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

Dear Readers



During this festive season we have to stand still by all seaman which are at sea during this period, away from their families and friends doing their work, and especially the seaman captured by pirates around the Horn of Africa, which are held against their will awaiting the ship's owners / managers to pay the ransom before getting released to see hopefully their families again, also we have to remember the people we loved and passed away the last year, we all see that life is precious and something we have to take care about.

In this message I especially want to mention reader / contributor Alan Calvert who reported last Friday that his hometown Christchurch in New Zealand was hit again by a strong 6.0 earthquake causing more damage to the place which was the victim of large and small earthquakes for last months, on behalf of all readers I would like to wish Alan and all people in and around Christchurch the strength to cope with this tragedy.

The newscippings had a large growth again over the last year, 5000 more addresses where registered and at present over 20.000 newsletters are leaving the server daily distributed around the globe.

Herewith I would like to thank everyone of you who contributed the last year with news, photo's and other maritime information, I also have to thank my wife Elizabeth and son Alexander for their support the last year, as I am sitting down every night answering e-mails, communicating with contributors and compiling the newscippings, to make sure everybody get the latest maritime news the next morning in the mailbox, this all is taken care of by the IT team JOOST and MARIO of PRO-DIGITAAL, thanks guys for your work over the last year it is appreciated by all readers !

I would like to close with the message that Elizabeth, Alexander and myself wish all the readers around the globe a Merry Christmas and a Happy and Healthy 2012 and that the year 2012 may bring what you expect from it.

Thank you - Piet



ICS Reminds Shipowners To Comply With STCW In 2012

ICS is advising shipping companies to ensure they comply with the Manila amendments to STCW, particularly in relation to seafarers' rest hours and the more stringent requirements for preventing drug and alcohol abuse that will apply worldwide from January 1st 2012. The International Chamber of Shipping (ICS) and the International Shipping Federation (ISF) led employer representation at the IMO Diplomatic Conference which adopted the Manila amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW 2010). The Manila amendments begin a phased entry into force from January 1st, 2012. ICS is reminding shipowners that the new STCW minimum rest hour requirements are likely to be vigorously enforced by Port State Control Officers who will have the authority to check that ships maintain accurate records for individual seafarers which demonstrate they have been provided with the required minimum rest. For example, seafarers must now always have at least 10 hours rest in any 24 hour period. To help further reduce the possibility of fatigue, much of the flexibility that previously applied under STCW has now been removed.

The new STCW rest hour requirements were developed to ensure that they were compatible with those stipulated in the ILO Maritime Labour Convention (MLC) which is expected to enter into force in 2013. Peter Hinchliffe, ICS Secretary General, explained: "It is particularly important that companies comply with the new IMO rest hour requirements and record and monitor seafarers' rest periods. Apart from the importance of preventing fatigue, Port State Control can be expected to begin checking the authenticity and accuracy of any records by comparing them with other vessel documentation. Seafarers must also confirm that their hours are accurately recorded." ICS advises that, because the STCW Convention already has widespread ratification, the 2010 amendments will be enforced on a global basis earlier than the ILO MLC standards. In practice, from January 2012 it is therefore expected that STCW 2010 will become the principal regime for rest hours that will be checked by Port State Control. For the first time under STCW, mandatory limits for alcohol consumption are also being introduced (a limit of not greater than 0.05% blood alcohol level (BAC) or 0.25 mg/l alcohol in the breath), although individual flag states may choose to apply stricter limits. Other new STCW requirements governing competence standards and certification will be phased in from January 2012. To avoid misunderstandings, ICS recommends that vessels keep on board copies of two circulars developed by the IMO Maritime Safety Committee in May 2011 which clarify the implementation dates of the STCW 2010 amendments for Flag States and Port States. Useful advice and reference information is available in the updated ISF Guidelines to the IMO STCW Convention. In addition, the ISF Watchkeeper 3 software will assist compliance with the new STCW seafarers' rest hour requirements, particularly with recording, monitoring, checking and planning. **Source: ICS**



Somali pirates still hold 200 hostages: EU mission

Somali pirates are currently holding 200 people hostage as they continue to demand ransom which is part of their business, keeping hostages away from their families during the festive season, the EU's anti-piracy mission said. The EU Naval Force Somalia said the humanitarian tragedy is especially pertinent over Christmas, a time when families normally gather to celebrate.

"There are currently 199 men and one woman held hostage in Somalia following the pirating of their ships in the Indian Ocean and all are being held against their will to be used by criminal gangs as part of a ransom business," the mission said in a statement received here on Thursday. Demanding millions of dollars in ransom for captured ships and their crews, Somali pirates are intensifying operations not just off their own coastline, but further afield in the Red Sea – particularly during the monsoon season in the wider Indian Ocean. With unprecedented boldness, this year pirates also boarded and hijacked a chemical tanker at anchor in an Omani port, under the protection of coast state security. But although Somali pirates are initiating more attacks – 199 this year, up from 126 for the first nine months of 2010 – they are managing to hijack fewer vessels. Only 24 vessels were hijacked by the end of October compared with 35 for the same period in 2010. Hijackings were successful in just 12 percent of all attempts this year, down from 28 percent in 2010. Many of the attacks have been east and north-east of the Gulf of Aden, an area frequented by crude oil tankers sailing from the Arabian Gulf, as well as other traffic sailing into the Gulf of Aden. According to the anti-piracy mission, some 2,317 merchant seamen have been held hostage for an average of nearly five months, with 24 crew from the Dubai-owned Iceberg 1 missing for 19 months since the start of the counter-piracy mission in December 2008.

"While the issue of piracy off the coast of Somalia has received significant coverage over the past four years, with the exception a number of high-profile individuals, the fate of the merchant crews which make up the majority of those held hostage, is not often considered or reported," it said. The International Maritime Bureau (IMB) credits reduction in hijackings to policing and interventions by international naval forces, correct application of the industry's latest Best Management Practice – including the careful consideration of the crews' retreat to a "citadel" – and other onboard security measures. "Somali pirates are finding it harder to hijack ships and get the ransom they ask for. "The navies deserve to be complimented on their excellent work: they are a vital force in deterring and disrupting pirate activity," said Pottengal Mukundan, Director of IMB, whose Piracy Reporting Centre (PRC) has monitored piracy worldwide since 1991. Mukundan said the number of anti-piracy naval units must be maintained or increased. But the EU naval force estimated that at least 60 merchant seamen have died as a result of their captivity in the hands of the pirates and many more have suffered torture and abuse.

The mission said 49 of the 200 hostages are currently being held without the collateral of a ship, following the ship sinking or being abandoned which means that their future is less clear as their value is seen as less than that of a ship. "Additionally, a recent tactic of the criminal gangs has been to agree to the ransom payment for the return of ship and crew and then hold-back some of the crew when the ship is released to use to negotiate for the release of convicted Somali pirates from the home country of the detained crew members," the EU naval force said. Ships, including oil and chemical tankers, are increasingly being attacked with automatic weapons and rocket propelled grenade launchers. Whereas five years ago pirates were just as likely to brandish a knife as a gun, this year guns were used in 160 attacks and knives in 35.

Currently four South Korean and seven Indian crew members from the [M/V Gemini](#) and the [Asphalt Venture](#) are held following the release of the ships. "Today, there are three ships abandoned and derelict on the beach, creating a source of potential pollution, whilst their crews, totalling 54 men, remain in captivity," the EU naval force said. According to IMB, so far this year, pirates have taken 625 people hostage worldwide, have killed eight people and injured 41. Pirates are often heavily armed, using automatic weapons and rocket propelled grenades.

"Piracy in the Indian Ocean affects us all, adding a significant cost to every barrel of oil and every 40 ft container which passes through the area," the EU Naval force said. The navies of the world have between 20-30 warships in the region and for the people of Somalia, piracy means that even essential food-aid provided by the World Food Programme (WFP) has to be escorted to prevent the delivery ships being captured. "In the longer term the underlying causes of the piracy crisis need to be resolved within Somalia but at present, the situation for the 200 hostages remains uncertain," the anti-piracy mission said. The Gulf of Aden, a body of water between Somalia and Yemen, is the main sea route between Europe and Asia. Tankers carrying Middle East oil through the Suez Canal must pass first through the Gulf of Aden. About four per cent of the world's daily oil supply is shipped through the gulf. The attacks are being carried out by increasingly well-coordinated Somali gangs armed with automatic weapons and rocket-propelled grenades, maritime officials said. The Horn of Africa nation has been without a functioning government since 1991, and remains one of the world's most violent and lawless countries. Combined Task Force 150, a naval alliance dominated by the United States and based in the Gulf of Aden nation of Djibouti, is patrolling an area within the Gulf of Aden to help protect ships from pirates. **Source: Xinhua**



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Merry Christmas
and Happy New Year**

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The Moller-Maersk man

Standing handsomely on the waterfront of Esplanaden Boulevard in Copenhagen, AP Moller-Maersk Group's headquarters resembles a giant grey container with numerous windows.

Commanding 14.5 percent of the world's shipping capacity, the 108-year-old shipping conglomerate has been the world's largest container-ship operator for 15 years. On top of the building flutters the company's flag, a white seven-pointed star against a light blue background, which has almost become a symbol of Danish economic prowess.

A gust of chilly wind rippled the water in front of the gigantic cube, sending the white star flag flapping, as if announcing the arrival of winter.

"For the shipping industry, we foresee the coming months and years will be volatile and difficult," said Nils S. Andersen, partner and group chief executive officer. The biting cold has already stricken the whole industry. Pressed by surging oil prices and over-capacity, this year has seen deficits in most big shipping companies across the world.

During the first nine months of this year, Hanjin Shipping Co Ltd, Hyundai Merchant Marine Co Ltd and STX Pan Ocean Co Ltd, the three biggest shipping companies in South Korea, each reported losses of several hundred million dollars.

In China, COSCO Holdings Co, the country's largest shipping line by capacity, reported a 2.1 billion yuan (\$330 million) loss for the third quarter.

During the first nine months of this year, revenue for AP Moller-Maersk Group increased by 9 percent year-on-year to \$45 billion. But its profits declined by 26 percent from last year to \$3.1 billion, according to the company. Maersk's container business for the third quarter registered a loss of \$293 million compared with last year's profit of \$1 billion. Affected by the low freight rates (particularly on the Asia-Europe line), Maersk predicts a full-year loss for the container businesses.

"The shipping industry as a whole made a mistake by ordering too many vessels," Andersen said. "We should also be realistic about the situation: The market is growing more slowly than before, and business returns are low. We expect a result lower than that of 2010." To the 53-year-old businessman, a declining shipping market is by no means a new test. He has faced situations far worse.

Hands on the helm

Dressed in a simple business style, Andersen combines a gentle smile with a steady, tough hand. Fluent in six European languages, he can talk about business for hours with short words, as if he is striving for simplicity in every sentence. Andersen also has a good memory for figures. He can rattle off exact figures for any business division under the group. "Perhaps he knows more about figures than anyone in the company. It is very rare for a group CEO to be like this," said a company staff member close to him.

An economist by training, Andersen obtained his degree from the University of Aarhus in western Denmark. In the 1980s, he took a series of jobs at Carlsberg Group, the world's fourth-largest beer producer by market share, and became the chief executive officer in 2001. He stayed in the top job for six years during which time his operational skills were fully tested by continued business expansion. He bought back shares from Orkla group, the Norwegian food and beverage company, clearing up the company's messy ownership structure. He also accomplished a successful 1 billion euro (\$1.38 billion) acquisition of Holsten-Brauerei AG, a German brewer, while continuously pushing for a takeover of Scottish & Newcastle PLC, a major British brewer. The bid was finally accomplished in April 2008, shortly after he left for Maersk.

Andersen joined Maersk at the end of 2007 and his first three years turned out to be a tough start. Affected by the global financial crisis in 2008, Maersk reported a \$1 billion loss for 2009, the company's only loss since World War II. The container business alone suffered a loss of \$2.1 billion, thanks to depressed freight rates. "At the beginning of the financial crisis, we were not market-focused enough and not very cost-competitive. We learnt that through the crisis and we are getting better," Andersen said. "It is my firm belief that you should always work hard to make a simpler organization, which will enable you to react fast to the customers and the market. This applies to both the consumer-goods industry and the shipping industry."

But for a business group as big as Maersk, simplicity is not easy to accomplish. As early as 2008, the group started a series of cost reductions in the container business. In 2009, pressed by the difficult global economic climate, the group managed to cut its costs by \$2 billion, with \$1.6 billion in reductions coming from the container-shipping business.

According to the group's annual report in 2009, the savings were mainly achieved through "restructurings, reducing fuel consumption, optimizing networks and renegotiating supplier contracts". But when translated into reality, the figures represented slashed jobs across the world. In the beginning of 2008, Maersk announced its plan to cut 3,000 to 4,000 jobs by the end of April, and would consolidate its 14 administrative regions across the world into 11. Six months later, the company transferred its global service center from China's coastal city Guangzhou to the

southwestern city of Chengdu, with a total of 700 employees transferred to other business units or dismissed. Maersk only had six global service centers in the world at that time. The financial crisis resulted in more tough decisions in the company's business structure. In 2009, the group decided to pull out of the ship-building business and shut down its Odense Steel Shipyard in Denmark. In the same year, Maersk also announced plans to sell Norfolkline, the European ferry operator and logistics company it acquired in 1985, to Det Forenede Dampskibs-Selskab, a Danish shipping company. The takeover was accomplished in July 2010. "During the financial crisis, we did a lot of work on the cost side. The good thing is that the financial position of the company is strong enough, so we can continue investments in ports and oil assets," Andersen said. "It was a lot of hard work."

In trimming the bulky business group, the hard work lies also in internal communications. "Since Andersen joined Maersk, the company has put more emphasis on communications than before," said a senior communications partner at Maersk. According to employees at Maersk, Andersen would arrange opportunities in his tight schedule to meet frontline workers whenever he visited one of the company's sites. At every assembly he would give a short speech and encourage employees to ask him questions concerning the company. "He is the kind of man who likes to take tough questions upfront," said one employee at Maersk. In 2010, as the world trade and economy warmed up, AP Moller-Maersk reported a historical profit of \$5 billion.

China on the chart

For the current difficult market, he said: "We will concentrate on continuing to expand in the growth markets, and we have a strong balance sheet to invest in oil assets and port areas." In February, Maersk Line, the group's shipping division, announced an order for 20 of the largest container vessels. Designed to carry 18,000 containers, each of the new vessels costs approximately \$190 million. A larger vessel means lower costs for each container, which is likely to strengthen the company's competitiveness in a subdued market.

In September, Maersk Line launched a daily cut-off service it called "Daily Maersk". The service connects four major Asian ports (three in China) with three European container ports, promising daily cargo delivery to the terminals, with fixed transportation times. Scheduled for delivery in 2013, the fleet of 18,000 containers will also be deployed on the daily service and ply the China-Europe route. Customers of "Daily Maersk" can save money on warehouses by up to 50 percent, according to the company. But, more importantly, the daily shipment may enable exporters to reschedule their production plans more swiftly for the market. "Historically, China is a major exporter - 35 percent of the world's containers come to or from China. And now we see Chinese consumers getting interested in foreign goods, which drives up China's imports," Andersen said.

As the debt crisis rages on in developed economies, he confirmed China's increasing importance in world trade. He said: "We have also seen trade increases between China and other Asian countries and southern Africa countries. But we should also remember Asia-Europe trade is still the biggest in the world. And weak demand in Western markets will affect China in a negative way."

The group employs more than 9,000 people in China and has so far invested in nine Chinese ports and 100 vessels and built two container production factories. Regarding oil-related business, Andersen said: "We are continually scanning the market and talking with people. But so far we have not seen the opportunity to enter China's oil market in a profitable way." Sailing out of the dangerous whirls of the world financial crisis, Maersk once again heads for rough waters. But with the largest-ever vessels and a focused service, the company's ambitions to reshape the world container shipping industry might be achieved, and end up altering the dynamics in global trade, according to many analysts. Shifting from beer to the sea, Andersen was introduced into the shipping conglomerate as an element of change. He turned out to be just that. **Source: China Daily**



EUNAVFOR maintaining guard at sea over Christmas

Anticipating that the pirates will not take a break over the holiday period, neither will the EU NAVFOR units patrolling around the Horn of Africa and in the Somali Basin.

Whilst back at home in Europe the families of the deployed EU NAVFOR personnel celebrate this very special season of the year, the crews of all ships and aircraft of the entire EU NAVFOR Operation ATALANTA Task Force off the coast of Somalia maintain their guard at sea and continue with their duty of securing the safe transport of food to the people of Somalia. With this decision, the Naval Force underlines the commitment of the European Union to ensure the safe arrival of humanitarian aid, so desperately needed by thousands of suffering Somali people. In addition to the escorting of merchant vessels chartered by the World Food Programme, EU Naval Forces also continue to counter the threats imposed by Somali pirates on the international shipping community in a combined effort with other multinational Naval Forces in Indian Ocean. Currently, out of the 27 Nations contributing to the Operation, Sailors and soldiers from 13 different nations will be active at sea in Operation ATALANTA, maintaining the force at the highest readiness level.

EU NAVFOR conducts counter-piracy in the Indian Ocean and is responsible for the protection of World Food Program ships carrying humanitarian aid for the people of Somalia and the logistic support vessels of the African Union troops conducting Peace Support Operations in Somalia. Additionally, EU NAVFOR monitors fishing activity off the coast of Somalia. **Source: EU NAVFOR**



Largest accident in Russian oil sector

53 people are reported dead or missing after the accident in the Sea of Okhotsk.

The tragedy with the jack-up rig "**Kolskaya**" in the Sea of Okhotsk is the largest accident in the history of the Russian oil and gas sector. 53 people are declared dead or missing. This is the largest number of casualties in an accident the Russian oil sector has ever experienced, says Boris Nikitin from the Gubkin Russian State University of Oil and Gas. The last big accident happened in the Caspian Sea in 1957, when 22 people died when an oil rig overturned and sank.

Nikitin states that the number on people aboard "**Kolskaya**" during the towing operations was too high. – There are two teams on a floating drilling rig – one is responsible for the rig as a vessel, the other for the drilling operation. When they have finished drilling operations, the drilling team should leave the rig and only those responsible for the rig during towing should stay aboard, he explains to RBC. The Russian Federal Investigation Committee has published a list over 11 dead that have been identified. 8 of these come from Murmansk. At least 32 of the crew of 67 came from the Murmansk region. Meanwhile, in the Sea of Okhotsk, search for people have continued with helicopters, planes and boats. The search might be stopped on Friday due to bad weather forecasts in the area, RIA Novosti writes. **Source : BarentsObserver**



Sevmash to build next two helicopter carriers

Sevmash Shipyard is going to build the next pair of the French helicopter carrier **Mistral**. Construction of the two first vessels for the Russian navy soon starts in France. The third and fourth of Russia's new helicopter carriers will most probably be built at Sevmash shipyard in Severodvinsk, says Russia's Defense Minister Anatoly Serdyukov. – The Frenchmen are deciding where it is easiest and fastest for them to establish production, the minister said according to RIA Novosti.

The first two vessels of the Mistral class for the Russian navy will be built in France. The two countries concluded a €1,2 billion contract in June 2011. The first vessel is planned to delivered in 2014, the second in 2015. The French state company DCNS has received advance and is ready to start construction. At least one of the Mistral vessels will be based in the Northern Fleet, as Barents Observer reported earlier.

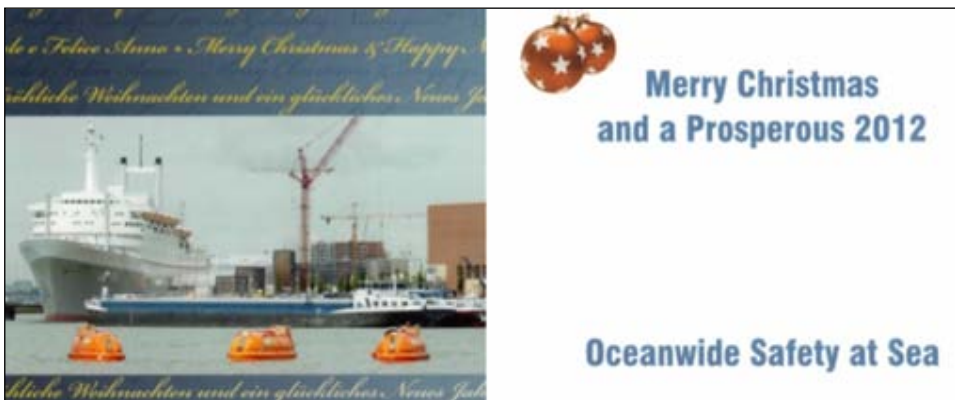
Mistral-class warships are designed for offensive power-projection through amphibious landings and air assault, using the combat helicopters and armored vehicles aboard in support of ground-force operations. The vessels are capable of carrying 16 helicopters, four landing vessels, 70 armored vehicles including 13 battle tanks. The vessels will be equipped with 8 Ka-52K helicopters and 8 Ka-29 helicopters. The French – Russian Mistral deal is the first large-scale arms deal between a NATO country and Russia. **Source : BarentsObserver**



Daewoo wins Indonesian submarine deal

South Korea's Daewoo Shipbuilding and Marine Engineering has landed a contract worth around \$1.1 billion to build three submarines for the Indonesian navy. DSME said in October that it was getting close to winning the contract, the first time the company will export submarines. It also is the largest defense contract for any South Korean firm, a report in The Korea Herald newspaper said. Each submarine will be just more than 200 feet long, displace 1,400 tons, carry a crew of 40 and have eight torpedo tubes. Delivery for the conventional 209 class diesel-powered vessels is for the first half of 2018. A report by The Jakarta Post in Indonesia said two submarines will be built in South Korea involving Indonesian state-owned shipbuilder PT PAL. The third ship will be built at PT PAL's facilities in Surabaya, on the northern shore of Java Island.

A DSME statement said the company has been working to finalize the contract with the Indonesian government since 2005. DSME's work with other Southeast Asian countries helped it secure the deal amid tough competition from French, German and Russian shipbuilders. South Korea operates nine of the 209 class vessels, called the Chang Bogo class, built in conjunction with the original designer and manufacturer Howaldtswerke-Deutsche Werft of Germany. The design is from the late 1960s and the ship was never operated by the German navy. The 209 was specifically for export and was successful made in partnership with more than a dozen countries and their indigenous shipbuilders, including DSME at its base in Okpo, southern South Korea. DSME as well as Hyundai Heavy Industries still work with HDW, specifically on an order for 214 class subs, designated the Son Won-II class. The nine ships, improved and upgraded 209 variants, are being built in South Korea. Three entered service in 2007 and from next year the remaining ships will begin entering service. The Indonesian navy already operates two Project 209/1300 Cakra submarines built by Howaldtswerke-Deutsche Werft in the early 1980s and upgraded by DSME. DSME's Indonesian submarine contract closes out the year also notable for another major shipbuilding win -- 10 large container ships for Maersk Group that were ordered in February. Each of the vessels will carry 18,000. The group's largest container ship, the Maersk E-class, carries 15,200 containers. The first of Maersk's the new 1,300-foot ships -- the Tripe E-class -- will be delivered in 2014, with an option for 20 more. **Source : upi.com**



Call to send nuclear submarine after ban on Falklands ships

A nuclear submarine should be used to show Britain's determination to protect the Falklands following "aggressive" moves by Argentina, a former head of the Navy urged today. Lord West also suggested carrying out a military exercise rehearsing reinforcing the South Atlantic islands to leave Buenos Aires in no doubt that the UK is prepared to defend them despite military cutbacks. The peer branded a new agreement by Argentina, Brazil, Paraguay and Uruguay to ban ships flying the Falklands flag from their ports as "outrageous behaviour". Condemning Argentina, Lord West told the Standard: "They are basically becoming more and more aggressive. I find that very worrying. "Far from trying to settle in a grown-up way and having better and better relationships with the Falkland islanders, they are upping the ante and becoming very confrontational." Lord West does not believe Buenos Aires will order another invasion nor that the UK should despatch more ships, planes or troops. But he suggested that a nuclear submarine patrolling the area should "stick its mast up" to signal Britain still has the military power and intention to safeguard the islands. "When one is there, we should make a point of making it clear that it is there," said the former First Sea Lord, who commanded **HMS Ardent** on which 22 crew were killed when it was hit by Argentinian planes in the Falklands conflict

nearly 30 years ago. The Foreign Office also condemned the port restriction deal by the South American trading bloc, Mercosur, which was agreed at a summit in the Uruguayan capital Montevideo. "We are very concerned by this latest Argentine attempt to isolate the Falkland Islands people and damage their livelihoods, for which there is no justification," said a Foreign Office spokeswoman. "No one should doubt our determination to protect the Falkland islanders' right to determine their own political future." British officials are still examining the practical impact of the Mercosur statement which is said to "mirror the language" used by the Union of South American Nations last year. The dispute involves the fishing trade and a vast area of potentially mineral-rich South Atlantic waters. It has created a fresh diplomatic headache for Britain before the 30th anniversary next year of the recapturing of the islands following the Argentinian invasion. Roger Spink, president of the Falklands Chamber of Commerce, said they felt increasingly under blockade. He told the BBC: "If we were Palestine, the European Union would be up in arms." **Source :** [thisislondon](#)



Cargo ship stranded on Brittany beach will be scrapped where it lies



The Maltese-registered cargo ship, **TK Bremen**, which ran aground off the coast of Brittany late last week in high winds and torrential rain now looks set to be scrapped where it lies, ifw-net reports. Preliminary inspections indicated that the vessel, built in 1982, is too badly damaged to be towed back to sea. A spokesman for the maritime prefecture said: "We can't take the risk of towing it, as there is a danger of it breaking up and becoming more difficult to remove."

"Strictly-speaking, the shipowner has the right to repair the vessel where it lies," he added, "but it appears it struck several rocks and its hull has been perforated in several places. "The most probable outcome is that the ship will be dismantled." The 19 crew members on board the **TK Bremen** were airlifted to safety by helicopter and booms deployed to contain an oil spill threatening a nearby beach. The task of emptying the

stricken ship's tanks of their 220 tonnes of fuel could be completed by the end of the week. The maritime prefecture spokesman said dismantling the TK Bremen would be a complex operation in what is an environmentally-protected zone. The ship would be cut up and the pieces loaded onto trucks. "The objective is to restore the beach and the

dunes by [next year's] Easter holidays," he added. The **TK Bremen** left the Brittany port of Lorient en route to the UK as the storm was gaining strength, and dropped anchor off the nearby Isle de Groix to wait for an improvement in the weather. However, the ship was unable to maintain its mooring in the storm and began drifting towards the coast. Source : PortNews



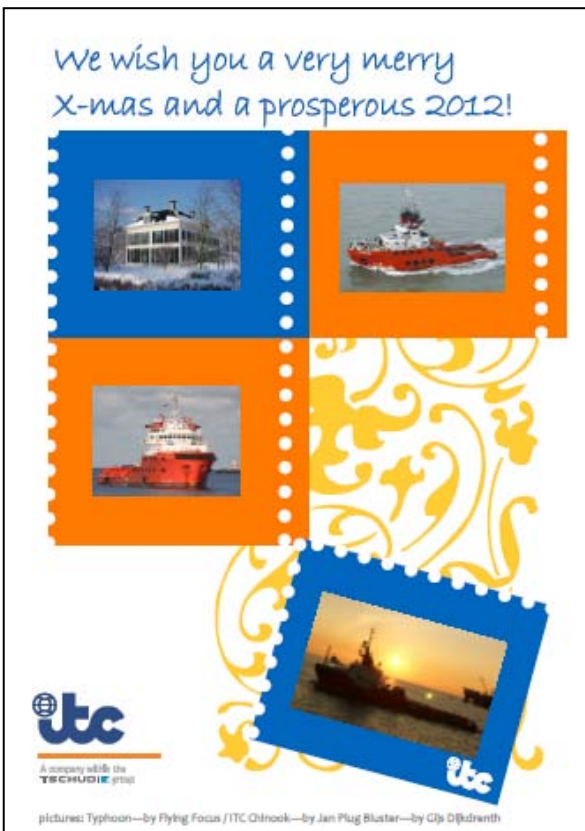
Port of Beirut to enter world's biggest 100 international ports

The Port of Beirut has performed much better than other economic sectors in Lebanon as commercial activity reached all-time high this year, English Nuqudy reports. Until December, the port had already handled 945,000 containers, so it is hoped that the figure will pass the 1 million container mark by the end of 2011. This would put the Beirut Port along with the world's biggest 100 international ports. The growing prospects of the transshipment business were a result of a number of shipping companies moving their operations to Beirut, where operations have become safer and more profitable compared to other countries in a region wracked by political unrest. Fearing that the port was reaching its full capacity, expansion plans for 2013 should not be delayed if not possibly completed ahead of schedule. The upgrade will also contribute significantly to eliminating delays and pressure on staff and equipment caused by the increasing activity. The overcrowding had already caused ships to wait as long as three days to process shipments at the seaport. Source : PortNews



CKYH alliance ends Middle East calls with last sailing from Jeddah

The CKYH alliance has dropped Jeddah on its weekly NE2 Asia-North Europe service with the last departure from the Red Sea port on December 13, reports ComPair Data. The revised NE2 rotation is Shanghai, Xiamen, Kaohsiung, Shenzhen-Yantian, Singapore, Rotterdam, Hamburg, Felixstowe, Antwerp, Singapore, Shenzhen-Shekou, Hong Kong and back to Shanghai. The full voyage is still 70 days and deploys 10 ships averaging 8,168 TEU. Both the CKYH's NE4 and NE5 strings have stopped sailing until further notice, and the remaining NE1, NE3 and NE6 Asia to North Europe loops make no stops in the Middle East. Source : Schednet



Turkish bulker stranded in the Crimea

The MV **Gökay-K**, a Turkish dry bulk carrier ran aground on the night of December 23 in the northern part of the Kerch Strait while en route from the port of Mariupol to the Turkish port of Iskenderun, Kerch.fm reports. The MV **Gökay-K's** draft, steered by a Ukrainian pilot, exceeded the canal registered mark by 7.5 m. The cargo ship stranded between buoys number 38 and 40, near the fortress of Eni-Kale, but was refloated after several hours. There was no oil spill reported, the news agency said. **Source : PortNews**



SATS venture to operate Singapore's Intl Cruise Terminal

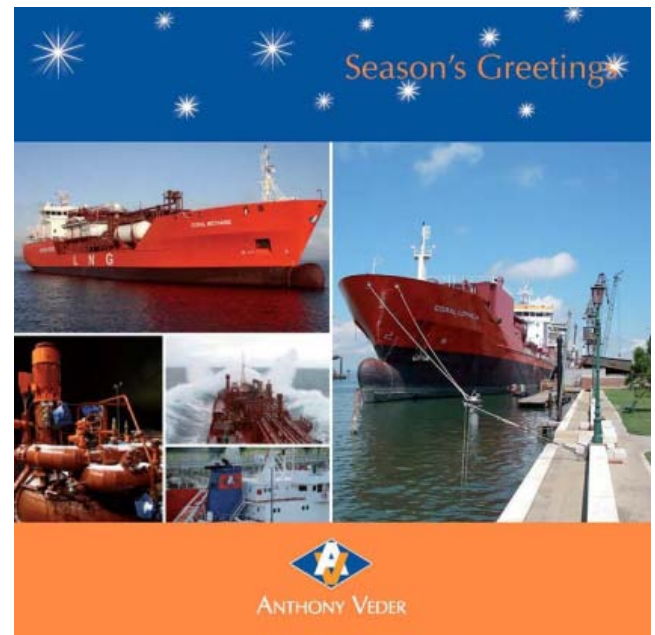
The Singapore Tourism Board said on Thursday it has appointed a joint venture between SATS Ltd and Creuers del Port de Barcelona S.A. to operate Singapore's upcoming International Cruise Terminal for a 10-year term, Reuters reports. The terminal, which is scheduled to commence operations in the second quarter of 2012, will double Singapore's berth capacity and allow the Southeast Asian city-state to accommodate the new generation of larger cruise liners. Singapore's cruise passenger throughput has grown steadily, registering an annual compounded growth rate of 4.3 percent from 2006 to 2010. In 2010, it welcomed over 1 million cruise passengers. SATS, which has a presence in 35 airports in Asia and the Middle East, provides various services including airfreight handling, passenger services, baggage handling, aviation security and cleaning. The firm also provides catering, food distribution and logistics. Creurs manages five cruise terminals in the Port of Barcelona. **Source : PortNews**



MSC and Hamburg Sud merge Mediterranean-east coast South American strings

GERMANY's Hamburg Sud and Geneva's Mediterranean Shipping Co (MSC) will merge their Med-east coast South America services into one from mid-January. The revised rotation will be Valencia, Gioia Tauro, Livorno, Genoa, Marseilles-Fos, Barcelona, Valencia, Suape, Rio de Janeiro, Santos, Buenos Aires, Montevideo, Rio Grande, Navegantes, Itapoa, Santos, Rio de Janeiro, Suape, Tangiers and back to Valencia.

The eight-ship will have seven vessels from MSC and one from Hamburg Sud, averaging 5,900 TEU. Hamburg Sud now operates a service with CMA CGM, CSAV, and Zim with a rotation of Valencia, Tarragona, Livorno, Genoa, Vado Ligure, Barcelona, Rio de Janeiro, Santos, Buenos Aires, Montevideo, Itajai, Paranagua, Santos, Pecem, Tangiers and back to Valencia. The MSC loop rotates through Valencia, Sines, Las Palmas, Salvador, Rio de Janeiro, Navegantes, Paranagua, Rio Grande, Santos and back to Valencia, deploying six MSC vessels averaging 5,341 TEU.





*De Havenkapiteinsdienst van
de Stad Oostende
La Capitainerie de la Ville d'Ostende
The Harbourmaster's Office of
the City of Ostend*



*Wenst u een ZeligKerstfeest
en een Voorspoedig 2012
Vous souhaitez un Joyeux Noël
et une Bonne Année 2012
Wishes you a Merry Christmas
and a Happy 2012*

It is noted that the news agencies are also taking a rest As not much news is provided these days

Enjoy the Festive period and do not drink & drive !

Be it on land or at Sea !!!



From HAL's Eurodam for all the readers Merry Christmas and a happy New Year.

MERRY CHRISTMAS