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The TERASEA FALCON moored in Singapore - Photo : Piet Sinke ©

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## 140 Jaar Holland Amerika Lijn

Door Els Kroon

Vorige maand was het 140 jaar geleden dat de Holland Amerika Lijn (HAL), toen nog de Nederlandsch Amerikaansche Stoomvaart Maatschappij (NASM) werd opgericht. De cruisemaatschappij kent een rijke geschiedenis en onderhoudt met haar slagzin "signature of excellence" wereldwijd een uitstekende reputatie. De HAL is geen onbekende op Curaçao. Enkele van de 15 herkenbare blauw-witte "damschepen", die nu onder de vlag van deze cruisemaatschappij de wereldzeen bevaren, doen ook onze haven regelmatig aan.



De geschiedenis van de HAL gaat terug naar 18 april 1873, de officiële oprichtingsdatum van de Nederlandsch Amerikaansche Stoomvaart Maatschappij, een scheepvaart – en passagierslijn. Al na een paar jaar groeide de NASM uit tot een van de grootste scheepvaartmaatschappijen ter wereld. Omdat het hoofdkantoor in Rotterdam was gevestigd en een directe lijndienst naar Amerika werd onderhouden, kreeg de rederij al snel bekendheid als 'de' Holland-Amerika Lijn, een naam, die in 1896 werd toegevoegd aan de oorspronkelijke naam en voor het gemak werd afgekort tot HAL. In 1973 werd de naam ingekort tot Holland Amerika Lijn NV, nu zonder streepje tussen Holland en Amerika. De lijn was in eerste instantie gericht op het vervoeren van immigranten van Europa naar de Verenigde Staten en bracht 850.000 starters naar de Nieuwe Wereld. New York behoorde in die jaren dan ook tot de vaste bestemmingen. Na de opening van de Nieuwe Waterweg in 1875 werd Rotterdam één van de belangrijkste Europese havens. Dit is mede bepalend geweest voor de enorme groei van de HAL.

Het vervoer van emigranten van Europa naar de Verenigde Staten ging door tot ver na 1900, maar in 1895 bood deze rederij ook al haar eerste vakantiecruijs aan vanaf New York. De vrijheidscruise van New York naar het Heilige Land werd in 1910 georganiseerd, kort voordat de schepen moesten worden ingezet voor troepen- en munitietransport tijdens de eerste Wereldoorlog.

In de tweede Wereldoorlog lagen de civiele afvaarten opnieuw nagenoeg stil. Zestien schepen bleven in de vaart voor het vervoer van manschappen. Na de oorlog, vooral tussen 1950 en 1960, bloeide zowel de passagiers- als de vrachtdivisie weer op. Maar spoedig daarna kreeg de HAL te maken met de concurrentie van het toenemende luchtverkeer. De vrachtdivisie werd in de zeventiger jaren overgenomen door een Zweedse maatschappij en de

passagiersdivisie verhuisde naar de Verenigde Staten, waar het bedrijf zich uitsluitend ging richten op vakanties. In 1989 werd de HAL een dochteronderneming van Carnival Corporation & PLC, de grootste cruisesmaatschappij ter wereld.

### Terug naar Rotterdam

Na een afwezigheid van 36 jaar opende de Europese divisie van de HAL in 2007 opnieuw een hoofdkantoor in Rotterdam en er kwam een nieuwe cruiseterminal aan de Wilhelminakade waar de schepen nu aanleggen. Vandaag de dag vaart de HAL met 15 grote en moderne cruiseschepen naar zeven continenten en bezorgt zij jaarlijks bijna 800.000 passagiers een droomvakantie.

### Een Nederlands stempel

Op de huidige schepen is de Nederlandse oorsprong van de maatschappij nog duidelijk te herkennen. Het logo bevat het zeilschip De Halve Maen, waarmee Henry Hudson in 1609 Manhattan ontdekte, afgezet tegen de boeg van de Nieuw Amsterdam (II), veruit het bekendste schip uit de vloot. De nieuwste **Nieuw Amsterdam (IV)**, na de **Eurodam** het grootste zeekasteel van de HAL, kwam in 2010 in de vaart en werd door prinses Maxima gedoopt. De schepen van de HAL reizen de wereld rond. Het aantal passagiers, waaronder nog steeds veel Nederlanders loopt uiteen van 835 tot 2106. Holland America Lines verzorgt meer dan 500 cruises per jaar naar 350 havens in meer dan 100 landen. De

voertaal is Engels maar er is voldoende Nederlands sprekend personeel aanwezig voor mensen die dat wensen. Zo kan men op verzoek het dagprogramma en menukaarten in het Nederlands ontvangen. Veel officieren zijn van Nederlandse afkomst en vragen mogen worden afgevuurd op de Nederlandse reisleiding aan boord. De schepen varen inmiddels weer onder Nederlandse vlag en beschikken over een Queen's Lounge geflankeerd door een buste van de huidige koningin. Naast de buste en andere bijzondere kunstwerken kunnen overal op de HAL schepen prachtige bloemstukken worden bewonderd. Bloemen zijn over de gehele wereld nog steeds het visitekaartje van Nederland. Daarom worden elke week verse bloemen vanaf de bloemenveiling in Aalsmeer ingevlogen naar alle schepen. Holland America Lines besteedt bijna twee miljoen dollar per jaar aan bloemen en planten.



The **MS Ryndam** deck department celebrate the 140th anniversary of **Holland America Line** with a gift from the people of Portimao, Portugal.

**Photo : Andrew Barker ©**

Behalve dat ze duizenden passagiers naar Curaçao brengen zijn de HAL schepen op het eiland ook van betekenis omdat ze op gezette tijden hun deuren openen voor rondleidingen van potentiële klanten, kinderen van tehuizen en scholen, horecamedewerkers en studenten. De gelegenheid die aan de laatste groep geboden werd heeft geleid tot een succes story voor Christiaan Criens, een op Curacao geboren en getogen Curises student die deze week in de hoge functie

van assistant manager culinary operations aan boord stapt van de Zuiderdam na een vorige termijn op de Nieuw Amsterdam. De andere studenten die ooit een kijkje aan boord mochten nemen, deden een indrukwekkende en leerzame ervaring op, onder andere op het gebied van hygiëne en service, waarvan ze gedurende hun verdere carrière profijt trekken.

Ook op milieutechnisch gebied heeft de HAL een uitstekende reputatie. In 2012 werd de maatschappij voor de tweede keer beloond met de U.S. Coast Guard's Benkert Gold Award voor haar prestaties in het beschermen van de zee. Om de belasting van het milieu te verminderen wordt al het afval twee keer gesorteerd. De blikjes worden gerecycled en er wordt gezocht naar duurzame mogelijkheden voor hergebruik van het andere afval. HAL heeft een samenwerkingsverband met het Marine Conservation Institute, een organisatie die erop gericht is de oceanen te beschermen door middel van onderzoek en onderwijs. De vis die aan boord wordt geserveerd is dan ook gevangen op een manier die het ecosysteem niet belast. Aan de passagiers wordt gevraagd hun steentje bij te dragen door zuinig om te gaan met water en stroom, handdoeken waar mogelijk meerdere keren te gebruiken, geen afval overboord te gooien en niets op de stranden in de aanloophavens achter te laten, punten die natuurlijk gelden voor elke burger in elk land op onze kwetsbare planeet.



## Jumbo mobilises for EnQuest project



One of Jumbo's heavy lift & installation vessels, the **Fairplayer**, is in Rotterdam preparing for a subsea installation project. Jumbo's **Fairplayer** will be executing the installation of the mooring spread for the **EnQuest Producer FPSO**. This FPSO will be operating at the Alma and Galia fields, located in Blocks 30/24, 30/25 and 30/29, 310km south-east of Aberdeen in the UK North Sea.

### Equipment

Jumbo's **Fairplayer** will utilize her enormous hold and the two onboard 900t mast cranes for the installation. All additional equipment, such as the pile driving template and hammer and

ROVs will be placed on board during mobilisation. After mobilisation the vessel will only be making two voyages to the offshore location.

### Two voyages

The first voyage Jumbo transports the anchor piles and bottom chains to the field. There, the **Fairplayer** installs the anchor piles making use of the template, hammer and ROVs. After that the bottom chains are pre-tensioned and laid out on the seabed. For the second voyage the vessel loads several reels with spiral strand wire and the top chains. In the offshore field the **Fairplayer's** crew connects the chain and wire and situates them on the seabed to be picked up for the FPSO hook up.

**Jumbo** is the main contractor for the **EnQuest Producer** installation project. The complete project scope consists out of the fabrication of the anchor piles, the mooring spread installation and FPSO tow out and hook up. Jumbo subcontracted the tow out and hook up to **Boskalis Offshore**.

The **Fairplayer** and her sister vessel **Jumbo Javelin** are two of Jumbo's four **J1800-class** heavy lift vessels. During the past years these vessels have proven their value to Jumbo's (offshore) clients, because they are ideal for combined transport and offshore installation projects. This makes double handling superfluous; there's no need for barge-tug combinations and other crane vessels, thus reducing the number of load- transfers and consequently the number of risks.



May 1<sup>st</sup> Oceanwide's Expeditions **ORTELIUS** arrived in Hansweert at the **Scheepswerf Reimerswaal**.

Photo : M., P., & Ph. van Luik - [www.shipsoffterneuzen.nl](http://www.shipsoffterneuzen.nl) ©

## Sensing upswing in rates, Greek shipping firms order most iron-ore carriers since 2008

Greek shipping companies, the owners of one in six merchant vessels, are ordering the most new iron-ore carriers since 2008, betting the five-year rout in charter rates may be nearing an end.

The companies ordered 12 Capesizes last quarter, the most since the beginning of 2008, according to data from Golden Destiny SA, a shipbroker in Piraeus, Greece. Freight swaps, traded by brokers and used to bet on future transportation costs, anticipate rates will almost triple by the fourth quarter. Stock in Athens-based Diana Shipping Inc., which owns 33 vessels, will climb 8.1 percent in a year, the average of 11 analyst forecasts compiled by Bloomberg shows.

Ship prices plunged to the lowest in almost a decade in 2012 and charter rates tumbled 99 percent since 2008. Construction costs are now so low that owners will probably order \$250 billion of new vessels by 2016, according to Pareto Shipping AS, an Oslo-based research company. The Bloomberg Dry Ships Index of 12 companies rallied 9.4 percent this year, while the price of a new Capesize climbed for the first time in 33 months in March.

"Greek owners tend to have an instinct for these things," said Dominic Meredith Hardy, an analyst at Galbraith's Ltd., a 166-year-old shipbroker in London. "The fact we are seeing more buying is certainly a sign that sentiment is turning. They are sensing an opportunity."

Capesizes are earning about \$4,750 a day, compared with \$229,000 at the peak in 2008. The slump was caused by record ordering in 2007 and 2008, just before the global economy entered its worst recession since World War II. The fleet's expansion is now slowing and Capesize charter costs will advance to an average of \$17,500 a day next year, according to nine analyst estimates compiled by Bloomberg.

The orders by Greek owners, who have more merchant vessels than companies from any other nation, are twice last year's total, according to Golden Destiny's data. Shares of Diana Shipping advanced 28 percent to \$9.31 this year and will reach \$10.06 in 12 months, the estimates show. The company plans to acquire a ship each month through 2014, Executive Vice President Ioannis Zafirakis said by phone yesterday.

**Diana Shipping** has the third-largest weighting in the Bloomberg Dry Ships Index, while **Pacific Basin Shipping Ltd.** ranks first. Shares of Hong Kong-based **Pacific Basin**, which has a fleet of 148 ships, will advance 6.1 percent in a year, according to the average of 19 forecasts. The average Capesize is about 286 meters (938 feet) long and 46 meters wide, carrying more than 150,000 metric tons of iron ore.

Though the fleet is still expanding, growth will slow and seaborne commodity trade will expand 6 percent annually until 2016, Nicolai Hansteen, an analyst at Pareto, told a conference in Copenhagen on April 17. Dry-bulk shipping, which hauls cargoes from grains to coal to iron ore, probably will have the biggest share of the predicted \$250 billion of vessel orders, according to Pareto. Capesize prices are the lowest ever when adjusted for inflation, Hansteen said.

The rebound may be curbed by the existing fleet's size and by Chinese economic growth that's the second-slowest this decade, even at an 8 percent annual pace. The nation is the biggest global importer of iron ore and coal, which generate the most demand for dry-bulk shipping.

Chinese steel mills may need less iron ore because they have stockpiled the most supplies in at least three years. Inventories of steel reinforcement bars are the highest for the time of year since at least 2010, according to data from Shanghai Steelhome Information, an industry research company.

It takes about two years for a Capesize to be delivered once ordered, according to Erik Nikolai Stavseth, an analyst at Arctic Securities ASA in Oslo. Supply of the vessels almost tripled in the eight years through 2012, according to data from Clarkson Plc, the world's largest shipbroker. Iron-ore shipments increased 87 percent to 1.1 billion tons annually in that span as coal cargoes expanded 65 percent to 1.06 billion tons.

Orders for new vessels now come to 15 percent of the existing fleet, compared with a record 100 percent in 2008, according to data from IHS Fairplay, a Redhill, England-based maritime research company. Some orders probably have been canceled and the actual number is likely even lower, according to Hansteen at Pareto. John Fredriksen, the world's richest shipping investor, is also spending billions on establishing a fleet of new, fuel-efficient vessels, including ore carriers. **Frontline 2012 Ltd.**, in which he is the biggest shareholder, had four new Capesizes on order at the end of last year.

Frontline 2012 ordered its new ships from **STX Jinhae** in South Korea and at China's Longxue and Jinhaiwan yards. Chinese shipbuilders accounted for 48 percent of Capesizes on order at the start of April and Japan ranked second with a 42 percent share, according to data from Clarkson. The glut in dry-bulk freight is mirrored across the merchant fleet. The ClarkSea Index, an overall measure of costs for shipping, averaged \$9,600 a day last year, the lowest on record, Clarkson data show. As much as 90 percent of trade moves on vessels, according to the Round Table of International Shipping Associations. Prices of new Capesizes probably have fallen far enough to reflect supply and demand, according to Will Fray, a senior analyst at Maritime Strategies International Ltd., a London-based freight-forecasting company. A new ship in China costs \$47 million, down from as much as \$99 million in 2008, according to London-based Clarkson.

The Greek orders for vessels are mostly from companies that are closely held, rather than publicly traded, according to **Golden Destiny. Diana Shipping** said April 9 it was buying a secondhand Capesize for \$27 million.

The shipping company will report a net loss of \$14.8 million for this year before earning \$890,000 in 2014 and \$43.8 million in the following year, according to the averages of 17 analyst estimates compiled by Bloomberg. Diana Shipping's planned vessel purchases are because the company anticipates a rebound in rates, Zafirakis said in the phone interview.

"The Greeks traditionally are more successful than most," said David Webb, a director at Arrow Chartering (U.K.) Ltd., who correctly predicted rallies in freight rates in 2011 and 2012. "They are punting at what they think is the complete bottom." **Source : Ekathimerini / Bloomberg**



The yacht **SKAT** in Den Helder - Photo : Tom van Oossanen – [www.tomvano.com](http://www.tomvano.com) ©

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Heerema's **RETRIEVER** arrived with the **H-541** in tow in Rotterdam

Photo : Ruud Zegwaard <http://tugfoto.blogspot.com/> ©

## UK Shipping minister committed to putting £31.7bn shipping industry centre-stage

Stephen Hammond this week underlined the government's commitment to the UK's maritime industry and declared its importance to Britain's economic growth in a speech to top-level shipping executives last night. Contributing £13.8bn to the UK economy directly and enabling a further £17.9bn, the UK's maritime industry accounts for 2.1% of the entire economy, supports one in every 50 jobs and creates £8.5bn for the UK Exchequer.

Speaking at a Maritime London/Shipping Professional Network London event (1 May), Mr Hammond, Parliamentary Under-Secretary of State for Transport, thanked the shipping industry, saying that its "contribution is appreciated at the highest levels of government" and declaring that "transport is the key to the UK's growth."

Announcing the beginning of a "much more coordinated approach from the government to shipping policy", Mr Hammond cited the establishment of a cross-government forum with the Department for Transport, the Cabinet Office, the Department for Business, Industry and Skills (BIS) and industry bodies such as Maritime London and the Baltic Exchange to discuss how the government can continue to help the industry to prosper.

Mr Hammond said the government particularly welcomes the launch of London International Shipping Week, an event from 13-16 September 2013 focusing on London's role in the development of global shipping. The world centre for professional and business services to the international maritime industry, London accounts for 21% of premiums in international marine insurance and provides over \$64bn in ship finance, and handles £744m of shipbroking activity. London also has the world's largest concentration of legal firms specialising in the maritime sector.

Concluding the speech at the joint Maritime London and Shipping Professional Network London (SPNL) event hosted by Clyde and Co., the minister declared himself committed to "protecting our profile as a world leader in shipping", saying Britain's maritime sector is a "national asset" and an "industry with a proud past and a very positive future."

Maritime London Chief Executive Doug Barrow added:

"Collaboration between government and industry is essential if we are to ensure that London and the UK remain a world beating maritime cluster providing services to the international shipping industry."

Founded in 2000, Maritime London is a not for profit promotional body for UK based companies which provides professional services to the international shipping industry.

Funded by over 100 companies and organisations from a wide range of disciplines, Maritime London helps ensure that the UK remains a world beating location to base a maritime related business.

Maritime London organises trade missions; connects its members with an extensive network of governmental and company contacts; undertakes research and liaises with government and other industry representative bodies.

Membership of Maritime London is open to any UK based business which provides services to the international shipping sector. **Source: Maritime London**

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## LEONID SIGNED OFF FOR THE LAST TIME

As mentioned May 1st the Chief Elec onboard the **Stanislav Yudin** Leonid left the **STANISLAV YUDIN** for the last time last Thursday, after saying goodbye to the **SEAWAY HEAVY LIFTING team** including **Wim van der Velde**



**Leonid** was brought in style to a business suite for his last night in Holland before flying business class back home the next day



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## Ore-Carrier Rates Climb to 10-Week High as Chinese Demand Gains

Costs to haul iron ore on Capesize ships, the largest carriers of the commodity, reached the highest in 10 weeks on speculation demand to ship the mineral to China increased.

Daily average rates gained 8.7 percent to \$5,433, the highest since Feb. 20, figures from the London-based Baltic Exchange showed today. That's the biggest single-session increase since March 12, exchange data showed.

The current return is 70 percent of the estimated \$7,758 a day that Capesizes need to cover operating expenses before paying for fuel, according to London-based accountant Moore Stephens LLP.

"Low port stockpiles and low iron ore prices have spurred some additional Chinese buying of imported iron ore," Dominic Meredith Hardy, an analyst at shipbroker Galbraith's Ltd. in London, said by e-mail. "We've seen a number of Capesize iron ore fixtures out of Tubarao in Brazil going to Qingdao in China this week as well as a steady flow from Western Australia. We would expect demand from China to continue as long as prices remain low."

Iron-ore stocks at Chinese ports were the lowest since Dec. 3, 2010, according to data from Shanghai Steelhome Information, an industry research company. Ore with 62 percent iron content delivered to the Chinese port of Tianjin fell 3.5 percent to \$129.40 a dry ton today, the lowest since Dec. 14, a gauge compiled by The Steel Index Ltd. showed. **Source: Bloomberg**

## UKHO publishes two new Maritime Security Charts

The United Kingdom Hydrographic Office (UKHO) has published two new Admiralty Maritime Security Charts, covering the waters around India and Southeast Asia, including the Malacca Straits. These paper charts provide a single point of reference for recording the most up-to-date security information and, taken together with the UKHO's three existing security and piracy charts, create the world's first suite of security planning charts.

Admiralty Maritime Security Charts are designed to be used by ship personnel, shore-based managers and security specialists as a key voyage planning tool for recording the latest security-critical navigational information, which can be accessed for free via the UKHO's Security Related Information to Mariners (SRIM) service, and for plotting any sightings or incidents that could pose a threat to security. This includes not just piracy but also other security threats, including armed robbery, embargoes, exclusion zones, illegal fishing and smuggling, as well as routing and reporting requirements put in place by military or security forces.

The Maritime Security Charts also provide instructions on the Voluntary Community Reporting (VCR) requirements, whereby merchant vessels operating in the VCR region of Southeast Asia and surrounding waters can report any maritime security issues or unusual behaviour.

Chris Parry MBE MA, Head of UK Fleet AWNIS Unit at the UK Ministry of Defence, commented:

"The UKHO's new Maritime Security Charts provide an important voyage planning tool for vessels traveling in and around Southeast Asia. Maritime security risks can take many forms and these charts allow vessel owners, operators and mariners to build up a record of maritime security information on a purpose-designed chart that can then serve as a valuable passage planning aid. The charts also contain vital information on how to prepare to enter waters with known security issues and the contact details for regional security centres in the event of any observed activity that gives rise to security concerns." "In conjunction with our existing charts, the UKHO now offers a suite of five anti-piracy and security charts. This is the first time that such a suite of charts has been made available for the global shipping industry, which is testament to the unprecedented level of international agreement that has been secured over the value of providing maritime security information on a chart. Used in conjunction with other navigational charts and publications, our suite of security charts will allow shipping companies to engage in safe passage planning in the majority of waters with identified security risks and to do all they can to protect their crew, vessels and cargoes."

These two new Maritime Security Charts have been produced by the British Royal Navy and cover Karachi to Hong Kong (chart number Q6112) and the Andaman Islands to the Torres Strait, including Indonesia (chart number Q6113). They add to the UKHO's existing anti-piracy chart (Q6099), which covers the Red Sea, Gulf of Aden and Arabian Sea, and its two existing maritime security charts, which cover the Mediterranean (Q6110) and the Persian Gulf and Arabian Sea (Q6111). **Source: United Kingdom Hydrographic Office (UKHO)**

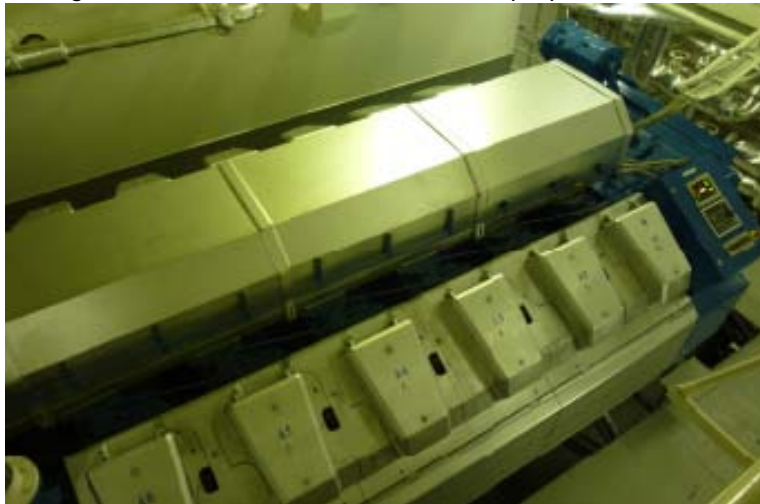
## POSH TERASEA'S LATEST FLEET ADDITION THE TERASEA FALCON



The 16.300 BHP 205 ton BP **TERASEA FALCON** arrived last week in her homeport Singapore, the 75.3 mtr long AHTS is built at the JMU yard in Japan



The **TERASEA FALCON** is powered by 2 **WARTSILA** 12V32 main engines with a total output of 16300 BHP each driving an 4 – blade controllable Pitch propeller in nozzle, furthermore the vessel is equipped with a 12 tons

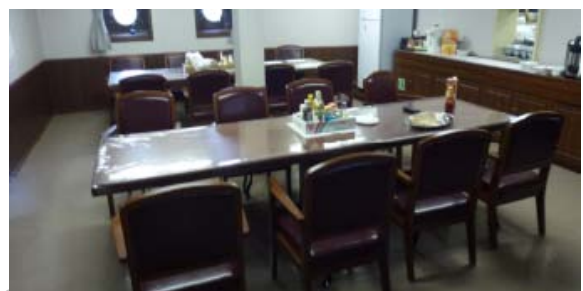


bowthruster and 10 ton stern thrusters



Each main engine is driving a 1200 kW shaft generator as seen right as well are installed 2 Caterpillar 400 kW aux engines (below) and one Caterpillar 60 kW Emergency generator.

Onboard the vessel is accommodation for 26 persons



as





installed is 1 **FUKUSHIMA** DDW 350H-4M double drum Waterfall type winch with a brake holding power of 450 tons at the first layer, the winch drum are having each a capacity of 1900 mtr 76 mm wire and are equipped with spooling device.



onboard are also 2 spare wire reels with each a capacity of 1900 mtr 76 mm wire,



At the work deck 1 x 450 tons SWL Karm Fork is installed and 1 pair of Karmoy 200 SWL Towing pins,



2 Electro Hydraulic capstans of 15 tons @ 15 m / min are installed

The **TERASEA FALCON** is having a deck space of 450 m2 and can handle deckload upto 10 ton's / m2

The **FALCON** will be followed at the end of May by her sister **TERASEA HAWK**.



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The ro-ro cargo vessel **Tasmanian Achiever** seen departing Webb Dock Melbourne for the overnight crossing to Burnie Tasmania. An exact sister ship **Victorian Reliance** departs at the same time from Burnie to Melbourne.

Photo : Bill Barber ©

## SAMI raises concerns on piracy attack data

**The Security Association for the Maritime Industry (SAMI)** has raised concerns about the level of piracy reporting globally, and more particularly in the Indian Ocean High Risk Area (HRA).

The concerns emerged as a result of a workshop held by SAMI in Hamburg, during which ship owner representatives and company security officers were encouraged to discuss their security concerns.

Despite a reported drop in overall attack figures, Somali piracy still poses a significant threat as criminals remain heavily armed and eager to hijack. According to the feedback gained, the figures showing a reduction in Somali piracy mask the true numbers – in fact the statistics which show a fall in the region are somewhat misleading – while others call them “downright wrong”.

It seems that the curse of “under reported” pirate attacks or misunderstood data are the next major issues to dog the shipping industry, and there are calls for an urgent shake up in the way that reports are both generated, captured and promulgated.

It also seems that problems have emerged as the threshold for reporting has undergone a significant change over the past 18 months, due to the “dumbing down” of reports and a failure to report.

Why is reporting becoming such a toxic issue? According to SAMI there are two immediate issues which could be driving the under-reporting phenomena: One is the fact that ship owners are increasingly hesitant about reporting. Another issue is the complication of verifying incidents as piracy incidents. It seems that defining a pirate attack is one thing, but actually recognising one is something else altogether. As the use of shipboard armed guards has increased, pirates are a little more subtle in their approaches, quite literally. Guards frequently report far more “probing incidents” in which potential pirates maintain their cover by not overtly attacking. When is a skiff manned by a group of pirates or just fishermen looking for their next catch? The answer is dictated by their ultimate actions so actually statistically accounting for them is incredibly hard, says SAMI. Increasingly vessels in the High Risk Area (HRA) are subjected to

incidents that appear to be co-ordinated small boat piracy approaches but, because they choose not to ultimately attack, they are not necessarily classified as piracy or a suspicious approach.

Unfortunately the lack of definitive figures makes it hard to ensure that the right security resources are brought to bear on to the piracy problems, says SAMI. While there are concerns about complacency and security fatigue creeping in, it is perhaps understandable when the statistics are mired in uncertainty. This makes it doubly important that shipping has proper, clear and defined data on which to make decisions. **Source: Security Association for the Maritime Industry (SAMI)**

## Resolve Marine Academy unveils new simulator

**Resolve Maritime Academy** is completing the installation of a Transas engineroom simulator, the ERS 5000 'TechSim,' at its Fort Lauderdale, Florida simulation training centre at Port Everglades. The new Transas training platform has several versatile models to choose from, including podded and conventional vessels, diesel-electric, and slow or medium speed plants.

The ERS 5000 TechSim allows the Academy to expand its course offerings for engineers from all sectors of the maritime industry including the offshore, tanker and cruise sectors. "The new engine room simulator will be connected to the Academy's main bridge simulator, a Transas NT Pro 5000 Class-A Full Mission Bridge, which will enable combined bridge and engineroom training options for various courses including Integrated Systems and Resource Management", said Dave Boldt, Simulation Training Group Manager at Resolve.

"The ability to combine engineroom with bridge simulator training scenarios for resource management and integrated systems training is exceptionally valuable for our clients and their personnel," Boldt added.

The academy plans to begin offering the new training programmes this summer.

The Transas ERS TechSim is designed to meet the requirements of the STCW Code. The scope of training objectives corresponds to specifications of standard competence for engine department personnel (Chapter III of the STCW Code, IMO Model Courses 2.07, 7.02, 7.04), which provide for the use of simulators for training engineers as well as engineering training for operational, management and support personnel. **Source : Offshore Shipping Online**



Pullmantur's **MONARCH** arriving in Willemstad (Curacao)

**Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)**



## NAVY NEWS



The German frigate **F 207 BREMEN** enroute Amsterdam – Photo : Willem Harlaar ©

## Defence plan promises shipbuilding boom

THE air force and navy shipbuilders are the big winners from the government's 2013 Defence White Paper.

The 130-page document does not contain a single dollar figure or schedule, but it promises to deliver what will be more than \$30 billion worth of new submarines, \$10 billion for fighter jets and billions for new fast-tracked supply ships and patrol boats. Future navy shipbuilding is valued at more than \$75 billion.

The White Paper also extends an olive branch to China after the 2009 document virtually labelled the world's emerging super power as a threat to world peace.

"The government does not approach China as an adversary. Rather its policy is aimed at encouraging China's peaceful rise and ensuring that strategic competition in the region does not lead to conflict," the 2013 version says.

It also refocuses Australia's area of interest to the Indo-Pacific region with emphasis on East Timor and the Pacific and recognises the growing strategic importance of India and Indonesia.

Key White Paper spending priorities include;

- \* 12 Australian designed and built submarines
- \* 12 Boeing EA-18 G "Growler" fighter planes for \$1.5 billion
- \* 72 Lockheed Martin stealth Joint Strike Fighters
- \* 2 new Australian built supply ships
- \* 24 new Australian built patrol boats
- \* \$25 million mental health initiative targeting post traumatic stress disorder (PTSD)

The Growler jets can block enemy radar and radio signals and will be purchased as soon as possible for \$1.5 billion and will operate alongside the Joint Strike Fighter when it enters service from 2020.



Shipyards in Adelaide and Melbourne will get the bulk of the new navy work, saving thousands of jobs at Port Adelaide and Williamstown shipyards.

The document narrows down the options for a new submarine to an evolved Collins Class design or a new Australian designed and built vessel.

The government has ruled out further funding cuts in this month's budget after a \$5.5 billion trim last year.

It has pledged to increased defence activity in the nation's northwest and to upgrade air bases across the north.

It won't build a new navy base in Brisbane, but it will upgrade Garden Island in Sydney to house the new helicopter landing ships and Air Warfare Destroyers. Fleet Base West south of Perth will be upgraded to accommodate American ships and submarines.

Both the government and opposition have promised to raise defence spending to 2 per cent of economic activity once conditions allow, but Opposition defence spokesman David Johnston has vowed to rip up the 2013 document and deliver his own within 18 months of taking office.

Senator Johnston also promised to provide detailed costings and schedules for every major project included in the White Paper.

Prime Minister Julia Gillard was joined by three ministers, defence chiefs and dozens of uniformed personnel in a freezing hangar filled with specially flown in "props" for a launch of the document yesterday.

"The White Paper underlines the enormous stake Australia has in managing strategic change in the Indo-Pacific region and managing it peacefully, in particular in a US-China relationship in which competition is minimised and co-operation maximised," Ms Gillard said.

Opposition leader Tony Abbott slammed the document as an unfunded shopping list.

"The reality is this government talks a good game on defence, but defence spending as a proportion of GDP is at the lowest level since 1938," Mr Abbott said. **Source : The daily Telegraph**

## **India receives retrofited sub INS Sindhurakshak**

India's Russian-built submarine **Sindhurakshak** arrived at its home port Mumbai after an overhaul including structural hull upgrades at the Zvezdochka shipyard.

India's Russian-built submarine the **INS Sindhurakshak** arrived at its home port Mumbai after an overhaul including structural hull upgrades at the Zvezdochka shipyard.

The **Sindhurakshak** -- a Russian Type 877EKM submarine, **Sindhughosh class** for the Indian navy -- was constructed in Admiralteiskie Verfi shipyard in St. Petersburg in 1997.

It's one of 10 Kilo class submarines constructed in Russia's shipyards for the Indian navy from 1985-2000, a report by TV-Novosti said in January.

Zvezdochka shipyard, in Severodvinsk, near Archangel on Russia's western Arctic Ocean coast, signed the retrofit deal in June 2010 and the submarine arrived the following August.

The overhaul and retrofit for the 2,300-ton vessel reportedly cost around \$80 million, TV-Novosti said.

Work included overhaul of hull structures, installation of upgraded electronic warfare and weapons control systems, the mounting of Indian-made sonar USHUS and installation of CCS-MK radio communication systems.

The submarine was handed over to the Indian navy in Severodvinsk Jan. 26 -- India's Republic Day -- and immediately left for Mumbai, a report by Russia and Indian Report said.

The **Sindhurakshak** is armed with the latest export variant of the Russian-made submarine-specific Club-S multi-role cruise missile system capable of hitting targets more than 150 miles away, the RIR report said.

The Club-S, which has an 880-pound warhead, has improved effectiveness because of its active radar seeker system, the Args 14e designed by Radar MMS of St. Petersburg, a technical report by Defense Update said in 2006.

The Args system radar system kicks in around 12 miles from the missile's target to improve accuracy. A Club-S can be launched from standard torpedo tubes at a depth of up to 130 feet, Defense Update said. It cruises towards the target initially at 70 feet above seal level and drops down to around 25 feet on final approach.

The Kilo class vessels can travel at around a maximum 20 mph at a depth of around 900 feet.

Zvezdochka also has modernized India's Kilo class submarines **Sinduvir**, **Sindhuratna**, **Sindugosh** and **Sinduvijay** submarines since 1997.

The shipyard expects to receive its next retrofit contract from India in 2014 or 2015, RIR said. It also will repair and upgrade the Sindukirti Kilo class submarine at the vessel's base in Visakhapatnam in the Indian state of Andhra Pradesh.

Meanwhile, India's Scorpene submarine project could face an 18-month delivery delay after the pullout of consultants from Spanish shipbuilding partner Navantia.

Mazagon Dock Ltd., the government shipbuilder in Mumbai where the vessels are being made, informed the navy that the project would be delayed by another 18 months to the end of 2016, a report by India's Times News Network said last month.

Delivery was expected sometime in 2015.

The Scorpene is a diesel-electric attack submarine with additional air-independent propulsion jointly developed by the French shipbuilder DCN -- now DCNS -- and Spain's Navantia. The submarines were ordered in 2005 under a technology transfer agreement. **Source : upi.com**

## SHIPYARD NEWS



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## Halter celebrates christening of tug and barge



**VT Halter Marine** and **Crowley Maritime** celebrated a partnership Thursday morning with the christening of a tug and a barge. **VT Halter** built the barge, called **750-3**, which is 600 feet long and has the capacity to hold 330,000 barrels of petroleum products. The companion tug **Liberty** had been built at a shipyard in Washington state.

They were christened separately at a double ceremony at VT Halter's Bayou Casotte shipyard.

VIPs from both companies lined up despite the rainy weather to praise Halter's work and joined the tug crew and others at a buffet lunch under a tent set up along the docks near the vessels.

The pair is the 17th tug-and-barge combo **Crowley Maritime** has had built, the final vessels in a more than \$1 billion, decade-long construction program the company undertook to expand its U.S.-flagged petroleum service fleet.

**Crowley Maritime Corp.** is part of **Crowley Holdings Inc.**, a privately held, family- and employee-owned company in Jacksonville, Fla.

The tug and barge are designed to fit together with retractable fittings on the tug, **Crowley** spokesman Mike Miller said. He said the pair will haul oil products in the Gulf of Mexico for Marathon Petroleum, which provided Kathy Peiffer as the sponsor to christen the barge. Crowley Vice President of Procurement Wendy MacDonald christened the tug. "This vessel is entering many years of service," Tom Crowley, Crowley president and CEO, told the audience. "It was specially designed for Crowley. It took the best and brightest to make this happen." Bill Skinner, VT Halter CEO, praised his shipbuilding family of 2,200 and said, "The 750-barge program has been a key program in the **Crowley-VT Halter** relationship that has lasted over 14 years." The two companies have 60 years experience and have built many ships together. **VT Halter** built all three of the 750-class barges for Crowley. Source : [sunherald.com](http://sunherald.com)

## IHC Merwede successfully launches Subsea 7's SEVEN WAVES

**IHC Merwede** has Friday successfully launched Subsea 7's 550t pipelaying vessel, **SEVEN WAVES**, at its shipyard in Krimpen aan den IJssel, The Netherlands. The naming ceremony was carried out by **Mrs Lucia Andrade**, the ship's God Mother and Subsea 7 Brazil's Vice President Projects & Operations.



Photo : Joop Marechal ©

The **SEVEN WAVES** is the fifth vessel contracted by Subsea 7 to IHC Merwede's Offshore division. The other ships were launched and delivered under the names of: the **SEVEN OCEANS** (pipelaying); the **SEVEN SEAS** (pipelaying and construction); the **SEVEN ATLANTIC** (diving support); and the **SEVEN PACIFIC** (pipelaying). Subsea 7 selected **IHC Merwede** (among others) for this latest vessel due to its efficiency and reliability in delivering all four previous orders on time and meeting the required level of quality.



Left : Godmother **Lucia Andrade** with the 2 Captains **John Rudd** and **Jan Plug**. Photo : **Jeroen Plug** ©



**IHC Offshore & Marine** designed the ship in close cooperation with Subsea 7. She will have an overall length of 146 metres, a beam of 30 metres and a Class-2 dynamic positioning system. The vessel is equipped with a vertical (tiltable) lay system – with 550t top tension capacity -- and twin ROVs.

She is fitted with two under-deck storagecarousels, with a capacity for 2,500t and 1,500t of product respectively. The lay tower can operate at an angle of up to 10° and is



Merwede's Offshore division. "IHC Merwede is valued as a reliable and efficient supplier of four of its existing fleet of innovative vessels, and these are already clear examples of the pioneering role played by both parties."



Top : **Capt Jan Plug**, **Lucia Andrade** and **Arjan Klijnsohn**  
Photo : **Joop Marechal** ©

fitted with: two tensioners, each with a 275t capacity, which can both be retracted clear of the firing line, and two wire centralisers. The keel-laying ceremony was held one month ahead of schedule and the delivery of the vessel will be as planned in the first half of 2014. This pipelaying ship will be used to develop deep-sea oilfields of up to 2,500 metres off the coast of Brazil on behalf of Petrobras.

**YESSSS !** shouted **Lucia Andrade** loud when the bottle with champagne bursted against the hull of the **SEVEN WAVES** –  
Photo : **Jeroen Plug** ©

"The order of a fifth offshore vessel from **Subsea 7** is indicative of the successful working relationship that has developed between the two companies," says **Arjan Klijnsohn**, Managing Director of IHC



Photo : **Jan van Heteren** - [info@janvanheteren.nl](mailto:info@janvanheteren.nl) ©

Subsea 7 Chief Operating Officer **John Evans** said: "The **SEVEN WAVES** will mark the next chapter in our Brazilian operation as the first of a new generation of high tension pipelayers contracted to **Petrobras**. This is a significant milestone in our relationships with both the yard and with our client."



The **SEVEN WAVES** in her element – Photo : Arie Boer ©

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## Greencarrier Freight Services acquires Trana Spedition

**Greencarrier Freight Services Sweden** will acquire all shares in Trana Spedition. Based just outside Borås, Sweden, Trana's road transport solutions to and from Finland makes it a great addition to the Greencarrier organization. "Trana Spedition is an outstanding and well-managed company," says Peter Nevhagen, CEO at Greencarrier Freight Services International. "Its road transport solutions to and from Finland reinforce our focused initiatives in the Nordic and Baltic regions and make Trana an excellent addition to our organization. The acquisition will also bring us local offices near Borås and its exciting commercial sector."

"Trana Spedition recognizes the many opportunities this acquisition will bring for both parties," says Kenneth Sankala, who until today was CEO and owner of Trana Spedition, and will now stay on as Managing Director of operations in Långhem. "Greencarrier will offer us continued growth prospects in additional markets in the Baltic Sea region and in Eastern Europe. Founded in 1983, Trana Spedition AB is a privately owned Swedish logistics company dedicated to providing customers better and more personalized alternatives to transport services between Sweden and Finland. The



company has six employees and a turnover of SEK 72 million in 2011. For now, Trana will continue to conduct its activities under the Trana name, and no other changes are being planned at present.

"With our shared vision on quality, precision, the environment and excellent personalized customer service," continues Nevhagen, "I am confident that customers will see the advantages of Greencarrier's acquisition of Trana Spedition."

Source: Greencarrier Freight Services Sweden

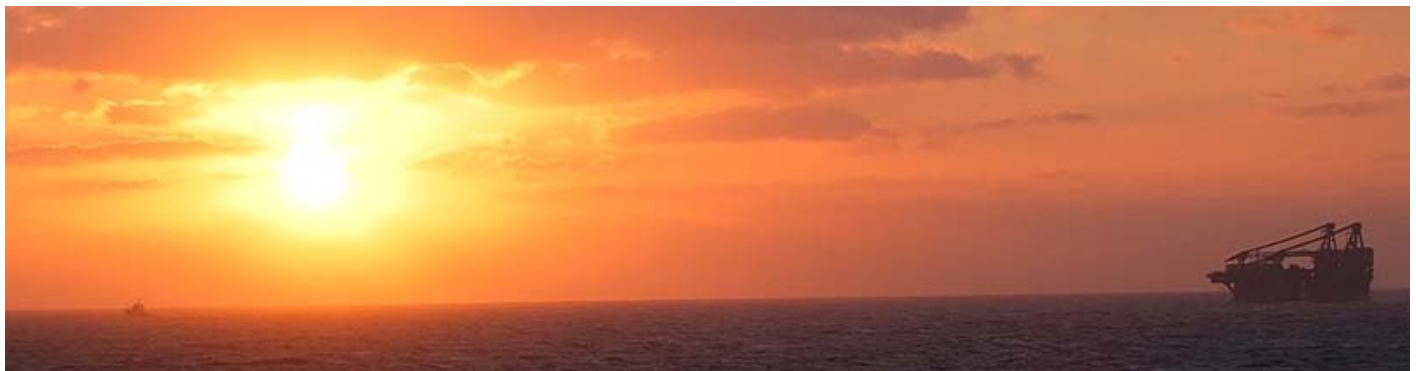


Henk Danser's **MARIETJE ANDREA** arrived in St Maarten where the **Hollandia** built 450 ton Swingbridge will be offloaded by **Wagenborg Sleepdienst** - Photo : **Marc Mazereeuw - Wagenborg Sleepdienst** ©

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The **HUSKY** with the **HERMOD** enroute Rotterdam as seen from Spliethoff's **DIAMANTGRACHT**

Photo : **Ermin de Winkel Ch.Off o/b Diamantgracht** ©

## **Höegh LNG - GDF SUEZ Cape Ann to serve as the first FSRU in China**



Höegh LNG has signed an agreement with GDF SUEZ (the Charterer) which will form the basis for facilitating their use of the GDF SUEZ Cape Ann (the Vessel) as the first floating storage and regasification unit in China. The vessel will serve the Tianjin project under a sub-charter between GDF SUEZ and China National Offshore Oil Corporation Gas & Power Ltd (CNOOC). Höegh LNG has worked closely with GDF SUEZ over the last two years in order to support its customer with the sublet of the Vessel, which is scheduled for commissioning in Tianjin in October 2013, followed by commercial operations thereafter. Höegh LNG will continue to operate the Vessel.

The Vessel is expected to be permanently moored at Tianjin for a period of up to five years operating as an FSRU while at the same time maintaining full trading capability. The FSRU will be the first floating LNG import terminal in China. The unit will fulfill the same role as a land based terminal whilst providing a shorter timeline for the ability of receiving LNG into Tianjin and fuel growth of the whole region. President and Chief Executive Officer Sveinung J.S. Støhle says in a comment "Höegh LNG is very pleased to have supported GDF Suez with the flexibility of sub-chartering the vessel to CNOOC for the use as an FSRU, and at the same time establish an important presence in a rapidly growing Chinese market."

Höegh LNG is a provider of floating LNG infrastructure services, offering regasification, transportation and production services under long-term contracts. The company operates a fleet of six LNG transportation vessels and two floating storage and regasification units (FSRUs). In addition, Höegh LNG has four new FSRUs on order and has developed a solution for floating LNG production (FLNG). Höegh LNG is a Bermuda based company with established presence in Oslo, Singapore, London and Tampa. The Company employs about 80 office staff and about 350 sea farers.

Source: Höegh LNG



The **JAVA PALM** anchored at Singapore West Jurong anchorage

Photo : Capt S. Hardy – coxswain SALVERN ©

## Big ship orders keep focus on carrier supply pressures

Attempts by carriers to tackle the capacity overhang are being undone as new orders for Ultra Large Container Vessels (ULCVs) continue to make the headlines, according to Drewry's monthly report Sea & Air Shipper Insight. The news that China Shipping Container Lines will join Maersk in the super-size containership club following board approval for five 18,000 teu ships is further proof of the demand for these fuel-efficient ULCVs among the major lines – it is just a question of when and how many will make the leap.

However, while these latest new orders won't actually hit the water for years, their psychological impact is to keep the focus on capacity and the big question of how on earth carriers will be able to absorb it all.

"Ocean carriers did a decent job over the winter months balancing supply to ensure that freight rates remained relatively firm, but the delivery of big new ships – leading to new services and upgrades of existing loops – will mean lines will find that task increasingly difficult for the remainder of 2013," said Simon Heaney, research manager at Drewry.

"These new orders and speculation of more to come could be having a negative impact on rates right now. Carriers cannot shift the paradigm from the supply pressure they are facing so that they can get rates moving upwards again," added Heaney. In the here and now, ocean freight rates are tumbling with Drewry's East-West Index contracting by 5.6% month-on-month in March. Similarly, air freight rates fell in March following February's short-lived recovery as the traditional spring season sales rush in Northern hemisphere markets failed to materialise. Drewry's East-West Air Freight Price Index slid 5.3 points in March to 96.9 points, weighed down by sharp falls in pricing from Shanghai to both North America and Europe. Source: Drewry Maritime Research



02-05-2013 : **Ocean Crystal** 1999/38372gt, out from Geelong off Sorrento

Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

## U.S. shipper Horizon Lines reduces Q1 loss

U.S. shipping company **Horizon Lines** reports it shrank its net loss in the first quarter of 2013 to \$20.1 million, compared with \$26.8 million in the same period last year as it implemented cost-cutting efforts that reduced its revenue.

Horizon say it's operating revenue fell 7 percent to \$244.5 million, from \$263.4 million in the period last year, due largely to the reduction of sailings to San Juan, Puerto Rico to one per week.

The company was also hit with a \$4.1 million charge related to moving its northeast service to Philadelphia, but CEO Sam Woodward said the move should help strengthen its financial performance.

Read in full: <http://shipandbunker.com/news/am/689503-horizon-lines-reduces-q1-loss>



The Northlink Ferry **Hamnavoe** [Old Norse for Stromness] has been taken out of service due to serious engine problems.its reported she will be out of service for up to four weeks Built by Aker Finnyards oy Rauma Yrd No440, floated out 5th June 2002, for Northlink Ferries. Length 112mts, Beam 18.6mts, 8,600grt, Speed 19kts, 450 lane meters, 600 Passengers, & Registered Kirkwall, Orkney Islands. Her regular service is Scrabster on the north coast of Scotland across the Pentland Firth to Stromness in the Orkney Islands. She is currently lying in Babcocks Yard, Rosyth for repairs. Photo : **Iain Forsyth** ©

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



The TEXEL light vessel under tow in the port of Den Helder  
Photo : Tom van Oossanen – [www.tomvano.com](http://www.tomvano.com) ©

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