the charter contract to be entered into, will be announced.

The initial deposit of US\$2.4 million was paid from cash reserves and the remaining balance is expected to be covered on delivery by the already agreed credit line held as restricted cash. Captain Paris Dragnis, Chief Executive Officer of Goldenport, commented: "This acquisition strengthens further our position in our preferred segment of the container market. The '[Clifton Bridge](#)' is a high spec, fuel efficient container vessel, with an excellent maintenance record and we expect the vessel to trade competitively for many more years under our management..

The vessel acquisition is in line with our strategy of enlarging our container fleet with well maintained second hand vessels. It is expected that the vessel will be accretive both to profitability and cash flow from delivery."

Source: Goldenport Holdings.



The SD-14 type of vessel [AMAR](#) is (cold) laid up for a very long time off Batu Ampar – Photo : [Piet Sinke](#) ©

Dredging operations in Murray River cut back

The Sydney Morning Herald reports that dredging operations at the mouth of the Murray River have been cut back for the first time in more than eight years as conditions along the river system improve.

South Australian Minister for the River Murray Paul Caica said dredging would now be cut to 12 hours each day after being conducted for 24 hours a day, seven days a week since the mouth closed over in October, 2002.

During that time more than 6.5 million tonnes of sand have been removed, ensuring the continued exchange of water between the ocean and the Coorong. Source : [Dredging News Online](#)



Above seen in Amsterdam on board [Hong Jing](#) (Hong Kong) cargo operations alongside new Rietlanden terminal Afrikahaven Amsterdam.

Photo : Lourens Visser ©

Gov't plans to expand Manila port area

The government plans to expand the available space for port development at Manila's Tondo district to attract investments and make way for more cargos passing through the area's facilities. In a statement, the Philippine Ports Authority (PPA) said it had formed a committee to create a strategic framework for the Manila Harbor Development project, which would involve the reclamation of about 200 hectares of land to be used for the expansion of existing ports.

"The area between Pasig River and South Harbor, directly fronting the Engineering Island, offers huge potentials for commercial port operations," PPA General Manager Juan Sta. Ana said in a statement. The aim is to create more space for proposed port development projects in the Manila area without adding to the congestion already seen at the existing port facilities.

Sta. Ana said a reclaimed area of about 200 hectares within the Port Zone Delineation (PZD), or the area under the PPA's jurisdiction, should be enough to cater to the needs of investors who had signified interests for long-term operation of commercial ports. The facilities to be put up on the reclaimed land will be able to handle a wide range of dry or liquid bulk cargos such as grains, minerals and petroleum products. At present, some of these cargos are rerouted to other local ports or are handled shipside because of inadequate Manila-based bulk handling facilities, Sta. Ana said.

The new committee, which is headed by PPA Assistant General Manager for Operations Raul Santos, will evaluate and recommend a strategic framework for Manila Harbor development which can be the basis of PPA's actions. It will also

study the proposals from interested private sector groups. The committee's report, which is expected to be completed before the end of the year, will serve as the take-off point for future development, Sta. Ana said. **Source : Inquire**

RAmpage 5000 Class Offshore Support



The Offshore Support tug **Smit Siyanda** was delivered to her Owners, SMIT Shipping Singapore Pte. Ltd. of Singapore. The vessel will be operated by SMIT Amandla Marine (Pty) Ltd. of South Africa.

The **Smit Siyanda** was built by the Keppel Nantong Shipyard Co. Ltd. of China to a design by Robert Allan Ltd., Naval Architects of Vancouver, BC, based on the now well-proven platform of their RAmpage 5000 series offshore tug designs. This new vessel, however, has a rather more diverse operating mandate than its predecessors; the **SMIT Siyanda** was primarily designed for assistance at an SPM buoy operation, with a range of duties including static towing over the bow, hose handling, hose flushing, dive support, fire-fighting operations, general maintenance of the SPM buoy, anchor-handling, and chain replacement operations of the SPM buoy.

This multi-purpose vessel is of rugged all-welded steel construction, with an extended forecastle deck, with a strongly raked, two level superstructure above, topped by a spacious wheelhouse providing maximum all-round visibility. A major and unusual feature in a vessel of this size is a 3.3m x 3.1m moon pool on the centreline close to midships, with a side launching gantry for a dive bell, etc. Adjacent is a dive decompression unit. The aft deck is dominated by the presence of a large articulated crane and a double drum towing/anchor-handling winch.

The tug was built to Bureau Veritas Notation: 1 XHull, XMACH, Tug, Fire-Fighting Ship 1 with Water Spray, Unrestricted Navigation, AUT-UMS, Oil Recovery.

Principal particulars of the **Smit Siyanda** are as follows:

Length Overall	-	49.50 metres
Beam, Moulded	-	15.00 metres
Depth, Moulded	-	6.75 metres

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Operating Draft to USK - 6.20 metres

The tug is equipped to carry a reasonable amount of cargo fuel and potable water, as well as providing capacities for recovered oil and the foam and dispersants necessary to support its Fi-Fi and Oil-Rec designations.

Capacities are as follows:

Deadweight at 5.60 metres	-	1,270 tonnes
Deck cargo capacity	-	200 tonnes
Deck strength rating	-	5 T/m ²
Cargo deck area	-	210 m ³
Fuel Capacity	-	576 m ³
Potable water	-	128 m ³
Fi-Fi foam capacity	-	23 m ³
Dispersant	-	26 m ³
Recovered Oil	-	116 m ³

Outfitting:

The vessel is extensively outfitted to support the varied missions. At main deck level the accommodation is entered through a large wet gear storage room/lobby. There are cabins for eight (8) divers, the fully outfitted galley and an expansive crew lounge and mess room. Adjacent to the galley is a galley store, with 10 m³ each of refrigerated and freezer stores, as well as a large dry store space. There is a medical treatment room adjacent to the DDC/divers change room. On the forecastle deck are three (3) Officers cabins, each with en-suite plumbing, a Dive Superintendent's room, and the ship's office. Aft of these is the dive control room and dive machinery space. At "A" deck level above are the Senior Officers cabins, all with en-suite plumbing and a Company Rep cabin. The wheelhouse is equipped with a large split style console forward for control of the majority of vessel operations. This is supplemented by an aft control station. Below decks is a large Machinery Control Room overlooking the machinery space. All accommodation and control spaces are fully air-conditioned.

Propulsion:

Propulsion machinery comprises a pair of Wärtsilä 8L26 marine diesel engines; each rated 2,720 kW at 1000 rpm, and each driving a Rolls-Royce model US305 CPP Z-drive unit with a 3200 mm diameter propeller. This combination delivered a certified, sustained Bollard Pull of 97.8 tonnes, and a free running speed of 14.9 knots on trials. Maneuverability is enhanced by a controllable pitch type bow thruster, electric motor driven, rated at 8.0 tonnes thrust.

Electrical:

Electrical power is provided by a combination of independent diesel generators and two PTO-driven generators of the front of the main engines. The diesel generators are Caterpillar 3406C, each rated 260kW. The shaft generators are rated 700 kW. In addition there is a harbour/emergency generator, rated 250 kW, located on the focsle deck level.

Fi-Fi:

The **SMIT Siyanda** is equipped with a fully rated Fi-Fi 1 system comprising two (2) fire pumps, each rated 1500 m³/hour and driven by the main engines through a front PTO/clutch. There are two combination water/foam monitors, each rated 1200 m³/hour, as well as a complete deluge system, fed via a branch of the Fi-Fi system. A 23 m³ foam tank is served by two electrically driven foam pumps, each rated 36 m³/hour.

Deck Machinery:

This ship is extensively equipped for its wide range of duties. Arranging the deck to accommodate the suite of gear was a major design challenge as the locations and functions of many components led to them competing for the same critical space. The aft deck incorporates a stern gear arrangement suitable for heavy-duty anchor handling, including a 4.55 m x 2.2 m diameter stern roller, rated 200 tonnes SWL, and a Karm fork and tow-pins, both rated 300 tonnes SWL. There are two (2) aft anchors with winches for fixing position, and a heavy duty waterfall type towing/anchor-handling winch. A rig chain locker is fitted to enable SPM buoy chain replacement and maintenance. Crash rails for cargo are fitted throughout the length of the working deck. The deck crane is an HS Marine, model AKB 190/18/5 rated 90 tonne metres, and also rated for personnel-riding operations with a 2 tonne capacity. The main towing winch is a Rolls Royce model TW 1500/1500 F. Both the main towing drum and the upper level anchor-handling drum are

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fitted with 1000 metres of 64 mm SWR. The winch has a brake rating of 300 tonnes, and a light line recovery speed of 49 m/minute.

The forecastle deck forward is equipped for ship-handling, and is accordingly fitted with a large double-drum Rolls Royce winch, model TW 2500/500/40 F. Each side is equipped with 600 metres of 60 mm, SWR.

For FPSO hose handling and servicing, there is a hose drain sump recessed into the main deck, and a 350 mm hose flushing connection, served by the fire-fighting pumps.

Pollution Response:

The vessel is certified as an Oil Recovery vessel, and accordingly is fitted with two deep tanks with a total Rec-Oil capacity of 135 m³. There is also an Ayles-Fernie dispersant spray system, on the focsle sides forward, capable of seven (7) metres outreach, with a spray rate of 40 m³/hr. diluted dispersant or 4 m³/hr. neat dispersant.

Since its introduction in 2004, the RAmpage 5000 Class of Offshore Support tugs has been very well received, with now six vessels in service, three variants under construction, and two more configurations under design development.

.... PHOTO OF THE DAY



Dockwise **TEAL** seen submerging off Batu Ampar (Indonesia) to load the jack up rig **SWIFT 10**

Photo : Piet Sinke ©

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