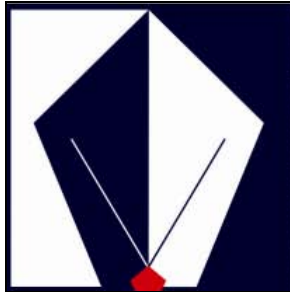




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**The tug TTB SALVOR seen outbound at Singapore Temasek buoy**  
**Photo : Piet Sinke (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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Seen arriving in Onne Port, Nigeria. The **UAL Tycoon** with home port Willemstad, Curacao.  
Photo : Capt Peter Lankester (c)

## Global Container Traffic Hits All Time High

Global ocean container traffic reached an all-time high of 560 million 20-foot equivalent units in 2010, driven by surging volume at Chinese ports, according to Alphaliner. This followed a record year-on-year increase of 14.5 percent over 2009, when the first annual drop in the history of containerization shrunk overall port traffic 8.9 percent, the Paris-based analyst said. Chinese ports, including Hong Kong, boosted throughput 17.9 percent to 169 million TEUs, to

increase their world market share to 30.1 percent in 2010 from 29.3 percent in the previous year. China now accounts for nine of the world's top 20 container ports with most of its ports recording faster growth than ports in other regions. South America was the second fastest growing region with its ports increasing box traffic 17.6 percent in 2010. The top 50 ports grew container volumes an average of 15 percent in 2010 and only two suffered minor losses. Volumes handled by the top global terminal operators tracked growth in the overall market with Chinese-based firms booking the biggest gains. Hong Kong's Hutchison Port Holdings regained global leadership with total volumes rising 14.9 percent to 75 million TEUs in 2010.

Second ranked APM Terminals lost ground as growth slowed to a below average of only two percent to an estimated 70 million TEUs. Alphaliner expects growth in 2011 to slow to 8.4 percent as volumes return to more sustainable levels. Chinese ports are again set to lead the gains. **Source: Journal of Commerce**



The **WARBER** seen approaching the IJmuiden locks outbound – **Photo : Marcel Coster (c)**

## Freight shipping oversupply squeezes rates

Making forecasts about dry bulk ocean freight rates have always been a tricky business. This is because forecasters have to consider diverse factors. Among other things, how the economies in different parts of the world would behave, and the expected growth in seaborne trade of coal and iron ore, constituting nearly 60 per cent of dry bulk cargoes. Also, global movement in food articles. Nobody will claim precise knowledge of any of these. Therefore, most such forecasts are loosely structured and they come with a number of caveats. Even then, when Moody's Investors Services talks on the subject, ship owners and shippers take note. There is no question of contesting the credit rating agency's underlying point that the oversupply of dry bulk tonnage would keep rates under pressure over the next couple of years.

In fact, the behaviour of the Baltic Exchange Dry Index (BDI, which tracks rates to ship dry commodities), in the past several months is a pointer to the world economy being unable to absorb the commissioning of a growing number of vessels. One prediction is that the bulk fleet will grow between 11 and 13 per cent this year, to top an unprecedented 600 million deadweight ton (DWT), leaving the demand for shipping space far behind.

Moody's report also says as a large number of new vessels take to the water in the midst of slowing of the growth rate of dry bulk shipping: "We expect freight rates to fall substantially in 2011. The agency sees the spate in supply of shipping space constraining the BDI between 1,000 and 2,000 points." It goes without saying that the less efficient shipping groups will find the going extremely difficult with the BDI moving in that range. The report says the operators whose charter policies are based predominantly on long-term contracts would, however, come under less pressure.

The shipping world is in a situation where there will be occasional upticks in rates, only to be followed by falls. The BDI hit a two-year low in mid-February. There has been recovery since. But the Index and also daily earnings of cape-size vessels have remained volatile. Freight rates are, perforce, sensitive to unforeseen developments like the near-Biblical



December floods in Australia and the ruinous combination of quake and tsunami that hit Japan last month. Gujarat NRE Coke managing director Arun Jagatramka says coking coal exports from flood-ravaged Queensland in the January-March quarter took a hit of up to 15 million tonnes. The rare act of Queensland-based coal producers invoking the force majeure clause for their inability to honour supply commitments did hurt capesize activity and was responsible for freight market disruptions in January-February. Then came the Japanese disaster, bringing in its wake bad tidings for the shipping industry, already reeling under over-capacity.

But Japan may not prove as bad as was initially feared. The country has enough unaffected port capacity and the transport ministry there has given assurances that radiation at the larger ports is at a safe level. The shipping fraternity is hopeful that, sooner than later, shipments of coal, both thermal and metallurgical, and also iron ore to Japan, will pick up with restoration of power supply and the steel industry resuming production at full throttle.

In times of excess shipping capacity, scrapping of old tonnage and postponement or cancellation of orders for new ships are time-tested safety valves. But Moody's report says such traditional action might not be enough to mitigate all the excess capacity. This year is very likely to see record scrapping, as about a fifth of ships are over 20 years old, having lived their useful life. More, ships sent to the scrap yard are fetching attractive prices. Are not all steel intermediate raw materials like iron ore, coking coal and steel scrap fetching good prices, too? Scrap yard owners in the Indian sub-continent say the ageing vessels should come to them at a rapid pace for the rest of 2011 as new vessels for which orders were placed ahead of the 2008 economic downturn get delivered in growing numbers. It will not be a surprise if up to 20 million tonnes are scrapped this year, to make it a record. In the near term, BDI will stay on turbulent waters and at levels not bringing a cheer to ship owners. The long-term prospects for dry bulk shipping, however, appears more favourable to Moody's, in the context of emerging markets using more and more commodities. At the same time, there is concern that given the industry's high degree of fragmentation and the innate speculative nature of its players, the industry will be found wanting in exercising restraint in creating excess capacity. **Source: Business-Standard**

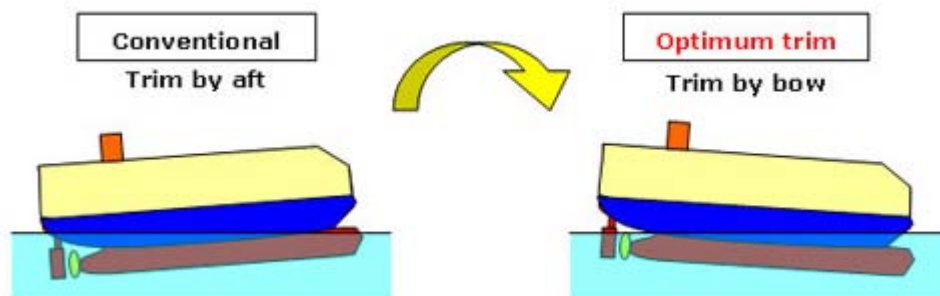


The **CORAL LOPHELIA** seen arriving in the port of Le Havre bound for Gonfreville. –

**Photo : Wouter van der Veen ©**

## **MOL trim optimization system yields 4% fuel savings**

Mitsui O.S.K. Lines, Ltd. (MOL) announced the joint development along with Akishima Laboratories (Mitsui Zosen) Inc. of an optimum trim system for vessels. A pilot test of the system, using a 6,400-unit car carrier, showed an increase of up to 4 percent in fuel efficiency compared to a conventionally equipped vessel. The added efficiency in turn contributes to a significant reduction in CO2 emissions. The optimum trim system quantitatively assesses MOL captains' extensive practical knowledge of vessel running attitudes through tank testing and actual ship test. This data is translated into graphs that make it easy for seafarers to use the system.



Tank testing by Akishima Laboratories showed that appropriate trim adjustments can significantly reduce wave drag, and these results were confirmed in practical tests using the car carrier. (Please refer to the figure below.)

The optimum trim system is one of the elemental technologies MOL is promoting in its Sempaku ISHIN project to develop concepts for

next-generation vessels. The company will adopt the optimum trim system on additional types of ships in a proactive approach combined with the optimal operational system to reduce CO2 emissions on a fleet-wide basis. **Source :** MarineLog

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The Portuguese tug **MONTALVO** seen passing Hoek van Holland inbound with the **ARGYRO M**  
**Photo : Kees Torn (c)**

## Turkish frigate intercepts pirate boats in Gulf of Aden

A Turkish frigate patrolling the Gulf of Aden intercepted two pirate boats, Turkish military said on Tuesday. In a statement posted in its internet site, the military said that a Japanese maritime patrol aircraft spotted two pirate boats 70 miles off the coast of Somalia.

Turkish frigate **TGC Giresun** was assigned to intercept boats which were reported to be readying to attack on commercial ships sailing in the Gulf of Aden. Boats were intercepted after an operation supported by helicopters and Turkish commandos boarded the boats. All suspected equipments and ammunition were seized, the military said.

Source : **Worldbulletin**



The **STROOMBANK** seen at the IJmuiden locks – Photo : **H. Blomvliet (c)**

## Crowds expected for lifeboat launch

HUNDREDS of people are expected to line Walton's seafront to watch the town's new £2.5million lifeboat arrive this weekend. The **Irene Muriel Rees** will sail into its new home on Sunday afternoon after completing sea trials.

It will carry out display manoeuvres near the pier for the crowds. The new lifeboat is being met by the current vessel **Kenneth Thelwell II** before mooring alongside the pier so people can get a close-up look at it. The Tamar Class boat is the most modern and hi-tech in the RNLI fleet. The state of the art lifeboat will be berthed at Titchmarsh Marina while crew members complete their training.

It is being named after a local woman who left £1million to Walton lifeboat station in her will last year. The lifeboat is expected at pier at 1pm. It will be ready to take over rescue cover duties in early May. An official naming ceremony is due to take place on May 26. Source : **Clacton and Frinton Gazette**

## Ship delivers petrol to Libyan port

A Libyan-owned ship carrying a cargo of imported petrol has docked at a government-controlled port, helping to relieve a fuel shortage, a Libyan government official and an energy industry executive told Reuters. They said the ship was owned by the Libyan state shipping company and was unloading its cargo at the port of Zawiyah, 50 km (30 miles) west of Tripoli. They did not say where the vessel had come from.

The Libyan official, who did not want to be identified, said the vessel was carrying 23 million litres of fuel. "The boat has now arrived," he said. Although Libya is an oil exporter, international sanctions and disruption caused by an uprising against Muammar Gaddafi's four-decade rule have hit fuel supplies and led to long queues at petrol stations.

It was not immediately clear how the vessel had been able to get through a cordon of NATO warships which is patrolling Libya's coast to help enforce international sanctions. The Libyan energy industry executive, who works for a



company involved in fuel distribution, said the arrival of the vessel was “a good step” in easing the shortages but he said it would only be a temporary solution. “We do not know if there is a plan to bring more fuel, or if it is only this ship,” the executive, speaking on condition of anonymity, told Reuters. **Source : Reuters**

## TUI says in talks over Hapag stake sale



The **LEVERKUSEN EXPRESS** seen outbound from Antwerp passing Walsoorden

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

Germany's TUI said it was in talks to sell a stake in container shipping business Hapag-Lloyd that it had earlier said it wanted to float, boosting its shares by 5 percent, Reuters reports. The German travel operator was in early stage talks with several interested parties including Oman and HNA -- China's fourth-largest airline group -- about the sale of a stake in Hapag-Lloyd, sources close to TUI said.

Its stock traded 5 percent higher at 8.96 euros at 1029 GMT (6:29 a.m. ET), against a flat midcap index in Germany. An initial public offering of the unit was also still possible, the company said. TUI had mulled floating half of its stake, but last month put any decision on ice after the earthquake in Japan and unrest in the Middle East rocked markets.

An official at Omani state-owned Onyx Investments Ltd said it had reached an agreement in principle to buy a stake in world's fifth-largest container shipper, but that negotiations about the price were continuing. The official, who declined to be named, had said late on Monday Onyx had bought the 15-percent stake, which then prompted TUI's response on Tuesday. **Source : PortNews**

## Iran announces last seized cargo ship has been released in Malta

IRAN's Islamic Republic of Iran Shipping Lines (IRISL) has announced that the last of five cargo ships seized following sanctions against Iran has been released, reports Reuters. IRISL's vessels were impounded at ports around the world late last year after European banks called in loans to the company. Reported the Iranian Fars news agency. "The last ship of five IRISL containerships which were seized several months ago has been releases on Thursday," said IRISL chairman Mohammad Hossein Dajmar.

Three ships held in Singapore were released in January and the fourth, seized in Hong Kong, was released in February. The last vessel was held in Malta. Mr Dajmar said the ships will resume normal commercial activities. Sanctions were tightened last year to make it more difficult for Iranian companies to access banks, a measure aimed at forcing Tehran to curb its nuclear ambitions. **Source : Schednet**



The SYLT seen arriving in Brest – Photo : Jacques Carney (c)

## Somali pirates kept their hostages in cages and forced them to take part in attacks when no ransom was paid.

Rescued Mozambican fishermen have been speaking to state media as they returned home after a three-month ordeal. "We suffered a terrible time," Joao Mandava said, according to Noticias newspaper today. "It was like the time of slavery where a human being did not respect a fellow human." The crew of 24 were kidnapped when pirates hijacked their fishing trawler, the [Vega 5](#), off the Bazaruto islands in central Mozambique on December 27. Rescued by the Indian navy, 12 Mozambicans landed in Beira city on Saturday.

Nine of the crew are presumed to have died after they fell into the sea during fighting between the pirates and the Indians, while two Spanish crew members were presumably still kept hostage in Somalia, said the newspaper. Attacked shortly after Christmas last year, the 19 Mozambicans, three Indonesians and two Spanish were taken to Somalia and held in cages with people of many different nationalities until ransom was agreed with the employers or countries.

When it became clear neither Mozambique nor Indonesia would pay the demanded \$20-million, they were coopted into pirate gangs and forced to take part in food and fuel raids, the sailors told the newspaper. The Spanish were kept in Somalia because Spain was willing to bargain for their release. The [Vega 5](#) was modified to make room for speedboats, then the pirates used the fishing trawler as mothership in the open seas to launch attacks on ships.

The Indian navy struck during one such attack and sunk some speedboats. "Our nine crew members who they say disappeared, I think they died there, because it was a tumultuous experience before we ended up being rescued by the Indians themselves," Mandava told the newspaper. Seven of the missing are Mozambicans, and two are Indonesian.



India detained the Mozambicans for questioning during two weeks until Mozambique's ambassador to India intervened to arrange their release. "We have mixed feelings of joy and sadness, because we would have wanted all 24 of the crew members to be reunited with their families," said the Sofala province governor Carvalho Muaria, at a reception held for the returned sailors on Saturday.

The **Vega 5** hijacking was the furthest south that Somali pirates have struck thus far. Focused around the failed state of Somalia at first, the groups have moved further afield as the international community stepped up efforts to police the important shipping route along the East African coast. South Africa sent the frigate the SAS Mendi to patrol the Mozambican coast in February this year, and Defence Minister Lindiwe Sisulu said an anti-piracy strategy would be presented to Cabinet. Mozambique's navy does not have the capacity to police its 2 470km coastline, the second longest on the continent. **Source : ecr.co.za**



Spotted in Rio de Janeiro the **SIDNEY CANDIES** – Photo : Jaap van den Heuvel (c)

## Unions reject P&O Ferries wage offer

Unions representing seafarers and shore staff have rejected a proposed 2% pay increase from P&O Ferries, with the RMT recommending acceptance of a 3% offer at Stena, effective 1 July, and Nautilus International still considering its stance. UK inflation on the consumer price index yardstick is currently 4.4%, meaning that both packages represent wage cuts in real terms, said the unions. Further talks are expected in the next few weeks.

A spokesman for P&O told IFW's sister publication, Lloyd's List: "Everybody is aware that the cost of living is increasing and that austerity measures being implemented by the government are painful. "But it is not an easy business environment and the company needs to continue to focus on all elements of its cost base. Wage costs are obviously a significant component of our costs." RMT organiser Steve Todd said he had asked the company to reconsider its position. "We are aware of their financial predicament, but the people have not had a decent rise for several years, and if you want to retain that calibre of staff, you have to look at a realistic improvement," Todd said. The 3% on offer to 600-700 RMT seafarers and dockers at Stena come after an earlier bid of 2%, with a pay freeze reportedly in place for some management grades.

Meanwhile, some 150 officers and 250 ratings are facing redundancy at the Royal Fleet Auxiliary, the civilian-crewed naval support service that is one of the few surviving bastions of employment and training in the UK merchant marine.

According to union sources, the numbers of volunteers coming forward so far has been insufficient to reach the levels required by RFA management, although the deadline for applications has not yet been reached. Ratings union RMT is pledged to ballot on strike action if any compulsory redundancies are declared. **Source : ifw-net.com**



The **BBC MICHIGAN** seen in Santos – Photo : Marcelo Vieira (c)

An advertisement for Vlierodam B.V. featuring a collage of images: wire ropes, a DNV 2.7-1 certification logo, and industrial lifting equipment. The text below the images 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 Vlierodam logo is in the bottom right corner.



Van Oords **KATEGATS** seen outbound from Rotterdam – Photo : Peter van der Hoff (c)

## Ferry docks in Benghazi, carrying cargo of wounded from a Libyan city

THE Ankara used to be a car ferry. She is now a ship of horrors, filled with the maimed, disfigured and grievously injured victims of Colonel Muammar Gaddafi's regime. The Turkish vessel steamed into Benghazi, the Libyan rebels' de facto capital, last night bearing 230 men, women and children who have been hit by tanks, artillery and sniper fire in the western city of Misrata, which has been besieged and bombarded by government forces for weeks. The mood at first was joyful and ecstatic. Citizens of liberated Benghazi packed on to the quayside to give their compatriots an emotional heroes' welcome as surrounding ships blasted their horns. "Allahu akbar," the Libyans cried as the Ankara arrived. Soon those on board and those on the dock were hailing each other with victory signs. "Tell Muammar and his sons that Libya has real men," they chanted in unison. "With our soul and our blood we sacrifice for Misrata." We noticed that some of those at the railings had bandages around their heads, or arms in slings, but nothing prepared us for what we found when we were let on board.

The windowless steel cardeck was carpeted with men, young and old, lying on blankets and flimsy mattresses. On the upper decks every cabin was similarly filled. There were people with amputated limbs, on crutches and in wheelchairs. There were people with faces grotesquely scarred by shrapnel, with heavily bandaged heads and limbs and torsos, with legs and arms in splints to hold broken bones in place. Some were barely conscious. Most of the patients were men of fighting age, but many were old - far too old to wield weapons. In one cabin lay a woman called Fatma, 47. Her brother, Ali, said that she had been too traumatised to speak since a shell exploded outside their house. In the corner of another room we found two young brothers, Ali and Mohammed Ashar, aged 15 and 11. Both Ali's legs were swathed in bandages. Mohammed's face was scarred by shrapnel, and much of his body was bandaged or in plaster. Both appeared dazed and bewildered. The ship was a propaganda gift to the rebels, floating proof of the regime's barbarity in a city that has been almost entirely closed to the outside world since the uprising began in mid-February. The Ankara had been escorted into Misrata by Turkish F16 fighter aircraft and two frigates. "I was devastated. I never thought it would be like this," said Selman Karadayi, one of the 15 Turkish medics on board the ambulance ship. "We weren't expecting this number of injured. We were prepared for 100 to 150 but we took more than our capacity out of humanity."

The patients on board were all seriously injured, he added, but they were not the worst they had found in Misrata. The ship could not relieve the city's hospitals of their most critically injured cases because she did not have the facilities on board to keep them alive. Other wounded could not be taken because they had been sent home. Thousands of other people had begged to leave, but the Ankara had to turn them away. The victims gave uniformly grave accounts of life in Libya's third city, which Colonel Gaddafi's forces have spent the past six weeks trying to capture. "It's a disaster. It's hell," said Muad Shetwan, 25, whose thigh bone had been shattered by a bullet. "There are snipers everywhere, in every building. They don't make any difference between men, women and children - even animals. They're killing everything." Said Sharif, 35, whose legs had shellfire wounds, said: "It's terrible. There's no place you can say you are safe, not even your home. There are tanks everywhere. They're firing on Misrata from all directions." Mohammed Eskar, 28, was hit in the stomach by shrapnel. "Gaddafi's tanks are all around Misrata. All the time they're shelling us. Everyone is terrified," he said. Several begged the coalition to step up its airstrikes to save their city. "Gaddafi is like an animal. Please help. Please help Misrata. Don't let him destroy my city," said Mustafa Abdulla, 46, who had lost his lower left leg to a shell seven days ago. But while many of the patients' bodies were broken, their spirit was not. "I want to go back. I want to fight again. I want to kill Gaddafi," Mr Sharif said as he lay prone and disabled on the floor of the Ankara. Source : [theaustralian.com.au](http://theaustralian.com.au)

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## Evacuees report food, petrol shortages and 'chaos' in Tripoli

The Ukrainian Navy ship **Konstantin Olshanskiy** has arrived in Grand Harbour with 193 workers and their families evacuated from Libya. The workers, of various nationalities, were picked up from the Tripoli area. Among them are 22 Britons and 20 Americans.



Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

British High Commissioner Louise Stanton, who was at the Valletta Waterfront, said many of the workers had initially decided to stay in Libya but had now changed their mind. Some of the evacuees said they had decided to leave because of the worsening situation in Tripoli, with increased tension and petrol and food shortages. Some 16,000 workers from Libya were evacuated to Malta last month **Source : Timesofmalta**

## As piracy continues, the shipping industry gathers to discuss protection measures to counter the threat

Armed Security is becoming increasingly popular amongst ship-owners as piracy continues to threaten international commerce. Whilst acknowledging the presence of other counter measures, such as the International Naval presence in the region, more operators are assessing the pros and cons of using private maritime security to ensure the safe passage of vessels, cargo and crew. Almost 150 delegates, including the European Commission's Head of Unit for Marine Security, Christian Dupont, were attending an event sponsored by Protection Vessels International and IBS.

They heard that merchant shipping faced a more widespread threat from Somali pirates than at any time over the past three years, with a fall in incidents in the Gulf of Aden notably offset by an increase in attacks and hijackings in the Indian Ocean and Arabian Sea, where pirates roam on “mother ships” largely unchallenged by naval forces. Necessity is overcoming reticence in the shipping industry to use more robust security options - such as “armed guarding” - on merchant ships. The current ‘Best Management Practice’ (BMP) of increasing speed, adjusting course and other “preventative measures”, such as razor wire, water hoses, warning signs and dummies, continues to be overcome by determined attackers. Dom Mee, the founder and Operations Director from Protection Vessels International said:

“The financial cost of Piracy is high, but the human cost is much higher. The incarceration of masters and crew for prolonged periods of time in squalid conditions is a heavy burden for any ship owner, with some crews never returning to sea on release. Private maritime security offers a clear and inexpensive alternative to average ransoms of \$3-4m, but more importantly the benefit of safe transit to all those on board.” “PVI is witnessing an increasing demand from the shipping industry for its services. By employing high calibre individuals from a British Military background and using strict Rules of Engagement based upon deterrence and self-defence, PVI is countering the threat of piracy.” “PVI operates in a challenging environment, providing a high quality response to a clear and present threat to global trade. The consensus for armed maritime security is growing; we stand ready to assist ship-owners counter a formidable threat with a proven deterrent.” PVI is a maritime security company, specializing in the provision of embarked security teams and escort vessels for merchant shipping transiting high risk areas of the world’s oceans. The leading provider within the sector, it consults and advises on all aspects of maritime security, with the provision of patrol boats to escort shipping, security teams aboard vessels and training for ship’s crews to deal with various security situations. Through deterrence and prevention, PVI is capable of providing robust physical defence for vessels as and where required. The company was founded by Dom Mee, a former Royal Marine, in 2008 and is based in Tiverton, Devon and Hatfield, Hertfordshire. **Source: Protection Vessels International**

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The **TAI CHANG** seen arriving in Amsterdam – **Photo : Lourens Visser (c)**

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## NAVY NEWS



**HMS Astute** the Royal Navy's new submarine, arrived at Southampton today for a 5 day visit.

Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) (c)

## Thai Navy seeking Cabinet nod for submarines, frigates upgrade

The Navy is pushing for Cabinet endorsement of projects that require funding of more than Bt16 billion, to buy six used submarines and to upgrade two of its frigates.

Navy commander-in-chief Admiral Kamthorn Phumhirun is seeking Cabinet approval of the purchase of six second-hand submarines from the German navy at a cost of Bt7.6 billion, a source said yesterday. He hopes to get a green light before Prime Minister Abhisit Vejjajiva dissolves the House of Representatives, expected in early May. Defence Minister Prawit Wongsuwan is expected to submit the Navy's purchase plan to the Cabinet in a week or two. At a meeting on April 25, the Cabinet approved the Navy plan in principle, as outlined in a classified document.

The plan to buy used German-made submarines has drawn both criticism and scepticism about their worthiness for the job. The subs - being decommissioned by the German navy - are more than 30 years old but are expected to be good for another 10 years. The Navy is also seeking approval of a Bt7.5-billion budget to upgrade its frigates, the Taksin and the Naresuan. Plans involve equipping the ships with anti-submarine systems, aviation-defence units and additional weapons.

The source said the upgrade would also see data-link systems installed on the frigates to allow smooth communication between the combat vessels, the new Swedish-made Gripen jet fighters to be acquired by the Air Force, jet fighters of allied countries and other ships of the Navy. However, in the Navy's current request, a data-link system is not part of the upgrade plan - although the suggested budget of Bt7.5 billion is Bt700 million higher than the estimate for a previous Navy project that included a data-link system. The Navy also plans to upgrade the **HTMS Chakri Naruebet** at a cost of about Bt1 billion. **Source : The Nation**



## BAE Systems announces HMS Lancaster to get new Lease Of Life

The Royal Navy's Type 23 frigate, **HMS Lancaster**, is undergoing an extensive refit at Portsmouth Naval Base as part of a £17.9 million contract with BAE Systems, reflecting the Company's continued growth in support services. The mid-life upkeep will significantly upgrade the capability of the 20 year old frigate to ensure she is ready to fulfil future operational commitments. The work includes upgrades to the ship's Seawolf guided missile system, command system, communications and the installation of a small calibre 30mm gun system, which can be remotely operated. This will boost her air defence capability, improve the ship's situational awareness and make it easier to enable future systems upgrades as operational requirements evolve.

A significant amount of work will also be undertaken on the ship's hull as well as its power and propulsion machinery. This includes a new coating of underwater paint, which will deliver greater operational efficiency and reduced fuel consumption, refurbishment of her diesel generators and replacement of shafts and propellers. Captain Tim Chidley, Superintendent Fleet Maintenance at Portsmouth Naval Base, said: "**HMS Lancaster's** refit shows how even well founded relationships can learn and be strengthened. Novel integrated approaches to planning the project, adopting a more structured approach to partnering and challenging ourselves to improve through innovation have given this project added momentum. Getting all parties to look beyond 'the contract' to the ship's return to operations has fostered real focused enthusiasm at all levels around a common aim."

Barry Woolley, Head of the Ship Support Integrated Operations Team at BAE Systems, said: "The work that we are now undertaking in partnership with the Royal Navy here in Portsmouth will boost the war fighting capability of HMS Lancaster to ensure that she returns to the fleet in 12 months, fighting fit and continues to deliver exceptional capability to the Royal Navy for years to come."

The project team conducted extensive surveys of the ship and her systems prior to the start of work in order to optimise planning and preparations for the refit. The project is expected to complete in March 2012, with HMS Lancaster set to return to the operational fleet later that month. Working side by side with the Royal Navy at Portsmouth Naval Base, through a partnering relationship known as Team Portsmouth, the Company provides support to naval base infrastructure as well as the surface fleet. In particular, BAE Systems coordinates all aspects of repair, maintenance and support for the Hunt Class vessels and Type 45 destroyers, helping to maximise ship availability and reduce through life costs, ensuring the Royal Navy has the support it needs whenever and wherever it needs it.

Source: BAE Systems.

## SHIPYARD NEWS



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## First Large Incat Vessel For Taiwan Strait

Incat is delighted with the news that the Fujian Cross Strait Ferry Corporation has selected a Wave Piercing Catamaran built in Tasmania as the answer to its high speed aspirations for Taiwan Strait. The 98 metre Wave Piercing

Catamaran **The Cat**, Incat Hull 059, has arrived in China following her delivery voyage from Canada, via the Panama Canal. Built in 2002 the vessel has been operating for Bay Ferries since leaving Hobart that year.

The large ocean going catamaran has space for up to 900 persons, 267 cars and operates at speeds of up to 38 knots. A mix of cars and cargo may also be carried with 380 metres of lane space available for trucks or buses. Once in service later this year **The Cat** will operate for Fujian Cross Strait Ferry Corporation between Pingtan Island, in the Fujian Province of PRC, and Taipei, Taiwan. Until then, and while shore facilities are built, the vessel is being used for promotional exercises and crew training.

"The use of high speed ferries carrying vehicles as well as passengers between China and Taiwan is something that has been foreshadowed for several years" said Incat Chairman Robert Clifford. "The arrival of The Cat in China heralds a new start for services across Taiwan Strait. **The Cat** comes from Incat's highly successful range of large ocean-going catamarans classed up to a significant wave height of 5 metres."



The **HERMOD** seen in drydock in Dubai for maintenance and preparations for her next assignment at the Woodside/North Rankin project - Australia – **Photo : Capt. Peter Selles ©**

## **Shipbuilder Dae Sun faces delisting**

South Korean yard Dae Sun Shipbuilding & Engineering faces a delisting from the stock exchange after a recent loss on derivatives transactions. The company announced in a regulatory filing last Thursday that it made derivatives loss of KRW79.02bn (\$72.55m) in both forward transaction and covered option, which corresponds to 3,123.4% compared with its equity. The yard revealed that while it cannot avoid delisting, the company's sales activity and shipbuilding operations are continuing as per normal. Dae Sun had seen revenues dropped to KRW300.9bn in 2009 from KRW329.1bn in 2008. The company is expected to release its full year 2010 results on 7 April. **Source : Seatrade Asia**



In Singapore at Sembawang shipyard the Subsea 7 newbuilding **BOREALIS** entered the drydock - Photo : Bart Klos

## Newbuilding activity still activity, but below 2010 levels

The latest reports from shipbrokers and analysts suggest that ship owners have started to moderate their pace of newbuilding ordering, as a result of a hefty orderbook for most ship types, combined with the uncertain state of most freight markets.

According to the latest weekly report from Clarksons, "as we move into the second quarter of the year the newbuilding market continues to remain active with further reports of new business being concluded. As has been the pattern of late, it is the container sector that continues to generate the majority of this activity with the tanker and dry bulk markets continuing to remain relatively quiet. The price of steel plating and its effect on the newbuilding market has been a hot topic of conversation of late, with price increases being announced by the major steel mills. Korea's largest Steel producer POSCO is said to be increasing its pricing of steel plates by approximately US\$120 per tonne and rumours emanating from Japan suggest we will see price increases of perhaps as much as US\$300 per tonne. In Japan in particular there is much talk of the expected additional steel demand to be placed on the mills with the rebuilding efforts due to start following the earthquake last month and this too is expected to further increase pressures on supply and generate further cost increases.

These factors along with the continuing currency appreciation in the Far East will again highlight the challenges being faced by the yards today to remain competitive on pricing. In terms of reported business; In Dry, Zhejiang Wugang Shipping have ordered a pair of 47,500dwt Bulk carriers for delivery in 2013 at Zhejiang Tai Tong Shipyard. Wenzhou Shipping have ordered a similar pair of 47,500dwt Bulk carriers at CSC Jinling with deliveries scheduled for 2H 2012 though we understand this was signed earlier this year" said Clarksons.

In an earlier report, London-based Gibson had argued that tanker owners have effectively abandoned the newbuilding market. "Months of low earnings coupled with a bearish sentiment in the tanker spot market has finally slowed down the shopping spree for tanker newbuildings" said the latest weekly report from the London-based firm.

"Things do change. The first three months of 2011 have seen no new VLCC orders, which has not happened in any quarter during the past five years. Even in the first two quarters of 2009, which followed the free fall of the world economy, owners still managed four VLCC newbuildings. Now owners have had a sudden change of heart. Albeit the price of new VLCCs remains low, there are a number of unpleasant facts that make further fleet expansion seem like a bad idea. The pickings for owners are slim, even though there has been a moderate rise in earnings to an average of



\$24,000/day in the first quarter of 2011. Considering that total running costs of a VLCC (including fixed operating costs and capital expenses), bought for a current price of \$103 million are about \$39,000/day, the newly delivered vessels would not be economically viable in today's market. The heavy ordering in the "good years" is continually making the situation look worse. There are currently 173 VLCCs on the orderbook and 69 of those are scheduled to hit the water in 2011. This would expand the existing fleet by further 12%, putting more downward pressure on rates. High bunker prices and less availability of bank finance all stand in the list of risks for tanker investment. The story is almost the same for all tanker size groups. There have been only seven tanker orders so far in 2011, which compares with an average of 55 per quarter in 2010. However, it is not all that shabby. The expected rise in OPEC production, unrest in the Middle East/North Africa and the growth of optimism in the world economy will prove to be strong supporting factors for a new ordering renaissance. Timing is still the critical element in this game and at the moment bidding time seems like the best investment strategy" concluded Gibson. Meanwhile, during the previous week, Tsakos Energy Navigation was reported to have signed a pair of 157,000dwt Shuttle tankers at Sungdong with delivery of the vessels scheduled for 2013. In containers meanwhile, Evalend Shipping are reported to have ordered 2 + 2 x 4,800TEU container carriers at Zhejiang Ouhua with initial deliveries scheduled from 1Q 2014 onwards and at a reported price of circa USD 58 Mill per vessel. Finally, Sungdong are reported to have contracted a pair of 3,600TEU vessels with owners NSC Schiffahrt with these vessels set to deliver in 2013.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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### **Monster aan voor een Wereldbaan**

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The **EVER SAFETY** seen approaching Singapore – Photo : Hennie Petersen (c)

## **DOF signs deal with Fugro for Skandi Olympia**

DOF has entered into an agreement with Fugro for a new contract for **Skandi Olympia**. The contract starts in March 2012 for a period of two years plus a one-year option. As a result of the new contract with Fugro, DOF will utilize newbuild 82 at Cochin Shipyard (**Skandi Hawk**) on the last of the three RSV contracts Norskan Offshore won with Petrobras in October 2010. Expected commencement for this contract is the fourth quarter of 2011 with a duration of five years. Source : Offshore Shipping Online

## Pasha Hawaii second ship to be RO/RO container combi



Pasha Hawaii's second ship from VT Halter Marine will not be a clone of its first, the RO/RO **Jean Anne**. The new ship, the **Marjorie C**, will be a combination container and roll-on/roll-off vessel. It is scheduled to enter service in Fall 2013 and will serve the Mainland to Hawaii trade lane on a fortnightly basis,

providing the only regularly scheduled direct calls to Kahului and Hilo for both RO/RO and container shipments. Designed by the Uljanik Shipyard, Croatia, to serve container, automotive, rolling cargo and over high and wide clients, the ship will have flexible capability accommodating all sizes and types of containers and rolling cargo. A 120-ton stern ramp and three strong decks will accommodate over high and wide cargoes. The **Marjorie C** will maintain the same ports of call as the **Jean Anne** and sail the opposite schedule fortnightly, enabling the Pasha Hawaii fleet to offer weekly service between the Mainland and Hawaii.

### Main Particulars

Length Overall ~ 692 ft - Beam ~ 106 ft - Draft ~ 31 ft

Deadweight ~ 26,600 tons

Quarter Stern Ramp Capacity ~ 250 tons - Quarter Stern Opening ~ 39.4 ft wide x 21.4 ft high

Container Capacity ~ 1,500 TEU - Automobile Capacity ~ 2,750 autos **Source : MarineLog**



Above seen the **VLAANDEREN VIII** alongside a floating pontoon just inside the breakwaters at Blankenberge (near Zeebrugge) for dredging works. - **Photo : Luc de Schutter (c)**

## Fujairah plans \$272m wheat storage project

United Arab Emirates member Fujairah has launched a grains storage project costing 1 billion dirhams (\$272.3 million) in a bid to boost food security, an Arabic daily said on Tuesday, Reuters reports. The project is expected to reach capacity of 100 million tonnes, Sharief Al-Awadhi, director of the Fujairah Free Zone Authority (FFZA), told the Al-Bayan newspaper.

The UAE is aiming at more infrastructure investment in its less developed northern emirates such as Fujairah and creating more jobs for nationals this year, its economy minister said on Monday. The project in Fujairah would transform Fujairah into a future investment hub for grains storage, Al-Awadhi said.

It follows an agreement between Fujairah port and Abu Dhabi's investment company to build wheat storage silos at the port, covering an area of 100,000 sq m or more. Figures vary, but Fujairah is now poised to rival the world's top two oil bunkering hubs, Singapore and Rotterdam, thanks to booming demand from the Middle East and Asia. Oil storage capacity in Fujairah is estimated at between 2.5 million and 3 million cubic metres, and future expansions could raise it to up to 6.5 million-7 million cubic metres. **Source : PortNews**



The **BREMER JOHANNA** seen in Willebroek – Photo : Steven Oppeel - <http://www.stevo.be> ©

## APL to train 20 Sri Lankan seafarers annually

APL and the Sri Lanka Port Authority's Mahapola Training Institute will collaborate to train 20 new seafarers from the institute each year onboard its ships. "This initiative demonstrates APL's commitment to the Sri Lankan maritime community," said Eng Aik Meng, president of APL. "It enables us to tap into the country's pool of capable and well-qualified graduates from the Institute." The collaboration extends into the areas of maritime education, training, management and development of seafarers. The Mahapola Training Institute will provide customised training programs and facilities to prepare cadets and certified maritime officers for shipboard employment. There are currently 24 cadets from Sri Lanka serving on APL vessels. APL has been operating in Sri Lanka since the 1980s. It offers five weekly services that connect to other global trade lanes. **Source : Seatrade Asia**





Above seen Jumbo's "FAIRPLAYER" in the Red Sea from the **AMSTERDAM**  
Photo : Robert Vlaardingerbroek ©

## Seizoen binnenvaartcruises in haven van Gent van start

De haven van Gent verwacht dit jaar 185 binnenvaartcruises. Hiermee sluit ook 2011 aan bij de grote belangstelling voor deze vorm van watertoerisme. De laatste jaren houden almaar meer binnenvaartcruiseschepen in Gent halt. Voor dit seizoen worden al 185 binnenvaartcruises verwacht, het op één na hoogste aantal ooit. In de loop van het jaar kunnen er nog bij komen. 2011 zit meteen op hetzelfde niveau als de laatste vijf jaar. Een groot deel komt uit Duitsland.

De cruises brengen zowat 20.000 passagiers tot in Gent. Tal van passagiers bezoeken de stad in de vorm van een rondleiding met gids, een maaltijd, een museumbezoek of shopping. De cruisebinnenvaart is voor Gent en de middenstand dan ook van belang. Sedert 2007 zitten de binnenvaartcruises in Gent in de lift. Een overzicht van de voorbije jaren: 73 in 2005, 155 in 2006, 182 in 2007, 204 voor 2008, 172 in 2009, 182 voor 2010 en voor 2011 dus 185.



## New fast ferry on successful sea trial

Monday morning at 8:10 local Australian time got people from Austal yard started in the machinery of [Leonora Christina](#), and the ferry sailed for the first time under its own power away from outfitting pier where it has lain since the launch on 28 January.

It is Austal yard, responsible for sea trials and Commander Søren Schow was on board as an observer. "First, we sailed north, and right now we are and sails back and forth in a test area not far from the yard. It will work on T-Foil, and interceptors to optimize engines and it seems fairly sensible," says Commander Søren Schow

Tomorrow is the release of life rafts, which will be filmed and sent to the DMA, which must approve the systems. Moreover, the images used for training the company's own staff and to the safety video shown during the voyage when the vessel comes into service. **Source: Bornholm ferry**

## **Dockwise Yacht Transport and Floating Life: A Match Made in Heaven**

Some unions are meant to be, and when Floating Life was introduced to Dockwise Yacht Transport (DYT) a year and a half ago, it became clear, almost immediately, that this match between two corporate dynamos would be one made in heaven. Floating Life, with offices in Switzerland, Italy, Monaco and Shanghai, offers comprehensive management and technical services to an international clientele of yacht owners, and in so doing it demands the highest degree of professional competence from its own employees as well as any outside entity that becomes involved with the company's coordination of countless technical, administrative and logistical details. In the case of transporting Floating Life's three 131' (41 meter) Norman Foster-designed motor yachts back and forth between the Caribbean and the Mediterranean, there is no other yacht transport company with which Floating Life would rather involve itself than DYT.



According to Floating Life President Barbara Tambani, the reasons go far beyond Dockwise Yacht Transport's unique ability to safely "float" yachts on and off of their own giant semi-submersible yacht carriers. "When you offer a service, you have to be competent at what you are doing," she said, with a nod to DYT's gloved-hand approach and devotion to details. "In our particular case, losing 20 days of time because something went wrong creates many more problems than you might expect."

Tambani explained that MY Ocean Emerald, MY Ocean Pearl and MY Ocean Sapphire are the basis of Floating Life's unique fractional ownership program, by which 24 families – eight per boat – have owner access to the yachts for a

certain number of days a year. "The reality is that it is not often that yacht owners have an opportunity to use their boats more than 30 days a year, 45 max: typically several weekends and then maybe a month extended vacation somewhere. With fractional ownership, they can choose their dates on the calendar, the running costs are split between families, and basically a 40 meter yacht is enjoyed for the same cost as running a 20 meter yacht."

Greece, Sardinia and the south of France will be the three locations where Floating Life owners can enjoy time aboard their yachts this summer. Toward that end, both Ocean Emerald and Ocean Pearl completed a voyage in March from Martinique to Toulon aboard DYT's Super Servant 4.

"It is a complex way of managing, but it is working very well," said Tambani. "The mission of Floating Life is to enable yacht owners to enjoy their yachting safely and reliably, and with Dockwise as our partner, we are always confident in our plans with this program."

Dockwise owns a total of four yacht carriers, including the 686-foot (209 meter) super ship Yacht Express, and operates on a regular schedule to deliver yachts around the world. The ships, looking something like giant moving marinas when they come to town, use their unique loading method to allow yachts of any size to be safely floated on and off as cargo. The carriers submerge themselves by pumping nine million gallons of water into their ballast tanks; the vessels are floated into place one-by-one, then sea-fastened before the ship pumps dry to prepare for boat transport. Once the ship reaches its final destination, the process is reversed so the yachts can safely disembark with captains, owners and/or crews aboard to take them by their own power to new adventures. DYT also orchestrates lift-on/lift-off arrangements with third-party carriers for clients wanting a more flexible shipping schedule or to explore destinations where the float-on/float-off ships are not scheduled to go.

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## MCC to launch new Taiwan Service route

Intra-Asia carrier MCC Transport will launch a new Taiwan Service (TW1) that covers the ports in Malaysia, Singapore, Vietnam and Taiwan. The new TW1 service will run on a 14-day rotation covering the ports of Tanjung Pelepas, Singapore, Haiphong, Kaohsiung and back to Tanjung Pelepas. The service is expected to depart on 18 April, according to the wholly-owned subsidiary of A.P. Moller-Maersk Group. The service will have a weekend cut off at Singapore and Friday cut off at Tanjung Pelepas. **Source : Seatrade Asia**

## Appeal for dredging heard in court

An appeal over Port of Tauranga's bid to dredge harbour shipping channels for larger vessels is being heard in the Environment Court. Resource consent was granted to allow the port to remove 15 million cubic centimetres of sand from the harbour to deepen its channels.

It is part of its multi-million dollar expansion plans that would allow the port to receive container ships larger than 350 metres. But it is being appealed by three local Bay of Plenty iwi because of the environmental effects. The hearing is set down for three weeks at Mount Maunganui. **Source : newstalkzb**



## FAIRLANE DELIVERS FJORD ETERNITE IN HALIFAX



Above and below seen photographs taken at Halifax yesterday of the tug **Fjord Eternite** and the **Fairlane** which delivered her from Europe to Canada. The **Fjord Eternite** is now preparing for a voyage to Port Alfred in Quebec where she will join her sister **Fjord Saguenay** assisting vessels at the Rio Tinto Aluminum Smelter there. See also <http://shipfax.blogspot.com/> which has some good photos of the tug onboard when she arrived. **Photo's : John Attersley ©**





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## Havenbedrijf Gent opgetogen met Frans groen licht voor kanaal Seine-Nord

Frankrijk heeft na jarenlange discussies over de financiering het licht op groen gezet voor de realisatie van het kanaal Seine-Nord. Het Havenbedrijf is zeer verheugd met deze beslissing. Tegen 2017 zullen hiermee grotere binnenvaartschepen van de haven van Gent tot in Parijs kunnen varen. Het was de Franse president Nicolas Sarkozy die op dinsdag 5 april 2011 deze laatste fase om het kanaal op Frans grondgebied te bouwen, aankondigde.

Het Havenbedrijf is zeer opgezet met deze nieuwe stap die Frankrijk neemt in de realisatie van het project. Deze verbinding is immers uitermate belangrijk voor de haven van Gent en de binnenvaart. Dit biedt nieuwe perspectieven om de positie van Gent als distributiecentrum voor Noord-Frankrijk en Parijs te verstevigen. Bovendien laat dit nieuwe kanaal binnenvaartschepen met een grotere capaciteit tot 4.400 ton toe (gelijk aan zowat 200 vrachtwagens). Daarnaast is het Havenbedrijf opgetogen dat het kanaal tegen 2017 dient gerealiseerd te zijn.

106 kilometer Het project Seine-Schelde / Seine-Nord zorgt voor de uitbouw van de Europese binnenvaartverbinding tussen het Seine-bekken en het Schelde-bekken. Het verbindt 7 havens: Le Havre, Rouen, Duinkerke, Gent, Zeebrugge, Antwerpen en Rotterdam. Frankrijk zal in dit project de binnenwateren verder uitbouwen van aan de Franse grens richting Parijs, via Lille, Cambrai en Compiègne. Het kanaal is 106 kilometer lang en kost 4,5 miljard euro. In 2012 beslist Frankrijk wie er het kanaal mag aanleggen. Tegen 2017 moeten de werkzaamheden op Frans grondgebied afgerond zijn.

Vrijdag 12 maart 2010 startte de Vlaamse overheid (Waterwegen en Zeekanaal NV - afdeling Bovenschelde) al met de bouw van 6,5 kilometer kaaimuren op het Noordervak van de Ringvaart om Gent.

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



Heerema's **Thialf** seen in the Amøy fjord near Stavanger. - **Photo : Geert Datema (c)**