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The **POLARLIGHT** outbound from Willemstad (Curacao)

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

ITIC issues warning on forged documents

ITIC has warned shipping intermediaries to be on the look-out for cleverly forged documents which could result in them being held liable for substantial claims by cargo interests.

In the latest issue of its Claims Review, ITIC refers to the case of a Belgian ship agent which released six containers of castor oil valued at \$270,000 against a fraudulent bill of lading. The containers were to be shipped from India to Belgium, and although the bill of lading against which the ship agent released the cargo to the consignee appeared at first glance to be genuine, it was in fact a clever forgery.

The shipper claimed that it had not been paid for the cargo, for which it still held the original bills of lading. It duly arrested one of the carrier's vessels in India and obtained a bank guarantee from the carrier as security for its claim. In turn, the carrier looked to the ship agent for indemnity. Examination of the bills of lading that had been presented established that the agent should have spotted the forgery. The forged bills included clearly incorrect details, such as

the name of the load port, and also spelling errors, including the name of the carrier. The agent had therefore been negligent in releasing the cargo against the documents.

The claim brought against the carrier by the shipper was for the cargo value plus costs and interest. The case was fought in the Indian courts, which is usually a slow process. As it was unlikely that the claim could be successfully defended,

ITIC and the carrier pushed the shipper to settle the matter. Finally, after almost four years of negotiation, a settlement of \$160,000 was agreed - \$100,000 less than the original amount claimed. ITIC also reimbursed the carrier's legal costs and the bank charges incurred in maintaining the bank guarantee.

ITIC says it has never been easier for documents to be cleverly forged, and warns ship agents that they need to ensure that they thoroughly check the details on bills of lading and other such documentation.

Copies of the ITIC Claim Review can be requested from: chris@merlinco.com

Meer aandacht voor Hollands Glorie Nationaal Sleepvaart Museum - Maassluis

De pers had in vroeger tijden veel belangstelling voor hetgeen bemanningen aan boord van sleepboten presteerden. Spectaculaire bergingen en bijzondere sleepkarweien werden breeduit op



krantenpagina's en in weekbladen behandeld, want het waren tenslotte Nederlandse huzarenstukjes. Heden ten dage gebeurt dat slechts bij hoge uitzondering, bijvoorbeeld vooruitlopend op het vervoer door **Dockwise** van de te slopen **Costa Concordia** dat voor volgend voorjaar op het programma staat.



Behalve de traditionele maatschappijen als **Svitzer** (vroeger **Wijsmuller**), **Smit** en **Kotug** is er nog een groot aantal andere Nederlandse ondernemingen dat zich tegenwoordig met sleepvaart, offshore-activiteiten en berging bezig houdt. Het **Nationaal Sleepvaart Museum** te Maassluis heeft besloten

om die zeevarende rederijen nu eens uit de betrekkelijke anonimiteit te halen. Weinigen buiten de scheepvaartsector hebben ooit gehoord van maatschappijen als **Avra**, **Seacontractors**, **Herman Sr.**, **Van Wijngaarden** of **Bouwman**, om er maar eens een paar te noemen.

In totaal worden de schepen en verrichtingen van niet minder dan vijftien rederijen voor het voetlicht gehaald en dat is nog maar een deel van de vaderlandse vloot. Sommige van die bedrijven hebben de beschikking over bijvoorbeeld 20 of zelfs meer zeegaande vaartuigen en dat zijn dus niet echt kleine ondernemingen. Vooral sinds de overtuiging heeft postgevat dat Nederland haar duurzame energie voor een belangrijk deel uit wind moet gaan winnen is het een aantal rederijen letterlijk voor de wind gegaan. Immers er zijn op de Noordzee en in de andere zeeën rond Europa grote windmolenparken verschenen, die allemaal moesten worden aangelegd en vervolgens moeten worden onderhouden. Nederlandse bedrijven weten wel raad met de problemen die zich op zee kunnen voordoen bij de aanleg van zulke windfarms. Daar zijn geen diepstekende zware sleepboten voor nodig, die boorplatforms over oceanen kunnen slepen, maar kleinere, doch volledig zeewaardige sleepers met een werkdek en vaak met kranen aan boord. Vaderlandse werven als **Damen Shipyards** te Gorinchem en de **Kooiman Groep** te Zwijndrecht hebben typen sleepboten ontworpen die wat betreft details aan de wensen van de klant kunnen worden aangepast en binnen een paar maanden kunnen worden afgeleverd. Die vaartuigen zijn dermate in trek dat ze zelfs met grote regelmaat,

nog bijna nieuw, naar het buitenland worden verkocht. De verkopende rederij laat dan binnen de kortste keren een nieuwe sleper bouwen, die, bijna vanzelfsprekend, net wat meer mogelijkheden heeft dan de juist verkochte eenheid.

Een aantal rederijen heeft zich gespecialiseerd in het opereren op zgn. shallow water, ondiep water dus. Een goed voorbeeld daarvan is de Kaspische Zee, waar olie en gas wordt gewonnen en sleepers niet dieper mogen steken dan 3, 5 meter (sommige zelfs minder), omdat ze anders het risico lopen aan de grond te raken.

Nederlanders hebben in die regio aanvankelijk zelf de hier gebouwde vaartuigen bemand, maar dankzij hun inzet worden nu ter plekke autochtone bemanningen opgeleid voor dit specialistische werk.

De grote kraaneilanden van **Heerema** zijn vrij algemeen bekend. Minder bekend is dat er grote zeesleepers zijn die dat soort technische giganten assisteren bij het verplaatsen. Dat is een geweldig contrast met de kleinere sleepboten. Als het moet worden de half-afzinkbare kraanplatforms duizenden mijlen over zee versleept. Heerema heeft kort geleden nieuwe sleepboten voor dat doel in Spanje laten bouwen. Dat zijn geen 'kleine jongens' en het museum prijst zich gelukkig een fraai model van een van de nieuwe sleepers te hebben mogen lenen. Ook van diverse andere rederijen, zoals bijvoorbeeld van **Herman Sr.** en **Landfall** zijn modellen geleend die nog niet eerder werden geëxposeerd. Bij veel modellen is een zgn. QR-code aangebracht waardoor bezitters van een smartphone gegevens kunnen opvragen.



Ook hier loopt het sleepvaartmuseum in digitaal opzicht weer eens voorop.

Tenslotte nog een mededeling over een ingrijpende verbouwing. Dankzij sponsors en fondsen heeft het museum de 'zeezaal', dat is de zaal waar semi-permanent de geschiedenis van de zeesleepvaart te zien is, ingrijpend heringericht. Er is nu een wand te zien met veel modellen van sleepers uit het verleden. Daarnaast is er een desk gecreëerd met bijpassende stoelen waar bezoekers desgewenst rustig documentatie en registers kunnen raadplegen.

In het **Nationaal Sleepvaart Museum** is vanaf **2 november** a.s. tot en met 27 april 2014 in extenso

door middel van foto's, curiosa en scheepsmodellen, naast de min of meer vaste opstelling te zien hoe betrekkelijk onbekende vaderlandse rederijen en ook ondernemingen, die de sleepvaart als secundaire taak zien, zich in de loop van de afgelopen twintig jaar hebben ontwikkeld. De titel van de wisseltentoonstelling is "**Uit de schaduw**" en dat kan gerust letterlijk worden genomen.

Nationaal Sleepvaart Museum - Maassluis

Bezoekers zijn iedere dag welkom aan de Hoogstraat 1 te Maassluis van 13.30 tot 16.30 uur, behalve op maandagen.





The **FLINTSTONE** during the gale last Monday seen off the Dutch island of Texel

Photo : Arold Börger ©

Ghana to set up special naval units, maritime crime courts to counter piracy

The Ghanaian Navy says it is setting up special boat units to deal with maritime security challenges like piracy in order to secure the country's new-found offshore oil and gas resources.

The establishment of the special units comes after Ghana announced plans to set up the first African special courts to deal with maritime crimes, as piracy takes root in the West Africa's Gulf of Guinea. Ghana Navy Chief of Naval Staff Rear Admiral Geoffery Biekro said apart from protecting maritime boundaries, offshore oil rigs and pipeline infrastructure, the special boats units will also fight trans-national crimes such as smuggling, illegal fishing, weapons and drug trafficking.

Biekro said foreign partners will fund the training and equipment needs for the special naval units. He added that the Ghanaian Navy is already over-stretched in dealing with national security threats, threats to economic infrastructure and even more serious threats to the security of its newly-found offshore hydrocarbon wealth.

"We also have transnational crimes that are posing serious national security threats to the country. Apart from the economic losses, there are also human security losses, with a reduction in protein intake and impoverishing of fishing communities," Biekro said.

He said the failure of the navy to exercise full control of the country's maritime domain has directly led to the inability to exploit fishery resources, forcing the government to import fish annually.

Biekro said oil theft remains the major economic threat to Ghana's maritime and national economic security due to the advent of criminal gangs which connive with local officials to steal crude oil from offshore installations as evidenced by an increase in the number of foreign tankers found stealing crude oil from offshore facilities in the country's prestigious Salt Pond and Jubilee oil fields.

Among other national maritime security initiatives, the Ghana Maritime Authority (GMA) in August commissioned a Vessel Traffic Management and Information System (VTMIS) to improve safety and security in the country's waters. The VTMIS is a state-of-the-art monitoring and surveillance electronic system designed to ensure effective

management of maritime boundaries, the protection of maritime resources, offshore oil resources and pipeline infrastructure.

The system can track vessels 1,000 nautical miles from the country's shores and is operated from four control centres, eight remote sensor sites along the coast and three remote base stations on Lake Volta.

Meanwhile, Ghanaian High Court Chief Justice Georgina Woods says the country will set up special courts to deal specifically with maritime crimes before the end of this year. "Off shore discovery and exploitation of Ghana's oil and gas resources coupled with significant increase in international trade has brought to the fore the need for the establishment of maritime courts to adjudicate the many maritime cases that will come before the courts. I have therefore decided to set up maritime courts in Accra, Tema and Takoradi," Woods said.

He said through collaborations with the Ghana Shippers Authority, three judges drawn from the High Court will be sponsored to undertake post-graduate studies with specialisation in maritime law in preparation for deployment to the three new special courts. **Source : DefenceWeb**



The **SMIT HUDSON** holding the **TRANSPORTER** during the gale period in Rotterdam Caland Canal -
Photo : Jan Oosterboer ©

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Nigeria: Pirate Attacks Heighten Around Calabar Creeks

The operators and traders told the News Agency of Nigeria, on Saturday in Oron that attacks on boats and vessels have been the major challenge in their business. NAN gathered that the development had led to a hike in water transportation charges as the operators claim to be operating under risks. Ime Etim, a boat owner, told NAN that piracy was affecting water transportation in the area. "If pirates attack us, we give them money. Sometimes, they seize our boats or the goods of the traders," Etim said.

Taju Balogun, another boat owner, corroborated Etims' complaint, saying that pirates not only seized boats, but sometimes killed passengers in the boats.

Mrs Ndi Okon, a fish trader, told NAN that boat owners have increased their fares because of the activities of the pirates. "Before now, we paid between N400 and N500 within the Calabar creeks, but now, we pay N1,200 per trip.

"This is affecting the cost of business," Okon said.

Sources told NAN that vessels navigating within the Calabar creeks, around 40 nautical miles from the Fairway Bouy, up to the Calabar Port, have been operating in fear. The source said that reports of attacks on vessels and boats around the port have increased in recent times.

According to the source, who pleaded anonymity, there are several islands around the passage leading to the port.

These islands, the source said, served as hideouts for militants who carried out illegal operations on the water.

"Problems with the passage is that there are several islands, like Parrot Island and Snake Island, where militants used to hide. "Even ordinary boats crossing the islands have increased their fares because of the activities of pirates," the source said. The source said that Nigerian waters had yet to attain a satisfactory level of security, in spite of measures being taking by the Nigerian Maritime Administration and Safety Agency (NIMASA).

"Recently, NIMASA arrested some oil tankers and handed them over to the EFCC, but nobody has been prosecuted.

"NIMASA is struggling, but at the same time, there are people sponsoring these pirates," the source noted. (NAN)

Source : [Allafrica](#)

DIFFICULT CARGO TRANSFER OFF WALVIS BAY HANDLED WITH APLOMB

By : [Terry Hutson](#)



UAL HOUSTON, distinctive with its Groot Cross Bow, lies alongside the drill ship **Ensco DS7** off the Port of Walvis Bay. **Photo : Volker Pesch/UAL ©**

Transferring oil & gas related cargoes from a ship to a land-based terminal is already a major operation in its own right, but when it comes to a ship-to-ship (STS) transfer it's a far more complicated operation. Universal Africa Lines (UAL), a niche breakbulk carrier servicing the oil & gas industry, undertook just such an operation on Sunday, 27 October in Namibian waters some six miles off Walvis Bay when 53 riser pipers weighing approximately 22 tons each and measuring 24 metres long and 1,3 metres wide and high, were transferred from one vessel to another.

The cargo was moved from the drill ship **ENSOCO DS-7** to the newly built **UAL HOUSTON** and is being transported to Lobito, Angola for refurbishment. The decision for the offshore ship to shore transfer (STS) is due to the draft in the

port being too shallow to accommodate the drill ship. A STS transfer is by no means an easy feat and therefore operations were carried out in accordance with the strictest adherence to safety regulations. The **UAL HOUSTON** is one of the new innovative vessels in the UAL fleet and was built in the Netherlands. This vessel is considered unique because of the application of the Groot Cross Bow – an innovative bow shape with wave piercing abilities. This ensures the ship will have less slamming and maintain speed easier when compared to the more conventional bow shapes with bow flare, ultimately resulting in massive energy savings as less fuel would be burned and there would be a reduction in the CO2 output.

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Lodewijk in de midden met vrienden en familie aanboord van de **Furie**, **Lodewijk** namens alle lezers gefeliciteerd met deze mijlpaal zie je op de Europoort 2013.

Nautilus announces completion of merger

Nautilus Marine Acquisition Corp. ("Nautilus") announced the consummation of a short-form merger (the "Merger") pursuant to which Nautilus was merged into **Nautilus Shareholdings Limited**, a Marshall Islands corporation ("Nautilus Offshore"). Under the terms of the Merger, (i) all shares of common stock of Nautilus held by Nautilus Offshore were canceled and extinguished for no consideration and (ii) each share of common stock of Nautilus held by shareholders other than Nautilus Offshore were cancelled and converted into the right to receive cash in the amount of \$10.25 per share. Nautilus will instruct its transfer agent to issue the merger consideration to the former shareholders of Nautilus. No action is required by such shareholders to receive the merger consideration. The CUSIP number of the common stock of Nautilus is Y6255E101.

Nautilus was formed in November 2010 pursuant to the laws of the Republic of the Marshall Islands for the purpose of acquiring, through a merger, capital stock exchange, asset acquisition, stock purchase, reorganization, exchangeable share transaction or other similar business transaction with one or more operating businesses or assets. On February 13, 2013, Nautilus acquired Assetplus Limited, a Cyprus limited liability holding company organized on August 10, 2012 for the purpose of aggregating under one holding company all time charter, vessel acquisition or other contracts awarded to its subsidiaries. Assetplus controls a fleet of vessels consisting of two platform supply vessels ("PSVs") and four oil spill response vessels ("OSRVs"), all of which are servicing offshore oil exploration and production installations. These vessels are on time charter contracts with Brazilian oil major **Petróleo Brasileiro S.A. ("Petrobras")** for four years plus an additional four optional years. **Source: Nautilus Marine Acquisition Corp**



Too Big to Sail? Cruise Ships Face Scrutiny



One of the largest cruise ships in 1985 was the 46,000-ton **Carnival Holiday**. Ten years ago, the biggest, the Queen Mary 2, was three times as large. Today's record holders are two 225,000-ton ships whose displacement, a measure of a ship's weight, is about the same as that of a Nimitz-class aircraft carrier. Cruise ships keep growing bigger, and more popular. The Cruise Lines International Association said that last year its North American cruise line members carried about 17 million passengers, up from seven million in 2000. But the expansion in ship size is worrying safety experts, lawmakers and regulators, who are pushing for more accountability, saying the supersize craze is fraught with potential peril for passengers and crew.

"Cruise ships operate in a void from the

standpoint of oversight and enforcement,” said James E. Hall, a safety management consultant and the chairman of the National Transportation Safety Board between 1994 and 2001. “The industry has been very fortunate until now.” The perils were most visible last year when the **Costa Concordia**, owned by the Carnival Corporation, which is based in Miami, capsized off the coast of Italy. The accident killed 32 people and revealed fatal lapses in safety and emergency procedures.



In February, a fire crippled the **Carnival Triumph**, stranding thousands without power for four days in the Gulf of Mexico until the ship was towed to shore. Another blaze forced Royal Caribbean's **Grandeur of the Seas** to a port in the Bahamas in May. Pictures showed the ship's stern blackened by flames and smoke.

Although most have not resulted in any casualties, the string of accidents and fires has heightened concerns about the ability of megaships to handle emergencies or large-scale evacuations at sea. Senator John D. Rockefeller IV, Democrat of West Virginia, introduced legislation this summer that would strengthen federal oversight of cruise lines' safety procedures and consumer protections. Cruise operators point out that bigger ships have more fire safety equipment, and contend they are safer.

After a fire aboard the **Carnival Splendor** three years ago, Carnival adopted new training procedures and added safety features that it says helped with the rapid detection and suppression of the fire on the **Triumph**.

After the Triumph fire, Carnival also announced it would spend \$700 million to improve its safety operations, including \$300 million on its fleet of 24 Carnival Cruise Lines ships. Carnival is the largest cruise operator, owning about half of all cruise ships worldwide. “We have over time improved the safety of our vessels by better training and better technology and learning from incidents that have happened over the years,” said Mark Jackson, Carnival's vice president for technical operations, who joined the company in January after 24 years with the Coast Guard.

Some experts doubt that ships can grow much larger than the current behemoths, marvels of naval engineering that combine the latest technology and entertainment. Today's biggest ship, Royal Caribbean's **Allure of the Seas**, has

2,706 rooms, 16 decks, 22 restaurants, 20 bars and 10 hot tubs, as well as a shopping mall, a casino, a water park, a half-mile track, a zip line, mini golf and Broadway-style live shows. It can accommodate nearly 6,300 passengers and 2,394 crew members — the equivalent of a small town towering over the clear blue waters of the Caribbean Sea. It measures 1,188 feet long. Its sister ship, the **Oasis of the Seas**, is two inches shorter. Experts point out that larger ships have larger challenges. For instance, they have fewer options in an emergency, said Michael Bruno, dean of the engineering school at the Stevens Institute of Technology in Hoboken, N.J., and former chairman of the National Research Council's Marine Board.

“Given the size of today's ships, any problem immediately becomes a very big problem,” he said. “I sometimes worry about the options that are available.”

Left : We all think of the **Titanic** as a big ocean liner. . . well, at least until we see the below comparison. **Titanic** is in foreground. **Allure of the Seas** Cruise Ship in background



A recent report by the Coast Guard on the Splendor fire revealed glaring problems with the crew's firefighting abilities as well as failures in fire safety equipment.

The investigation did not address the size of the ship, which carried 3,299 passengers. But it showed that big vessels can quickly become crippled by small fires that disable complex systems. No passengers were hurt, but the damage to the engine room was severe, disabling the ship's power and forcing it to be towed to port in San Diego.

The investigation found a wide range of problems with the engine's maintenance history as well as missing fire safety records. No fire drills had been conducted in the engine room for six months. Emergency sprinklers were turned off by mistake and then doused the wrong parts of the engine room. Believing the fire had been contained, the captain vented the engine room to clear out the smoke. He reignited the fire instead. These incidents have brought new attention to the behavior of cruise operators. Rear Adm. Joseph Servidio, the Coast Guard's assistant commandant for prevention policy, said at a Senate hearing in July that the three fires, including the one aboard the Splendor, "highlight serious questions about the design, maintenance and operation of fire safety equipment on board these vessels, as well as their companies' safety management cultures."

In July, the Coast Guard said cruise ships would need to conduct periodic engine-room fire drills. The risks of building bigger ships became apparent over a decade ago, as cruise companies pushed the limits of naval architecture. The head of the International Maritime Organization, the United Nations agency in charge of marine regulations, warned in 2000 of the growing hazards of building larger ships and called for a comprehensive review of safety rules, known as Safety of Life at Sea, or Solas. William O'Neil, the group's secretary general at the time, said the industry could not "rely on luck holding indefinitely."



One result was a set of new global regulations in 2010 called the Safe Return to Port rules. Those require new ships to have sufficient redundant systems, including power and steering, to allow them to return to port even in the worst emergency. Only about 10 ships built since then comply with this new rule. "The idea is that a ship is its own best lifeboat," said John Hicks, the vice president for global passenger ships at Lloyds Register, the largest ship classification society. "The idea is to do everything to keep the crew and passengers on a vessel."

Bud Darr, the senior vice president for technical and regulatory affairs at the Cruise Lines International Association, the industry's trade group, said today's ships operated under layers of oversight. The Coast Guard inspects each ship that calls at United States ports at least once a year and enforces national and international norms. Private auditors, hired by cruise operators, perform frequent safety reviews, including comprehensive annual checks that last seven to 10 days, he said, and flag countries like the Bahamas or Panama, where most cruise ships are registered, provide their own oversight.

"We are subject to very close scrutiny," Mr. Darr said. "The standards are universal." But incidents like the Costa Concordia grounding have raised questions about whether evacuation regulations are still applicable in the age of megaships. Under the Solas regulations, for instance, passengers grouped at their muster stations must be able to evacuate on lifeboats within 30 minutes of an evacuation alarm.

The investigation into the **Costa Concordia** revealed that the crew and its captain failed to sound the general evacuation alarm for more than an hour after rocks had breached the hull. As a result, some lifeboats could not be lowered once the ship started to list. After the accident, cruise operators said they would change muster drill procedures. Instead of holding a drill for passengers within 24 hours of departure, cruise ships said they would do so before ships leave a port. While ships are becoming bigger, the burden on crew members is growing.

The **Queen Elizabeth 2**, which was launched in 1969, had one crew member for about 1.8 passengers. On the **Triumph**, the ratio was one crew member for every 2.8 passengers. The issue is also complicated by language and communication problems, and a high crew turnover rate that can reach 35 percent a year.

The International Transport Workers' Federation, which represents seafarers and crew members, has expressed concerns about the evacuation time and suggested the need to limit the number of people aboard ships, depending on where they operate and what search-and-rescue facilities are available.



"Experience has cast doubt on the adequacy of existing lifesaving appliances," the group said in a report. "The current equipment, especially lifeboats and life rafts, has proved to be inadequate when confronted with high sea states."

Safety rules also state that lifeboats should not carry more than 150 people. But the two largest ships, the **Allure of the Seas** and the **Oasis of the Seas**, have much bigger lifeboats, for 370 people, because of a provision of the 2010 rules that allows for exemptions if the cruise line can demonstrate an equivalent level of safety.

Those bigger lifeboats have only enough room for passengers. To evacuate the more than 2,300 crew members, the ships are equipped with inflatable rafts that would have to be entered through 59-foot evacuation chutes.

"The simple problem is they are building them too big and putting too many people aboard," said Capt. William H. Doherty, a former safety manager for Norwegian Cruise Lines, the world's third-largest cruise operator, and now the director of maritime relations at the Nexus Consulting Group. "My answer is they probably exceeded the point of manageability." He added, "The magnitude of the problem is much bigger than the cruise industry wants to acknowledge." **Source : New York Times**

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AIS VIDEO replay - Kiel Canal closed after collision between **SIDERFLY** and **CORAL IVORY**



Photo : Wouter van der Veen ©

The collision between the vessels **SIDERFLY** and **CORAL IVORY** lead to closure of the Kiel Canal. The video bellow is showing the way the 2 ships collided. The accident happened in the morning in 2am (UTC) in the south part of the canal. See the AIS video here : <http://www.youtube.com/watch?v=SVxAbDV0vOU>

The crash lead to closure of the lock pairs in Kiel and Brunsbüttel. Tugs **Wolf**, **Luchs** and **Parat** quickly went to the place of the accident and helped **SIDERFLY** that was damaged and there was water ingress and the danger of sinking is real. **CORAL IVORY** in other hand was less damaged and had to be moored at Brunsbüttel bunkering station.

The cargo of both vessels were fertilizers and **CORAL IVORY** was sailing to Finland, **SIDERFLY** was sailing to Antwerp. There are no injured people from the crew members. Source : Vesselfinder

NAVY NEWS



An **MH-60R Sea Hawk** helicopter from the Swamp Foxes of Helicopter **Maritime Strike Squadron (HSM) 74** flies by the guided-missile destroyer **USS GRAVELY (DDG 107)**. Gravely is deployed in support of maritime security operations and theater security cooperation efforts in the U.S. 6th Fleet area of operations

The destroyer **GRAVELY** assisted in the rescue of approximately 120 men, women and children stranded in the central Mediterranean Sea, off southern Greece, Monday night after their ship ran out of fuel, according to a Navy spokesman. The ship stayed on site overnight before transferring responsibility to the Italian coast guard early Tuesday morning, 6th Fleet spokesman Lt. Shawn Eklund said.

At the request of the Greek government, the Navy dispatched Gravelly and the destroyer Ramage, which were patrolling nearby. Both ships have been in 6th Fleet since late summer as part of the Navy's response to the Syria crisis. **GRAVELLY** reached the ship at approximately 8 p.m. local time, according to a Navy release. Once the crew determined that the wooden fishing vessel was seaworthy, **GRAVELLY** spent the night floating nearby until the Italian coast guard offshore patrol boat Nave Dattilo arrived to take on the passengers.

According to a Reuters report, the boat was apparently carrying migrants heading for the southern European coast. Southern European governments have been working to stem an influx of migrants attempting to cross the Med — and often drowning in adverse conditions, according to Reuters.

Earlier this month, the amphibious transport dock ship **San Antonio** rescued 128 migrants from a raft at the request of the Maltese government.

Sixth Fleet spokesman Capt. Brenda Malone has said that although 6th Fleet ships are not specifically patrolling for migrant boats, they are on-hand to respond to requests for assistance from allies in the area.

Navy stealth destroyer Zumwalt nears final construction phase

The Navy's stealthy **Zumwalt** destroyer went into the water on Monday, with shipbuilders moving the warship into the Kennebec River before it moves dockside for final construction. The **Zumwalt**, the largest destroyer ever built for the Navy, looks like no other U.S. warship, with an angular profile and clean carbon fiber superstructure that hides antennas and radar masts.



"The **Zumwalt** is really in a league of its own," said defense consultant Eric Wertheim, author of the "The Naval Institute Guide to Combat Fleets of the World." Originally envisioned as a "stealth destroyer," the **Zumwalt** has a low-slung appearance and angles that deflect radar. Its wave-piercing hull aims for a smoother ride.

The 610-foot ship is a behemoth that's longer and bigger than the current class of destroyers. It was originally designed for shore bombardment and features a 155mm "Advanced Gun System" that fires rocket-propelled warheads that have a range of nearly 100 miles.

Thanks to computers and automation, it will have only about half the complement of sailors as the current generation of destroyers. Critics, however, felt the Navy was trying to incorporate too much new technology — a new hull, computer automation, electric propulsion, new radar and new gun — into one package. At one point, the program was nearly scrapped because of growing cost. Eventually, the program was truncated to three ships, the Zumwalt being the first.

Dozens of local residents gathered to watch the hours-long process of floating the ship in a dry dock. In the water for the first time, the ship was a sight to behold. "It's absolutely massive. It's higher than the tree line on the other side. It's an absolutely huge ship — very imposing. It's massively dominating the waterfront," said Amy Lent, executive director of the Maine Maritime Museum, who watched the process from her office down river from the shipyard.

The big ship was supposed to be christened with a bottle of champagne crashed against its bow by the two daughters of the late Adm. Elmo "Bud" Zumwalt, but the ceremony earlier this month was canceled because of the partial federal government shutdown. The shipyard hopes to hold a rescheduled christening in the spring, with sea trials following in the fall. Workers at Bath Iron Works, part of General Dynamics, will continue working on the ship throughout the winter. Bath Iron Works plans to deliver the ship to the Navy in 2015 **Source : foxnews**

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4TH RAPTOR CLASS AHTS FOR TERASEA LAUNCHED IN JAPAN



In Japan the 4th vessel in the 205 ton BP "Raptor" class, Hull number 0079 to be named **TERASEA OSPREY** was launched October 28th. in the background is visible the 3rd unit of the class, the **TERASEA EAGLE** which will be official named at the end of November - **Photo : Capt. Frederick Hodgins ©**

Brodosplit to build LNG-powered container ships

The Croatian shipbuilder **Brodosplit** has received orders for two LNG-powered container vessels. While the yard did not disclose the identity of the owner, it is believed that the vessels are to be built for a sister company of Brodosplit itself, which will then place them on the charter market.

Technical details of the ships have not been provided, but the vessels are expected to fall within the size range from 1,300 to 1,500 teu. The ships will be gearless units with a fully-enclosed deckhouse in the all-aft position. The layout suggests that the ships have been designed with the intra-European feeder trades in mind. The ships will be suited in particular for the North Sea and Baltic, where increasingly tight sulphur emission standards will soon mandate the burning of cleaner fuels or, alternatively, the installation of exhaust gas treatment devices.

Brodosplit said the ships are scheduled for delivery in 2015. Source : **Linervision**

IHC Merwede: the pioneer in marine technology

As a global market leader for efficient dredging and mining vessels and equipment, and a reliable supplier of innovative ships and supplies for offshore construction, **IHC Merwede** will be among the leading exhibitors at **Europort 2013**. The maritime exhibition takes place on 5-8 November at Ahoy Rotterdam in The Netherlands to focus on all areas of the shipbuilding industry, and attracts more than 1,000 exhibitors and 30,000 visitors.

This year, IHC Merwede will take its place at stand 1314 to showcase innovative vessels, advanced equipment and life-cycle support for the dredging, mining and offshore markets. The theme of the exhibition is "Pioneers in marine technology" and IHC Merwede is embracing this concept to focus on the development of innovative technology that will help to preserve the planet. A number of impressive scale models will showcase the wide range of vessels engineered and manufactured by the company. In the offshore sector, the 550-tonne pipelaying vessel **SAPURA DIAMANTE** will take centre stage. This impressive ship is the first fully integrated product supplied by one company, with all of the key functional equipment being developed and built exclusively in-house by IHC Merwede. In addition, a custom-built diving support vessel specially designed to operate in tough conditions, the **SEVEN ATLANTIC**, will be shown.

The "Green route" at Europort 2013 features the complete and intelligent electrical systems offered by IHC Drives & Automation to acknowledge its position at the forefront of sustainable technology. In cooperation with specialists from within the entire IHC Merwede organisation, it has developed energy recuperation solutions that help to reduce operating costs and the carbon footprint of offshore vessels.



The **SAPURA DIAMANTE** – Photo : **Brian Rice – Subsea 7** ©

Other exhibits will show: IHC Motion Control's 3D model of an integrated Active Heave Compensation system (an example of the recent order from ZPMC) that will be designed, built and supplied as a reliable solution for the deep-water subsea installation of heavy modules in dynamic sea states; and IHC Sealing Solutions' SUPREME Atmos™, a

new zero-pollution seal that enables ships – with limited draught up to approximately five metres – to prevent oil from being emitted into the environment.

IHC Merwede will also display its first backhoe dredger, the **ALBERTO ALEMÁN ZUBIETA**. She has been designed and built using the latest technological developments for the expansion and maintenance of the Panama Canal.

Other featured dredging vessels will include: the **ATHENA**, one of world's most powerful self-propelled cutter suction dredgers, which has been designed specifically to optimise the efficiency of production; and the IHC Beaver® 65 DDSP, the latest in a long line of IHC Beaver® standard cutter suction dredgers that includes innovations and technologies to make it even more reliable, efficient and productive.

Visitors can learn about the complete dredging and dumping process by trying out IHC Merwede's excavator simulator. This covers the experience of cutting forces, the interaction between bucket and soil, and the influence of tide, current, waves and weather.

Furthermore, a range of dredging equipment developed by IHC Parts & Services will be displayed, including: the actual Lancelot® cutterhead, which guarantees a higher output in loose soil types and medium- to hard-packed sand; the BoneCrusher® suction/discharge hose with its innovatively shaped steel rings to enhance durability; and the company's most advanced developments in pumps, namely the Curve®, Jet-pump Special and Quazar® pump casing. Europort 2013 will once again feature a series of Advanced Technology Conferences, in which leading market players will present innovative showcases about advanced technology used to build the world's most sophisticated ships. IHC Offshore will be one of the major contributors as it makes three presentations: "Delivering the technology to Brazil" on 6 November at 10.45am; "New winch concept for deep-sea installation with fibre rope" on 7 November at 12.20pm; and "Integrated deep-sea diving solutions" on 8 November at 11.20am.

IHC Merwede will also be one of the main participants in the special one-day CEDA Dredging Forum titled, "Dredging in a Changing World". This premier technical event will consist of two sessions: "Working under exotic circumstances"; and "Large marine infrastructure projects and the EU Habitats Directive: lessons learned".

"Europort 2013 is an important event on IHC Merwede's calendar," says IHC Merwede's COO Bram Roelse. "Not only is the exhibition held close to our Dutch shipyards, but it also encompasses all of our business activities in the world of IHC Merwede. This year's pioneering theme highlights the importance of the technology innovator by demonstrating our vast experience and expertise as a global player in the dredging, mining and offshore markets."



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Two more cutting-edge ULSTEIN PSVs for Vroon Offshore Services

ULSTEIN has entered into an agreement with **COSCO (Guang Dong) Shipyard Co. Ltd, China**, on deliveries of ship design, power & control equipment and on-site follow-up services of two platform supply vessels of the **PX121** design. The vessels are ordered by **Vroon Offshore Services** of the Netherlands.

"These two vessels are part of the Vroon commitment to our business partners and will support us in meeting their service requirements in the best possible way. All at Vroon are excited to welcome these new vessels to our fleet in 2015," comments **Jan-Piet Baars**, Managing Director of **Vroon Offshore Services**.

"The PX121 is becoming increasingly attractive to oil companies as it offers a competitive combination of fuel-efficiency and cargo capacities/deadweight," explains Sigurd Viseth, Managing Director of Ulstein Design & Solutions. "This translates to a performance level that is usually expected from larger PSVs, but at a medium-sized PSV cost - delivering excellent value-for-money for the owner and operator. We're delighted that Vroon sees the compelling benefits of this vessel. We expect to see more newbuilds of the same design type in the years to come."

Earlier in 2013, Vroon committed to two of the same PX121 design and equipment deals, with an option for a further two. Today's agreement marks the declaration of that option.



Each of Vroon's four PSVs is scheduled for delivery in 2015 and intended for operation in European waters. Measuring 83.4 metres in length, with a beam of 18 metres, they boast a rectangular cargo deck of 830 square metres and a load capacity of 4,200 tonnes (dwt).

Thanks to flexible tank capacities, the PX121 is set up to support drilling activities with longer and deeper boreholes and activities further from shore. In addition to tanks for oil, water and drilling fluids, the vessel also has two stainless steel tanks for flammable liquids or corrosive chemicals. Each ship will be equipped with dynamic positioning system Class II and

meets the requirements of 'Clean Design', according to ABS class.

The PX121, which has a maximum speed of approximately 15 knots and modern accommodation for 23 people, also comes with the iconic ULSTEIN X-BOW®. The X-BOW offers efficiency over a wide draught range, which is important for PSVs as they often operate with varying loads. Furthermore, the X-BOW has unique, advantageous qualities in terms of motion and propulsion efficiency in moderate and heavy seas. Its innovative shape eliminates wave slamming and bow impact delivering better performance, while reducing noise and vibration, which in turn translates to enhanced crew comfort and safety levels.

ROUTE, PORTS & SERVICES

Navios Maritime Acquisition Corporation announces proposed private offering of \$600 million

Navios Maritime Acquisition Corporation announced today that the Company and Navios Acquisition Finance (US) Inc., its wholly owned finance subsidiary, intend to offer through a private placement, subject to market and other conditions, approximately \$600 million of first priority ship mortgage notes due 2021 (the "Notes"). The Notes will be offered and sold in the United States only to qualified institutional buyers pursuant to Rule 144A under the Securities

Act of 1933, as amended (the "Securities Act"), and in offshore transactions to non-United States persons in reliance on Regulation S under the Securities Act, the company said in its press release.

The Notes will be secured by first priority ship mortgages on 12 vessels aggregating approximately 2.6 million deadweight tons owned by certain subsidiary guarantors. On the issue date of the Notes, each of Navios Acquisition's direct and indirect subsidiaries is expected to guarantee the Notes.

The net proceeds of the offering will be used (i) to fund its current tender offer and consent solicitation for certain outstanding notes and pay related fees and expenses, (ii) to discharge and redeem any of such notes that are not purchased in the tender offer after all conditions to the tender offer are satisfied or waived, including the payment of any related fees and expenses and any redemption premium, (iii) to fund the repayment of outstanding borrowings under a term loan secured by two of the mortgaged vessels, which are expected to be repaid immediately prior to the closing of the offering using cash on hand, and (iv) if any remain, for general corporate purposes. The consummation of the offering of the Notes is conditioned upon customary closing conditions.

The Notes and related guarantees have not been registered under the Securities Act or the securities laws of any other jurisdiction and may not be offered or sold in the United States or to or for the benefit of U.S. persons unless so registered except pursuant to an exemption from, or in a transaction not subject to, the registration requirements of the Securities Act and applicable securities laws in other jurisdictions. **Source : PortNews**



The "**Simar Esperança**", formerly "**Seven Sisters**" at anchor in Pointe Noire bay **Photo : David macLeod ©**

TANJUNG PRIOK PORT: Pelindo II Relocates Ro-ro Ship Services

PT Pelabuhan Indonesia II will relocate berthing and loading and unloading services for 30 units of roll-on roll-off vessels serving domestic routes from the conventional dock to the car dock in the Port of Tanjung Priok.

General Manager of PT Pelabuhan Indonesia (Pelindo) II, or Indonesia Port Corporation (IPC), of Tanjung Priok Branch, Ari Henryanto, said that the relocation is to focus Tanjung Priok Port in serving ship berthing and container loading and unloading, as well as import and export breakbulk and also inter-island shipping activities.

According to him, the move is at the same time intended to increase productivity and the accommodating capacity of the busiest port in Indonesia. Ari stated that the focus on container and breakbulk services will begin in 2014.

"Service for Ro-ro [roll on roll off]-typed vessels on domestic routes will all be transferred to the car dock, which is currently managed by PT Indonesia Kendaraan Terminal (IKT). We also are preparing to relocate the passenger ship service activities to another location," he told Bisnis on Wednesday (23 October).

All this time, the activities of the 30 units of Ro-ro vessels that transport vehicles and domestic cargo are served in the conventional pier, with an average visit of 73 ship calls per month.

He noted that the productivity of loading and unloading of vehicles transported by domestic Ro-ro ships in the conventional pier could reach 13,353 units per month, or the equivalent of 160 236 units per year.

"We have talked to the management of IKT to divert the domestic Ro-ro ship activities to the IKT facility," he explained. Ari asserted that the transfer of Ro-ro ship activities from the conventional dock to IKT would erode the revenue of Pelindo II of Tanjung Priok Branch.

However, he affirmed that the condition is temporary only because, on the other hand, the capacity of the docks for ships to berth at Tanjung Priok and the capacity of its container yard are growing. "It does not matter that the revenue is eroded, IKT is, after all, also a subsidiary of IPC," he said.

He also stated that improvements to the capacity to serve ships and inter-island containers continue to be made in line with the target to enhance the productivity of domestic container loading and unloading.

He made a target that the domestic loading and unloading productivity will be able to match international container productivity. "In addition to international containers, the potential of domestic container flows every year in Priok is also quite large," he said.

RIGHT CHOICE

Head of Port Affairs of the Indonesian National Importers Association (GINSI), Erwin Taufan, assessed that Pelindo II's step to relocate the activities of Ro-ro ships from the conventional dock of Priok to IKT is quite right.

"It is quite appropriate for the relocation to be done because, often, the domestic Ro-ro activities cause congestion within the port," he said.

Erwin said further that the road access to the conventional dock at Tanjung Priok Port is very narrow and, as a result, many trucks carrying vehicles are lined to get in and out of the dock.

Earlier, President Director of PT Indonesia Kendaraan Terminal (IKT), Armen Amir, asserted that his company will handle domestic services starting early next year, along with the completion of the physical works of three docks and a 10.5ha container yard to accommodate cargo containing cars, spare parts and heavy equipment for inter-island shipping. Works on the three piers have taken a process of 10 months and now they are completed and they can be operated in the near future.

The three piers for domestic services comprise dock one with 304m in length and a pool depth of -12m low water spring (LWS), dock two along 148m with a depth of 12 LWS, as well as dock three with 40m and a depth of 7 LWS.

With the support of the dock facilities and the container yard, the capacity to serve domestic [cargo] in IKT can reach 453,600 car units. "We will market directly to the shipping companies and goods owners to make use of the inter-island service facilities in the IKT." (K1)

Container Freight Relocation Reminded

Logistics entrepreneurs have reminded the government to realize the programme for diverting containers from the road line to the sea line, in order to suppress logistics costs borne by businesses. Chairman of the Indonesian Logistics Association (ALI), Zaldy Masita, said that the implementation process of diverting (shifting) container freight from the road line to the sea tends to be not optimal yet, whereas this is to reduce [traffic] burden on the road, particularly on the north coast (pantura) route of Java. "Moreover, the shifting of container transport from the land to the sea has been incorporated in the National Logistics System [Sislognas], hence it should have been rolled out in late 2012, but until now it has yet to be realised," he said, Wednesday (23 October).

For the initial stage, he said, shipment of 40-foot containers should no longer use the pantura route, but instead they should be transported by ships.

He explained all the logistics business players are expected to be able to adjust themselves to the Sislognas, particularly in shifting container transport from the road line to using ships. Delivery of containers by road, he said, has become more inefficient along with the density of the route, hence impacting on the delivery time. This condition, he added, is triggering the swelling of logistics costs, with the fuel costs that have to be borne by the employers.

"Although the delivery time [by sea] is a little slower, it is more efficient than by land. Going forward, logistics costs through shipping will be cheaper and most importantly it will reduce the [traffic] burden on the north coast (pantura) road," he said.

He added that acceleration of the freight diversion programme from the road line to the sea is deemed timely to realise, especially with the pendulum nusantara [pendulum of the archipelago] programme.

The pendulum nusantara programme, which has until now continued to be questioned by a number of business associations, manifests an effort to link the major ports in the Home Land, by developing a maritime container transport pathway, involving the ports in Jakarta, Surabaya, Belawan [Medan], Batam, Makassar and Sorong.

Director General of Sea Transport of the Ministry of Transportation (Kemenhub), Bobby R. Mamahit, previously said that the government is still setting up basic infrastructure, including deepening the docks to make them comparable with each other and organizing vessel traffic management.

According to him, Kemenhub has also opened opportunities for the use of ships with 1,500 twenty foot equivalent units (TEUs) capacity from the ideal provisions of 3,000 TEUs in the pendulum cargo shipping as part of the improvement of the logistics system in the country. (Amri Nur Rahmat)

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The AHT **ASSO ZEJTI** moored in Valetta – Malta – Photo : Gaetano Spiteri ©

Unifeeder gears up in the Mediterranean with new services centered at Algeciras

The **MAERSK TANGIER** has been chartered by **Unifeeder** and will trade under **TANGIER** name. Unifeeder, the Denmark-based common feeder and shortsea operator that recently acquired the Mediterranean feeder carrier United Feeder Services, keeps expanding its presence in Southern Europe.

In September, Unifeeder had announced the launch of an Algeciras - Italy service. The loop was opened with the backing of Maersk Line which shut one of its own services in the trade and which opted for slots on the new Unifeeder loop instead. The new Unifeeder service was scheduled to launch with the following rotation: Algeciras, Vado Ligure, Livorno, Naples, Salerno, Marsaxlokk, Algeciras.

It now turns out that Unifeeder will in fact operate this service as an Algeciras-based butterfly loop with an Italy wing and a Portugal wing. Therefore, a third ship has been deployed to maintain weekly sailings on what is now a 21-day rotation. The extended loop now incorporates the aforementioned Italy coverage as well as calls at Lisbon and Leixoes.

The Portugal - Algeciras - Italy butterfly looks as follows:

Algeciras, Vado Ligure, Livorno, Naples, Salerno, Marsaxlokk, Algeciras, Lisbon, Leixoes, Algeciras.

Further to this, Unifeeder has launched another Algeciras-based butterfly which covers ports in Spain and in France. This weekly service also turns in 21 days with a fleet of three vessels.

While both loops rotate in three weeks with three ships, they differ in one main aspect: The Portugal and Italy service has two longer wings, whereas the Spain and France loop is a three winged butterfly with three consecutive sub-slings of somewhat shorter duration. The Algeciras-based Spain and France triple butterfly looks as follows:

Algeciras, Barcelona, Fos-sur-mer, Algeciras, Valencia, Algeciras, Vigo, Bilbao, Algeciras.

To staff these loops with vessels, Unifeeder has been quite active in the charter market and secured five ships of about 1,700 teu and one slightly smaller unit. **Source : Linervision**



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.... PHOTO OF THE DAY



The **ELISABETH** after leaving the IJmuiden locks outbound – **Photo : Ruud Coster ©**

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