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**The NORMAND CUTTER moored at Damen Shiprepair in Schiedam -
Photo : Maarten Versluijs (c)**

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EVENTS, INCIDENTS & OPERATIONS



The **ZHENHUA 23** -inbound from Shanghai- seen under the Forth Rail Bridge, loaded with parts for the to be built bridge Queensferry Crossing. **Photo : Hector Bernardo (c)**

Bermuda Shipping Registry Opens New Office in London

The **Bermuda Registry of Shipping** has officially launched a satellite office in London. The registry, which is officially known as the Department of Maritime Administration, is located at the Bermuda London Office. The current Bermuda fleet features ships across a wide spectrum, including large cruise ships, oil and gas tankers, and code vessels under the passenger and commercial yacht code. "Ultimately, the primary aim with the establishment of the DMA Satellite Office in London is to provide efficient and cost effective ship survey, certification and registration services to Ship owners and ship operators, in a timely manner," said Bermuda Tourism Minister Shawn Crockwell. "We will undertake and complete some of the registration functions through the new London Office to take advantage of time difference between UK, Europe and Bermuda. In this regards this Office will be able to accept registration and mortgage documentation for immediate registration, this is a value added service for which the shipping and financial community had been hoping for." Crockwell said that it was DMA's aim that, by having a team of surveyors based in

London, costs could be reduced substantially, “particularly for those ships operating in and around the UK and European waters.” The London team will also service Bermuda ships calling into Middle East, Indian Subcontinent, Far East and Australasia, Crockwell said, “providing surveyor availability at short notice.” **Source: Caribbean Journal**

Havila Shipping ASA: New contracts securing fourteen PSV vessel years firm with Mærsk Oil and Shell

Havila Shipping ASA has entered into new contracts with Mærsk Oil for the PSV vessels **HAVILA CLIPPER**, **HAVILA HEROY** and **HAVILA FANO**. For **HAVILA CLIPPER** a firm contract for three years commencing 1st June 2014 with one optional period of one year from 1st June 2017. For each of **HAVILA HEROY** and **HAVILA FANO** existing optional periods is firmed up and lengthened to five years in direct continuation of existing contracts. After the agreement Havila Herøy will be working for Mærsk Oil until December 2019, and **HAVILA FANO** until September 2020. Shell has declared first optional period of one year for the PSV vessel **HAVILA BORG** currently working in West Africa. **HAVILA BORG** will work for Shell until July 2015 with further 3 optional years. Commercial terms is based on existing contracts and for **HAVILA CLIPPER** based on market conditions. **Source: Havila Shipping ASA**

Thai fisherman rescued by Malaysian oil rig worker after seven-hour swim

A Thai fisherman was rescued by a Malaysian oil rig worker following a seven-hour swim after falling off a boat early on Saturday morning. The man fell into the water around 130 kilometres off the coast of Kuala Terengganu in northern Malaysia. The victim, identified as Tok Saphon Samechit, 32, is believed to have fallen overboard at about 4am while relieving himself over the side of the boat. The fisherman then swam for seven hours towards an oil rig after seeing the light in the distance. After arriving at the rig, he screamed for help before falling asleep due to fatigue. An oil rig worker found him in a weakened state at approximately 4.15pm on Saturday. The fisherman was taken ashore by the Malaysian coast guard and sent to a local hospital for treatment. **Source : Reuters - themalaymailonline.**

China military planes support illegal oil rig in Vietnam's waters

China has used military aircraft to support over 130 ships it deployed to guard oil rig **Haiyang Shiyou 981** that has been planted illegally in Vietnamese waters in the East Vietnam Sea since May 1, the Vietnam Coast Guard reported Monday.

Last Monday about 9:00 am, one of these military planes appeared in the sky above the Vietnamese vessels that were requesting that the drilling platform and its escort ships leave the Vietnamese waters, which is within Vietnam's exclusive economic zone and continental shelf. The aircraft, a JH-7 fighter jet, flew four rounds above the Vietnamese ships at an elevation of 700-1,000 meters. About 30 minutes later, the plane headed north and was soon out of sight.

At 11:30 am, Chinese military plane #B-3808 appeared and flew two rounds above Vietnam Coast Guard ship **#8003** at a lower height at 250 meters.

This Vietnamese ship had earlier been surrounded by the six Chinese vessels **#2112, 46101, 35101, 33102, 3411, and 33006**, which blocked its way when it got close to the area where the rig is located.



Whenever Vietnamese vessels moved in an area about six nautical miles from the rig and used loudspeakers to request that the platform and its escort ships leave the waters, the Chinese vessels immediately approached the local ships and fired their water cannons at them.



Particularly, Chinese **marine police ship #2506** kept getting close to **Vietnam Coast Guard boat #8001** at a distance of 1-2 nautical miles. By yesterday, the number of Chinese vessels dispatched to the waters amounted to 136, including four military

ships, according to a report from the Vietnam Fisheries Resources Surveillance Department. On May 6, during a phone call with Chinese State Councilor Yang Jiechi regarding the illegal operation of the oil rig, Vietnamese Deputy Prime Minister Pham Binh Minh demanded that China move the drilling rig and escort vessels out of the area immediately and hold talks to resolve differences surrounding the issue. As the Chinese rig and its escort ships remain in Vietnamese waters, Deputy PM Pham Binh Minh made a phone call to Chinese Minister of Foreign Affairs Wang Yi on May 15, requesting that Chinese authorities respond to Vietnam's demand that Beijing withdraw its rig from the sea area. Last Saturday, May 17, during his separate phone talks with the foreign ministers of Russia, Indonesia, and Singapore, Deputy Prime Minister and Minister of Foreign Affairs Pham Binh Minh said Vietnam resolutely requests that China remove its oil rig from Vietnamese waters immediately.



The Bureau Veritas Marine & Offshore Business Review 2013-14 is now available.

Click on the link http://www.bureauveritas.com/wps/wcm/connect/bv_com/group/home/news/corporate-news/marine-offshore-business-review?presentationtemplate=bv_master_v2/news_full_story_presentation_v2 to read about BV's experience across every sector of shipping and offshore over the past year. The review gives you a picture of the clients, the contracts and the services delivered globally, divided up by sector. It's a picture of leadership and growth and well worth a read.

HEEREMA BUILT HEJRE LAUNCH JACKET SETS SAIL



At [Heerema Vlissingen](#), one of the fabrication facilities of [Heerema Fabrication Group \(HFG\)](#), the 8,500 t DONG Hejre launch jacket for client Technip, sailed to its offshore location in the Danish sector of the North Sea. The contract comprises the procurement and construction of a jacket, pre-drilling wellhead deck and piles. The Vlissingen yard started fabrication of the launch jacket in January 2013. The 8-leg launch jacket measures 60 x 35 x 85 m, including two buoyancy tanks of 400 t each installed on both sides to keep the jacket floating after launch. The predrilling wellhead deck has a weight of 900 t and measures 40 x 12 x 10 m.



The jacket was successfully skidded onto the [Heerema barge H-627](#) on 22 April, followed by the 900t wellhead deck on 6 May, whereafter the seafastening operation started. the barge loaded with the jacket and wellhead deck has set sail to its final offshore destination for installation by sister division [Heerema Marine Contractors](#). Hereafter drilling will commence followed by the topsides installation in 2015. [Koos-Jan van Brouwershaven](#), CEO of [Heerema Fabrication Group](#), comments: "The launch jacket of Heerema Vlissingen has been successfully delivered as a result of the good cooperation and mutual focus on achieving mechanical completion of the jacket between DONG, Technip, Heerema Marine Contractors and [Heerema Fabrication Group](#)." The Hejre oil & gas development is located on the Danish North Sea in 70 meter

water depth. It is expected that the platform will be operational in 2015. The Hejre development is an interest of 60% DONG and 40% Bayerngas. **Photo's : Hans van der Linden - www.aerolin.nl ©AerolinPhotoBV**

Carlotta Offshore orders another PSV at Vard

Vard Holdings Limited has secured another contract for the design and construction of a PSV for Carlotta Offshore Ltd.

The vessel is a multifunctional PSV of Vard 1 08 design with a total length of 81m, beam of 18m and a cargo deck area of 830m². The vessel will be prepared for standby, rescue, firefighting and oil recovery operations. Delivery is scheduled from Vard Vung Tau in Vietnam in the third quarter of 2015. With this newbuilding, Vard now has three vessels under construction for Carlotta Offshore. **Source : Offshore Shipping Online**

AHT Uranus towing Transocean's SEDNETH 701



After finishing the towage of the **SEDCO 702**, as previously reported in the Shippingnewsclipping edition dated 15th March, the AHT **URANUS** owned and managed by the German Company **Harms Bergung Transport und Heavylift GmbH & Co. KG**, was again nominated for a operation of Transocean. With an average speed of 5.5 knots the **URANUS** towed the **SEDNETH 701** from Offshore Nigeria to Point Noir, using just two of their four main engines. The HFO Burner with an impressive Bollard Pull of 298t delivered the Semisub on the 15th of April and proceeded directly to its next job towards Cameroon. The Uranus picked up the Semisub Ocean Confidence, owned and managed by **Diamond Offshore**, a leading international provider of offshore contract drilling services with a current fleet of 45 rigs. The **Uranus** will deliver the **OCEAN CONFIDENCE** end May in Las Palmas. The company **Harms Bergung** is based in Hamburg, Germany and is operating a fleet of eight Anchor Handling Tugs worldwide. The fleet of Anchor Handling Tugs ranging from 100-tbp to 300-tbp with DP2, are purposely built for Long Distance Towage, Subsea Installation, Anchor Handling, Pipelay Barge Support, Salvage Operations and Accommodation Vessel



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Rolls-Royce to support Mercy Ships

Rolls-Royce is to support **Mercy Ships**, an international charity with the mission to increase global access to healthcare. Rolls-Royce will provide a comprehensive service offering for the equipment aboard the **AFRICA MERCY**, as well as access to world-class Rolls-Royce training facilities and direct financial support. **Mercy Ships** brings free, quality medical care to the poorest nations of the world using the **AFRICA MERCY**, a converted ferry. The largest non-governmental hospital ship in the world, her features include five operating rooms and 82 patient beds with an

annual capacity of approximately 7,000 surgical procedures. This partnership with Rolls-Royce will help to ensure the continued, uninterrupted operation of **AFRICA MERCY**

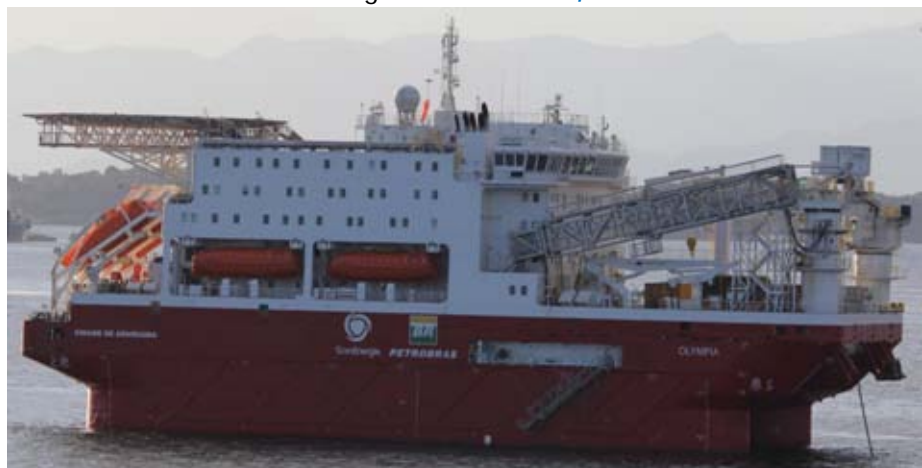
Andy Marsh, Rolls-Royce, President of Marine Services, said: "Rolls-Royce is honored and excited to support the mission of Mercy Ships and see this partnership as an opportunity for Rolls-Royce to use our marine equipment expertise and dedicated people to enhance the tremendous work **Mercy Ships** performs in caring for the underprivileged around the globe." Russ Holmes, Mercy Ships Director of Corporate Relations, said: "Partnering with **Rolls-Royce** provides us the opportunity to keep our hospital ship, **AFRICA MERCY** maintained to the highest standard so that we can continue providing healthcare to the poorest of the poor. It also gives **Rolls-Royce** employees the chance to be a part of what we do. We are so thankful for their support." **Source : MarineLog**

7 MORE CSS MK 1 SLATED FOR CONSTRUCTION

MAC's prestigious **CSS Project (Compact Semi Sub)** moves forward with another milestone taking place on 16th May. The photo left show the newly painted hull of **CSS Venus** ready for undocking. While the partially assembled **CSS Themis** prepares to move forward in the production line, (below) and make way for **CSS No 4** to commence keel laying and block assembly in the same dry-dock.



As of date there are **7 CSS Mk I** slated for construction. The first the **OLYMPIA** is already working offshore Brazil, and two further units will deliver later this year. Meanwhile MAC continues work with **STX Vancouver** for the design of **CSS Mk II**, which will have the



added ability of more beds and larger crane capacity, while maintaining the overall goal of cost effective stability. **Photo's OLYMPIA - Capt Jan Plug - Master Seven Waves (c)**

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The **SVITZER LONDON** passing Schiedam - Photo : Jan Simons (c)

Braemar to buy shipbroker peer ACM as sector M&A heats up

By Jonathan Saul

Braemar Shipping Services will buy fellow British shipbroker **ACM Shipping Group** in the latest industry shake-up as players look to grow after years of freight market turmoil. In the biggest deal to date, Braemar, whose businesses include ship broking, said on Tuesday it had agreed to acquire the entire share capital of ACM.

"What this transaction is about is growing our shipbroking presence collectively," said Braemar chief executive James Kidwell. Ship owners ordered large numbers of vessels between 2007 and 2009 just as the global economy sank into crisis, plunging the sector into one of its worst ever downturns. Prospects have brightened in recent months, with a

pickup in global trade helping to absorb the ship glut. As sector conditions improve, many ship brokers view bigger scale operations with global teams as the best way to position themselves ahead of a full market recovery.

"It appears we are past the worst of the cycle. It is certainly not a convincing recovery and ship brokers are looking for ways to continue earnings growth," said Liberum analyst Gerald Khoo. ACM's executive chairman Johnny Plumbe added: "We think the synergies between the two companies will make something that is going to be very valuable in the market place." The deal, which is subject to shareholder and regulatory approval expected by the end of July, is a combination of shares and cash which values ACM at around 55 million pounds (\$92.55 million). Braemar stakeholders will own 72 percent while ACM's investors will end up with 28 percent of the share capital.

"It is about moving them a step ahead of the smaller brokers," Liberum's Khoo said. "That would be a clear part of the strategic rationale." The new group's market capitalisation will be under 200 million pounds, compared with leading shipbroker Clarkson at 500 million pounds. "It's a good move. Increasingly, you have to have scale to compete globally with the likes of Clarksons and this is bringing together two companies who have considerable strengths. Together it should be a very powerful unit with a global presence," an Asia based shipping industry insider said.

ACM said in February it had rejected an approach by private Norwegian broker **RS Platou** as that proposal did not "reflect full shareholder value". In December privately held shipbroker SSY said its U.S. unit would merge with the U.S. office of transportation group Lalemant USA as part of diversification efforts. Broker **ICAP Shipping** said in 2012 it had acquired Singapore's **Island Shipbrokers** and India's **CTI Shipbrokers** eyeing growth in Asia. "Consolidation sometimes is absolutely the right thing to do," ACM's Plumbe said. "I suspect there will be some further consolidation within the ship broking industry - it is always the case, it evolves." **Source : Reuters (Additional reporting by Keith Wallis in Singapore, editing by David Evans)**

Skegness RNLI lifeboat in rescue drama



Skegness' RNLI lifeboats were both in action on Saturday as warm weather arrived on the Lincolnshire coast. The all-weather lifeboat **LINCOLNSHIRE POACHER** was first to be called at 10.45am when a small fishing boat with two people on board broke down near Skegness. Initial reports indicated the location of the boat, **Jessica**, to be 20 miles east of the town, off the north Norfolk coast. After an extensive search of the area in flat calm seas, the **Jessica** was located by another vessel closer to The Wash, around six miles south-east of Skegness.

Having already clocked three hours at sea, the volunteer crew on board **LINCOLNSHIRE POACHER** quickly attached a tow rope to the **Jessica** and began the slow journey north towards Grimsby. At 5pm, Humber's RNLI lifeboat met the Skegness lifeboat and **Jessica** off Donna Nook to take over the tow into Grimsby. Speaking after the call out, Skegness lifeboat coxswain Ray Chapman said: "Despite it taking a couple of hours to locate the boat, this was a very straightforward shout for us and the conditions at sea could not have been better." The lifeboat and crew arrived back at Skegness beach just before 6pm. The Skegness inshore lifeboat, Peterborough **Beer Festival IV**, was also called out on Saturday morning following a report of an inflatable dinghy blowing off Skegness Central Beach. The lifeboat launched at 11.55am and after a brief search of the area determined the dinghy and her occupants had made it safely back to the beach unaided. **Source : Skegness Standard**

Sea Transportation: Fighting Piracy Pays Off

The sharp reduction in pirate activity off the Somali coast since 2010 has cut the annual cost (for anti-piracy measures) to shipping companies in half (to about \$3 billion). That is a huge relief to the shipping companies, the sailors on those ships and the people of East Africa who saw imports get a bit more expensive to pay for the increased security costs. This is all a big change from just a few years ago. In 2010 pirate activity had reached levels of activity not seen in over a century. But over the next three years the problem was fixed. By 2013 attacks on ships by Somali pirates had declined 95 percent from the 2010 peak and the activity is going lower in 2014. It's been over two years since the Somali pirates captured a large commercial ship, and even smaller fishing ships and dhows (small local cargo ships of traditional construction) are harder for them to grab. There are still at least fifty sailors held captive by the pirates, most for over three years because there is no one willing to pay a ransom.

The rapid collapse of the Somali pirates since 2010 was no accident. It was all a matter of organization, international cooperation and innovation. It all began back in 2009 when 80 seafaring nations formed (with the help of a UN resolution) the Contact Group on Piracy off the Coast of Somalia. The most visible aspect of the Contact Group was the organization of an anti-piracy patrol off the Somali coast. This came to consist of over two dozen warships and several dozen manned and unmanned aircraft, as well as support from space satellites and major intelligence and police agencies. Back in 2010 the Somali pirates got most of the publicity but they only carried out 44 percent of the attacks. What was newsworthy was that the Somalis accounted for 90 percent of the hijackings, and some 80 percent of the piracy was in and around the Indian Ocean. Some 44 percent of all attacks involved the pirates boarding the ships, while during 18 percent of attacks the pirates just fired on ships, without getting aboard. There are still pirates out there, but there are more into robbery than kidnapping.

Piracy hit a trough from the late nineteenth century into the later twentieth. That was because the Great Powers had pretty much divided up the whole planet, and policed it. The pirates had no place to hide. Piracy began to revive in a modest way beginning in the 1970s, with the collapse of many post-colonial regimes. Note that what constitutes an act of piracy is often not clearly defined. What most people agree on is that piracy is non-state sanctioned use of force at sea or from the sea. This could include intercepting a speedboat to rob the passengers, but that's usually just thought of as armed robbery. And something like the seizure of the Achille Lauro in 1985 is considered terrorism, rather than piracy. In the past, some marginal states have sanctioned piratical operations, like the Barbary States, but that sort of thing has largely disappeared. The international effort to suppress Somali piracy halted and reversed the increased piracy off the coast. But while there have been far fewer attacks off Somalia there has been a big jump in attacks in the Straits of Malacca (sevenfold increase since 2009) and off Nigeria (a similar increase). The big difference is that only off Somalia could ships and crews be taken and held for ransom for long periods. Everywhere else the pirates were usually only interested in robbing the crew and stealing anything portable that they could get into their small boats. Off the Nigerian coast pirates sometimes take some ship officers with them to hold for ransom or force the crew to move small tankers to remote locations where most of the cargo (of oil) can be transferred to another ship and sold on the black market. Pirates usually function on the margins of society, trying to get a cut of the good life in situations where there aren't many options. This is usually in areas where state control is weakest or absent, in failing and "flailing" states. A flailing state is something like Nigeria, Indonesia, or the Philippines, where the government is managing to keep things together but is faced with serious problems with areas that are sometimes out of control. In a failed state like, where there isn't a government at all, pirates can do whatever they want. The solution to piracy is essentially on land; go into uncontrolled areas and institute governance. This has been the best approach since the Romans eliminated piracy in the Mediterranean over 2,000 years ago. Trying to tackle piracy on the maritime end can reduce the incidence of piracy, but can't eliminate it because the pirates still have a safe base on land. In the modern world the "land" solution often can't be implemented. Who wants to put enough troops into Somalia to eliminate piracy? And flailing states are likely to be very sensitive about their sovereignty if you offer to help them control marginal areas. [Source : strategypage](#)

Cruise ship's 1,200 passengers to visit Provincetown Friday

The **Holland America Line** "ms **MAASDAM**" cruise ship will arrive Friday in Provincetown Harbor bringing about 1,200 people to town for the day, according to the police. The ship's arrival is part of a seven-day Olivia Travel cruise from Montreal to Boston. Passengers from the vessel will be shuttled from 8 a.m. to 11 p.m. by motor launch to the town's MacMillan Pier. The vessel is 720 feet in length. The last cruise ship of similar size to anchor in the harbor was in July 2005, Harbormaster Rex McKinsey said today. The town received approval in April from the U.S. Coast Guard for a security plan for MacMillan Pier that will help attract more and larger cruise vessels to the harbor, McKinsey added. **Source : Cape Cod Times**

HERMOD DEPARTED FROM ROTTERDAM



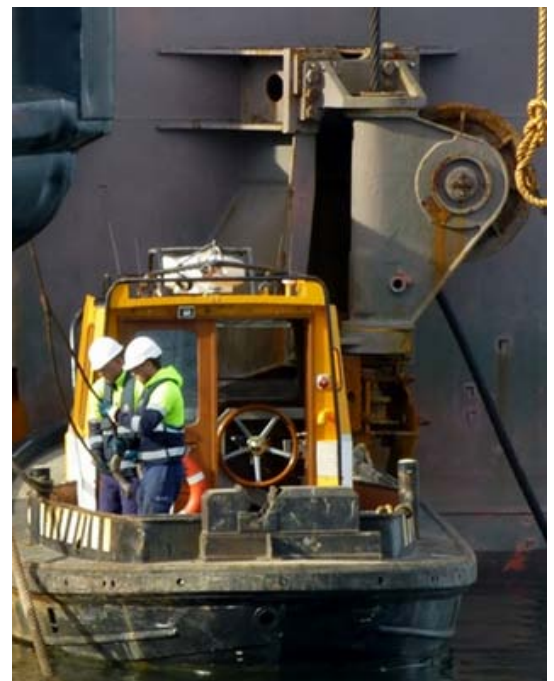
HERMOD departed from Rotterdam Caland canal bound for the **Hejre** oil & gas development location which is on the Danish North Sea in 70 meter water depth, **SSCV Hermod** is a semi-submersible crane vessel operated by



Heerema Marine Contractors the Semi submersible crane vessel (SSCV) **Hermod** was constructed in 1979 by Mitsui Engineering & Shipbuilding Co., Ltd.. **Hermod** and sister vessel, **Balder** were the world's first semi-submersible crane vessels. In the early 1980s these vessels set several lift records while operating in the North Sea The hull consists of two

floaters with three columns each. The transit draught of 12 meters is normally ballasted down to 25 meters for lifting operations, with the floaters (with a draught of 12 meters) are well-submerged, reducing the effect of waves and swell.

Propulsion is by two controllable pitch propellers and two forward, retractable, controllable pitch thruster. The helicopter deck will sustain a Sikorsky 61-N. Up to 336 people can be supported in the air conditioned living quarters. The **Hermod** has two cranes at the stern. Originally the starboard-side crane was rated at 3000 short ton and the port-side at



2000 short ton. In 1984, the lifting capacities were upgraded to 5000 and 4000 short ton respectively. The main hoist can lift 92 m above the work deck. The auxiliary hoists can lower to a depth of 3,000 m below the work deck. A tandem lift using the main hoists can lift 9,000 short ton at 39 m radius. **Photo's : Jan Oosterboer (c)**



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South Korean Ships Are Firing On North Korean Vessels Near The DMZ



A South Korean naval ship fired warning shots Tuesday after three North Korean patrol boats crossed over the disputed maritime border in the Yellow Sea, military officials said.

The North Korean boats, which normally serve to keep fishing boats on the right side of the boundary, crossed into South Korean waters at 0700 GMT, the South's joint chiefs of staff said. The incursion prompted a South Korean naval ship to fire 10 warning rounds, after which the North Korean vessels retreated to the North side of the border, it said.

Yonhap news agency said the North Korean boats might have been chasing some Chinese boats fishing illegally in the area. It is not uncommon for North Korean patrol boats and fishing boats to cross the unmarked sea border into the South. Two North Korean patrol boats violated the sea border last month, just before US President Barack Obama arrived in Seoul for a two-day visit. The North does not officially recognise the Yellow Sea boundary, the scene of brief but bloody naval clashes in 1999, 2002 and 2009. The Korean conflict ended in an armistice instead of a peace treaty and technically the two Koreas are still at war. In March, North Korea fired hundreds of shells in a live exercise near the sea boundary. About 100 shells dropped into South Korean territorial waters, and South Korea responded with volleys of shells into North Korean waters. **Source: AP/Business Insider**

ADPC transfers fleet to UAE classification society TASNEEF

Abu Dhabi Ports Company (ADPC) has transferred its fleet of tug boats to the UAE's classification society **TASNEEF**. The young classification society, established in 2012, will regularly survey ADPC Marine Services' tugs for a period of five years under the terms of a contract signed. "We are keen to support TASNEEF and are confident that the company will provide the services and expertise that we need to a very high standard," commented Hamad Al Maghrabi, general

manager of ADPC Marine Services. "TASNEEF is like ADPC, a local and yet ambitious customer focused company meeting international standards and we are delighted to be its first UAE maritime customer", he added. ADPC also stated that under its planned fleet expansion, new tugs will be registered to the UEA-based classification society if and when appropriate. Rashed Al Hebsi, TASNEEF ceo, saw the deal as an opportunity to build the UAE's maritime expertise: "We are very proud and appreciative for the valuable trust that was given to ADPC by classifying its fleet by the national body. This will contribute to the refinement of national experiences and will open the gate for international cooperation. "We wish for other national companies to follow the same step as ADPC, by registering and classifying their ships in the UAE. Doing that will enhance the capability of UAE fleets and will be of its benefit in the international forums and organizations." source : [Seatrade-Global](#)

Sailings cut for troubled ferry

Troubled replacement Interislander ferry the [Stena Alega](#) will have its sailings cut to one a day from Today (Thursday). Interislander operator KiwiRail said, as it was a quiet time of year for passengers, some of the masters who sail the ferry would be rostered off as they had deferred leave in the last few months. The [Stena Alega](#), itself a replacement for the damaged [Aratere](#), suffered a broken propeller and was out of action for six days earlier this month. There would be two round trips to one a day from Thursday through to Wednesday next week, May 28.

Source : [Nelson Mail](#)



The [Damen](#) built new tug for Iskes tugs in IJmuiden named [MERCURIUS](#) passing the Oude maas
Photo : [Ben Brussel](#) (c)

Coxswain Of Howth RNLI Retires



After 39 years of tireless dedication to Howth RNLI, 27 years as lifeboat coxswain, [Robert Duffy](#) has retired. Thanks to his bravery and determination, he helped to save hundreds of lives at sea during his time as a volunteer crew member. A native of Howth, Robert, as a child, used to scamper to the top of the pier with his friends to watch as the lifeboat was launched and sped out of Howth harbour to rescue mariners in distress. When he was old enough, he joined his brothers George, Jim and Michael on the lifeboat crew. His skills and expertise as a seafarer were invaluable in his role as coxswain; he was looked up to and respected by all the crew.

"Robert was an extremely skilled coxswain and gave remarkable service to Howth Lifeboat for almost forty years. He deserves a long and healthy retirement from the lifeboat service," said [Rupert Jeffares](#) the Lifeboat Operations Manager with Howth RNLI. [Russell Rafter](#), Chairman Howth RNLI commented, 'On behalf of everyone at Howth RNLI, I'd like to acknowledge the selfless dedication and personal sacrifices

made by [Robert Duffy](#) during his time as a crew member with the lifeboat in Howth. Many people owe their lives to him. He will be sorely missed and we wish him and his wife, Margaret all the best for the future.' [Fred Connolly](#), a crew member of long standing will be taking over as Howth RNLI's new coxswain. Source : [North County Leader](#)



Fred. Olsens **BRAEMAR** departing Harwich Photo : Andrew Moors - Harwich lifeboat. (c)

Adani now sets sights on top spot in dredging

After becoming India's largest private port operator, the Adani Group wants to be the country's top dredging company as well. The group's fleet of 16 dredgers that are used to deepen and maintain shipping channels in harbours will soon be operated by Adani Ports and Special Economic Zone Ltd (APSEZ), Vinod George, chief operating officer, dredging, Adani Group, said in an interview. The ships are currently manned and operated by an in-house team under the banner of PMC Projects (India) Pvt. Ltd.

State-run Dredging Corp. of India Ltd, the country's biggest dredging contractor, also owns 16 vessels. Adani's dredgers have so far been used for work at its own ports, but it has started taking up outside work. Adani's fleet of 12 cutter suction dredgers—used to deepen port channels—is the largest for an Indian company. In comparison, Dredging Corp. has 12 trailing suction hopper dredgers, which are used to maintain channels at the prevailing depth. The government-owned firm also runs three cutter suction dredgers, while Adani has one trailing suction hopper dredger.

The Gautam Adani-owned group entered dredging in 2005 to save money on deepening channels at its own ports. "It saves a lot of money by going in-house," George said. Adani now plans to expand its dredging fleet. "We will buy some more trailing suction hopper dredgers to take on maintenance dredging activity at our own ports," George said. APSEZ runs ports at Mundra, Dahej and Hazira, and is developing cargo terminals at Visakhapatnam, Mormugao, Kandla and Ennore ports. Last week, it bought Dhamra port in Odisha. Mundra in Gujarat is India's biggest goods port and the only one to load more than 100 million tonnes a year. The Adani Group said it has enough internal work to sustain its dredging fleet. "But, whenever spare capacity is available and opportunity arises, we will take up outside work," George said. The group has executed dredging contracts for Gangavaram port and for other customers such as Tata Power Ltd and Gujarat Power Ltd. India's ports accumulate silt quickly and require maintenance dredging throughout the year to allow shipping. The shipping ministry plans to increase the depth at its 12 ports to 14 metres by 2017 to help larger ships to dock. India's dredging market is estimated to be worth about Rs.10,000 crore over the next five years, according to the ministry. Globally, the dredging market is dominated by firms such as **Dredging International NV**, **Van Oord Dredging** and **Marine Contracting Co. NV**, **Jan De Nul NV** and **Royal Boskalis Westminster NV**. In India, the market was dominated by Dredging Corp. for long until Mercator Ltd, the Essar Group, Marg Ltd, Navayuga Group and Adani Group entered the sector. All of them bought dredgers for their own use. India needs more local dredging companies to stem the flow of foreign exchange paid to overseas dredging contractors for work done in India, according to an executive at a Mumbai-based marine engineering consultancy firm. He spoke on condition of anonymity. Jawaharlal Nehru port, India's busiest container gateway, paid Rs.1,219.8 crore in foreign exchange last year to Dutch dredging contractor Royal Boskalis Westminster NV for deepening its channel to

14 metres. "This is a loss of foreign exchange," said the executive. "We don't have the capability to undertake large dredging contracts." Adani's dredgers are registered in India because coastal trade including dredging favours vessels flying the Indian flag. "Dredging has substantial scope for development as several smaller ports are coming up along the coast," George said. "Besides, the Union government's policies to boost coastal shipping and inland water transport are expected to drive demand for dredging." **Source : LiveMint**



The **TORM MARY** assisted by the Iskes tugs **SATURNUS** and **HERCULES** approaching the IJmuiden locks
Photo : Peter Maanders - Iskes tugs (c)



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Hercules Offshore Announces Five Year Drilling Contract for Newbuild Jackup Rig with Maersk Oil

Hercules Offshore, Inc. announced that it has signed a five year drilling contract with **Maersk Oil North Sea UK Limited** for a newbuild jackup rig to be owned and operated by Hercules Offshore. Total contract value is approximately \$420 million, which includes approximately \$9 million of mobilization fees. Contract commencement is expected in mid-2016. Hercules Offshore has also signed a rig construction contract with Jurong Shipyard Pte Ltd ("JSL") in Singapore. The rig is based on the Friede & Goldman JU-2000E design, with enhancements that will provide for greater load-bearing capabilities and operational flexibility. These enhancements are based on collaborative efforts between Maersk Oil, JSL and Hercules Offshore. In addition, this High Specification, Harsh Environment (HSHE) rig will feature a 400 foot water depth rating, 30,000 foot drilling capacity, two million pounds of static hook load, 75 foot cantilever reach, off-line pipe handling capability, 15,000 psi blowout preventer systems, high pressure/high temperature rating and accommodations capacity for up to 150 personnel. The shipyard cost of the rig is estimated at approximately \$236 million. Including project management, spares, commissioning and other costs, total delivery cost is estimated at approximately \$270 million. Hercules Offshore initially pays 10% of the shipyard cost, or approximately \$24 million to JSL, followed by a second 10% payment one year after the initial payment. The final 80% of the shipyard payment is due upon delivery of the rig, estimated in April 2016. John T. Rynd, Chief Executive Officer and President of Hercules Offshore stated, "The contract with Maersk Oil is a great achievement for our organization and marks another significant milestone in the development of our Company. Strategically, this opportunity further demonstrates our worldwide capabilities and expands our operational footprint to the North Sea with a leading operator in the region. The rig will operate in the Central North Sea to develop Maersk Oil's high profile Culzean Field. The decision by Maersk Oil to contract a newbuild rig with specific enhancements was driven by the unique challenges to develop this field. Given these enhancements, we expect demand for this rig in the North Sea to extend well beyond the initial five year fixed contract term, with two (2) one-year unpriced options. "This investment is also consistent

with our commitment to renew our rig fleet with high specification assets that are expected to garner strong long term demand. We have structured the investment to balance between maximizing returns and minimizing investment risk. Cash on hand will be used to fund the initial shipyard payments and we plan to secure project financing to fund the remaining payment as the rig nears delivery." [Source : Marketwatch](#)

Petrobras steps up maintenance program on fields offshore Brazil

Petrobras has three new maintenance and safety units in operation in the Campos basin offshore Brazil.

Cidade São João da Barra, **Cidade de Cabo Frio** and **Cidade de Araruama** are connected respectively to the PNA-1 production platform on the Namorado field, the PCH-2 platform on the Cherne field, and the PGP-1 platform on the Garoupa field. Under the company's PROEF (Operational Efficiency Improvement Program) it is taking various steps to safeguard the integrity of offshore production installations, such as replacing metal pipes and structures, cleaning and repairing tanks, and painting platforms. This should allow the facilities to continue producing oil and gas safely for years beyond their original planned lifespan and make the most of the reservoirs' potential, Petrobras says. The new maintenance and safety units have been chartered for four years, and will conduct campaigns ranging in length from two to eight months. They are equipped with mechanical and electrical workshops, cranes, storage, areas for painting and maintenance of components and equipment, and accommodation. [Source : Offshore](#)

OVERSIZED CARGO



The Chinese heavy lift vessel **ZHEN HUA 25** is pictured left sailing into the Bay of Gibraltar to deliver four new container cranes to the APM Terminal in the port of Algeciras. The cranes are the largest in the world and are designed to service Maersk Line's Triple E-class ship, which can carry up to 18,000 20-foot containers. Algeciras is one of the few ports in the world able to accommodate the behemoth vessels and APM Terminals is investing \$57m to equip its facility there with eight cranes to handle them. The investment will consolidate the Spanish port's role as a key transshipment hub on mainline routes between Asia and Europe. The Zhen Hua 25 left the port of Shanghai with its

large and heavy structure on board some 50 days ago. [Pic by Columbia107](#) [Source : Gibraltar Chronicle](#)

Eurotunnel ferry ban stands

CHANNEL Tunnel operator **Eurotunnel** has failed in its appeal against a Competition Commission ruling barring it from operating the **MyFerryLink** service from Dover. In its provisional ruling, the Competition and Markets Authority ordered Eurotunnel to halt services in six months, banned it from operating a ferry service from Dover for two years

and banned it from using the ferries **BELIOZ** and **RODIN** on this route for the next 10 years.

[Photo : Dave Medgett \(c\)](#)

Despite an improvement in the cross-Channel market, the CMA upheld an earlier CC decision saying Eurotunnel had a monopoly position and should be banned. The company had bought former SeaFrance ferries in 2012 and worked with a workers' cooperative of former SeaFrance staff to set up the MyFerryLink service on the Dover-Calais route.



Last year the Competition Commission said Eurotunnel would have a monopoly on the cross-Channel route as the new service brought its market share to more than half – and this could lead to one of the other ferry operators closing, meaning job losses and higher fares. At least two of the other ferry firms are making losses and, with ferries as well as its Channel Tunnel business, Eurotunnel would increase its market share to over half, which was likely to lead to the failure of a rival and, in turn, to higher prices. In a CMA statement, Alasdair Smith, of the Eurotunnel Remittal Group, said: “MyFerryLink is making losses and being funded by Eurotunnel. This is causing the current level of competition on the Dover–Calais route to be unsustainable and is likely to lead to the exit of a competitor. “The interest of cross-Channel customers, both passengers and freight, will not be well served if Eurotunnel ends up as one of only two ferry operators in addition to owning the competing rail link. “It’s much better to have three competing cross-Channel operators – Eurotunnel running the rail link and two independent operators on the ferry route. “We have looked again at our proposed solution of banning Eurotunnel from operating ferries from Dover.

We don’t think any of the alternatives proposed to us will restore effective competition on the Channel. A six-month notice period before the ban comes into effect will minimise disruption and uncertainty for ferry customers.” He said it will publish its final decision next month after getting responses from the groups involved. French Transport Minister Frédéric Cuvillier said he would speak to European and British ministers about the situation and support MyFerryLink in a new appeal to defend both French and British jobs.

Source : [connexionfrance](#)

Sewol owner fails to appear for court hearing

The de facto owner of a sunken ferry failed to appear at a court hearing Tuesday, prompting prosecutors to mull forcibly entering a church retreat to detain the mysterious millionaire. Yoo Byung-eun -- an entrepreneur, artist, ex-

convict and religious figure -- is believed to own [Chonghaejin Marine Co.](#), which operated the ferry Sewol that sank off the southwest coast last month, leaving more than 300 people dead or missing. Yoo was earlier notified to show up at the hearing held at the Incheon District Court in the western port city of Incheon that is to decide whether to issue an arrest warrant for him.

Prosecutors held an emergency



meeting to discuss ways to enter the retreat in Anseong, south of Seoul, where the owner is suspected to be hiding, according to sources at the prosecution office. Dozens of worshippers belonging to the Evangelical Baptist Church, in which Yoo remains an influential founding member, built a blockade in front of the retreat, arguing that the ongoing investigation is a religious persecution. The prosecution suspects that corruption by Yoo, who is suspected to be controlling Chonghaejin Marine through two of his sons who own stakes in the firm through various subsidiaries, resulted in lax safety practices, such as cargo overloading, and caused the April 16 sinking.

Yoo is facing a host of corruption charges, including embezzlement, dereliction of duty, tax evasion and bribery, according to the prosecutors. Prosecutors have tried to determine whether the family illegally used the ferry operator and other businesses to accumulate a fortune, but the family members have ignored their summonses. The prosecution has already put Yoo’s eldest son, Dae-kyun, on the most-wanted list for continuously disobeying the summonses. Prosecutors have also sought arrest warrants for Yoo’s second son, Hyuk-ki, and eldest daughter, Som-na, both currently staying abroad, as they have also repeatedly refused to respond to the prosecution summonses.

Source : [Yonhap News Agency](#)



Australian miners aim to avert iron ore port strike

Teekay Shipping took part in Australian government-sponsored mediation talks on Tuesday to avert industrial action by tugboat operators that could halt a quarter of global seaborne iron ore exports. There were no immediate comments on any outcome from the talks. BHP Billiton has previously warned that a strike by tugboat operators at Port Hedland on the Indian Ocean could cost up to \$100 million in lost revenue each day. Deckhands, engineers and masters of the tugboats that guide vessels in and out of the port are pressing operator Teekay Shipping for more pay and leave.

Deckhands, represented by the Maritime Union of Australia, last week approved plans to strike for one, two or seven days but have yet to decide whether to stop work. Any strike by them would have to take place by June 11. Teekay and the union had mediation talks on Tuesday held by Australia's industrial tribunal, the Fair Work Commission. A second round is due to take place in June. If there is no resolution, one way the government could halt a strike by arguing the action would hurt Australia's economy.

Teekay could look at replacing deckhands with non-union workers, but people familiar with the issue said a lack of trained replacements would rule that out. "We want to ensure the dispute does not impact our day-to-day operations and we are reviewing all options available to us to mitigate any potential impact on our business going forward," Fortescue Metals Group Chief Executive Nev Power said in a statement.

He did not elaborate but Fortescue is within its rights to ask the Fair Work Commission to stop the strike as a third party facing damages. Iron ore is Australia's biggest export earner. The value of exports are forecast to climb 35 percent to A\$76.8 billion (\$71.80 billion) in the year to June 2014 from a year earlier, according to the Bureau of Resources and Energy Economics.

BHP has already warned that a strike would cost \$100 million in lost sales a day, based on exports running at around 1.1 million tonnes a day at a price around \$100 a tonne.

"BHP's broadcasting its position to obtain support from other stakeholders, so they could seek an order for suspending or terminating protected industrial action in a case where significant economic damage is being inflicted on the Australian economy," said Tim Greenall, counsel at law firm Madgwicks. The government is so far monitoring the situation. "At this stage we're just hopeful both parties can reach an agreement," said David Allender, a spokesman for Employment Minister Senator Eric Abetz. The deck hands have been the first to back strike action.

The engineers, represented by the Australian Institute of Marine and Power Engineers, are voting on a plan to strike for up to two days, with the ballot result due on June 10. Tugboat captains, represented by the Australian Maritime Officers Union, hold a ballot due on May 30. All crews work 28 days on, then get 28 days off. The deckhands want four weeks of leave on top of that and are pressing for pay equivalent to 70 percent of the A\$220,000 that masters earn, up from A\$135,000 a year. (\$1 = 1.0696 Australian Dollars) **Source : Reuters (Reporting by Sonali Paul; Editing by James Regan and Ed Davies)**

NAVY NEWS

Free Tours of the Royal Navy flagship at Greenwich



Photo : Geatano Spiteri (c)

Next weekend, the flagship of the Royal Navy –the huge **HMS BULWARK** will be in London for a few days — and there will be a chance for the public to go on board. The ship is an amphibious assault support vessel. The rear of the warship also opens and floods a compartment allowing smaller boats inside to be launched, which sounds very much like the sort of thing a James Bond villain's luxury yacht would do. On previous occasions when tours of Royal Navy ships have been possible, it's been turn up and queue for ages to get on board. This time, it's ticketed. Reserve your free tickets for tours on either Sat 31st May or Sun 1st June. The ship visit will be strictly for ticket holders only and free boat transfers will be provided from Greenwich Pier. The visit will last approximately 90 minutes. As well as the ship visit there will be opportunities to witness the capabilities of the Royal Navy and Royal Marines ashore in the Old Royal Naval College grounds. It should go without saying, but sometimes needs saying — this is an operational warship and as such all visitors must be able to move around her without assistance. The ship is large with steep ladders and hatches, and is therefore unsuitable for those with limited mobility **Oh, and turning up with prams, not such a good idea!**

Chinese naval ship to help look for MH370

A Chinese navy survey ship will start mapping the seabed off the west Australian coast this week as part of the latest phase in the search for the Malaysian airliner, officials said Monday. Chinese, Australian and Malaysian authorities met at the west coast port city of Fremantle at the weekend and agreed that the Chinese ship Zhu Kezhen will conduct a bathymetric survey of the Indian Ocean floor as directed by Australian air crash investigators, Australia's Joint Agency Coordination Center said in a statement.

The Canberra-based center said the ship was scheduled to sail for the survey area on Wednesday, weather permitting.

Officials believe the Malaysia Airlines Boeing 777 that vanished with 239 passengers and crew on March 8 during a flight from Kuala Lumpur to Beijing veered far off course and crashed in the southern Indian Ocean. After an initial air and seabed search failed to find any trace of the wreckage, authorities this month announced a new phase over a vastly expanded seabed search area covering 60,000 square kilometers. The new phase also involves mapping of the seabed where depths and topography are in parts largely unknown.

Negotiations are underway to contract powerful sonar equipment to scour the seabed for wreckage that could be in water more than 7 kilometers deep. The original ocean floor search of an area of less than 400 square kilometers where a sound consistent with aircraft black box was thought to have emanated was conducted by a U.S. Navy unmanned sub, the Bluefin 21, near its 4.5 kilometer depth limit. The Bluefin 21 had continued searching an ever widening area until a communications problem was discovered last week involving the transponders on the sub and

the Australian navy ship that tows it, **Ocean Shield**. The center said the Ocean Shield arrived on Sunday at the Australian west coast port of Geraldton, where preparations were underway to install spare transponder parts to both the ship and sub. source: [The China Post](#)



The Dutch OPV **P 843 GRONINGEN** arrived in Willemstad - Curacao - Photo : [Kees Bustraan \(c\)](#)

Dutch frigate HNLMS De Zeven Provinciën joins EU Naval Force



On Monday 19 May 2014, Dutch frigate **HNLMS DE ZEVEN PROVINCIE** joined EU Naval Force (EU NAVFOR) Somalia Operation Atalanta. As the ship sailed towards the Gulf of Aden the crew maintained a high level of operational readiness. They conducted a hostage release exercise with a Dutch merchant vessel and had to coordinate a search and rescue operation. Also en route to the Gulf of Aden the ship embarked a boarding team from the Republic of Malta.



On Wednesday 14 May the exercise with the Dutch merchant ship "**NORDNES**" provided the embarked Maltese boarding team and ship's NH90 flight crew with an opportunity to conduct training in a very realistic environment. On Thursday 15 May the Dutch frigate received a distress call from a merchant vessel that a crew

member had gone overboard. The frigate, which was about 22 nautical miles away, coordinated the search and rescue operation with the NH 90 helicopter until the Maltese coastguard took over.

The Commanding Officer of **HNLMS DE ZEVEN PROVINCIE**, [Commander Ruud Schoonen](#) stated: "We are really looking forward to joining the other units in EU Naval Force Operation Atalanta. Having successfully completed the final pre-deployment training by the Dutch Navy Sea Training staff, the ship is now fully prepared to conduct counter piracy operations off the coast of Somalia." **De Zeven Provinciën-class frigates** are air-defence and command frigates in service with the Royal Netherlands Navy since 2002. **HNLMS DE ZEVEN PROVINCIE** was the first of the class and commissioned in April 2002. It is the 8th ship to bear the name **De Zeven Provinciën** which comes from the original seven provinces of the Netherlands following the Treaty of Utrecht. Source : [EU-Navfor](#)

Navy sets up safety audit organisation

The Indian Naval administration has constituted a Safety Audit Organisation (SAO) to take stocks of all safety-related issues. This is in response to the recent spate of serious incidents involving naval warships, the newly appointed Chief of Naval Staff Admiral RK Dhowan said on Monday. It was after thoroughly examining the recent incidents at every level that SAO had been constituted. It would ensure that all standard operation procedures (SOPs) are strictly followed, the admiral added.

Admiral Dhowan is on a two-day visit to the city-based Western Naval Command. He addressed the media at **INS SHIKRA** in Colaba. Senior officers from the Indian Navy were also present. The admiral also reviewed the ceremonial parade at **INS SHIKRA**. "The Western Naval Command is the most important command of the Navy and we need to take care of it. We have taken all measures to ensure that operational efficiency of submarines, ships and aircraft remains intact, said Admiral Dhowan. He said currently 44 ships and submarines with high indigenous content were being built at Indian shipyards. He also said the Navy was processing fresh demands for buying critical equipment—especially the Advanced Towered Array Sonar that the surface fleet lacks making submarine detection virtually impossible—for being put up before the new central government. "We are also proud to possess Rukmini, a dedicated satellite for naval purposes, that has tremendously boosted our communication and navigation capabilities," added Admiral Dhowan. "The first ship of Project-15, Alpha of **INS Kolkata class** destroyers, built at Mazgaon Dock Limited (MDL), will soon join the Western Naval command. Six submarines being built at MDL under Project-28 will also join the Western fleet," he said. "The new submarines and ships will be well equipped, but to make sure that they function properly, there should be good understanding and communication among Navy personnel, which will help increase operation efficiency and help avoid mishaps," said Admiral Dhowan, adding: "The salvage operation of **INS Sindhurakshak** is under progress. The ship will be retrieved in a few months' time and an inquiry into the incident will begin after that." Source : DNA India

SHIPYARD NEWS



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Fincantieri lays Armonia keel

Italian shipbuilder **Fincantieri** laid the first of four new 350 tonne keel sections for MSC Cruises' MSC Armonia at its Palermo yard on 19 May. The keel-laying ceremony marks the beginning of MSC's Renaissance programme, which involves the €200 million transformation of its four Lirica-class ships. Over the next three months, Fincantieri will build and lay three more keel sections, while the whole block is due to be inserted into MSC Armonia's mid-ship section when she arrives at the yard for her refit on 31 August.

During the refit, Fincantieri will add around 200 cabins – for both the passengers and crew – and new entertainment spaces, such as a spray park with a pathway of water features and water cannons. In addition, the onboard boutiques will be expanded to include a new perfumery and refreshed interiors. **MSC ARMONIA** is scheduled to depart the yard for Genoa, Italy, on 17 November, before sailing to the Canary Islands. "With today's laying out of the new block, the transformation of our Lirica-class ships is truly starting," said MSC Cruises' CEO Gianni Onorato. "In November 2015, it will be like having a whole new fleet: bigger, more comfortable, technologically enhanced and answering the needs of a clientele that is becoming more and more demanding. The Renaissance programme will allow us to enlarge our fleet and to raise our standards even more." Built between 2003 and 2005 at the STX France shipyards in Saint-Nazaire, MSC's four Lirica ships will be 275m long, weigh 65,000 gt and carry up to carry 2,680 travellers each after the

Renaissance programme is completed in 2015. Next year, MSC Sinfonia will enter drydock from 12 January to 16 March, while **MSC OPERA** will undergo renovations from 2 May to 4 July. MSC Lirica will be renovated between 31 August and 9 November. **Source : Cruisandferry**

82nd Ship Repair Yard OJSC to be relocated to 35th Ship Repair Yard (Murmansk region)

82nd Ship Repair Yard OJSC (82 SRY) is to be relocated to 35th Ship Repair Yard (35 SRY, Murmansk region). As IAA PortNews journalist reports from the meeting of the Marine Board of RF Government, this has been announced by Leonid Strugov, Director of the shipbuilding and marine equipment industry department at the Russian Industry and Trade Ministry. According to him, all the issues of the relocation have been solved already. Besides, there is an agreement with Rosneft OJSC on the use of the dock of 82 SRY (owned by the United Shipbuilding Corporation) for ship repair until the modernization of the dock at 35 SRY is finished. As it was reported earlier, Rosneft is set to develop 82 SRY in view of the development of its offshore projects. **Source : PortNews**

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BW Group buys 10 chemical tankers from Stream Tankers, boosts fleet to 12

Shipping major **BW Group** has concluded a deal to purchase 10 chemical tankers from Norway-based **Stream Tankers**, which will increase its chemical fleet to 12, the company said Tuesday. The purchases comprise two ships built in 2008 and 2010 as well as eight newbuildings to be delivered between 2015 and 2018, it said in a statement. The newbuildings are being constructed at Japanese shipyards Fukuoka Shipbuilding and Shitanoe Shipbuilding, and when completed, will be equipped with eco-design hulls and fuel efficient engines, it said. The two older chemical tankers were also built by the same shipbuilders. "With this purchase, we will be able to strengthen our service offering in the chemical tanker segment," BW Group CEO Andreas Sohlen-Pao, said.

It did not reveal the value of the purchase. "This acquisition is not a new strategy, it fits into BW's aim to provide marine-based solutions to the world's energy challenges," BW said, adding that the company regularly assesses its global business portfolio, and acquisitions are one example of various actions it considers. BW will manage the ships commercially via the WOMAR pool system. The group had said it had completed in end-April the purchase of shares held by tanker operator Heidmar in tanker pool operating company, WOMAR. A pool operator handles a number of tankers grouped together for administrative purposes, with the profits collected and subsequently distributed to vessel owners on pre-arranged agreements. On Monday, BW Group said it had formed a joint venture with Asian investment

company PAG, called BW Pacific, which is purchasing 10 MR product tankers from Elandra Pte. Ltd., a company linked with Vitol Energy (Bermuda). BW Pacific will have a fleet of 20 MR and 17 LR1 product tankers, which will be managed by the BW Group, it said. BW's overall fleet of 113 vessels include crude oil supertankers, refined oil tankers, LNG and LPG carriers, chemical tankers and floating production, storage and offloading units. Last November, BW Group listed its BW LPG unit on the Oslo stock exchange, which raised NOK1.7 billion (\$277 million) from the initial public offering of 36.2 million shares. **Source : Platts**

OOCL receives tenth 13,208 TEU Mega Class newbuilding

At a christening ceremony held on Geoje Island in South Korea today, OOCL celebrated the naming of the tenth 13,208 TEU containership that will be joining the company's fleet this year, the company said in its press release.

The **OOCL SINGAPORE** will be serving the Asia-Europe trade on the Loop 6 service where her port rotation is: Kaohsiung / Xiamen / Shekou / Hong Kong / Singapore / Colombo / via the Suez Canal to / Southampton / Antwerp / Hamburg / Rotterdam / via the Suez Canal to / Jebel Ali / Singapore / Shekou / Kaohsiung in a 77-day round trip.

"Orient Overseas Container Line" and "OOCL" are trade names for transportation provided separately by: Orient Overseas Container Line Limited ("OOCL") and OOCL (Europe) Limited respectively and both are wholly-owned subsidiaries of Orient Overseas (International) Limited, a public company (0316) listed on the Hong Kong Stock Exchange. Headquartered in Hong Kong, OOCL is one of the world's largest integrated international container transportation and logistics companies, with more than 320 offices in 65 countries. Linking Asia, Europe, North America, the Mediterranean, the Indian sub-continent, the Middle East and Australia/New Zealand, the company offers transportation services to all major east/west trading economies of the world. OOCL is one of the leading international carriers serving China, providing a full range of logistics and transportation services throughout the country. It is also an industry leader in the use of information technology and e-commerce to manage the entire cargo process. **Source : PortNews**

Maersk Line and CMA CGM terminate Asia-NZ cooperation



18-05-2014 : the **LARS MAERSK** making her first visit to the Port Chalmers Container Terminal
Photo : Ross Walker (c)

CMA CGM and Maersk Line are to terminate in June their cooperation on the Far East-New Zealand trade. Both carriers already operate other services on the Far East-NZ route, so that their coverage of the sector will be affected in limited ways, although the termination of the agreement reduces the connections opportunities. CMA CGM is to cease to take slots on the SE Asia-Tauranga leg of the Maersk's SE Asia-ANZ 'Northern Star' service and on the SE Asia-NZ leg of the Maersk's SE Asia-NZ 'Southern Star' service, which CMA CGM brands 'ANZEX 2' and 'ANZEX 2S' (72881 / 72882) respectively, while Maersk Line will cease to take slots from CMA CGM on the 'Asia-New Zealand Express', operated jointly by CMA CGM and OOCL (ANZEX / NZN - 7224) (See related news). CMA CGM will continue to cover the SE Asia-NZ route with the weekly SE Asia-Australia-New Zealand 'Kiwi International Express' (KIX – 7221), operated jointly by

affiliate ANL together with APL and Hanjin. On its side, Maersk Line should continue for time being to cover the East Asia-NZ trade by transshipment at Tanjung Pelepas or Singapore. Source : Alphaliner



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The **VOS PROMINENCE** operating near the Westgat platform off Ameland

Photo : FLYING FOCUS lucht fotografie - www.flyingfocus.nl (c)

CUMMINS LAUNCHES QSK60 C POWER EMERGENCY GENSET FOR OFFSHORE APPLICATIONS

Cummins Inc. a leading manufacturer of diesel engines for the commercial marine industry, is pleased to announce the latest addition to the C Power product line, the QSK60 C Power (CP) emergency generator set. Engineered by the Cummins Center of Excellence for the demands of offshore applications, the QSK60 C Power genset is driven by the QSK60 marine auxiliary engine with MCRS fuel system. This engine has been used in diesel electric propulsion and power generation since 2008. "With an expected growth of 17-20% over the next five years, the offshore market is one of the fastest growing and technically advanced segments in the commercial marine industry. In 2013, Cummins embarked on a number of initiatives to strengthen our commitment to the offshore market, including the development of standard power packages designed with the needs of the offshore market in mind," according to Waldemar

Marchetti Sobrinho, Global Offshore Business Development Director. "The launch of the QSK60 C Power genset confirms our commitment to the offshore market and serves as an important step in establishing Cummins as a first-choice supplier among owners and operators." Cummins emergency generator sets feature a Cummins marine auxiliary engine fit with radiator cooling and two independent starting systems to assure the generator is capable of operating independently of all other ship's systems. Plus, the QSK60 C Power genset features an optional air shut-off valve (ASOV) to meet the emergency shutdown requirements of offshore applications including drill ships. The 60-liter genset is available with certificates from all the major marine classification societies and is compliant with the latest EPA and IMO emissions regulations.

Cummins will offer two power options on QSK60 C Power to meet the regional requirements of offshore operators: 1,440 kWe and 1,800 kWe at 1,800 RPM (60 Hz). Assembled at the Cummins Center of Excellence in Singapore, the 1,440 kWe package features a set-mounted radiator and a STAMFORD PM743E alternator from Cummins Generator Technologies, making it an ideal choice for deep-sea containers, bulkers and tank ships. To meet Brazil's local content requirements, the 1,800 kWe package is assembled at the Cummins facility in Rio de Janeiro and features a remote-mounted radiator and WEG GPA560 alternator. Cummins will provide 1,800 kWe emergency gensets for 14 drill ships being built at Brazil's Estaleiro Atlântico Sul (EAS) and Jurong Shipyard for Brazilian state oil company Petrobras; building began in late 2013 and will conclude in 2019. The drill ships will be used to support oil exploration and extraction. C Power generator sets are backed by a comprehensive factory warranty that is valid and consistent worldwide, everywhere Cummins-authorized service is available. Plus, they are fully supported by the Cummins distribution network, featuring over 1,200 service outlets. In addition to standard C Power genset packages, Cummins offers a wide range of customized power packages through our distribution channel and Center of Excellence. All custom gensets feature a Cummins marine auxiliary engine from six and to 60 liters matched to the customer's choice of alternator including components from Cummins own STAMFORD and AvK product lines, to meet power, application and local requirements. All systems are tested to Cummins and Marine Classification Society standards, resulting in a quality product that meets customers' exacting specifications.



Jan de Nuls **HONDIUS** moored in Barranquilla Colombia - **Photo : Franky Moens (c)**

HB Rentals Completes Cluster Of Renewable Energy Contracts

Offshore accommodation and workspace specialist HB Rentals has completed a number of contracts for on-going work in some of Europe's most prominent wind farm developments. The three contracts, which have a combined value of over £2million, has seen the company successfully provide temporary living quarter complex solutions for operations in the Prinses Amalia Windpark, located offshore Netherlands and the Borkum West II field located offshore Germany.

HB Rentals Eastern Hemisphere business unit managing director, Norman Porter said: "These multiple contracts not only highlight the current strength of our core accommodation business, but also exemplify our ability to adapt our complete service offering to the renewable sector. Renewables are expected to play an increasing role in the European energy mix over the next decade and HB Rentals will be well positioned to support this growth."

Combined HB Rentals has provided a total of 69 modules capable of sleeping over 200 people. Broken down, a supply vessel operating in the Prinses Amalia Windpark has received five, 32ft four person sleepers. The remaining modules have been deployed on platforms and jack-up barges situated in the Borkum West II field. The projects also included the provision of auxiliary equipment such as conference rooms, recreation facilities and sewage treatment plants as

well as all design, engineering, project management, installation, hook-up and commissioning services. As part of the projects HB Rentals has carried out modifications on all modules prior to delivery to ensure they met the specifications of each facility. The scale of the projects has also meant the involvement of the company's operations teams from around the world and included the delivery of modules and equipment from bases in the UAE and USA. Mr Porter added: "These contracts demonstrate our reputation as a complete solutions provider as opposed to a basic accommodation rental business. Our global teams have begun the process of coordinating operations. These contracts are a confirmation of the confidence some of the industry's biggest players have in our ability to deliver on projects of this scale." "Our reputation for providing a consultative approach to accommodation in the renewables sector is growing with our method of working with client's to meet their exact needs paying dividends in the sector particularly for those with limited experience working in an offshore environment." HB Rentals Eastern Hemisphere unit is a subsidiary of Superior Energy Services and has operations in Aberdeen, UK and Dubai, UAE, servicing clients throughout Europe, the Caspian, Middle East and Africa.

BHP may seek govt help in tugboat dispute, slams union demands

BHP Billiton said on Wednesday it may seek government intervention to avert industrial action by tugboat workers at the Port Hedland iron ore port that threatens to disrupt hundreds of millions of dollars in exports. "It's highly likely we would do that," Jimmy Wilson, president of BHP's iron ore division, told reporters amid a long-running dispute between union workers and port services operator Teekay Shipping which charges BHP a fee for operating tug services. BHP also called the union's demands on pay and working conditions "unreasonable". Australia's government has intervened in industrial disputes before. In 2011, the Fair Work Australia commission stepped in to end a long-running dispute between Qantas and three unions when the airline grounded its fleet, as the national carrier's move threatened damage to the country's economy. The commission or the government could take similar action in face of a strike at Port Hedland. Wilson said existing constraints on shipping from Port Hedland - the world's biggest export terminal for iron ore, accounting for about a fourth of worldwide sea-borne trade - meant little room existed for stockpiling ore while industrial action ground ship movement to a halt. "Our stocks in the port are relatively large and that backs up in the system very quickly and conversely we have to stop our mining activities," he said. "We choke reasonably quickly." BHP is the port's biggest user and earlier this year lifted its fiscal 2014 production target to 217 million tonnes. Other port users, such as Fortescue Metals Group Ltd <FMG.AX> and Atlas Iron Ltd are increasing output and were also facing significant disruptions to their operations if industrial action is taken, according to Wilson. BHP has already warned that a strike would cost \$100 million in lost sales a day, based on exports running at around 1.1 million tonnes a day at a price of around \$100 a tonne.

Deckhands, engineers and masters of the tugboats that guide vessels in and out of the port are pressing **Teekay Shipping** for more pay and leave. "We feel the demands are unreasonable," Wilson said. **Australian Maritime Officers Union** industrial officer Robert Coombs said his union had already made concessions and would continue to negotiate for a resolution during conciliatory talks scheduled for June 5. "It isn't our intention to place anyone's job in jeopardy or cause damage to the companies," Coombs said. The deckhands have been the first to back strike action. The engineers, represented by the Australian Institute of Marine and Power Engineers, are voting on a plan to strike for up to two days, with the ballot result due on June 10. Tugboat captains, represented by the Australian Maritime Officers Union, hold a ballot due on May 30. All crews work 28 days on, then get 28 days off. The deckhands want four weeks of leave on top of that and are pressing for pay equivalent to 70 percent of the A\$220,000 that masters earn, up from A\$135,000 a year. Wilson said changes being sought by workers were onerous and set a "difficult precedent" in the Australian workplace. "Giving into these demands is not going to be in the best interest of the country." Iron ore is Australia's biggest export earner. The value of exports are forecast to climb 35 percent to A\$76.8 billion (\$71.17 billion) in the year to June 2014 from a year earlier, according to the Bureau of Resources and Energy Economics.

The dispute is running amid a slump in global iron ore prices to a 20-month low, which Wilson said was triggered by new supplies of iron ore outweighing growth in demand. Demand for iron ore has grown by 60 million tonnes in the last year while supply is up by 120 million tonnes, Wilson said. The new supply, much of it from Australia and Brazil, was knocking more higher cost Chinese iron ore production out of the market and lowering the overall production cost curve, he said. The shift favours larger producers such as BHP, which can benefit from economies of scale by mining more ore. (\$1 = 1.0790 Australian Dollars) **Source : Reuters (Editing by Muralikumar Anantharaman)**



The **FINESSE** loaded the Semi submersible rig **ENSCO 6000** in Angra dos Reis, Brazil
Photo: Capt. Peter Kerkvliet - Master **FINESSE** (c)

Vietnam introduces tough weight restrictions on containerised movements

The Vietnamese government implemented a new law effective from the 1 April 2014, which dictates the total weight for 20' and 40' containers cannot exceed 20 tons including the tare weight of the container. This legislation is applicable due to restrictions on road transport movements to and from the port of arrival or departure in Vietnam.

Advice being received is that enforcement will be rigorous. As of the 1 April 2014, mobile weighbridges have been deployed on highways across Vietnam and to date approximately 800 trucks have been fined for being overweight. Local Hauliers are now informing their customers of this new legislation, due to strict enforcement by the Vietnamese local authorities, which has led to successful prosecutions of drivers in breach of the law.

In the short term this has caused problems, with congestion in the port environs, as overweight containers are being re-stuffed. For the longer term, especially for heavier cargoes, the party stuffing the container is responsible to ensure the weight complies with the legislation. Source : BIFA

Asia's shipping fuel demand to rise, supplies still seen flush

By Seng Li Peng and Jane Xie

Asian demand for marine fuel is expected to grow up to 2 percent in 2014 after stagnating for five years, as more goods and raw materials are shipped in the region, though returns on the most common ship fuel are unlikely to improve due to ample supplies. A strengthening global economy this year is seen feeding through to Asian trade and will drive growth in marine or bunker fuel consumption, three oil and gas research firms forecast. The need for more fuel oil - the most common bunker product - comes as refiners in the region cut back on output of the residual end of the barrel, though this is likely to be balanced by lower demand from the power sector in Japan and North Asia. Plentiful fuel oil supplies from the Middle East and Europe also mean the market should remain well supplied. Consultancy Wood Mackenzie expects bunker fuel demand in Asia to be about 1.42 million barrels per day (bpd) this year and 1.45 million bpd the next, up from 1.39 million bpd in 2013. That's equivalent to an annual growth of about 2

percent. "We are seeing a steady growth in bunker fuel demand in line with Asia's increasing trade with other regions," said Suresh Sivanandam of Woodmac. IHS Energy and Energy Security Analysis, Inc (ESAI) have also projected a stronger bunker market in Asia, pegging demand in 2014-2015 at between 1.34 million and 1.35 million bpd. IHS said that was up about 1 percent from 2012-2013. The world economy is expected to grow 3.4 percent this year versus 2.9 percent last year, as more vigorous expansion in the United States and some of Europe's biggest economies make up for slowing growth in China. The growth in bunker fuel use is not expected to lift fuel oil cracks, a measure of the return on processing crude into heavy residue fuel oils such as 380-centistoke. Fuel oil accounts for nearly all bunker requirements in Asia, with 380-cst making up about 75 percent of total marine sales in Singapore, the world's No.1 bunkering hub. Refineries break down fuel oil into higher-value products like gasoline, diesel and jet fuel using secondary units, and Asian refiners have been adding more of these units. That has cut into regional supplies of fuel oil, and in 2014-2015, Asia-Pacific's output of the product is projected to be around 2.03 million bpd, down 4.25 percent from 2013 and 15 percent from 2010, according to IHS Energy figures. The output meets about two-thirds of Asia's fuel oil demand of 3.13 million bpd for the period, but the mismatch is not expected to push up 380-cst cracks, because of the ample supplies shipped in from Europe and the Middle East. IHS said it still expects the 380-cst crack to Dubai crude this year to be at a discount of close to \$9 a barrel, lowest in more than four years. Western cargoes of all fuel oil grades for January to April arrival in Asia averaged nearly 880,000 bpd, down about 12.3 percent from a year ago, Reuters data showed. That is expected to pick up later in the year as refineries in Europe come out of a heavy maintenance period. As power generation plants in North Asia switch to natural gas from oil-fired power, said Woodmac's Sivanandam, more fuel oil supplies have been made available as well. **Source : Reuters (Editing by Tom Hogue)**

BIFA WELCOMES IMO CONTAINER WEIGHING DECISION

The British International Freight Association (BIFA) welcomes yesterday's announcement by the International Maritime Organization that its Maritime Safety Committee (MSC) has approved the draft amendments to the Safety of Life at Sea (SOLAS), Chapter VI to require mandatory verification of the gross mass of containers. The trade association that represents freight forwarders and logistics companies also cautioned that all concerned should accept that if the 'aggregating' method that has been put forward does not work, mandatory weighing of fully loaded containers is likely.

The IMO sub-committee approved draft guidelines, giving shippers two methods to verify the weight of a container – either by weighing the entire loaded container using calibrated and certified equipment; or weighing the individual packages, dunnage, etc and adding the tare mass to the sum of the single masses. BIFA Director General, Peter Quantrill says: "During the UK consultation process, BIFA has made its views on the subject very clear. "There is a real problem with regard to this issue and statistics issued by leading insurers indicate approximately 20% of all containers are overweight. "All parties have responsibilities in relation to this subject and must fulfil them.

"BIFA believes that the correct place to establish the weight of a loaded container is before the vehicle drives on the public highway. "In the final analysis the present problems are a direct result of poor regulatory enforcement and trade compliance." BIFA has already started working with the UK's enforcing agency, the Maritime and Coastguard Agency, and other trade bodies in order to arrive at a UK policy which meets the regulations. But the policy needs to be simple to follow; utilise other accreditations such as ISO; as well as use commercial flows and documentation. BIFA understands that the draft amendments will be put forward for adoption to the next MSC session - MSC 94 - in November 2014 and, if approved, will enter into force in July 2016. Quantrill concludes: "Clearly the implementation of the new rules is a lengthy process that should give the industry time to adapt and allow our members time to make sure that they continue to comply with their responsibilities to make accurate cargo declarations. "Everyone concerned should accept that if this 'aggregating' method does not work, there is a real risk of mandatory weighing of fully loaded containers becoming the only method of establishing a unit's weight." **Source : BIFA**

[Click HERE for the LIVE STREAM WEBCAM in Hoek van Holland Berghaven](#)

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.... PHOTO OF THE DAY



The **POSH HARVEST** operating in the port of Singapore - Photo : Piet Sinke (c)
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