



Number 001 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 01-01-2013**

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All built on scale 1:50 the tugs SMIT JAPAN, SMIT DENEMARKEN and FAIRPLAY 22 pulling the MAILLINE LIFTER into the port of modelharbour vaargroep IJmond in Heemskerk, with a light wind from SB side stuurboord. <http://www.vaargroep-mailline.nl>

Photo : W. vd Spek ©

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The TSHD **GEOPOTES 15** operating in the Rotterdam region - Photo : Marijn van Hoorn ©

Victory for ILA as members ratify master agreement

In a significant victory for the International Longshoremen's Association (ILA), the ratification of a six-year master contract for dockworkers on 9 April was backed by every ILA local union and approved overwhelmingly by 88 per cent of the more than 8,000 ILA members who voted at ports on the Atlantic and Gulf coasts.

The master contract was negotiated by the ILA, which is affiliated to the AFL-CIO, and the United States Maritime Alliance of shippers, terminal operators and port authorities. It calls for wages increases, a speedier graduation for new members to achieve the top rate of pay, and full protection at no cost to them for their national health care plan. Management and the ILA will also explore ways to recapture traditional ILA jobs. It is regarded by the ILA as a major success for their chief negotiator, Harold J. Daggett, who directed his first wage scale negotiations since being elected president of the 35,000 member union in July 2011. He had vowed then to fight aggressively against ILA members

being displaced by automation and new technology; to recapture ILA jobs lost to a weakening of jurisdictional language; to end outsourcing of traditional ILA work; and to improve and protect ILA members' wages, health benefits, safety and training.

Harold Daggett commented: "This master contract and the formation of the ILA steering committee mean that the ILA is now well positioned for the future to serve our members and our industry. We can better help employers and port areas to improve productivity and profits, as the shipping world eagerly awaits increases in cargo volume with the widening of the Panama Canal and the expansion of worldwide trade."



MAERSK HELPER departing the **Noble Bully 2** port side after cargo operations and going to the starboard side. In the background, the **DEEP BLUE**. Offshore Brazil. **Photo: Dennis Rab C/O Noble Bully 2 ©**

Fuel cost key to survival, says Swire

Hughes-Hallett sees offshore vessels business as 'perfect hedge' to airline industry with high oil prices driving exploration and development

By : Keith Wallis in Singapore

Fuel price is the biggest issue facing the airline and shipping industries, the chairman of John Swire & Sons said yesterday. James Hughes-Hallett said fuel costs meant "survival or failure" for airlines, while in the shipping sector, high fuel prices were generating "excitement" about more fuel-efficient eco-ships. But high oil prices also led to an increase in offshore exploration and development, which benefited Swire's burgeoning offshore vessels business as it meant higher charter rates and utilisation levels for its fleet.

"We love the offshore business. It is a perfect hedge to the airline business," Hughes-Hallett said, delivering the seventh Singapore maritime lecture.

But he added Swire's offshore operation "is a lot smaller than the airline business" although there were 30 ships on order. "We could see much further growth." Swire has an offshore fleet of about 75 specialist vessels including platform support and anchor handling tugs.

Swire Pacific Offshore generated a net profit of HK\$917 million last year on revenue of HK\$4.86 billion. By comparison, Cathay Pacific Airways and related airline operations contributed HK\$412 million in net profit to Swire Pacific on a turnover of HK\$99.38 billion.

On the oil price over the next few years, Hughes-Hallett said: "I think it will go up. Apart from that, I've got absolutely no idea at all. It would be lovely to think it won't go up."

Joachim Skorge, the regional head of Asia and managing director, operations, at DNB Bank in Singapore, said oil prices would average US\$107 per barrel this year. Other analysts have forecast higher levels. Speaking at the Sea Asia conference earlier, Skorge said spending on global oil and gas exploration and production activity would rise 8 per cent to US\$623 billion this year, driven by higher oil prices and exploration costs.

Pointing to other similarities and differences between the airline and shipping industries, Hughes-Hallett said there was a risk of worldwide shortage of airline pilots, "especially as China's airline sector gears up".

While there is a shortage of seamen, patchy implementation of maritime regulations is "damaging to seafarers and shipowners alike".

Hughes-Hallett said there had been a shift in cargo from air to ocean, compounded by product miniaturisation.

Ocean freight volumes had grown about 10 per cent over the past three years, while air cargo rose 1 per cent over the same period.

Similarly, the smartphone had replaced the watch, computer terminals and other gadgets. But the slump in the shipping industry, with the delivery of vessel capacity outpacing the growth in cargo demand, would require "another two years of digestion" before the sector recovered, Hughes-Hallett said. **Source : South China Morning Post**



The **ICE TRAVELER** discharging oil, Brisbane - **Photo : David A.Bowley ©**



OOCL NORFOLK inbound at the Hovel Pile turning to port in Port Phillip Bay for Melbourne
Photo : Bill Barber ©

Norsafe continue to expand their global service network



Norsafe is pleased to announce that they have opened a new service station in Perth, Australia. This offers their customers better access to service, maintenance, spare parts and training for lifesaving systems in the region.

The new establishment will strengthen after sales services and the supply of spare parts for Norsafe products in the Australasia region, with staff and facilities now located closer to existing and prospective clients. The new service office also has a 350m² workshop for refurbishment and repair of lifeboats, and is fully supported by the nearest Singapore service station.

Perth, Western Australia is the centre for the Australian offshore oil and gas industry. Ships are constantly passing through the busy ports of Fremantle, Kwinana, Dampier and Karratha. The navy and customs vessels also frequent this service area. This strategic location is the base for Norsafe's Australian operations, and a flying squad of service engineers can reach other parts of Australia as needed.

Norsafe has recently delivered several free fall lifeboat systems type GES50 Mk III, many of which will be in operation in the North West gas field of Australia. The company expects significant growth to occur in this booming Australian market in the future. Norsafe Service stations are located in Mexico, USA, Brazil, The Netherlands, Greece, Korea, Japan, China, Singapore, Australia and Norway. In addition, Norsafe also has 30 authorized service partners strategically located worldwide. Profile of the new subsidiary:

Name: Norsafe Australia Pty Ltd.

Location: Unit 1 / 4 Monash Gate

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12.04.2013 : Super yacht A arrival to St.Maarten in early morning sun –Photo : Anders Olsen ©

Seacurus provides industry first with insurance cover for unpaid crew wages

SPECIALIST marine insurance intermediary Seacurus has launched a new insurance policy to indemnify seafarers in the event of the financial default of their employers which, for the first time, offers recompense in respect of unpaid crew wages. The policy will enable all employers of seafarers to meet their regulatory obligations under the Maritime Labour Convention 2006 (MLC), which enters force on 20 August, 2013.

The new policy, CrewSEACURE, provides up to \$10m of cover in the event of an employer's financial default. It includes personal accident protection and covers medical expenses as well as subsistence and repatriation costs. It will also respond, unlike any other product currently on the market, in respect of the non-payment of seafarers' wages, for a period of up to six months.

CrewSEACURE is underwritten by first-class A-rated global insurers in the Lloyd's and Company markets in London. It offers an independent round-the-clock claims service managed by Thomas Miller Claims, the world's leading maritime 'people claims' service provider. It also includes a claims mandate which protects the interests of shipowner and seafarer alike to ensure a fair claims process. A 24-hour helpline is available for seafarers and their advisers, who are afforded direct access to the insurers' claims adjusters. In order to deliver the CrewSEACURE product to market, Seacurus will act as managing general underwriters with access to Lloyd's security led by Brit Syndicates Ltd and companies' market security provided by Aspen Insurance UK Ltd.

CrewSEACURE provides cover which meets flag state and port state control approval, and is authenticated by a ship-specific MLC2006 insurance certificate to demonstrate compliance with the Maritime Labour Convention. Comprehensive cover is provided at low cost, with premiums of as little as 50 cents per-seafarer per-day available.

Thomas Brown, managing director of UK-based Seacurus, says, "CrewSEACURE has been designed to cover the requirements of MLC. The shipping industry faces economic challenges. Not all shipowners and operators will survive the current global recession, and this will inevitably have a knock-on effect on those seafarers who are caught up in the resulting bankruptcy cases. Just recently, for example, we saw arrest orders issued by a court in the Far East in respect of two tankers after crew complained they had not been paid for almost three months.

"The fact is that any cover that does not provide for the indemnification of unpaid wages fails to adequately protect seafarers against the real risk of abandonment. History shows that the only way for seafarers to recover unpaid wages in the absence of any form of financial security is to remain on board until the ship is sold. This serves only to make matters worse for the shipowner as well as for seafarers and their families, who suffer further financial loss and hardship as a result of the long delays that can accompany the judicial sale of a vessel. CrewSEACURE removes the need for seafarers to remain on board an abandoned vessel by ensuring that they receive their unpaid wages before being repatriated home to seek new employment opportunities.

Giles Heimann, secretary-general of IMEC (International Maritime Employers Council Ltd), says, "IMEC and its members believe that the Maritime Labour Convention is the most significant piece of maritime legislation for many years. We are committed to supporting our members in the run-up to its introduction in August 2013, and to working with them to secure effective and fit-for-purpose provision for seafarers and employers alike. I am pleased to see that companies such as Seacurus are providing options for the industry, to support their obligations under MLC."

Thomas Brown concludes, "MLC is a watershed moment for shipping. It has been called the seafarer's 'bill of rights', and with good reason. Previously, there had been a lack of political will or force of law to encourage the insurance industry to provide a workable system of financial security. But that will change with the imminent implementation of MLC. Seacurus believes that effective employment protection must include crew wages. For that reason, it has provided an effective system of financial security to put an end to the spectre of seafarers becoming the cashflow casualties of their employers' insolvencies."



12-04-2013 : Superyacht **VAVA** anchored off Singapore – Photo : **Shaun Beal** ©

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Zeilschip Eendracht bij Koningsvaart



Ongeveer 200 schepen zijn uitgenodigd om mee te varen tijdens de Koningsvaart. Ook zeilschip **Eendracht** is op 30 april 2013 aanwezig bij de feestelijkheden op het IJ ter ere van de inhuldiging van het nieuwe Koninklijke paar.

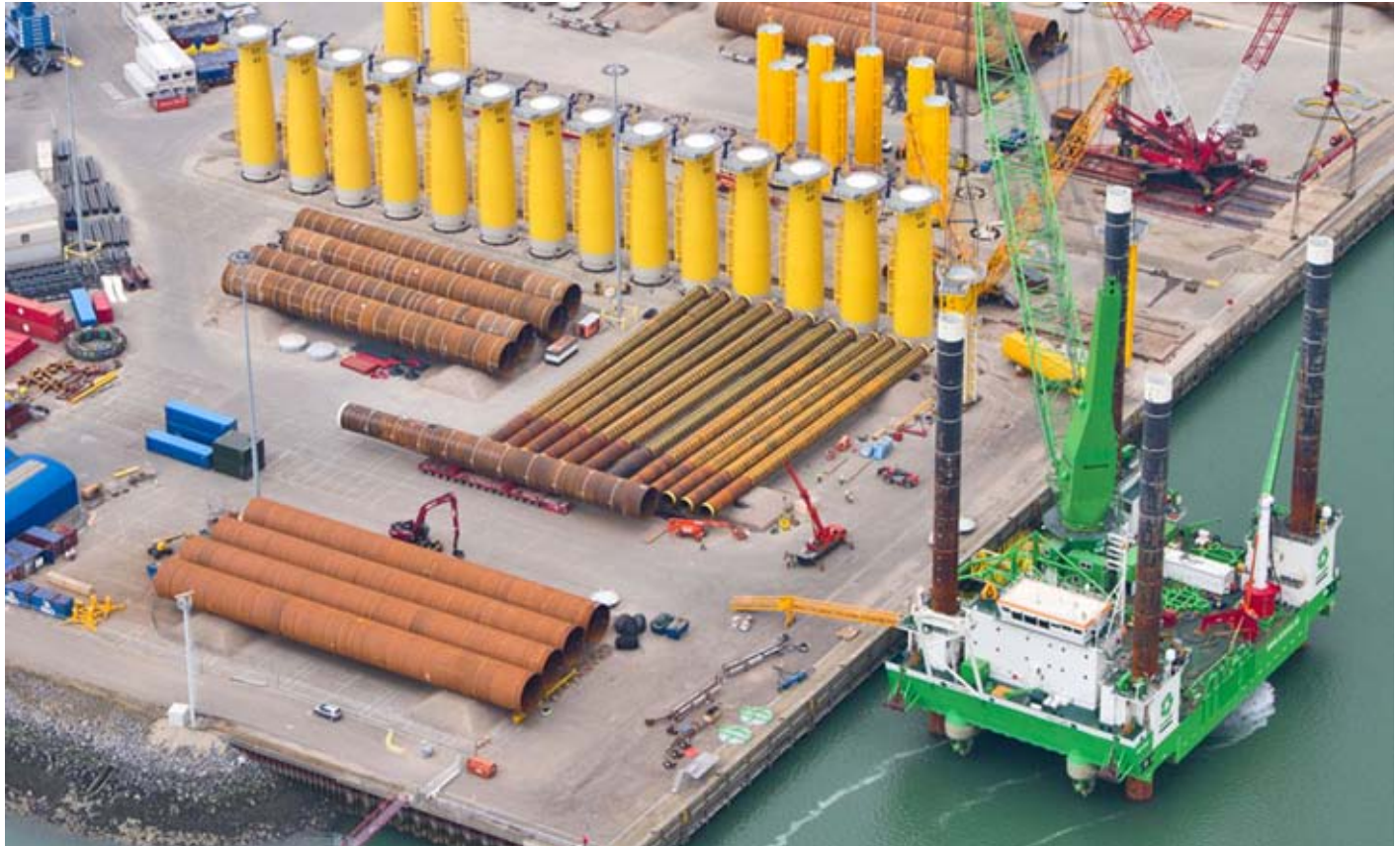
Photo links : Monique Davis-Mulder ©

Vanwege de rijke geschiedenis met het Koninklijk huis is de Koningsvaart ook voor de Eendracht een zeer bijzondere gelegenheid. Tijdens deze vaart varen er leerlingen van het **Scheepvaart en Transport College**, verschillende sponsors, leden van het bestuur, de directie en andere genodigden aan boord van de **Eendracht** mee. De Koningsvaart start rond 19:30 bij het EYE Filmmuseum en eindigt rond 21:30 bij het


Muziekgebouw aan het IJ en wordt afgesloten met een saluut van de aanwezige vaartuigen, sloopshoorns en een demonstratie van verschillende blusboten. Tenslotte gaan er 150.000 oranje ballonnen de lucht in. Het koninklijk gezelschap heeft aansluitend met hun gasten een diner in het Muziekgebouw aan 't IJ.

Deze tocht is een besloten gelegenheid. Het is dus niet mogelijk om 30 april mee te varen op zeilschip **Eendracht**.

Bron: www.amsterdam.nl



The jack-up **NEPTUNE** standing on the legs and loading materials for her next project at the **BOW Terminal** in Vlissingen" Photo : **Skeyes** www.skeyesphoto.com ©



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Zhenhua says it will take time to recover

Song Hailiang, chairman of **Shanghai Zhenhua Heavy Industry (ZPMC)**, a world leading port machinery manufacturer, said earlier this week that the whole manufacturing industry is depressed and it will take time for the company to shift to a greater focus on offshore and steel structure sectors. "We might need more time to recover, it is estimated that the company needs two or three years to get out of this difficult period," Song said. Earlier this month, Zhenhua announced its 2012 results with revenue dropping by 4.57% to RMB18.2bn and it suffered a huge loss of RMB1.04bn, and was also troubled by employees' bonus cut issues. **Source: Sino Ship News**



HAL's **PRINSENDAM** departing from Haifa – **Photo : Peter Szamosi ©**

Agreement reached on sailors' rights

New EU rules for labour conditions aboard ships. MEPs and member state negotiators reached an agreement this week on new EU rules for labour conditions aboard ships that dock at EU ports.

The update to the 2009 Port State Control Directive implements the commitments made by member states as part of the international Maritime Labour Convention in 2006.

The convention sets out the minimum requirements for seafarers to work on board a ship, conditions of employment, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection. It is the first such global agreement for sailors, taking effect in August of this year.

Under the new rules, Maritime Labour Certificate and the Declaration of Maritime Labour Compliance in the documents will have to be checked by inspectors at EU ports.

An accompanying directive to implement the convention's for flag states (the country in which a ship is registered) is still being negotiated. That proposal implements similar requirements for ships carrying an EU member state flag, whether or not they are docking at an EU port. The agreement must still be rubber-stamped by the full Parliament and the Council. **Source: European Voice**

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The tug **MAGNUS** departed with the **BOA BARGE 21** from Vlissingen

Photo : Richard Wisse – www.richard-photography.nl (c)



"SINGA Port" gets grand prize at Singapore Maritime Week

The winner of the US\$1 million grand prize was announced at the Singapore International Maritime Awards 2013 during Singapore Maritime Week, said in the MPA's press release.

Coming out top and walking away with the US\$1 million grand prize was the team from National University of Singapore (NUS), Shanghai Maritime University (ShMU) and Shanghai Zhenhua Heavy Industries Company Limited (ZPMC). The team's proposal of "SINGA Port" impressed the judging panel with its ability to achieve high throughput and high land and labour productivity in line with the stretched goals and targets of the Challenge.

Representatives from the winning team received their prize from Mr Lui Tuck Yew, Minister for Transport, this evening.

A spokesperson for the winning team said "The innovative double-storey container port concept, named the SINGA (Sustainable Integrated Next Generation Advanced) port, was made possible through the synergistic and team effort of NUS, ShMU and ZPMC. The team, which includes leading researchers and highly experienced practitioners, was able to generate innovative ideas that are achievable, namely a port concept that promises high productivity and throughput, through the integration of the unique features of a double-storey structure with the latest technologies."

The Maritime and Port Authority of Singapore (MPA) and the Singapore Maritime Institute (SMI) jointly organised the NGCP Challenge to encourage participants from all over the world to submit innovative proposals and ideas on how to plan, design and operate the next generation of container ports that exemplify performance, productivity and sustainability.

The NGCP Challenge was launched at Singapore Maritime Week in April 2012 and closed on 31 December 2012. 56 submissions from 25 countries were received for the Challenge. Seven submissions were shortlisted from this pool and the shortlisted teams presented their proposals to the judging panel, comprising representatives from Singapore

government agencies and the maritime industry (Annex A), on 5 April 2013. The shortlisted concepts were also on display at the Sea Asia conference and exhibition from 9 to 11 April 2013.

Up to S\$5 million has also been set aside for further research and development of various worthy concepts arising from the Challenge.

Van Oord's newest addition to its fleet – the self-propelled cutter suction dredger Artemis will be moored in Rotterdam until 14 April 2013



Van Oord's newest addition to its fleet – the self-propelled cutter suction dredger **Artemis** – will be moored in Rotterdam until 14 April 2013. Business relations and employees will have the opportunity to visit Artemis before it departs for western France for its first assignment, said in the company's press release.

Pursuant to a contract with the Grand Port Maritime de la Rochelle, **Artemis** will be deepening the harbour basin and dredging a trench in the access channel to the harbour. Approximately 500,000 cubic metres of very hard rock and clay will be dredged, and Artemis was built especially for dredging work on hard ground.

Photo : Leo Verhoog ©

The contract for the vessel's design, construction and delivery was signed with IHC Merwede on 20 December 2010. Pieter van Oord, CEO: 'Our investment in two self-propelled cutter suction dredgers and two large backhoe dredgers has significantly bolstered our position on the dredging market. This is in line with our strategy to have a very strong position in all segments of the dredging market.'

Artemis is a robust ship and strong ship. An exceptional feature is its hydraulically buffered spud carriage, which will permit it to continue to work even in poor weather conditions. Air springs that have been installed under the deck house are also special. They will minimise noise and

vibration. 'It is very important to us that our employees have a pleasant work environment', says Pieter van Oord.

Artemis is a sister vessel to **Athena**, which was delivered at the end of 2011. Van Oord: 'Building two similar ships will significantly improve the efficiency of our operations.' **Athena** is currently being successfully deployed on the Ichthys LNG project in Darwin, Australia. **Source : PortNews**

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Two Charged With Manslaughter In Hong Kong Ferry Disaster



Hong Kong police charged two boat captains with manslaughter on Thursday in connection with a ferry collision last year that killed 39 people in the city's worst maritime disaster in decades. The two were released on HK\$20,000 (\$2,600) bail each on condition they do not leave Hong Kong. The case was adjourned to May 9. A commuter ferry and a company boat carrying more than 120 staff and family to watch fireworks in the city's

Victoria Harbour collided on the evening of Oct. 1 and the leisure vessel sank quickly.

The company boat belonged to Hongkong Electric Company, which is controlled by Hong Kong's richest man, Li Ka-shing, and was taking passengers to celebrate the mid-autumn festival.

Hong Kong is home to one of the world's busiest shipping lanes and, while serious accidents are rare, the waters have become increasingly crowded with leisure boats and vessels that ferry passengers to the nearby gambling hub of Macau. (\$1 = HK\$7.8) **Source : Thomson Reuters / g Captain**

Drewry sees Asia-Mediterranean trade decline as a worldwide trend

APART from hanging onto the westbound rate increase obtained in December, ocean carriers operating between Asia and the Mediterranean achieved little in the first quarter of the year and this may only be the lull before the storm, according to Drewry Maritime Research.

Ocean carriers continued to suffer from lack of cargo growth in the tradelane between Asia and the Mediterranean during the first three months of the year with westbound cargo remaining flat.

Although February's level of 268,000 TEU was exceptionally low, this was only due to part of the month's traffic being shipped ahead of the Chinese New Year holiday season, which started on February 10 this year.

The average for the quarter still reached 342,000 TEU per month, which was only just below the previous quarter's 356,000 TEU, and the third quarter 2012 average of 355,000 TEU.

As in other major east-west tradelanes, ocean carriers' response to the growth stagnation in the first quarter of 2013 was to cancel more sailings. Eighteen were withdrawn in January, followed by 15 in February, and another seven were announced at the beginning of March. No end-to-end services were merged or withdrawn, only minor modifications to port calls were made.

Interestingly, the average size of all the 135 vessels deployed in the 14 weekly end-to-end services between Asia and the Mediterranean in March only reached 8,436 TEU, compared to 8,200 TEU for the 149 vessels deployed in 15 services in October.

The result is that very little change was made to effective westbound vessel capacity, despite the withdrawal of Maersk's AE5 Turkey Express service in November (which deployed 8 x 6,600 TEU ships). March's average of 449,126 TEU is only just below October's 452,238 TEU, with November's low of 436,550 TEU a distant memory. Even so, average vessel utilisation still reached 91 per cent in January, following on from December's high of 92 per cent due to the way shippers brought cargo forward to avoid the Chinese New Year holiday period in February. The 18 sailing

cancellations mentioned earlier also contributed enormously to the result. Being artificially created, February's disastrous decline to 61 per cent was inevitable, with March's return to 79 per cent still remaining poor. It may be that more sailings were cancelled later on in March, which would have improved the situation a little.

There was also little good news for ocean carriers on the route back to Asia in the first quarter of 2013, when the average monthly cargo flow reached only 155,000 TEU, 6.6 per cent less than in the previous quarter, and more-or-less the same as in the third quarter of 2012. Effective eastbound vessel capacity in the first quarter of 2013 was 1.2 per cent higher than in the previous quarter, so, when combined with 6.6 per cent reduction in cargo, average vessel utilisation declined from 49 per cent to 46 per cent, putting ocean carriers in a desperate position. With half empty ships, it is hardly surprising that shippers wanted lower freight rates from those desperate enough to seek more market share. **Source: Asian Shipper**

TOS meets winner MOCE 2013



The **Maritime & Offshore Career Event 2013** at the Beurs-WTC in Rotterdam was again a great success. **TOS** was situated at its regular spot: R100 and welcomed a lot of enthusiastic students and young professionals. All candidates who were looking for a (new) job and handed in their resume received a lottery ticket.

From all the resumes TOS received we drew lot number 245 from **Tom Cromphout**. He was the winner of an iPad mini. Our Executive Manager Operations, **Marleen Stuurman** handed over the price. Tom has just finished his education at the 'Maritiem Instituut Marcator' in the city of Oostende. He is ready to sail the world for **TOS**! **Source: TOS**

NAVY NEWS



The German frigate **F 215 BRANDENBURG** passing the IJmuiden locks enroute Amsterdam – **Photo : Cor van Niekerken ©**

Removes emblems to make faceless subs

Russian navy will reintroduce Soviet practice and make it more complicated for possible enemies to identify the submarines sailing in surface position.

The huge and highly visible emblems in the front on the submarines' towers make it too easy to figure out which of them sailing or not, believes the main command of the Russian Navy. Now, the order is given to paint over the emblems and numbers on the submarine hulls.

"The main task of a submarine sailing on combat duty is to remain unnoticed for the enemies' anti-submarine forces and the identification signs are too visible," says a navy sources speaking to Izvestia. All Russian submarines have different naval numbers and names. The coat of arms with the name on the signs in front of the tower easily shows which submarine sailing. These signs will now be painted over, especially for submarines on duty testing weapons. This is the same practice that the Soviet navy used for their submarines in the Cold War area in the 80ies. U.S. submarines are also sailing without markings. **Source : Barents Observer**



The **FGS BRANDENBURG** enroute Amsterdam – **Photo: Joop Marechal ©**

Eighth and final Royal Navy frigate upgraded with Sonar 2087

Following an extensive refit, **HMS Portland** has become the final Royal Navy Type 23 frigate to be fitted with Thales UK's Sonar 2087, a towed array sonar system that enables warships to hunt submarines at considerable distances and locate them beyond the range from which they can launch an attack. Portland has now returned to service, with a re-dedication ceremony on 21st March.

The 12-month multi-million pound refit in Rosyth Royal Dockyard of Portland's sensors, weapons and systems completes a successful joint programme between industry and the UK's Ministry of Defence (MOD) to ensure the upgraded ships are now the most advanced of their kind in service. The Royal Navy has described how the combination of a Type 23 frigate fitted with Thales's Sonar 2087 and a Merlin helicopter equipped with the Thales FLASH dipping sonar makes the class the "most potent anti-submarine warfare platform of any navy at sea today".

Eight of the Royal Navy's fleet of Type 23 frigates have now been upgraded for use as submarine hunters. The other seven upgraded ships are Westminster, Northumberland, Richmond, Somerset, Sutherland, Kent and St Albans.

Sonar 2087 is a low-frequency sonar with both active and passive sonar arrays. The system is manufactured at Thales sites in the UK (Cheadle Heath in Manchester and Templecombe in Somerset) and France (Brest).

Greg Pugh, Sensors Programme Manager for the MOD's Defence Equipment & Support headquarters, said: "The T23 frigates are at the heart of the Royal Navy's frontline fleet, and are proving to be a formidable and highly-effective capability. The Sonar 2087 is a very capable ASW system, giving these platforms a significant capability enhancement."

Ed Lowe, head of Thales UK's naval business, said, "We welcome the news that HMS Portland has completed this upgrade. Fitted with Sonar 2087 and FLASH dipping sonar, the Type 23s represent a formidable anti-submarine warfare force. We are proud to be a key sensor supplier to the Royal Navy." Source : 4-traders

SHIPYARD NEWS



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Kamchatka authorities want Petropavlovsk Shipyard to join United Shipbuilding Corporation

The Governor of Kamchatka Territory Vladimir Ilyukhin has addressed the RF Government with a request to consider the possibility of affiliating **Petropavlovsk Shipyard** with the **United Shipbuilding Corporation**. According to the press center of the regional government, this issue is being discussed at the Ministry of Industry and Trade.

Besides, the Governor ordered to consider the possibility of purchasing berths No 1, 2 and 6 by the Kamchatka Territory so that the company's property wouldn't leave the Territory.

"This issue is under discussion. Petropavlovsk-Kamchatsky can become a hub of the Northern Sea Route so the demand for ship repair will inevitably grow," said deputy Chairman of the regional Government Vladimir Galitsyn at the meeting with the shipyard employees.

He underlined that this problem cannot be solved without the federal center. The cost of the shipyard considering all the debts is RUB 2.5 bln.

As of today, there is no electricity supply to the shipyard, arrears of wages make RUB 32 mln.

Petropavlovsk Shipyard is one of the companies of Investholding Group incorporated by Aleksey Usov. A number of the Group's companies went through wage arrears situations over the 2 recent years. According to the decision of Arbitrage Court of the Kamchatka Territory, external management procedure is introduced in several companies of the Group while the property is being tendered.

A criminal case has been initiated against Aleksey Usov in respect of wage arrears at **Petropavlovsk Shipyard**.

Source : PortNews

POSH SHEARWATER NAMED IN GUANGDONG



The naming ceremony for the "**POSH SHEARWATER**" was held Friday 12th April at **PaxOcean Engineering Zhuhai Co. Ltd Shipyard**, Zhuhai, Guangdong, China. Her fit out is to a high standard and is a proud addition to the POSH DEEPWATER fleet. The first of 4 sister vessels, "**POSH SHEARWATER**" to be followed by the **POSH SANDPIPER** within a few months will go straight to work in South East Asia later this month for a 2 year firm period contract **Photo's : John Meade - M3 Marine Group Pte Ltd ©**



Keppel AmFELS delivers third jackup rig to Perforadora Central

Keppel AmFELS LLC, a wholly owned US subsidiary of **Keppel Offshore & Marine Ltd** (Keppel O&M), has delivered the jackup rig, **Papaloapan**, to Mexico's Perforadora Central SA de CV (Perforadora Central) on time, within budget and with a perfect safety record, said in the company's press release. The rig was christened today at Keppel AmFELS' yard in Brownsville, Texas by Lady Sponsor, Mrs. Gabriela Jiménez de Alvarez Morphy, wife of Mr Luis Alvarez Morphy Camou, Director of Perforadora Central.

Papaloapan is the the third jackup rig built by Keppel AmFELS for Perforadora Central and is based on the LeTourneau Super 116E design. Capable of drilling wells up to 30,000 ft at a water depth of 375 ft, it is the first Super 116E newbuild to be further enhanced to provide for an additional 1,500 kips of elevated load.

At the ceremony, Mr G.S. Tan, President and CEO of Keppel AmFELS, said, "We are glad to be able to deliver another high quality rig to Perforadora Central on time, on budget and in a safe manner. This is the third jackup rig we have delivered to Perforadora Central since 2004 and the fourth rig is in progress with delivery in mid-2014. This is a result of our close partnership with Perforadora Central and our strong engineering and project execution expertise."

Papaloapan has been chartered by PEMEX, the Mexican national oil company, for work in offshore Mexico. Keppel AmFELS' close connection to PEMEX includes having built two 220 Men accommodation modules for Pemex in 2006 as well as repairing and servicing a total of 16 rigs that have been chartered by PEMEX from other companies over the years.

In Singapore, Keppel FELS is building two KFELS B Class jackups for PEMEX directly as well as four for Mexican company, Grupo R. These are in addition to another four units being built by Keppel FELS for Mexican companies such as Oro Negro and CP Latina. Mr Tan added, "Keppel has developed a strong partnership with Mexican companies. Besides the current rigs that we are building for Perforadora Central, we are also going to repair a jackup rig for PEMEX soon. PEMEX's demand for jack up rigs is expected to remain strong and Keppel's near market, near customer strategy has put us in a good position to benefit from it" Mexico recently announced that its reserves increased 0.4 percent from a year ago to 13.86 billion barrels as of 1 Jan 2013. PEMEX has announced investment plans of US\$25.3 billion for 2013, of which US\$20 billion will be targeted at upstream activities. Mr Patricio Alvarez Morphy Camou, General Director of Perforadora Central said, "We are extremely happy with the job Keppel AmFELS has done not only in delivering the previous two rigs for us, but also in the excellent work done on Papaloapan. We have developed a great working relationship with Keppel AmFELS over the years, and can only look forward to accomplishing other great projects together, starting with the work-in-progress of our latest new build Jackup, Coatzacoalcos."

Keppel AmFELS previously completed Tonalá, an ultra premium KFELS B Class jackup for Perforadora Central in 2004, followed by Tuxpan, a LeTourneau S116E rig in 2010. The yard's current projects include the construction of a LeTourneau Super 116E jackup rig for Perforadora Central, which is scheduled for delivery in 2Q 2014 and the major upgrade of the semisubmersible rig, [Ocean Onyx](#), for diamond Offshore.

Cross-Strait shipbuilding - SITC orders 8 vessels from Taiwan's CSBC

TAIWAN-based shipyard [CSBC Corporation](#) has received an order for eight 1,800-TEU ships for US\$180 million from the mainland's largest private container carrier [SITC](#) with the signing of an agreement in Taipei, Xinhua reports.

The first of the eight ships is expected to be delivered in September 2014, and the last in 2016. Each 30,000-tonne (displacement full) ship costs \$23 million, and is 172 metres long and 27.6 metres wide. Each has energy-saving features to reduce fuel burn and enhance speed. SITC chairman Yang Shaopeng said the order is just a beginning of the two's cooperation. He said CBSC's product quality is no less than those produced by Japanese and Korean shipyards and has higher cost efficiency. SITC is the first in mainland China that is approved to operate business in Taiwan after mainland and Taiwan started direct shipping. It moves more than 80,000 TEU between the mainland and Taiwan every year. CBSC said they value the order from SITC during such a time as when demand for new ships is low and believed the cooperation will bring "win-win" for both sides. SITC currently operates more than 60 vessels and 52 intra-Asia shipping lanes which carried 1.7 million TEU in 2012. [Source : schednet](#)

FSG delivers the 15th new ferry to U.N.RO-RO

For Mediterranean Istanbul-Trieste Service

[Flensburger Schiffbau-Gesellschaft \(FSG\)](#) April 12th successfully handed over "[UN ISTANBUL](#)" (Hull No. 755) to Turkey-based operator U.N.RO-RO İŞLETMELERİ A.Ş.. FSG Managing Director Peter Sierk expressed both delight and sadness when the ship was handed over to the yard's longstanding Turkish customer. "On the one hand this is a very moving occasion for us because this ship is the fifteenth and - for the time being at least - the last ferry for our friends in Turkey", he said. "We have worked together for many years now as trusting and cordial partners and to our mutual benefit – and that is something very special", he added.

On the other hand however, today's hand-over marks a watershed in the history of FSG. Thanks to the yard's new strategic orientation, which has come at just the right time, and despite the current global overcapacity and crises currently evident in global competition, FSG has succeeded in opening up new production sectors. Outside our classical Ro-Ro business sector, FSG has generated orders which fit perfectly into its production profile. Because of this, the next new ships for delivery by the yard, some of them already being built, will be a ConRo ferry for Oceanex in Canada, two multifunctional project load ships for [Rolddock](#) in the Netherlands, two offshore seismic

ships for WesternGeco in England and a RoPax ferry for CMAL in Scotland. The ferry delivered today is 208 metres long and has space for 283 trailers and a loading capacity of 4094 lane metres. She will operate in the Mediterranean between Istanbul and Trieste.

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The **EARNEST SKY** discharging grain in Brisbane

Photo : David A.Bowley ©

EMAS bags four new contracts totaling nearly US\$120 million

EMAS, the operating brand of Ezra Holdings, a leading global offshore contractor and provider of integrated offshore solutions to the oil and gas (O&G) industry, announced four contracts totalling close to US\$120 million. The contracts will be carried out in the Gulf of Mexico, West Africa and the Philippines, said in the company's press release.

EMAS's subsea services division, EMAS AMC, continued to win additional projects in the second quarter of 2013 with two more projects recently added to its portfolio, one in the Gulf of Mexico and another in West Africa. Both contracts were awarded by two major oil companies.

EMAS AMC further strengthened its foothold in Africa with a contract award for the project management and installation of flexible risers, hydraulic umbilicals and anchor chains. The contract further includes pre-commissioning services. The project, which was secured together with a local JV partner, will be managed out of the EMAS AMC's Oslo office with offshore works scheduled to begin in the second quarter of 2013.

Separately, the contract in the Gulf of Mexico is a strategic deepwater contract for the project management and installation of flowlines, umbilicals, jumpers and flying leads. The project will be undertaken and managed by EMAS AMC's Houston office with offshore installation scheduled to start in the third quarter of 2013.

In addition to EMAS AMC's new contracts, EMAS's offshore support services division, EMAS Marine, was awarded an eight year contract, including options, for offshore exploration work with a major oil company in the Philippines. The charter of one of EMAS Marine's AHTS will begin later this month. The division also secured a five year contract extension for one of their vessels in West Africa. "These markets each present their unique challenges and we are delighted that we have managed to win these contracts," said Mr Lionel Lee, Managing Director of EMAS.

"West Africa is an area where we continue to see growth opportunities, and the new contract for EMAS AMC plus contract extension for EMAS Marine strengthens our commitment to the region. Activities in the Gulf of Mexico may have been slower to pick up but, we have been rewarded for our efforts and our strong relationship with key oil and gas players. "In addition, we continue to stay ahead in Asia with the Philippines contract. The contracts we won are the result of our commitment to become a leading global subsea construction player and validate our global strategy."

Source : PortNews



The SCF SURGUT in Greek waters – Photo : Jan van Vuuren ©

Agencies demonstrate chemical spill preparedness during Singapore Maritime Week 2013

The International Chemical and Oil Pollution Conference and Exhibition 2013 (ICOPCE), which is part of the 8th Singapore Maritime Week (SMW), concluded with a chemical spill exercise.

This full deployment, multi-agency exercise was organised by the Maritime and Port Authority of Singapore (MPA) to demonstrate Singapore's readiness to respond to a major chemical spill in its waters. Codenamed "**CHEMSPILL 2013**", this exercise aimed to test and validate the Chemical Contingency Plan (Marine) for combating major chemical spills in Singapore waters. It consisted of two aspects - a seaward equipment deployment demonstration at Raffles Reserved Anchorage and a table-top exercise at MPA's Port Operations Control Centre at PSA Vista (POCC-Vista).

"Singapore is one of the busiest ports in the world. The Straits of Malacca and Singapore are also among the busiest and most important waterways in the world. Hence, it is critical for us to be operationally-ready in the event of any major spills. This exercise allowed us to test multi-agency responsiveness in terms of personnel and equipment mobilisation. It also tested the strategic decision-making process and the interconnected roles of the various agencies and industry players," said Capt M Segar, MPA's Assistant Chief Executive (Operations).

Exercise scenario

The exercise scenario involved a Chemical tanker, **MT Chemical Carrier**, loaded with 3,000 tonnes of styrene monomer and other chemical cargo being hit by a bunker barge at Jong Fairway, near Sisters Buoy, while on its way to Pulau Sebarok. **MT Chemical Carrier** suffered damage to its cargo tanks and spilled 500 tonnes of styrene monomer. The bunker barge suffered slight damage. Two crew members of **MT Chemical Carrier** who were working on the deck fell upon the impact of the collision. One of them was seriously injured and required immediate medical attention and evacuation. Seaward equipment and manpower deployment demonstration

The spill response teams deployed primary and secondary booms to contain the spilled chemical from the damaged tank and treated it with foam. Singapore Civil Defence Force's Marine Command also deployed their personnel onboard the tanker to rescue and evacuate the two injured crew.

CHEMSPILL 2013 successfully demonstrated the close cooperation between the various agencies in combating major chemical spills in our waters. More than 10 vessels and 160 personnel from 19 organisations were involved in the exercise. (Please refer to Annex A for the full list of participating organisations.)

Singapore Maritime Week (SMW) is the leading maritime event in Singapore. Driven by the Maritime and Port Authority of Singapore (MPA), SMW gathers the international maritime community in Singapore for a week of conferences, dialogues, exhibitions and social events in celebration of all things maritime. The range of activities and events organised by MPA, the industry, and research and educational institutions, as well as the cosmopolitan profile of participants, reflect the vibrancy and diversity of Singapore as a major international maritime centre.

SMW has grown in size and significance since the inaugural event in 2006, and is attracting more participants and event organisers from around the world. Participants can experience something new every year, as activities are added to the line-up, and as eminent speakers share their insights and participate in dialogues on topical maritime issues. This dynamism and the good range of issues discussed during SMW are major draws for maritime decision-makers, as are the many business networking platforms. This is why Singapore Maritime Week is all about PEOPLE, IDEAS and OPPORTUNITIES for the maritime community. For more information and the full calendar of events, please visit

www.smw.sg. Source: MPA

Asia-Europe (AE10 Service) to call Busan, South Korea

Maersk Line will now add Busan, South Korea, to the schedule of the Asia-Europe (AE10 service). South Korea's Busan Port is one of the world's leading container hubs and expects rising volumes on the back of increasing trade from the region into North Europe and Russia. The service is a unique product in the market with a direct call between both Busan, Kwangyang (Korea) and Gdansk (Poland), opening the Eastern gateway with faster transit times and high reliability.

On the back of extensive network and dedicated rail connection to the hinterlands of Poland and Germany, customers stand to gain with efficient delivery options to key industrial hubs.

The new Triple-E vessels (Economy of scale, Energy efficiency and Environmentally improved) will also soon be phased in on the AE10 service. This offers not just space to meet the demands of customers, but also reduces CO2 emissions by more than 50% per container moved, compared to the industry average CO2 performance on the Asia-Europe trade. The service promises improved transit times on the westbound rotation by 4-5 days. The first vessel calling KRBUSPN terminal (Westbound rotation) will be the **EBBA MAERSK**; ETA Busan on 29 April. Source: Maersk Line

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APM Terminals, Port of Salalah, Omani government discuss expansion

OMAN's Port of Salalah, the second largest container terminal in the Middle East, is in discussion with terminal operator APM Terminals and the Omani government to increase annual capacity of five million to eight million TEU. APM Terminals is in its 15th year of operation at Salalah and holds 30 per cent share in the port supporting growth that has increased by 600 per cent to 3.65 million TEU since its opening in 1998. AMPT is sharing its expertise in port development and operations which includes a government tender process for the addition of a 6,000-square metre "business incubator space" and a permanent cruise terminal. This is made possible by the leadership of His Majesty Sultan Qaboos bin Said, APM Terminals CEO Kim Fejfer, reports Port Technology International. "Oman is creating exciting new opportunities as a high-growth market at a key crossroads of global trade," he added. **Source :** Schednet



The **IONIAN SKY** under tow of the tug **HECTOR** (below) enroute Piraeus

Photo's : Jan van Vuuren ©



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POEA Employment Contract Revised

In compliance with the 2006 Maritime Labour Convention, the POEA has issued Memorandum Circular No. 04 Series of 2013 revising the one page POEA employment contract for seafarers. The revised contract now includes the seafarer's

date of birth and place of birth, the Shipowner's address; and reference to collective bargaining agreement (CBA), if applicable. The Memorandum Circular will take effect 15 days from publication in a newspaper of general circulation and filing with the Office of the National Administrative Register. For more information, please click [here](#)
Source: POEA.



The **AMARANT**, **STOLT SPAN** and **FURE STAR** outbound from Antwerp at the Westerscheldt River –
Photo : Walter de Groot ©

Striking HK dockers win 12pc 'possible' pay hike as strike, talks continue

NEGOTIATIONS between the striking dockers and employers of the Hongkong International Terminals (HIT) at Kwai Chung made progress last Thursday and went on into night after a management suggested a "possible" 12 per cent pay increase.

But Confederation of Trade Unions (CTU) spokesmen said the dockers would prefer to first securing agreement on working conditions, such as lunch breaks, toilet facilities and time off, before discussing pay.

Secretary for Labour and Welfare Matthew Cheung called the progress a "breakthrough" and urged all parties to work towards compromise and not be "too firm" about holding original positions.

The offer of a possible 12 per cent pay rise came from Wing Fung Stevedoring & Transportation Co, one of the labour contractors, employed by HIT, which is owned by the local Hutchison Whampoa conglomerate.

Stevedoring companies employ dockers directly, but cannot offer them large increases unless HIT is willing to pay.

Striking dockers continued to demonstrate outside Terminal 6 and 80 strikers were allowed by court order to petition their fellow longshoremen to join the strike in the staff parking lot. HIT has offered HK\$5,000 in bonuses for those who continue to work and ignored the call to strike.

While the strike has not stopped work at the Hutchison terminals, it has slowed it down, "Twenty per cent of the cranes are not functioning and ships have to wait between one to three days at the terminals," shippers council executive director Sunny Ho told the Hong Kong Shipping Gazette.

The HIT statement agreed though preferred to view the situation as 80 per cent of the terminals being fully functioning.

Said Hong Kong Association of Freight Forwarding and Logistics (HAFFA) managing director Paul Tsui: "According to our April 8 figures after speaking to members, about **120,000 TEU** were stuck in the port." **Source : Asian Shipper**



The **IZMIR BULL** arrived with the **SMIT BARGE 2** in Rotterdam – Photo : Nico Ouwehand ©

GAC opens new supply base in Turkmenistan

GAC Turkmenistan has opened its new offshore supply base and logistics support centre in the Port of Turkmenbashi.

The new 11,000 m² base is designed to further enhance the speed and safety of GAC's marine and logistics services for the offshore sector operating in the Caspian Sea, and will provide employment and training opportunities for the country's people.

The official ribbon-cutting ceremony was held recently, with President and Deputy Minister of State Maritime and River Lines Aman Gurdov, GAC Group President Bengt Ekstrand and GAC Turkmenistan Base Manager Oraz Kurbanmuradov doing the honours.

Built on a plot of 11,000 m² of land within the port leased from the Ministry of Turkmen Maritime and River Lines, the base has a water front and access to the main road. Facilities include clear water access, cargo lay down and storage areas, multifunctional warehouse facilities and an energy centre supplying backup power and heat facilities.

It adds to GAC's well-established presence in the region, where it operates a fleet of nearly 30 offshore vessels and provides professional shipping, marine and logistics services, with particular emphasis on the oil and gas industry.

The base has been developed in partnership with the Turkmenistan Government. GAC is responsible for all development costs and the entire infrastructure, as built, will revert to the people of Turkmenistan upon expiry of the long-term lease. Source : Offshore shipping Online



280 BP **MAERSK ADVANCER** conducting a test approach for the towing bridle of the DP drilling rig **Pride Portland** at Espirito Santo Basin – Brazil **Photo : Auke Ruijg. (SDPO)**

BOEKBESPREKING

“Noordzee. Nederlandse kustcultuur in woord en beeld”.

Recent verscheen bij **Walburg Pers** het mooie boek **“Noordzee. Nederlandse kustcultuur in woord en beeld”**. Het boek verscheen onder redactie van Joost Schokkenbroek en Ron Brand. De uitgave kwam er in samenwerking met de Stichting Maritiem Museum Rotterdam, de **Vereeniging Vrienden van het Maritiem Museum Rotterdam**, de **Vereeniging Nederlandsch Historisch Scheepvaart Museum** en de **Stichting Het Scheepvaartmuseum Amsterdam**.

Van de Eemshaven in Groningen tot aan Het Zwin in Zeeuws-Vlaanderen telt Nederland ruim 450 kilometer Noordzeekust. Het landschap langs de kust is verrassend en veelsoortig. Het varieert van brede zandstranden, hoge duinen, kunstmatige zeeweringen en rivierdelta's tot havenmondingen. Net zo afwisselend zijn de activiteiten die mensen al eeuwenlang aan de kust ontplooiën. Boezemden de zee en de kust aanvankelijk angst in en waren het voornamelijk de werkterreinen van vissers, later trok de kust ook andere mensen aan en werd het naast een economische factor een belangrijke plek voor recreatie.

Kustcultuur is het onderwerp van dit boek. Boeken waarin de kust en de cultuur – of aspecten daarvan – worden belicht, zijn niet nieuw. Nog niet eerder werd de kust echter benaderd vanuit het standpunt van de maritieme musea van Amsterdam en Rotterdam. De rijke collecties van beide musea vormen daarbij het uitgangspunt. Een interessant boek met bijdragen door deskundigen, stuk voor stuk specialist binnen hun vakgebied.

“**Noordzee**” (ISBN 978-90-5730-869-7) telt 126 pagina’s en werd als softback uitgegeven, en kost 24.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com.

.... PHOTO OF THE DAY



The **PONA** inbound in Melbourne – Photo : Dale E. Crisp ©

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