



Number 266 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 23-09-2011**

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**The bulker FAITH N seen passing Maassluis enroute to Rotterdam-Waalhaven
Photo : Ria Maat (c)**

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The **GEMINI** seen arriving at the cruise terminal in Ijmuiden – Photo : Joop Marechal (c)

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Sampson Tug Boats' new 3200 HP ship-docking tug **Shuswap** on the Fraser River in British Columbia. The log ship **POS Jade** is inbound to the Fraser Surrey docks. The **Shuswap** (59 x 28'3") was launched last May from the Sylte Shipyard at Maple Ridge to a Al McIlwain design. The 176x30-meter **POS Jade** is Japanese registered and built in 2006. **Photo : Alan Haig-Brown ©**

Shetland Coastguard union attacks government for emergency tug removal

An accident at sea during the winter is "inevitable" if the government pushes ahead with its decision to withdraw the emergency towing vessels (ETVs) from around the UK shoreline, according to the Shetland Coastguard branch of the PCS union. Any savings from scrapping the tug contract would then be lost through damage to the environment and clean-up operations, members claimed in a response to government assertions on Friday that the Sullom Voe harbour tugs and oil field vessels would fill the gap left when the Northern Isles ETV is withdrawn at the end of this month. The government was replying to a critical report by MPs on the House of Commons transport select committee which called on ministers to think again.

The PCS said: "With the more extreme winter weather approaching, if the withdrawal of the ETVs goes ahead as planned at the end of this month we believe a maritime accident, which could otherwise have been prevented by an ETV, is inevitable and that the proposed "savings" will be lost through the damage to our environment and subsequent clean-up.

"As operational Coastguard officers we work with ETVs, shipping and offshore installations every day of the year and with the benefit of this experience we do not believe the proposal to utilise offshore support vessels (AHTS) in lieu of ETVs will succeed; these vessels are either on contract to supply and patrol/protect a rig exclusion zone and cannot be released from that, or they are going to/from or in port where the crew are at rest and the vessel is unable to react in an emergency, unlike an ETV which is at standby 24/7."

It added: "The dedicated ETVs on standby around the UK are purpose built AHTS vessels able to operate in deep sea and hostile weather conditions, they have a bollard pull (towage rating) of at least 152 tonnes. The tugs that operate at Sullom Voe are harbour tugs, not designed for deep sea/hostile weather operations, and have an bollard pull of 87 tonnes (**MV Bonxie**)."

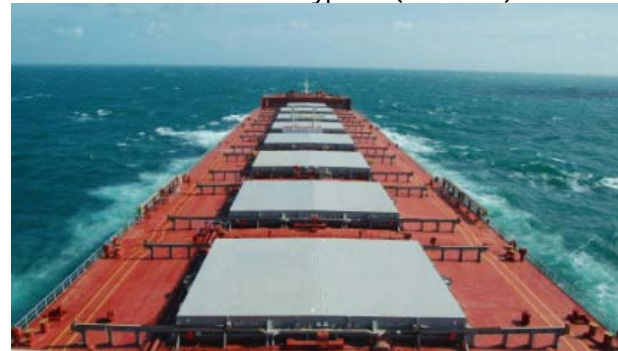
The union also attacked the indication from the government that after the ETVs were scrapped coastguards would monitor tug availability and encourage early intervention by owners and insurers if ships get into difficulty. "This is something we have always done, it is not a new concept. The current list from a broker details the nearest tug, other than the ETV, as being in Aberdeen – a significant distance and time delay from being in Shetland and Orkney waters, where the ETV operates.

"Yet again the government has chosen to completely ignore the professional opinion of serving Coastguards who work with the ETVs and the commercial towage industry on a regular basis. We would therefore question how this decision could be properly informed if they have not consulted those whose job it is to protect our coastline on a day-to-day basis." **Source : Shetland Times Online**

HSIN MAY MAIDEN CALL TO ROTTERDAM



Earlier this week the 2010 built 292 mtr long 178.076 DWT bulker **HSIN MAY** made her maiden call to Rotterdam with 170.000 ton coal from Haypoint (Australia).



at the photos the bulker is seen from the Pilot helicopter by pilot **Rik van Marle** which boarded the vessel together with pilot **Jan Zuurmond** whilst the **HSIN**



MAY was approaching Rotterdam, as seen left it must be an

art to navigate a 292 mtr bulker with a draft of 17.6 mtr into Rotterdam and trying to eat with chop-sticks at the same time **Jan** ☺ and right seen pilot **Rik** with the master of the **HSIN MAY** whilst approaching and the mooring at the berth at the EMO terminal assisted by the



tugs **Smit Elbe**, **Hudson** and **Fairplay 24**. Half of the cargo onboard the bulker was discharged at the EMO terminal

and the bulker was shifted later by pilot **Luuk Silvius** with a draft of 14,6 mtr from the EMO to the EECV where the vessel was completely discharged, upon completion the bulker departed with destination Tubarao (Brazil) last Wednesday morning.



And approaching her berth at the EMO in Rotterdam-Europoort - Photo's : Rik van Marle ©



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The **HELLESPONT TRADER** seen anchored off Fujairah – Photo : Johan Luijckx – Offmain BV ©

Proposal to bar non-US drillships

IHS Fairplay reports that a US law maker wants to ban foreign-flagged drillships from operating in the US. The proposal, introduced in the US House of Representatives last week by Steve Cohen, a Democrat from Tennessee, would require all vessels conducting offshore drilling in US coastal waters to register under the US flag.

A similar proposal was introduced last year but did not make it through the vetting process. Cohen said the bill would boost American jobs as well as ensure safer drilling conditions in the wake of the **Deepwater Horizon** explosion in 2010. "Because the Deepwater Horizon was flagged in the Marshall Islands, it was subject to limited safety examinations and minimal oversight, levels that pale in comparison to US vessels," Cohen claimed.

Maritime attorney Jonathan Waldron with the US firm Blank Rome was sceptical of legislation such as the Cohen bill that doesn't take into account how the US offshore energy business operates. "The fact is, the great majority of drillships operating in the US are foreign-flagged, so it's very unrealistic", Waldron told Fairplay.

Waldron also noted that with the completion last week of the joint US Coast Guard-Bureau of Ocean Energy Management, Regulation and Enforcement investigation into the **Deepwater** accident, lawmakers will likely be looking to re-introduce oil spill liability proposals that didn't pass through Congress last year **Source : Offshore News Online**



The Finnish RoRo **MISANA** arriving at King George Dock Hull from Kotka. She and her sister **MISIDA** were built by JJ Sietas, are operated by Godby Shipping on behalf of United Paper Mills (UPM). **Photo : Simon Smith ©**

Newbuilding ordering activity on the decline, demolition activity increasing

The newbuilding markets are reportedly reactivated but at lower levels than in the previous months, while scrapping activity has been substantially higher, thus helping the alleviation of the pressures of tonnage oversupply, which has plagued both the dry bulk and the tanker markets, especially when it comes to larger sizes. According to the latest report from Clarksons, "the newbuilding market has continued to remain relatively quiet this week with only modest levels of enquiry being witnessed. Owners, for the most part, remain cautious in making moves as they wait to see how the pricing story in China develops. That being said however, this week has seen reports of various new orders being placed, although in general are in slightly more niche sectors, but at least does suggest that some are prepared to move.

Whilst supply will always be a driving factor in pricing movements it is not the sole factor. With economic factors continuing to remain relatively bleak, including the ongoing European Debt crisis and a general lack of confidence in the world market, there has been an increased reticence amongst owners to order. This drop off in demand is yet another challenge the yards are having to face as they look to fill their capacity and with some now voicing an inability to continue to take orders at current price levels, it again suggests a period of consolidation may be necessary in the upcoming months" said Clarksons.

In a separate report, Piraeus-based shipbroker Golden Destiny said that the previous week's high newbuilding momentum seemed to be just exceptional due to a large number of orders revealed in Japanese yards in the bulk carrier segment and high levels of activity in the offshore segment. Overall, the week closed with 13 fresh orders reported worldwide at a total deadweight of 499,800 tons, posting an 80% week-on-week decline with activity in the bulk carrier segment being only for two very large ore cape units contracted by undisclosed Norwegian owner in Chinese yard at region \$60 mil each. This week's total newbuilding business is down by 74% from similar week's closing in 2010, when 50 fresh orders had been reported with bulk carriers and containers being the protagonists by grasping 52% and 20% share respectively of the total ordering activity. In terms of invested capital, the tanker segment seems

to be the most overweight due a 6 chemical units order of 19,800 dwt stainless steel tankers placed by UK owner, Zodiac Maritime Agencies Kitanihon Shipbuilding of Japan at an estimated price of \$35 mil each, \$210 mil in total. In the bulk carrier segment, Japanese yard Oshima Shipbuilding is rumored to have received a ten newbuilding orders for its newly developed energy efficient 77,000dwt and 82,000dwt bulkers, which reduce fuel consumption by 10-15%, for delivery after 2014. The Japanese shipyard has developed the world's most energy efficient ships, which helped it for winning new bulker orders, according to asiasis. Furthermore, some news came to the light that the Canadian shipowner Fednav is looking in an order for up to four ice class strengthened capesize bulkers, valued nearly at \$200mil per unit, to transport iron ore from Accelor Mital's \$5bn Baffinland iron ore project" said Golden Destiny in its weekly analysis.

On the other hand, in the demolition market, the shipbroker said that the last two weeks there has been a sense of stability in the price levels offered in Indian subcontinent region and China with India leading the market in terms of volume of transactions and prices. "In Bangladesh, the deadline of the last extension given in the market approaches and there are slow signs of scrapping activity till country's ship recycling activities are secured again. India is paying region \$505/ldt on the dry side with tankers seeing premiums excess \$530/ldt if they contain specific amount of bunkers or stainless steel. However, the market may experience again some firmness in the levels offered in Chittagong as we move near to the review of Bangladesh extension. In the Pakistan, the levels offered are \$15-\$20/ldt below from their Indian and Bangladeshi counterparts and minimal activity is been recorded. As Ramadan period has now ended and Bangladesh may close again mid October there are hopes for stronger scrapping activity in Gadani.

The week ended with 23 vessels reported to have been headed to the scrap yards of total deadweight 1,063,319 tons. In terms of the reported number of transactions, the demolition activity has been in the same levels from previous week's high levels, while there has been a 40.6% increase in terms of the total deadweight sent for scrap. In terms of scrap rates, the highest scrap rate has been achieved this week in the bulkcarrier segment for a 82,513dwt vessel built 1983 with a lightweight of region 14,947tons that has been sent for beaching in Bangladesh at \$543/ldt. Bulk carriers continue to be the most popular scrap candidates grasping 60.8% and liners follow with a 26% share, whereas scrapping activity in the tanker segment remains limited with only 2 units reported for scrap. India and China are in the frontline by attracting most vessels, while this week they won 26% and 21.7% respectively of the scrapping business. At a similar week in 2010, demolition activity was standing at 69.5% lower levels, in terms of the reported number of transactions, when 7 vessels had been reported for scrap of total deadweight 236,806 tons with tankers holding 43% of the total volume of activity and only one panamax bulk carrier sent for disposal. India and Pakistan were offering \$395 -\$405/ldt for dry/general cargo and \$430-\$445/ldt for wet cargo, while Bangladesh market was inactive" concluded Golden Destiny. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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More Freight Vessels Pirated - But Authorities Closing In

Piracy remains a growth industry in the region, subtly changing as attitudes harden toward the seemingly endless attacks off the Somali coast. The African West coast has also registered an increase in incidents with at least fifteen serious incidents off the shores of Benin and in the Niger Delta as various groups, with an eye to profit or politics,

caused the Lloyds Market Association to designate areas such as the waters south of Cotonou, where a 12,000 tonne tanker the **MT Emocean** disappeared last month, and Gulf of Guinea in the region of the Beninese and Nigerian Exclusive Economic Zones north of Latitude 3° North, as war risk areas due to the number of attacks on freight vessels. Meanwhile fog off the port of Salalah in Oman provided cover for a pirate gang to simply overwhelm the crew of the 52,000 tonne tanker **MV Fairchem Bogey** whilst she was anchored amongst a cluster of other vessels last month. Negotiations with the hijackers are continuing but the brazen attack in Omani waters by a Somali gang surprised many with its audacity. A press embargo by Anglo-Eastern Ship Management, the operators of the Marshall Islands flagged vessel continues whilst talks with the perpetrators are ongoing. The vessel was last reported in the region of Gracad, a Somali coastal town.

Whilst tankers and container ships are the primary target for the Somali gangs smaller vessels are still being subjected to attacks. On the 10th September EU Navfor forces, in the form of the **SPS Galicia**, attacked and subsequently sank, a pirate skiff which contained one member of the crew from the private yacht **SY Tribal Kat**, taken a couple of days earlier. The seven pirates were arrested and the hostage was freed without harm. The woman, Mrs Colombo had witnessed her husband murdered when their catamaran had been attacked. Once again this naval action was as a result of the response to a distress call and a spotter plane, helicopters and at least two EU Navfor warships were involved in the rescue. Meanwhile in London the International Maritime Organization (IMO) has approved Interim Recommendations for flag States regarding the use of privately contracted armed security personnel (PCASP) on board ships in the High Risk Area (as defined in MSC.1/Circ.1406) and Interim Guidance to shipowners, ship operators, and shipmasters on the use of privately contracted armed security personnel (PCASP) on board ships in the High Risk Area (MSC.1/Circ.1405).

Both sets of guidance are aimed at addressing the complex issue of the employment of private, armed security on board ships. These interim Circulars provide considerations on the use of privately contracted armed security personnel if and when a flag State determines that such a measure would be appropriate and lawful. The IMO position was covered more fully in our article in May. As stated in the circulars, the interim guidance and recommendations “are not intended to endorse or institutionalize” the use of armed guards. Therefore, they do not represent any fundamental change of policy by the IMO in this regard. The IMO state clearly it is for each flag State, individually, to decide whether or not PCASP should be authorized for use on board ships flying their flag. If a flag State decides to permit this practice, it is up to that State to determine the conditions under which authorization will be granted. The IMO states it is constantly updating its advice regarding the protection of vessels and crew and new circulars will be disseminated as and when appropriate, but meanwhile, the use of security personnel should not be considered as an alternative to Best Management Practices (BMP) (updated last month) and the other protective measures we have often seen used to good effect. EU Navfor also participated in the Maritime Security Conference held earlier this month in Mahe, Seychelles, a region often the centre of attempted and successful pirate prosecutions, to follow the major conference which took place in April this year and was attended by representatives from more than fifty countries.

For anyone wishing to get a complete picture of how the piracy situation has evolved over the past few years simply type the word pirate into the News Search Box at the head of this page to read all our various articles, some containing actual video footage of pirate attacks and the rescue of hostages. **Source: Handy Shipping Guide**



The **BOW SAGAMI** seen outbound from Rotterdam – **Photo : Harry van den Berg (c)**

RT DARWIN AND RT TASMAN DEPARTED FROM SINGAPORE



Earlier this week the [KOTUG](#) tugs [RT DARWIN](#) and [RT TASMAN](#) departed from Singapore bound for Stavanger, upon departure the tug [RT TASMAN](#) was towing the barge [UR-171](#) and the [RT DARWIN](#) acted as steering tug as can be seen below, in the background can be seen Svitzer's [SINGAPORE](#) moored at the [ST Marine shipyard](#) in Singapore-Tuas, the 2011 built Rotortugs [RT DARWIN](#) and [RT TASMAN](#) are having a length of 32 mtr and are equipped with 3 main engines with a total output of 6456 HP generating max [84 tons](#) bollard pull.



Photo's : Kotug Newbuilding Team (c)



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Bureau Veritas launches Condition Assessment Programme for Yachts

Leading international classification society Bureau Veritas has extended its successful Condition Assessment Programme to cover all types of yachts. BV Yacht CAP will provide owners with a certified and recognized evaluation of the real status of any yacht to promote the yacht's condition to charterers, brokers, yacht managers, banks and leasing companies. "Big yachts are big business but a high risk area for charterers and financiers," says Vincent Lefebvre, Head of CAP and Environment section, Bureau Veritas. "BV Yacht CAP helps them manage that risk by carrying out a full assessment of the structure and outfit of the yacht and applying a Condition Assessment Programme rating to the vessel. It applies to all yachts, both pleasure and charter, regardless of length, and quantifies the actual condition of the yacht, independently from its class or age. The vessel does not have to be BV class to benefit, we can do this for any yacht, classed or not." An inspection of the hull, equipment and machinery systems allows the assignment of a score from 1 to 4, depending on the characteristics of each yacht and according to the survey chosen. These can be a CAP Standard Survey carried out afloat, an Extended CAP Survey which includes dry dock or underwater survey and Comfort CAP Survey which also includes sea trials. Says Lefebvre, "We have built a globally successful CAP programme for oil tankers, gas carriers and ships of all types, meeting the strict standards of oil majors and international charterers and banks. We have now blended our expertise and software in the CAP field with our experience with yachts to produce a useful and flexible tool for evaluating yachts. The BV Yacht Cap covers hull structure, hull and deck equipment and fittings, propulsion and auxiliary machinery, fittings and systems and the bridge and navigational and communications system. It's a full and detailed snapshot of the vessels' condition, and it is delivered quickly and in an easy to digest format." BV has recently slashed reporting time for CAP surveys and improved accessibility and usability of the report through the development of patented software specifically designed for Condition Assessment purposes. Users get a detailed report illustrated with representative pictures and a CAP Certificate with a CAP rating giving a quick and easy understanding of the yacht's condition. All backed by the certification of a global classification society and Recognised Organisation. The new CAP Reporting Software was designed in liaison with clients and ship vetting entities. Using a web-based interface the tool is installed on surveyors' lap tops. The database of the spaces and important machinery equipment is automatically down loaded from BV's class database Neptune if the unit is BV class or uploaded for next time use if the vessel is not BV class. Reporting time is vastly reduced by use of drop down menus and eliminating duplication of data. Drop down menus ensure that CAP survey reports use common language and common phraseology throughout the BV network. Automatic calculation of scores and award of ratings takes away the possibility of calculation errors. The final very easy to read report is downloadable in pdf format or can be read directly on line with magazine style page turning software. The client has the option of making it available on line to charters, banks, potential buyers and others. Bureau Veritas is a world leader in conformity assessment and certification services. Created in 1828, the Group has close to 50,000 employees in 930 offices and 330 laboratories located in 140 countries. Bureau Veritas helps its clients to improve their performances by offering services and innovative solutions in order to ensure that their assets, products, infrastructure and processes meet standards and regulations in terms of quality, health and safety, environmental protection and social responsibility.



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DP World owner inks \$850 mln refinancing

Dubai's Port & Free Zone World (PFZW), the direct owner of global ports operator DP World, has signed an \$850 million loan refinancing, banking sources said on Tuesday, Reuters reports. The deal, which replaces a \$1.15 billion facility which matures this month, was signed by 15 banks in total and was split almost evenly between a conventional tranche and a sharia-compliant piece. State-owned conglomerate Dubai World is the parent company of PFZW, which owns 80.5 percent of DP World. **Source : PortNews**



The **SKANDI CONSTRUCTOR** seen anchored off the port of Takoradi, Ghana - **Photo : Pat McGardle ©**

Singapore's Bid to Become Asia's Cruise Hub Sails Ahead

The global slowdown and its possible impact on Singapore's economy may be dampening investor sentiment, but it's unlikely to dent the city state's plans to become the cruise hub of Asia. A record one million cruise passengers passed through the island nation last year, and the numbers are poised to grow 30 percent over the next two years.

"The number of cruise passengers handled by us has increased more than 60 percent in the last five years. And in 2013 Singapore will have approximately 1.3 million cruise passengers," the Singapore Cruise Centre CEO Christina Siaw told CNBC. She added that in 2010 Singapore received calls from 34 cruise lines. Singapore's plans to attract cruise companies to dock here, got a boost this month when international cruise operator Royal Caribbean Cruises [RCL 25.32 1.05 (+4.33%)] announced it would homeport one of its largest ship - the Voyager of the Seas - in

Singapore. The 138,000-ton, 15-deck ship that can carry 5,000 people will be making its first trip to Asia in May 2012. The captain of the Voyager, Charles Teige, told CNBC, "We want to explore the area here and we believe in Singapore." The tides have been changing in the global cruise market, with operators turning their attention from the traditional playgrounds of the Caribbean, North America and Europe to Asia. Even though Asia is still a nascent market, cruise operators see a huge potential. The Singapore Cruise Centre estimates the potential market from India and China alone to be 74 million passengers.

Singapore, strategically located at the crossroads of these potential markets, provides a huge draw for operators, given its premium infrastructure and established reputation as a tourist destination for regional travelers. "Singapore is an iconic and attractive destination and popular with tourists coming from India and Southeast Asia," Michael Bayley, Royal Caribbean Cruises' Executive Vice President, International, said. Besides attracting overseas cruise passengers, Singapore itself is a good source market. Melvyn Yap, Regional Director Asia at Silversea Cruises, said, "In Singapore specifically, passenger numbers increased by 45 percent in 2010. Regionally we have seen an increase of over 30 percent and we expect this trend to continue." To cement its position in the Asian cruise market, Singapore plans to complete a new International Cruise Terminal by the end of the year, which once fully operational will allow a new generation of large liners to dock here. Ong Huey Hong, Director of Cruises at the Singapore Tourism Board, told CNBC that the new terminal would be able to accommodate large liners of up to 360 meters long, which can carry more than 5,000 passengers.

In November this year, Singapore will also be hosting the first ever Cruise Shipping Asia show, a Miami-based industry event that is making its debut in Asia. Choosing Singapore as the host country further strengthens its claim as a cruising hub for the fast growing Asian market, industry players said. In the last couple of years, new operators have been offering more deals out of Singapore to destinations in India, Southeast Asia, Japan and China. Malaysia-based Star Cruises, which has been in the Asian market for the past 14 years used to be the mainstay until five years ago, but now there is much more to choose from. Deploying ships that have not yet called on Singapore are Washington-based Seabourn, with its ship [Seabourn Quest](#), French cruise line Compagnie du Ponant, Germany-based AIDA Cruises and Italy's Costa Cruises, according to the Singapore Tourism Board. As competition heats up, these cruise companies are trying to woo passengers by increasing their "wow" factor. Royal Caribbean's [Voyager of the Seas](#), for example, has onboard an ice-skating rink and a rock-climbing wall. But efforts to turn Singapore into a cruise hub need to be complemented by similar pushes in the region as well. As Melvyn Yap points out, "Cruising is not a one-port operation; Singapore cannot boast of being a standalone island with gleaming port facilities when the surrounding ASEAN ports have yet to catch up." Regional partnerships like the Asia Cruise Terminal Association that Singapore has co-founded aims to work towards marketing destinations within member countries and strengthening infrastructure. Such alliances are critical to the growth of the cruise market in Asia. Says Singapore Cruise Centre's Siaw, "It is essential to market Asia collectively as a cruise playground." **Source : CNBC**

NAVY NEWS

US Navy's Newest Ship Is Pickup Truck of the Sea

338 feet long, 93 feet wide, low and blocky, [USNS Spearhead](#) is basically a thin aluminum shell wrapped around four diesel engines, rudimentary control facilities for its 40 crew plus 312 airline-style passenger seats. The rest of the \$250-million, twin-hull catamaran vessel, christened this weekend, is empty space ... with an expansive flight deck on top.

"The vessel is in essence a large and fast maritime 'truck,'" [Eric Wertheim](#), author of the definitive *Combat Fleets of the World*, tells *Danger Room*. What she carries, and where, is left to the imagination of the Pentagon's regional commanders. "Flexibility may be the best attribute of this ship," says Capt. Douglas D. Casavant Jr., [Spearhead's](#) first skipper.

[Spearhead](#) and the other 22 planned Joint High Speed Vessels (JHSV), built by Austal USA in a brand-new shipyard on Alabama's Mobile River, are a product of the Pentagon's recent obsession with "modular" vehicles. The idea is to build basic machines, fast and cheap, and quickly modify them with new weapons, sensors and other payloads. "Our 20,000-square-foot mission bay area be reconfigured to quickly adapt to whatever mission we are tasked with," Cassavant says. As a design philosophy, modularity doesn't always work. The Littoral Combat Ship, a version of which is also built by Austal, ended up being built faster than its swappable weapons and sensors, leaving the \$600-million



warships mostly useless empty shells, for now. But empty could work for the JHSV; it's focused on non-combat, logistics-style missions. In fact, the swift catamarans — with a top speed of 45 knots, compared to just 30 knots for most warships — will be crewed by civilian mariners from the Navy's Military Sealift Command instead of combat-trained sailors.

Which non-combat missions the JHSV handles could vary widely. "It could be for getting U.S. assets into a disaster relief zone quickly, or it could be for getting friendly forces evacuated out of a war zone in an emergency, or for unloading Marines and soldiers into an austere port once it's been secured by an initial assault," Wertheim says. "It can also play an important role moving stuff

from a remote staging base at sea to wherever it's most needed ashore."

And that's not all. Special Forces could use the JHSVs as a fast, low-profile staging bases for secret raids into enemy territory, though the vessels' civilian crews and light, strictly defensive armament means they can't get too close to a hostile shore. And retired Rear Adm. Robert Reilly, back when he headed Military Sealift Command, talked about replacing today's gargantuan hospital ships Comfort and Mercy, both converted from oil tankers, with JHSVs carrying portable medical equipment. Switching to smaller hospital ships would allow the Navy to bring humanitarian assistance to shallow, remote ports too small for Comfort and Mercy.

That is, if the Navy's new pickup truck ship can withstand the elements. Spearhead builder Austal recently caught flack for omitting a standard corrosion-protection system from a Littoral Combat Ship it built. That ship, USS Independence, began disintegrating after just a few months in the water. "The dirty little secret is that the Navy fully expects to have the same problems with the JHSV," naval analyst Raymond Pritchett claims. Austal spokesman Craig Hooper declined to comment for this story. Pritchett adds that the corrosion problem "is well understood, so a solution can be found." Let's hope so. It'd be a shame for the Navy's new pickup truck of the sea to rust away for lack of Tru-Kote. **Source :** DangerRoom

SHIPYARD NEWS



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Svitzer's **SINGAPORE** seen moored at **ST Marine Shipyard** in Singapore – Photo : Paul Firet ©

L&T not to compete with Chinese shipyards

Larsen & Toubro will not enter into low-end competition (of building regular commercial vessels) with Chinese shipyards, but will compete with Japanese and Korean shipyards in building 'specialised ships' at its Kattupalli facility near Chennai, according to a company official. "Our strength will be automation that will give 10-12 per cent cost competitiveness over Japanese and Korean shipyards," said Mr M.V. Kotwal, President, Operations and Member of the Board, L&T. In the first phase, around Rs 4,000 crore is being invested in the facility that will start rolling out ships from January, he said.

China, the world's largest manufacturers of ships, is known for rolling out huge number of commercial ships, including large-size container and bulk ships. But the Japanese and Korean shipyards are known for building 'specialised ships' such as war ships, he said on the sidelines of a seminar here. L&T has set up a 'marine design centre' in Chennai to design ships at the Kattupalli shipyard, which is at present building high interceptor boats (capable to reach 40 knots per hour) for the Indian Coast Guard.

The company has won an order from the Coast Guard to build 36 interceptor boats. Of this, nearly 20 will be built at its Hazira shipyard and the balance at Kattupalli, he said. However, the plan is to build specialised vessels such as large-size warships, car carriers, submarines, naval offshore patrol vessels, fast patrol vessels and corvette.

In future, the company will think about building LNG ships. Mr Kotwal said after a due diligence of the entire Indian coast, the company chose Kattupalli to have the shipyard for its proximity to the international shipping lane and the availability of talent in the region.

At present, Colombo and Singapore are two major international destinations for ship repairs while Kattupalli will be third in the region, he said. Source : [thehindubusinessline](#)

Unithai Shipyard secures cutter dredge contract from Australian company

Unithai Shipyard has been awarded a contract from Grande Cote Operations SA – a subsidiary of Mineral Deposit Ltd, a company in Australia which operates mining fields in various countries – to build a cutter dredge that will be operated in zircon mining in Senegal, West Africa. The contract signing took place at the Unithai Shipyard on August 31, the shipbuilding firm said Tuesday. The contract is for the construction of a cutter dredge – 42 metres long, 16 metres wide and 2.5 metres high – as well as installing the equipment for pump-feed capacity of 7,000 tonnes per hour and complete commissioning before delivery by the third quarter of 2012.

Earning this contract marks another milestone for Unithai Shipyard, which continues to be recognized by clients worldwide for its outstanding abilities. Unithai Shipyard earlier earned contracts from Wartsila Finland Oy to build two floating power plants. The first was completed and delivered last year, and the second will be delivered in the fourth quarter of this year. **Source : PortNews**



The TSHD **BREUGHEL** seen fitting out at the IHC-Merwede yard - **Photo : Marijn van Hoorn ©**

ODC to start operations at A'Duqum Port by mid-2012

Oman Drydock Company (ODC) is planning to start initial commercial operations at the \$2.6bn A'Duqum Port in the middle of 2012, Ship-Technology reports. The first stage of operations will include receiving consignments of building materials as well as cement and iron at some small and floating docks. The company said the second stage of the port is expected to start operations in the fourth quarter of 2012 and it will have 700m of berths. In the third stage the port project will have a 980m berth, as well as a 4.1km-long and 11m-high breakwater. The port, located between Sultan Qaboos port in Muscat and Salalah Port, will have the capacity to handle 3.5 million containers, with future plans to expand this to 20 million containers. **Source : PortNews**

Inace Shipyard delivers GPA FSV

Inace Shipyard in Brazil recently completed the first of four new fast supply vessels (FSVs) designed by Guido Perla & Associates. The yard is located on the Atlantic Ocean at Fortaleza and has a history of building fishing boats, military craft, tugs and super yachts. The new craft, **Siem Caetes**, is capable of carrying large loads at speed and is the first of four of the innovative new Guido Perla and Associates designed fast supply vessels.

At 50m it is a large craft, with 10m moulded beam, with a raked bow and 7,200hp. In August, **Siem Caetés**, was alongside at the Inace yard for final outfitting. The main deck cabin extends forward, with a taper to the bow and fully

out to the sides of the hull. Stepping onto the starboard side from the 28.5m by 7.8m open aft-deck one enters a large stowage area complete with recessed pad-eyes for transport of more sensitive cargos. The rig-crew-transport role of this boat is reduced to a relatively small space on the portside of the main-deck house with seating for only 12 people.

Below deck a well laid out galley and mess area are just ahead of a companionway flanked by five crew staterooms with bunks for nine crew members. From there a watertight door leads to the generator room with a pair of Cummins 6B-powered 99 kW generators along with the electrical control panels.

The main engine room houses four Cummins KTA50-M2 engines each rated at 1,800 hp at 1,900 rpm. The front of the two centre engines have 280kW WEG generators connected by Vulcan clutches. The two outside engines can be set at 900 rpm to operate in conjunction with the two 150 hp bow tunnel thrusters when holding position in DP1 mode.

The main engines turn 1.2mr propellers through Twin disc marine gears. The engines were sourced through Cummins Diesel do NE Ltda. (DCDN) of Fortaleza. The vessel's liquid capacities include: ships fuel 22m3, cargo fuel oil 64.6m3, ship's potable water 17.4m3, potable water cargo 65m3. The deck cargo capacity is 250 tonnes.

The maximum design speed, light boat, is 25 knots with a 21 knot service speed when 175 tonnes dwt. Maximum deadweight is 350 tonnes. The vessel is classed by ABS +A1 AMS HSC Crewboat Notation +ABCU, SOLAS Lifesaving or equivalent. It is also classed DnV +1A1 HSLC R2 Cargo A, SOLAS Lifesaving. **Source : Offshore Shipping Online**

Chinese shipyard to launch first Groot Super Green 8500

Jiangsu Yangzijiang Shipbuilding Ltd. will launch the first **Groot SUPER GREEN 8500** for Carisbrooke Shipping on 26 September 2011. It will be the first vessel ever with a Groot Cross-Bow to be launched in China, Shipbuilding Tribune reports. The Groot Cross-Bow uses the 'wave-piercing' principle, which the designer, Groot Ship Design, says "cuts through the waves instead of riding onto the sea".

The 8,500dwt **Super Green 8500** design was produced by Groot for the Dutch/British company Carisbrooke Shipping. It is a multi-purpose cargo ship, and as well as the innovative bow it features low-resistance hull lines and an energy-saving propeller and nozzle configuration.

Ship Dimensions: Length o.a. : 109.95 m - Beam mld. : 17.40 m - Depth moulded to main deck: 11.40 m
Draft: 7.93 m - Air draft in ballast: approx 31.4 m - Deadweight (approx): 8500 tonnes - Gross tonnage (approx): 6143
Net tonnage (approx): 2458 **Source : PortNews**

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Costamare Buys Two Ships, Extends Charters on Six

Greek container ship buys 10,856 TEU capacity for \$90 million

Costamare bought two second hand vessels for \$90 million and extended the charters on six other ships in the Greek containership owner's 49-vessel fleet. The NYSE-listed company also finalized the financing for three of five 8,800 20-foot equivalent container units ships on order. Costamare accepted a firm offer from a consortium of European and Asian banks to finance the remaining two newbuilds. Costamare paid \$60 million for an eight-year-old 6,724 TEUs vessel, which it has chartered to Geneva-based carrier MSC for 10 years at a daily rate of \$29,000, starting at the end of October.

The company is also spending \$30 million on a 2002-built 4,132 TEUs ship, which will start a 63-month charter to MSC at a daily rate of \$16,500 following the vessel delivery in the first quarter of 2012. The extension of six time charter agreements with MSC on ships, ranging from 2,023 TEUs to 3,584 TEUs, will contribute an additional \$207 million of contracted revenues, the company said. Two 1978-built containerships have been sold for scrap for approximately \$8.8 million, realizing a capital gain of around \$5 million. Including the two secondhand ships and the 10 vessels on order, Costamare's fleet totals 61 vessels with a total capacity of 337,000 TEUs. **Source : The Journal of Commerce Online**



The **MAERSK SEOUL** seen outbound from Felixstowe - **Photo : Andrew Moors (c)**

Rosneft Marine deploys new bunker tanker in Murmansk

Rosneft Marine UK Ltd., a subsidiary of Russian state-owned oil company OJSC Rosneft, has introduced a new bunker delivery tanker to service the Port of Murmansk in Russia. The Russian-flagged **RN Magellan** is a 4,622 dwt bunker tanker built in 2007. The modern vessel is part of Rosneft Marine's on-going strategy to replace aging bunker tankers from the Soviet era. The company is also examining the possibility of relocating the tanker to St. Petersburg due to its high-end delivery capabilities and environmentally friendly design. Vladimir Brezhnev, Director of Rosneft Marine UK, said: "One of our highest priorities is to ensure that our fleet complies with current industry and environmental standards and the **RN Magellan** is an excellent testament of this commitment."

The latest addition of **RN Magellan** to Rosneft Marine's bunker tanker fleet follows the delivery of **RN Taurus** to service the Black Sea Port of Tuapse. Additional vessels will be introduced in the ports of Arkhangelsk and in the Far East in the coming months. "Demand for Russian produced high quality low sulfur fuel has been steadily growing and

will only increase with more low sulfur fuel regulation being introduced around the world," Mr. Brezhnev said. "We believe that the way forward is to upgrade our integrated supply chain now to meet this demand while taking the necessary steps to improve our service quality to customers." Rosneft began developing its bunkering business in late 2007 with the establishment of RN-Bunker which has continued to record steady sales volume growth. In 2010, Rosneft sold a record 2 million metric tonnes - a 70 percent increase from 2009. Rosneft Marine UK was established in 2010 as the international marine fuel trading office of Rosneft and is part of Rosneft's strategic long term growth plan to expand its marine fuel business in Russia. **Source : MarineLog**



Fairstar FORTE achieves scheduled floatation milestone



[Fairstar Heavy Transport N.V.](#) reports the 50,000 DWT semi-submersible vessel **FORTE** was floated away from the flooded dry-dock facility in Qidong, China on schedule, September 18th 2011.



[Willem Out](#), Chief Operating Officer of [Fairstar](#), reported from Qidong "the **FORTE** was a magnificent sight as it floated out. [Guangzhou Shipbuilding International](#) (GSI) continues to impress us with their commitment to meeting milestones on schedule. All of the major equipment has been installed in the vessel. Most of the piping spools have been fitted and a significant amount of cables have been pulled. The Fairstar Site Team will continue to work closely with our partners as we continue towards the start of the commissioning process. The formal naming ceremony of the **FORTE** will occur after we complete sea trials in April 2012. The **FORTE** will play a critical role in the transportation of modules for the Gorgon LNG Project in 2012. We are confident that Fairstar will meet its contractual undertaking to provide the **FORTE** on time for Gorgon."



The **DAMGRACHT** seen enroute Amsterdam – Photo : Ruud Coster ©



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The **EUGEN MAERSK** seen in Rotterdam-Europoort - Photo : Peter Andriessen – www.tughunter.nl ©

Alam Maritim bags vessel charter contract

Alam Maritim Resources bagged a RM22.1m (\$7.1m) contract to provide one unit straight vessel to a Malaysia-based oil and gas company. Alam Maritim revealed on Tuesday that the contract had commenced on 24 July and its duration is for a period of 28 months with no option to extend. "The contract valued at approximately RM22.1m is expected to positively contribute to the earnings and net assets of Alam Maritim for the financial year ending 31 December 2011," the company said in a statement. Source : **Seatrade Asia**



The **PACIFIC MISTRAL** seen off Cape Town to prepare for her project in Brasil - Photo : Kevin Lutter (c)

Moody's downgrades MISC

Moody's Investors Service has downgraded **MISC Berhad** due to the Malaysian shipowner's prolonged weakness in credit metrics, operating losses and large capital expenditure plans. Moody's on Tuesday downgraded the issuer and senior unsecured ratings of MISC from A3 to Baa1 that is expected to affect approximately \$700m of the

company's debt. "The petroleum, chemical and liner segments are not expected to break even in the near term due to the challenging nature of the operating environment. MISC's strategy to minimize losses and volatility - through growing the contracted versus spot revenue mix for its petroleum and chemical segments, and the rationalization of its poor-performing liner trade routes - is unlikely to be sufficient to offset the negative dynamics of the market," said Simon Wong, Moody's vice president and senior analyst. Moody's added that an upward rating pressure is unlikely, given the challenging conditions in the shipping market and the losses in MISC's petroleum, chemical and liner segments. **Source : Seatrade Asia**

Teekay, Golar profits boom on LNG demand

In a year when commodity carriers, oil tankers and container ships have lost money on the biggest trade routes, owners of vessels hauling liquefied natural gas (LNG) are poised for the best rates ever. The cost of hiring tankers to carry gas frozen at about 260 degrees below zero Fahrenheit more than doubled this year and will climb 20 per cent to a record US\$120,000 a day in 2012, said Martin Korsvold, the analyst at Pareto Securities AS in Oslo who predicted this year's surge in February.

Teekay LNG Partners LP and Golar LNG Ltd will report the best profits in at least four years in 2011, analyst estimates compiled by Bloomberg show. While record returns for oil tankers and dry bulk carriers in 2007 and 2008 spurred owners to order the most new ships ever, creating a glut, contracts for LNG vessels weren't made because gas projects were delayed by the financial crisis. Golar now expects gas cargoes to rise 21 per cent by the end of 2012, compared with fleet growth of 3 per cent, helping to keep charter rates rising after declining for three years through 2009. 'LNG is the hottest shipping investment,' said Erik Nikolai Stavseth, an analyst at Arctic Securities ASA in Oslo. 'It's the market where we see the highest demand growth right now, and we see this continuing all the way through 2013.' Rates that rose about 11 per cent to US\$41,000 a day in 2010 more than doubled to US\$100,000 this year, according to Pareto. The brokerage expects the rally to continue into 2013, with costs of US\$140,000. The cost of hauling oil, coal, iron ore and grains is moving in the opposite direction. About 90 per cent of world trade is transported by sea, the Round Table of Shipping Associations estimates.

Returns on supertankers that reached US\$177,000 a day in 2008 were at a negative US\$1,971 on Sept 16, according to data from the London-based Baltic Exchange, which publishes daily rates for more than 50 maritime routes. Shipping companies will pay that amount because customers still cover some fuel expenses, cutting the cost of moving vessels into more profitable regions. Capesizes, hauling mostly iron ore and coal, made an average of US\$10,723 a day since the start of January, heading for the worse year in at least a decade, bourse data show.

Orders for new LNG tankers declined in 2008 and 2009 as owners responded to gas producers delaying projects during the global recession. While supply of the fuel is now expanding, the fleet is failing to keep up. A new carrier cost US\$210 million in March 2010, compared with US\$99 million for a supertanker and US\$57 million for a capesize, United Nations data show. LNG projects may add about 47 million metric tonnes to supply by the end of 2012, or the equivalent of 21 per cent of existing output, Golar said in a presentation to investors on Aug 18. The company expects 10 vessels to come from shipyards in that time, equal to about 3 per cent of the existing fleet.

Slowing global growth may damp demand for LNG. Energy demand dropped 1.5 per cent in 2009 as the global economy slumped during the worst recession since World War II, according to London-based BP plc. LNG usage shrank 55 per cent in North America in 2008 and about 4 per cent in Asia, the biggest consuming region, the following year, Barclays Capital estimates. LNG shipping companies may also have their own vessel glut in coming years.

Tankers on order rose to 55 compared with 25 at the end of January, data from Redhill, England-based IHS Fairplay show. Carriers ordered this year should be delivered in 2014 and 2015, according to Edinburgh-based Wood Mackenzie Ltd, an energy research company. Demand for LNG is accelerating faster than energy analysts had anticipated, in part because of increasing consumption in Japan, which needs to replace nuclear power lost during the earthquake and tsunami in March. Barclays predicted in January that Asian demand would expand 1.7 per cent this year. By May, it was anticipating growth of more than 11 per cent. Global LNG demand grew 9 per cent in the first half and 13 per cent over the past 12 months, Bernstein Research said in an Aug 29 report. Spare production capacity is likely to shrink to 26 million tonnes a year in 2011 and to two million by 2014. Global natural-gas consumption may rise more than 50 per cent by 2035, overtaking coal as the second-most-used fuel after oil, the Paris-based International Energy Agency said in a report in June. 'The LNG market has got the best supply-demand dynamics for an investor to look at in any shipping market,' added Urs Dur, an analyst at Lazard Capital Markets in New York. **Source : Bloomberg**



Above seen the New Zealand rail ferry **ARATERE** bunkering from tanker **LARCOM** in Gladstone Queensland on Monday 19th September. The ferry was en route to Wellington having undergone lengthening and refit in Singapore.

Photo : Don Meehan ©

Port of Antwerp begins construction on the biggest lock in the world

THE **Port of Antwerp**, the second largest port in Europe, has begun construction on its largest lock - and the biggest in the world - at the head of Deurganckdoc on the left bank of the River Scheldt to accommodate ever larger containerships. The super lock will overtake its Berendrecht lock in depth by 4.3 metres to 17.8 metres and will be 68 metres wide, equivalent to that of a 19-lane highway. It will open by 2016. The amount of steel used to construct the super lock will be three times that used to make the Eiffel Tower. The work will cost EUR340 million (US\$469 million) of which half will be financed by the European Investment Bank (EIB) at a maximum of EUR160.5 million with the remaining made up by the Flemish Region and the Port Authority. The development will improve economic activities on the left bank by allowing ships of large draughts access to Antwerp. "The importance of the new lock cannot be overemphasised," said Antwerp port authority head Eddy Bruyninckx. "Our sea access has already been considerably improved thanks to the deepening of the Scheldt, and now with the second lock we will be able to further develop our port on the left bank," he added **Source : Schednet**



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Nationale roeiwedstrijden Zeekadetkorps Nederland in Alkmaar.



Morgen, zaterdag 24 september van 10:00 tot 16:00 vinden de nationale roeiwedstrijden van het **Zeekadetkorps Nederland** plaats. De Zeekadetkorpsen uit alle delen van het land strijden tijdens deze wedstrijden om de hoofdprijs in het roeien, de "Gedolde riem". Bij de wedstrijden zal ook een vertegenwoordiging van de KVNR (Koninklijke Vereniging van Nederlandse Reders) aanwezig zijn. De KVNR is een van de hoofdsponsors van het Zeekadetkorps Nederland. De wedstrijden worden door het Zeekadetkorps Alkmaar georganiseerd omdat de Alkmaarse zeekadetten bij de roeiwedstrijden vorig jaar als eersten eindigden. Het Zeekadetkorps is een

nautische jeugdorganisatie welke jeugd van 9 t/m 17 jaar tracht te interesseren in recreatie en mogelijk zelfs een carrière op en rond het water. Elke zaterdag van 11:00 tot 17:00 komen de zeekadetten bijeen op hun korpsschip om te roeien, zeilen en allerlei klusjes aan boord van het korpsschip te doen. Ook worden er meerdere malen per jaar excursies en varende kampen gehouden naar bijvoorbeeld het IJsselmeer of de Zeeuwse stromen, maar ook het buitenland behoort tot de mogelijkheden. Afgelopen zomer was ms. "**Bulgia**", het korpsschip van Zeekadetkorps Alkmaar, in Engeland, waar samen met nog 2 Nederlandse korpsschepen een internationaal zomerkamp werd gehouden. Tijdens de roeiwedstrijden aanstaande zaterdag kunnen geïnteresseerden komen kijken, er is een promotietent en er worden diverse demonstraties gegeven. Het Zeekadetkorps Alkmaar heeft plaats voor nieuwe leden! Plaats: Noorderkade, Alkmaar. (tegenover het politiebureau.)

.... PHOTO OF THE DAY



The **RIVERWIJS MARIA** seen in Dampier (Australia) – Photo : Willem van Woercom (c)

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