



Number 342 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 07-12-2012**

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The JOLLY QUARZO moored at the DSME yard in Okpo (Korea) – Photo : Piet Sinke (c)

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The **MAREN BULKER** inbound for Melbourne – Photo : Dale Crisp ©

U.S. union accuses Maersk of spying on it

A U.S. port workers union has accused **APM Terminals**, a port operator of **A.P. Moller-Maersk**, of spying on union representatives in Los Angeles by tapping their phones.

APM Terminals spokesman Erik Eisenberg said on Thursday the firm was taking the allegation from a sub-division of the International Longshore and Warehouse Union (ILWU) seriously and was investigating whether there was any truth to it. "The allegation is that there would have been phone tapping taking place, that management would have listened in to conversations between labour representatives," Eisenberg said. "We have put the person who is at the centre of these allegations, a manager in our Los Angeles facility, on administrative leave," he said, adding he did not know when the alleged tapping was meant to have taken place. He did not confirm a report by Danish union 3F's paper Fagbladet3F late on Wednesday that APM Terminals had admitted to the claim to ILWU. He also declined to say whether the union had filed any legal complaint against APM Terminals. Fagbladet3F reported the union had filed a complaint to a U.S. labour law board. Port workers at several terminals in the Los Angeles area, including one owned by APM Terminals, returned to work on Wednesday after an eight day strike. **Source: Reuters**

Coastguard searches for missing in North Sea sinking

Dutch rescue workers on Thursday resumed their grim search for seven crew members missing after their cargo ship sank in a busy North Sea shipping lane, but said there was little hope of finding survivors in the icy waters.

"There are still seven missing, we're now searching with planes and helicopters," coastguard spokesman **Peter Westenberg** told AFP. "We're currently only searching for bodies because the chance that anyone has survived is very small," he said. Rescuers,

including the Dutch navy, on Wednesday plucked 13 survivors from the water after the **Baltic Ace** car carrier collided with the **Corvus J** container ship about 100 kilometres (60 miles) southwest of Rotterdam.

They also pulled four bodies from the water before suspending the search overnight. The 148-metre (485-foot) Bahamas-registered **Baltic Ace** sank shortly afterwards, the coastguard said. The **Corvus J** was also damaged, but assisted in the search for missing crew. Rescue efforts overnight were hampered by snow flurries and plummeting temperatures as well as strong winds and waves of up to three metres (10 feet). "The water temperature is around

seven degrees Celsius (45 degrees Fahrenheit), not very warm," another coastguard spokesman, Marcel Oldenburger, told AFP. "Survival time depends on your clothes, if you're wearing a survival suit and a life jacket you can last a while but if you fall overboard wearing jeans then that's really not much."

Photo : Bram Verhage ©

The shipping lane where the accident happened is one of the busiest in the North Sea and an important passing point for ships sailing into Rotterdam port, Europe's largest and the fifth-largest in the world. Janusz Wolosz, second secretary at the Polish embassy in The Hague, told AFP that 11 of the 24 crew were Polish, of whom six have been saved, including the captain. "One of the sailors has been taken to Erasmus hospital in

Rotterdam in good condition and doctors said he might be out today," Wolosz said. Four Poles including the captain have been taken to hospital in Belgium and one is being treated on a rescue ship, he said, adding that five have "the



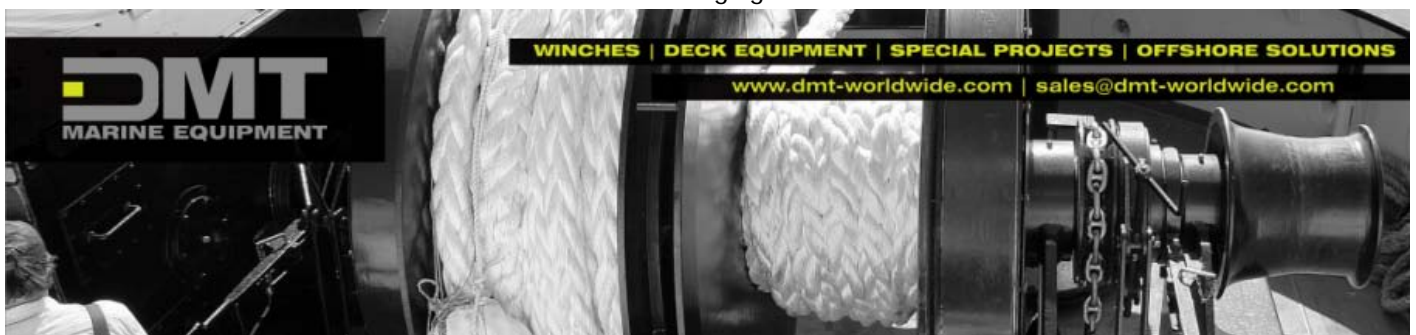
status of missing". Oldenburger said the rest of the crew was made up of Filipinos, Bulgarians and Ukrainians. The Philippines and Ukrainian embassies could not say how many of their nationals had been on board the **Baltic Ace**, while the Bulgarian embassy referred questions to Sofia.

"The police are trying to identify the bodies that have been found," Oldenburger said. He could not say if the bodies had been pulled from the water wearing life vests. Four of the survivors were flown to a hospital in Rotterdam, seven taken by rescue helicopter to a hospital in Belgium and two were treated on board a rescue ship. The coastguard said all survivors were suffering from hypothermia. The **Baltic Ace** was heading from Zeebrugge in Belgium to Kotka in Finland and the Cypriot-registered **Corvus J** from Grangemouth in Scotland to Antwerp in Belgium. Rotterdam port spokesman Sjaak Poppe told AFP the collision would not affect shipping in and out of the port. **Source : AsiaOne**

Rescuers gave up hope of finding any more survivors, the Dutch coast Guard reported Thursday evening that they stopped with searching for the missing crewmembers.



06-12-2012 : The **HERMANN SCHOENING** discharging steel at Oshawa **Photo : Lorraine Morrill ©**



Rotterdam port says not affected by ship collision in North Sea

Rotterdam Port's activities are not affected by a ship collision in the North Sea, a spokesman for Europe's biggest port told Reuters. The collision between the **Baltic Ace**, a car carrier sailing under a Bahamas flag, and the **Corvus J**, a container ship from Cyprus, took place about 40-50 km (25-30 miles) from the Dutch port of Rotterdam in an important North Sea shipping lane, coastguard spokesman **Peter Verburg** said. "It doesn't have any consequences for the port, it is far away from the entrance to the port," port spokesman **Sjaak Poppe** said. **Source: Reuters**

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The **SANTA CRUZ** enroute Rotterdam – Photo : Jan Oosterboer (c)

DJ Vale Shipping Strategy Focused on Access to Ships, Not Ownership

Brazilian miner **Vale SA (VALE)** said Thursday the company's shipping strategy isn't about owning a fleet of ships but rather making sure the ships are in operation in order to give Vale the opportunity to tap the Chinese market more effectively. "The strategy is not about ownership, it's about the ship," said Jose Carlos Martins, Executive Officer responsible for Ferrous Minerals Operations and Marketing at Vale. "For us we're indifferent about owning the ships or contracting them," he added.

Vale has spent around 2 billion on a fleet of huge ships to carry its iron ore from Brazil to China. It has 18 of those ships in operation and plans to have a total of 35 ships in operation by the end of next year, Mr. Martins said.

The ships are able to carry about 400,000 dead-weight tons of iron ore compared to more traditional iron ore vessels that can carry 200,000 dead-weight tons of iron ore. The Valemax ships, as they are called, are aimed at helping Vale generate greater liquidity for its product in Asia, the world's largest iron ore consuming region. "We will continue to develop a fleet of ships to service us because we believe this is necessary in respect to the dislocation of the market to Asia and in response" the need for greater liquidity of our products there, Mr. Martins told journalists at the company's London Investor Day.

Vale's plans to deliver iron ore via the Valemax fleet, however, were dealt a blow after Chinese regulators refused to allow them to dock in China due to safety concerns. The inability to deliver iron ore to China, the world's largest iron-ore consuming nation, via the Valemax ships has added an extra 2 to 3 per ton in costs compared to an economy of 6/ton if it were able to ship iron ore directly to China on the ships.

Vale expects Chinese authorities will grant Vale the necessary licenses to dock the massive ships sometime next year and is in talks to sell the ships to third parties, particularly Chinese buyers, Mr. Martins said. Those talks, however, are contingent upon Vale securing the licenses to dock, he added.

Vale has an iron-ore distribution center in Malaysia and hopes to be able to secure the permission to build one in China, hopefully at the same time it secures permission to dock its Valemax ships in China once again, Mr. Martins said. Vale has identified six ports located in northern and southern China that could accommodate such a distribution center, he said. **Source : Mene FN**

Indonesia Port Dredging Contract for Van Oord

Van Oord wins contract with **PT PP (Persero) TBK** for deepening the port and reclaiming land for a new terminal area in Tanjung Priok, Jakarta. The contract is part of the Kalibaru North Container Terminal Phase 1 Project, which will expand the port of Tanjung Priok by 4.5 million TEUs (Twenty-foot Equivalent Units).

The client for the large port expansion is IPC, Indonesian Port Corporation. The entire project will take approximately three years to complete and provides a sustainable impetus for the economic growth of Indonesia. The contract value amounts to more than EUR 150 million. The dredging work will begin in the second quarter of 2013 and will be completed over the course of 24 months. The Tanjung Priok project includes the deepening of the port, including expanding and deepening the access channel. A total of 25 million cubic metres of material will be moved. Most of the

material will be pumped into closed basins adjacent to the new terminal for further expansion of the port. Approximately 10 million cubic metres of sand will be removed from the seabed in preparation for construction of the new terminal. Van Oord will be deploying trailing suction hopper dredgers, a cutter suction dredger and a backhoe.

Source: Van Oord



SKANDI FEINSTEIN seen operating near the MAERSK INNOVATOR - Photo : Bert de Ruiter ©

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Iran tanker safety risks rise as ship audit firms quit

Western pressure that forced foreign ship classifiers out of Iran has increased safety risks including the danger of an Iranian vessel spilling oil on another country's coast, the chief executive of Lloyd's Register said. Last month, the **China Classification Society** became the last of the world's top companies in the field to confirm it had stopped verifying safety and environmental standards for Iranian vessels - a requirement for insurance and access to ports. British classifier Lloyd's Register, the oldest in the industry and still among the biggest, said in April it had withdrawn from Iran, citing sanctions pressure. "We are going into the unknown absolutely. When you have internationally trading assets or assets that may affect other nations, then the matter of safety should not become a political tool," its chief executive, Richard Sadler, told Reuters. "The implications are that we have safety critical assets at sea for which the leading experts in safety are not verifying those ships. What is going to be the effect on somebody else's coastline if it goes wrong?" Sadler said in an interview on Wednesday.

China and other countries in Asia, including South Korea continue to buy Iran's oil, but the loss of major ship certifiers has raised concerns over the quality of insurance cover and future maintenance of Iranian ships. "Even though the trade has dropped, there are still Iranian ships out there trading. I am not saying they are running them as substandard but we have less control over them," Sadler said. "When a ship trades outside Iran if it fails because of

poor maintenance, because of poor compliance with international regulations, the effect of an oil spill is going to affect other nations." Iran is under growing pressure over its nuclear programme, which the West suspects of having a military purpose despite Tehran's denials. Companies are cutting ties with its vital shipping sector, which transports most of its crude oil, for fear of losing lucrative U.S. business.

Lloyd's Register's annual business with Iran was around three million pounds (\$4.8 million), compared with hundreds of millions of dollars in contracts in the United States. "Iran is probably one of the most highlighted areas where we walked into a political minefield," Sadler said. Sadler said there was U.S. pressure and the company, which is 100 percent owned by a charity, took a "pragmatic" decision. "We were told if we continued it would put our other businesses at risk. We run this company as a commercial company and we cannot afford to exclude America from our activity," he said. "This is such a big political issue. No matter what a good classification society says, whilst it maybe academically right, the political pressure will override the academic logic of what I am saying." The world's top 13 certifiers are all members of the International Association of Classification Societies (IACS) and some of them had provided Iran with cover. The IACS classes more than 90 percent of the world's merchant fleet. There are more than 50 classification societies. Other IACS members, including Germany's Germanischer Lloyd and France's Bureau Veritas have left Iran in recent months after being targeted by U.S. pressure group United Against Nuclear Iran (UANI), whose board includes former U.S. ambassadors and former U.S. and British intelligence chiefs. UANI, which is funded by private donations, defended its campaign against certifiers. "It is rather disingenuous to portray business with Iran as an exercise in public safety, given how many companies and individuals stand to profit from it," a UANI spokesman said. "Iran's shipments are illegitimate, and as such no legitimate business should be certifying them." **Source:**

Reuters



The **ALIAKMON** enroute Rotterdam – **Photo : Ria Maat ©**

An advertisement for EMAS AMC. The background is a night scene of a ship at a port, illuminated by lights. The ship has 'ABB' and 'EMAS' logos on its side. In the foreground, there is a large white crane. The text 'Right People. Right Solutions. Right Now.' is written in white, with 'www.emas.com' below it. The EMAS AMC logo is in the bottom right corner.



The **MAERSK LANCO** leaving the builders, **DSME** in Okpo for her first dancing steps at sea – Photo : **Piet Sinke** ©

LNG Ship Glut Seen by Hoegh as 2014 Fleet Tops Output

The liquefied natural gas market may have a surplus of ships in 2014 and 2015 as new vessels join the fleet faster than production plants are completed, according to **Hoegh LNG AS**, owner of seven carriers.

There are 78 ships on order, amounting to 21 percent of the existing fleet, the Hamilton, Bermuda-based Hoegh said in its quarterly report today. While annual world output of the fuel, known as liquefaction, will be 330 million metric tons in 2017, from 242 million tons in 2011, some of the new ships will arrive before production expands, it said.

LNG projects from Angola to Algeria to Australia were delayed this year, constraining the supply of cargoes. Expanding output in Asia closer to the largest importing countries may reduce shipping demand by trimming transportation distances, according to RS Platou Economic Research. Rates for the vessels on short-term contracts will fall to \$110,000 a day in 2013 from a record \$150,000 this year, the average of as many as seven analyst estimates compiled by Bloomberg shows.

“The transportation capacity that will be added by the ships on order will be coming before new liquefaction capacity, so there will be a period where there could be oversupply,” Arild Jaeger, an Oslo-based spokesman for the company, said by phone today. Hoegh won't be affected because its ships have contracts for as many as 20 years, he added. Hoegh reported net income for last quarter at \$872,000, compared with a loss of \$2.05 million a year earlier. The shares fell 2.6 percent to close at 41.9 kroner (\$7.34) in Oslo.

Under Construction

Liquefaction plants with capacity to produce 108 billion cubic meters of LNG are under construction and another 647 billion cubic meters of capacity are planned, according to the International Energy Agency. Angola LNG's facility in southern Africa is expected to start production in the first three months of 2013, Awilco LNG AS (ALNG) said Nov. 21. That's a year later than initially planned for the \$9 billion joint venture of state-owned Sonangol EP, Chevron Corp. (CVX), Total SA, BP Plc (BP/) and Eni SpA. (ENI) The number of vessels per million tons of LNG will rise to 1.54 in 2014 and 1.55 in 2015, from 1.46 next year, estimates Morgan Stanley, the U.S. investment bank. That figure will decline to 1.45 in 2016, it estimates. Ship owners will need to build as many as 370 new vessels by the end of the decade to keep up with demand growth, on top of the carriers already ordered, according to Pareto Securities AS.

LNG is natural gas cooled to minus 160 degrees Celsius (minus 256 degrees Fahrenheit) so it takes up 600 times less space for transportation. **Source: Bloomberg**



The Celebrity Cruises 121878 tons **CELEBRITY SOLSTICE** arriving in Brisbane on its maiden visit 7 December before sailing to Sydney where it will commence cruising. It will be the biggest cruise liner to be based in Australia.

Photo : John Wilson ©

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Ard-Jan Kooren Havenman van het Jaar 2012

De **Stichting Havenman/vrouw van het Jaar in Rotterdam** heeft algemeen directeur **Ard-Jan Kooren** van sleepbedrijf Kotug in Rotterdam unaniem gekozen tot Havenman van het Jaar 2012. Het is de eerste keer dat een zoon van een Havenman ook Havenman wordt. Vader Ton Kooren werd dertien jaar geleden benoemd tot Havenman van het Jaar 1999.



Ard-Jan Kooren is verkozen tot Havenman van het Jaar 2012, omdat hij door de leden van de Stichting Havenman/vrouw van het Jaar wordt gezien als een bevlogen, innovatieve, moderne, duurzame en internationaal opererende ondernemer en promotor van de Rotterdamse haven, waarbij hij onder meer jongeren probeert te interesseren voor de haven.

Ard-Jan Kooren is de 32e havenondernemer op rij die de sinds 1981 bestaande onderscheiding, destijds ingesteld door de voormalige Rotterdamse havenpersclub Kyoto, krijgt uitgereikt. Hij wordt de opvolger van Gerard Deen, de nog fungerende Havenman van het Jaar 2011. De onderscheiding zal de heer Kooren, geheel naar traditie, worden uitgereikt op de tweede maandagavond van het nieuwe jaar, 14 januari 2013, tijdens een feestelijke bijeenkomst aan boord van de Smaragd 2. Op die avond zal voorzitter **Theo Jongedijk** van de Stichting Havenman van het Jaar bij de uitreiking van penning en oorkonde uitgebreid ingaan op de overwegingen om **Ard-Jan Kooren** te benoemen tot Havenman van het Jaar 2012. De Stichting Havenman/vrouw van het Jaar bestaat uit een bestuur van vier voormalige leden van Havenpersclub Kyoto, onafhankelijke journalisten, de drie laatst gekozen Havenmannen, het laatst gekozen Jong Haventalent en drie sponsoren van de Stichting Havenman van het Jaar.



05-12-2012 : **TAI AN KOU** trimmed over the bow for PS/STB Azipoth repairs at the Curacao Dry-Dock Company Ltd,
Photo : John Smit ©

Two Major Seafarers' Welfare Organisations, ICSW & ISAN, to Merge

The **International Committee on Seafarers' Welfare (ICSW)** and the **International Seafarers' Assistance Network (ISAN)** formally agreed to merge last week. The members of the ICSW met in London on 27 November and voted for the merger and for a change of name for the new merged organisation. The new organisation will be called the **International Seafarers' Welfare and Assistance Network (ISWAN)** and will be formally launched in early 2013. **ISWAN** will harness the strength of both organisations to provide a stronger, more unified and cohesive voice to speak up on the international stage when seafarers' welfare is debated. ICSW brings the benefits of its membership structure involving employers, unions, and welfare providers while ISAN brings its experience of day to day problems faced by seafarers. The new organisation will incorporate the 24 hour helpline for seafarers, Seafarerhelp, plus the projects from the ICSW including the The International Seafarers Welfare Awards, promotion of the MLC, health information for seafarers, and training for ship welfare visitors. The new body will be a membership organisation. Roger Harris, Executive Director of the ICSW, said 'The new merged organisation will be able to be more effective and efficient and will have more of an impact on seafarers' welfare worldwide. We will be seeking new members particularly from shipping companies and ports. Only by partnership working with ship owners, ports, unions, welfare organisations, and governments will we be able to make a difference.' David Dearsley, Acting Chief Executive Officer of ISAN said 'We are particularly pleased that the merger has been agreed at this time when we see the launch of an exciting new service that will enable seafarers using Smart Telecommunications sat phones to make free calls while at sea to the 24 hour Seafarerhelp phone line.' The new organisation will advocate for the development of seafarer welfare boards nationally and at port level as well as pressing for more funding for welfare facilities and services in ports. ISWAN will also be looking at greater access by seafarers to internet while at sea and in port, using port levies for seafarers welfare, health promotion for seafarers, and other initiatives that will benefit seafarers. The new organisation is supported by the International Shipping Federation, the International Transport Workers' Federation, and the International Christian Maritime Association. **Source: International Committee on Seafarers' Welfare (ICSW)**

An advertisement for MULTRASHIP TOWAGE & SALVAGE. The logo features a stylized blue and yellow 'M' and 'S' intertwined. Below the logo, the text 'MULTRASHIP TOWAGE & SALVAGE' is written in blue. At the bottom left, the website 'www.multraship.com' and phone number '+31 (0) 115 645 000' are listed. The background shows a large ship at sea, with a blue curved shape at the bottom.



The **ELVIRA** enroute Rotterdam – Photo : Leo van der Hoest ©

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NAVY NEWS



30-11-2012 : Another new bit on the **LHD Canberra**
Photo : Andrew Mackinnon – www.aquamanship.com ©

Navy takes delivery of JHSV-1

The U.S. Navy's Military Sealift Command 5 December accepted delivery of the Navy's first joint high-speed vessel at Austal USA's Mobile, Ala., shipyard. Craig Perciavalle, Sr. Vice President of Austal USA, represented the shipbuilder at the signing event. Austal USA Interim President and CFO Brian Leathers commented: "The delivery of the **USNS Spearhead** is a significant achievement for Austal and adds to the rich history of Mobile as a hub of shipbuilding

activity in the United States. Austal USA has delivered 12 ships in 11 years, certainly a major contributor to the shipbuilding legacy of Mobile, Alabama."

MSC will own and operate **Spearhead** and the eight other JHSVs that are under contract, with the option of a ninth additional vessel, to be built for the Navy. Spearhead is crewed by 22 civil service mariners working for MSC who will operate, navigate and maintain the ship. "Flexibility may be the best attribute of this ship," said civilian Capt. Douglas D. Casavant, Jr., Spearhead's civil service master who has been sailing for MSC for 23 years. "Our 20,000-square-foot mission bay area can be reconfigured to quickly adapt to whatever mission we are tasked with, for instance, carrying containerized portable hospitals to support disaster relief or transporting tanks and troops." The JHSVs are capable of transporting approximately 600 tons of military troops, vehicles, supplies and equipment 1,200 nautical miles at an average speed of 35 knots, and can operate in shallow-draft, austere ports and waterways, providing U.S. forces added mobility and flexibility. The JHSVs' aviation flight deck can support day and night flight operations for a wide variety of aircraft, including **CH-53 Super Stallions**. Each JHSV has sleeping accommodations for up to 42 crew members and 104 mission personnel; and airline-style seating for 312 people.

As MSC assets, all of the JHSVs will be civilian-crewed. The first four of the 10 projected vessels, including **Spearhead**, will be crewed by civil service mariners, while the next six are slated to be crewed by civilian mariners working for a private company under contract to MSC. Military mission personnel will embark as required by mission sponsors.

Following delivery to the Navy, Spearhead will participate in operational testing before sailing to its layberth in Little Creek, Va. The Navy expects the ship to begin conducting missions in the first quarter of fiscal year 2013. The ships of the JHSV 1 class are designed to commercial standards, with limited modifications for military use. The vessel is capable of transporting 600 short tons at least 1,200 nautical miles at an average speed of 35 knots and can operate in shallow-draft ports and waterways, interfacing with roll-on/roll-off discharge facilities, and on/off-loading a combat-loaded Abrams Main Battle Tank. Other features include an aviation flight deck to support day and night aircraft launch and recovery operations. JHSV 1 has airline-style seating for 312 embarked forces, with fixed berthing for 146. **Source : MarineLog**

US denies Navy stop in Sudan

The US military on Thursday denied that any of its ships have visited Sudan, after Khartoum's foreign minister suggested the navy had made a brief port call. "No US Navy ships have stopped at Port Sudan," the US Africa Command public affairs office said in response to a query from AFP.

On Tuesday, Foreign Minister Ali Karti told reporters: "Last month an American ship visited Port Sudan for a few hours". He gave no further details but was speaking in the context of foreign warships visiting the country. Karti said the navies of any country are welcome, "except Israel." Official media, quoting Sudan's military, said Iranian warships which had been expected to visit Port Sudan on November 30 are now expected to arrive for a port call on Friday.

Two naval vessels from Iran spent about two days at the Red Sea port late last month. **Source : The News**

Ex-sailor arrested, accused of attempting to hand over sub secrets

A former U.S. Navy submarine warfare specialist has been arrested and charged with trying to give classified information about how to track U.S. submarines to people he thought were representatives of the Russian Federation - but who were actually FBI undercover agents, according to federal authorities. Robert Patrick Hoffman II of Virginia Beach, Virginia, was arrested Thursday morning on an attempted espionage charge.

He appeared in federal court in Norfolk Thursday afternoon for an initial appearance, and the judge granted Hoffman's request for a court-appointed attorney, according to the U.S. Attorney's Office office for the Eastern District of Virginia.

Hoffman will remain in jail pending a detention hearing next Tuesday, the U.S. Attorney's Office said. According to the indictment, on October 21 Hoffman tried to hand over national defense information to people he thought were representatives of the Russian government, including classified information "that revealed and pertained to methods to track U.S. submarines, including the technology and procedures required."

The government alleges Hoffman intended to harm the United States and give an advantage to the Russian Federation. The court documents do not state whether Hoffman sought any money for the materials. A law enforcement official told CNN that Hoffman also was seeking money, but the official would not say how much. The

information was given to FBI agents who were conducting an undercover operation. The indictment does not charge the Russian government with wrongdoing.

Hoffman, 39, is described as a 20-year veteran of the U.S. Navy who was trained in cryptology and reached the rank of petty officer first class. He retired from active duty in November 2011. According to his biography released by the military, he served as a submarine warfare specialist. Hoffman held security clearances, and prosecutors say he signed several documents during his tenure in the Navy promising not to divulge sensitive information. A U.S. official said Hoffman's home in Virginia Beach was searched, as was a local storage facility he was renting. The official said there was nothing to indicate that Hoffman passed classified information to "actual Russians" any time in the past, but authorities still have to examine items taken from his home and storage locker.

If convicted, Hoffman could be sentenced to life in prison. Chris Lawrence and Barbara Starr contributed to this report.

Source : CNN



Royal New Zealand Navy. Chief of Navy Change of Command, Rear Admiral **Tony Parr** hands over Command of the RNZN to Rear Admiral **Jack Steer** in a ceremony at Devonport Naval Base. RA Steer being fitted with the CN Symbol of Command, the Korowai (cloak) worn until moments before by RA Parr.

Sea trials for nuke submarine **INS Arihant** set to begin soon

Indian Navy's nuclear submarine **INS Arihant** (destroyer of enemy) appears to be caught up in a significant development after a delay that led to the extension of sea trial timeline set for the boat. Navy Chief Admiral D.K. Joshi's disclosure, two days ago that the nation would soon get to hear good news on **Arihant**, has set off rounds of curiosity over the state of pressurised water reactor meant to power the submarine.

It is believed that the reactor will go critical, setting the stage for sea trial sometime in the first half of next year. Admiral Joshi said harbour acceptance trials for the under development boat have been completed. With the reactor going critical, Arihant would be taken to the sea for elaborate trials. Joshi's predecessor Nirmal Verma had earlier hinted that India's strategic ambition of having a credible nuclear triad would be in place by the end of this year. But there has been a delay and the sea trials are expected to begin only next year. The reactor's performance will be

tested in various stages, including firing of weapons and operations in the depth of the ocean. If everything remained in place, the submarine is expected to be ready for induction by 2014.

It will be one of the most significant achievements of country's submarine building capability. India, with the help of Russia and private industry, had embarked on the secret project to construct a nuclear submarine. The 6,000-tonne **Arihant** became public for the first time in July 2009 when it was launched in Visakhapatnam by Prime Minister Manmohan Singh.

The government has sanctioned over Rs.30,000 crore in building three nuclear submarines, **Arihant** being the first.

The submarine will be fitted with K-15 submarine launched ballistic missile which is under development. The trials of 700 km K-15 missile have already been carried out. While Arihant's induction is being eagerly awaited, the navy has fully integrated recently acquired Akula class submarine from Russia. **INS Chakra** is on 10 year lease.

The navy is also working on a new base near the Andhra Pradesh coast for its nuclear submarines. The project Varsha, has been going on for more than two years now. It will be one of the most prominent facilities in the eastern coast. The western coast already has a new base at Karwar in Karnataka.

Some of the new naval assets are now being deployed on the eastern coast strengthening the fleet with some modern warships and submarines. India has already joined a select group of nations that operates nuclear submarines. The induction of **Arihant** will give it the added capability of submarine-launched ballistic missile. Source : India Today

SHIPYARD NEWS

 <p>DAMEN</p>	<p>Senior Field Service Engineer</p> <p>TOS komt voor Damen Services graag in contact met ervaren Field Service Engineers.</p> <ul style="list-style-type: none">• Ben jij die troubleshooter met de juiste mentaliteit?• Beschik je over een MBO/HBO opleiding in de scheeps- of werktuigbouw?• Wil je graag internationaal aan de slag? <p>Klik dan hier voor de volledige functieomschrijving.</p> <p>Heb je interesse of ken je iemand? Bel of mail Division Select: (+31)10 - 243 67 04 of select@tos.nl</p>	 <p>www.tos.nl</p>
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Free handsets, prepaid calling cards for Jurong Shipyard's 89 affected workers



All 89 affected workers of the **Jurong Shipyard** oil rig mishap which occurred on Monday will receive free handsets and prepaid calling cards. StarHub, which initiated the project, linked up with the Migrant Workers' Centre (MWC) to sponsor the used handsets that were in good working condition. The telco also sponsored the prepaid calling cards for the workers at **Sembcorp Marine**. Representatives of Sembcorp Marine, MWC, the Shipbuilding and Marine Engineering Employees' Union and StarHub were present at the distribution which saw some 30 workers receiving their handsets along with prepaid calling cards containing a value of \$138. The remaining 59 workers, who were not present at the gathering, will receive their items at a later date.

Mr Edmund Ng, Executive director of MWC, said: "Migrant workers have travelled far to provide for their families back home. This unfortunate incident has caused workers to lose their phones resulting in them being unable to update their families on their health and progress. "It is not just a phone that you are giving these workers, you are gifting them with contact with their families. It was a kind gesture which we are sure has made these workers happy." Meanwhile, one more worker injured in the rig accident has been discharged from hospital on Thursday. The worker was warded in West Point Hospital with a hairline fracture on the shin. **Sembcorp Marine** said two more workers are still warded at the

National University Hospital. They will need minor surgery on the ankles. A total of 89 workers were injured when the rig at the shipyard tilted to one side on Monday. **Source : Channel News Asia**



The **MAERSK LAMANAI** fitting out at DSME in Okpo (Korea) – **Photo : Piet Sinke ©**

Another shipyard in Zhejiang on the verge of bankruptcy

Judger Shipbuilding Co, a Wenzhou-based shipyard, is on the verge of bankruptcy due to abandoned orders and inability to repay loans. Judger Shipbuilding was founded in 2004 and started operations in 2007 with a registered capital of RMB300m. Until now, the shipyard has built more than ten vessels including bulkers, oil tankers and chemical tankers. Since last year, the shipyard has been struggling to get new orders due to the sluggish demand of the global shipping industry. This year, the shipyard suffered a further hit as two 82,000dwt bulkers, which were under construction at the yard were abandoned by a Hong Kong shipowner. Currently the shipyard has stopped construction of the two bulkers which are the largest tonnage vessels on its books. According to an official from the company, the bank which provided financing for the order has asked Judger for RMB336m in compensation, and now Judger has also received notices of loan repayment from up to seven banks. Currently Judger has filed a report to Wenzhou government and asked for financial support. "If there's no further improvement on the situation, Judger might file for bankruptcy," the official said. **Source : Sinoship News**

BAE Systems to Build Platform Supply Vessels

Jackson Offshore Operators has selected **BAE Systems'** shipyard in Jacksonville, Florida to build two new platform supply vessels (PSVs) that will serve offshore drilling operations. The contract reflects continued growth in U.S. commercial shipbuilding for BAE Systems and is another major step forward in the company's support to the oil and gas industry, the company said in a statement on Thursday. Each of the Jackson Offshore Operators vessels will be

qualified under the U.S. Jones Act and will measure 252 feet long and 60 feet wide. The contract, which was announced at this week's International Work Boat Show in New Orleans, Louisiana, also includes options to build two additional PSVs in the future.

The **GPA 675J PSV design** will be provided by **Guido Perla & Associates, Inc.** of Seattle, Washington. The vessels will include an integrated Rolls-Royce ship systems package inclusive of low-voltage active front end diesel electric system and a complete Rolls-Royce propulsion package with Azipull propulsion thrusters. "We are very excited to be moving forward with the construction of two **GPA 675J PSVs**," said Lee Jackson, president and chief executive officer of Jackson Offshore Operators, LLC. "We are confident that BAE Systems can deliver the vessel on time and on budget." "This contract is a good fit for BAE Systems in Jacksonville as the facility has a proven track record and has been successful in the construction of vessels to support the offshore market," said Richard McCreary, vice president and general manager of **BAE Systems Southeast Shipyards**. "Our commitment to new construction in the commercial market is unwavering as we continue to strengthen BAE Systems' position as a highly competitive and financially stable builder of technically sophisticated ships," McCreary said. "As our backlog grows, we will continue to build our workforce in Jacksonville." The Jackson Offshore contract is part of a continued effort by BAE Systems to increase the backlog of new construction work at its facilities in Jacksonville and in Mobile, Alabama. The company is currently constructing two dump scows and a trailing suction hopper dredge in Mobile with scheduled deliveries in 2013 and 2014 respectively. In August, the Mobile facility was awarded a contract to build two PSVs, with start of construction for the first vessel to begin in January. **BAE Systems** currently employs 630 people in Jacksonville and expects to hire an additional 250 workers there by mid-2013 **Source : Rigzone**

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The **DELTA POSEIDON** off Istanbul – Photo : Max Mueller ©

ITF Inspectors follow up Baltic Ace loss

The ITF has expressed its extreme concern and sympathy following the sinking of the Bahamas-flagged **Baltic Ace** in the North Sea, which has resulted in five confirmed deaths with more still missing. The vessel sank following its

collision with the Cyprus-flagged **Corvus J**. Acting general secretary Stephen Cotton said "This is a very sad loss. The ITF is monitoring the situation and will provide full assistance to crew and families of the deceased." ITF Inspectors in the Netherlands and Belgium are meeting the surviving crew of the **Baltic Ace**, which was covered by an ITF agreement, as well as visiting the **Corvus J**. Cotton added: "The Dutch coast guard did an excellent job in extremely difficult search conditions, with strong winds and high seas. They are to be congratulated."



The **CORAL ENERGY** arriving in Rotterdam yesterday for the christening ceremony today by **Princess Maxima**
Photo : Mrs C. Lamers-Costima ©

Port strike could be prelude for dockworker talks

The end of one labor crisis at the nation's busiest port complex could be a prelude to another. The resolution of an eight-day walk-off by clerical workers at the Los Angeles and Long Beach harbors that stalled billions of dollars of cargo and left container ships stranded off the California coast points to the stakes for upcoming contract talks with dockworkers at western U.S. shipping terminals. The clerical workers represent a sliver of the membership of the International Longshore and Warehouse Union, whose 24,000 dockworkers handle everything from car parts to computers at ports in Washington, Oregon, California and Hawaii. The strikers numbered only about 450, but thousands of dockworkers refused to cross the picket lines and halted work at the sister ports that handle 44 percent of all container traffic that arrives in the U.S. by sea. "There is a linkage between the two," said Gary Chaison, professor of labor relations at Clark University in Worcester, Mass. The walkout in Southern California "increased the possibility, the probability, of a strike" when the dockworker contract is negotiated in 2014.

Clerical workers walked out Nov. 27 after working without a contract for 30 months. The strike at the Los Angeles area ports came at a time of widespread labor strife around the nation, with public- and private-sector workers facing pressure on wages, benefits and job security as employers look to curb costs. Earlier this year in Oregon, a federal judge ordered longshoremen to end an illegal slowdown that disrupted shipping at the Port of Portland, and dockworkers on the East Coast have fought this year overtime rules and royalty payments to longshoremen.

But take-home pay was not a central issue with the well-paid clerical workers; the union was worried about jobs literally vanishing _ outsourced to China, Arizona or elsewhere. It's not so much about the money, it's not so much about the hours, it's about watching out for efforts by employers to undermine the future viability of the union," said

international trade economist Jock O'Connell. "For the unions, this was an existential crisis. For the employers, it was business," O'Connell said. Similar issues are likely to color the dockworkers' talks, as workers see their jobs potentially threatened by automation and competition for shippers after the Panama Canal expansion is completed. "The union knows this: The industry is ready to go to Mexico or Canada," said Port of Long Beach spokesman Art Wong. In 2014, "hopefully they won't repeat what we've seen here" with the clerical workers. After the eight-day strike – which stranded \$760 million worth of cargo a day and sent some 20 ships to other ports in California and Mexico – "both sides will see how much damage there can be if one side walked out or one side locks out," Wong said. California has a long history involving dock labor – a strike in the 1930s led to the unionization of ports across the West. The western dockworkers reached their last deal with shipping companies and terminal operators in 2008, when both sides were worried that a strike or lockout could further damage the U.S. economy. A 10-day lockout in 2002 caused an estimated \$15 billion in economic losses.

With anxiety over a dwindling middle class, and with unions emboldened by the re-election of President Barack Obama, "there is an increasing amount of pushback now," O'Connell said. The clerks returned to work Wednesday, jubilant that the strike that shut down 10 of the 14 terminals at the ports earned them guarantees, at least for now, that their jobs won't be shipped somewhere else where labor costs are cheaper. They extracted promises from management that, as workers retire or leave the ports during the next four years, no more than 14 jobs will be outsourced, union officials said. "The key issue in this whole strike was the outsourcing of good jobs, and they won protections against outsourcing abuses," said union spokesman Craig Merrilees. Shippers denied outsourcing jobs, but strikers insisted they had proof. Trinnie Thompson, a union shop steward, said workers have seen invoices and emails showing some of their responsibilities being usurped by workers in Costa Rica, Shanghai, Colorado and Arizona.

The clerks handle such tasks as filing invoices and billing notices, arranging dock visits by customs inspectors, and ensuring that cargo moves off the dock quickly and gets where it's supposed to go. The increasing computerization of such tasks, which allows them to be performed in cities far from the ocean, makes the clerks especially vulnerable, labor experts say. The clerks make average salaries of \$41 an hour, or about \$87,000 a year. They also receive pensions and several weeks of vacation a year. Their health insurance is fully paid and includes zero doctor co-pays, giving them among the best salary and benefits packages of any blue-collar workers. The deal, reached late Tuesday night, must be ratified by union membership. Meanwhile, gates reopened at the ports and thousands of workers got busy unloading everything from cars to clothing. Goods were placed on trains and trucks, to be delivered across the country. After the canal is completed, western dock workers could see competition from the East Coast, too – in Charleston, S.C., for example, maritime interests want the harbor channel deepened to 50 feet so the Port of Charleston can handle the larger container ships expected to call when the expanded canal opens. Stephen Berry, lead negotiator for the Los Angeles/Long Beach Harbor Employers Association, said the dispute with the clerical workers is inevitably connected to the coming talks with the dockworkers. "These are the same employers that are at that table," he said, noting that they resisted union demands for over two years to "achieve reasonable and fair objectives." That "says a lot about what's going on the East Coast right now and what will come back to the West Coast in 2014," he said. Merrilees, the union spokesman, said the outcome of the clerical strike was encouraging for the dockworkers. "The impressive degree of unity bodes well for the upcoming negotiations," he said. **Source: Associated Press**



The **RED DIAMOND** in Rio Grande – Photo : Marcelo Vieira ©



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30-11-2012 : The **MARE NOSTRUM** at Gellibrand Pier Williamstown
Photo : **Andrew Mackinnon** – www.aquamanship.com ©

Port of Antwerp starts next stage in construction of world's largest lock

Mid-November 2012 saw Hilde Crevits, the Flemish Minister of Transport & Public Works, officially launch the next stage of the Deurganckdocklock project at the Port of Antwerp in Belgium. The Deurganckdocklock will be the second lock between Waasland, the port area on the left bank of the River Scheldt, and the Waasland Canal link to the North Sea.

Supplementing the existing Kallolock nearby, the Deurganckdocklock will significantly enhance access to the Deurganckdock and other Waasland docks; greatly increase the capability, capacity and availability of the lock system; and facilitate the continued development of Waasland (where planned projects include the lengthening of the Verrebroeck dock and development of the Saeftinghe zone). The project will also strengthen the Port of Antwerp's position as the second-busiest port in Europe.

The European Investment Bank is contributing half (Euros 170 million) of the project cost. KBC Bank is providing a Euros 81 million loan, with the balance coming from Antwerp Port Authority and the Flemish government. The Deurganckdocklock will be the largest lock in the world, with a length of 500m, a width of 68m and a depth (relative to the local datum point) of 17.8m. It is deeper than, but based on the design of, the Port of Antwerp's Berendrecht lock.

In addition to its size, the Deurganck lock will be notable for its massive concrete L-shaped sluice walls, its rapid filling and emptying system, and the two 'wheelbarrow' type metal gates at each end. The Deurganckdocklock will contain 795,000m³ of reinforced concrete; 22,000 tonnes of structural steel; and 57,000m³ of sheet piling reinforcement.

Some 255 people are currently working on the Deurganckdocklock project, which began in November 2011. Works include dredging of the approach channel; excavation and some back-filling; concrete construction (which started in mid-November); and the installation of steel structures such as lock doors and road and rail bridges. **Source** : **PortNews**



The **CORAL ENERGY** arriving in Rotterdam – Photo : Marius van den Ouden ©



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Telephone : +44 (0) 20 8398 9833

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Murmansk port cargo throughput reaches 14.3m tons

Cargo traffic at Murmansk Commercial Seaport (MCS) in January-November totaled 14,328,430 tons, as of mid-November, reaching the volume planned for this year, the stevedore company said. In November, JSC Murmansk Seaport handled 1,284,760 tons of cargo, a 15.6% gain from a year earlier. The monthly volume includes 975,750

tons of coal. Over the last month the MCS terminals handled 21,025 railcars (+24%) and 37 vessels, including coal-laden 13 bulkers and 15,303 railcars. By this year-end the company's throughput is expected to reach 15.5 or 15.7 million tons. In November, Agrosfera, a sister company of Murmansk Commercial Seaport, handled 58.76 tons of cargo, versus planned 55,000 tons. Besides, Agrosfera has loaded the 500th vessel since the terminal commissioning. The eleven-month consolidated cargo volumes of the companies amounted to 15,245,910 tons. OJSC Murmansk Commercial Seaport was founded in 1994. MCS operates 17 berths of total length of about 3 km. The waters depths allow the port to accommodate vessels with draft of 15.5 m and length of more than 265 m. The stevedore specializes in handling ranged cargoes, including non-ferrous metals and alloys in packages, rolled ferrous metals, coal, apatite concentrate, alumina, and scrap and iron ore pellets in bulk, chemical products in bags and big-bags, construction cargo and foodstuff. In 2011, net income of the company fell 30.2% year-over-year to RUB 138,534,000, revenue – by 3.7% to RUB 1,403,254,000, cargo throughput totaled 14,420,033 tons. **Source: Port News**



The **ORIANA** enroute Amsterdam – Photo : Joop Marechal ©

Crowley announces changes to senior leadership team

Crowley Maritime Corporation announced changes to its senior leadership team within the company's shipping and logistics business lines and the consolidation of their commercial marketing, sales, customer care and pricing activities under single leadership, the Corp. press release said.

Frank Larkin has been promoted to senior vice president and general manager of logistics, and will now, in addition to managing the entire logistics enterprise, oversee U.S. sales, marketing, customer care and pricing for both logistics and liner services. "The consolidation of U.S. commercial activities under single leadership is consistent with our desire to improve the customer experience, simplifying transactions and communications," said Tom Crowley, company chairman, president and CEO. "The consolidation also reinforces our belief that customers will gain additional visibility into our full suite of services and benefit from dealing with a single, coordinated customer interface."

Steve Collar, who is currently managing logistics, has been appointed senior vice president and general manager of Latin America services. In his new role Collar will be responsible for stateside and foreign operations as well as foreign commercial activities associated with Crowley's liner cargo transportation between the U.S. and Central America.

John Hourihan, who is currently managing Latin America services, has been appointed senior vice president and general manager of Puerto Rico and Caribbean services. He replaces John Douglass, who will be retiring Dec. 31 after 25 years of service to Crowley. In his new role, Hourihan will be responsible for stateside and foreign operations as well as foreign commercial activities associated with Crowley's liner cargo transportation between the U.S., Puerto Rico, the Bahamas, Eastern Caribbean and Western Caribbean, including Haiti, the Dominican Republic and Cuba.

The new appointments are effective Jan. 1. And all three executives will remain based in Jacksonville and report to Crowley. "I want to congratulate and thank John Douglass for 25 years of distinguished service to the company," said

Crowley. "He has been instrumental in our success across a number of Crowley business lines over the years, and we wish him nothing but the best in retirement."

"John leaves big shoes to fill, but I am looking forward to working with our realigned leadership team to see how we can leverage their skills, experience and new perspectives to continue to grow Crowley and make it an even better company," said Crowley. "Combining all of our U.S. liner and logistics commercial activities in a single enterprise under Frank's leadership is an excellent start."

Larkin, who most recently served as vice president of sales, marketing and customer care for Crowley's liner and logistics groups, rejoined the company last year after serving a 12-year stint with Hamburg Süd as senior vice president and member of the region North America board. Larkin had worked at Crowley from 1988 to 1999, serving in positions of increasing responsibility, including vice president and general manager of Crowley's South America services. In his prior role with Hamburg Süd, Larkin was responsible for all commercial activities in North America and trade responsibilities in the U.S. to Latin America theaters. He has 30 years of experience in international transportation, including overseas postings in Brazil and Argentina. He is on the board of directors of both the National Freight Transportation Association, a nationwide organization comprised of importers/exporters, railroads, ocean carriers and ground transportation services, as well as the Brazilian American Chamber of Commerce, where he serves as chairman of the trade and investment committee. Larkin received his Bachelor's in Economics, cum laude, from Boston College and is fluent in Spanish and Portuguese.

Collar joined Crowley in 1977 as a deckhand, but throughout his career has been exposed to many facets of the Crowley organization, working in positions of increasing responsibility within engineering, terminal management, cargo operations, marine operations and petroleum operations. In 1996, he was named director of technical services before transferring to general manager of oil transportation. Prior to assuming his current position as senior vice president and general manager of logistics, he served as senior vice president and general manager of technical services. Collar attended school at Shoreline Community College in Seattle, and Point Loma College in San Diego. He earned a Masters in Business Administration from the University of Washington in 1999.

Hourihan joined Crowley in New Jersey in 1987, managing Crowley's Far East service. In 1988, he moved to The Netherlands as vice president of Crowley's European service, American Transport Lines. In 1990, he moved to Jacksonville as vice president, sales and marketing, for Crowley's Liner Services. In 1994, he became vice president and general manager of Crowley's South America service. Then, in 1998, he assumed a position as senior vice president and general manager of Crowley's logistics group. In January 2005, Hourihan assumed his current position as senior vice president and general manager, Latin America services. Prior to Crowley, Hourihan spent 11 years with United States Lines, which included six years in the Far East in Korea, Taiwan, Hong Kong and China. John graduated from the University of Kansas in 1973 and is a member of the Council of Logistics Management.

Jacksonville-based Crowley Holdings Inc., a holding company of the 120-year-old Crowley Maritime Corporation, is a privately-held, family- and employee-owned company. The company provides project solutions, transportation and logistics services in domestic and international markets with six operating lines of business: Puerto Rico/Caribbean liner services, Latin America liner services, logistics services, petroleum services, marine services and technical services. Offered within these operating lines of business are: liner container shipping, logistics, contract towing and transportation; ship assist and escort; energy support; salvage and emergency response through its TITAN Salvage subsidiary; vessel management; vessel construction and naval architecture through its Jensen Maritime subsidiary; government services, and petroleum and chemical transportation, distribution and sales.

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.... PHOTO OF THE DAY



GMS Endeavour (elevated) at **SHIPDOCK** Amsterdam
Photo : Rob Wolthuisen – Shipdock ©