

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 176



**Number 176 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 25-06-2011**

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**The Jack up rig GSF LABRADOR departed yesterday afternoon from Rotterdam Botlek, with the tugs ERACLEA, BRENT, FAIRPLAY 26 and FAIRPLAY I as can be seen above  
Photo : Piet Sinke (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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The **UNION WRESTLER** departed with the **GIANT 4** from Rotterdam bound for Canada –  
Photo : Hans Hoffmann (c)

## Jumbo Shipping delivers its largest ever container crane



Last Month, 2011, Jumbo Shipping delivered a 71-metre-tall and 29-metre-wide container crane to the Port of Sète (France) for its client Eurocrane. Weighing close to 1,200 tonnes and equipped with a transport boom of 104 metres, it was the largest container crane ever transported by Jumbo. With this new crane the Port of Sète significantly increases its container handling capacity.

The project presented several technical challenges, which required innovative solutions. The crane's centre of gravity was located relatively high up and its base protruded by 4 metres off the hull of Jumbo's **Fairplayer**, which was to ship it.

Jumbo's and Eurocrane's engineers developed a one-off solution which included adding ballast boxes. These ballast boxes served four different purposes:

- Adding ballast weight on a low elevation;
- Decreasing the supported width of the crane structure, which was partly overhanging;
- Acting as load spreaders;
- Acting as outriggers for the lifting points.

The crane was assembled in Aveiro (Portugal) and placed on board the **Fairplayer** in a single lift using its two 900-tonne mast cranes. The relatively high location of the centre of gravity meant the lift was a critical one: strong winds could cause the crane to incline.

Therefore, pre-defined limits were described in the procedures. To ensure a smooth and controlled lift, the crane's stability was increased by adding ballast weight. Once on deck, the crane had to be supported without its bogies ('crane wheels') touching the deck. The supports on the starboard side distributed the weight over the outer hull and the bulkheads. On the portside however, the forces on the vessel were greater and additional supports had to be added to strengthen the ship's structure.

To make sure the crane was properly secured for the three-day sea voyage to Sète, a combination of steel bracings and over 200 steel wire lashings were used to fasten the crane to the **Fairplayer's** deck. Thanks to close cooperation with its client Eurocrane, Jumbo Shipping successfully concluded this challenging project, delivering the container crane safely to its end destination in southern France.



## Alphaliner: Large Ship Orders Will Fuel Rate Competition

**More carriers are seeking ultra large vessels, lines strive to fill ships**

The race to order ultra large container ships as ocean carriers seek lower capital and operating costs will lead to increased rate competition as lines strive to fill their vessels, Alphaliner warned. Carriers are expected to firm up orders for more than 50 ships with capacities exceeding 10,000 20-foot equivalent units by the end of the year, according to the container market analyst. They will join 147 similar sized vessels due for delivery over the next four years and the 98 that have been delivered since 2008. "The carriers' inability to rein in the huge appetite for new and larger tonnage will inevitably lead to further rate competition," Alphaliner noted.



The latest carrier to join the race is APL, which signed deals for 10 14,000 TEUs ships, some 64 percent larger than the biggest ships the carrier currently operates. Korea's Hanjin Shipping subsequently confirmed an \$846 million order for five 13,000 TEUs vessels.

In the past six months OOCL, Hapag-Lloyd and NYK are also announced plans to order or charter ships of above 13,000 TEUs, joining nine carriers who have already placed orders for ships of this size. Only seven out of the top 20 carriers have still not placed orders for ships of more than 10,000 TEUs capacity, according to Alphaliner. Meanwhile, Maersk Line is expected shortly to exercise an option for 10 more 18,000 TEUs ships just months after it placed an initial \$1.9 billion order with Korean yard Daewoo, for 10 of the world's largest container vessels.

Alphaliner estimates that slot costs of 13,000 TEUs ships are about \$150 per TEU lower than 8,500 TEUs ships on the Far East-Europe route. "Pressure to match the unit slot costs of competing carriers which already operate larger ships could soon force the remaining carriers to upgrade their fleets, which would lead to further rate competition as carriers strive to fill these ultra large containerships." **Source : The Journal of Commerce Online**



The **FRISIANA** seen enroute Rotterdam – Photo : Leen van der Meijden (c)



## Tanker Market in the Doldrums

The global tanker market is depressed, it appears that there is little hope that it will recover for at least two years, according to a panel of expert speaking yesterday at a MarineMoney event in New York City. "What a difference a year makes," said Jonathan B. Chappell, Managing Director- Research, Evercore Partners, Inc., and the moderator of the panel dubbed "Oil Tankers: Challenges and Opportunities Beyond Supply & Demand." "Last year everyone was slapping each other on the back, but I don't think there is any doubt where we are today; we are in a trough," Chappell said.

The global shipping markets are historically cyclical and difficult to predict, even for seasoned veterans, and there was no consensus on when a full recovery would come about, though generally it seems 12 to 36 months is a popular line of thought. "The easy answer is: 'rates are down and there are too many ships,'" said Jan Andersen, Head of Shipping, ST Shipping and Transport Pte. Ltd. Theories abound as to why the tanker market remains in the doldrums despite strong demand, particularly in developing markets. When the world economy took a dive in 2008, a large number of

VLCCs were used to simply store oil, waiting for more favorable rates to return. The market has now fully absorbed most of this tonnage back into the pipeline. "Floating storage took VLCCs out of the market and sent false signals to the market," said Michael Reardon, Manager Global Strategy and Freight Trading, ConocoPhillips. "We are at or near the bottom; things can get worse, but not much worse." Another factor keeping rates low is the relatively young age of the fleet, with many new ships still in the pipeline for delivery, and the dearth of scrapping activity.

While most of the panelists agreed that the demand for quality tonnage will mean the traditional 25-year lifecycle of a tanker is a thing of past, accelerating the scrapping of younger tonnage, they concur that scrapping alone will not bring rates back, rather they called for discipline among shipowners to not order new ships anytime soon. "There will have to be discipline going forward, as everyone has to watch their cash flow," said Andersen. Jeffry D. Pribor, Executive VP & CFO, General Maritime, put it succinctly: "Please, let's not add any more vessels."

#### **Opportunities?**

While the outlook is grim, the coming months present tanker owner/operators the opportunity to get their collective financial house in order, and the stronger companies will have the opportunity to pick up some ships, perhaps even an entire company, at vastly reduced rates. "In the next 12 to 18 months you must make your business as efficient as possible," said Andersen. He said a number of costs are rising, from general maintenance to insurance costs to bunker costs, while rates remain flat. "Eventually this downturn will present opportunities, whether it is buying ships or companies cheap." **Source: Marine Link**



Consolidate Marine Contractors (Comarco) trans-ship "**Thor Gitta**" at Mafamede Island, offshore Angoche, Mozambique seen here lifting a 43T Kobelco crane car body. The cargo was received onto Comarco 231 flat top barge and towed by Comarco Hawk to MOMA for a Beach Landing using Comarco's Exposed Beach Operating System (EBOS). **Photo : Philip Fay (c)**

## **Denise Verreault slams Quebec ferry building decision**

Denise Verreault, president and CEO of Groupe Maritime Verreault, has strongly criticized the Quebec government's decision to award a contract for the construction of two ferries to the Italian shipbuilder Fincantieri, a decision that is not, she said, in Quebec's interests. "This decision is deplorable for several reasons. Firstly, it means that the Quebec



government does not recognize Quebecers' talent and expertise, even though there are several Quebec companies that are highly qualified for this type of contract. For instance, SNC-Lavalin's expertise in contract management is recognized around the world. If the government wants to help the Davie shipyards, it should use Quebec-based expertise and look to the Canadair case, which was saved by Bombardier several years ago."

"Moreover, this decision doesn't create any long-term wealth, for instance, by allowing us to develop a unique way of doing things that could eventually be exported and thus benefit regional economies," she continued. "And finally, it is an inappropriate use of public funds and taxes paid by Quebecers. These should be put to the service of Quebec's needs," stated Denise Verreault. For these reasons, the president and CEO of Groupe Maritime Verreault urges Quebec's government to review this decision. Source : MarineLog



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The BC Ferry **Northern Adventure** at her berth in Prince Rupert BC taken June 15<sup>th</sup>, The **Northern Adventure** was brought into the BC Ferries fleet in 2007. She services the Inside Passage route between Port Hardy (Bear Cove) and Prince Rupert, and the Haida Gwaii service between Prince Rupert, and Skidegate on the Queen Charlotte Islands. She is 117 meters long and has a GRT of 9844T. Capacity is for 600 passengers and up to 101 vehicles.  
<http://www.bcferryvacations.com/> Photo : David B. Willows

## Stena Line installs wind turbines on ferry

Stena Line is installing two wind turbines on the prow of the ferry Stena Jutlandica, which operates on the Gothenburg Sweden - Fredrikshaven, Denmark route. The turbines will both supplying energy and reduce fuel consumption by lowering air resistance. "Within our Energy Saving Programm, we are currently pursuing 200 environment

improvement projects and this is yet another very interesting project. Stena Line has a tradition of leading when it comes to the development of different types of new solutions," says Robert Akerlund, Director Technical & HR at Stena Line. The two turbines will be mounted on 4 meter high masts on the prow of the ship. The two turbines will produce current for the ship's electricity grid. Since they are to be placed on the prow, they will also contribute to a reduction in the air resistance.



"The two turbines will generate about 23,000 kWh per year, equivalent to the domestic electricity consumption for 4 normal homes during one year. Among other things, the electricity will be used to power the lighting on the **Jutlandica's** car deck," says Mr. Akerlund. The reduced air resistance at sea will result in a reduction in fuel consumption of between 80 and 90 tonne per year. "This can be compared to the consumption of oil for heating 28 homes during one year," Mr. Akerlund says.

Stena Line's operations in Scandinavia are already environmentally certified according to ISO 14001. There are electricity connections for all ships in Gothenburg and, during recent years, a number of environmental improvement measures have been implemented that have resulted in either reduced energy consumption or lower fuel consumption.

### Facts:

Type: Vertical wind turbines - Generator capacity: 4 kW x 2

Estimated electricity supply: 23,000 kWh/year, equivalent to the domestic electricity consumption for 4 homes per year.

Estimated fuel savings per year: 84 tonne, which is equivalent to heating 28 houses with oil per year. Resulting in a reduction in carbon dioxide emissions of 269 tonne/year and reduced sulfur emissions of 1.7 tonne/year.

Source : MarineLog

See also : [http://www.youtube.com/watch?v=Z7ngCtFhLlc&feature=player\\_embedded](http://www.youtube.com/watch?v=Z7ngCtFhLlc&feature=player_embedded)



As seen of the Alaska Marine Highways the ferry **Matanuska** in her berth in Prince Rupert, June 18th 201, the **Matanuska** was designed by Philip F. Spalding & Associates and built in Seattle in 1963. She was lengthened in 1968. She is operated by the Alaska Marine Highways System. LOA: 408 ft, Displacement: 5641T, Capacity for 500 passengers and 88 vehicles. <http://www.dot.state.ak.us/amhs> Photo : David B. Willows (c)



## UK government's proposals to cut coast guard funding rejected

UK government proposals to cut the number of coast guard centres while removing funding from emergency towing ships and marine firefighters were rejected by a cross-party panel of lawmakers. The plans should be redrawn to protect the safety of ships and mariners and prevent pollution, the House of Commons Transport Committee said in a report yesterday. 'We accept there is a need for some modernisation, but the government's proposals for the future of the Coastguard Service are seriously flawed,' the committee chairwoman, Louise Ellman, said in an e-mailed statement. 'We found little support for the current proposals and we have no confidence that, under these proposals, the coast guard will in future be able to respond to emergencies at sea as well as they do now, let alone in a more effective way.'

The Department for Transport started a consultation in December 2010 on the proposed changes, which include closing 10 of the 18 Maritime Rescue Coordination Centres around the British coast, with all but three of the remaining eight working during daylight hours only. The existing contract for three emergency tugs will not be renewed, Chancellor of the Exchequer George Osborne announced in his October 2010 spending review. Funding for the Maritime Incident Response Group, which provides a national firefighting capability, is also under review. **Source :** Bloomberg

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The **ARTISGRACHT** seen enroute Amsterdam – Photo : Simon Wolf ©



## The Northern shipping lane is ready for navigation 2011

Everything is ready to ensure safe passage of merchant vessels through the Northern Sea Route during the navigation of 2011, a Transport Ministry official said Friday. Oleg Zborowski, the head of the Transport Ministry's Maritime Safety Department, said all the equipment, salvage ships and emergency response teams have been prepared for this year navigation.

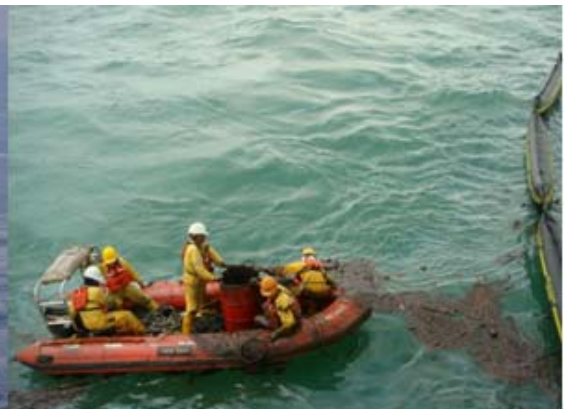
The official was speaking at the 4th All-Russia Forum "Current state and prospects of Russian market of bunkering services" in St. Petersburg. **Source : PortNews**



The Dutch flagged **BRO GAZELLE** seen leaving the Ijmuiden locks bound for Pembroke

**Photo : H.Blomvliet ©**

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## NAVY NEWS



The CG 58 PHILIPPINE SEA visited the port of Brest – Photo : Jacques Carney (c)

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## China clinches Peter Dohle boxship order

China's Yangzijian Shipbuilding has won an order for eight 10,000 TEU container ships from German shipowner Peter Dohle. The Singapore-listed shipbuilder said it has signed an agreement with China Development Bank to provide \$1 billion to Dohle to finance the order. The ships are due to be built at the Jiangsu New Yangzi shipyard in China's Jiangsu province. Source : The Motorship





Seen in Croatia at shipyard in Split the new building : Brodosplit 468 (Split Croatia) ROPAX ferry voor CMN (France, Marseille) which is powered by 4 x Wartsila 8L46F on max 600 rpm and total 40.000 kW strong ferry which should result in at least 24 knots on only 85% MCR. 2 X LIPS CPP (4 bladed pitch propeller with diameter of 5,2 mtr and also in the bow for manoeuvring 2 pieces of 1900 kW Wartsila bowthrusters [Photo's : Tim de Klerk ©](#)



## Zelenodolsk Shipyard lays 2nd ECO3 tanker

Zelenodolsk Shipyard (part of Ak Bars Holding), laid down yesterday the second oil tanker of Project RST25, the project designer Marine Engineering Bureau said. The series of two mixed river-sea going tankers (3 vessels in option)

was ordered by Nafta-Invest. The newbuilds construction is funded by Ak Bars Leasing. The vessels delivery is scheduled in 2012.

The RST25 Project tanker is built to the Russian River Register's class M-SP 4.5 (Ice 40) A ECO3. The vessels designer took into account the special requirements of Russian and international oil companies and environmental requirements of the Russian River Register ECO 3 class (DNV's Clean-Design class). This is the first Russian ship of RST22 that was assigned such a class, the MEB said. The tanker is intended for mixed and seaborne shipping of crude oil and oil products, including gasoline, with no limit on flash point, ensuring the transportation of cargo with permanent temperature of 50 C°. The tanker can carry two types of fuel cargo simultaneously.

The ships characteristic: LOA - 139.99 m, breadth - 16.6 m, depth - 5.5 m. The Volgamax-size tankers satisfy the Volga-Don Canal and Volga-Baltic Canal dimensions.

Capacity of six cargo tanks and two slop tanks - 6990 cbm, fresh / salt water draft - 4.175 m / 3.60 m, max draft DWT - 6,613 tons in salt water, 5,132 tons in fresh water, operational speed - 10.5 knots. The tanker is powered by main medium-speed diesel engines rated at 1,200 kW running on heavy fuel oil with a viscosity IFO380. Endurance - 20 days, crew - 12. The lead ship of the project was laid at the shipyard on April 22, 2011.

OJSC Zelenodolsk Shipyard named after M. Gorky, specializes in the construction of warships and passenger high-speed vessels. The enterprise is managed by Ak Bars Holding. **Source : PortNews**

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## LSC takes delivery of a new tanker "Latgale"

On Thursday, June 23 JSC Latvijas kuģniecība (LSC) took delivery of its latest new building tanker **Latgale** from Hyundai Mipo Dockyard Co., Ltd shipyard in Korea thus implementing the first stage of its fleet renewal programme. The new tanker is 52,000 DWT and is equipped for the safe transportation of oil and chemical products throughout the world including ice regions being designated a suitable tanker to trade in ice. The next sister vessel to be delivered under the fleet renewal will be **Zemgale** in July 2011. Implementing the fleet renewal programme has decreased the average age of the LSC fleet from 17.5 years in 2005 to 5 years in 2011. The new tanker is named after one of four regions in Latvia – **Latgale**. Naming LSC ships after Latvian regions or urban places is a continuation of a Latvian shipping tradition. Other examples of vessel names within the LSC fleet are Kuldiga, Jurkaline, Ainazi, Slacgriva and Kolka and others. Tanker fleet renewal programme's focus is on providing younger and economically more efficient fleet, and paying attention to the improvement of environmental protection standards by more efficient consumption of energy resources and minimizing environmental risks caused by shipping. Currently LSC owns 19 modern tankers employing more than thousand well trained and experienced seamen from Latvia. In total, the commercial fleet of Latvian Shipping Company consists of 22 tankers, as LSC operates three tankers that belong to other ship owners. The total deadweight of the fleet is close to one million DWT. **Source: The Financial**





Using DSV '**Constructor**', SMIT Subsea currently provides diving services and accommodation support to Visser & Smit Marine Contracting for the Statoil Sheringham Shoal wind farm offshore Teesside, United Kingdom

Photo : SMIT (c)

## Belgium provides Vietnam with US\$86 million development aid

Vietnam News Agency reports that Vietnam will receive an official development assistance fund of US\$86.2 million under a new cooperation agreement signed with Belgium in Hanoi on June 22. The agreement on a new co-operation programme for 2011-15 between Belgium and Vietnam was signed by Vietnam's Ministry of Planning and Investment and the Kingdom of Belgium's Directorate General for Development.

Deputy Minister of Planning and Investment Cao Viet Sinh said, "The co-operation programme is entirely consistent with the country's Socio-economic Development Plan 2011-15 which is expected to be approved in September this year." While poverty reduction remains the programme's core goal, it is expected to support Vietnam in coping with emerging challenges, including the impact of climate change, lack of skilled human resources, development of green-based economy and gender inequality, he said. About US\$43 million will be allocated to water and sanitation to cope with and reduce climate change impacts in three provinces of Ninh Thuan, Binh Thuan and Ha Tinh. Director General Peter Moors of the Directorate General for Development said the programme will spend about US\$17 million to cover interventions in the governance sectors.

Belgium has tripled the funding of its scholarship programme to 12 million euro (US\$17 million) to help Vietnam solve the lack of qualified human resources, he said. Also on June 22, the first Joint Commission on Economic Cooperation between the two countries was also held in Hanoi. Belgium and Vietnam discussed space technology, dredging, waste and water management, the health sector as well as food safety issues. The next Joint Commission on Economic Co-operation will be held in Brussels in the autumn of 2012. Source : [Dredging News Online](#)

## Diana Shipping Inc. Announces Time Charter Contract for m/v Arethusa

Diana Shipping Inc. a global shipping company specializing in the transportation of dry bulk cargoes, today announced that it has entered into a time charter contract with Cargill International S.A., Geneva, for one of its Panamax dry bulk carriers, the m/v Arethusa, at a gross charter rate of US\$13,250 per day, minus a 5% commission paid to third parties, for a period of about eleven (11) months to about thirteen (13) months. The charter is expected to commence early July 2011.

As previously announced on May 13, 2011, the above mentioned vessel is the former **m/v Corona**, a 2007 built Panamax dry bulk carrier of 73,593 dwt, that the Company entered into an agreement to purchase in May 2011. The vessel, to be renamed Arethusa, is now expected to be delivered to the Company by the sellers by early July 2011.

This employment is anticipated to generate approximately US\$4.2 million of gross revenue for the minimum scheduled period of the charter.



The **MAGDALENA GREEN** seen inbound to Melbourne off Portsea 24-6-2011

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

## **DryShips Announces Exercise of Option to Construct 7th Generation UDW Drillship**

DryShips Inc. a global provider of marine transportation services for drybulk and petroleum cargoes and off-shore contract drilling oil services, announced that its majority owned subsidiary, Ocean Rig UDW Inc., exercised its third newbuilding option to construct a 7th Generation Ultra Deepwater Drillship at Samsung Heavy Industries. This 7th generation drillship is a sister ship to the two previously-exercised options in April 2011. The higher specifications of these ships include:

- Capability to drill in 12,000 feet of water depth
- a seven ram BOP
- a dual mud system
- enhanced riser handling and storage system
- ballast water treatment system

Total yard cost of this drillship is approximately \$608 million, out of which a total amount of about \$242 million has already been paid to the yard from cash on hand. The remaining amount of approximately \$366 million is payable upon delivery currently scheduled for November 2013.

George Economou, Chairman and CEO commented:

"The demand for ultradeepwater drilling units is strengthening every day and we see substantial growth in the next several years from across the globe. By exercising our third option for delivery in 2013 we are in a unique position to take advantage of the positive market fundamentals. The attractive price and payment terms allows us sufficient time to increase the backlog and arrange financing on attractive terms. We are truly in the midst of a new and exciting phase for Ocean Rig UDW Inc. With financing in place, our strong balance sheet, the contract backlog of \$2 billion on our existing fleet and our sizable free cash position today, OCR UDW is well positioned to become the leading international drilling contractor of choice





The **VARKAN MARMARA** seen outbound from Rotterdam – Photo : Piet Sinke (c)



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## Vale reroutes China-bound iron ore to Italy

It keeps mum on whether its Vale Brasil is barred from entering Dalian

Brazilian mining giant Vale said on Tuesday that it had rerouted 391,000 tonnes of iron ore, its first cargo aboard a new class of giant bulk carriers, to Italy from its original destination of China. The cargo is being shipped aboard the Singapore-flagged **Vale Brasil**, the world's largest dry-bulk vessel, a ship designed to reduce the cost of shipping the main steel ingredient to China - the company's biggest market.

'The alteration (of the destination) is part of the flexibility in Vale's integrated logistics policy that allows Vale to reallocate the destination of exports, based on the needs of the market,' the company said in a statement. Earlier this

year, Vale said that it had not received permission for its so-called 'Chinamax' or 'Valemax' vessels to enter Chinese ports fully loaded.

When asked whether Chinese authorities had blocked **Vale Brasil** from entering the port of Dalian, a company spokeswoman declined to comment. However, the statement said that 'Vale's expectation is that Vale China, the first vessel of the Valemax class totally produced in China and financed by Chinese financial institutions, will have a Chinese port as its first destination'.

The iron ore aboard the **Vale Brasil** can be used to make about 261,000 tonnes of steel, or nearly three and a half times the amount used to build San Francisco's Golden Gate Bridge. Vale has commissioned 30 of these ships, to be delivered through 2013. All are larger than the previous largest bulk-carrier record holder, the 365,000 tonne **MS Berge Stahl**.

The fleet is expected to drive world freight rates lower as the new vessels add transport capacity to a market that has already seen a rapid increase in ships and ship size. In the past year, the Baltic Exchange Dry Bulk index, a measure of dry-bulk shipping costs around the world, has plunged 45 per cent. Vale faces increasing competition in China from Australian miners. While Australian ore generally has less iron content than Brazilian ore, it is mined closer to China, the world's largest iron-ore market and steelmaker.

As at June 20, the cost of shipping ore to China from Vale's port of Tubarao in Brazil was US\$19.75 a tonne, according to the Metal Bulletin website, or more than double the US\$7.75 it cost to ship ore from Australia's port of Dampier. As at late Monday, the Vale Brasil was steaming south-west along the South African coast near Durban, on course to re-round the Cape of Good Hope and re-enter the Atlantic Ocean, according to MarineTraffic.com. **Source : Reuters**



The **CLIPPER MAKISHIO** seen outbound from Rotterdam – **Photo : Piet Sinke (c)**

## With problems elsewhere, Alaska proves bright spot for cruise ships

The largest cruise company in the world, which is also the dominant company in the Alaska tourism trade, is Carnival, which owns both Princess and Holland America. The company has combined its Alaska operations as Holland America Princess Alaska tours, with "substantially all" of its income and net revenue being generated between May and September, according to a comment Carnival regularly includes in government filings. In Fairbanks, the company owns the Westmark and the Princess hotels.

Carnival has headquarters in Florida and London, but it is incorporated in Panama. Under U.S. law, it does not pay U.S. income taxes on its international ship operations. The company does pay U.S. income taxes on its hotel, tour and transportation business in Alaska and a portion of its ship operations. As Carnival says in its annual report, "We are primarily foreign corporations engaged in the business of operating passenger vessels in international transportation. Generally, income from, or incidental to, the international operation of vessels is subject to preferential tax regimes in the countries where the vessel owning and operating companies



are incorporated, and generally exempt from income tax in other countries where the vessels call due to the application of income tax treaties or domestic law which, in the U.S., is Section 883 of the Internal Revenue Code."

In 2010, the company reported a loss of \$2 million on the Alaska segment of its business and on the operation of two ships it has chartered to other firms. It doesn't list the specific profit or loss on the two ships or separate those operations from the Alaska business. In 2009, the loss was \$16 million, while in 2008 the profit from this portion of its business was \$28 million. Discussing the global company's second quarter earnings report in a conference call this week, Carnival Chairman Micky Arison and other company officials said fares to Alaska are "significantly higher than last year," which is helping the company deal with high fuel prices and political unrest overseas. The \$46 per passenger tax approved by voters in 2006, which was lowered to \$34.50 by the Legislature in 2010, came up during the discussion. The industry has maintained that the head tax caused ships to go elsewhere. Critics have argued that world events have had a much bigger impact than the \$11.50 reduction in state taxes.

Carnival's executives said that the political unrest in the Middle East has reduced traffic on cruises to the Mediterranean and prices are lower in Europe because of the soft economy. Those factors have helped create more demand for travel to Alaska. In a conference call with industry analysts, Arison was asked about the "exceptional" numbers for Princess and Holland America ships this summer.

The stock analyst continued: "Do you think that this might be sort of pent-up demand after several years of very high head taxes? Or might it be something that does not continue into 2012? I know it's very speculative at this point, but I just wondered what your thinking was in Alaska."

**Arison responded:**

"I would say a couple of things. First of all, capacity was reduced after the referendum passed. It took a number of years for that reduced capacity actually to roll through, and I think that has helped. And second, historically, when Europe weakens, those people that are looking for kind of sightseeing destinations, Alaska becomes a very positive alternative. "And so Alaska winds up benefiting from the negative issues that occur when North Americans travel into Europe. And you've got the combination of that plus higher airfares to Europe, which are not quite the case to Seattle and Vancouver. And you put all that together and they wound up to be a very, very strong Alaska season."

Photo : newsminer.



The **HERCULES** seen enroute the Havendagen in Terneuzen – Photo : Jaap Janse ©

## Hallin secures an urgent Angola pipeline repair contract

Hallin Marine, a Superior Energy Services company, announces the award of its latest subsea pipeline repair project off the African west coast. Working on behalf of a major oil company, Hallin is providing overall project management and engineering, the subsea operations vessel (SOV) Ullswater, repair equipment plus a saturation diving team, to support the urgent repair of a 20 inch water injection pipeline offshore Malongo, Angola, the Company's press release said.

The contract was awarded following successful projects previously completed by Hallin in offshore Angola.

Mike Arnold, Managing Director of Hallin West comments: "This is a typical project for our West Africa project team and shows the effectiveness of our specialist-designed SOV Ullswater for this type of project. The vessel is strategically placed for work in West Africa as part of our ongoing commitment to the region".

A recent addition to the Hallin fleet, Ullswater is an ultra-modern SOV incorporating an integral 15-man saturation diving system. With a length of 78 metres and a 20.4 metre beam, the vessel incorporates DP2 dynamic positioning and can accommodate up to 120 personnel.

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The **PERTH 1** seen inbound to Melbourne off Portsea, Perth 1 on 24-6-2011

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

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## OLDIE – FROM THE SHOEBOX

### Sinking of the Klipfontein



Nearly 60 years ago, the MS **KLIPFONTEIN** sank, MS **Klipfontein** was the first of a trio of ships to be built between 1939 and 1940. These were to be a new class of combination passenger liners, offering new standards of comfort. **Klipfontein** career between from the Netherlands and South Africa prior to the war was short-lived, as in 1942 she was taken over by the US War Shipping Administration to be used as a trooper

She survived the war and after her duties were completed she was returned to VNSM / Holland-Africa Line on February 1, 1946. After a comprehensive refit, she re-commenced her Netherlands, UK, South Africa and Mozambique service, which continued until a dramatic day in 1953.

January 8, 1953, was a calm day at sea, but, it was the day the **Klipfontein** would strike some submerged rocks off Mozambique, just five nautical miles off Cape Barra. The captain realising the ship was badly damaged and doomed, immediately called for the ship to be abandoned. Passengers and crew remained calm and went about the evacuation with great efficiency, which was aided by the calm seas, and the knowledge they were close to the shore. The **Klipfontein** sank within three hour after the accident.



Thankfully, the Union-Castle liner, RMS **Bloemfontein Castle** was close at hand and she rescued all 234 passengers and crew. Captain of the **Bloemfontein Castle**, Captain J. A. Fergusson and his Senior Officers later received commemorative gifts from Holland-Afrika Line in thanks for an efficient rescue of all **Klipfontein's** passengers and crew. **Bloemfontein Castle** was later sold to become the Chandris Lines **Patris**, a ship that transported thousands of European and British emigrants to Australia and New Zealand.

Source & Photo's: Hans van der Ster compiler of the weekly free Tugs Towing & Offshore Newsletter - [jvds@towingline.com](mailto:jvds@towingline.com) ; [www.towingline.com](http://www.towingline.com)

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



Iskes **BRENT** seen as one of the tug towing the **GSF LABRADOR** from Rotterdam – Botlek yesterday, the transport is bound for the Scheldepoort yard in Vlissingen - Photo : Piet Sinke (c)

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