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**Above seen a happy crew of the DEEP SEA METRO II which was leaving dry dock in HHI Ulsan South Korea after a paint job and installation of the 6 thrusters.**

**Photo : Kees Batist (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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## Twée zwemmers in problemen nabij Nieuwvliet (Zeeuws-Vlaanderen)



Afgelopen woensdag, om 15.10 uur meldde de strandpost van Nieuwvliet (tussen Cadzand en Breskens) dat twee zwemmers tussen de 300 en 500 meter uit de kust in problemen zouden zijn. De reddingboten van de stations Cadzand en Breskens van de [Koninklijke Nederlandse Redding Maatschappij](#) en een Belgische helikopter van vliegbasis Koksijde werden direct gealarmeerd. Tevens werd het kusthulpvoertuig van KNRM-station Cadzand ingezet om te zoeken vanaf het strand. Een vaartuig van Rijkswaterstaat, politievaartuig **P-41** van Vlissingen en een aantal kleinere reddingboten van de reddingbrigades meldden zich eveneens in.

De vaartuigen werden vanaf de branding tot ca. 600 meter uit de kust opgelijnd om gezamenlijk te zoeken, terwijl de helikopter luchtsteun leverde boven het zoekgebied. Onderzoek op strand leerde dat geen personen werden vermist en ook geen kleding of badgoed onbeheerd was aangetroffen. De reddingseenheden meldden bovendien dat regelmatig bruinvissen werden waargenomen. Nadat het zoekgebied een aantal malen intensief was afgezocht is om 17.15 uur de zoekactie afgeblazen.

Bron : Kustwacht – **Photo's : Henk de Winde ©**





Above seen the 2006 built container ship **BALTIMORE** leaving Grand Harbour, Malta on Tuesday 16th August, 2011 bound to Gioia Tauro from Palumbo Malta Shipyard Ltd.

Photo : Mrs. Vikki Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## Tanker Shipping :A bad day just turned worse. Global economic “soft patch” weight heavily on tankers

**Demand:** Projected oil demand continues to slide, with growth entirely driven by non-OECD countries. OECD-demand is expected to contract by 0.4 million barrels per day (mb/d) this year and 0.1 mb/d in 2012. The 2012 forecast by IEA leaves little room for optimism, as the current estimate is as low as 1.7% (1.5 mb/d). China is the main driver in this game and set to increase demand by 0.6 mb/d in 2011 and another 0.5 mb/d in 2012. The recent IEA interference was bad news for an already struggling tanker market as oil was suddenly sourced to the market from the “backyard”, and not the other side of the Earth. Crude oil equivalent to 30 fully laden VLCCs was released in a joint action to bridge the current undersupply of the market with a much needed hike in OPEC production. It goes without saying that once the eventual restocking gets underway, tankers are in for a positive impact.

### CRUDE -

Even though the total number of VLCC spot fixtures Westbound and Eastbound out of AG are fairly similar to the numbers last year, freight rates have halved on the Eastbound trades but have crumbled to a quarter of last year's earnings on the Westbound trades. At early August calculated average earnings for a VLCC going from AG to the US Gulf were USD 78 per day! The market is heavily oversupplied.

The recent development prompted Frontline to announce that they would pull 2-3 VLCCs from the market as only few signs of short term improvement on the tanker market were visible and there is “no point in transporting oil for free”. Down the same alley, fellow VLCC owner, BW Maritime has avoided fixing VLCCs at current market level as rates are “dangerously low”. The recent market development has also made the second hand market come to an almost complete stop, as only **MT Star II**, 1989, 304,622 DWT, has been reported sold since end-March. The 22 year-old single-skin went for as much as USD 30 million and will surely head for conversion into FPSO, which is the main business area for buyer Modec.

### PRODUCT –

Clean “MR” average earnings remains in horrible conditions due to subdued demand and plenty of tonnage. Average earning in 2009- 2011 is USD 7,500 per day, as compared to 2006-2008 earnings of USD 24,500 per day. With the “driving season” ongoing, it's relevant to watch out for motor gasoline imports into the US. Data from EIA on July imports is surprisingly low. BIMCO expected the “driving season” impact on freight rates to be uneventful and so it has been, the low import levels crushed sentiment before it took off, hitting USD 15,000 per day during one single week mid-June only to drop to touch the USD 10,000 mark the following week and sliding further from there. With a weekly average of just 768,000 barrels per day in July – that is 32% below last year's July imports at 1,133,000 barrels per day. You need to go back to 2002 to find a more sluggish demand picture. The active crude oil tanker and product tanker fleet has grown by 3.6% and 2.5% respectively so far in 2011. 18.6 million DWT of crude tanker tonnage and 3.8 million DWT of product tanker tonnage has been launched so far in 2011.



The delivery pace of product tankers appears to be slightly higher than previously expected. This means that the supply growth now seems to reach 8 million DWT as compared to 7.5 million DWT four months ago. This increased supply growth by 6% from 5.2. It is a general trend across segments that yard output is marginally higher than foreseen has come off again, getting back in line with the BIMCO forecast. BIMCO expects the crude tanker fleet to grow by 9.1% in 2011, adding even more supply pressure to the market than today. Fleet growth should come down to 7.5% in 2012 but the result is the same. Four months ago it seemed as if 2012 was set to surpass 2011 in terms of crude tanker deliveries. But things have turned around now, and more near-term supply-side pressure than originally forecast is now in the making for crude tankers.

### Outlook:

As demolition is limited, idling or lay-up of crude oil tankers would ease the supply-side pressure to some extent. The perfect example of a successful idling of vessels to bring back earnings was seen in the container segment during the first half of 2010. But idling remains a "prisoner's dilemma" – which is a fundamental problem in game theory that demonstrates why two parties might not co-operate even if it is in both their best interest to do so – as defecting from the equilibrium might leave the defecting party better off at the expense of the other party.

As US gasoline stocks are getting close to upper limit in the average range, despite record low imports, and the "cancelled" US Summer driving season is coming to an end, it proved to be a negative surprise to the clean product tanker market in the North Atlantic basin more than just a non-event.

As we are on the way in a sluggish third quarter, tanker owners have started to look forward to the Winter market in the Northern Hemisphere by December/January, where the right fixtures and being in the right place at the right time can mean a huge difference for your annual earnings, especially during such a poor 2011. A special swing factor going forward will be a potential second market intervention by the IEA. The Agency has made clear that the knock-on effect from the situation in Libya could prompt further action. So it basically depends on OPEC to increase oil supply sufficiently from which the tanker market would benefit or risk another IEA action which would ease tonnage demand further. BIMCO expects that freight rates in all crude and product tanker segments will experience an unexciting Autumn, as demand continues to soften. End-user oil demand leaves little room for optimism and rates could remain in current low territory. Moreover, the crude tanker segments will see strong inflow of new tonnage adding downside to the demand- supply balance. Assessing the market price on assets, whether it's a newbuilding (NB) or a second hand vessel, has become increasingly difficult as the number of uncertainties in the equation seem to get more and bigger. Before the world fell off the cliff in the Autumn of 2008, a stable relationship was in place and markets were treating us well. Nowadays, a relationship is difficult to define. As MR newbuilding contracting never dried up, the slide in prices has been steady but not dramatic. On the other hand, high activity in the second hand market has pushed up prices – recently seen in the busy months of May and June this year. As the active MR fleet to orderbook now stand at 12% it's likely that NB prices are not going to close the USD 5 million gap. This leaves some upside or the second hand value in order to re-establish the historic price difference which is a bit tighter than today. BIMCO expects that the gap is going to narrow over the coming 12 months as the intangible sentiment supports higher asset prices, despite a weaker tanker market. **Source: Peter Sand Bimco**



The **MAERSK EFFINGHAM** seen enroute Antwerp – **Photo : Alain Dooms – [www.tugspotters.com](http://www.tugspotters.com)** ©

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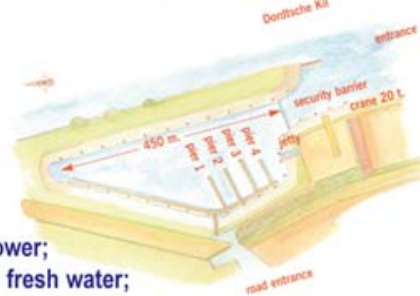
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**THE WORLD** seen passing Vlissingen enroute Antwerp

Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)

## Baltic index at 5-week high, more gains eyed

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, rose to its highest in five weeks on Wednesday helped by a push in iron ore bookings to China. But brokers said growing world financial turmoil, tighter bank financing and rapid fleet growth would keep dry bulk freight rates under pressure in the coming months. The overall index rose 2.01 percent or 27 points to 1,371 points, rising for a sixth straight session. Brokers said firm iron ore cargo bookings to China from Australia and support from freight derivatives contract buying had bolstered rates this week.

"Freight rates have come up a little bit which is moving into slightly more positive territory," said Mark Williams, research manager with broker Braemar. "I am still looking at 12 percent dry bulk fleet growth this year, versus 6 percent demand growth -- you cannot expect an upward trend in freight rates." Earlier this month the index dropped to its lowest in more than three months after falling for 18 consecutive sessions. It has remained erratic and has declined nearly 30 percent this year. Omar Nokta, with investment bank **Dahlman Rose & Co** said in a report on Wednesday the "dynamics" were in place for capesize rates to push higher in the near-term, which potentially could more than double. "Capesize rates have averaged a miserable \$9,000/day so far in 2011, below last year's \$33,000/day, which we had viewed as weak. However, the stage is set for a rebound for at least the next several weeks," Nokta said. Nokta said a positive steel environment, improving steel-producer margins and cheaper imported iron ore prices versus domestic Chinese levels would positively influence short-term rates. "All three of these dynamics

are lining up positively for the first time since the fall of 2010," Nokta said. "The heavy new building delivery schedule remains a major obstacle, however, over the longer term, but charter rates can improve materially in the short-run to last year's averages in the coming weeks." The Baltic's capesize index rose 3.28 percent on Wednesday with average daily earnings rising to \$12,607 a day at their highest in a month. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. The Baltic's panamax index rose 1.08 percent. Average daily earnings for panamaxs, which usually transport 60,000-70,000 tonne cargoes of coal or grains, reached \$12,674. Brokers said they were watching for further economic developments in China, which has been a vital supporting factor for the freight market. Analysts said ship supply continued to act as a major drag on the dry freight sector. Worries over the health of the world economy have signaled more pain and even bankruptcies among dry bulk ship owners, who are getting rock-bottom rates to carry cargoes such as coal and now face a glut of new vessels ordered when times were good. New Franco-German proposals to boost fiscal convergence in the euro zone got a cool response from other member states on Wednesday and failed to convince investors the bloc's debt crisis was closer to being solved. **Source : Reuters**



The **MARIA LAURA PREM** seen leaving the Terneuzen locks – **Photo : Gunther Spruit (c)**

## Flag state rules and requirements on arms and private armed guards on board vessels

ICS Reference Document: Flag State Rules and Requirements on arms and private armed guards on board vessels. With the assistance of its members, the International Chamber of Shipping (ICS) in association with the European Community Shipowners' Associations (ECSA), has compiled a useful reference document collating the policy and rules of Flag States on the carriage of arms and private armed guards on board vessels. The document, providing tabulated information on Flag States' rules, has been added to the ICS website and is proving to be a popular reference tool for shipowners and other interested parties within the shipping community. Kiran Khosla, ICS Director of Legal Affairs and secretary of the ICS' maritime law and insurance committees, says: "When the information is compiled together like this it is interesting to see the similarities and variations in approach throughout the international community. Piracy remains a major cause for concern among shipowners and the wider shipping industry and we are not surprised that members are keen to ensure they are up to speed with the latest recommendations and advice. "The consensus view among ICS national shipowner associations remains that private armed guards are a clear second best to military personnel. However, in view of the current crisis, ICS has had to acknowledge that the decision to engage armed guards, whether military or private, is a decision to be made by the ship operator after due consideration of all the risks and subject to the approval of the vessel's Flag State and insurer," she said. The ICS points out that this information is for general guidance only and is not a substitute for proper verification with the Flag States concerned. The ICS welcomes further information from Flag States to update their listing or to be added to the list. **Download File**[\[PDF\]](#)  
**Source: ICS**





Tidewater's **SEA HERO** seen moored in Cape Town – Photo : Iain Shiffman ©

## Piracy a serious threat to Canada, lawyers told

The first pirates Capt. Steve Waddell encountered weren't wearing puffy shirts, tri-cornered hats or as much dark eyeliner as Disney's Jack Sparrow. Instead they were decked out in Gucci watches and ill-fitting Armani suits, claiming to be Somali fishermen aboard a small, open-decked skiff Waddell and his crew confronted in the treacherous seas off the Horn of Africa. "I'm not sure why they considered that pirate attire," said Waddell, who in 2009 commanded the frigate **HMCS Fredericton** on one of Canada's first anti-piracy naval missions to the region. A Canadian boarding party confronted the skiff, confiscated guns and gasoline from the group, and sent them back to the Somali coast. Waddell watched as the Somalis high-fived each other, happy to be released, as they motored away from the warship. "That's the reality of anti-piracy operations off Somalia," Waddell told an audience of lawyers with the Canadian Bar Association on Tuesday. He and other experts, who spoke at the bar's annual meeting in Halifax, say piracy is a serious, resurgent security issue that threatens the economies of all trading nations, including Canada. Worse, solutions to the problem remain far from clear. Among the thorny questions facing maritime and military lawyers is how modern-day pirates should be treated by Canadian forces and other state authorities: Are they criminals or foreign combatants? Can naval crews legally detain them, and if so, should they be accorded prisoner-of-war rights under the Geneva Convention? What about child pirates in the service of a pirate warlord?

Once pirates are arrested, should they be brought for prosecution back to Canada, where a pirate might make a refugee claim? "Off the Horn of Africa, nine out of 10 pirates captured are released, because no state is willing to prosecute them," says Simon Barker, an Ontario lawyer who specializes in admiralty law. Barker says when most Canadians consider piracy, they imagine only the Hollywood stereotypes. To prove his point Barker took to the

conference stage here wearing, along with his suit and tie, a skull-and-crossbones bandana on his head. But kidding aside, he and other experts say Canada and other rich countries must get serious about the threats of piracy in the 21st century. Pirates increasingly threaten commercial shipping in the South China Sea, off the coast of Nigeria, in the Red Sea and in the Indian Ocean off Somalia. The UN's International Maritime Bureau (IMB) says there were 489 pirate attacks around the world in 2010, a 20 per cent increase over 2009. So far this year, there have been 310 attacks, plus 487 crewmen taken hostage and seven crew killed by pirates. The U.S.-based One Earth Future Foundation says the total costs of piracy to the global economy — factoring in lost cargoes, paid ransoms and piracy-insurance fees — are as much as \$12 billion U.S. per year. "In today's world, this is an unacceptable situation," says IMB director Pottengal Mukundan. Mukundan says that while NATO and other naval forces from China, Russia and India are mounting serious efforts to patrol dangerous seas, pirates are simply growing bolder. He says there has been a rapid rise in oil tanker hijackings this year off the coast of Benin, where pirates are siphoning off entire oil cargoes into smaller vessels, and then ransoming off crews for millions of dollars. Somali pirates are now operating from large "mother ships," far offshore in the Indian Ocean, a vast area that's difficult for foreign navies to patrol and secure. "How do you police a region like that with 24 warships?" Waddell says. "That's like taking 24 police cars and trying to patrol all of Canada. It's impossible." Hugh Williamson, a professor of maritime law at Dalhousie University, says piracy ultimately requires political and economic solutions. "You can't solve piracy at sea," he says. "The solution to Somali piracy will be setting up a stable government ashore where criminal gangs can no longer operate." While the problem may seem distant for Canadians, Waddell calls piracy a "critical issue for Canada. "The products on Canadians' grocery shelves don't just come from within, they come from abroad, and with piracy disrupting trade, pushing up insurance rates, and forcing commercial mariners off the water because they no longer want to risk their lives — these are issues that will ultimately affect what we see on our shelves here, and how much we pay for them. We should get a little bit smarter about it." **Source: Postmedia News**



The Russian icebreaking shuttle tanker "**VASILIJ DINKOV**", owned by SOVCOMFLOT, arriving fully loaded in Murmansk on a beautiful summer day! **Photo : Capt. Christian Schmidt - AfriShore Mosselbay ©**

## Slowdown shadow on Maritime Trade

Marred by slow growth in international trade freight rates have taken a big hit. From dry bulk to tanker to containerized cargo, the shipping industry is grappling with a falling freight rate situation across all cargo. In the last one year, the Baltic Dry Index has plunged by 36 per cent. A combination of demand and supply side factors are pressurising freight rates. On the demand side, the debt crisis in the US and Europe is expected to further dent the international freight rates and create a dampening effect on the trade outlook. "US, Eurozone crisis is a cause of concern. There is an uncertainty of consumer sentiment," said AR Ramakrishnan, managing director, Essar Shipping. Shrinkage in cargo from not just the western economies but from countries like China has significantly contributed to the falling freight rates in the dry bulk segment. "Sentiments play a major role. US and Europe may cut down on imports from China, Taiwan and India due to shrinkage in their economies," said TV Shanbagh, former head of Transchart, shipping ministry's chartering wing.

China's iron ore inventory level is at an all-time high of 94 million tonne and steel production in China is expected to remain slow on account of restriction of electricity allocation to steel plants. "China could be importing lower volumes of iron ore due to current high level of inventories. Dry bulk freight rates are expected to remain range bound with a negative bias in August on the back of Indian monsoon season which will most likely reduce iron ore exports from



India," said Bharat Chhoda, analyst, ICICI Securities. Indonesia's dictat on the export of coal on market prices instead of negotiable rates have led to a decline in coal exports by Indian companies which have set up captive ports there. According to industry experts, bulk and liquid cargo rates have already hit rock bottom and expected to remain stable at the level. The container market is down by 50 per cent due to a fall in trade. Most of this is attributed to supply side anomalies. With new building coming in and shipping companies putting in orders for more vessels the freight rates have been negatively impacted. "Growth of trade is not matching the growth in supply. While supply side is rising by 13 per cent year on year, demand is only increasing by 8 per cent," said Captain Sunil Thapar, director-bulk carrier and tanker division, Shipping Corporation of India. In the dry bulk segment, 45 per cent ships are still on order and in tanker about 28 per cent. Shipping companies are expecting that the new building effect will reduce by 2012 with the peak time of deliveries over in 2011. "On the positive side, the drop in crude oil prices should help the consumers. We are hopeful that demand for crude oil imports in the west will increase in winters," Ramakrishna added. Although, it is a wait-and-watch policy for shipping companies as of now, industry experts are expecting some positive momentum for Very Large Crude Carriers (VLCCs). While the lifting of the Russian wheat export ban and the recovery of Australian coal mines could lend support to the dry bulk freight rates, industry experts say. "Suezmax day rates are expected to rise from its current appalling levels. LPG freight rates are expected to remain range-bound in August 2011 due to availability of excess tonnage," Chhoda added. **Source : Business Standard**



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## KNRM evacueert hartpatiënt met toeval verschijnselen

Woensdagochtend 10.15 uur alarm van het Kustwachtcentrum Den Helder voor een medevac. Het betreft een Filippijnse patiënt met verlamingsverschijnselen aan het gezicht. Het schip waar de man verblijft, de **'Trans Adriatic'**



is op weg naar ankergebied 4b alwaar de patiënt zal worden overgenomen. Om 10.30 uur verlaat de KNRM reddingboot **'Jeanine Parqui'** de Berghaven op weg naar de **'Trans Adriatic'**. Halverwege de reis horen we dat het schip is geankerd in ankergebied 4b met positie 51°54.16 en 003°33.26 Oost. Om 11.30 uur langs zij de **'Trans Adriatic'** waar de patiënt vlot werd geëvacueerd.

Aan boord van de reddingboot **'Jeanine Parqui'** bleek de 46-

jarige Filippijnse patiënt meer uitvalverschijnselen te tonen dan aanvankelijk was medegedeeld. Na contact met de Kustwacht en de AC Rotterdam Rijnmond is besloten om toch een ambulance te laten komen op verdenking van

herseneninfarct. Na aankomst in de Berghaven om 12.30 uur is de 46-jarige kok nagekeken in de ambulance en naar het Leyenburg ziekenhuis in den Haag gebracht.

## INTERNATIONAL LIGHTHOUSE AND LIGHTSHIP WEEKEND



This coming weekend the **INTERNATIONAL LIGHTHOUSE AND LIGHTSHIP** weekend will be held worldwide, radio amateurs will make connections worldwide from the lighthouses and the lightvessel around the globe.

From the Dutch city Den Helder this will be done from the former lichtvessel **TEXEL** which is moored at Willemsoord.

See for more information :

<http://illw.net/>  
and  
<http://illw.net/index.php/entrants-list-2011>

## Boskalis posts good result despite challenging market conditions

Dutch dredging and marine contractor Royal Boskalis Westminster realized what it describes as "a good result" in the first half of 2011, with net profit coming in at €114.1 million on revenue of €1,250 million (first half of 2010: € 123.9 million and € 1,135 million respectively). Compared to the end of 2010 there was a decline in the company's orderbook to €3 billion.

The operating result (EBIT) increased by 8 per cent to €162.9 million (first half of 2010: €150.8 million). In comparison with the first half of 2010, the impact of the acquisition of SMIT, effective from 1 April 2010, should be taken into account. SMIT's operating result was fully consolidated in the first half of 2011, whilst in 2010 it was only consolidated for the second quarter.

The company said its dredging activities saw a decline in the market, with fleet utilization levels under pressure on the one hand but margins on current projects remaining at a very acceptable level on the other.

"Although on balance there was a slight decline in the result compared to last year, the dredging activities had a good first half. The contribution of harbour towage to the result, adjusted for the consolidation effect, was comparable to last year," said Boskalis. "Transport and heavy lift activities saw a slight improvement thanks to the pick-up in North Sea spot contracts. However, there is no improvement as yet in the spot market in the Far East and Middle East.

"The utilization rate of the floating sheerlegs was low during the first half of 2011. The contribution of terminal services to the result was down on last year, partly due to the temporary underutilization of some tugs as a result of continued weakness in the spot market. "Conversely, salvage activities had a good first half, with plenty of work in India and Southeast Asia.

At the end of the first half year Boskalis reached an agreement regarding the sale of SMIT's terminal and AHTS transport activities to Lamnalco. Lamnalco, which is 50 per cent owned by Boskalis, will pay a consideration of around US\$450 million for these activities.

The sale of the SMIT activities is not expected to have a material effect on the Boskalis income statement for 2011.



Peter Berdowski, the company's CEO, said: "Looking back on the first half and given the challenging market conditions, we are positive about the result. "For the first time in years we saw a sharp decline in the utilization of in particular the larger dredging vessels due to the lower volumes of work in the market and our selective contracting policy. However, thanks to the quality of our order book the negative impact was limited.

"Our recently presented three-year corporate business plan defined the strategic framework for the further development of Boskalis. With the intended acquisition of **MNO Vervat**, the sale of **SMIT Terminals** to **Lamnalco** and the ongoing integration of SMIT we are taking major steps towards implementing this plan. "We view the tightend market conditions with lower volumes of work and increased competition as a transitional phase with better prospects for the medium term. Large-scale investment plans in the oil and gas industry as well as global port developments will have a positive impact on **Boskalis**.

"We do, however, expect that the recently exacerbated macroeconomic unrest will affect the timing of these investments and are factoring in the possibility that investment decisions in large-scale projects may slip into 2012 and 2013." **Source : Dredging News Online**



### OFFSHORE SUPPORT (DREDGING & WIND FARMS)

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The former VLCC **World Prospector** was converted to an ore carrier and renamed **F Elephant**. The vessel berthed in Cape Town harbour last week and left the Duncan Dock, proceeding to the anchorage as she was placed under arrest.

Once the attachment was lifted, the ship berthed again the Duncan Dock to take on bunkers, departing at 0900

August 17, 2011. Unconfirmed reports said she was headed for the breakers. **Photo : Ian Shiffman ©**

## Panama Canal turns 97 - presses ahead with expansion plan

Prensa Latina says the Panama Canal has marked its 97th anniversary with a programme to expand its operating capacity and increase the value of its role in world commerce. Alberto Aleman Zubieta, canal administrator, told reporters that the latest project will improve opportunities for national development.





HAL's **WESTERDAM** seen passing the Panama Canal April 20<sup>th</sup>, 2011 – **Photo : Alex van Wingerden ©**

Since its transfer to Panama more than 11 years ago, the canal has contributed about US\$6.4 billion to National Treasury, funds that have been used for social investment such as schools, health care and infrastructure. Prensa Latina says the expansion work includes dredging and dry excavation, and in July, concrete pouring activities began for the new Atlantic and Pacific locks, an important step in the expansion program.

The expansion is expected to double the canal's capacity, which will have an impact on economies of scale and make Panama the principal logistical center of the continent, said Zubieta. **Source : Dredging News Online ©**



The **BOX TRADER** seen enroute Rotterdam – **Photo : Harry van den Berg ©**

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floating sheerlegs Cormorant (600 tons)



## Berger vertilt zich aan Vinca Gorthon



Na anderhalf jaar werk, tientallen miljoenen euro's aan investeringen en een dodelijk ongeval, heeft de berger van het scheepswrak **Vinca Gorthon** het opgegeven. De enorme bergingsklus voor de kust van Camperduin lijkt toch te hoog gegrepen.

Het zou één van de spectaculairste bergingsoperaties van de laatste jaren worden. Televisiezender National Geographic wijdde er drie weken geleden nog een uitzending aan. Maar het Brits-Amerikaanse bedrijf **Titan Salvage** heeft de opdracht woensdag teruggegeven aan Rijkswaterstaat. Het lukt niet om het Zweedse vrachtschip van de zeebodem te lichten. Alle werkschepen en ander materiaal zijn

teruggehaald.

De **Vinca Gorthon** ligt sinds 1988 op de zeebodem, op het kruispunt van vier vaarroutes. Het vormt een lastig obstakel op de drukbevaren Noordzee. Berger **Titan Salvage** kreeg daarom 22 miljoen euro van Rijkswaterstaat om het 19.000 ton zware wrak te lichten. Hiervoor werd een uniek procedé bedacht. Naast het wrak werden twee speciaal aangepaste werkeilanden gepositioneerd. Onder het wrak, dwars door de zeebodem heen, werden dertig kettingen aangebracht. Vervolgens zou het wrak in stukken worden gezaagd en worden opgehesen.

Op deze manier lukte het vorig jaar de boeg even boven water te tillen. Vanwege het slechte weer moest men hem echter weer laten zakken. Na de winterstop werd deze zomer een tweede poging gedaan. Nu liet men een ponton op de zeebodem zakken. De boeg werd daarop getild en het idee was dat het geheel boven water zou worden gehaald. Zo ver is het echter niet gekomen. „Het ponton ligt al twee maanden op de bodem en zit dusdanig vastgezogen dat ze bijna alle kettingen stukgetrokken hebben met het omhoog takelen, wat dus uiteindelijk niet gelukt is.” Dat schrijft bootvisser Michiel Dehé uit Groet op internet. Hij zegt het van een medewerker van de mislukte berging te hebben. Ook zou **Titan** het financieel niet meer zien zitten. Verder zou het dodelijk ongeval van een medewerker hebben meegespeeld.





De sleper **STATUM** vertrekt met de **L'AVENIR** welke is gebruikt voor de berging van de **Vinca Gorthon** uit Velsen Noord - **Photo : Joop Marechal ©**

Deze Amerikaanse duiker overleed half juni toen hij bij ruwe zee een ketting doorzaagde. **Titan Salvage** noch **Rijkswaterstaat** willen iets kwijt over de berging. „Wij zijn in gesprek met **Titan**. Het is ons nog niet helemaal duidelijk waarom ze het willen opgeven”, zegt een woordvoester van Rijkswaterstaat. Nederlandse bedrijven die aan de berging hebben meegewerkt, waaronder Seamar in Den Helder, verwijzen naar de berger. „Natuurlijk zijn we teleurgesteld, we willen graag dat het wrak verdwijnt”, zegt de Rijkswaterstaat-woordvoester. Wellicht krijgen andere bergers nu een opdracht. Op YouTube staan mooie animatiefilmpjes van hoe de berging had moeten verlopen. Tik in **'Vinca Gorthon'**. Bron : NoordHollandsDagblad

## Body found in the Thames thought to be missing tug boat crew member

THE body of a man believed to be a crew member who went missing following the sinking of a tug boat in the Thames river on Friday has been found. The **Port of London Authority** found the body at around 5pm on Tuesday near Convoys Wharf in Deptford. A spokesman said the body was seen “floating on the surface of the water”. The police marine unit was called and recovered the body from the water. Emergency services had been looking for a crew member of the tugboat, **Chiefton**, which capsized and sank on Friday morning. The body found Tuesday has not been formally identified, but the family of the missing man have been informed. Source : SouthLondon-today



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## Fears for sheep stranded on ship to Qatar



A LIVE animal export ship destined for Qatar has been stranded at Port Adelaide with 67,000 sheep on board for more than a week because of engine failure. The vessel, which has a history of high animal mortality rates during transit, loaded 67,000 sheep last Monday. It sailed the next day but the Australian Maritime Safety Authority ordered it to return to harbour after its engines broke down.

Flinders Port chief executive Vincent Tremaine said he was uncomfortable with animals being left on a vessel for longer than necessary and the sheep might have to be unloaded to a feedlot. "I'm not sure if even those on the ship are aware of how long it will take," Mr Tremaine said. RSPCA Australia chief executive Heather Neil said the incident highlighted the risks involved in transporting animals by

sea, which the live export industry had not been able to address.

The Australian Quarantine and Inspection Service said it did not know if any sheep had died since being loaded on to the Kuwaiti-registered al-Messilah in Adelaide and Victoria's Portland. "The sheep on board are healthy, have good access to feed and water and are being monitored by an AQIS-approved veterinarian," a quarantine spokeswoman said. AQIS said the breakdown had not affected the ventilation, feed and water systems. Animal rights groups are concerned for the welfare of the sheep and referred to the chequered history of the live export ship.

The [al-Messilah](#), a 30-year-old former car transporter, was investigated by AQIS in 2006 after the Kuwaiti shipping company reported a high mortality rate of Australian livestock. A total of 1683 out of 71,309 sheep died during a marathon 24-day journey from Tasmania to four Middle Eastern ports. Animals Australia executive director Glenys Oogjes said the mortality report pointed to starvation and disease as causes of the deaths. She said the [al-Messilah](#) was also investigated in 2002 when 2173 of the 74,985 sheep on board died during transit. **Source : The Australian**

## NAVY NEWS



The [RFA FORT ROSALIE \(A 385\)](#) seen arriving in Malta – [Photo : Getju Spiteri ©](#)

## First AWD keel block delivered

A 180-tonne keel block to be fitted to the first of three new air warfare destroyers has arrived at the assembly yard in Adelaide. Defence Materiel Minister Jason Clare said this was an important step in the \$8 billion air warfare destroyer

(AWD) project. Mr Clare said the keel block, measuring 18 metres by 16 metres by five metres, was constructed at the BAE Systems yard in Melbourne and transported by barge to Adelaide.

## RSS Archer submarine arrives in Singapore



The **RSS Archer**, the most advanced submarine in the Republic of Singapore Navy, docked at Changi Naval Base. It arrived last Wednesday from Sweden, where it underwent upgrading and sea trials after it was acquired by the RSN in 2005. Chief of Navy Rear-Admiral Ng Chee Peng and other senior naval officers were at Changi Naval Base to witness its arrival from Karlskrona, Sweden.

The **Archer-class** boat is one of two former Royal Swedish Navy **Vaastergotland-class** submarines acquired second-hand by the RSN in 2005. It was launched in Karlskrona for sea trials two years ago, after undergoing upgrading to operate in tropical water conditions.

Submarine crew members from the RSN have been in Sweden since 2007 to undergo training to operate and maintain the submarine.

Source : Straits times

## SHIPYARD NEWS



Above seen the **KADUNA** arriving August 17th in Harlingen bound for Shipdock – Harlingen

Photo : Wytze v.d. Witte - [www.janvandewitte.nl](http://www.janvandewitte.nl) ©

## ROUTE, PORTS & SERVICES

## Vietnam's APMT's Cai Mep docks 9,038-TEU Grete Maersk on transpac service

THE 9,038-TEU **Grete Maersk** has become the first of the shipping line's vessels to call at the newly opened Cai Mep International Terminal (CMIT) in Vietnam on its route from Asia to North America. With its first direct transpacific 6 (TP6) vessel calling at CMIT, the carrier has "officially become a business partner of its sister company, APM Terminals, one of the three main investors in CMIT. This move tightens the relationship between the carrier and port

operator and benefits their import-export customers," a company statement said. The terminal has a 14-metre channel depth with 16.5 metre depth alongside, modern ship-to-shore handling facilities and over 36 hectares of container yard. Peter Smidt-Nielsen, general director in Vietnam, said: "We are very proud to have 100 per cent on-time schedule reliability between Vietnam and the US west coast in quarter two as the only line, and we look forward to continue delivering that important service to our customers." Source : Schednet



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## CMA CGM signs a Memorandum of Understanding for the expansion in Kingston of its future central hub in the Caribbean

The **CMA CGM Group** is pleased to announce the signing of a Memorandum of Understanding (MOU) for the operation, equipment and expansion of the Gordon Cay Container Terminal in the Jamaican port of Kingston, for a minimum period of 35 years. The project to develop the terminal will be based on the existing facilities. Signed on 4 August 2011 by Rodolphe Saadé, CMA CGM Executive Officer, and the Chairman of the Port of Kingston, in the presence of Jamaica's Minister of Transport Michael Henry, the MOU marks the start of a major investment program before the terminal is fully commissioned in 2015. The project to widen the Panama Canal will require a major reorganization of shipping, particularly in the Caribbean and North America region. The "New Panamax" vessels, with capacities up to 12,500 TEUs will be able to cross the Canal, compared to the current limit on 4,000 TEUs. Transport distribution will only be possible from a hub that can accommodate these giants, which is currently not the case for most ports in the Caribbean and on the United States East Coast. Development of a central hub in Kingston will allow CMA CGM to take full advantage of these changes.

The terms of the Memorandum of Understanding signed with the Port of Kingston include:

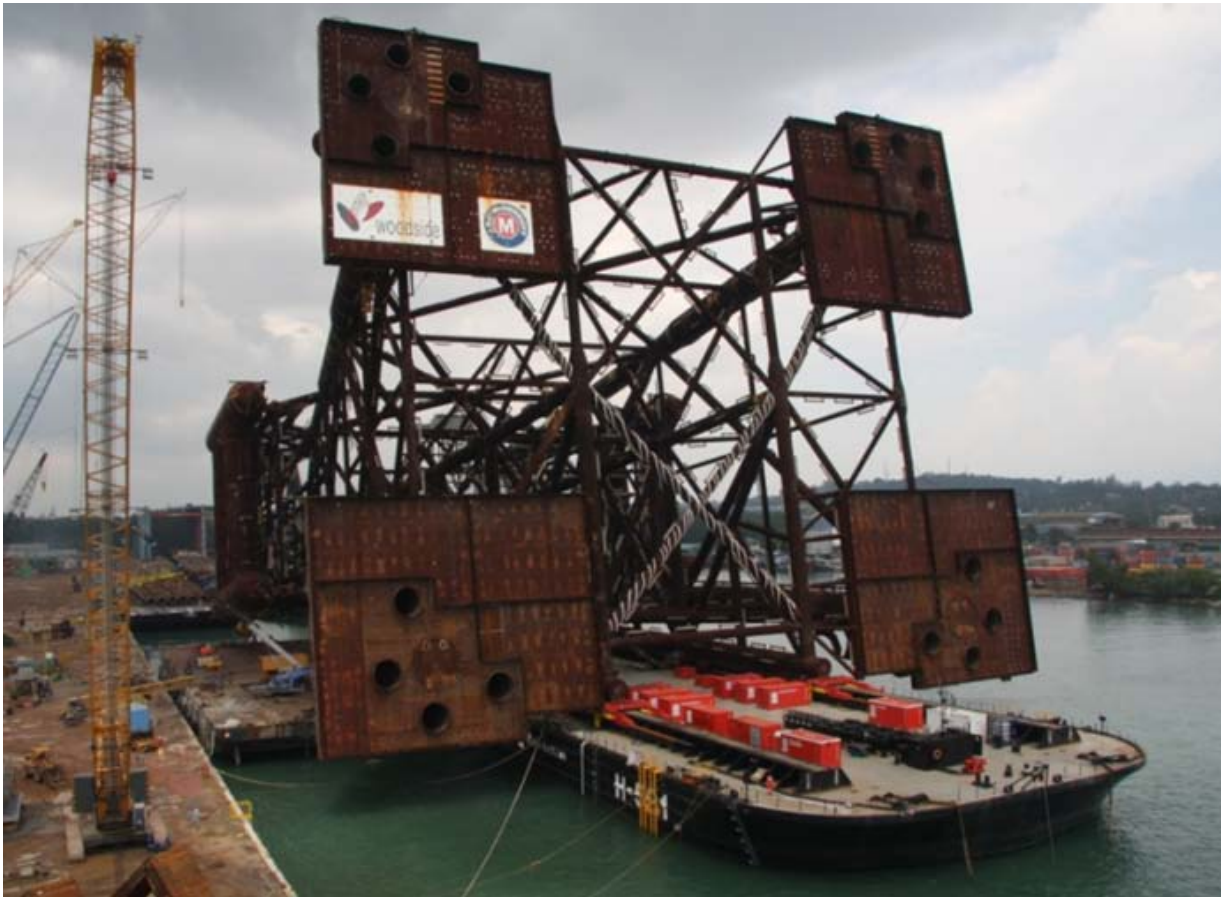
- Taking over operations in the current facilities
- A phased expansion of the terminal: once in service, the Gordon Cay Terminal will have a 1,300m quay after the first phase, with potential to develop an extra 1,700m, and a 17m draft capability to accommodate the "New Panamax" vessels.

"This project is a strategic investment for CMA CGM and illustrates the Group's willingness to be ahead of the game in anticipating changes that will result from widening the Panama Canal. This agreement confirms the CMA CGM Group's historic commitment to Jamaica and the region," explains Rodolphe Saadé, Executive Officer at CMA CGM.

Source : CMA CGM

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Above and below seen the sailaway of the **H-591** barge loaded with the **Woodside NRB Jacket** from the **Mc Dermott** premises at Batam (Indonesia), **Photo's Courtesy : Matt Allen - Woodside rep.**



The 180 mtr long Heerema H-591 is towed by the AHTS's **MAERSK PROMOTER** and Tidewaters **WILLIAM R.CROYLE**, at the departure the transport was assisted The barge was assisted by the **Posh Honour, Posh Honesty, Marina Vision** and the **Sumber Blessing**

## New nuclear waste ship arrived in Murmansk

**The nuclear waste ship *Rossita* before leaving the shipyard in Italy.**

The Italian built vessel "**Rossita**", designed for transport of nuclear waste including spent fuel from submarines, has moored at Rosatom's base in Murmansk. "*Rossita*" left Fincantieri shipyard on July 30 and arrived in Murmansk on Monday, RIA Novosti reports. The vessel is now moored to another of Rosatomflot's nuclear waste ships, the "**Serebryanka**". "*Rossita*" was built as a result of an agreement signed by Russia and Italy in 2003 on cooperation on nuclear safety and scrapping of discarded nuclear submarines. Plans for the vessel are drawn by Russian specialists.

"**Rossita**" will sail between the ports of Gremikha, Andreyeva Bay, Sayda Bay, Severodvinsk and other places where plants for scrapping of nuclear submarines are located. The vessel is 84 meters long and 14 meters wide and has a depth of only 4 meters, which makes it possible for the vessel to enter any port on the Kola Peninsula. It can carry 720 tons of cargo.

Gremikha is located on the eastern shore of the Kola Peninsula and is the second largest of the two onshore facilities used by the Russian Northern Fleet to store its radioactive waste. Located 350 kilometers off the Kola Inlet near Murmansk, Gremikha is not connected to the rest of the peninsula by roads.

Andreyeva Bay is the primary spent nuclear fuel and radioactive waste storage facility for the Northern Fleet, located some 45 kilometers from the border to Norway. It contains about 21,000 spent nuclear fuel assemblies and about 12,000 cubic meters of solid and liquid radioactive wastes. There are three wet storage tanks in the Andreeva Bay facility, containing large volumes of spent nuclear fuel. These tanks are deteriorating due to poor maintenance and the harsh Arctic climate. **Source : BarentsObserver**



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## Hallin Completes Installation of Huge Tidal Turbine at EMEC

**Hallin Marine**, a **Superior Energy Services** company, has successfully completed the installation of the world's most powerful single rotor subsea tidal turbine in Orkney Island, Scotland. Hallin was contracted by Atlantis Resources Corporation (Atlantis) to provide specialist services as an experienced integrated subsea contractor to plan install the 1 megawatt tidal turbine AR-1000 at the EMEC site.

Tim Cornelius, Chief Executive Officer of Atlantis said "I am very pleased with the successful installation of the AR 1000 in the EMEC test site. The partnership approach and support that Hallin has provided to Atlantis during the early development and subsequent stages of the project have resulted in yet another first for the company. Hallin and its engineering division led by Prospect have been cornerstone contractors and have provided a reliable and professional service to us whilst working within the financial constraints typical for an early technology development. It is this combined approach that has given Atlantis the position of a leading developer in the tidal power sector.



The AR-1000 turbine weighs in at around 145 Tonnes was re-deployed in the harsh environment in between the North & Norwegian Seas around the Orkney Islands. Hallin's Group Business Development Director John Payne said "this is a very satisfying end to what has been over a year's engineering and installation work. Our project started in 2010 with the initial installation and since then we have completed a number of successful nacelle retrieval and reinstallation programs at the EMEC test site. The whole approach reconfirms the initial maintenance philosophy of interchangeable turbine units on a single gravity base.

I am pleased to say that this has been a resounding success as Atlantis has connected to the grid and we are pleased to have achieved our aim of delivering a successful installation and ongoing support as a partner to our client."



Beautiful photo of HAL's RYNDAM – Photo : James Cook ©

## India lines up \$60 bn revamp of ports

India aims to pour \$60 billion into ports by 2020 under a drive to spur the fastest growth in more than two decades and ease bottlenecks stoking the highest inflation among major economies. The target is part of Prime Minister Manmohan Singh's planned \$1 trillion revamp of choked transport and power networks to achieve faster expansion.

The push must transcend a history of insufficient investment, which has left the world's most populous democracy trailing a Chinese economy now more than three times larger. "If there isn't enough capacity, you lose time and it adds to cost," said Leif Eskesen, an economist at HSBC Holdings Plc. India's clogged harbours put Thermax, a power-equipment maker, at a disadvantage to Chinese rivals for obtaining raw materials and shipping goods.

"It takes 45 days transportation for incoming cargo for me and similar time when I send it to my customers overseas," said M S Unnikrishnan, managing director of the Pune-based company. "The Chinese can possibly do it in seven days."

The Indian government is relying partly on investment by companies such as DP World Ltd. and AP Moller-Maersk to lift capability at ports to 3.1 billion tonne by 2020 from 963 million tonne in 2010. Achieving this objective would enable greater imports of items from electronics to oil, helping damp inflation by better feeding consumer demand.

Deeper berths for bigger container ships also are pivotal to India's attempt at galvanising exports of items from clothes to cars. India's attempt to address port-investment shortfalls stands to benefit builder Larsen and Toubro Ltd, according to Taurus Asset Management Co. Increasing cargo traffic makes Mundra Port & Special Economic Zone a buy, said K R Choksey Shares & Securities Pvt. Ltd.

Port projects worth Rs10,300 crore are under construction or implementation, ministry of shipping figures show. They involve the government and private enterprise, and include a Rs3,500 crore liquefied natural-gas terminal at Cochin in the south and the Rs1,460 crore development of berths and a terminal in Mumbai. Larsen and Toubro, India's biggest builder of power networks and airports, has climbed more than 9% during the last two years. Mundra, a cargo terminal on the west coast, is up 26% in the same period.



Stock prices will recover, corporate-earnings growth will improve and “then you will see substantial performance by the infrastructure sector,” said Sadanand Shetty, a fund manager at Taurus Asset Management. Investor concern that Europe’s debt crisis and a US slowdown will derail global growth sparked the stocks slide. Even as such risks increase, capacity constraints in the Indian economy are fuelling price pressures, forcing the RBI to fight inflation and protect purchasing power.

The nation has 13 major ports overseen by the central government and 187 smaller harbours, together accounting for 90% of Indian exports by volume. India imports more than it exports and had a trade deficit of almost \$105 billion in the last fiscal. Some terminals are managed by foreign businesses, including APM Terminals, a unit of Maersk, Denmark’s biggest company. APM operates Gujarat Pipavav Port and a terminal at the Jawaharlal Nehru Port in Mumbai. Dubai-based DP World, the world’s fourth-largest port operator, has terminals at five locations from Mundra in the northwest to Cochin in the south.

The push to add wharves and deepen drafts must overcome a legacy of inadequate investment in a nation that fell 10 places in the infrastructure ranking to 86th among countries in the World Economic Forum’s 2010-2011 Global Competitiveness Report. Spending on ports may amount to Rs40,600 crore for the five-year period ending March 2012, less than half the original aim, according to the Planning Commission.

Even as obstacles remain, port investment is on course to jump 76% in the five years through March 2012 from `23,000 crore in the previous five-year period, planning commission data show. India’s Maritime Agenda has set a spending goal of `2.77 lakh crore by 2020. Privately managed ports show the benefits of liberalisation, said Vinayak Chatterjee, chairman of Gurgaon, India-based Feedback Ventures Ltd, which advises on construction projects.

“They are far more aggressive and dynamic and customer friendly,” he said. “Once allowed to implement and operationalise, they deliver.” **Source : Bloomberg – DNA India**

## World's largest containership docks coming to Hong Kong from Lianyungang



A CEREMONY celebrating the maiden voyage of the 14,100-TEU **CSCL Mercury**, said to be the world's largest containership in service, was recently held at the #27 berth of east China's port of Lianyungang, Xinhua reports.

China Shipping president Li Shaode said the **CSCL Mercury** is one of China Shipping's eight 14,100-TEU ships having been deployed or being built. Being 366

metres long, 51.2 metres wide and deadweight tonnage of 155,470 tonnes, these are the largest ships in the world and the most advanced in technology and in green performance, he said. This ship is deployed on CSCL's Far East-Europe line. It will be loaded with 2,600 TEU at Lianyungang before heading for Shanghai, and will be calling at Ningbo, Shenzhen, Hong Kong, Malaysia and ports in France and Germany. **Source : Schednet**

**CSCL will receive following vessels from the 14.100 TEU newbuilding programme:**

<b>CSCL Star</b>	delivered
<b>CSCL Venus</b>	delivered
<b>CSCL Jupiter</b>	delivered
<b>CSCL Mars</b>	delivery scheduled September
<b>CSCL Mercury</b>	delivered
<b>CSCL Neptune</b>	delivery scheduled December
<b>CSCL Saturn</b>	delivery scheduled March 2012
<b>CSCL Uranus</b>	delivery scheduled May 2012

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



Tidewater's AHTS **WILLIAM R. CROYLE** seen off Batam – Photo : Willem van Woercom (c)

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