



Number 243 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 31-08-2011**

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

 <h1>Seamanship</h1>	<h2>Whatever the ship. Wherever delivered.</h2> <p>The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.</p>  <p>www.redwise.com info@redwise.nl</p>
---	---



The CMA CGM Manet seen arriving Rotterdam fresh painted.

Photo : Maik Ebel - www.ship-photos.de (c)

**Due to working abroad the newsclippings
may reach you irregularly**

EVENTS, INCIDENTS & OPERATIONS



The London Offshore Consultants Group

require **DP Engineers or Mariners**
and **Mariners with Rig Move experience**

to join the expanding team of marine and engineering consultants in Singapore

Applicants with OVID Inspector qualification will be an advantage.

Interested applicants, please send your detailed CV to singapore@loc-group.com

www.loc-group.com



FPSO SKARV IDUN SUCCESSFUL INSTALLED



Fairmount Sherpa and **Fairmount Summit**, two of Fairmount Marines powerful tugs, towed the **FPSO Skarv Idun** to the field after it was completed and prepared in Norway. Both tugs had already successfully performed the towage **FPSO Skarv Idun** from Korea to Norway earlier this year. The FPSO was towed at a world record breaking time of 92 days, including stops, and at an average speed of 7 knots. Once the convoy arrived in the field, **Fairmount Sherpa** and **Fairmount Summit** were charged with keeping the **FPSO Skarv Idun** in position for the mooring operations.

The **Skarv Idun** is a large floating production storage and offloading unit and will be used by BP to exploit the oil and gas fields Skarv and Idun, located just below the Arctic circle in the northern Norwegian Sea. The FPSO is 292 meters long, 50.6 meters wide, has a towing draught of 12.2 meters and has a deadweight of 128.000 ton. A crew between 65 and 100 was on board **Skarv Idun** during the passage for on the job training, running the vessel, surveillance and providing marine support to the tug crews. **Source : Fairmount Marine**

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

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>



The **BLACK WATCH** seen departing from Amsterdam – Photo : Marcel Coster (c)

Surfer in problemen voor Hoekse kust



Afgelopen vrijdagmiddag om 17.20 uur gingen de alarmpagers van de Hoekse KNRM redders. Het alarm was afkomstig van het kustwachtcentrum Den Helder, Het bericht betrof een surfer die in problemen zou zijn voor de Hoekse kust. De [KNRM](#) reddingboot 'Jeanine Parqui' verliet om 17.30 uur de Berghaven richting Hoeks strand.

Onderweg op de Nieuwe Waterweg werd bericht ontvangen dat ook de [RPA 16](#) en een rib van

de douane waren ingelicht en hielpen opsporen. Even voor zes uur die middag, net na het inzetten van de eerste zoekslag kwam er bericht dat de surfer op het strand was. Nadat dit was bevestigd is de varende zoek-/hulpverlening beëindigd.



The **HOLLAND** seen anchored off Terschelling – Photo : Daniel van der Zwaan – Janszoon Maritime (c)

Piracy wave set to hit households in the GCC

The cost of GCC household goods may be on the rise as shipping companies pass along to consumers a 300-fold increase in emergency insurance premiums - per voyage - to ply pirate-infested waters, experts say. A rash of attacks on bulk carrier ships by rocket-toting Somali pirates has prompted London insurance authorities to list the eastern coastal areas of the Arab peninsula as 'War Risk' zones, prompting some marine underwriters to boost their insurance coverage from \$500 (Dh1,836) per voyage to GCC countries up to \$150,000 per trip by some accounts. Gulf countries such as the UAE are highly dependent on the daily shipments of perishable foods, electronics, clothing and household goods from Europe and Asia and are vulnerable to the trickle-down effects of higher shipping costs. The UAE alone received Dh485.4 billion in imports in 2010 which translated into roughly 318,000 tonnes per day entering the country, according to the Federal Customs Authority. Anna Bowden, programme manager of One Earth Future, said that new emergency surcharges imposed by insurance companies on ships traversing the listed war-risk zones of the Indian Ocean, Arabian Sea and Gulf of Oman will push the prices of goods higher.

"Emergency surcharges do get passed along," Bowden told Gulf News from the Louisville, Colorado offices of One Earth Future. "It does certainly go down the supply chain. The consumers pay a little more." Bowden, co-author of Oceans Beyond Piracy report, estimates that piracy is costing the international community from \$7 billion to \$12 billion a year. Research so far by Bowden suggests that the added cost per item shipped due to added insurance surcharges — a kind of pirate ocean toll — varies widely "anywhere from two cents to a dollar more". There is no avoiding the shipping surcharges because any "ship that travels through a war zone... has to have war risk cover". In the Oceans Beyond Piracy report, Bowden noted that "the cost of war-risk premiums has increased 300-fold from \$500 per ship, per voyage; to up to \$150,000 per ship, per voyage in 2010." Cargo insurance, the report noted, has also shot up \$25 to \$100 per container while it's been estimated "that piracy has doubled the cost of hull insurance". In 2010, Bowden estimates in the report that insurance premiums to protect ships and cargo from Somali pirates ranged from \$460 million to \$3.2 billion.

An estimated 30,000 ships transit the Gulf of Aden every year. Further estimates in the report suggest that shipping companies pay an additional \$363 million to \$2.5 billion a year — or \$134,000 for each ship on each voyage — to protect the ship using security guards (\$80,000), electric fences (\$40,000) and barbed or razor wire (\$12,000). To make matters worse, Bowden noted that ransoms paid out by shipping companies are growing at a phenomenal rate over years past in order to secure the release of ship, crew and cargo. "In November 2010, the highest ransom on record, \$9.5 million, was paid to Somali pirates to release the **Samho Dream**, a South Korean oil tanker," Bowden wrote in the report. The 300,000-tonne supertanker was hijacked in April last year, carrying an estimated \$170 million worth of crude oil owned by American refiner **Valero Energy**, was en route to the United States from Iraq. The

pirates managed to outrun a South Korean Navy destroyer which pursued the tanker. The [Samho Dream](#) is now lying temporarily abandoned in Dubai waters after Dubai authorities reported last week that the supertanker's owners, Samho Shipping, had filed for bankruptcy and that efforts were under way to return the ship to its home country. A sister tanker [Samho Crown](#) is also reportedly stranded in Dubai waters. Bowden said higher ransom demands are being met by ship owners year on year. "In 2005, ransoms averaged around \$150,000. By 2009, the average ransom was around \$3.4 million. In 2010, ransoms are predicted to average around \$5.4 million." There were 52 successful hijackings in 2009 resulting in \$177 million in total ransoms paid to Somali pirates. In 2010, although the number of hijackings dropped to 44, total ransoms paid rose to \$238 million. Crews that are hijacked and imprisoned in Somalia now face three to four months in captive

Downtime for ships out of service after a hijacking also cost shipping companies even more money, Bowden said in the report, with estimates that it costs "around \$3 million for a cargo ship to be held for two months at a charter hire of \$50,000 per day." While the report offers numbers, Bowden notes that the cost of piracy in the report is "not a definitive figure, but rather intended to be continually developed, adapted and improved." Neil Roberts, senior executive — underwriting at Lloyds Market Association, told Gulf News from London that some figures seem a little off. "The global hull premium, according to International Union of Marine Insurance (IUMI) statistics, is \$6.6 billion — OBP [Oceans Beyond Piracy] reckoned war premiums alone were \$4.5 billion which is simply unrealistic. Additionally, the war market is exceptionally competitive and discounts of 50 per cent for no claims are usual. Further discounts are given for what many would argue is common-sense security," Roberts said. "It is very difficult to give exact numbers but the best estimate — as we told the House of Commons inquiry — is that losses certainly exceed premiums and relevant premiums were estimated at £110 million (Dh660.30 million) for UK. Interestingly, the cost of naval support far outweighs any premiums and losses." FP Marine Risks states that any vessel sailing into a war risk area must discuss additional insurance premiums with their underwriters within 48 hours of entering the zone as identified by the Joint War Committee in London, a body that represents insurers such as Lloyd's of London. The committee decided in December 2010 to add the Arabian Sea and Gulf of Oman to the JWC's Hull War, Strikes, Terrorism and Related Perils list. Yudhishtir D. Khatau, managing director of Varun Shipping, told Bloomberg in June that his company is shelling out an additional \$70,000 per voyage for each ship in a fleet of 16 that transports goods between the Middle East and India. "The extra cost is harming us very seriously," he said.

Latest numbers released by the International Maritime Bureau's (IMB) Piracy Reporting Centre suggest that while attacks along the Somalia coast have dropped, the decline may be at the expense of other coastal regions nearby in Arab waters. A live piracy map provided by the IMB on its website shows that the lion's share of reports of hijackings, attacks and suspicious ships are being recorded along the Omani coastline and hundreds of kilometres into the open seas of the Indian Ocean. Using larger mother ships and smaller skiffs to attack slower-moving bulk carriers, pirates are spreading their tentacles into open waters where they can visit harm upon victim ships away from the patrolling military ships of two combined international navy task forces. In the Arabian Sea and off Oman, the IMB said increasing incidents in that area are "believed to be Somali pirates extending their attack areas". To date this year, the IMB reports there have been 178 pirate attacks in the region, 22 of which resulted in hijackings. Seven crew members were killed and 362 sailors have been taken hostage. An IMB report released last month suggested that two-thirds of 266 pirate attacks globally so far this year were carried out by Somali pirates. "In the last six months, Somali pirates attack more vessels than ever before and they're taking higher risks," Pottengal Mukundan, IMB director, said in a statement, adding that "many of the attacks have been east and northeast of the Gulf of Aden, an area frequented by crude oil tankers sailing from the Arabian Gulf as well as other traffic sailing into the Gulf of Aden." One of the most recent attacks near Arabian Gulf waters transpired on August 20 when pirates boarded the [Fairchem Bogey](#) within three kilometres of the Omani port of Salalah, weighed anchor, and disappeared. The EU's naval force (Eunavfor) confirmed the hijacking, noting the ship, a Marshall Islands chemical tanker of 52,455 tonnes with 21 hands aboard, was taken to the Somali coast. Riad Kahwaji, founder and CEO of the [Institute for Near East and Gulf Military Analysis](#) based in Dubai, said tens of millions of dollars in ransoms may be helping Somali pirates create a sophisticated intelligence network that is helping them expand their reach. "To go this close to the shore of Oman when there are at least two task forces, this shows boldness and confidence," Kahwaji told Gulf News. "Obviously, there are people on shore providing them [pirates] with intell." A superior underground information pipeline would explain why "dozens of destroyers, corvettes and patrols in the Gulf of Aden and seas off Oman are not able to pick them up," he said. "There is serious intelligence failure on behalf of the alliance forces." Paid informants on shore, Kahwaji speculated, are feeding the pirate network with real-time data detailing the manifests of ships, departure times and even the intended destinations of commercial vessels. Pirates, he said, "are getting a lot of intelligence to help them do what they want. There is enough money to build a sophisticated system of control." To defeat the pirates, Kahwaji said authorities need to strike the central nervous system of the pirates. "You have to have counter-

intelligence, a serious joint effort," he said. "They need to track the chain of intell and see how it is moving, then take it out."

Authorities in the UAE have done more than just talk about crushing the growing tide of piracy in Arab waters. The UAE has taken a hardline approach against piracy in recent months through military action, a pledge of financial support and front line negotiations for the release of a UAE-owned oil tanker. "The UAE has done quite a bit. It is the only country here [in the GCC] to rescue a hijacked ship," said Riad Kahwaji, founder and CEO of the Institute for Near East and Gulf Military Analysis. In early April, Emirati military forces bested pirates after the hijacking of the **Arrilah-1**, a 37,000-tonne bulk carrier under the ownership of government-operated Abu Dhabi National Tanker. "The operation was carried out in a very professional manner. It was quick, accurate and decisive with no casualties or damage to property," Lt Col Abdullah Al Dhaheri of the UAE Armed Forces told WAM at the time. Ten Somali pirates were taken into custody to face prosecution. Two weeks later, Shaikh Abdullah Bin Zayed Al Nahyan, UAE Foreign Minister, told delegates at an Abu Dhabi counter-piracy conference that the Emirates would donate \$1 million (Dh3.67 million) to a UN fund to fight piracy. More recently, the UAE's **National Transport Authority** (NTA) confirmed that UAE oil tanker **Jubba XX** — hijacked July 16 in Yemen waters — was released July 27 by pirates off the coast of Somalia and that its crew members were safe. The NTA said, "Shaikh Hamdan Bin Mubarak Al Nahyan, Minister of Public Works and Chairman of the National Transport Authority, issued his directives to follow up the **Jubba XX** kidnapping; ensure the safety of its crew; and communicate with its owners." Owned by Sharjah-based Jubba General Trading Company, the ship was released by pirates, the NTA said in a statement, "without any concessions or payments due to the good reputation of the UAE and its cordial relations with all countries."

Somali pirate attacks to date :

- * 178 Total incidents
- * 22 Total hijackings
- * 362 Hostages
- * 7 Crew members killed
- * 18 Vessels still held by pirates

Source: International Maritime Bureau (IMB)



The tugs **CENTAURUS** and **ELBE** seen moored with the pontoon **UR 98** in Ijmuiden awaiting weather

Photo : H.Blomvliet (c)

Hong Kong's Anglo-Eastern opens Glasgow office to strengthen UK presence

HONG KONG's **Anglo-Eastern** has opened up new offices in Glasgow to strengthen its ship management, crew management and newbuilding consultancy services in Britain and Europe. Located in central Glasgow with 130 staff,

[Anglo Eastern](#) (UK)'s new premises occupy 23,000 square feet on two floors, providing adequate space for future expansion, reported Tanker Operator.

The Glasgow office manages around 50 versatile types of ships, including running four liquefied natural gas carriers (LNGCs) for [Nigeria LNG Limited](#) (NLNG). Its managing director Douglas Lang said: "Our new offices will allow us to keep building on our high level of service our customers expect from us and increase our staff as dictated by our customer's demands." Said Anglo Eastern CEO Peter Cremers: "Our UK office in Glasgow continues to develop its base of solid clients and is the foundation of our European operations." **Source : Schednet**



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000

VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl



The **HOEGH COPENHAGEN** seen rounding the South Pile sailing into Melbourne 27 August. - **Photo : Bill Barber ©**

Yemen Navy Stops Suicide Attack Off Abyan Coast



Yemen's navy says it has stopped a suicide attack by a speed boat approaching one of its vessels. The navy Sunday said a boat suspected of carrying explosives was heading toward a Yemeni warship off the coast of volatile Abyan province late Saturday. A Yemeni commander, Ruwais Mujawar, said navy ships fired on the boat and sank it after it ignored several warning shots.

No one has claimed responsibility for the attack, but al-Qaida has used boats in the past to attack warships. In October 2000, an al-Qaida attack on the **USS Cole** Navy destroyer in the port of Aden killed 17 American sailors. Yemeni security forces continue to battle al-Qaida insurgents in Abyan province, where the militants have captured areas including the provincial capital, Zinjibar, and the town of Jaar.

Source : VOA News



The **AKERAIOS** seen moored in Amsterdam – Photo : Erwin Willemse ©



Minimize expenses without jeopardizing the quality of maintenance on diesel engines.

OEM stockist for:

- SWD: R150, DRO210, F240, SW280, TM410
- Sulzer: Z40/48, ZA40(S), 25/30
- ABC: MDX
- Other European-built four-stroke engines

info@ruysch.nl www.ruysch.nl



Harvey Gulf Announces Plans for 3 New LNG-Powered Boats

Initial deal worth \$165 million; \$300 million for 6 additional newbuilds and another \$500 million for acquisitions also approved. [Harvey Gulf International Marine](#) announced Saturday that it will sign a deal for three LNG vessels to be built by Signal Shipbuilding. At a Harvey Gulf board meeting held on Saturday afternoon, the Louisiana-based operator's management team approved the \$165 million deal, said Harvey Gulf International Marine Chairman & CEO, [Shane J. Guidry](#). Guidry told MarineNews Editor Joe Keefe, "Also, the Board approved an additional \$300 million for another 6 newbuilds, as well as \$500 million for acquisitions." Financing terms were not disclosed. The Louisiana-based marine transportation company, specializing in towing drilling rigs and providing Offshore Supply and Multi-

Purpose Support Vessels for deepwater water operations in the U.S. Gulf of Mexico, has in recent years aggressively pursued a path of focused growth and acquisition. Harvey Gulf's newer vessels are typically characterized by state-of-the-art technology, usually outfitted above and beyond simple regulatory requirements. The deal to acquire still more vessels, this time focusing on clean running LNG tonnage, appears to further that trend. **Source : MarineLink**



The **MORNING LAURA** seen enroute Antwerp – **Photo : Sjaak Klaassen (c)**

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

GEZAMENLIJK PERSBERICHT KUSTWACHT & KNRM

Afgelopen weekend was opnieuw een weekend waarin **Kustwacht** en reddingseenheden flink aan de slag moesten voor de recreatievaart. Op het **Kustwachtcentrum** in Den Helder kwamen 30 hulpaanvragen binnen van zeil- en motorjachten op de Noordzee, Waddenzee IJsselmeer en Zeeuwse- en Zuid Hollandse Stroom en surfers in problemen. In totaal werden **44**

reddingboten van de **Koninklijke Nederlandse Redding Maatschappij** ingezet.

Links de KNRM reddingboot **ANNIE POULISSE** - **Photo : H.Blomvliet ©**

Daarnaast werd vijf keer een beroep gedaan op reddingsbrigades en kwamen ook bergers zes maal in actie. Wederom waren de meest voorkomende problemen motorpech, stuurproblemen en aan de grond gelopen. Ook werd vijf maal hulp verleend voor een surfer in problemen. In alle gevallen konden de betrokkenen veilig worden binnengebracht en deden zich geen persoonlijke ongelukken voor.





[ITC's TYPHOON](#) seen arriving with the [AMT VENTURE](#) in Rotterdam – Photo : Jan Oosterboer ©

GREEK OIL PRODUCTS TANKER RELEASED BY SOMALI PIRATES

Somali pirates have freed a Greek-operated oil products tanker [MT POLAR](#) and its crew against a hefty ransom after holding them hostage for nearly 10 months. The vessel's manager confirmed the release. Athens-based Paradise Navigation said the [MT Polar](#) was on her way to a safe port but declined to say if a ransom was paid to secure the ship's release. "This was a long and extremely distressing hijack for all the families involved and those in the company trying to secure their release." The company also complained that the international community is not doing enough to stop piracy. "Owners and managers find it unacceptable that they were virtually left unaided to deal with these criminal acts on the high seas." One seaman died of a stroke three weeks after the ship was seized in the Indian Ocean but the remaining 23 crew members were said to be well.



BACKGROUND: Source : [ecop-marine/ecoterra](#)

[MT POLAR](#) : **Seized Oct. 30, 2010.** Armed pirates in two skiffs boarded and sea-jacked the Liberian-owned product tanker [MT POLAR](#) (IMO 9299563) with 24 crew members aboard in the very early morning hours at 01h40 UTC (04h30 local time on 30. October 2010 in position 12:12N – 064:53E. The incident occurred according to the Piracy Reporting Centre 633nm east of Socotra island, off Somalia; or 684 miles (1,100 kilometres) east of the Indian Ocean island of Socotra according to EU NAVFOR. According to a EU NAVFOR statement the owners of the Panamanian-flagged 72,825 dwt vessel [MV POLAR](#), Herculito Maritime Ltd, confirmed early Saturday that pirates are in command

of the ship, which was en route from St. Petersburg and Kronstadt to Singapore with a cargo of fuel oil. While it is undisputed that the ship originally had 24 crew members, EU NAVFOR reported one Romanian, three Greek nationals, four nationals from Montenegro and 16 Filipinos, but according to the ICSW (International Committee on Seafarer's Welfare) there are three Greek nationals, 16 Pinoy seafarers, three from Montenegro and one Romanian as well as one Serb. In connection with this case AFP concluded that though naval powers have deployed dozens of warships to patrol the region's waters they have failed to stem piracy, one of the few thriving businesses for coastal communities in a country devastated by war and poverty. According to reports from Somalia the already sea-jacked Iranian fishing vessel from Hobyo was used to capture this vessel in tandem with covering VLCC **SHAMHO DREAM**. Allegedly the captain of the Iranian fishing vessel thereafter received money from the pirates and was released with his vessel and crew.

Paradise Navigation S.A. is a Panamanian registered company, established in Greece under law 89 Constantinos Tsakiris is the Chairman and Managing Director of Paradise Navigation SA, a shipping management company established in Greece and founded back in 1968, as **Navipower Compania Naviera SA**, by the Tsakiris family, a traditional Greek ship-owning and operating family. **MT POLAR** had reached the Somali coast in the morning of 30. October and was held off Hobyo. On Monday, 22. November 2010 one Filipino seafarer was reported by the Seafarers Network from Greece to have died allegedly of a heart attack. At 02h33UTC on 23 November 2010, **MV POLAR** was reported in position 07°49N 055°53E - apparently on a piracy mission. At 19h40 UTC on 25. November 2010, **MV POLAR** was observed in position 09 29N 068 44E, course 258, speed 12.6 kts. The pirated vessel was conducting piracy operations, using the surviving crew members as human shield, was briefly back and held off Hobyo at the Central Somali Indian Ocean coast, but is then was conducting again pirate operations. **MV POLAR** was observed at 16h38 UTC on 10. March 2011 in position 06 36 N 051 20 38 E on a course of 079 with speed 10 kts possibly acting as pirate launch. Thereafter the vessel returned to the coast and is held since the beginning of April 2011 at Ceel Caduur north of Hobyo at the Central Somali Indian Ocean coast.

The negotiations appeared to have been completed and a release operation was expected - as reported on the 10. of June 2011 from Somalia. But a final agreement was apparently then challenged due to disagreements among the pirates and a decisive move to reach a final conclusion and to end the ordeal had to be undertaken. Since also the supernumerals who were earlier on board were off the vessel, a release was expected soon. However, renewed differences between members of the pirate group holding vessel made a release planned for the beginning of August so far impossible. One of the reasons seems to be a disagreement concerning the modalities of ransom payment. While Greek vessel owners of late preferred a hidden way to make ransom money transfers to the pirate investors, it appears that at least one part of the gang holding **MV POLAR** doesn't agree. Facilitators of such payments through money transfer systems usually demand a huge percentage as commission. On 08. August 2011 it was reported that the conflict among the pirates persisted with crew and vessel still being held north of Hobyo, but on 26. August the **Polar** pirates received a hefty ransom and left the vessel. **Source : ecop-marine**



The **WIND SURF** – Photo : Capt Maurits Groothuis – Master Wind Surf (c)

CASUALTY REPORTING



MULTRASHIP
TOWAGE & SALVAGE

Contact: +31 115 645000 (24/7)

www.multraship.com

floating sheerlegs Cormorant (600 tons)



At least 12 dead after ferry sinks in eastern Indonesia



At least twelve people have been killed and an unknown number of people remain missing after a ferry boat sank in eastern Indonesia on early Saturday morning, officials said. The **Windu Karsa** ferry sank off Lambasina Island in Indonesia's southeast Sulawesi. The boat had departed Bajoe in South Sulawesi at around 2 p.m. local time

last Friday and was en-route to Kolaka in Southeast Sulawesi.

Police said at least 12 bodies had been recovered as of early Saturday evening, while 93 others have been rescued. According to the boat's manifest, at least 96 people were on board the boat which is designed to carry up to 360 people. But authorities believe most passengers were not on the manifest and fear the death toll could rise further.

Search and rescue teams are continuing to operate at the scene to recover missing people, even though officials do still not know for certain how many people were on board. Some reports said hundreds of people may have been on board. On Wednesday, a passenger speed boat carrying around 40 passengers capsized while traveling in the Cemeti Strait between Kotawaringin Timur and Katingan districts in Central Borneo. Nine people were killed during the incident.

Travel accident are not uncommon during the current season as most Indonesian families have been celebrating the Idul Fitri festivities, which marks the end of the Ramadan fasting month. In June, at least 27 people were killed when a boat capsized off the island of Kalimantan. The accident took place some two hours after the ship had left the Panjang port in Kotabaru, when strong waves crashed into the **KM Martasiah**, which was also carrying various goods such as motorcycles and household appliances. Source : Channel 6 News Online

NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Via deze weg willen wij, Club de Ruyter, "Maritieme" Nederlanders uitnodigen voor deze lunch, wat tevens een uitstekende plaats is om te netwerken, en kennis te maken met andere Nederlanders uit de maritieme industrie



deze lunch wordt deze keer gesponsord door

T&T BISSO SALVAGE ASIA PTE LTD

En is deze keer wederom in de TRADEWINDS BAR van de :

Hollandse Club in Singapore

op vrijdag 2 september 2011 tussen 12:00 en 14:00 uur

22 Camden Park

Singapore 299814

Tel : +65 6464 5225

www.hollandseclub.org.sg

Namens :

Hendrik ten Hoeve – Compass Energy

Rik Zwinkels – Hallin Marine

Richard van der Werf – T&T Bisso Salvage Asia

Renier van den Bichelaar – Smit Salvage Singapore

Piet Sinke – T&T Bisso Salvage Asia

Als U van plan bent aanwezig te zijn, gelieve even een mailtje te sturen naar clubderuyter@gmail.com zodat wij er rekening mee kunnen houden voor hoeveel personen er nasi goreng en sate ☺ gemaakt moet worden

SHIPYARD NEWS

 <p>Follow TOSjobs</p> <p>www.twitter.com/tosjobs</p>	<ul style="list-style-type: none">• Global Ship Delivery• Crewing Solutions• Shore Based Jobs <p>www.tos.nl</p>
--	---



Stern section of a vessel under construction at the Samkang M&T shipyard in South Korea

Photo : Daan Akerboom ©

Oman Drydock Company Finishes Major Maintenance Job for Pacific Trader

Oman Drydock Company SAOC (ODC) announced the successful, on-time delivery of its first-ever container ship after the completion of a major maintenance job. The German-owned '**Pacific Trader**', which has a capacity to accommodate 1,608 TEUs of containers, arrived at ODC's world-class ship repair yard at Duqm on July 14. Over the ensuing 39 days, the vessel underwent a number of maintenance works, including painting, refurbishment of some sections, and repairs to seven major onboard tanks. A professional team of specialised technicians and engineers was on hand throughout the contract to ensure the provision of the highest standards of quality. The **Pacific Trader's** supervisor thanked ODC for the smooth, timely and efficient completion of the maintenance contract.

ODC has so far undertaken maintenance works on a total of 16 ships that had been dry-docked since the soft opening of the yard on April 25. Starting with two ships owned by a Belgian company, ODC has since taken on more complex maintenance tasks involving larger vessels of National Ferries Company. **Source : oman observer**



MAERSK NEXUS seen at Eldock (Durban) Photo : Willem Kruk ©

ROUTE, PORTS & SERVICES



Above seen from the PLB NEBULA the DSV TOISA PALADIN in the process of TDM the 4 inch pipeline at Kirinskoye field Sakhalin. Photo : Pieter C Holtes (c)

Mombasa to build new box shop to handle cargo bound for hinterland states

THE [Kenya Ports Authority](#) (KPA) is to build a second container terminal at Mombasa to ease mounting congestion arising from increasing cargo volumes, much of which is bound landlocked countries for which the port is the main gateway.

The US\$300 million terminal, of which \$240 million will come from the Japan International Cooperation Agency, reports London's International Freight Week. Designed to handle 250,000 TEU a year, its throughput came in at 695,000 TEU in 2010, up 12 per cent on 2009. The expansion plan is crucial for Mombasa and Kenya itself as competition to handle the increasing amount of traffic moving to and from countries such as Uganda, Rwanda, Burundi

and the Democratic Republic of Congo, intensifies. According to local reports, construction will begin in September and take about two years to complete. Its handling capacity will be 1.2 million TEU. **Source : Schednet**



The Chinese MSA patrol vessel **153** seen observing a STS operation (below) in Chinese waters
Photo's : Peet Teerling (c)



Durban has highest port costs

South Africa's port in Durban charges more than any other major dock in the world, forcing up costs for companies such as Sappi and Mondi and undermining government attempts to boost exports and create jobs. State-owned Transnet charges an average container vessel \$182 151 (R1.3 million) to dock in Durban, according to the Ports Regulator of South Africa. That's more than double a global average of \$86 251 and the highest of 100 top harbours. Things may get worse next year with Transnet's application to increase fees for port services and facilities by 18 percent. Combined with the rand's strength and rising labour and energy costs, such charges were limiting profits at exporters including Sappi, the world's largest maker of glossy paper, rival Mondi and ArcelorMittal, Africa's biggest steelmaker, said Mohamed Kharva, an analyst at Nedbank.

"Companies such as Sappi are plagued by higher costs and don't have the pricing power to pass this on to customers," Kharva said in a telephone interview from Johannesburg. "It's extremely negative for the company. Their profitability starts to diminish and that doesn't make it a great investment."

Kharva recommended that investors sold their shares in Sappi, Mondi and ArcelorMittal. The rand has climbed about 33 percent against the dollar since January 2009, wage increases averaged 7.5 percent in the first half and power costs are up 26 percent this year. Hamburg-based MACS Maritime Carrier Shipping was reducing its business in South Africa because of rising costs and the unreliability of port services, managing director Felix Scheder-Bieschin said in a telephone interview from Cape Town. Johannesburg-based Sappi is considering using Maputo port in neighbouring Mozambique for exports from its Mbombela mill in the northeast of the country. "It hobbles the economy of South Africa," Glenn Adriaanse, the export services manager at Sappi Trading, said in a telephone interview from Durban.

"These costs all add up and eventually filter down to the bottom line." Sappi, which has shut mills in South Africa and Switzerland in the past year, posted an unexpected loss of \$0.13 a share in the three months to June, the company said earlier this month. Exporters and shippers say a lack of competition contributes to the high costs. More than 90 percent of goods sold overseas pass through South Africa's harbours, and the National Ports Authority, a unit of Transnet, manages all ports except the Richards Bay Coal Terminal. Durban handles 61 percent of South Africa's container cargo. "We're paying first-class prices for economy-class services," Scheder-Bieschin said. "We see cost and efficiency as a threat to our business." **Source : Bloomberg**



The **ZEALAND BEATRIX** seen passing Rumeli Kavagi at the Black Sea end of the Bosphorus last Sunday. She is on passage from Tuapse bound for Abidjan. **Photo : Simon Smith ©**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

Magampura Port: Facts and Fallacies

The **Sri Lanka Ports Authority** (SLPA), in a statement says that facts have been misinterpreted and distorted by certain groups to mislead the public on the **Magampura Port** development project.

The following is the full text of the statement:

In the recent past, there have been several allegations on **Magampura Mahinda Rajapaksa Port**. These allegations seemed to have based on the following concerns related to one another.

1. Insufficiency of the depth of the harbour
2. Inability to obtain an insurance for the port
3. Non-availability of a clear map
4. Non-arrival of ships to the port

5. Presence of huge irremovable rock mass at harbor mouth
6. Dangers to the structures and the civil life of Hambantota town in the event of blasting the said rock mass
7. Requirement of large additional loan to remove the rock
8. Risk of going waste millions of dollars

Time to time these allegations were either appeared in newspapers and electronic media or spread across the society as rumours. The real facts on the cost of the project, including additional costs experiencing due to quantity variations of hard and soft material in the basin and the channel has been revealed by Dr. Priyath B. Wickrama, Chairman, Sri Lanka ports Authority in various forums. However, these facts have been either misinterpreted by some personnel or misled to some wrong conclusions. This statement aims to clear up those concerns and to understand the factual situation of the Magampura port.

Insufficiency of the depth of the harbour

Magampura Mahinda Rajapaksa Port basin, having a depth of 17m is sufficient to cater most recently built ships targeted at the Port. The length, width and draft of the largest container ship operational in 2011 (Emma Maersk) are 397 m, 56 m and 15.5 m respectively. Serious allegation was on the insufficiency of the harbour depth despite the above and some articles even had reported that the minimum depth of a commercial harbour should be 35m, while the maximum depth of Colombo harbour at present is 15m and harbours having depth of 35m are not in existence. Therefore, there is no reasons for concern on insufficiency of the depth.

Insurance of the Port and Port Map

Ports are not insured as a whole though various plants or machinery may be insured against various perils. Colombo Port has never obtained an insurance of that nature and ships in international voyage on the other hand need to be insured against various risks. Ships entering Colombo Port were imposed an additional insurance cover or subject to high insurance premiums at the time Sri Lanka faced serious security threats from LTTE. However, it is important to have Admiralty Chart indicating the location and hydrographical data creating an identity for the port. These charts are published by UK Hydrographer of the Navy. The National Aquatic Resources Research and Development Agency (NARA) liaises with UK Hydrographer of the Navy and get these new charts or annual updates. NARA is in the process of collecting the relevant data from the Ports Authority for sending to UK Hydrographer of the Navy on completion of the balance 0.4% of dredging work at the channel. However, even without published Admiralty chart six international ships have already called the Magampura port.

Presence of irremovable huge Rock

The presence of huge irremovable rock mass at the harbour mouth is far beyond the truth. The construction works of Magampura Mahinda Rajapaksa Port commenced in January 2008 as a green field port in the vicinity of Karagam Lewaya. Excavation and dredging work comprised two major components, Basin excavation and Channel dredging. The Basin is separated by the Channel from the A2 road around the 235 km post. Both excavating the Basin in the Karagam Lewaya and dredging works of Channel from the sea side, approximately 1km away from the Basin, commenced simultaneously. From then onwards both activities moved ahead in parallel independent to each other. However, dredging work had to be stopped during the periods of monsoons. Dredging comprised both with Soft material as well as Hard material requiring blasting. By the ceremonial opening on 18th November 2011, excavation of the Basin had been fully completed (up to -17m) together with most of the land side construction work, while an area of approximately 10,000 m² (100m by 100m area) in the Channel was left without dredging to the intended depth. The balance area of the channel had been dredged up to the intended depth, -16m, at the time. However, it was decided to ceremonially open the port on this date with a channel dredging progress of 96%, this being an auspicious day for such an opening. Balance dredging work continued after the opening day and happened to stop in May 2011 due to the monsoon. The balance amount of dredging is about 0.4% (50 m x 70 m) of the total Channel dredging volume and this work would be commenced after the monsoon at the end of September and is expected to be completed within 45 days. Therefore, the dredging remaining at present (including rock requiring blasting) is not an irremovable rock mass but the continuation of similar work performed during the construction.

Additional loan for removal of rock

The total estimated cost of the project has shown a substantial increase due to several reasons including increase of hard material quantities both in basin and channel, increase of price adjustment amounts compensating the changes in the prices of material and labour. The basin excavation and channel dredging contribute approximately 40% of the project cost.

Hard and soft material quantities had been calculated based on 31 boreholes in the basin area and 6 boreholes in the channel area initially on preparation of the BOQ. This was based on the available data at the time of getting the offer. The accurate quantities may either be lower or higher. Due to this uncertainty, it had been decided to make the payments on measure and pay basis on agreed rates, while the BOQ quantity only provides initial guidance.

On implementing the work more detailed soil investigations were done and the quantities of hard material were higher than the initial estimated values for both basin and the channel. Since the rates for excavating/ dredging hard material is higher than the soft material the estimated cost got increased. The relevant increases in the hard material quantities are approximately 45% and 53% in the basin and channel respectively. This increase had caused US \$ 13.56 million in the basin excavation cost and US \$ 31.02 million in the channel dredging cost. This increase costs are based on original rates and more accurate quantities. Soft material quantities have accordingly been decreased and therefore the net increase in both excavation and dredging is US \$ 40.66 million.

The prices of the material, labour and equipment charges can change over the contract period. However, the contractor's rate is based on prices prevailing at the time of bidding. These changes are compensated in price according to an agreed international formula based on price indices published by the Government. The money required for this price adjustment payments were higher than the estimated original values. Therefore, an additional estimated amount of US \$ 87.7 million is required for payment of said price adjustments. Sri Lanka Ports Authority is following the due procedure to get an additional loan in view of covering up the above-mentioned additional expenditure. This loan would also contain costs in procuring some operational equipment including gantry cranes, electromechanical works at the oil terminal, and construction of some utility building and accommodating changes of designs of the breakwater. Accordingly the total estimated amount of additional loan is US \$ 147.9 million.

No Ships - A Waste of Money

Colombo port has been conceptually in operation since the 15th Century with a string of anchoring vessels approximately at the present location. However, it had taken hundreds of years to transform this port facility into its present status. On the contrary Magampura port, a green field brand new port, with berths of -17m depth and 1,200m length, substantial backup yards and utility buildings including fourteen storied administration building has been constructed within 39 months. Cranes will be installed within 12 months. Marketing a port without constructing it is hardly possible as the construction takes a longer time and there could be many reasons hindering construction even with the best plans on boards. For example, both Hambantota and Colombo South Port was discussed for years without commencing any construction work. Having constructed Magampura Port with the above facilities, it will take some time to familiarize among the world of shipping and ports even with the strenuous marketing in position. Unlike small business ventures, ports will not be fully operational just after opening and this aspect was taken into account. As Sri Lanka Ports Authority has taken some initiative in this respect long before and this port will be expected to become a busier port within a short time. Sri Lanka Ports Authority has floated a Request For Proposal (RFP) scheme and attracted 27 entrepreneurs interested in developing business ventures within the port. Out of them 14 have been identified and short listed. The Cabinet of Ministers has already been given approval for three business ventures, investment amounting to more than US \$ 600 million. On signing the agreement with these investors they will start constructing their factories and so on which will also create business in terms of project cargo initially. The balance short listed investments will also be considered gradually. A ship repair yard is also planned to be established within the port premises in an area of 48 hectares of land. As the demand of the investors is high, another RFP will also be planned to float soon. **Source : The Nation**

ALLURE OF THE SEAS



Newsclippings reader [Remy de Jong](#), made a cruise with his family onboard the newest addition to the [Royal Caribbean](#) fleet, the [Allure of the Seas](#) which boasts the DreamWorks® Experience, adding to the already stunning collection of onboard experiences for the whole family. The



DreamWorks® Experience lets you create unforgettable moments with your favorite characters from Shrek®, Madagascar™, Kung Fu Panda™ and How to Train Your Dragon™. Guests can pose for pictures with characters, interact with them during meals, laugh at their antics during parades and watch their movies in our new 3D

theaters – all at no extra charge. Enjoy the How to Train Your Dragon™ Ice Show and Madagascar™ Aqua Show, exclusively on the [Allure of the Seas](#).



The revolutionary design of [Allure of the Seas](#) will fill your days at sea with wonder: wake to two-story ocean views in our contemporary Loft Suites, hop onto a classic, full-sized carousel in the Boardwalk neighborhood, spend some quiet time in our adults-only Solarium, and let the kids' imaginations run wild in the Youth Zone - the largest dedicated youth area at sea. Jump right into the Pool Zone, where you'll find the H2O Zone, cantilevered whirlpools, FlowRiders® and a thrilling zip-line view of the ship and sea below. When it's time to unwind, go for a stroll in Central Park - a meandering garden and lush public space lined with foliage and fine restaurants - or take in the majestic view from any of the multiple

balconies overlooking the AquaTheater, the first amphitheater at sea.



With 28 ultra-modern loft suites and **2,700** spacious staterooms, this 16-deck marvel with a capacity of **5,400 passengers** (lower berths) or max **6300** passengers (all berths) proves that the impossible, is possible, powered by 3 x 20 MW **ABB Azipods**, the liner is able to make 22.5 knots. While the design length of the [Allure of the Seas](#) is the same as that of her sister, 360 metre, she is actually some 50 millimetres longer than the [Oasis of the Seas](#). According to the shipyard, this is not intentional and such small differences in length may occur simply due to the temperature of the steel in a ship as big as this. The gross tonnage of the Allure is 225,282 and her displacement — the actual weight of the ship — is equal to that of the [Oasis](#), which is estimated to be around 100,000 tons. Her steel hull alone weighs roughly 54,000 tons. The ship features furthermore a two-deck dance hall, a theatre with

1,380 seats, and an ice skating rink. **All photo's : Remy de Jong (c)**



The yacht **Vive la Vie** seen departing from port of Liepaja marina pier in nice sunny Saturday afternoon, bound for Gdansk. **Photo : Janis A ©**

Vampire-themed cruise planned for Southeast Alaska

A week-long vampire convention on a cruise ship that will feature a vampire ball and costume contest is planned for scenic Southeast Alaska next summer. **Holland America's** cruise ship **Zuiderdam** will be the setting for the event scheduled for late June. KINY (<http://bit.ly/24LLCy>) says the ship will make stops in Juneau, Glacier Bay, Skagway and Ketchikan after it departs from Vancouver, B.C. Vampire scholar John Edgar Browning is scheduled to host a vampire movie festival. Also scheduled to join the cruise is Dacre Stoker, a great-grandnephew of "Dracula" author Bram Stoker and a co-author of a sequel, "Dracula: The Un-Dead." Information from: KINY-AM, <http://www.kinyradio.com> - Source : abc11.com

ANCHORS SYSTEMS VINCA GORTHON LOCATION RETRIEVED



ITC's **BOULDER** retrieved the anchor systems which were used by **Titan Salvage** for the salvage attempt of the **Vinca Gorthon** and delivered them in Velsen Noord - **Photo's : Geert Woord**

MarFlex to supply deepwell pumping systems for 80 ethanol barges in Brazil.

Last week [MarFlex](#) and [Estaleiro Rio Tietê](#) signed an agreement to deliver the deepwell pumping systems for Transpetro's Waterway Vessel Program. Rio Tietê will deliver to [Transpetro](#) (a fully-owned subsidiary of Petrobras), over a period of 38 months, 20 barge convoys designed to transport ethanol on the Parana and Tietê rivers. The 20 pushers and 80 barges will be built at the new Rio Tietê Shipyard in Aracatuba, Brazil. All 80 barges will be self supporting and will be equipped with 4 MarFlex electric driven deepwell pumps and 4 MarFlex designed air driven draining pumps. Following last months' orders for 33 RST design (river-sea) tankers, to be built in Russia and Turkey, MarFlex is further strengthening their market leader position as designer and producer of electric driven deepwell pumping systems. **Source: MarFlex**

HEBRIDEAN PRINCESS VISITS LE HAVRE



Photo's : philippe.p.brebant@sfr.fr (c)

MV Hebridean Princess is a cruise ship operated by [Hebridean Island Cruises](#). She started life as the MacBrayne car ferry, **MV Columba**, based in Oban for the first 25 years of her life, carrying up to 600 passengers, and 50 cars, between the Scottish islands. **RMS Columba** was the last of three car ferries built in 1964 by [Hall, Russell & Company](#), Aberdeen for the Secretary of State for Scotland. Operated by [David MacBrayne Ltd](#), **Columba** took up the Isle of Mull service, replacing the elderly ships **MV Lochearn** and **MV Lochmor**.



Left seen a charming double cabin aboard the vessel

She continued on this route for nine years. In 1968, additional buoyant seating was added on the after deck, boosting her passenger complement from 600 to 870. Cars were loaded via a forward hydraulic hoist. Below the car deck were sleeping berths for 51. She was the first vessel to make Sunday sailings, which started in

1972 and were combined with short cruises. There was some opposition to the innovation. 1972 was her last year on the Mull station. That winter, **Columba** relieved at Stornoway and then took up **MV Clansman's** roster at Mallaig. Night sailings to Lochboisdale and Castlebay only lasted one year and in 1974 **Columba** only had the light Mallaig –

Armadale, Isle of Skye roster. On the withdrawal of the veteran [King George V](#), [Columba](#) was restored to Oban, serving Coll and Tiree, Colonsay, Iona, Lochaline and Tobermory. In winter [Columba](#) became the regular relief at Uig and, until 1979, of [MV Iona](#) on the Outer Isles run.

[Columba](#) continued in service after her sisters, [MV Hebrides](#) and [MV Clansman](#). Even in CalMac operation, she gave special cruises, including St Kilda and Kishorn Yard as destinations. From 1985 she was the last dedicated hoist-loading vessel in service. In 1988, she was acquired by a new venture, [Hebridean Island Cruises](#) of Skipton to offer luxury cruises. She underwent a major refit at [George Prior Engineering](#) in Great Yarmouth in 1989, emerging as the luxury cruise ship, [MV Hebridean Princess](#). She began operating on 26 May 1989 and provides luxury cruises around the Western Isles of Scotland. More recently, itineraries have been extended to include Ireland, the Orkney and Shetland islands, and the Norwegian Fjords, and now she visited the French port of Le Havre.



Initially, she retained a car-carrying capability, giving the option of leaving at intermediate ports. Within two years the car-carrying capacity was removed and additional cabins constructed to allow a dramatic increase in the crew-to-guest ratio. By 1997, a crew of 37 was serving just 49 passengers in considerable luxury.

From 21 July to 29 July 2006, [HM Queen Elizabeth II](#) chartered [Hebridean Princess](#) for a 'family holiday' around the Scottish Islands to mark her 80th birthday. The queen reportedly paid £125,000 for the use of the ship.

In June 2009, [All Leisure Group](#), which also owns the [Swan Hellenic](#) and [Voyages of Discovery lines](#), purchased the company. The company name was changed from [Hebridean International Cruises](#) (used when [MV Hebridean Spirit](#) was operating deep-sea itineraries), to its current name, but it is believed the ship will continue to operate as it did before the take over. Once again [HM Queen Elizabeth II](#) chartered [Hebridean Princess](#) for a 'family holiday' around the Scottish Islands, sailing from Stornoway July 23, 2010, for two weeks.

Terex acquires stake in Demag Cranes AG Shares

[Terex Corporation](#) announced it had completed the purchase of the shares tendered as part of the public tender offer by Terex Industrial Holding AG to all shareholders of [Demag Cranes AG](#) at €45.50 per share, the Company said. As a result, Terex now owns approximately 82% of the shares of Demag Cranes.

Ronald M. DeFeo, Terex Chairman and Chief Executive Officer, said: "We are very pleased with the addition of Demag Cranes to the Terex Group. Demag Cranes AG will add a new business segment to Terex with world-class products in industrial cranes and hoists, port technology and services. We are satisfied with the results of the tender process, and continue to believe strongly in the compelling industrial rationale of this deal and the growth opportunities for both companies." The press release contains forward-looking information based on the current expectations of Terex Corporation. Because forward-looking statements involve risks and uncertainties, actual results could differ materially. Such risks and uncertainties, many of which are beyond the control of Terex, include those factors that are more specifically set forth in the public filings of Terex with the Securities and Exchange Commission. Actual events or the actual future results of Terex and Demag Cranes may differ materially from any forward looking statement due to

those and other risks, uncertainties and significant factors. The forward-looking statements speak only as of the date of this press release. Terex expressly disclaims any obligation or undertaking to release publicly any updates or revisions to any forward-looking statement included in this press release to reflect any changes in expectations with regard thereto or any changes in events, conditions, or circumstances on which any such statement is based.

Terex Corporation is a diversified global manufacturer operating in four business segments: Aerial Work Platforms, Construction, Cranes, and Materials Processing. Terex manufactures a broad range of equipment for use in various industries, including the construction, infrastructure, quarrying, mining, shipping, transportation, refining, energy and utility industries. Terex offers financial products and services to assist in the acquisition of Terex equipment through Terex Financial Services.

OLDIE – FROM THE SHOEBOX



Seen in 1966, the NRS tug **VIKINGBANK** seen entering the Berghaven in Hoek van Holland
Photo : Cees van den Berg (c)

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

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

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

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

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

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

.... PHOTO OF THE DAY



Avra's tug **WEST** arrived in Rotterdam with the barge **E 1704** – Photo : Leen van der Meijden (c)

RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE MAASMOND WEBSITE

ST HELEN	-	Ferry
ST FAITH	-	Ferry
RED JET 4	-	Ferry
BRETAGNE	-	Ferry
NORMAN ARROW	-	Ferry

ST CLARE	-	Ferry
RED JET 3	-	Ferry
RED EAGLE	-	Ferry
OSCAR WILDE	-	Ferry
BARFLEUR	-	Ferry

Click at the photo album via the direct link <http://www.flickr.com/photos/33438735@N08/show/>