

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 050



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Heavy lift industry meets local horse riding club Ruitervereniging Rozenburg
Photo : Peter Geluk ©

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Though originally built in 1978 as an OSV for work in the Gulf oilfields, the "deadliest Catch" veteran **Fierce Contender**, a 166 foot crabber, was selected in April, 2007, as the conversion platform and the refit commenced in Seattle, WA. Above seen the result named **SuRi** arriving in Dunedin (New Zealand) this week, The **SURI** is an ideal support yacht (shadow boat) to a 'mother ship' luxury yacht.

Photo : Ross Walker ©

Tanker fleet growth on the cards, as 1,055 vessels are on order through 2014

Assessment of the tanker market's fundamentals for the years to come is becoming increasingly difficult, as more and more factors are joining the equation. According to a latest report by Mcquilling Services, a US-based researcher and maritime consultants, 2010 will see over 300 newbuilds joining the trade, a figure which is expected to be offset by

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 050

nearly 200 single-hull vessels, which will head for scrap. Should these expectations are confirmed, 2010 will see some balance between tonnage supply and demand, as long as the newest prediction about an increased oil demand across the world are verified.

But, according to Mcquilling the same can't be said with the same degree of certainty about 2011. The company said that in January the total orderbook for tankers stood at 1,055 ships of 27,500 deadweight and greater for delivery through 2014 (confirmed orders being those with IMO numbers assigned). "From this figure, we deducted 1-2% of the orders as cancellations we expect to see from contracts held by financially questionable owners in similarly challenged yards. We then excluded IMO1-2 chemical carriers to arrive at an orderbook of 899 vessels.



The **STEALTH HARALAMBOS** seen approaching Rotterdam-Maasvlakte - Photo : Harry van den Berg ©

Against newbuilds, our exit profile assumes that over half of those vessels due to leave the trading fleet in 2010 will actually exit, with the remaining continuing to trade having passed life extension inspections as per IMO provisions. Given poor returns, narrowing trade opportunities, and a considerable cost for 4th-5th special surveys, we expect few owners will invest in the extension of single-hulls. However, after careful review of nation states that own single-hulls, together with their IMO-13G stances, it would appear not all are ready to let older tonnage retire so soon.

All tanker sectors except Panamax and MR1 product carriers show net fleet growth in this period", Mcquilling said. According to the report the Panamax sector was actually reduced by 11 vessels during 2009, with estimates showing further contraction in 2010, before an expected marginal growth of four vessels in 2011. The VLCC sector grew by 24 vessels in 2009, and is set to experience further growth in 2010 by 31 vessels. The Suezmax fleet saw a net increase of 42 vessels last year, but we see expansion slowing in 2010 to only 19--largely tempered by forecasted delays from particular yards that hold a significant portion of troubled orders. The aged MR1 fleet also declines in number this year, before seeing a four-vessel net increase in 2011.

"Our long-held perspective is that the majority of tanker sectors are oversupplied with tonnage relative to demand. Peak net fleet growth is expected to occur in 2011, particularly evident with regard to the VLCC and Suezmax sectors. This means that tonnage overhang is almost certain to continue to build in the face of near-term tepid tanker demand. So while net fleet growth this year may be somewhat subdued, the tides of supply in 2011 will see considerably greater height" concluded Mcquilling. Still, unexpected factors like port delays, as was reported in an earlier story, could very well act as offsets, to temper downward pressures at rates. Port delays are expected to be the case throughout 2010 (as was the case in 2009 as well), with conditions like weather conditions, the EU's severe lack of storage facilities, port dredging and the prevalence of French Union strikes, still evident. Furthermore, improvements to port infrastructure appear at the moment the Achilles heel of market growth, particularly evident in those nations hard hit by recession. Until accommodations for expanding trade are realized, port delays will continue to be the poisoned arrow in the heel of tanker turnaround time. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

German government is considering aid for German shipping companies

According to an official of the German economics ministry, the German government is considering aid for German shipping companies that have ordered ships in South Korea and would like to cancel orders or delay payments in view of the current market situation. The official, Hans-Joachim Otto, said that there is at least 10% overcapacity in the market. In the next few months 195 vessels ordered by German shipping companies are due for delivery from Korean yards. Most of them are container carriers.

Otto said that the Korean government would accept delays in the payments if the German government grants guarantees, according to Logistics Finland. **Source: Transport Weekly**



The **HAWK** arrived with the **CASTORO X** in Rotterdam-Calandcanal

Photo top : Frans Sanderse ©

Frenchman sailing home from Bangladesh in jute boat

A Frenchman is sailing home from Bangladesh in an eco and budget friendly boat partly made from jute, to raise awareness about the natural fibre that was once the mainstay of the poor Asian country's economy. Coretin de Chatelperron's journey in his small, jute and fiberglass boat will take him across the Bay of Bengal and the Indian Ocean, among other waterways. He expects to reach Paris by mid-August.

The 26-year-old sailor's vessel was designed by French naval architect Marc Van Peteghem and constructed at a shipyard on the banks of the Bangshai river near Dhaka. The project, funded by non-governmental organisations and wealthy businessmen, hopes to promote jute as a natural, cost-effective alternative to synthetic fibres that can be harmful for the environment. "It is a very tough adventure without a doubt. But I have a purpose, I want to promote this unique kind of boat," Chatelperron told the crowd of environmentalists, diplomats and well-wishers who saw him off on Saturday. Jute is considered to be one of the most affordable natural fabrics and is second only to cotton in the amount produced and its variety of uses. Abul Khair Litu, a leading Bangladeshi industrialist who contributed to the project, said the boat cost just one-third of a wooden boat of a similar size.

"However, the most important feature of this boat is that it has diversified the use of jute. Once jute was the lifeline of our economy, but it virtually lost out in competition with cheap and more durable synthetics," Litu said. "If we develop this boat and offer it to people around the world who care to protect the environment, it will increase the use of jute," he said, adding that Chatelperron's adventure will help further research on the uses of jute. Although this will be Chatelperron's first journey, he said he was unfazed by the challenges ahead, although he was taking precautions.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 050

"I have taken a satellite phone, a laptop and a digital camera on my boat. I will also take on a ship in Oman to avoid pirates at the Gulf of Aden," he said.



The **ORIENTAL ELF** seen arriving in Colombo (Sri Lanka) - Photo : Richard van der Werf ©

A large cargo ship is shown sailing on the water. In the foreground, there is a circular logo for 'T&T BISSO RESPONSE' with text around the border: 'EMERGENCY RESPONSE', 'OP90', 'SALVAGE', 'DIVING', 'CASUALTY MANAGEMENT', 'POLLUTION RESPONSE', 'FIREFIGHTING', 'RESCUE TOWING', and 'LIGHTERING'. Below the logo, it says '24 HOUR WORLDWIDE RESPONSE'. To the right of the ship, contact information is listed: 'WWW.TTBISSE.COM', 'INFO@TTBISSE.COM', 'HOUSTON: + 1 713 534 0700', and 'SINGAPORE: + 65 6591 5288'.

Multraship and SVITZER refloat Russian cargo ship off Bourgas



LEADING salvors **Multraship Salvage** and **SVITZER Salvage** have refloated the Russian-flag cargo ship **Irtysh 1** after it had ran aground on the rocky coastline off the Bulgarian Black Sea coast near Bourgas. The 2,913 dwt, 1996-built vessel ran aground near Cape Foros on February 8 after strong winds and waves reportedly broke its anchor and drove it towards the coast. At the time of the incident, the vessel, which operates between Greece and Romania, was sailing in ballast, with 35 tons of bunkers on board.

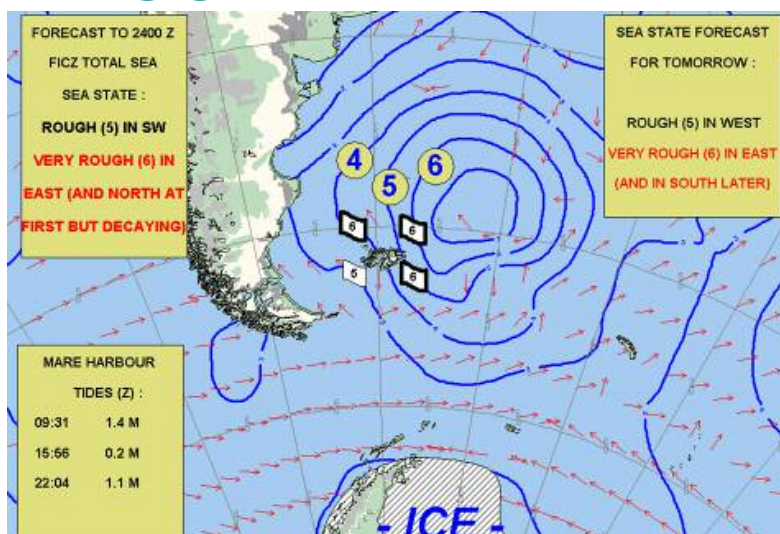


After several days during which ship's interests made unsuccessful attempts to free the vessel on their own account, Multraship and SVITZER were engaged to undertake the operation. Mobilising four

tugs from Multraship's dedicated base in the port of Bourgas and a salvage team from SVITZER, salvors managed to refloat the vessel and tow it into the port of Bourgas, where an inspection of the hull was made.

Multraship set up operations in Bulgaria in 2005 after buying Bourgas Tug Services as part of a targeted business expansion plan and as a demonstration of its faith both in Bulgaria and in the greater Black Sea region. Its market share of harbour towage, its main area of activity at the port, has since grown by more than five-fold. It currently has a staff of more than seventy people, and a fleet of seven vessels stationed in the area.

VEENDAM ENCOUNTERS SEVERE WEATHER



HAL's **Veendam** is underway from Montevideo via Port Stanley, Falkland's to Cape Horn. She left Montevideo 12th February with ETA Port Stanley 15th February 08.00 **Veendam** did encounter a severe

force 10/11 SW/W storm with winds gusting towards 70 knots. Waves between 10/12 meter. The **Lady Veendam** and its crew did quite well although this luxury liner has not been in those circumstance that often.. It has been a fantastic, exciting and unforgettable experience for Passengers and crew. A ship is still as seaworthy as its crew.

Photo's : Jan J. Westerbeek – First Officer (Photo Right)



Unfortunately Port Stanley has been only seen from a short distance, using tenders was out of the question and after a medical disembark in Port Stanley the **Veendam** left battered for her next leg to Cape Horn.

Bangladesh back on top for ship recycling

Bangladesh beat India in early February's contracts for ship recycling.

"Bangladesh picked up the pace this week with two high profile purchases," said US-based shipbreaking analyst, GMS Weekly. The publication said that this suggested a return of a certain buoyancy in the market not seen since early January.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 050

Arch rival India did not fare as well as Bangladesh in early February, with the publication saying that overall levels remained down and that local recyclers were disappointed to lose one vintage container ship to Bangladesh.

Bangladesh secured prices of US\$360 per long ton leightweight for general cargo vessels in early February and US\$400 for tankers. India only managed US\$350 and US\$380 respectively. Chinese markets were closed due to the advent of the Chinese New Year season. **Source : Baird**



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USCG Medevacs Cargo Vessel Crew Member

Two Coast Guard Air Station Kodiak MH-60 Jayhawk helicopter crews conducted a medevac of a Filipino-crewman off the 656-ft Panamanian-flagged cargo vessel **Stellar Harvest** 200 miles southwest of Dutch Harbor Saturday at 9:25 a.m.on Feb. 14.

Angelo Tomado, 30, reportedly suffered two broken arms when he fell 16 feet in a cargo hold Feb. 11. The master of the vessel contacted radio watchstanders at Communications Station Kodiak who relayed the request to search and rescue controllers at the Seventeenth Coast Guard District Command Center in Juneau. The vessel was 975 miles southwest of Dutch Harbor en route to Coos Bay, Ore., at the time of the request.

Due to the range of the helicopters the vessel altered course toward Dutch Harbor to close the distance. The helicopters arrived on scene and safely hoisted Tomado and delivered him in stable condition to awaiting emergency medical personnel in Dutch Harbor about 11:18 a.m. who took him to the local clinic for further treatment.

The weather on scene at the time of the hoist was 30 mph winds with 10 to 13 foot seas and visibility of eight to 10 miles. **Source : MarineLink**

NAVY NEWS

Nation's First Littoral Combat Ship Departs For Maiden Deployment

The nation's first Littoral Combat Ship, **USS Freedom (LCS 1)**, departed from Naval Station Mayport, FL, today for its maiden deployment, approximately two years ahead of schedule. The agile 378-foot **USS Freedom**, designed and built by a Lockheed Martin led industry team, will deploy to the Southern Command area of responsibility.

"We congratulate the **USS Freedom** and her crew on their maiden deployment as this new class of Littoral Combat Ships begins to fulfill important global security missions," said Lockheed Martin Chairman and CEO Bob Stevens. "Her quality and proven performance enabled Freedom's deployment two years ahead of schedule, a significant accomplishment in naval shipbuilding. As we compete to build additional ships for the U.S. Navy, the Lockheed Martin team remains focused on delivering an affordable surface combatant with the flexibility to provide security close to shore and on the open seas."

USS Freedom (LCS 1) is the first of 55 the Navy plans for a new class of ships designed to operate in coastal waters. The ship's capabilities have been demonstrated since delivered to the U.S. Navy in 2008. Freedom has sailed more than 10,000 nm, successfully completed sea trials and demonstrated performance of combat, communications and other critical systems.

US aircraft carrier in Hong Kong amid tension



A US aircraft carrier arrived in Hong Kong Wednesday amid heightened tension between Washington and Beijing over arms sales to Taiwan and President Barack Obama's plan to meet the Dalai Lama. The stop by the **USS Nimitz**, one of the world's largest warships, came only weeks after China said it would suspend military and security contacts with the United States over Washington's 6.4-billion-dollar arms package for Taipei.

It also coincides with a trip to Washington by exiled Tibetan spiritual leader the Dalai Lama for a long-awaited meeting with Obama, a visit that has infuriated Beijing. Rear Admiral John Miller, commander of

the carrier, said China and the United States could work together on areas such as maritime security even if they did not agree on other issues. "There are a lot of areas where nations that don't always agree on a variety of issues can find agreements," he told a press conference held on the ship. "To ensure stability in the maritime environment, any nation can be part of that."

Asked about the significance of the port call amid simmering Sino-China tension, Miller said: "For us, this is a routine port visit. I don't know (if) this is any different from any other visit we have made." More than 5,000 sailors from the carrier and its accompanying fleet will be sent ashore for sightseeing and community service projects during the four-day visit, the statement said. The US State Department said last week the visit would boost ties between the people and militaries of the two countries. "We think it is an important part of not only our outreach and engagement with the Chinese people but an important dimension of our military-to-military relationship," department spokesman Philip Crowley told reporters in Washington.

Beijing has said the arms package for Taiwan violates a US pledge to reduce weapons sales to the island, which China considers part of its territory awaiting reunification.

Arihant to be armed with ballistic missiles

The man steering India's highly classified nuclear-powered submarine programme has acknowledged for the first time that the warship will be armed with ballistic missiles. Vice-Admiral D.P.S. Varma (ret'd), Director General, Advanced Technology Vehicle (ATV) project, told HT at DEFEXPO-2010, "The K-15 submarine-launched ballistic missiles jolly well be there on **INS Arihant** when it is inducted into the Navy. The N-sub should hopefully be with the Navy by the end of 2011."

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 050

The K-15 missile, a closely guarded DRDO secret, is capable of delivering a nuclear warhead up to 700 km. With 12 ballistic missiles in its arsenal, the Arihant will complete the sea-leg of India's nuclear triad and give it enduring nuclear strike and counter-strike capabilities. India can carry out nuclear strikes with fighter planes and land-launched missiles.

Asked how work on Arihant was shaping up, Varma said, "We are on track. But the proof of the pudding lies in the eating. So we will know when the Navy inducts it."

The usually tight-lipped Varma said India's submarine fleet should have five to six nuclear-powered ballistic missile submarines. He said plans were afoot to build two more nuclear-powered submarines to reinforce India's strategic deterrent force at sea. He said, "We have to cross a certain milestone before going into specifics."

Larsen & Toubro, which built the hull for Arihant, has fabricated the hulls for the new N-sub. The United States, Russia, the UK, France and China are the only countries that can deliver nuclear warheads from a submarine.

Source : Hindustan Times



US Navy puts first of new tug series to work



The **YT 802 Valiant**, first of the new series of Z-Tech 4500 Class tugs for U.S. Navy pilots operating in Puget Sound, was placed in active service earlier this month.

The new series tugs are being built in Tacoma, Wash., by J. M. Martinac Shipbuilding Ltd., a sub-contractor to Pacific Tugboat Services of Long Beach, CA, the prime contractor. The design was developed by Robert Allan Ltd. of Vancouver, Canada, and adapted to the Navy's needs based on the Z-Tech 6000 hullform originally developed for the Port of Singapore.

Based in Bremerton and Bangor, Washington, the tugs will perform ship-handling duties for the full range of Navy surface warships and submarines. They are equipped with an extensive array of

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 050

underwater fendering, as well as the typical resilient style fenders for handling surface ships.

The Z-Tech 4500 class tugs have the following particulars,:

Length Overall, 27.42 m

Beam, Molded, 11.65 m

Depth, Molded, 5.00 m

Load Draft, max, 4.88 m

Propulsion machinery comprises a pair of CAT 3512C, main engines, each rated 1,350 kW (1,810 bhp) at 1,600 rpm, each driving a Schottel Model SRP 1012 steering/propulsion Z-Drive units, with 2,100 mm diameter fixed pitch propellers. This combination delivered in excess of the predicted performance, providing 42 t (92,500 lb) bollard pull ahead, 45 t (99,205 lb) astern, and a free-running speed of 12.4 knots on trials.

Electrical power is delivered by a pair of R.A. Mitchell Co. diesel gensets with a John Deere 6068SFM75 prime mover, each rated 130 kW at 1,800 rpm.

Deck machinery fitted includes a ship-handling hawser winch forward; JonRie Series 210 Assist winch, fitted with 180 m of 175 mm line. This winch has a brake capacity of 136 t (300,000 lb), and a line pull/speed rating of 9 t (20,000 lb) at 53 m/min (175 ft/min).

The fendering is all rated "non-marking" for dealing with the gray hulls of warships, and was supplied by Shibata through Schuyler Fenders.

The tugs are configured as "day-boats" but also provide accommodations for a crew of up to six persons. One of the unique features of the layout is the complete separation of the accommodation deckhouse from the machinery casing, a configuration designed to both provide a reasonably dry access to the accommodation spaces in the notoriously damp northwest climate, as well as to provide a significant degree of noise attenuation in the crew spaces. **Source :** MarineLog

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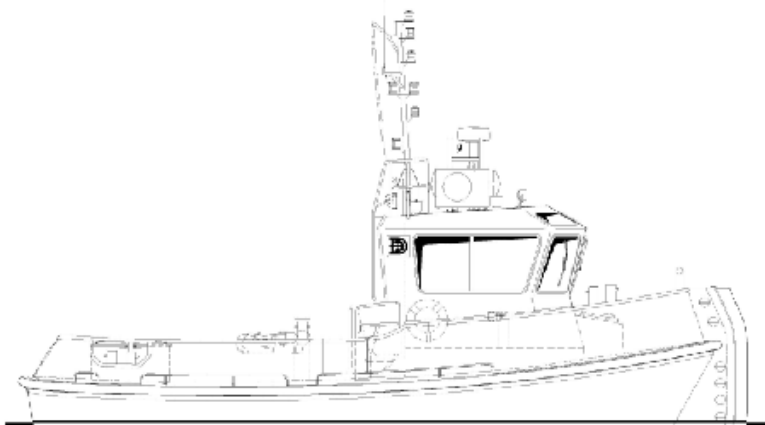
DAMEN'S 'Stan Tug' RANGE TAKES A BIG STEP FORWARD

The development of the well-known 'Damen Stan Tug' range of tug-workboats has a history that dates back to the formation of Damen Shipyards as we know it today. In those early days, commencing in 1969, among the most important products selected as 'standard' designs for serial production were the Pushy Cat and original versions of the Stan Tug. The Pushy Cat and the Stan Tug 1 became extremely popular, particularly in the dredging and marine construction industries. Early examples of both are still in operation and are a tribute to those original designs.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 050

Although over four decades Damen has evolved into a massive shipbuilding group, it maintains a very close relationship with its clients in the towage, dredging and marine construction industries. In that way the company continually reacts to feedback from its customers and progressively refines established designs and introduces new vessels to meet the operators' demands. That is especially true of the Damen Stan Tug range in which almost every

vessel has been replaced or modernised in recent years.



The smaller tug/workboats in the Stan Tug are the latest vessels to receive the attention from the Damen Tugs & Workboats project team. After careful studies and market research it was decided to discontinue the Pushy Cat 1204 series and the Stan Tug 1404 and offer one brand new design in their place, the Damen Stan Tug 1205.

The new Stan Tug 1205 design has benefited greatly from the considerable knowledge and experience gained while producing the new Stan

Tug 1606 and Stan Tug 1907. Both were developed from earlier highly successful vessels built by Damen in large numbers. Many features inherent in the Stan Tug 1606 in particular have been incorporated in the new 12m tug/workboat. During the design process all of the following matters were addressed; hull design, including full scale testing and calculations for structural strength, fatigue, natural frequencies and wave profile; optimisation of the propulsion system; noise levels and speed and bollard pull performance.

As a direct result of that work the Stan Tug 1205 evolved, a small, very compact and powerful vessel with clean lines and many of the distinctive features in common with its larger sisters. In its basic form the tug/workboat is designed to carry out towing, mooring, transportation of passengers and pilotage duties. The first vessel was completed in late 2009 and has been subjected to extensive trials and testing all of which confirmed and in many cases exceeded expectations.

The Stan Tug 1205 is a twin-screw vessel, measuring 13.08m in length overall, with a maximum beam of 5.28m, a depth (at sides) of 2.30m an approximate draft (aft) of 2.00m and a displacement of approximately 55 tonnes. Under Bureau Veritas rules the vessel is classed 1+HULL. MACH, Seagoing launch.

An all welded steel hull is of rugged single chine construction using 10mm thick plate in the sides and bottom and a 15mm sheerstrake. The hull form is based on that of the Stan Tug 1606 and incorporates a heavily built push knee in the bow and a smooth water flow to the propellers and nozzles. Incorporated in the hull structure are internal tanks capable of accepting 5.5 cu/m of fuel, 0.35 cu/m of fresh water, 0.32 cu/m of sewage and 0.30 cu/m of bilge water.



The decks, fore and aft, have been kept as clear of obstructions as possible to provide a safe working environment – with maximum available space. Substantial bulwarks of 1m in height around the fore deck are reduced in height aft and incorporate access doors. Bulwark height can be chosen to suit operating conditions and national regulations. Mooring bits, the engineroom hatch and the exhaust outlet housings are neatly built in and tank vents, and other necessary protrusions, are guarded to prevent fouling. In common with all of the smaller Damen workboats, lifting eyes are provided on deck in four locations. The design of all deck fittings is intended to improve safety and simplify maintenance.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 050

A single anchor is housed beneath the starboard bow and handled by a very compact electrically driven windlass operating on a 24 volt supply.

Fendering is intended to afford good protection when towing and working alongside other craft. The push knee is heavily fendered with cylindrical rubber mouldings and a 'D' section moulding is fitted all round the vessel at deck level. Towing gear comprises 'H' style towing bitts, carrying a Mampaey quick release tow hook with a safe working load of 15 tonnes.

The Damen Stan Tug 1205 is suitable for use as a mooring boat and for pilotage duties. When used to handle ship's mooring lines overhead protection rails can be fitted, along with bulwarks of a suitable height and any other necessary fittings. For transporting pilots additional handrails, steps, and other essential equipment is easily installed.

At the heart of this new tug/workboat is a rugged propulsion system based on Damen's experience with the larger Stan Tug 1606. Two heavy duty, manganese bronze, Kaplan style fixed pitch propellers of 1050mm in diameter, rotate within high performance Van der Giessen 'Optima' thrust augmenting nozzles lined with stainless steel. The stainless steel propeller shafts are water lubricated at the outboard end and the inboard bearings with grease. Two streamlined 'double plate' rudders, one aft of each nozzle, are operated by a powered hydraulic steering gear giving 2 x 55 degrees of movement.

Two Volvo D9 MH, diesel main engines generate a total of 644bhp (442kW) at 1800 rev/min to drive the propellers via Twin Disc MG 5091, reverse reduction, gearboxes with a ratio of 3.82:1. These are clean 'state of the art' diesels complying with the requirements of IMO and US EPA Tier 2. They are compact, rugged engines, equipped with electronic fuel injection systems and twin turbo chargers, giving them outstanding acceleration and economy. Flexible mountings and couplings are used to reduce vibration and noise transmission throughout the vessel.

A well-proven closed circuit keel cooling system is utilised enabling the vessel to operate in extremely shallow water without fear of contamination. Exhaust gases are discharged through the transom, via 40 dBA silencers, well lagged and mounted in the engineroom. An engineroom ventilation system provides 7000 cu/m of air per hour. An engineroom alarm is installed and activated by engine and gearbox fault conditions and bilge water sensors.

Electrical power is supplied by a single Onan MDKBP-eQD auxiliary generator rated at 17.5kVA at 230 volts, 50 Hz. Two 24volt 200Ah battery packs, with a changeover facility is used for engine starting and domestic use.

An electrically driven Sterling SIHI VWSI5013 bilge and general service pump is rated at 15 cu/m of water per hour and has hydrant connections in the engineroom. An emergency, hand operated bilge pump is located on deck.

The wheelhouse design for the new Stan Tug 1205 follows closely the standards developed for the larger vessels in the series. It has a modern efficient layout with the controls and instrument panels positioned using ergonomic principles. Excellent all round visibility is made possible by large, deep, windows and few 'blind spots'. A centrally located helmsman's position, and chair, is placed close to the forward windows, with all of the essential controls and instruments within easy reach. A standard instrumentation outfit includes a Fluxgate compass, a Furuno GP-32 GPS, a Furuno LS 6100 echosounder and Sailor RT2048, 25W VHF radio. Mandatory modern LED navigation lights, towing and pilot lights, and a searchlight are also standard items. Additional equipment such as a Furuno FR 1832 radar are optional extras.

Comfortable seating for two persons and a table are part of the standard wheelhouse layout. An important feature of the wheelhouse design is the flexible mounting of the entire structure. Modern durable linings and insulating materials are used throughout and a 'Dampa' acoustic ceiling is fitted. The result of this incredible attention to detail is a massive reduction in sound levels in the wheelhouse to a figure of just 55dBA when the vessel is underway.

Both the wheelhouse and additional living facilities below decks are airconditioned and heated. The standard basic workboat is fitted out as a 'day boat' with cooking facilities, a refrigerator, pantry, shelving and a toilet with hot and cold water. As an option, the same area below deck can be fitted out to include sleeping accommodation for two persons.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 050

On trials, the first Stan Tug 1205 surpassed even the most optimistic expectations of the design team. The vessel handled extremely well, and was vibration free and extremely quiet. A bollard pull of 9.0 tonnes was achieved and a free running speed of 9.8 knots.

This first vessel is one of a batch of six, all of which will be fully fitted out ready for delivery. Most additional items can be supplied from stock, including a deck crane and additional fire fighting equipment. Even with a degree of customisation to suit a client's particular needs delivery can normally be made within 8 weeks of placing an order.

Two other vessels currently under development for the smaller end of the Stan Tug range are the Stan Launch 804 and the Stan Tug 1004. These new vessels, which will be available shortly, will be offered as replacements for the Mini Cat 803 and where suitable the Pushy Cat 1204. Once again both vessels are recognisable at part of the new 'Stan Tug' tug/workboat family and have many design features in common with their larger relations.

The Damen Stan Launch 804 is a very compact and versatile single-screw boat capable of undertaking towing and mooring operations. A vessel of 8.44m in length and beam of 3.52m, the launch is powered by a Volvo DS TA/1 diesel generating 121bhp (89kW at 1900 rev/min. Power is transmitted to a single 'open' propeller to give an estimated bollard pull of 1 tonne and a speed of 6 knots.

The larger Damen Stan Tug 1004 has many features common to the Stan Tug 1205 but is a single screw vessel of just 10.67m in length. It is ideally suited to mooring, towage and pilotage duties. A Volvo D9 MH main engine produces

296 bhp (221 kW) at 1800 rev/min. The single propeller rotates in a fixed 'Optima' nozzle and twin high performance rudders will make this a very agile craft. A bollard pull of 4.1 tonnes is anticipated and a maximum speed of 8.3 knots.

Both of these small single-screw vessels are under construction and will soon be available from stock.

Eleven designs now make up the Damen Stan Tug series. Five of the smaller Stan Tugs, ranging from the new Stan Launch 804 to the established Stan Tug 1907, offer operators a series of modern tug/workboats with bollard pulls of between 2 and 27 tonnes. For harbour, offshore and coastal towing Damen offer three vessels, the Stan Tug 2208, Stan Tug 2608 and the Stan Tug 2909 all of which are popular designs with bollard pulls of between 40 and 65 tonnes. Finally three

larger Stan Tugs, the Stan Tug 3509, Stan Tug 4011 and Stan Tug 4511 are designed for offshore, coastal and deepsea towing activities with bollard pulls of 67, 90 and 100 tonnes respectively.

As previously mentioned the Damen Stan Tug Series has a history of more than 40 years and benefit greatly from continuous improvements, based on the considerable knowledge and experience gained from our customers.

How Fraser Shipyards will spend \$2 million

Jim Korthals, President and COO of Superior, Wis. shipbuilder Fraser Shipyards Inc., today briefed Rep. David Obey, D.-Wis., on how the yard will use \$2 million the congressman secured for the City of Superior to assist with the shipyard's continued upgrades and repairs to its facilities. The company will begin the work as soon as funding is disbursed, ultimately employing an additional 15 to 20 skilled workers throughout the project. "This project will help

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ensure Fraser remains competitive, so it can continue to employ people long into the future," said Obey. "This is a great example of private industry working cooperatively with government at every level, federal, state and local."

Obey and Sen. Herb Kohl, D-Wis., announced in December 2009 that the funding had been secured and is part of the Consolidated Appropriations Act signed into law by President Obama. The funding is part of the federal budget for the U.S. Department of Transportation. "The money will help fund Fraser's continued commitment to the maritime community," said Korthals. "We're grateful Rep. Obey was able to help secure this significant funding at this time. It will give us the opportunity to bring on skilled trades people, electricians and heavy equipment operators to get the job done." Fraser Shipyards will repair approximately 420 ft of one of the dock wall faces in the shipyard that is used in repairing Great Lakes vessels and repair and upgrade the electrical services within the shipyard.

Workers will install 50-ft lengths of sheet piling to repair the dock walls, using a crane and vibrating hammer to move the piling and interlock the sheets into place. Caps will be welded onto the sheet piles to permanently tie them together. The double-wall system used keeps earth from sloughing into the lake. The company will also install higher-efficiency transformers to better suit the shipyard's needs. The current transformers are costly as the electricity comes in at 14,000 watts and has to be transformed down as far as 110 watts for use. The change will save the company money each and every day, further improving its bottom line. Fraser Shipyards also will use the funds to replace current underground electrical lines that have outlived their useful life. Work is expected to be performed simultaneously and completed within a two- to three-month period once the funding is received.

Last March \$3.7 million in funding for the shipyard was secured through the State Harbor Assistance Program, administered by the City of Superior, with a required 20 percent match from Fraser. That funding will be allocated to new construction work, while the \$2 million in federal funds will go towards repairs. Mr. Korthals also introduced Fraser Shipyards' newest acquisition -- Lake Assault Boats, which specializes in 14 ft to 35 ft patrol, fire, rescue, and work boats. He described the acquisition as "a natural extension of what we do best." "We perform quality work on ships and will apply that experience to patrol, fire and rescue boats as well as hunting and fishing boats," he said. "Dependability is key, and our welders are the best in the business, so our customers can expect a top-of-the-line product. The more we can expand Lake Assault Boats, the more workers we can employ." Lake Assault Boats has 58 customers in 13 states. One of the company's most recent jobs was producing a rescue craft for the Chicago Fire Department. **Source : MarineLog**

STX Europe to Build Simon Møkster PSV

STX Europe has entered into a new contract with Simon Møkster Rederi for the building of a Platform Supply Vessel (PSV). The vessel is of STX Europe PSV 09 CD design, featured with the new environmental friendly hull lines optimized for eco-drive in all weather conditions. The vessel is scheduled for delivery in Q4 2011. Roy Reite, President of STX Europe's Offshore & Specialized Vessels business area, said "We look forward to continuing the good cooperation with Simon Møkster Rederi. This is an important contract for the maritime industry in Norway, with a Norwegian ship owner, outfitting yard and substantial ship equipment from local suppliers."

The vessel is arranged for regular platform supply duties. In addition it will be arranged for Rescue- and Oil Recovery operations in connection with accidents at sea. Some of the vessel's features will be:

- Oil Recovery in accordance with DNV and latest NOFO 2009 guidelines.
- Emergency towing winch arrangement and bollard pull of 65 tons.
- Rescue of 300 persons in accordance with Norwegian
- Maritime Directorate (NMD) regulations

The vessel is in particular designed for environmental friendly operations with focus on low fuel consumption, and in accordance with Clean Design requirements. The hull will be built at STX Europe in Romania, and outfitted at one of STX Europe's yard on the north-west coast of Norway.

Main Particulars:

Length, o.a.	288.4 ft
Breadth	62.3 ft
Depth main deck	26.2 ft

STX Europe has in the past delivered six vessels to Simon Møkster Shipping; two anchor handling tug supply vessels, three platform supply vessels, and one field support vessel. STX Europe, Offshore & Specialized Vessels order backlog comprises more than 40 vessels under construction. **Source : MarineLink**

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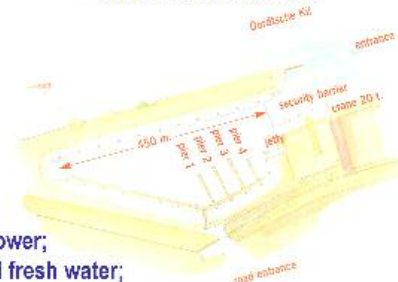
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The Japanese government will provide a grant of Rs800 million for the rehabilitation of the Pasni Fish Harbour

The Japanese government will provide a grant of Rs800 million for the rehabilitation of the Pasni Fish Harbour in Pakistan aimed at benefiting the poor fishermen of the coastal areas. The fish harbour was inaugurated in 1988 by the then prime minister Shaheed Benazir Bhutto and was facing serious problem of siltation, that blocked its channel since long time. The provincial government made efforts to clear the channel for making the harbour functional but could not succeed due to want of funds.

Sources said that the Japanese assistance came forth after Chief Minister Nawab Muhammad Aslam Khan Raisani made personal efforts in inviting the donors for assistance in this project. Under the programme the Japanese government would provide financial assistance worth Rs800 million through a counter value fund for supporting the efforts of the provincial government it is making for development and poverty reduction.

A senior official of the Pasni Fish Harbour Authority told Dawn that the Japanese financial assistance would be utilised for procurement of a medium-size dredger along with dumping barges, repair/up gradation of navigation aids and extension and repair of the breakwater in order to reduce the process of sedimentation from the southern side and maintain the year-round passage of the fishing vessels in the harbour.

The Japan embassy in Islamabad has already sent the request of the federal and Balochistan governments to Tokyo for formal approval of the assistance under the counterpart fund, a senior official of the Fisheries Department confirmed.

Sources said that chief minister Balochistan had recently visited the Pasni Fish Harbour Authority, where a detailed briefing was given by Secretary Fisheries Ruhail Baloch and the managing director on the issue of sedimentation of the channel and other problems confronting the harbour, especially the dredging of the channel. **Source : Imran Farooq**



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- **Expertisebureau Van Rees** werkt hoofdzakelijk nationaal en is gespecialiseerd in het uitvoeren van inspecties van zowel binnenvaart- als zeeschepen en baggermaterieel, inclusief de daarbij behorende werktuigkundige installaties. Dit alles in opdracht van reders, aannemers, baggerbedrijven en verzekeraars.
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Voor meer informatie over WNV kun je onze website www.wnvn.nl bezoeken.

Als je vragen hebt over deze vacature dan kun je bellen met Jan Robbert ten Veen (tel. 0184 41 48 00).

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The **EVER SAFETY** seen enroute Rotterdam – Photo : Marijn van Hoorn ©

FreeSeas Announces New Charters for Six of Its Vessels

FreeSeas Inc., a transporter of dry-bulk cargoes through the ownership and operation of a fleet of eight Handysize vessels and two Handymax vessels, announced yesterday new charters for six of its vessels. Mr. Ion Varouxakis, Chief Executive Officer of FreeSeas, stated, "We are pleased to report healthy rates which on a fleet-wide basis are cash-flow positive.

The new charters are detailed below:

- The M/V **Free Destiny**, a 1982-built, 25,240 dwt Handysize vessel, has entered into a contract for a time charter trip of approximately 60-65 days at a daily rate of \$8,250.
- The M/V **Free Envoy**, a 1984-built, 26,318 dwt Handysize vessel, has entered into a contract for a time charter trip of approximately 40-50 days at a daily rate of \$17,250 or \$17,500. Following its previously announced employment, the vessel completed an 18-day time charter trip at a daily rate of \$16,500.
- The M/V **Free Goddess**, a 1995-built, 22,051 dwt Handysize vessel, has entered into a contract for a time charter trip of approximately 40 days at a daily rate of \$12,000.
- The M/V **Free Knight**, a 1998-built, 24,111 dwt Handysize vessel, has entered into a contract for a time charter trip of approximately 30-35 days at a daily rate of \$10,500.
- The M/V **Free Impala**, a 1997-built, 24,111 dwt Handysize vessel, has entered into a contract for a time charter trip of approximately 70-80 days at a daily rate of \$10,700.
- The M/V **Free Maverick**, a 1998-built, 23,994 dwt Handysize vessel, has entered into a contract for a time charter trip of approximately 25 days at a daily rate of \$12,000. **Source: Freeseas Inc.**

Safmarine announces new Far East-East Africa shipping service

Safmarine says it will further improve its Far East to East African shipping network with the introduction, in March, of a new, direct, fully-containerised shipping service from Far East to East Africa. The new service, which will be known as the Mashariki* Express, offers improved transit times and reliability and will replace the existing 'Mombasa Express' service.

The new service will be launched on March 2, 2010 with the sailing of the 2496 teu Safmarine Zambezi from Mombasa in Kenya to Tanjung Pelepas in the Far East.

According to Safmarine's Eastern Africa Manager, John Lim: "The Mashariki Express offers a number of benefits to both importers and exporters. Benefits to importers include shorter transit from the Far East to Mombasa (Kenya) and Dar es Salaam (Tanzania) with preferred berthing in both Mombasa and Tanjung Pelepas. Exporters, in turn, benefit from the weekly calls from both Mombasa and Dar es Salaam to Tanjung Pelepas, improved schedule reliability (a buffer has been included to accommodate possible berthing delays) and preferred berthing in Mombasa and Tanjung Pelepas." An example of transit times from Tanjung Pelepas to Mombasa is 13 days and Dar es Salaam to Tanjung Pelepas, 21 days. Six vessels will be deployed in the new weekly service. **Source: Safmarine**

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World trade rebound clogs up ports

Recovery pushes charter rates 31% higher by December

The fastest expansion in world trade in three years is clogging up ports from Australia to Brazil, driving a 31 per cent jump in charter rates by December.

The rate for leasing capesizes, boats three times the size of the Statue of Liberty, will average US\$39,000 a day in the fourth quarter, from US\$29,784 now, according to the median in a Bloomberg survey of 11 analysts. Higher costs for the ships, the biggest part of the commodity fleet, will bolster returns for Mitsui OSK Lines Ltd, Nippon Yusen KK and China Cosco Holdings Co, analyst forecasts compiled by Bloomberg show.

While the 14 per cent decline in world trade last year caused prices to plunge as much as 76 per cent from their peak in June, increasing demand for coal now means 55 ships are waiting to load at Newcastle in Australia, up from 17 a year ago. Lengthening lines at the iron-ore ports of Tubarao in Brazil and Qingdao in China also reflect a recovering global economy and accelerating demand for raw materials.

'Once congestion is really taking a grip, you can have 12 per cent of the fleet stuck in ports,' said Philippe van den Abeele, London-based managing director of Castalia Fund Management (UK) Ltd, which trades freight derivatives. Charter rates 'will improve irrespective of the number of ships out there', he said.

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Shipping costs that quadrupled last year on signs the global economy was recovering have retreated 20 per cent in 2010 on concern that a record fleet expansion will overwhelm any rebound in demand. Laid end-to-end, the new ships would stretch about 60 miles, according to data compiled by Bloomberg and Clarkson Research Services Ltd.

Forward freight agreements traded by brokers and used to bet on or hedge against future dry bulk rates anticipate a fourth-quarter average of US\$29,825, according to data from Imarex ASA in Oslo. That's 0.1 per cent more than current costs and 24 per cent below the median in the Bloomberg survey. Golden Ocean Group Ltd, the commodities shipping line led by Norwegian billionaire John Fredriksen, said profit fell 33 per cent last year to US\$238.9 million. Cie Maritime Belge SA, owner of shipping line Bocimar International NV, said earnings slumped 44 per cent to 118.9 million euros.

Now, the World Bank predicts a 4.3 per cent gain in trade volumes this year and 6.2 per cent in 2011. Ships carry about 90 per cent of world trade, the Round Table of International Shipping Associations estimates. Mitsui OSK, based in Tokyo, more than doubled its full-year profit estimate on Jan 29 and Nippon Yusen posted third-quarter earnings on the same day, its first in a year. China Cosco president Zhang Liang forecast on Jan 19 that the Baltic Dry Index will rise 54 per cent this year. The gauge, a measure of commodity shipping costs, today fell 5 points, or 0.2 per cent, to 2,566 points. That's a fifth straight drop and the lowest since Oct 7.

Investors are growing concerned that central banks will withdraw stimulus measures before the economic recovery takes hold. The 93-member Bloomberg World Mining Index fell as much as 1.7 per cent on Feb 12 as the People's Bank of China ordered banks to set aside more deposits as reserves for the second time in a month to cool the fastest-growing economy. China's 'bubble' may burst by 2011, Switzerland-based Tiberius Asset Management AG, which manages about US\$1.8 billion in assets including commodities, said in a report last week.

China's iron-ore imports fell 25 per cent in January, from the previous month, according to customs data on Feb 10.

Shipping 'is highly dependent on a continued growth in Chinese iron-ore imports to absorb the dry-bulk fleet,' said Martin Sommersteth Jaer, an analyst with Arctic Securities ASA in Oslo with a 'sell' rating on commodity shipping lines.

Van den Abeele of Castalia Fund Management also expects rates to keep dropping, to as low as US\$15,000 a day, in coming months as Chinese growth slows and the fleet expands. Rates will then rebound as owners mothball ships and congestion worsens, he said.

The capesize fleet will expand by 20 per cent this year, outstripping the 8 per cent gain in demand, this month's survey showed. Delays at shipyards may narrow the gap. Even with rates where they are now, ship owners are still making more than operating costs. Daily overheads on a capesize are about US\$7,555, Drewry Shipping Consultants Ltd estimates. **Source : Bloomberg**

Crystal Cruises Adds Black Sea Voyages in 2010 With Maiden Call in Ukraine

Due to strong demand, luxury specialist Crystal Cruises has expanded its 2010 European cruise collection to include two Black Sea voyages this summer. The two new itineraries feature a maiden visit to Sevastopol, Ukraine, as well as calls in Greece, Italy, Bulgaria and Turkey. Steeped in artistic, military and architectural history, the 12-day cruises sail from Venice to Istanbul on July 19 and August 24 aboard the award-winning **Crystal Serenity**.

"The Black Sea cruises are an exotic counterpart to the more familiar Mediterranean hot spots," says Bill Smith, senior vice president, sales and marketing. "These destinations have a mysterious charm and tremendous historic value that places them high on travelers' lists of must-see places."

Beginning with overnight stays in Venice, the itineraries visit Katakolon (birthplace of the Olympics) and Navplion, Greece; Nesebur, Bulgaria; Yalta, Sevastopol and Odessa, Ukraine; and conclude with an overnight stay in Istanbul, Turkey. Other highlights include the sail from Venice, the cruise through the Dardanelles and the Bosphorus Straits.

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Distinguished speakers on world affairs, architecture, science and culture add rich dimension to the voyages, including Newsweek's Chief Political Correspondent, Senior Editor and Deputy Washington Bureau Chief, Howard Fineman; Dr. David Davenport, Research Fellow at the Hoover Institution at Stanford University and former president of Pepperdine University; and Dr. Bulent Atalay, a compelling expert on art, archaeology and the sciences.



The **KANO II** seen enroute the Volendamkade in Ijmuiden - Photo : Marcel Coster ©

Dublin Port talks ongoing: 'settlement within reach'

MTL, SIPTU and the ITF confirmed that talks to resolve the Dublin port dispute are continuing and the three parties are hopeful of a successful resolution.

A spokesman for MTL said: "Reports of renewed industrial action are premature. We have been actively engaged in constructive, ongoing talks with the ITF for several days and these are continuing in an effort to reach an amicable and sustainable resolution."

He continued: "The talks involve senior representatives from the company and the union and are making good progress. Given the positive approach from both sides, we are hopeful that an agreement can be reached in the very near future." SIPTU's Divisional Organiser, Christy McQuillan, said: "The International Transport Workers' Federation have produced proposals for settlement of this lengthy dispute between Marine Terminals Limited and SIPTU.

"The workers affected will ballot on these proposals at a meeting in Liberty Hall later this evening. The proposals take account of a Labour Court Recommendation issued last October and also Arbitration Findings issued in January of this year."

He concluded: "The proposals have already secured the support of MTL Management. The ITF initiative presents the best opportunity thus far for resolution of this protracted dispute." Norrie McVicar, Britain and Ireland Co-ordinator of the ITF, which is brokering the talks, added: "The talks are ongoing and the participants are dedicated to finding a solution that safeguards the future of the port and all those who work there. We are optimistic that a resolution is within reach." **Source : ITF**

TUG EAST DEPARTED FROM CAPE TOWN



Avra's tug **EAST** departed with the barge **EIDE 42** from Cape Town



Photo's : Ian Shiffman ©

Dredging stops as equipment heads north

FREMANTLE harbour dredging will be suspended for two months from May as key equipment is required for the \$30b Gorgon gas development - delaying the project into Spring. The controversial \$250 million project to deepen Fremantle harbour was set to last six months from January, but Port officials say works will now continue into September.

Dredging will also stop from tomorrow for two days to allow the water to clear for the annual Perth to Rottnest swim. "There will be a break from approximately mid May until July," a Fremantle Ports spokesman said. "The work was never going to be done with one dredge and it depended on the nature of the work and the availability of equipment.

"We would be expecting to complete the project in September."

Greens MLA Adele Carles says she fears the dredging may be delayed further into summer, again blighting Perth beaches during peak months. "There is no guarantee that the dredging equipment won't be delayed longer if the

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Gorgon project doesn't go to plan," she said. The peak southern migration of the humpback whale between Perth and Rottnest Island occurs from mid-September to November.

"I am concerned about the ad hoc nature of this and that this delay wasn't included in the initial Environmental Protection Authority approval process," Ms Carles said.

"We were told that the dredging had to take place in a certain time frame and it seems that story has now changed. Since dredging began at the start of January, environmental groups say a toxic plume of sediment has been contaminating the Swan River and Perth beaches. **Source : Perth Now**

OLDIE – FROM THE SHOEBOX



SVEA line's 3500 dwt **FYLGIA** seen moored in Tunis

Photo : Coll. Kees van Huisstede

.... PHOTO OF THE DAY

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Another photo of the **SMIT PANTHER** arriving in Rotterdam from Venice - **Photo : Hans Hoffmann ©**

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