

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 238



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LOUIS Cruises 1981 built CRISTAL seen moored in Rhodos, the passengerliner is built as the SALLY ALBATROSS, renamed 1995 in LEEWARD, in 2000 in SUPERSTAR TAURUS, followed in 2002 in SILJA OPERA followed by OPERA during 2006 and since June 2007 the liner is named CRISTAL

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EVENTS, INCIDENTS & OPERATIONS



The **SAFE CONCORDIA** seen in the Gulf of Campeche
Photo : Willem Dijkstra ©

Fishermen rescue migrants in Libyan waters

A Spanish fishing boat saved 50 sub-Saharan migrants floating in a small vessel off the coast of Libya, diplomats in Madrid said on Sunday.

Ambassadors from Spain and Portugal - where the fishing boat was registered - were trying on Sunday to get Libya's agreement to allow the migrants to disembark there, the source told reporters.

"There were three children between the ages of two and four and five women, all crying and vomiting," shipowner Antonio Lopez told Spanish radio Cadena Sur.

He said he reached the migrants in the nick of time Saturday, as the situation on their boat was becoming critical.

In June, another Spanish fishing boat saved 25 African migrants in Libyan waters. Libyan authorities at first refused to let them disembark, but eventually gave them the green light. **Source : iol.co.za**

Drenkelingen gered in gezamenlijke actie

Op zondagmiddag omstreeks 14.15 uur, ontving het Reddings en Coördinatie Centrum te Curaçao een noodsignaal van de motorboot 'Poppegem'. Aan boord waren drie opvarenden. Het vaartuig was onderweg van Bonaire naar Curaçao en kreeg onderweg problemen waarbij het water begon te maken. Een SuperRhib van de Kustwacht werd meteen ingezet om assistentie te verlenen. Tevens werd de Citro ingelicht die met de 'Antje' uitrukke. Later op de dag hielp ook de Fokker 60 van de Kustwacht en de cutter **Panter**. Tevens werd de helikopter ingezet zodra het licht begon te worden om mee te helpen met zoeken. Het was maandagochtend vroeg dat een visser één van de drenkelingen vond in de buurt van Klein Curaçao en aan boord kon nemen. Dit werd meteen doorgegeven aan het Reddings- en Coördinatiecentrum van de Kustwacht en even later had de helikopter de andere twee drenkelingen ook gevonden.



De kustwachtcutter **Panter** was snel ter plekke en even later waren alle drie de drenkelingen heelhuids aan boord van de **Panter**. Omstreek 09.00 uur waren ze terug op de kustwachtsteiger te Parera en werden ze verwelkomd door hun familie. Minister President Emily de Jong-el Hage was ook aanwezig om ze te verwelkomen. De drie drenkelingen verkeren in goede gezondheid maar zijn voor onderzoek toch nog naar het ziekenhuis gegaan. **Source : Netherlands Antilles Coast Guard**





The steam powered tug **FURIE** seen moored in her homeport Maassluis - **Photo : Lenie Kleingeld ©**

Oilrig dumping brings \$7M fine

Enforcement of environmental laws for offshore dumping went beyond the shipping industry yesterday with the \$7M criminal fine imposed on oil and gas giant Rowan Companies. The exploration company agreed to the fine, along with two \$1M community service commitments, after pleading guilty to three felonies for dumping pollutants and garbage from its oil rigs into the Gulf of Mexico. "Oil drilling operations must be done in a way that complies with environmental law," Ronald J Tenpas, acting Assistant Attorney General for the Justice Department's Environment and Natural Resources Division, said in a statement. "Along with paying a criminal fine, Rowan Companies is implementing a compliance plan and is helping to set industry standards that will serve as a model for other oil drilling companies." According to the plea, between 2002 and 2004, employees on the **Rig Midland**, a mobile offshore drilling unit (MODU), routinely discharged waste hydraulic oil mixed with water, used paint, paint cans, and other pollutants and garbage into the Gulf of Mexico and failed to notify the government of the discharges in violation of the Clean Water Act (CWA) and the Act to Prevent Pollution from Ships (APPS). **Source : Fairplay Daily news**



The **GEOPOTES 15** seen off Den Helder - **Photo : via Crew**

EU stopt controle op intern zeegoederenvervoer

Brussel wil de douanecontrole op schepen met goederen binnen de Europese Unie afschaffen. De Europese redersorganisatie ECSA is blij met het plan. De ECSA wijst er op dat binnen de Europese markt van tegenwoordig 27 landen de schepen nog steeds onder de douanecontroles vallen, terwijl het wegvervoer daarvan al jaren vrijwel is vrijgesteld.

Douanecontroles vertragen de scheepvaart. Het Europese voorstel om ze af te schaffen, is onderdeel van het streven naar meer kustvaart en snelle 'motorways of the sea'. Brussel wil daarlangs veel goederen van de overbelaste weg halen. Voor Nederland met zijn internationale havens is het plan extra belangrijk. **Source : Nieuwsblad Transport**

Piracy Incidents

Nine suspected pirates armed with guns, wearing masks and using three high-speed craft approached a bulk carrier underway in Gulf of Oman, off the Iranian coast, in daylight.

The master raised alarm and the crew mustered on forward and aft stations and implemented anti piracy measures. After about two hours of chasing the ship, the men gave up the chase.

The incident was one of several reported in the latest weekly piracy report from the ICC International Maritime Bureau.

An apparent attempt to board a ship close to the Singapore Strait was also reported. Suspected pirates in a small speedboat approached a bulk carrier underway off Bintan Island, Indonesia. The master altered course but the boat continued to approach the ship. The alarm was raised, ship's whistle sounded and crew mustered. The boat then aborted the chase.

Maersk Line Increases Rates



The **SEALAND NEW YORK** seen tied up in the Ballah by-pass (Suez Canal)

Photo : Brian Harvey ©

Maersk Line will be implementing a general rate increase on the Eastbound Mediterranean trade from the East Coast and Gulf ports of North America to Mediterranean ports. The increase will apply for all cargo under Maersk Line independent tariffs and service contracts as agreed with our customers individually.

The level of increase will be \$400 per 20-ft. and \$600 per 40-ft. applicable on dry cargo and will be effective 15 November 2007. **Source : MarineLink**

Tug Information Sought

The Philippine embassy in Abu Dhabi is seeking more information on nine nationals who were rescued at sea by the Indian Coast Guard team off Mangalore, India.

The nine Filipino seamen who set sail from Sharjah to Singapore found themselves stranded at sea near the island of Lakshadweep after their tugboat **MV Glenn Freedom** developed a technical snag.

"We have sent an urgent e-mail to our mission in New Delhi seeking more information on the matter," said Adelina Cruz, first secretary, consul at the Philippine embassy in Abu Dhabi. "We are expecting some information very soon. Our mission in New Delhi will look into the repatriation."

The nine seamen were rescued by the Indian Coast Guard after an SOS message was received by the Maritime Rescue Co-ordination Centre (MRCC) in Mumbai. An MRCC official speaking from Mumbai said that all nine seamen are safe and sound and taken to Mangalore.

"The SOS message sent by the stranded tugboat was received by me on October 10. It was late evening," said Mahavir Singh, duty officer at MRCC. Singh said that the power failure led the tugboat to drift close to the island of Lakshadweep and 180 miles away from the New Mangalore port.

"[The] port was the nearest to the stranded seamen. ... It took the rescue boat two days to reach the spot. The tug-master requested the rescue team to tow them to safety," said Singh. **Source : Shiptalk**



The **Berge Nantong** seen leaving Santos after here maiden call.

Photo : Bruno Pricoli ©

CASUALTY REPORTING



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BELGIAN ASTER INVOLVED IN COLLISION



Above seen the damage to the Belgian mine counter measure vessel **M 915 ASTER** which came in collision near the Zandvliet locks near Antwerp, the GRP built navy vessel came in contact with the inland water tanker **VERDI**



Photo's : Unknown Author

One dead in Mexican vessel fire

At least one person is dead and two are missing after a fire yesterday in the engine room of the Mexican-flagged crew vessel **Seba'an**. In a statement, the Mexican state-run oil monopoly Petroleos Mexicanos said several others of their vessels went to the aid of the stricken 373gt ship, which was transporting 168 oil workers from Ciudad del Carmen, on the north coast of the Yucatan Peninsula to various oil platforms in the Bay of Campeche. Pemex says that as a precaution, the vessel's lifeboats were deployed and all passengers were evacuated, but added that as of 2200 last night, all but two had been accounted for by rescuers. They hastened to add that the two "unaccounted for" passengers may well have been rescued by one of the support vessels. The **Seba'an** is classed by ABS as a multi-hull ferry and is one of a number of Pemex chartered craft used to transport oil rig workers from the Yucatan to rigs in the bay. An investigation is underway into the cause of the incident. The vessel remains afloat. **Source Fairplay Daily News**

At least six dead in Nile ferry accident

At least six people drowned and 15 others were reported missing on Sunday after the gangplank on their Nile ferry collapsed, a security source said. The accident happened as the passengers, mostly women and children, were disembarking from the ferry which had departed from Abu Qurqas, near the city of Minya, around 200 kilometres (135 miles) south of Cairo.

Another six people were injured, the security source said, adding that a search by divers for bodies would resume on Monday morning after being called off at nightfall.

The ferry had about 50 passengers on board at the time of the accident, mostly women and children going to visit relatives in a nearby cemetery, a traditional part of Egyptian Eid al-Fitr celebrations at the end of the Muslim fasting month of Ramadan.

The gangplank collapsed as passengers tried to get off the ferry while others on the riverbank tried to board at the same time, the source said. Hundreds of relatives later gathered at the site as emergency service divers sought to retrieve bodies from the water.

The bodies of a child, two women and two men have been recovered so far and another 15 people are reported as missing, the security source said before the search was called off for the night.

Maritime and Coastguard Agency surveyors to visit high speed craft after engine room fire

At twenty minutes to eleven Monday morning Clyde Coastguard were contacted by the High speed craft '**Stena Voyager**' after they had sustained a small fire in one of the engines.

The vessel is on passage from Stranraer to Belfast and is continuing it's voyage with 601 passengers and crew on board. The **Stena Voyager** is a high speed craft which operates all year round on this route.

When the vessel arrives at Belfast at three o'clock this afternoon it will be met by two Surveyors from the Belfast Marine office, one of whom is a specialist in high speed craft and gas turbines.

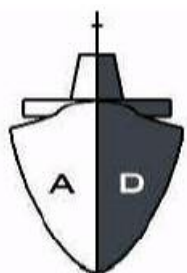
The ships Master has kept the Coastguard at Clyde and Belfast fully informed throughout. Tony Skeats from Belfast Marine Office said:

"We will visit the **Stena Voyager** when it docks at Belfast to ascertain the safety and integrity of the vessel before we allow it to continue to operate. It will be subject to a mechanical investigation to determine the cause of the fire."

NAVY NEWS

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The 1981 built Mexican Navy sail trainer **BE-01 Cuauhtémoc** seen moored in Willemstad (Curacao)

Photo : Kees Bustraan ©

D: 1,200 tons (1,800 fl) **S:** 15 kts **Dim:** 90.0 (67.0 pp) × 10.6 × 4.2

M: 1 G.M. Detroit Diesel 12V149 diesel; 1 prop; 750 bhp—2,368 m² max. sail area

Crew: 20 officers, 165 enlisted + 90 cadets

Remarks: Ordered in 1980. Three-masted bark. Equipped with commercial SATCOM gear. BE = *Buque Escuela*.

Flying the New Zealand flag in China

As New Zealand seeks greater trade ties with China, the military relationship between the countries is also of growing importance, **Te Kaha's** captain tells Rebecca Palmer.

As Chinese navy ships tied up in Wellington, Kiwi frigate **Te Kaha** was berthed at the People's Liberation Army Navy wharf in Shanghai. **Te Kaha** is spending five days in the city, part of a four-month operational and exercise period in Australia and Southeast Asia. The Royal New Zealand Navy first visited Shanghai in 1987.

After leaving the city, the 118-metre frigate will travel south to Zhanjiang and carry out a "short exercise" with a similar-sized ship from the People's Liberation Army Navy.

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Te Kaha's captain, Commander Andy Grant, said such exercises, though not the first between the two countries, were important to the military relationship. "It's not a big deal in terms of how complex it is or how difficult it is for us to do, but it is a big deal in our growing relationship with them. It's another little advance in the relationship."

Meanwhile, two PLA navy ships have been visiting New Zealand. The destroyer **Haerbin** and tanker **Hongzehu** will leave Wellington today. "It's interesting in all the places in the world and all of the things that could be happening, that right now there's Chinese warships in New Zealand and there's a New Zealand warship in China," Commander Grant said.



The New Zealand Frigate **TE KAHA**

"It underlines the fact that the relationship is important both ways and the level of engagement is quite high both ways." Asked whether he thought Kiwis were aware of the extent of the relationship between the two countries, he replied: "New Zealanders in general are not aware of what their military forces are doing. It's not a big part of the New Zealand psyche."

"We get a lot of delegations from the Chinese armed forces coming to New Zealand, but I don't think that's generally well-known." However, he believed there was a growing awareness of what the military was up to. High-profile operations like East Timor and New Zealand's involvement in Operation Enduring Freedom in Afghanistan had raised the profile.

On this deployment, **Te Kaha** has also visited ports in Australia, Malaysia and Japan and carried out joint exercises with those countries' navies. "We exercise with just about every regional navy that's around here."

Crew played a key role in New Zealand diplomacy. On Friday night, Chinese and Kiwi guests attended a function on board and were treated to barbecued meats and New Zealand wines and beers. The Chinese guests took away Tourism New Zealand promotional materials, including a map of New Zealand and Living Nature lip balm. "Most ports, we have what you call defence diplomacy," Commander Grant says. "It's a melding of military and civil diplomacy. We will generally co-host a function with the embassy."

He saw the ship's 177 crew as ambassadors. **Te Kaha's** Maori cultural group was to perform in Shanghai. "If you look at the Maori cultural group, it's a nice little metaphor for New Zealand. There's Maori, there's Europeans, men and women." Then there's the rugby. In most ports, the crew will compete against a team from the host navy. They did not manage to organise a game in China, but last month a PLA rugby team visited New Zealand, playing against teams in the air force, army and navy.

Commander Grant was also looking forward to shopping at Shanghai's massive Ikea store, apparently a must-do activity at any port that has a branch of the Swedish furniture chain.

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He has captained the ship since January last year and will "hand it over" next January to begin a shore-based leadership position. "This is my last deployment, which is kind of sad really. This is the pinnacle of your career. To have captained a frigate is as good as it gets in the New Zealand Navy, I think."

But he will be able to spend more time with his family. This deployment meant he missed out on his five-year-old starting school.

The navy looks set to return to Shanghai soon. New Zealand Maritime Component Commander Commodore David Anson, who was in Shanghai, indicated a ship was likely to visit for the World Expo in 2010. Commander Grant said: "Considering New Zealand has only two frigates that really do the bulk of this type of engagement, to say that in two years we'll be back, that's big. There's no doubt that New Zealand is wishing to grow its relationship with China - there's no doubt in all facets. Military is just one of those building blocks." **Source : stuff.co.nz**

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The **BOURBON OCEANTEAM 101** seen under construction
Photo : Danny Plug ©

Hyundai Delivers First VLCC

The country received its first oil tanker ordered from South Korea-based shipbuilder Hyundai Company, ISNA Reported. The Managing director of the National Iranian Oil Tanker Company (NITC) elaborated that the 317,000-ton tanker worth \$128 million would berth within 20 days at an Iranian port.

Under the time framework agreed between Tehran and Seoul, Hyundai would deliver the second tanker by next March. In the entire 17 very large crude carriers (VLCCs) ordered by Iran, 13 are able to carry 317,000 tons of oil and four enjoy the capacity of 64,000 tons. **Source : [jamejamonline](#)**

Jinse Shipbuilding to Build First Ships Using AVEVA

Jinse Shipbuilding Co., a recent addition to the Korean shipbuilding industry based in Busan, will use AVEVA Marine to build its first ships. Jinse received orders for 32,000-dwt and 180,000-dwt bulk carriers, with the former due to be delivered by early 2008. "The onus is on us to build high quality ships in the most efficient manner," said Kim Tae

Hyoung, Director of Jinse Shipbuilding Co. "We believe that AVEVA Marine will lead to higher production accuracy, savings in calendar time and less rework." **Source : MarineLink**

Daewoo Shipbuilding's net income swings back to black in September

Daewoo Shipbuilding & Marine Engineering Co., the world's third-largest shipbuilder, said Monday it swung back to a profit last month from a year earlier, helped by increased orders for high-priced ships.

Net income was 66.7 billion won (US\$73 million) in September, a turnaround from a net loss of 51.1 billion won a year earlier, the company said in a regulatory filing. **Source : Yonhap News**



The **ZHEN HUA 17** seen in the Yangtzeharbour in Rotterdam-Europoort

Photo : Jan Oosterboer ©

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The Indonesian tug **BULA Z13**
Photo : Capt. Jelle de Vries ©

Iran needs 40 LNG carriers: NITC chief

National Iranian Tanker Co. (NITC) managing director here Sunday said the country would produce over 80 million tons of liquefied natural gas per annum in the upcoming years and 40 LNG carriers would be required to transport some of the product.

Mohammad Suri told PIN that Iran would sign a trilateral contract on the building of LNG vessels and exports. "Concurrent with the signing of the contract on gas production, LNG plant, and export docks, the contract on the building of LNG carriers should be inked and the issue demands the finalization of LNG contracts," said the NITC head.

According to Suri, the first cargo of Iran's LNG would be shipped in 2011 and a 150 thousand cubic meter LNG carrier is needed to transport one million tons of liquefied natural gas.

"Given the plan on production of more than 80 million tons of LNG annually, we have to build at least 40 vessels to carry 50 percent of the product," reiterated the official. He added South Korea, Japan, and China were the builders of 90 percent of LNG carriers in the world and Spain and France constructed a limited number of the vessels. **Source :** [MarineLink](#)

Star cruises hit by new tax structure

The extension of India's territorial boundary from 20 to 200 nautical miles, approved in the finance bill this year, has claimed a rather unlikely victim. The definition of India was widened with retrospective effect from 1976, to include its territorial waters, the underlying seabed and subsoil, continental shelf and any other maritime zone and air space above its territory.



Photo : Piet Sinke ©

It was made largely with the intention of casting the tax net wider to include operations in the expanded geography. The new definition has made business unviable for Malaysian cruise company, Star Cruises, which has decided to pull out its liner, **SuperStar Libra**, that was operating from Mumbai for the past two seasons.

Star Cruises would earlier open its food and beverage and other services like the casino, after crossing the 12 nautical mile barrier, which was less than half an hour of sailing. The new rules would mean all these services would be taxed if they are offered within a distance of 200 nautical miles from the Indian shores. "This has a direct impact on revenues," says Star Cruises India head Naresh Rawat. The ship would have to sail for over five hours to get into international waters and most of the value added services would be unavailable for this duration.

The company has decided to withdraw its services and has in the meanwhile, taken up the issue with the finance ministry and hopes that the government will respond, he said.

Star Cruises had made its India debut in October 2006 with much fanfare, sailing from Mumbai and to Goa and Lakshadweep. Travel industry sources said the cruise company was already operating on thin margins and load factors were not high through the season.

Lakhs of Indian tourists travel to more established cruise ports at Singapore, Hong Kong and Bangkok to board liners from these points. Star Cruises' entry into India was heralded as a turning point that would increase cruising within India.

In a statement on the withdrawal, Star Cruises' senior vice-president for sales and marketing Jean Teo said: "We are looking forward to having Superstar Libra back once again providing an attractive holiday option in the Indian waters that proved popular in the past two seasons."

Speaking to ET, E&Y partner and national head of transaction tax Pranav Sayta said the territorial boundary issue has the potential to come up in other cases. It is still not clear in what way the authorities might interpret the extension of the borders in other cases, he added. Tax rates are applied on a net basis to everyone operating within the country's borders. But foreign shipping companies, that do not have a permanent establishment in India, under section 44 BB of the IT act, are taxed for 7.5% of the gross receipts. The difference in terms of the tax outgo is huge.

It is still not clear, for instance, whether satellites operating in space will be included because of the redefinition. Television channels and satellite companies are already in a pitched battle with the IT department.

As of now, the impact is limited to fishing companies and cruise liners operating in Indian waters. Several countries have been extending their territorial water jurisdictions beyond the standard 20 nautical mile limit, mainly with the intention of harvesting minerals beneath the sea. **Source : Indian Economic Times**

Tallink Charters to Venezuela

Estonia's Tallink has chartered its **Autoexpress 2** of 5,400 tons deadweight (built 1997) to a Venezuelan operator.

According to TradeWinds, the ship will go to Consolidada de Ferrys (Conferry) until September 2009, operating in coastal waters. **Source : SeaNews**



The complete stripped-down **SEA JACK** (former **JUMPING JACK**) departed from Schiedam bound for IJmuiden under tow of the **STEVNS OCEAN**.

Photo : Jan Oosterboer ©

BLT to acquire Chembulk Tankers

Indonesia's Berlian Laju Tanker Tbk reports that its wholly owned subsidiary Asean Maritime Corporation has entered into a conditional agreement to purchase from Chembulk Holdings Inc., the entire issued share capital of Chembulk Tankers LLC including its eleven chemical tankers

The total consideration for the proposed acquisition is US\$ 850,000,000,

Westbury, Connecticut, based Chembulk Tankers LLC, incorporated on January 9, 2007, is one of the ten largest owners and managers of stainless steel chemical tankers in the world. It currently operates a modern fleet of 16

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vessels aggregating approximately 397,200 DWT, and has contracted to charter-in three additional newbuildings through 2009 which will bring its total fleet to 19 vessels aggregating approximately 468,200 DWT.

Source : MarineLog



The **STEVNS OCEAN**, assisted by Iskes tugs **ARION** and **ARGUS** seen arriving in IJmuiden

Photo : Willem Koper ©

Two Jones Act Tankers Chartered to Petrobras

Overseas Shipholding Group Inc., a global energy transportation services company, has signed a definitive agreement to charter two 46,000 dwt Jones Act tankers to Petrobras America Inc., marking the first U.S. Flag shuttle tankers to transport oil from ultra-deepwater drilling projects in the Gulf of Mexico. Petrobras America is a unit of Petroleo Brasileiro S.A., the 12th largest oil company in the world.

OSG will provide shuttle tanker services from a floating production storage and offloading facility in the Walker Ridge area of the Gulf of Mexico. OSG reported it will convert to shuttle tankers two of the 12 product tankers it has ordered from Aker Philadelphia Shipyard. The company expects to deliver the converted shuttle tankers to Petrobras in the first quarters of 2010 and 2011. Overseas Shipping is a publicly traded on the New York Stock Exchange under the ticker symbol "OSG."

Source : MarineLink

To build platform supply vessel

Havila Shipping ASA has through Havila Shipping Pte Ltd in Singapore entered into a contract with Fjellstrand Verft for building of a platform supply vessel (PSV) called Havyard 832 CD.

The vessel is developed by Havyard Maritime in close cooperation with Havila Shipping ASA.

The vessel has a length of 80,4 m, breadth of 17,6 m and 805 m² deck-area. In order to meet environmental and comfort demands in the future the vessel has; clean design class, catalysers, and DP 2.

Delivery of the vessel will be during autumn 2009, and the contract price is approx NOK 260 mill.

Source : MarineNorway

Shell, Frontier to build deepwater/arctic drillship

Shell EP Offshore Ventures Ltd. and Frontier Drillships Ltd. has signed a joint venture to build a new drillship concept for deepwater and arctic environments.

Called "Bully" rig, it will be able to drill with surface BOPs in 12,000 ft (3,657 m) water depths and will feature an ice class hull. the first vessel is expected to work in the Gulf of Mexico by early 2010 and to be operated by Frontier.

"Shell has a significant requirement for drillships in the short to medium term to enable us to undertake our deepwater and potential arctic drilling programs," says Matthias Bichsel, Shell E&P executive vice president, development and technology. "This concept will lead to our drillship requirements being met at lower cost and with improved environmental performance. This, coupled with the ability to rapidly deploy the 'Bully' rig to Shell deepwater projects between areas like the Gulf of Mexico, Nigeria, Brazil, the Far East, and northwest Europe, brings tremendous advantages for managing our drilling prospects and their sequencing."

'Bully' Rig Technical Specifications

Efficient transit speed: 12 knots

Length: 188 m (617 ft)

Water depth capability 12,000 ft (3,657 m)

Drilling depth: 40,000 ft (12,192 m)

Emission performance: Exceeds US EPA Tier II air emissions standards

MOVEMENTS



The **BOW OLIVIA** seen enroute Rotterdam-Botlek

Photo : Frits Janse ©

AIRCRAFT / AIRPORT NEWS

'Airbus A380 net zo revolutionair als de Boeing 747'

Singapore Airlines nam maandag 15 oktober eindelijk de eerste Airbus A380 in ontvangst. Door problemen tijdens de ontwikkeling van het mammoettoestel vond de ceremonie plaats met een vertraging van zo'n twee jaar. Ondanks de grote tegenslagen en financiële strubbelingen waar Airbus mee heeft te kampen is de A380 net zo'n revolutionair toestel als de Boeing 747, vindt luchtvaartauteur Ruud Vos.

"De A380 is door zijn enorme formaat nu al een legendarisch vliegtuig", zegt Vos. Hij vindt niet dat de Europese superjumbo moet worden gezien als een vervanger van de beroemde Boeing 747. "De A380 is een klasse apart, en een stuk groter dan de 747. De A380 valt wat mij betreft in dezelfde klasse als de Antonov An-225, het grootste vliegtuig ter wereld."

Vos schreef het recent verschenen boek 'Airbus A380 De geboorte van een gigant'. "Het boek zou eigenlijk al een jaar geleden zijn verschenen, maar vanwege de vertraging van de eerste aflevering is besloten te wachten met het uitbrengen", zegt Vos, die ondanks alle problemen gelooft in een succesvolle toekomst voor de A380.



"De Boeing 747, tot nu toe 's werelds grootste passagiersvliegtuig, was eind jaren zestig ook niet vanaf het eerste moment een doorslaand succes. Het heeft tijd nodig. Op termijn, wanneer de A380 zich heeft bewezen op lijndiensten, zullen andere maatschappijen volgen en het toestel bestellen. Het toestel is zo'n nieuw concept dat luchtvaartmaatschappijen eerst willen kijken hoe het toestel presteert."

Foto : Airbus ©

Aanvankelijk dacht Airbus 270 A380's te moeten verkopen om uit de enorme ontwikkelingskosten te komen. Door alle

tegenslagen zal Airbus naar verluidt nu meer dan vierhonderd A380's moeten verkopen om quitte te spelen, terwijl tot nu toe 189 orders zijn geplaatst. Vos denkt dat dit aantal gehaald wordt, met name dankzij nieuwe orders uit het Midden-Oosten en Azië.

"Emirates heeft gezegd het aantal van 55 bestelde A380's te willen verdubbelen. Alleen het feit dat de capaciteit op de luchthaven van Dubai onvoldoende is houdt ze tegen. Ook uit met name India, China en Japan zijn orders te verwachten. En vergeet ook de Verenigde Staten niet. Daar zou de A380 met zijn grote capaciteit heel goed kunnen worden ingezet op bepaalde binnenlandse routes."

Nadat er lange tijd geen nieuwe luchtvaartmaatschappijen orders plaatsten voor de A380, plaatsten de afgelopen weken British Airways en het Spaanse Grupo Marsans in totaal zestien A380's. Vos ziet dat als een goede eerste stap naar meer orders voor de A380, hoewel sommige luchtvaartmaatschappijen de A380 tot nu toe als 'te groot' hebben bestempeld.

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"Het toestel is bijzonder efficiënt en stil, wat voordelen biedt bij het vliegen vanaf luchthavens in dichtbevolkte gebieden. Door de hoge brandstofprijzen wordt het ook aantrekkelijker oudere vliegtuigen door de A380 te vervangen." Vos wijst ook op de toepassing van nieuwe technologieën bij de A380, zoals het in Nederland ontwikkelde en door Stork Aerospace geproduceerde Glare (lichtgewicht romppanelen) en de moderne Trent 900's van Rolls-Royce die het toestel aandrijven. "Ook deze ontwikkelingen maken de A380 revolutionair", zegt Vos.

Terwijl Boeing met de 787 inzet op point-to-point long-haul verkeer, richt Airbus zich met de A380 inzet op het hub-systeem. Vos ziet een toekomst voor beide 'ideologieën'. "Je ziet dat al bij Emirates. Die willen naast de A380 ook een groot aantal Boeing 787's of A350's aanschaffen, bestemd voor point-to-point vervoer. Dat geldt ook voor British Airways, dat zowel de Boeing 787 als de A380 heeft besteld. Ze zetten dus in op allebei de systemen."

Alle A380-orders en 'commitments' tot nu toe op een rij:

Air France 12 - British Airways 12 - China Southern 5 - Emirates 55 - Etihad 4 - Grupo Marsans 4
ILFC 10 - Kingfisher Airlines 5 - Korean Air 5 - Lufthansa 15 - Malaysia Airlines 6
Qantas Airways 20 - Qatar Airways 5 - Singapore Airlines 19 - Thai Airways 6
Virgin Atlantic 6

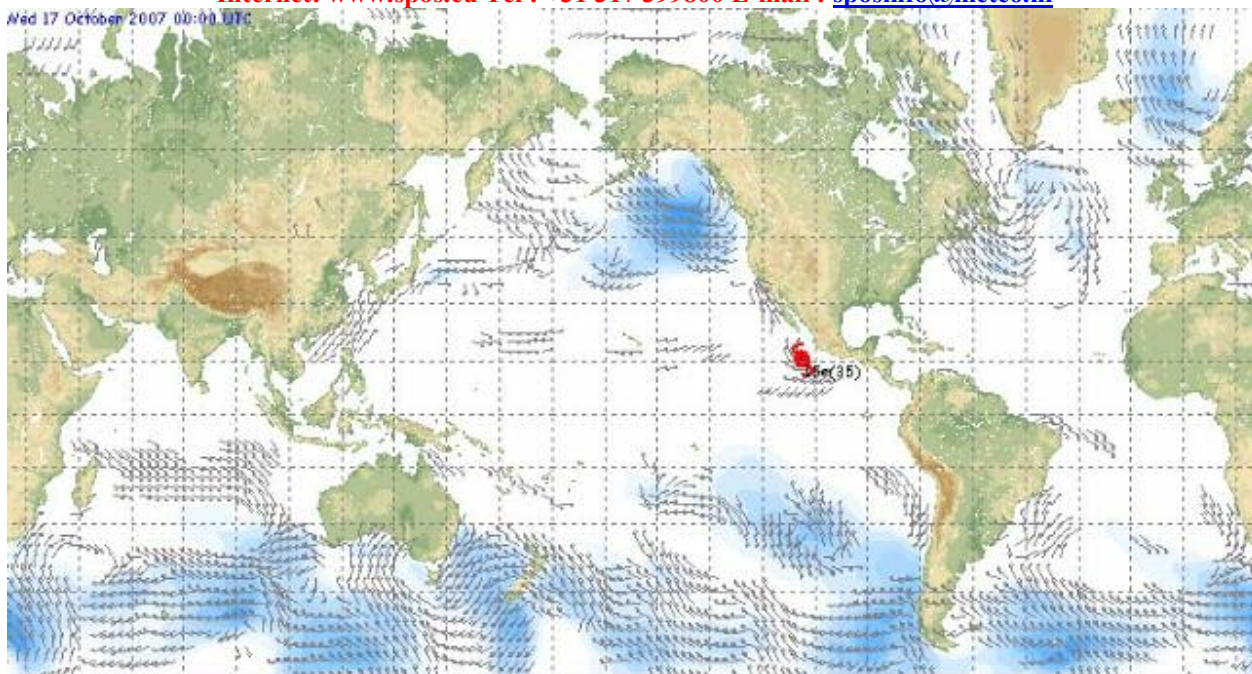
Source : Luchtvaartnieuws

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.... PHOTO OF THE DAY



The **FAIRMOUNT SUMMIT** seen towing together with the **PRESIDENT HUBERT** the **HERMOD** from Rotterdam to Malabo, with a average speed of 7.3 knots (ETA Malabo October 24th)
Photo : via Capt. Jan Weerman – Master Fairmount Summit

50th Anniversary Of Holland America's World Cruise Celebrated With Once In A Lifetime Grand Voyages In 2008

Explore the entire continent of Africa with 28 distinctive ports of call in 18 different African countries...

In 1958 Holland America Line embarked on its first Grand World Voyage, circumnavigating the globe on the beloved ss Statendam IV. Fifty years later, in 2008, four Grand Voyages will commemorate the premium line's golden anniversary of worldwide cruising, with two sailings each aboard the flagship ms **Amsterdam** and the intimate ms **Prinsendam**. The popularity of longer, enriching cruise voyages is growing and Holland America Line will now provide customers with four extensive itineraries within its Grand Voyage programme. It will boast a total of 320 days of cruising, 118 ports of call and 74 countries, and will sail more than 95,000 nautical miles.

The most extraordinary of the four voyages entails a 73-night Africa adventure taking in the continent in all its colours and contrasts, covering more than 20,500 nautical miles on the ms **Prinsendam**. Guests begin their voyage on March 11, 2008, from Fort Lauderdale, first visiting the unique Caribbean port of Grand Turk in the Turks and Caicos Islands before crossing the Atlantic to the remote Madeira Islands. The ship continues on to the northwestern tip of Africa before setting a southerly course toward South Africa to visit Cape Town, Durban and Richards Bay. Then it's on to Mombasa, Kenya, gateway to some of the world's most beautiful beaches, awe-inspiring scenery and amazing wildlife. The voyage includes overnight stays in Cape Town and three full days in Mombasa plus late night departures in

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Funchal, Madeira; Durban ; Victoria, Seychelles; Safaga, Egypt, and Malaga, Spain, allowing ample time for shopping and exploration of some of the world's most interesting ports.

Highlights of this carefully woven itinerary include a full day exploring Walvis Bay, Namibia, known for its huge natural lagoon and abundance of seabirds; two days in Cape Town with an optional African safari; a full day and late-night departure from Alexandria, Egypt, which offers plenty of time to discover the ambience, culture and heritage of the city known as the "Pearl of the Mediterranean." This one-of-a-kind 74-night fly/cruise costs from £6,499pp (including scheduled flights from London and pre-cruise hotel night in Florida) and is also offered as a shorter trip, 35-Night Fly Cruise from Fort Lauderdale to Cape Town from £2,749pp.

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