



**Number 304 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 31-10-2011**

News reports received from readers and Internet News articles copied from various news sites.



**Oct 28th the yet unnamed hull of the new Amels 199 superyacht type was towed through the Kiel Canal westwards towards the Amels shipyard for completion. The yacht is the first of the new Amels 199 design, featuring a remarkable reverse bow .**

**Photo : Martin Lochte-Holtgreven ©**

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## EVENTS, INCIDENTS & OPERATIONS

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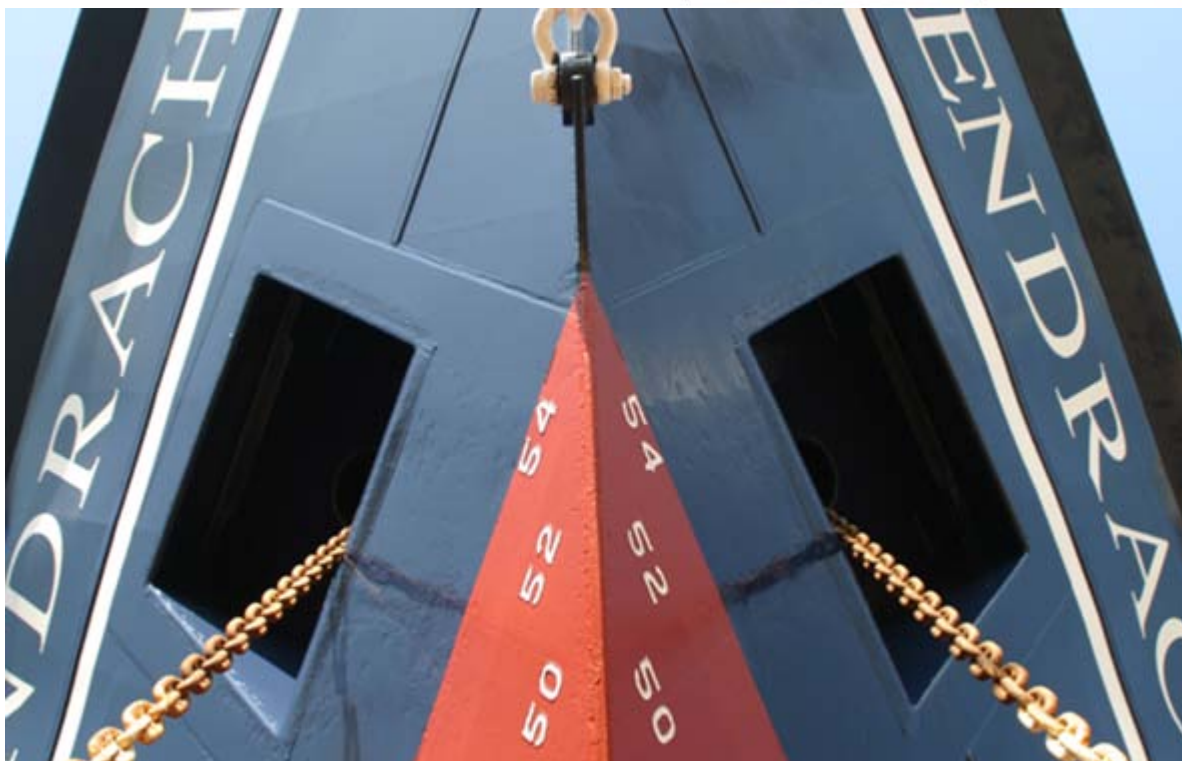
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The sail trainer **EENDRACHT** seen during a maintenance period in drydock at van Brink in Rotterdam before departing November 5<sup>th</sup> bound for the Caribbean – **Photo : Wouter van der Veen ©**



## AMSTERDAM VISITED SINGAPORE



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Right **Capt. Fred Eversen**, Master of the **Amsterdam** seen on the joystick (*Fred's pientere pookje*) at the wheelhouse.



Guests on the **ms Amsterdam** will be able to "show and tell" their vacation memories through the Digital Workshop powered by Windows®. Free workshops led by Microsoft-trained "techsperts" will show even the most novice camera or computer user how to take better vacation photos, make movies, edit pictures and create scrapbooks using a variety of Microsoft Windows and Windows Live services. Guests will learn how to share all their digital memories through email, blogging and social networking — so friends and family can see where they've been cruising even before they return home.



At the heart of the **ms Amsterdam** is the **Planeto Astrolabium**, a commissioned signature sculpture soaring in a three-story atrium. The stunning Astrolabe tracks constellations, the planets, world time and ship time. Dutch heritage and tradition is clearly displayed throughout the ship in original Art Deco pieces that once graced the **Nieuw Amsterdam** of 1938. For a contemporary touch, works of the noted maritime artist **Stephen Card** adorn public spaces.



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Above seen the **Crow's Nest**, where sweeping views make this observation lounge a top choice for relaxing during the day, and in the evening transforms into a hip, fashionable nightclub features top-notch DJs and live bands.

The **AMSTERDAM** is at present sailing the 70 day long **2011 GRAND ASIA & AUSTRALIA Cruise**, from which cruise the route can be seen on the map right, from Singapore the liner departed yesterday noon bound for Tj Priok (Jakarta) (01-11), followed by Semarang (Java) (02-11) and Bali (04-11), all interesting places in beautiful Indonesia, the liner will head for Australia and later back east to Los Angeles where she is due to arrive **December 5<sup>th</sup>**



Click on the [Video Gallery](#) for virtual tours of staterooms and public areas onboard the **AMSTERDAM**





The **AMSTERDAM** seen departing from the Singapore cruise terminal yesterday early afternoon, bound for Jakarta. Herewith I would like to thank **Capt Fred Eversen**, **Ch. Officer Gert** and the crew onboard the **Amsterdam** for the hospitality Saturday evening whilst in port, specially I would like to thank **Kim** for the good service and excellent food in the **Pinnacle Grill Restaurant**, **Matt** for the good choice of wine with the food and **Willem** (Housekeeping) for the "souvenir" bag, it was nice meeting you all again, and wish you all a safe continuation of the cruise.



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The **HOLLY GALAXY** seen outbound from Rotterdam – Photo : Ria Maat ©

## More diesel spill from sunken ship feared

Fears of further diesel spill from the cargo vessel, which sank off the Umm Al Quwain coast on Saturday, are rife especially due to the prevailing conditions, particularly sea currents, wind speed and temperature. According to a senior environment official, the more intense the conditions are, the faster the diesel spread and ship break-up could be.

"It took the submarines and divers around nine hours to stop the diesel leak and block the tanker's notches. However, the job is not easy as the ship is 35 metres under the sea, which means more pressure," Dr Mariam Al Shenasi, Acting Undersecretary of the Ministry of Environment and Water, told Khaleej Times on Friday.

"As the diesel leak is still on, though in smaller amounts than those reported in the last two days, more spill is likely because of the fast winds and changing sea currents," she added, noting that the viscosity of the diesel determines its speed of spreading. Specialists and divers from the National Crisis and Emergency Management Authority (NCEMA), UAE Coast Guard, Umm Al Quwain Police, National Transport Authority, and Umm Al Quwain Municipality, met on Friday to follow up the rescuing of the ship.

The ministry, in collaboration with specialised teams, is working on a three-phase plan. "We have finished Phase One in which the situation has been assessed, and the leak contained. The sinking tanker with the remaining diesel shall then be lifted to a safe floating station in Phase Two while the ship will be safely floated in Phase Three." Meanwhile, an air and sea survey is underway as the diesel spill has spread to over a two-mile area, following the vessel's sinking on Saturday 11 nautical miles off the Umm Al Quwain coast, apparently due to the severe northern winds.

The nine-member ship crew, who escaped in a lifeboat, was rescued by a fishermen's boat from Ras Al Khaimah passing by the area.

Dr Rashid Ahmed bin Fahd, Minister of Environment and Water, was quoted as saying that a ministry technical team is analysing the information and data collected to identify the cause of the accident, and decide on the best way to contain the environmental impact, safely salvage the ship and offload its cargo. An official at the Umm Al Quwain Municipality said they are working hard with a big team to stop the leakage and retrieve the vessel. "Despite the large quantity of diesel in the ship, we will make sure everything is controlled, and the whole coast is clean and the fish is safe and poison-free."

Hussain Al Hajiri, Head of the Fishermen Society in Umm Al Quwain, said they are closely following the situation. "We are in direct contact with the fishermen there, and shall alert them in case of more leakage." Urging the bodies concerned to quickly salvage the vessel, Al Hajiri said everybody will be affected, particularly those involved in fishing, unless the leak is contained. "The vessel has over 450 tonnes of diesel. If it spills, it may cover the whole coast, leading to disastrous pollution which will be hard to be contained." Khalid M., a fisherman, said the fish market in Umm Al Quwain has been badly hit by the leak. "The mishap has everybody talking, and people are afraid to buy fish though the diesel spill is only small and away from the coast." **Source : Khaleej Times**





The **ACAVUS** seen outbound from Rotterdam – Photo : Harry van den Berg ©

## Police investigate ship for marine pollution

POLICE have been asked to investigate allegations that the **MV Island Trader**, which ran aground in the world-heritage listed Lord Howe Island lagoon, was also responsible for two separate marine pollution incidents two years ago. Complaints have been made that the fuel-supply ship leaked oil into the pristine waters of the lagoon in 2009 and one of the spills involved about 200 litres of oil.



After receiving the complaints, the NSW Minister for Police, Michael Gallacher, has asked the police to investigate. There has never been an investigation into the incident despite marine environmental pollution offences attracting a maximum fine of \$10 million. A spokeswoman for NSW Maritime said a formal report was never received about the alleged oil spills. She said while informal reports were received, no evidence of any spill had

been provided. Calls to the shipping office on Lord Howe Island were not returned.

The **MV Island Trader**, which has the monopoly on the route carrying food and fuel from Port Macquarie, hit a sandbank earlier this month and was stranded for seven days. The tender for shipping services was advertised earlier this year and negotiations are under way. Source : **Canberra Times**

## Kimpo-Qingdao container liner service opens Feb. next year

Container liner service between Kimpo Terminal of Korea and Qingdao of China, which was initially planned to commence upon the opening of Gyeongin Arai Waterway is most likely to open in Feb. next year.

The Ministry of Land, Transport and Maritime Affairs (MLTM) announced in a press release dated Oct. 25 that it begins a trial operation of Gyeongin Arai Waterway on Oct. 29, revealing the schedules for passenger ship and cargo ship service. According to the press release, it is likely that the container service between Kimpo Terminal of Korea and Qingdao of China Hanjin Shipping is gearing up for will open in Feb. next year and that the container service between Incheon Terminal in Gyeongin Port and a Chinese port the Chinese shipping player is to undertake will commence in May next year. The delay in construction works of container terminal in Gyeongin Port is blamable for Hanjin Shipping's inauguration schedule accordingly fallen behind for around Feb. 1 next year. In fact, come next February, the said container liner service will possibly open. Hanjin Shipping, which obtained an approval for liner service

between Kimpo Terminal and a Chinese port from Korea-China Shipping Conference held last year, plans to deploy a 200-teu class boxship on the container liner route linking Kimpo with Qingdao, but its plan is accordingly affected by the delay in construction of the container terminal. Back in last Aug. ten partners filed for the joint container service on the route, but negotiation on slot charter arrangement has yet to start, the Maritime Press is told. Nothing has been ascertained by China as to which Chinese port should be linked with Incheon Terminal in Gyeongin Port and which Chinese shipping line is appointed for the service. According to shipping sources, three or four Chinese lines are interested in Gyeongin-Tianjin service, but China has failed to inform Korea of its nomination of the Chinese port and Chinese counterpart for the service for no definite reasons though it's already one year since Korea-China Shipping Conference was held last. Nevertheless, the MLTM's timetable shows a Chinese container line yet to be appointed opens May next year. **Source: Maritime Press**



The advertisement for Vlierodam B.V. features a collage of maritime equipment and a ship. On the left, there are yellow hoisting cranes. In the center, a blue and white logo with an anchor and a person is displayed above the text 'DNV 2.7-1'. On the right, a large blue and white ship is shown. Below the collage, the text reads: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting', 'Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000', and 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl'. A small logo with the letters 'VRD' is in the bottom right corner.



The **LIFANA** seen outbound from Amsterdam – **Photo : Simon Wolf ©**

## **Scheepsramp voorkomen op Waddenzee.**

Meer dan vijftig leerlingen en vakdocenten van de Maritieme Academie Den Helder hebben op zaterdag 29 oktober deelgenomen aan een grootschalige calamiteitenoefening aan boord van de Kustwacht sleepboot Ievoli Black. Deze groots opgezette 'Search and Rescue' oefening werd gecoördineerd door het Kustwacht centrum in Den Helder. Vijf





reddingboten van de KNRM namen deel aan de oefening. Naast de **Joke Dijkstra** uit Den Helder en de Beursplein 5 uit De Cocksdorp ging het om de KNRM Stations Den Oever, De Koog en Oudeschild. De KNRM reddingboot 'Heek' fungeerde als veiligheidsschip. De oud reddingboot **Javazee** van het Helderse reddingmuseum Dorus Rijkers verving (op het laatste moment) een overheidsschip welke door drukke werkzaamheden niet aan de oefening kon deelnemen.

De status tijdens de oefening is als volgt: Het oefenschip de **Ievoli Black** maakt water op het Texelstroom tussen Den Helder en Oudeschild. Er bevinden zich diverse gewonden aan boord. ('LOTUSSEN')

Er zijn ook een aantal vermisten en mensen in paniek. (acteurs) verspreid over het hele schip. Alle LOTUS slachtoffers en leerlingen aan boord van de Ievoli Black dienen geholpen en uiteindelijk geëvacueerd te worden en door KNRM reddingboten naar de haven van Den Helder gebracht te worden.

Alle leerlingen van de Maritieme Academie dienen in het kader van hun opleiding ervaring op te doen in het handelen in een noodsituatie aan boord. Hun taak is dan ook het toepassen van doeltreffende EHBO, de opvang en het transport van de slachtoffers in samenwerking met de KNRM bemanningsleden.

De leerlingen moesten meteen bij de start van het noodscenario de slachtoffers in teamverband opzoeken met behulp van het scheepsveiligheidsplan. Een extra



complicatie hierbij was dat de normale in- en uitgangen veelal niet gebruikt konden worden omdat de waterdichte deuren gesloten moesten blijven. Hierom werden de nood in- en uitgangen gelokaliseerd en gebruikt. De vermisten en gewonden bevonden zich over het gehele schip van de brug tot geheel onder in het schip tussen de ladingpompen en in de boegschroefruimte. De taken van de echte bemanning werden door de leerlingen overgenomen. Zodoende verrichtten zij ook de eerste hulp aan de slachtoffers en hielden de kapitein op de hoogte van de situatie. Ondertussen had het Kustwachtcentrum vijf



reddingboten gealarmeerd en deze waren op - volle kracht met 32 knopen- zeer snel bij het oefenschip **Ievoli Black**. Ter plaatse werd de noodsituatie gecoördineerd door de KNRM redders van station Den Helder. KNRM

bemanningsleden van vier reddingboten spreiden zich snel over het schip om de leerlingen ("bemanning") te helpen bij de hulpverlening. Een vijfde reddingboot zocht en vond twee overboord gevallen personen in de vorm van speciale drijvende oefenpoppen. De verlening van EHBO aan de gewonden verliep goed, evenals de opvang van mensen in paniek welke zeer overtuigend overkwamen en ca 10 leerlingen meer dan een uur druk bezig hielden. Naast twee reanimaties verzorgen de leerlingen levensecht uitzijnde hoofdwonden, brandwonden en gebroken ledematen. Dit gebeurde onderdeks in het geluid de sterke scheepsmotoren wat de oefening zeer realistisch maakte. Het stabiliseren en transport van de gewonden in KNRM brancards was een complexe operatie via de loodrechte noodtrappen en schachten maar werd door een goede samenwerking tussen de leerlingen en redders secuur volbracht. Te zien aan de bezwete voorhoofden en ernstige blikken gingen de leerlingen en KNRM bemanningsleden geheel op in hun rol van hulpverlener in deze groots opgezette noodsituatie.



De daaropvolgende evacuatie van het oefenschip en het overstappen op de reddingboten verliep uiterst voorspoedig. Er kan dan ook worden teruggekeken op een zeer leerzame en geslaagde oefening waarbij het vooral aankwam op een goede samenwerking tussen de verschillende partijen. De oefening is georganiseerd en uitgevoerd door de Maritieme Academie Den Helder, KNRM station Den Helder en het Kustwachtcentrum Den Helder.

De KNRM en de Nederlandse Kustwacht houden regelmatig multidisciplinaire calamiteiten oefeningen waarbij meerdere reddingboten en hulpverleningseenheden zijn betrokken. Het doel hiervan is het kunnen bieden van een betere hulpverlening bij daadwerkelijke calamiteiten op zee.

Leerlingen van de maritieme mbo koopvaardij- en visserijopleidingen van de Maritieme Academie Den Helder hebben een zeer praktijk gericht lesprogramma. Wekelijks volgen ze praktijklessen in levensechte navigatie- en machinekamer simulatoren wat ze klaarstoomt op de toekomstige uitdagende baan als officier aan boord van zeeschepen. De jaarlijkse SAR oefening met KNRM en Kustwacht is dan ook een unieke gelegenheid voor de leerlingen om de geleerde lesstof tijdens een levensechte noodsituatie toe te passen.

**Foto's : Coen Bot, voormalig KNRM beroepsschipper station Den Helder**

## **Cruise ship docks in Boston with 2 dead passengers**

Massachusetts state police and FBI agents say the deaths of two passengers on a cruise ship docked in Boston were not caused by foul play. A spokesman for the Suffolk County District Attorney says the probe involving experts from the office of the chief examiner showed a 67-year-old woman from Tiverton, R.I., and a 23-year-old man from Littleton, N.H., were not murdered aboard the Norwegian Cruise Line ship. Investigators responded to the Black Falcon Cruise Terminal after the ship docked at 6:30 a.m. on Friday. Authorities say the dead were not together and their deaths were not related. Their names and additional details will not be released. Miami-based Norwegian Cruise Line said the ship was returning to Boston after a seven-day cruise to Bermuda. Source : [stltoday.com](http://stltoday.com)

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The newbuilding **RWS79** seen during trials – Photo : Frans Sanderse ©

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## NAVY NEWS



Sailors assigned to the Virginia-class attack submarine Pre-Commissioning Unit **California (SSN 781)** board the boat as they "bring her to life" during a commissioning rehearsal ceremony the day before the Navy's newest Virginia-class submarine is commissioned. California is the eighth Virginia-class submarine and will be homeported in Groton, Conn.

## SHIPYARD NEWS



### Leerling Proces Operators

TOS zoekt voor de BP Amsterdam Terminal (BAT) Leerling Proces Operators. Ben je woonachtig in de regio Amsterdam en beschik je over een technische en/of nautische opleiding op MBO-niveau? Mail dan onze divisie Select: [select@tos.nl](mailto:select@tos.nl) Ervaring op een tanker of in de procesindustrie is een pre.

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The car carrier **TITANIA** seen fitting out at the DSME yard in Korea – Photo : Daan Akerboom ©



## BAE Systems Mobile shipyard launches Jones Act tanker

BAE Systems has joined with Mid Ocean Tanker Company (MOTC) to launch the **American Phoenix**, a U.S. Flag/Jones Act-qualified product chemical tanker, from its Mobile, Alabama, shipyard. Measuring 616 feet long and 105 feet wide, it is largest vessel ever launched from the State of Alabama. It has a draft of 36 feet and a cargo capacity of 49,000 dwt.

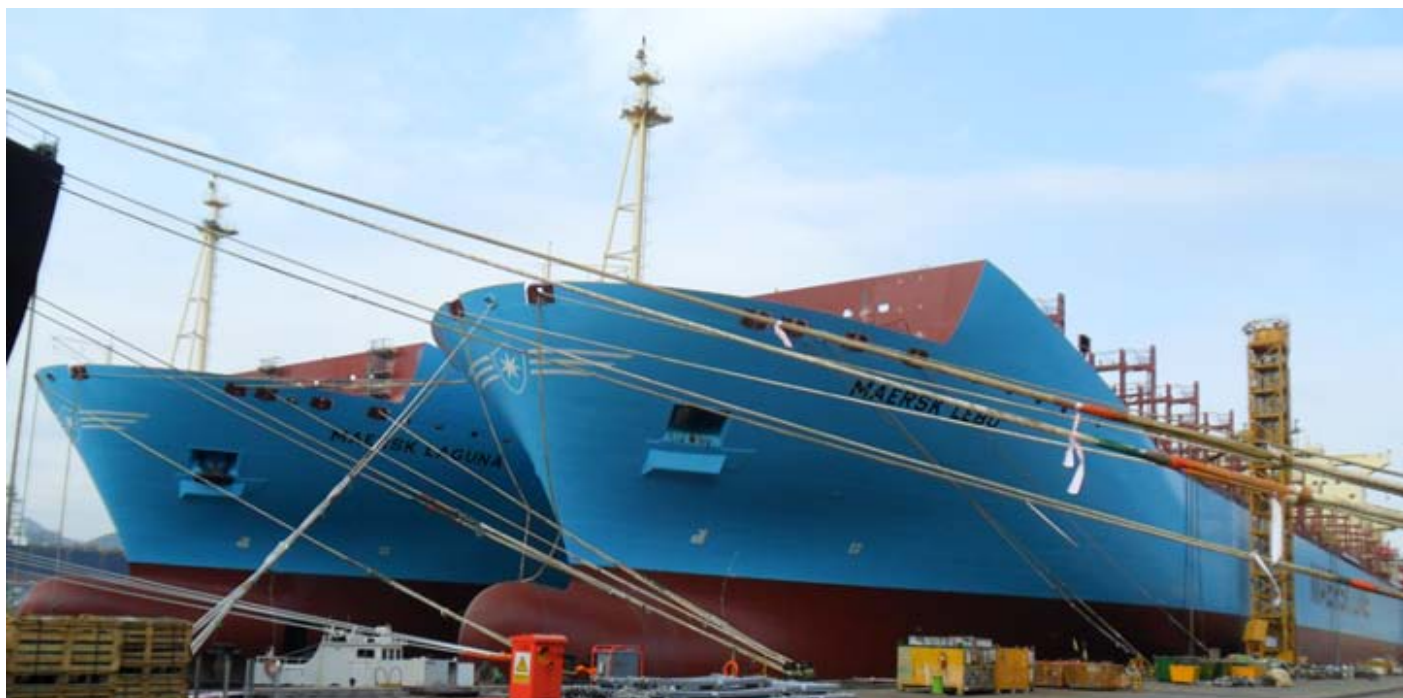
Mid Ocean Tanker acquired the unfinished ship for \$12.65 million in February of this year in the bankruptcy proceedings that followed the AHL Shipping collapse. It intends to complete it for service in U.S. coastwise trade by late 2011 or early 2012. The launch is a significant step toward the completion of the American Phoenix, which is owned by MOTC, a joint venture between Mid Ocean Marine and private equity firm Alterna Capital Partners.

See also : [http://www.youtube.com/watch?v=i8ZKSluBvTQ&feature=player\\_embedded](http://www.youtube.com/watch?v=i8ZKSluBvTQ&feature=player_embedded)

BAE Systems was contracted in April to finish the ship's construction and prepare it for use "This is a major event for shipbuilding in the Mobile area," said Vic Rhoades, director and general manager of BAE Systems Southeast Shipyards Alabama. "In total, the construction of this vessel has created more than 150 full-time jobs."

The **American Phoenix** is now about 85 percent complete. When delivered early next year, it will sail to its homeport in Texas and conduct trade in the Gulf of Mexico. The remaining work on the ship, also to be performed by BAE Systems, includes the installation of the pilot house, equipment start ups and systems integration.

The Mobile shipyard has completed more than \$14 million in repairs, refurbishments and capital improvements during 2011 to accommodate new construction and existing business. Facility and infrastructure improvements include the installation of a new launch rail system. Future ship construction projects at the shipyard are anticipated to create an additional 150 jobs over the next six months. **Source : MarineLog**



The **MAERSK LAGUNA** and **MAERSK LEBU** seen at the DSME yard in Korea – **Photo : Daan Akerboom ©**

## Taizhou Kouan Shipbuilding to build two bulkers

China's Taizhou Kouan Shipbuilding has won an order from Singapore-based Norr Systems to build two new bulkers. The two 64,000dwt vessels are scheduled to be delivered in 2013, according to asiasis.com. According to reports the vessels are expected to cost around \$30m each. Upon delivery the vessels will be signed on a long-term charter to an unnamed Asian shipowner. The Singapore-based firm has also ordered four 5,000dwt bunker tankers at Taizhou Sanfu Ship Engineering, which are scheduled for delivery between the second quarter of 2012 and the first quarter of 2013.

## One killed, two injured in blast at Goa shipyard

One worker died and two were injured in a blast in a newly built barge at Waterways Shipyard, Chicalim in south Goa on Saturday. According to police, the blast partially destroyed the barge, which was to be commissioned on Sunday. As the final touches were being given and polishing work was under way, the blast occurred around 10.55 a.m. A worker, Sanjay Singh Chauhan, was flung on to the roof of a nearby chapel and he died on the spot. Ram Singh Chaughan (22) was injured and Naresh Bahat Chauhan (30) is in a critical condition. The blast is suspected to have been caused by accumulated gas, a police spokesperson said in a release here. **Source : The Hindu**

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The **CLARA MAERSK** seen moored in Walvis Bay – Photo : Rob Sorensen ©



## Strike paralyses Dar es Salaam port

Container handling by the Tanzania International Container Terminal Services (TICTS) at the Dar es Salaam port on Tuesday came to standstill after the firm's employees' went on strike, TSN Daily News reports. The strike led to congestion at the port and traffic jam along Mandela Expressway as hundreds of trucks with local and transit cargo and other vehicles were stranded for many hours. Until late in the evening, the Dock Workers' Union of Tanzania (DOWUTA) and the TICTS management were holding a meeting to resolve disputes that made employees to lay down tools. A survey at the port found that apart from the trucks which obstructed movement of other vehicles, five ships were at outer anchorage and two were waiting for their turn to offload. The employees are blaming TICTS management for failing to honour some terms contained in their employment contracts including purchase of company shares and failure to pay them bonuses for the last eight years. The workers also demand the management to narrow the difference paid on various allowances. "If all our claims will never be solved, it is better for the management to resign and leave their positions to more competent leadership," said one employee. Available statistics show that after the abolition of the TICTS monopoly that currently handle between 20 per cent and 30 per cent of the cargo, the port's container handling efficiency improved by 16 per cent in 2010/11, with dwelling time reduced to around 10 days from 24 days few years ago. The Tanzania Shipping Agents Association (TASAA) Chairman, Mr Emmanuel Mallya, said the laying down of tools by the TICTS workers will adversely affect the economy because about 70 per cent of the goods are containerized thus hitting hard the ultimate consumer. When the port operations are disrupted, a number of stakeholders including shipping agencies, container handling companies, clearing agents, customs and transporters are affected. "The final consumer will bear the burden of the rising cargo handling charges as the ship's dwelling time increases," he said. The charges for single day for which a ship is delayed in the schedule ranges between 15,000 and 20,000 dollars a day. The Tanzania Revenue Authority (TRA) Commissioner for Customs and Excise, Mr Walid Juma, said the Tanzania Ports Authority (TPA) that licensed TICTS should swiftly intervene to reduce the effect of the strike on the economy.



The Toyofuji operated vehicle carrier **Trans Future 6** arriving at Lyttelton to discharge new vehicles from Japan and Australia. Photo : Alan Calvert ©

## Van Oord is working on the port of Klaipeda access channel in Lithuania

Van Oord is going to deepen and widen the access channel to the port of Klaipeda in Lithuania. The contract is worth approximately EUR 40 million and is being financed partly by the European Union. The client is the Klaipeda port authority and the project will be executed in 2011-2012. The project involves the deepening of the access channel to - 14.5 metres along a stretch of almost 6 kilometres. The channel will also be widened by 30 metres from 120 to 150 metres. A total of 4.5 million m3 of soil will be removed. Van Oord is deploying a large backhoe dredger and some split hopper dredgers. The project is by far the largest contract in terms of value and volume for the port of Klaipeda and

will contribute to the economic development and safety of the port. In the future, the port will be accessible to post-Panamax vessels (with a length of 300 metres and a width of 40 metres). **Source : Van Oord**



The **BOW PRIDE** seen outbound from Rotterdam – **Photo : Kees Torn ©**



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## APM wins legal battle for Costa Rican project

APM Terminals has won a legal battle to build a container dock in the Costa Rican port of Moin, reported IHS Global Insight. The Costa Rican government originally signed a contract with the company on August 30 for the construction and management of the facility in the Caribbean port. However, Costa Rica's dockers' union filed an appeal with the country's Administrative Court over concerns regarding the government's privatisation of port services.

The court's rejection of the appeal in this case brings the construction of the dock one step closer. The new dock will comprise a breakwater of 2.5 km, six berths, and 13 cranes, and will have a capacity to service post-Panamax vessels, which hold up to 12,000 containers. President Laura Chinchilla announced that the construction and subsequent operation of the new port would generate in the region of 2,000 jobs directly, as well as 8,000 jobs indirectly.

The development is scheduled to begin operation in 2016. Despite the court ruling, this is unlikely to be the end of the saga surrounding the new container dock in Moin, and further legal challenges to the project are anticipated.

Port unions are still fervently opposed, arguing that there are already a number of state-run ports in Moin and that these should be improved before looking for new-build investments. Similarly, the business sector is critical of awarding the contract to a foreign firm, as well as contending that employing a private firm will drive up port fees.





The **MAERSK SEMARANG** seen outbound from Felixstowe – Photo : Andrew Moors ©

## Ezra Holdings full year profit down 47%

Ezra Holdings slipped on full year net profit but revenue rose year-on-year as activities in the global oil and gas industries remain active, Seatrade Asia online reports. Net profit for the year ended 31 August 2011 dropped 47% to \$40.2m compared to \$76.5m in 2010. Revenue, however, climbed 58% to \$559.1m compared to \$353.6m a year ago.

The Singapore-listed offshore services firm blamed the fall in profit to higher administrative expenses, higher financial expenses and lower share of profits from associated companies. On the same day that Ezra announced its results, the company clinched a second contract awarded by BP to perform subsea work in the Atlantis field in the Gulf of Mexico.

The first project was completed in 2010 along with the installation of subsea hardware for BP's Thunder Horse project.

Looking ahead, Ezra believes that demand for medium to large sized offshore support vessels will continue to be strong. Source : PortNews



The **BALTIC NOVEL** seen in IJmuiden – Photo : Marcel Coster ©

## PHOTO OF THE DAY .....



The 2009 built **DOLFIJNGRACHT** seen moored in Rotterdam-Waalhaven Photo : Michel Kodde ©

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