

Port Project Services

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DOCKWISE BLACK MARLIN seen on the 13th of August, during the undocking phase after a successful completion of the float-over operation of the 19,500mt Bongkot 4A topside onto the PPS jacket.

Photo : Arend van der Marel ©

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The **PRIDE OF BRUGES** seen departing from Hull bound for Zeebrugge – Photo : Simon Smith ©

Sinking MV Trans Asia Malaysia

A PENSIONER from the North-East has told of his dramatic escape from a sinking Filipino ferry. Former RAF weapons technician Brian Daly woke in his bunk at 4.30am to find the boat, **MV Trans Asia Malaysia**, listing heavily. After battling their way to the deck, Mr Daly and his wife, Jonnah, jumped for their lives into an inflatable liferaft.

The couple were rescued by an oil tanker, before the 75-year-old, originally from Leadgate, near Consett, County Durham, was taken to hospital with abdominal injuries. All 140 passengers and crew survived the sinking, which occurred while the ferry was sailing between the island of Cebu and the city of Iloilo in the Philippines, on July 31.

The couple were returning home after celebrating their seventh wedding anniversary. Mr Daly, who has lived in the Philippines for the last eight years, said: "There had been nobody knocking on cabin doors to alert the passengers, no announcements to go the mustering stations and no announcement to put on life jackets." They made their way to the muster station which was below deck and Mr Daly became concerned they would be trapped if the boat capsized. The pensioner, whose sister Lorna Moxey still lives in Leadgate, said: "I took control and instructed everyone to go the upper open deck. Without panicking they ascended into the darkness. "It looked like a scene from the **Titanic** - except the steep angle ran the full length of the ship and anything loose or not bolted down slipped down to the water's edge." Passengers made their way to the port side and waited for the inflatable life boats to be pulled into position by crew members. "Just as I leaped, the inflatable swung to one side and came up with the swell even higher than before. This caused me to jump and land on my right side." The raft, containing about ten passengers, was manoeuvred next to the tanker and the ten passengers climbed up a rope onto the deck.

Others were pulled from the sea by fishing boats and another ferry. "As we moved away, the Malaysia started to roll more on its side and we saw disappear beneath the waves. "We lost everything we had, including our personal possessions, passports and money, and only had the clothes we were wearing, but at least we survived." Mr Daly, who teaches English to professionals in the Philippines, spent six days in hospital. The owners of the ferry have denied that unsecured cargo caused the **Malaysia** to tilt to its right side and sink.



The **OMS POLLUX** seen enroute Rotterdam – Photo : Peter v.d. Hoff (c)

Moore Stephens says HMRC may rethink its tonnage tax changes

Leading accountant and shipping adviser, **Moore Stephens**, understands that Her Majesty's Revenue & Customs (HMRC) has agreed to re-examine, in consultation with the shipping industry, its earlier intention to unilaterally reinterpret the UK Tonnage Tax rules to the potential detriment of many shipowners. Widely disputed changes based on unspecified 'legal advice' were set out in HMRC's tonnage tax manual in September 2009. These focused in particular on a reinterpretation of the strategic and commercial management tests that are fundamental to qualification for the tonnage tax regime. UK tonnage tax is widely credited with having helped increase the UK fleet substantially since its introduction in 2000, when it was regarded as a model of clarity and stability. Then, as now, there was the need for a stable UK tax regime to both support British business and to encourage international

businesses to operate and stay in the UK. Under the reinterpretation of the rules, some groups would not have qualified for the UK regime, despite having previously received HMRC clearance, with the result that internationally mobile shipping groups could consider leaving the UK. Sue Bill, a tax partner with Moore Stephens, says, "HMRC's reinterpretation of the rules created a lack of certainty and sent completely the wrong signals to international shipowners who had relocated to the UK to take advantage of its tonnage tax regime. It would therefore be excellent news if, as we understand to be the case, HMRC decides to consider the matter afresh, and to consult fully with the shipping industry. This would be seen as an indication that the government means to continue to act fairly and reasonably, not least by protecting shipowners who elected into the regime for a ten-year period based on the original HMRC rules and clearances. "While no formal change to HMRC's position has yet been confirmed, it is understood that any changes to the rules will now be assessed carefully. HMRC has warned that this re-examination may not result in any change in its position at all. But we are hopeful that HMRC and the UK government will let us have a more considered view. "We have been working with the industry, and in particular the Chamber of Shipping, in campaigning for some time, and we are delighted at this positive development."



The tanker **FUTURE PROSPERITY** entering Western Port Victoria Australia Sunday 14 August. As seen from from the tug **COOMA** approaching Crib Point Wharf - **Photo : Bill Barber (c)**

More traffic along the Northern Sea Route

Cargo transport through the Northern Sea Route is expected to skyrocket in course of the next decade. Climate change makes it possible to use larger vessels than before and the largest tanker ever to use the passage is expected to leave Murmansk in August. Russia's Ministry of Transport believes cargo transport through NSR will increase from last year's 1.8 million tons to 64 million tons by 2020.

All of Russia's ambitious plans for development of the Arctic are connected with the Northern Sea Route (NSR), or North-East Passage. Recently the Russian Security Council held a meeting in Naryan-Mar in the Nenets region to discuss the future of this important transport corridor.

The main challenges for a more use of the sea route are the need for new icebreakers and the lack of infrastructure, first of all instruments for navigation and communication and bases for search and rescue services. According to the Security Council's secretary Nikolay Patrushev, the infrastructure along the route does not meet demands for protection of Russian interests:

- Because of this [poor infrastructure] the investment attractiveness of the country's largest resource base is low, Patrushev told Izvestiya.

Russia plans to build a series of new search and rescue vessels and make the port of Amderma into a main base for a new emergency unit, as BarentsObserver reported. Russia plans to build six new icebreakers – three nuclear powered and three with diesel engines, as Deputy Prime Minister Sergei Ivanov informed in July. One of the companies planning to increase its use of the NSR is Novatek, Russia's second largest producer of natural gas, who plans to ship six times as much gas condensate as the previous year along the route, Oilru.com reports.

Novatek plans to send the largest tanker ever through the Northeast Passage in August, says Deputy Chairman of the board Mikhail Popov. This is the 120 000 tons Suezmax class tanker "**Vladimir Tikhonov**". Novatek plans to ship a total of 420 000 tons of gas condensate through the NSR in 2011. Novatek's tankers are now using a new route through the NSR – to the north of the New Siberian Islands. This is now possible because of the melting sea ice. According to Popov, using this route makes it possible to use tankers with a draught of over 12 meters. While 2009 was a kind of test year for vessels sailing the entire route from Asia to Europe via the Arctic, 2010 was the breakthrough for commercial shipping along the Northern Sea Route. **Source : Barentsobserver**



During the fisheries days in Oude Schilt at the Dutch (Wadden) island of Texel the **TX-36** is showing her Sumwing fishing gears – **Photo : Peter Lankester (c)**

RINA obtains Kazakhstan recognition

INTERNATIONAL classification society **RINA** has been officially recognised as a competent and authorised authority to carry out classification and statutory services for ships registered under the Kazakhstan flag. The authorisation was formalised in a recently signed agreement between the Ministry of Transport and Communications of the Republic of Kazakhstan and RINA Services SpA, the parent company of the Genoa-headquartered RINA Group. Under the terms of this agreement, RINA is authorised to classify and survey Kazakhstan-registered ships, to confirm their conformity to the requirements of international and national conventions and agreements, and to issue corresponding certification. The agreement also extends to cover the training of Kazakhstan Administration personnel, who will be able to apply to participate in RINA training courses, workshops, conferences and other similar events. RINA is one of the oldest classification societies and certification companies in the world. Established in Genoa in 1861 to serve the marine industry, today it spans the globe as a multinational and multi-faceted company, sharing its knowledge and experience through a wide range of services which help industries and the community to improve their businesses and quality of life. RINA's services cover the environment, energy, transportation, logistics, safety, quality and social responsibility. www.rina.org



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Maersk S-class capacity increased

As part of a new Maersk Line Vessel Management project, Capacity Boost, 16 Maersk Line S-Class vessels are being rebuilt. The navigation bridge is raised and new lashing bridges added - increasing the capacity by 1,418 TEU.



Photo: Svenning B. Jensen / maritimedanmark.dk

"We will both lower the slot costs on these vessels and reduce the CO2 emissions per container moved, meaning we'll be able to be more competitive and with a lower environmental impact - true undisputed leadership", says Abhijat Chahal from Maersk Line, Vessel Management.

Just now, **Carsten Maersk** is steaming towards Ningbo, China, for reintegration to the network following the successful operation to raise its navigation bridge - and increase its capacity by 1,418 TEU. A further 15 S-class vessels will undergo the same treatment as part of Capacity Boost — Maersk Line's new Operations project to enable market share growth without the need for buying more ships. "It's difficult to rely only on 'newbuildings' for having the opportunity to gain market share", says Chahal. "Capacity Boost, therefore, is looking at how we can innovate with our current vessels to grow capacity and enhance our ability to take market share."

Capacity Boost is the umbrella for many projects looking to get more containers on the ships. Several projects are in the pipeline to reach a 52,000 TEU target, including challenging industry standards on container stacking when it comes to line of sight and wind speeds; but it is the initiative to raise the bridge platforms of vessels which will take the headlines for its audacity.

Through this, more than 20,000 extra TEU will be added to fleet capacity. Altering a ship's structure to increase cargo intake was an opportunity that became apparent as market conditions changed and new industry practices developed. Bigger ships sailing at slower speeds, as well as the development of port infrastructure, have made such structural

changes viable. The elevation work is being carried out by the Bei Hai yard in Qingdao, China. The changes to the first 16 vessels are scheduled for completion by third quarter 2012. **Source: Maersk Line / maritimedanmark.dk**



The **PRIDE OF AMERICA** spotted off Maui - **Photo : Emma Barker ©**

Talents return to Maersk

Maersk wants to kill the myth, that there is no re-entry once you've left the blue Maersk family. On the contrary, Group HR is eager to tap into the talent pool of the Maersk alumni - and a growing number of talents now return. "There is no policy preventing us from re-hiring people who left. If people have left because we could not offer the right opportunity at the time, and there now is a match between their qualifications and the opportunities we can offer, why would we not welcome them back?", Executive Board member Søren Skou says.



The **MAERSK EUBANK** seen outbound from Rotterdam-Europoort – **Photo : Dave van Spronsen ©**

One of the recruiters who sees a need for tapping into the former Maersk alumni is Doreen DeMartino, Head of HR for Damco Distribution Services, North America. "Yes, I do want them back. But there has been this philosophy out there, that we can't take them since they left for the rival", says Doreen DeMartino, thereby refers to the long lingering myth that once you're out, you'll never come back.

One of the candidates who left the company and has now returned is MISE 2001 graduate Mary Behncke. She left the company to study and work elsewhere but recently returned to work as a Global Key Account Manager for Damco. "Expectations for employees are high, but so are the rewards, making it a great place to work. Of course it all depends on what the individuals are seeking - however, my experience is that I have greater room for maneuvering now than I had five years back. The outside experience has helped me succeed in the new environment", Mary Behncke says.

Source: Maersk

Europe crisis won't hit dry bulk trade

Business from China and India is robust enough for shippers such as Paragon Shipping, Box Ships Inc and Seenergy Maritime Holdings not to be losing sleep over financial crises in the United States and Europe, executives said.

Brokers, including Intermodal and Wells Fargo Securities, have said the market volatility sparked by Standard & Poor's US sovereign debt rating cut and Europe's debt crisis could trip the global economy into a double-dip recession and land a body-blow to dry bulk trade and the shipping sector generally.

Aristides Pittas, CEO at Euroseas, said the market turmoil could slow growth in global and US gross domestic product.

'This is something we will continue to monitor closely as dry bulk and container trades closely follow GDP developments,' he said on a conference call. The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities such as coal and iron ore, has declined by nearly a third this year as growth in demand to ship commodities has lagged the increase in vessel supply.

Companies do not expect much short-term impact on the dry bulk market. 'The dry bulk market is not affected by what we see today . . . the instability in the United States and Europe,' said Michael Bodouroglou, founder and CEO of Paragon Shipping, a dry bulk shipper. 'This is because the dry bulk market is primarily driven by the emerging economies . . . China, India and others.' China's exports hit a record in July and the world's No 2 economy's imports of raw materials such as copper and iron ore saw strong gains. The recent fall in global commodity prices is expected to result in more Chinese buying. Mr Bodouroglou, who also heads container shipper Box Ships, said the dry bulk market would remain challenging for the next couple of years. The business of transporting containers, however, looks much healthier.

'We're looking at buying container ships because we believe this sector is in a different point in the cycle,' he told Reuters by telephone from Greece. 'The order book is much healthier and demand is being driven by Asian economies.'

Growing overcapacity in world shipping is setting the market on course for a fresh crisis over the next two years, and weaker operators will fail, the head of ship financier DVB Bank said. Seenergy Maritime CEO Dale Ploughman said the market uncertainty could make it tougher for companies to access funds. 'The dry bulk sector is not the flavour of the day and banks have their own problems and will be very picky on who they're prepared to support,' he told Reuters. Mr Bodouroglou warned that some companies may default on loans, although he added he did not see any liquidity issue at his companies. 'There are companies which have breached covenants, and they may breach covenants,' he said. **Source : Reuters**



The **QUEEN PHENIX** seen passing Pulau Ubin – **Photo : Capt Jelle de Vries ©**

2 SEPTEMBER : RTM PORT PARTY

Jong Havenvereniging organiseert op 2 september **RTM Port Party**. Inmiddels kunnen ze -met trots- de locatie bekend maken. **RTM Port Party, edition 2011** vindt plaats in **Cruise Terminal Rotterdam**, voor velen van jullie bekend als start- en beginpunt voor cruiseschepen en natuurlijk als de locatie van goed verzorgde feesten en borrels als **Frank010**. De toegang tot dit feest is gratis, wel hanteren we een gastenlijst. Snel aanmelden via rtmportparty@gmail.com is dus belangrijk, want de lijst groeit snel en we willen jou er graag bij hebben. Wees er dus snel bij en nodig relaties, collega's en bekenden uit.



RTM Port Party 2011 wordt mede mogelijk gemaakt door **Nederlands Loodswezen BV**, **Kuehne & Nagel NV**, **Argos Oil**, **SMIT**, **Gemeente Rotterdam**, **Hyundai Merchant Marine**, **Zeehavenbedrijf Dordrecht**, **YER**, **Vertom Agencies BV** en **Royal Burger Group**.

Neem voor vragen en opmerkingen contact met ons op via onderstaand e-mailadres. Zorg dat je erbij bent!

Organisatie RTM Port Party, edition 2011 rtmportparty@gmail.com



The **UNIVOYAGER** seen approaching the IJmuiden locks outbound - Photo : Simon Wolf ©

Iranian ship intercepted by navy off Mumbai, reaches Porbander

The navy has captured a 'hijacked' Iranian flagged cargo vessel, with nine persons on board, off the Mumbai coast following intelligence inputs that it may be carrying arms, ammunition and contraband, officials said today. Nafis-1, captured was brought to Porbander in Gujarat and the nine men on board are being interrogated.

"Various intelligence agencies including the naval intelligence are conducting a joint interrogation of the persons who were found on board," Porbander SP Dipen Bhadrans told PTI. Defence spokesperson Manohar Nambiar said in Mumbai that the vessel, suspected to have been hijacked, had five Yemenis, two Tanzanians and a Kenyan and a Somalian on board. Upon search, two AK-47 rifles and a pistol were recovered from the ship. It was not yet clear whether all the nine men were the crew members, or all of them were pirates, or only some of them pirates and other crew-members. All of them had been detained, officials said. The 500-tonne general cargo vessel was detected on Friday, at a distance of about 250 nautical miles, by Indian Naval Maritime Reconnaissance aircraft 'IL 38 SD' which was on a surveillance mission in the East Arabian sea. Intelligence inputs suggested that the vessel had sailed from Chah Bahar in Iran for an unknown location in July. **INS Mysore**, a guided missile destroyer, was sent to intercept the vessel, along with two helicopters and 24 marine commandos (MARCOS). Despite adverse weather conditions and rough sea, **INS Mysore** launched a swift and co-ordinated operation and there was no resistance from anybody on the vessel, officials said. **INS Mysore** later towed the vessel to Porbander. In earlier incidents, Gujarat marine police in Junagadh and Jamnagar had captured 32 Somalian pirates in separate operations in June. Source : Deccan Herald

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The **QUEEN MARY 2** seen departing from Hamburg August 13th – Photo : Hans Schaefer (c)

Malta refuses migrants rescued by Italian ship

An Italian coastguard ship carrying about 300 migrants rescued off the Tunisian coast was refused entry into Malta yesterday and instead headed towards Sicily. Army sources said the migrants were rescued by the Italian coastguard in the early hours of Sunday off Lampedusa, close to Tunisia in the search and rescue area coordinated by Malta. A Nato official at the command centre in Naples, said the boat was first spotted by an Italian aircraft about 80 kilometres south of Lampedusa at about 6 p.m. on Saturday. The aircraft informed Nato command but, since it did not have any ships in the area, it informed the Maltese authorities because the boat was in Malta's search and rescue region.

Sources said the Armed Forces of Malta dispatched a patrol boat to the rescue area just after midnight on Saturday but the Italian coastguard got there first. The migrants, who were fleeing Libya, were transferred from the boats they were on onto the *Commandante Borsini*, which was not under Nato command. It sailed towards Malta but the Maltese authorities refused to allow the Italian vessel to disembark the migrants on the island arguing that, according to international law, they should have been taken to the nearest safe port of call, which would have been Tunisia or Lampedusa.

For some time the warship was outside Maltese territorial waters to the north of Gozo. It then sailed in a northeasterly direction towards Sicily watched at a distance by an army patrol boat, the sources said. This is the second incident in as many months in which rescued migrants were refused entry into Malta. A month ago, Malta barred a Spanish warship under Nato command from disembarking the 111 migrants it had rescued insisting that the rescue operation had occurred closer to Lampedusa and Tunisia. The good weather over the past few days has led to a surge in the number of migrants crossing the Mediterranean Sea from Libya with close to 2,000 disembarking on Lampedusa in just 36 hours.

The Italian media reported that just after 2 p.m. yesterday, about 404 migrants escaping the Libyan warzone disembarked at Lampedusa. These included 45 women and 13 children. The migrants were being transferred to Sicily on board a ferry boat to ease the pressure on the limited facilities in Lampedusa. Since the start of the year, more than 11,000 Africans fleeing conflicts in North Africa have landed in southern Italy. Since the start of the Libyan crisis, 1,453 migrants in six boats arrived in Malta, the last group reaching the island in May. According to the Catholic aid group Sant'Egidio, at least 1,820 migrants from North Africa, most from sub-Saharan countries, have drowned this

year in the Mediterranean in their bid to reach Europe even though the death toll may be higher. The risky sea journey is often made in overcrowded fishing boats. In a statement last night, the Armed Forces of Malta said that at about 6.47 p.m. on Saturday, the Italian rescue authorities informed them that an Italian aircraft had sighted a wooden boat adrift and laden with some 300 persons onboard, 55 nautical miles from Lampedusa. The Rescue Coordination Centre at Luqa Barracks issued requests to any nearby merchant vessel to assist. The AFM also instructed P-51 Protector class patrol vessel to proceed to the last reported location of the wooden boat. Help from Tunisian and Nato assets was requested, but none were reported in the area to provide a timely response.

MRCC Rome also reported that its own assets in the area were busy with other rescue cases. Given the reported number of persons onboard the sighted boat, **P-61** was also placed on standby, ready to sail at a moment's notice, the AFM added. At 4.04 a.m. yesterday, MRCC Rome confirmed that four Italian patrol boats had intercepted the migrant vessel and had taken the 334 migrants onboard their boats. The patrol boats then proceeded north to rendezvous with the Italian warship ITS Borsini 33 miles south off Lampedusa where a mid-sea transfer took place.

At 6.56 a.m., the Italian authorities declared Lampedusa as "not a safe place" for the rescued migrants to go ashore given the previous night's number of landings of rescued persons, and redirected the Borsini towards Malta. RCC Malta confirmed it was ready to assist in any case of those who required urgent medical care, however, it refused the Borsini permission to enter Maltese territorial waters, since Lampedusa was the closest safe land for the migrants. At 4.50 p.m., MRCC Rome informed the AFM that the Borsini was proceeding to Taranto, Italy.



Last Sunday the **ELANDSGRACHT** loaded a Russian flagged yacht in Ijmuiden and departed later with destination Southampton - **Photo : Ruud Coster (c)**

Costly eco law 'like unstoppable supertanker heading toward us,' says ESC

The European Shippers' Council (ESC) is staging a conference at the Stanhope Hotel in Brussels on September 28 to debate the impact of environmental taxes on maritime supply chains. "The shipping industry is being forced by politicians to cut emissions of greenhouse gases and sulphates. Like a supertanker heading towards us, this seems unstoppable," said ESC's secretary general Nicolette van der Jagt. "Make no mistake, we cannot sit back ignoring them." Shippers will need to know what impact the new regulations and measures under development today will have on their businesses, she said. Ms van der Jagt said it is time for the industry to know which measurement tools they can rely on and which will be widely accepted as international standards of measurement for carbon dioxide and other emissions. "We will share with delegates many ideas, innovations and best practices that enable shippers to capitalise on the move towards increased environmental corporate policies in their own companies. And we will make sure we understand the full cost implications of all of this on shippers, on industry," she said. The conference, described by the ESC as "not just any conference on maritime transport and the environment and is likely to be the most important one yet for shippers".



The bark **Lord Nelson** seen moored at the passenger terminal Amsterdam. This bark is now 25 years in service and was designed to sail with disabled people, including wheelchair-users. All decks are accessible by using lifts and even the main masts first platform is reachable! During this trip young people from France, Belgium, Ireland, the UK and the Netherlands, both abled and disabled, choose to sail the ship from Aberdeen to Amsterdam, Brugge and Hartlepool.

Photo : Huge Rademaker (c)

NAVY NEWS

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Navy supercarrier hosts Asian tour



A U.S. Navy **F/A-18F Super Hornet** jet sits on the deck of the **USS George Washington** with a U.S. Navy **SH-60 Seahawk** helicopter and U.S. Navy destroyer **USS John S. McCain** in the background during the weekend off the southern coast of Vietnam in the South China Sea. **Photo : NA SON NGUYEN / Associated Press**

Less than a week after China launched its first aircraft carrier, the U.S. showed off its own big-boy supercarrier to former enemy Vietnam - one of several smaller Asian nations with jittery nerves amid Beijing's burgeoning maritime ambitions. A delegation of Vietnamese military and government officials was treated to a tour aboard the sprawling USS George Washington nuclear carrier this weekend off the country's southern coast, once home to the U.S.-backed capital of South Vietnam during the Vietnam War.

It's the second such visit to the U.S. Navy's carrier in as many years and a symbol of the former foes' warming military ties. But Saturday's visit also came amid heated tensions between China and its Asian neighbors. Hanoi's relations with Beijing hit a low point this summer following weeks of squabbling over disputed territory in the South China Sea - where the U.S. carrier cruised about 140 miles off the coast.

On Wednesday, China launched its first carrier on a test run. The refurbished former Soviet vessel, once named the Varyag, was rebuilt over about a decade from a stripped-down hull. Beijing has said it plans to use the carrier for research and training, which could lead to the buildup of more like it in its own shipyards.

Washington has urged secretive China to provide more transparency about its military growth, but Capt. David A. Lausman, commanding officer of the **USS George Washington**, said that a carrier alone is nothing without experience and a highly skilled crew. "We operate normally 100 takeoffs and landings a day," he said. "We can do that every day, day in and day out, because of their training. That's what makes a carrier, not just going to sea in a floating big ship."

The U.S. operates 11 aircraft carrier battle groups and spends around \$550 billion a year on defense, not counting the wars in Iraq and Afghanistan. China's defense budget has steadily increased to become the world's second highest after the U.S., spending \$91.5 billion last year. Beijing has named the South China Sea one of its "core interests," meaning it could potentially go to war to protect it. Smaller Asian nations were already wary of China's growing military prowess, but the launch of its first carrier is yet another message about its increasing strength. **Source : Tulsaworld**



Chinese CV returns to port in Dailan 14-08-2011 after seatrails

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US Warship in Panama Port for Maneuvers

The U.S. Navy ship the **USS Thach**, docked in Vasco Núñez de Balboa Port, is the first to arrive for the Panamax 2011 joint military maneuvers. The **USS Thach** is one of 22 ships that will take part in the drills, to be held both in the Pacific and in Panamanian waters of the Caribbean Sea, both along the coast and on the high seas, according to the U.S. Southern Command and SENAN, the Panamanian National Sea and Air Service.

Within the next 48 hours, ship and planes from 17 countries taking part in the annual military maneuvers are expected to arrive in Panama. The maneuvers begin Sunday morning and run to Aug. 27 as part of the continental defense strategy for the Panama Canal, and will include five aircraft, organizers said.

SHIPYARD NEWS

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Keppel Shipyard to Complete Modification and Upgrading Works on FPSO OSX-1

Keppel Shipyard Ltd is on track to complete the modification and upgrading works on FPSO OSX-1, the first floating production storage and offloading (FPSO) unit for OSX Brasil S.A. (OSX). Chartered to OGX Petroleo e Gas Participacoes S.A. (OGX), FPSO OSX-1 will be deployed in the Waimea field, in Campos Basin, offshore Brazil. This project will deliver OGX's first oil, just four years after the company was founded. Production is expected to commence in the last quarter of this year.

Lady Sponsor Cristina Pinto named the vessel yesterday in the presence of Mr Joao ZiccardiNavajas, Minister Counsellor at the Embassy of Brazil in Singapore, and MrReinaldoBelotti, Production Director of OGX. Mr Carlos Bellot,

Director of Engineering, Leasing and Operations of OSX, said, "FPSO OSX-1 is our first unit, and was developed to meet OGX's demand. With a strong track record in FPSO projects, Keppel Shipyard is the choice yard for the modification and upgrading of FPSO OSX-1. The unit was accorded dedicated and professional services, and I am confident that it will be an asset to OGX and the Brazil's oil and gas industry." Keppel Shipyard's work scope on FPSO OSX-1 includes fabricating, modifying and upgrading the topside process modules. The yard had partnered sister company DPS (Bristol) Ltd to undertake detailed engineering and procurement work for the topside modules. OSX had engaged BW Offshore Ltd (BW Offshore) for project management, engineering services and technical guidance services for this project.

Mr Nelson Yeo, Managing Director of Keppel Shipyard, said, "We are honoured to have been selected to work on OSX's first FPSO unit. Through our close collaboration with OSX and BW Offshore, we have made steady progress on this project and ensured no lost-time incidents. We will continue in our efforts towards a safe and successful delivery."

Previously named Nexus-1, the FPSO OSX-1 is expected to leave the yard in the third quarter of 2011. Keppel Shipyard was also recently awarded the conversion of FPSO OSX-2 by Single Buoy Moorings Inc (SBM), which had been contracted by OSX to supply a FPSO for OGX's field in Campos Basin, offshore Brazil. **Source: Keppelom**

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Oil giants will return to Barents Sea

Large oil and gas companies in Norway have held a low profile in the last years, but will probably return to exploration drilling in the High North as optimism grows. Bjørn Harald Martinsen in the **Norwegian Oil Industry Association** (OLF) expects to see more of the major international oil and gas companies on the Norwegian shelf in the near future, according to Offshore.no.

So far in 2011 only one exploration well in the Barents Sea has been made by a major company, but Martinsen believes that the opening of new areas and the Norwegian Government's Petroleum White Paper will attract the giants to the High North.

Two large petroleum discoveries in the Barents Sea has been announced in 2011 – Norvarg and Skrugard.

Of a total of 77 exploration wells made in 2010 and 2011, the major companies ConocoPhillips, Norske Shell, Esso and BP were responsible for only seven, which is less than 10 percent of all exploration wells. Last year Shell drilled three wells, while ConocoPhillips, Esso and BP only had one each. So far in 2011 only ConocoPhillips has been involved in exploration drilling.

Statoil is one of the major companies that are focusing more on the High North. In 2010 the oil company Store norske had more exploration wells than Statoil, but so far in 2011 Statoil holds the leadership in the number of drilled wells, with Swedish Lundin on second place, Offshore.no writes.

The Norwegian-Russian treaty on delimitation of the Barents Sea came into effect on July 7 this year. The part of the southern Barents Sea that now is part of the Norwegian shelf is expected to hold considerable resources of oil and gas, and the Norwegian Government has allocated NOK 180 million (app €23 million) for seismic surveys of the area.

Source : BarentsObserver

HMS Completes Purchase of American Queen

HMS Global Maritime completed the purchase of the steamboat **American Queen**. Built in 1995, the **American Queen**, at 419-feet long, is the largest, most opulent riverboat ever built and offers 222 staterooms and suites that accommodate 436 guests attended to by a crew of 160. John Waggoner, President and CEO of HMS Global Maritime state, "I am thrilled that this acquisition is finally complete. It has been a long, windy and challenging road, but we finally made it to the end. Having the **American Queen** ply the waters of the mighty Mississippi and its tributaries is a piece of Americana that should be returned to service. Furthermore, the 250 jobs that this vessel will create will help stimulate the economy." Voyage lengths will range from three nights to fourteen nights, detailed itineraries and fares will be available next month. www.greatamericansteamboatcompany.com



The **FRONT COMMANDER** seen moored in Rotterdam-Europoort - Photo : Marijn van Hoorn (c)

Bumi Armada acquires Acergy Hawk

Seabrokers reports that Bumi Armada has struck a deal with Subsea7 to acquire the 1978 built CSV **Acergy Hawk**. The vessel, which has been trading West Africa recently, is expected to transfer to Southeast Asia after delivery.

The purchase price is believed to be in the region of US\$9.5 million and the vessel will now trade as **Armada Hawk**.

Source : Offshore Shipping Online

RCL stays in the red in Q2

Regional Container Lines (RCL) stayed in the red in the second quarter although the loss narrowed from the first three months of the year. Thai-listed RCL reported a net loss of THB478m (\$16m) for the second quarter, which it blamed on lower freight rates, higher fuel costs and new capacity outpacing demand growth. Volumes in the second quarter declined 3% year-on-year to 620,626 teu.

The loss was, however, an improvement on the THB714m the regional line lost in the first quarter of the year.

Source : Seatrade Asia

Farstad orders anchor handlers

Rolls-Royce has won a £50 million contract to design and equip two anchor handling vessels for Norwegian company Farstad Shipping. The Rolls-Royce UT 731 CD vessels are designed to work in extreme environmental conditions and carry out operations in water as deep as 3,000m. The order includes a fully integrated equipment system from Rolls-

Royce, including deck machinery, vessel control systems and a diesel-electric hybrid propulsion system. This will be fitted on both vessels to maximise efficiency, reduce fuel burn and cut emissions. The vessels will be built at STX OSV Langsten yard in Norway, with delivery between April and June 2013. **Source : Offshore Shipping Online**



JR Shipping's **ENDURANCE** - Photo : Willem Harlaar (c)

Swiber secures \$112m offshore services contracts

Swiber's orderbook swelled to \$752m after it clinched four offshore services contracts worth a total of \$112m. Swiber on Monday secured a \$30m contract from a South Asian oil major to perform platform installation services in the region.

Last Friday, the company won three contracts totalling \$82m from three Southeast Asian oil majors to perform pipeline installation services in the region, including mobilisation of the requisite marine vessels, equipment and personnel.

All projects are scheduled to be completed by the second-quarter of 2012. "Despite the volatility in the global financial markets, we have seen our order momentum accelerated, as oil companies continue to invest in capex. We believe that this trend will persist given the structural growth in demand for energy in Asia," said Francis Wong, group ceo and president of Swiber.

Meanwhile, the Singapore-listed firm recorded a first-half net profit of \$24.5m, up 9.4% compared to the same period a year ago. This was on the back of a 73.1% rise in revenue to \$331.2m over the same period. **Source : Seatrade Asia**

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OFFSHORE SOLUTIONS COMPLETES THE WORLD'S FIRST VESSEL-TO-FPSO TRANSFER OF PERSONNEL PROJECT

Offshore Solutions BV (OSBV) is delighted to announce the successful completion of the world's first vessel-to-FPSO (floating production storage and offloading) personnel transfers, using a heave-compensated marine walk-to-work system.



During July and August OSBV's patented **Offshore Access System** (OAS), mounted on the **MS Stril Explorer** (chartered by SeaHold GEOSHIPS Limited) successfully transferred personnel to and from Shell Expro's **Anasuria FPSO**, (located approximately 175km east of Aberdeen), with no safety incidents. Some 24 operational connections were made, facilitating 294 individual crossings. The transfers were achieved while the **MS Stril Explorer** carried out diving activities during the same period, demonstrating further flexibility of a vessel-mounted OAS.

Lindsay Young, OSBV's managing director believes that this project provides an excellent showcase for walk-to-work technology. He said: "The capability to safely transfer personnel from a PSV (platform supply vessel) or support vessel to FPSOs' opens up a much broader range of project and maintenance opportunities for many North Sea oil and gas operators. Completing this project in less than seven weeks demonstrates the excellent working relationship between OSBV, Shell Expro, SeaHold GEOSHIPS Ltd and our respective sub-contractors."

The OAS used on this contract was also the first one incorporating the free-standing modification. The free-standing version retains all the safety and operational features of the original system, with the variation that it is mounted on a skid. This enables the OAS to be quickly installed on the host vessel, making short-term hires much more economically attractive."

That the whole project was concluded in less than seven weeks from the initial client contact is a testimonial to what can be achieved with good relationships between client, vessel operator and OSBV, and their respective sub-contractors.

Mr Young added: "Up to now we have safely transferred more than 90,000 personnel to fixed platforms. With this contract we have now taken several more steps forward in demonstrating that marine access works. We have proven we can install our free-standing self-contained OAS quickly on a vessel, connect to platforms or FPSOs' using a variety of options and mobilise rapidly for short term hires, which are forming an ever-increasing percentage of our enquiries."

Allan Syme, project manager for the Anasuria Support Vessel Project, said: "Offshore Solutions worked with us over a very short timescale to provide a gangway for the first trial of a walk-to-work solution between a DP vessel and a turret moored FPSO to support an air diving campaign and shutdown. "They were selected due to the robustness of their design and willingness to commit to deliver in what was a fast track project. The equipment proved reliable in service and as a 'proof of concept' the exercise was a success. We will certainly be keeping this option in our 'tool kit' for the future."

Richard Smith, business development manager of **GEOSHIPS**, added: "GEOSHIPS is extremely pleased with the success and safe completion of this challenging and fast-tracked scope of work. The attitude and professionalism of the entire team as a whole allowed us to achieve the required objectives of our client and a technical first in the walk-to-work marketplace. The new free-standing OAS from Offshore Solutions was seamlessly integrated into our **Stril Explorer**, allowing further project-related equipment to be accommodated onboard. We look forward to working with Offshore Solutions again in the near future."



The **DP REEL** seen arriving, stern first, in Great Yarmouth - Photo : Ashley Hunn ©



Brilliant cargo handling figures from Port of Hamburg for 2011 first half

Germany's largest universal port profited from a strengthened world economy and achieved a strong advance with seaborne cargo throughput up by 9.4 percent. During the first half of the year the Port of Hamburg handled seaborne cargoes totalling 64.1 million tons. In the 2011 first half general cargo handling produced strong growth for Hamburg,

with a 15.1 percent increase to 44.7 million tons. During the same period throughput of bulk cargoes was slightly (1.8 percent) down on the 2010 total, with throughput volume totalling 19.4 million tons. Container throughput leapt by 17.4 percent to around 4.3 million TEU (20-foot standard containers). Among the factors generating additional throughput volumes were new or expanded liner services.

Besides other factors, the strategic approach of liner shipping companies in exploiting the benefits of larger ship units for additional growth, on the one hand, and in reaching vessel-sharing as well as slot-charter agreements, on the other, had positive effects on the Port of Hamburg. In the first half, Hamburg was already able to welcome more than ten new liner services. At the same time, larger ship units were increasingly being deployed on new and existing liner services. Strong development of imports, reaching a total of 37.4 million tons, was mainly responsible for the above-average growth of 11.1 percent. First-half exports reached 26.7 million tons, a 7.1 percent improvement on the same period of the previous year. Reporting at the half-year press conference on container handling in the first six months, Claudia Roller, CEO at Port of Hamburg Marketing, the Port of Hamburg's marketing organization, pointed out that exports at 21.4 million tons (up 13.9 percent) were only minimally below imports at 22.1 million tons (up 17.7 percent). "With its almost perfectly balanced volumes of exports and imports the Port of Hamburg is an exceedingly attractive port location in Northern Europe for shipping lines and other customers. The throughput figures for the first half of the year are very gratifying and make it clear that the universal port of Hamburg is further enhancing its immense importance for the foreign trade of the Federal Republic of Germany and our neighbouring countries," emphasized Claudia Roller. Jens Meier, Managing Director of Hamburg Port Authority, is also delighted by the positive trend in throughput figures: "That we continued to invest undiminished in port infrastructure during the crisis is now paying off. On account of steep growth and related challenges to port transport services, we must maintain our rapid expansion." "Growing throughput makes it absolutely clear that Hamburg as a port and commercial hub must be maintained in its entirety and sustainably developed to cope with the challenges of the future. We are currently working on a port development plan covering the next fifteen years jointly with the HPA, other authorities, port commerce, industry and trade, as well as associations and chambers of commerce. With this initiative for the universal Port of Hamburg we want to create the most optimal framework possible," explained Hamburg's Senator for Economics Frank Horch. Growth in container handling is attributable to favourable developments in all trades. For instance, Hamburg's container throughput in traffic with European ports achieved above-average growth of 25.9 percent to 1.2 million TEU. In the first six months the main growth region comprised the container trades with Russia, Poland and the Baltic states, with a 50.5 percent increase to 505,000 TEU. Container throughput with Russia advanced at an above-average rate in the first half, reaching a volume of 276,000 TEU, representing growth of 45 percent. Russia accordingly extended its position as Hamburg's most significant trading partner for European container services, and its third largest trading partner in worldwide container traffic. At 443,000 TEU, container throughput with Denmark, Finland, Norway and Sweden achieved a real advance of 13.4 percent. With around 154 feeder sailings per week, the Port of Hamburg is Europe's leading feeder port for the Baltic region. Feeder traffic via Hamburg was altogether more than 30 percent up in the first half year. This can partly be put down to the fact that some liner shipping companies were to an increasing extent concentrating their transshipment services in Hamburg. First-half container throughput with North, Central and South America at 460,000 TEU was up by 21.2 percent. "We are delighted at the excellent development of container traffic with the USA, with throughput reaching 109,000 TEU in the first six months, an increase of 47.4 percent on the same period of the previous year. The USA therefore rose from 16th to 9th place among Hamburg's leading partners for container services. During the first half alone, Hamburg succeeded in gaining two additional Transatlantic services. A third North America service commenced at the beginning of August and will generate additional growth," explained Claudia Roller. With container throughput via Hamburg of 117,000 TEU, growth of 21.2 percent was recorded for Africa. The Port of Hamburg's most important market region, Asia, developed extremely well in the first half, with container throughput increasing by 12.9 percent to 2.5 million TEU. The container trades with China, Hamburg's largest trading partner in terms of container throughput, handled around 1.4 million TEU. That represented growth of 14.7 percent. Hamburg remains Europe's leading throughput centre for the container trade with Asia and China. A significant proportion of these import and export containers are transported between the Hamburg hub and the Baltic region by feedership. Throughput of conventional general cargo of 1.2 million tons (down 6.9 percent) in the first six months was below the previous year's figure. In this segment growth of 13.3 percent in export vehicles handled and of 38.5 percent in those imported were unable to offset downturns for fruit handled (down 17.5 percent) and other conventional cargo. However, the 2011 second quarter brought a 4.2 percent advance on the first quarter in conventional throughput, caused among other things by rising import volumes of metals and paper. Bulk cargo throughput, reaching a total of 19.4 million tons in Hamburg in the first six months, remained 350,000 tons (1.8 percent) below the previous year's figure. The downturn is primarily attributable to lower exports of wheat. On the import side, by contrast, at 14.7 million tons volume was up by 3.3 percent on the previous year. It was especially imports of oilseeds, wheat and feedstuffs, not forgetting an increase

for coal and coke as well, that produced this good result on dry bulk cargo handling. Liquid cargo volume of 6.7 million tons remained 1.8 percent below the previous year's result. Here higher imports of crude oil and mineral oil products could not offset the downturn on the export side. A further upward trend in seaborne cargo throughput for the Port of Hamburg is strongly dependent on a sustained favourable world economic climate. In that context, Claudia Roller is not excluding the possibility that the risks associated with debt problems in Europe and the USA may influence the situation of heavy current market demand. With this proviso, Claudia Roller anticipates throughput of around 131 million tons for the Port of Hamburg in 2011. For total throughput in 2011, she anticipates growth of between eight and ten percent. For container throughput, Claudia Roller reckons with nine million TEU, or growth of more than ten percent, during the year.



Approach of the "[Union Grizzly](#)" and "[Union Sapphire](#)" with a new jacket for the Thornton Bank, to be installed by HLV "[Rambiz](#)". Photo : [Capt Henk Doornhein – Master Rambiz](#) ©

Rotterdam terminal updates AGVs

Europe Container Terminals in Rotterdam is replacing its first-generation automated guided vehicles nearly 20 years after pioneering the use of the equipment to shuttle containers between container cranes and stacking yards, the Journal of Commerce reported. Europe Container Terminals in Rotterdam is replacing its first-generation automated guided vehicles nearly 20 years after pioneering the use the equipment to shuttle containers between container cranes and stacking yards. Gottwald Port Technology GmbH, a subsidiary of Demag Cranes AG, is supplying ECT with 22 new automated vehicles. Gottwald also provided the terminal with its original AGVs, which were put into service in the early 1990s. AGVs are driverless container-carrying wagons that are guided by remote control, using navigation software and electromagnetic transponders embedded into the terminal's pavement. The new models at ECT are equipped with fuel-saving diesel-electric drives and comply with the European EuroMot IIIB exhaust standards that took effect this year. Gottwald also has supplied AGVs to two other large European terminals, Euromax in Rotterdam and Altenwerder in Hamburg. Harold Daggett, newly elected president of the International Longshoremen's Association, has declared his opposition to the use of AGVs or similar technology in U.S. East and Gulf coast ports.

Port of Singapore throughput rises 6.4 percent to 312.8m tons

Cargo traffic at the port of Singapore in January-July of this year grew by 6.4 percent compared with the same period of last year, to 312 828 000 tons, the Port Authority statistics said. Shipments of crude oil rose by 8.4 percent to 111 238 000 tons. Seven-month container throughput rose by 3.8% to 17 221 900 TEUs. In July, container volume increased by 4.7% to 2 639 500 TEUs. Singapore is a city-state located on an island in Southeast Asia. In 2010, the port's cargo throughput totaled 502 million tons.

Engine failure forces crew of new Sullom Voe tug to abandon tanker tow

One of the council's troublesome new £7 million tugs lost an engine yesterday while about to tow an oil tanker into Sullom Voe. The tanker **Penelope** had to be taken back out of port by the other three accompanying tugs while the **Solan** returned to Sella Ness and her crew swapped tugs, returning with the **Shalder**.

The tanker berthing was delayed by around an hour but there was no increased danger during the incident and the weather was perfect with almost no wind. According to reports the **Solan** was about to go alongside the tanker when the failure occurred and her tugmaster aborted the manoeuvre. Investigations into the engine failure on the Voith-powered tug have now come up with a possible cause but head of port operations Roger Moore is still in the process of having it verified. "I'm waiting on the technical experts to get back to me," he said this morning. "They think they know what it is. It's a disappointment when any tug has a failure. It's unfortunate that it happens to be one of the new tugs but it could just as easily have been any of the other tugs." Captain Moore said the Voith tugs in the fleet were generally reliable but a spare tug was kept in case of breakdown. "It has happened on the **Dunter** and **Tystie** in the past. It has happened with other tugs. It is not a regular occurrence but it is something that does happen from time to time, which is why we do have a back-up tug available."

The **Solan** and **Bonxie** have suffered a string of problems since they were launched in Spain last year and some concerns remain three months after they went into action. Last week marine sources at Sella Ness said there was a lack of confidence in the new vessels, despite assurances given to councillors and the public by Captain Moore that the problems had been rectified. One man warned of fears of a power blackout at a crucial time.

Both new tugs have proved awkward for their masters to handle. One source said last week they were still not being used for handling tankers at speed. He told The Shetland Times: "They're still not right and I don't think they ever will be. There's something that's inherently not matching between the hull and the propulsion units." The **Solan** has had a problem with a jammed anchor and a faulty winch. **Source : The Shetland Times**

OLDIE – FROM THE SHOEBOX



The Ocean Weather Ship **CUMULUS** was built as a special design for research, weather monitoring and radiobeacon for the civil aviation. She was the Dutch participation in the international program serving on the Atlantic Ocean. Built in Holland in 1963 she served till 1985 followed until 1996 under the British flag, still as Cumulus. Delivered back to the Dutch Government and sold in 1997. Rebuilt in Devonport as a private yacht, where she got new main engines, new superstructures and a newly shaped bow. Her profile was completely different. When she came in 'service' again as **SALEM**, she

was flying the UK-registration with her homeport Gibraltar. With a small crew on board she found a permanent berth in Palma de Mallorca, sailing very seldom at sea. In 1997 I found her back in the Marina of Palma de Mallorca. I recognize many things, because I served for 5 years on her as 3rd and 2nd mate in the seventies.

Photo: Capt. Frank Haalmeijer (c)

.... PHOTO OF THE DAY



The several units used for the **NORD STREAM** Pipelaying project seen off the Swedish coast

Photo : Nord Stream (c)

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