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The MSC chartered CLIPPER seen leaving the Antwerp locks  
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The **MAERSK BEAUMONT** seen at the Westerscheldt river

Photo : Henk de Winde ©

## 165 Containerschepen liggen werkeloos aan de kant

Op dit moment liggen wereldwijd 165 containerschepen werkeloos stil, met een gezamenlijke capaciteit van zo'n 420.000 teu. Dat blijkt uit cijfers van de Britse databank AXS-Alphaliner. Het gaat vooral om kleinere en middelgrote schepen, maar toch ook om 24 schepen van het formaat post-Panamax, met capaciteit van 5.000 teu en meer. De chartertarieven voor middelgrote schepen zijn in een jaar tijd rap gedaald. Begin dit jaar stond de containermarktindex ConTex nog op 30.000 dollar per dag, nu op maar 5.000 dollar.

De Germanischer Lloyd heeft een 'richtlijn voor opgelegde schepen' uitgebracht. De richtlijn omvat onder meer technische eisen. Daarbij wordt onderscheid gemaakt tussen 'warme' en 'koude' oplegging. Warme stillegging is meestal maar voor enkele weken, maar bij koud opgelegde schepen gaat het soms om vele maanden achtereen. Daarna duurt het dikwijls ook nog geruime tijd voordat het schip weer in de vaart kan worden gebracht.

## Cruise ship passenger reported missing near Cancun



The U.S. Coast Guard and Mexican authorities are searching for a missing cruise ship passenger who may have gone overboard near Cancun, Mexico.

Authorities say 36-year-old Jennifer Feitz's husband reported her missing from the **Norwegian Pearl** just before 5 a.m. EST Friday. Her hometown was not available.

A Coast Guard search and rescue crew aboard a Falcon jet joined a helicopter and three crews from Mexico to scan the Gulf of Mexico. Norwegian Cruise Line says the ship left Sunday from Miami for a seven-day western Caribbean cruise.

Photo : Kees Bustraan ©

## Medische evacuatie op de Noordzee

Dinsdag kreeg het Kustwachtcentrum Den Helder een melding van een ongeval aan boord van het schip **Constanza Wonsild**. Een bemanningslid van dit onder Italiaanse vlag varende schip was gewond geraakt na een val van enkele meters hoog.

Het Kustwachtcentrum heeft hierop een search and rescue (SAR) helikopter van Defensie ingezet vanaf Maritiem Vliegkamp De Kooy in Den Helder. De arts van de SAR-helikopter heeft het bemanningslid van de **Constanza Wonsild** gestabiliseerd. Vervolgens is het slachtoffer met de helikopter overgebracht naar het Erasmus Medisch Centrum te Rotterdam.



The **MSC ORIANE** seen departing from Rotterdam-Europoort

Photo : Fred Vloo ©

## MSC mystery

Federal police in Santos, Brazil, are investigating the death of a college student who died while on board an MSC Cruises vessel.

Isabela Baracat Negrato, 20, died while disembarking from the 1,760-berth **MSC Opera** (built 2004) as it was docked at the island of Ilhabela, in Sao Paulo state.

Police are calling Negrato's death "suspicious" and have not ruled out the possibility that a mix of drugs and alcohol may have contributed to the incident, according to the Brazilian media.

Negrato, a student at the Toledo Teaching Institute in the city of Bauru, was one of 1,800 passengers to take part in the university cruise that left Santos Thursday. MSC Cruises is quoted as saying that the woman "did not feel well" when she was admitted to the Panama-flag cruiseship's medical centre, where a doctor requested that she disembark immediately. She died in the process.

According to O Globo newspaper, the woman's cabin mate said that neither of them had used drugs, but they did consume alcohol. Students returning to Santos at the end of the cruise said acid and ecstasy had been consumed on the vessel.

TradeWinds has requested comment from MSC Cruises in Brazil. The Naples-based cruise line operates 11 vessels.



The **SD SEAL** seen assisting the **MSC ESTHI** in Rotterdam-Europoort

Photo : Fred Vloo ©

## Pirates release Yemeni boat, 10 crew

Somali pirates have released a Yemeni fishing boat, Faluja, along with ten fishermen held earlier in the Gulf of Aden, the al-tagheer.com has said. The website cited a source at the coastguards in Aden as saying the fishermen have already arrived in Aden.

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On December 10, coastguards in the province received a note that two Yemeni fishing boats, Faluja and al-Qana'a, were seized by Somali pirates while fishing in the Gulf of Aden.

Seven fishermen of those who were onboard the two boats managed to escape the pirate attack, and Coastguards became aware about the incident through them.

They told coastguards that about 22 were seized along with the boats. Pirates stepped up attacks on vessels off Somalia's coast and in the Gulf of Aden, with almost 100 vessels attacked so far this year. 40 were already hijacked along with their crews, including a Saudi supertanker carrying 2 millions barrels of oil worth \$ 100 million.

In the most recent attack, Somali pirates seized four ships in the Gulf of Aden on the same day the United Nations Security Council okayed countries to pursue the gunmen on land.

Pirates hijacked an Indonesian boat, a Turkish cargo ship, a Chinese fishing vessel and a yacht on Tuesday, all in one the world's busiest shipping lanes.

Piracy off Somalia's coast and in the Gulf of Aden has soared this year with pirates bringing in million dollars as they usually ask for ransoms for the release of ships they hijack. **Source : Saba Net**



## Volvo Ocean Race: Leg 3 a test of skill and patience

The inaugural Volvo Ocean Race leg from Cochin to Singapore proved to be a greater test of skill and patience than any of the skippers, crews and navigators anticipated.

Some loved the challenges posed by the windshifts, upwind discomfort and the eye boggling numbers of ships, tankers and fishing boats with all their associated detritus. The tales of near misses matched the headlining story which, predictably, focussed on an extraordinarily close competition.

'We almost took out an enormous 200 foot barge by about ten feet,' said Chris Nicholson on PUMA 'He altered at the last minute to avoid Ericsson so went between us and the Ericsson boats in an emergency move...and we missed her by inches. I have never seen that before.'

'It was also an interesting experience to see the amount of shipping needed for the world here to function. It all comes through here but you don't often see it,' he added looking out over the world's busiest port.

'It all adds a bit to your sailing CV because this route poses different challenges but for me, it adds more to your life CV because it is an experience you are glad you have had.'

Neal McDonald of Green Dragon, a veteran of several round the world races was also intrigued by what he saw.

'The biggest experience for me was the Straits. They were unbelievable. Coming into Singapore, I could not believe how many ships there were moored up there. It was spectacular and came as a complete shock.'

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'It didn't cause any difficulty and we were lucky because when there was the greatest density of ships, we had a bit of breeze. It would become almost unsafe if there was no wind and you couldn't get out of the way but we had enough breeze that we could weave in and out of the way which was good.'

Said Roberto Bermudez, skipper of Delta Lloyd: 'For the people like me, it was a brand new experience. We know more countries now and more seas and that is good for us as sailors and for the race.'

Other crewmembers inevitably were not so convinced yet all claimed it was a leg they would never forget. On Ericsson 4, navigator Jules Salter described it as 'quite messy' at the end and 'not a great place to race yachts'. But bits of it were 'interesting,' he said with 'lots of tricky aspects to it'.



Nick Bubb on Team Russia: 'The Straits were challenging. We were doing 20 knots in a big squall and missed a 40 foot fishing boat by about three metres. I was on the helm and it was a bit alarming.'

And Simon Fisher, navigator on the winning boat Telefonica Blue said the contrast to the more traditional race tracks was both intriguing and exhausting. 'It was relentless. There was always something going on so there was no time to relax. In the bigger ocean legs, you settle down and then you are on your track and that's you in a groove for a few days.'

'But getting away from the coast in India and going round Sri Lanka was

pretty hard work then the big beat across the Bay of Bengal was pretty eventful as well because we were always tacking. 'Then the Malacca Straits posed a different challenge altogether. Not keen to do that again in a hurry. I can definitely wait a while before I go down there again.' [www.volvoceanrace.org](http://www.volvoceanrace.org)

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# Black-out in Maasmond, KNRM snel ter plaatse.

Door : Ron Zegers – KNRM Hoek van Holland



Zaterdagmiddag 27 december was reddingstation Hoek van Holland van de Koninklijke Nederlandse Redding Maatschappij met de reddingboot **Jeanine Parqui** aan het oefenen ten noorden van de Noorderpier. Via het VHF kanaal van de Maasmond werd om 14.15 uur verzocht om assistentie bij de "**Alphecca**" welke zonder aandrijving voor de Maasmond dreef. Binnen 4 minuten was de KNRM reddingboot **Jeanine Parqui** langszij om het scheepje welke stuurloos dreef naar veiliger water te slepen. Uiteindelijk na een uurtje gaande houden is het schip in veilig water voor anker gegaan om de problemen op te lossen.

De **Alphecca** is een oud slepertje welke nu voor de plezier vaart dienst doet met een lengte van 23.05 meter, 5.80 meter breed en een gewicht van 80 ton. De 2 bemanningsleden waren heel blij dat de redders het scheepje uit de vaargeul hebben gehaald. De KNRM reddingboot **Jeanine Parqui** heeft de **Alphecca** met een gangetje van 2 tot 3 mijl in Noordelijke richting gesleept. Op zee stond er een venijnig Oostenwind van 4-5 Beaufort en ½ tot 1 meter zegang. Het scheepje had problemen met de dagtank en na een aantal malen ontlichten was het nog niet gelukt om de motor aan de gang te krijgen. De KNRM reddingboot **prinses Margriet** van Stellendam die ook in de buurt was kwam polshoogte nemen en bood gelegenheid om een fraaie foto te maken.

De schipper van de **Alphecca** heeft na een uurtje, in overleg met TCH besloten om 2 mijl Noord van de Noorderpier voor anker te gaan en de problemen in alle rust in veilig water op te lossen. Gelukkig maar, voor de KNRM reddingboot is het geen optie om een groot en zwaar schip veilig in de haven te brengen. Na het voor anker gaan van de **Alphecca** bedankte de schipper voor de geboden hulp en beloofde een extra donatie ten gunste van de KNRM.



The **JUMBO VISION** seen off Cape Town - Photo : Aad Noorland ©

## **NAVY NEWS**

# **Brazil to Create 2000 Direct Jobs Building Submarines**

The Navy of Brazil is celebrating the signing of a cooperation agreement between Brazil and France. The Brazilian military believes that transfer of French technology, for the construction of five submarines in Brazil, should benefit the Brazilian industry and generate new jobs, as well as contributing for the country to make true its program of development of marine forces.

Through a press statement, the Brazilian navy said that the agreement forecasts the transfer of technology necessary not just for the military designers, but also for the several companies that are going to participate in the construction of conventional submarines and of the first Brazilian nuclear submarine.

According to the Brazilian Navy, many national products should be used in the submarines. "Up to now, there are already over 30 national companies involved, which should contribute with over 36,000 items, including complex systems," according to the press statement.

Apart from that, a shipyard will be built in Itaguaí, in the metropolitan region of Rio de Janeiro, to build the nuclear submarine. The site should also serve for the production of conventional submarines and should include a naval base for support of these vessels. According to the government of Rio de Janeiro, the works should be developed by Odebrecht and by Sepetiba Consortium.

Still according to the Brazilian Navy, the entire production process of the submarines and of the shipyards should generate over 2,000 direct jobs and around 6,000 indirect ones.

The agreement for cooperation defines that the French help should be limited, in the long run, to the design and to the non-nuclear part of the first Brazilian nuclear submarine. According to the document, the vessel should use conventional weapons and both the nuclear reactor and the electronic systems associated to it should be developed by Brazil.



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Although exempting itself from any responsibility with regard to damaged caused to third parties by the submarine or by its land support installations, the agreement forecasts the establishment of companies or consortia of private rights established by public, private or mixed-capital companies, Brazilian or French, to develop and build a submarine capable of receiving a nuclear reactor, produced according to international safety procedures.

The government of France agreed to authorize the sale, by French companies, of equipment, material and services to the Brazilian Navy or to Brazilian companies. Apart from that, the two countries should also consider the possibility of, totally or partially, exempting goods and services imported or produced for these purposes from direct or indirect taxes. **Source : Brazzilmag**



The **MARINA NUSANTARA** seen in Banjarmasin (Indonesia )  
Photo : Crew HAM 312 ©

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## India refutes Bangla charge on naval ship

India on Friday rubbished allegations by the Bangladesh government that an Indian naval ship had ventured into Bangladeshi waters on Thursday.

India clarified that the vessel, owned by the ministry of petroleum and natural gas, was touring block 14 and very much within Indian waters.

Bangladesh had made the allegation on Thursday. There is no clear maritime boundary demarcation between the two countries yet. Bangladesh had earlier also asked India to stop all oil and mineral exploration activities in the region till the boundary issue is settled.

## More woes for New Zealand's Projector programme

Weighty problems delay delivery of patrol vessels...



Antarctic waters.

Seen here embarking on trials this month, **HMNZS OTAGO**, and her sister **WELLINGTON**, could have their deliveries further delayed by up to six months.

She is one of a group of new vessels that are part of New Zealand's Project Projector programme which has suffered a catalogue of problems. From health and safety issues, seaworthiness - through to the new headache - the OPV's are too heavy!

**Photo : Andrew Mackinnon**

The vessels, part of Project Projector, built by Tenix, now owned by BAE Systems, were ice-strengthened, but this is believed to have added 100 tons which may mean they are unsuitable for their roles in

**HMNZS CANTERBURY**, a sea-lift vessel, the only ship in the Projector programme to be delivered so far, was the subject of a review, led by British naval engineer John Coles. It found the vessel was a poor seaboat, giving bad performance in high seas due to the commercial nature of her design and that the project overall suffered from under-estimation from the outset.

From the size and complexity of the project through to the skills required by the project team, the review concluded all had been underestimated and could be the underlying causes of the problems now being experienced with the OPVs and **CANTERBURY**.

Coles did say that once remedial work was undertaken on **CANTERBURY**, she would prove 'capable', but she could not be driven hard in bad weather. She was a 'safe' ship, but uncomfortable.

The Coles report has come under fire however from a former NZ Defence Ministry acquisition chief, Bruce Green.

An angry Mr Green refuted the report's claims of bad design and lack of seaworthiness of **HMNZS CANTERBURY**. Speaking to The Dominion Post in September he blasted the ship's crew for pushing the ship too hard through a storm and claimed the NZ Navy did not have their personnel trained and ready for the new vessels.

On the Coles report he said,

"I'm just disappointed that emphasis was placed on the acquisition process when there should have been just as much emphasis on the ability of the navy to use the ship and the actions of the navy during that storm."

Critics accuse the NZ government of 'getting ships on the cheap' instead of going for proven designs. But the NZ Minister of Defence stands by the designs and performance of the vessels, saying in September that once problems are ironed out the NZ Navy will be equipped with valuable assets. **Source : Shippingtons**

## Partido Popular criticise nuclear submarine arrival on Gibraltar

The **USS Alexandria** is the second nuclear submarine to visit the Rock in less than a month.



The Partido Popular has described as 'a micky take' the arrival of another nuclear submarine on Gibraltar, and called for explanations from the Junta de Andalucía in the face of their 'silence'.

The P.P.'s comments came from the their President in Cádiz, José Loiza, who said the Socialists had said that

no more nuclear subs would come to the Strait after the '**Tireless**' incident, and that more than 20 had arrived since then.

The **USS Alexandria** is a Los Ángeles class submarine and is the second to visit Gibraltar in less than a month, and sixth this year.

## SHIPYARD NEWS



Collision last Saturday of the **NEPTUN** during mooring on the lay-by berth 1209 at Belgium Schelde River leftside before discharging cargo and Owners H&S Schiffarth Haren- Ems decided to bring the vessel to Messrs **Van Brink Rotterdam** for repairs of damaged part .

**Photo Joop Bartels ©**

## Ship builders seek yard space

Local shipbuilding and repairing firms are struggling to find more yard space in the country as they seek to expand their business operations, said a senior executive of a shipbuilding and repair company in Dubai. While demand for new builds and repair services has steadily grown in the region over the past few years, the growth has not been matched with an increase in yard capacity to accommodate new orders.

"We have several requests from local and international companies seeking to place orders for new builds, but we have to turn them away," Mohammed Obaid Mubarak, Managing Director for Dubai Shipbuilding and Engineering told Emirates Business.

"We urgently want to expand our operations but we can not do so and this is the main challenge facing every company in this business here." Ongoing offshore projects in the region have sparked off an unprecedented demand for service vessels and vessel owners are increasingly looking at Dubai for new builds.

Currently, Dubai Shipbuilding and Engineering has a total of just over 25,000 square metres of yard space in Jaddaf area and another 20,000 sq m in Sharjah's Hamriyah Free Zone.

The company builds mainly offshore service vessels such as tugs, accommodation work barges, pollution control vessels, landing crafts as well as catamarans. The company's ship repairing business is a major contributor to its total turnover and this covers repair for various types of ships including bulkers and tankers.

In an effort to provide room for extra orders, the company currently rents from 100 sq m of yard space in Jaddaf the government, for which it pays Dh36 per sq m per day.

Although the company has also reserved space at the Dubai Maritime City (DMC) Mubarak said that the space provided by DMCDMCLoading... is not enough to cater for the growing demand. "Since 1980, Jaddaf has not increased, so every one operating here is looking for any available space to expand their business. While the facility at DMC is good for the industry, it underestimates the demand for ship building and repair services in this region," said Mubarak. Also shipbuilders in Jaddaf cannot build ships that are above 15 metres in height because all ships built must be able to freely sail below the adjacent Al Garhoud Bridge.

Mubarak asked the UAE Government to intervene and allocate more yard space to shipbuilders, adding the industry is strong and its contribution to the economy is high. "If the government can allocate four kilometres to each company, this would help to relieve our yards of the current pressure and this would help to facilitate the expansion of the industry," said Mubarak. The company's order book is currently full until 2009, with four vessels on order. The company is also in the final stages of receiving new orders for three other vessels, whose construction will commence in 2009. On the brighter side, Mubarak said the local shipbuilding and repair business has not been hit by the current financial crisis since most of the companies involved are medium sized and that most orders come from within the Middle East, which has been less impacted. The company's turnover for 2008 is expected to reach \$100 million (Dh367m), while profits are likely to be in the range of \$15m to \$16m. "The company has been growing by more than 25 per cent year-on-year and I do not see this changing even in the coming year," said Mubarak.

He said the orders at the firm's yard were safe since most of them are from the government as well as established private companies. **Source: Emirates Business**



The **REGALIA** arrived at the Keppel-Verolme shipyard in Rotterdam-Botlek

Photo : Willem Holtkamp ©

## Bangladesh To Export 12 Ships To Europe By 2011

Western Marine Shipyard Ltd. (WMSL), a local shipbuilding company, will export 12 ships, weighing 5,200 tonnes each, by 2011 to Germany, Holland and Denmark, the Bangladesh's news agency BSS reported. Commerce and Education Adviser Dr Hossain Zillur Rahman inaugurated building of the 12 ice class ocean-going multipurpose vessels at the WMSL yard at Shikalbaha on the south bank of the river Karnaphuli in the district. Quoting Dr Hossain, BSS reported that the export of such a big number of ships as a milestone for the country's shipbuilding sector and said it would definitely help Bangladesh find a secure place in global ship manufacturing market.

"The sector has enormous potentials and it would contribute to making Bangladesh a middle-income country soon. "The sector has huge potential of contributing to the economy after garment sector and shipbuilding companies should not compromise with the quality in keeping the reputation in global export market," he said after the "keel-laying ceremony that symbolizes with hitting the hammer on iron-plate on the proposed structure of a ship to start the work. Also present were German Ambassador to Bangladesh Frank Meyke, Denmark Ambassador Bea M Ten Tusscher and Shipping Secretary ATM Mokter Hossain, Managing Director of AB Bank Ltd Kyser A Chowdhury and Managing Director of WMSL Sakhawat Hossain.

He said separate rules and regulations are needed for the shipbuilding sector. The adviser said pledges of giving special attention by two major electoral alliances in their polls manifestos for the promotion of the sector is really encouraging. Dr Hossain Zillur asked the commercial banks to come forward in providing soft-term loans to the entrepreneurs in the sector.

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Meanwhile Danish Ambassador Bea M Ten Tusscler said Bangladesh is not only a ship breaking country but also has emerged as a strong ship manufacturing and exporting state through concerted efforts. She urged the concerned authorities to increase the facilities for flourishing the sector and to work with dedication to uphold the image of Bangladesh in the international arena. WMSL has already built 54 various types of vessels. Of them, 49 were supplied in the local market and the remaining are for international market. Trade body leaders from Dhaka and Chittagong, and entrepreneurs and bankers also attended the colourful inaugural function. The adviser went round the WMSL establishment over 20 acres of land enriched with state-of-the-art technology. **Source: Bernama**



The **BAVENIT** seen arriving in Rotterdam  
Photo : Ruud Zegwaard ©

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## Snohvit near full-scale production

The Melkoye LNG plant serving the Snohvit field in the Barents Sea is more than 90 percent close to full-scale production, a representative of operator company StatoilHydro confirms. After months with technical problems, the

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LNG plant at Melkoya is now running at more than 90 percent of capacity, director of the Hammerfest LNG, Knut Henrik Dalland says to newspaper Finnmark Dagblad.

The plant has had serious technical problems since it started production in August 2007 and long ran at only 60 percent of capacity. -506 tons of processed LNG per hour means that production is close to 93 percent of what the plant was designed for, Mr. Dalland, says.

The increased production was achieved after a technical upgrade this fall. Two cooling elements were then replaced. Another four such elements are to be replaced in 2009.

There is still a capacity problem in the cooling tower, which is the very key part in the production of LNG, Finnmark Dagblad reports. StatoilHydro might eventually decide not to bring the Melkoya LNG plant to its projected 100 percent of capacity. That might be too expensive.

-As long as the plant produces close to maximum, it might be an alternative to let it produce like today, [at least] if it turns out to become too expensive to catch the last seven percent, head of information in Hammerfest LNG, Ms. Kari Mette Darell Holand admits. **Source : BarentsObserver**



Above seen the **IBN KHALDOUN II** upstream on river Elbe on December the 27<sup>th</sup>. Build in 1977 with Stülcken Heavylift Masts, on its way to Hamburg.

**Photo : Michael Brakhage ©**

## Dover's busiest ever winter day for outbound traffic

**Channel Tunnel sends traffic Dover's way...**

A combination of reduced capacity at the Channel tunnel, large amounts of unbooked traffic, Christmas holidaymakers and shoppers, and lorry drivers wanting to be home for the festive break, swelled traffic through the Port of Dover last Saturday.

The port handled 77,988 passengers (plus 6.4 per cent compared with the same day in 2007), 15,960 tourist cars (+14.1%) 517 coaches and 4,841 freight vehicles (+128%) on more than 60 ferry departures and arrivals, with most of the traffic travelling outbound to France.

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"We regret there were long delays on the approach roads to the port but the lack of available Eurotunnel capacity meant the port having to handle a much larger volume of traffic,"

said Bob Goldfield, Chief Executive, Port of Dover. "This was probably the busiest winter day the port has ever experienced for outbound traffic."

The Port of Dover operates over 60 ferry departures every day to Calais and Dunkerque with P&O Ferries, SeaFrance and Norfolkline. **Source : Shippingtimes**



The **VOLENDAM** and **MILLENNIUM** seen moored in Port Chalmers  
**Photo : Willem J.Kappert ©**

## CMA CGM to Buy Back Bonds

CMA CGM SA, the world's third-largest container shipping line, plans to buy back some of its 500 mn euros (\$700 mn) of bonds due 2012, according to BNP Paribas SA, which is helping to arrange the transaction.

It is said that the company has given investors until December, 31 to accept an offer. The company is offering 46 percent of face value, the person said.

CMA CGM had its long-term debt downgraded to BB+, one step below investment grade, by Fitch Ratings on December 16 citing difficult conditions in the container ship industry. The bonds are quoted at 34 cents on the euro.

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The **BG ANTWERP** seen at the Westerscheldt River  
Photo : Willem Kruit ©

## Port operator braced after slump in international trade

MERSEY Docks operator Peel Ports is bracing itself for a downturn following an alarming slump in international trade. The company says it will be ready to reckon up the impact of the global shipping crisis on port operations in the first quarter of 2009. Container shipments have shrunk after three decades of solid growth while demand for raw materials has plunged 94% in six months. However, the Port of Liverpool operator is hoping that its diversity of services will help it through the industry's toughest period for many years. Marketing manager Frank Robotham said: "We are not immune from the effects of a slowdown by any means, but the diversity of the port may mitigate the impact. "If we were just a container port it may be another matter but we offer a number of services such as ro-ro and various types of import and exports.

"It is difficult to say just what the impact will be at the moment. Our financial year doesn't end till next March, so the position will be clearer by then." Many container lines, including Maersk, which has a base in Liverpool, are now laying up vessels with freight rates dropping through the floor. Chief commercial officer Hanne Sorensen said eight ships had so far been parked: "The financial crisis and economic slowdown has an impact on all of us. "Today we are faced with a market situation characterised by uncertainty. "Container shipping is an integral part of world trade and therefore is impacted by the downward trend. As the industry leader, Maersk Line is fully aware of the tough times to come." The impact has already seen the laying off of 34 out of 45 workers at Seaforth's recently completed fresh produce terminal.

In addition, port businesses face backdated tax bills that have already led to the winding-up of stevedoring firm Thomas Nichols Brown. It faced a rates bill of £1.3m. Lobby group Mersey Maritime believes many more companies are under threat from the tax timebomb. Dave Pendleton, business development director, said the backdating had to sit as a liability on company accounts, whether they have 10 days or 100 years to pay: "There will be more casualties, we don't know where or when." **Source: LDP Business**



## Dreyfus pounces

Louis Dreyfus Offshore Services has gobbled up nearly a quarter of Fairstar Heavy Transport in a pre-Christmas swoop.

The French shipping group shelled out NOK 38.38m (\$5.48m) to take a leading position at the Oslo-listed heavylift company. In a statement to the stock exchange Fairstar says Louis Dreyfus bought 7,676,471 shares at NOK 5 each and a further 20,000 shares at NOK 3.486 each today.

The move gives Louis Dreyfus Offshore a 23.3% stake in Fairstar. Shares in the Rotterdam-based firm remained stable at NOK 3.51 each in Oslo today, valuing the company at NOK 115.79m. Its stock has fallen 79.58% this year from a high of NOK 25 per share.

It is thought the move makes Louis Dreyfus the leading shareholder in Fairstar ahead of transport group Torghatten Trafikkselskap and Credit Suisse. Both held around a 10% stake in the company when it last updated its shareholder information in early November.

Fairstar, which was founded in 2005, owns a fleet of two heavylift vessels. The Louis Dreyfus group operates 20 dry-cargo vessels, seven ro-ros, 11 tugs, three barges and seven semi-submersible barges alongside four cable layers and three seismic research ships. **Source : Tradewinds**

## FERRIES UNDER MAINTENANCE


TT Line's **ROBN HOOD** is off the Travemünde Service for maintenance in Rostock.

Scandlines' **MECKLENBURG-VORPOMMERN** is in Bremerhaven for maintenance at the Lloyd Werft [Yard] and should return to service Jan. 11. Till then SKANE handles the traffic alone.



The **HENGAM** seen moored at the dolphins in the Caland Canal (Rotterdam-Europoort)

**Photo : Jan Oosterboer ©**



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The '**Antarctic Dream**' sailing near the Neumayer Channel, Antarctica  
 Photo : **Ronald de Bloeme - o/b ms Amsterdam ©**

## Condor's pledge on ferry services

Ferry firm Condor has agreed to provide Guernsey with at least five weekly sailings to the UK mainland and France throughout the year.

The firm has signed a Memorandum of Understanding with the States, which means it also has to provide more sailings during peak times.

Condor, the biggest Channel Island ferry firm, was sold in 2008 to the Macquarie European Infrastructure Fund.

Condor provides routes for both passengers and freight.

**Source : BBC NEWS**



The **CELEBRITY GALAXY** seen arriving in Willemstad (Curacao)  
Photo : Kees Bustraan ©

## MOVEMENTS



The **TASMAN MARINER** seen in Wellington  
Photo : Willem J. Kappert ©

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



Heerema's **HERMOD** seen lifting the tripod + topsides for her next assignment

**Photo ; George Vermeulen ©**

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