

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 257



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The BOA MIGHTY seen working in the South China Sea

Photo : Capt. Jelle de Vries ©

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EVENTS, INCIDENTS & OPERATIONS

RYDE INSHORE RESCUE

Ryde Inshore Rescue is the town of Ryde's independent inshore lifeboat service. Ryde is NOT connected with the RNLI in any respect and receive no funding from them. On pager call 24 hours a day, 365 days a year, Ryde is HM Coastguard's primary maritime rescue service for the coastal area from Osborne Bay to St Helens Fort.

Ryde's main role is to provide beach and sea rescue services to the public. In 2003 they attended over 60 callouts. In addition to carrying out routine patrols and watches as mentioned above, Ryde also attend numerous waterborne events and regattas throughout the year, providing safety boat cover as necessary. One of their main aims is the prevention of accidents at sea and on the foreshores of our area. Ryde's actively promote safety through education and providing advice when necessary. In addition to this, they are regularly called upon to provide basic first aid to members of the public throughout the busy summer season.



One of RYDE's RIB's seen leaving the port of Weymouth

Photo : Piet Sinke ©

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Ryde Inshore Rescue was originally formed in 1956 as a beach lifeguard club. The club occupied a number of sites over the following years, but continuously provided the beach users of Ryde with a first class lifesaving service. In 1969, the club took delivery of its first powered rescue boat. This heralded the evolution of **Ryde Inshore Rescue** from a lifeguard club to the dedicated inshore lifeboat unit of today. Despite the changes, their commitment to the beach and sea safety remains the top priority.

The crew at Ryde Inshore Rescue are dedicated and trained volunteers. Men and women from all walks of life are involved. In addition to the boat crew, there are a considerable number of shore-based members who focus their skills on activities such as fundraising, maintenance, launching and recovering the lifeboats and radio operation. The common factor between them is a commitment to keeping the station and boats operational, to meet the requirements of HM Coastguard.

Due to the nature of the work, the upkeep of the boats, launch vehicles and headquarters is of paramount importance. When the equipment becomes faulty or damaged, it has to be replaced or repaired as a matter of urgency, as lives may depend on it. At **Ryde Inshore Rescue** they have a policy of expecting the members to play an active part in the ongoing maintenance programmes. and have an obligation to HM coastguard to ensure that equipment is continually in a state of readiness; the service can be called upon at any time.

Training is an important part of the activities that take place here. All members must attend regular training to ensure they are learning and maintaining the skills required to be a useful part of the team. Training takes place at least twice a week throughout the year, in all weathers. On completion of an intensive basic skills course, the boat crew members then embark on a programme of specialist training, which results in the award of a number of nationally recognized qualifications.

RYDE INSHORE RESCUE

HEADQUARTERS & INSHORE RESCUE CENTRE
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The 1993 built French ferry **KALLISTE** seen arriving in Valletta last Wednesday 7th November 2007 bound for the Malta Shipyards piloted by Pilot Colin Formosa & agents were Ronasons Shipping Agency.

Photo : Lawrence Dalli - Malta Ship Photos ©

Largest ship commissioned by a European ship owner gives birth to a new concept in cruising

The construction of **MSC Fantasia** is making rapid progress at the Aker Yards in St Nazaire, France. This ship is due to be delivered to the MSC Cruises fleet in December 2008. The ship was transferred to the lower dry dock on 1 September. This stage of her construction will be completed in February 2008.



Artist Impression of the new **MSC FANTASIA** by Aker Yard ©

MSC Fantasia is the largest ship to be commissioned by a European ship owner and will introduce a new concept to cruising, making MSC Cruises a pioneer of the new trend for holidays on the sea. After the coin ceremony for MSC Splendida, a visit has been organised at the three mock-up cabins of **MSC Fantasia**.

The most modern technology and the best material will be used in the construction of **MSC Fantasia** in order to meet all the needs of the passengers. A new philosophy for the design of elegant and understated public spaces has been adopted. For example, in the suites, the walls and furniture will be mahogany while the headboard will be made of alcantara with luminous inlays. The bathrooms will be marble and with a full-length bath. In all the cabins with a balcony, the furniture and entrance door will be in wengè wood.

MSC Fantasia will be the first ship with an exclusive VIP area called "MSC Yacht Club", with a restricted access and personal service. The "MSC Yacht Club" comprises a total of 99 spacious suites (a maximum of 65 square metres to a minimum of 18 square metres) and a butler for every five cabins. The butler will help guests at check-in, offer a 24-hour room service, pre-book excursions and transfers, choose wines, champagne and cigars, plus oversee an English high tea service. "MSC Yacht Club" will offer other special areas including a bar, a solarium, two hot tub spa, a pool with a retractable sky dome, an observation lounge with its own bar, concierge and panoramic views over the bow of the ship.

MSC Fantasia will be 133,500 grt, 333 metres wide, 38 metres wide and almost 60 metres in height i.e. six times as tall as the Tower of Pisa, nine metres taller than the Eiffel Tower, and as high as a 23-storey building with a maximum speed of 23 knots, and propulsion of 40 mega Watt, the equivalent of 120 Ferrari or 1000 Fiat Punto. There will be 1,800 km of electrical cable (the distance between Naples to Nantes!) and 65,000 light fittings.

Internally there will be 1,637 cabins, for 3,959 passengers and 1,325 crew members; 80 per cent of the cabins will be outside cabins, with 107 suites. The cabins will range from 18 to 65 square metres;

27,000 square metres of public space with a theatre which can seat 1,700, a well-being centre "Aqua Spa" (1,500 square metres) with a thermal cave, five restaurants (6,000 square meters in total) including a Tex Mex with its own kitchen and a Panoramic Restaurant, four pools (three external and one with a retractable roof) with 12 hydro massage tubs, a wine bar, a coffee bar and another 20 bars among them the Sporting bar and the Jazz bar; as well as shops, a casino, a disco, Formula 1 simulators and interactive 4D cinema – all this will provide relaxation and enjoyment for the passengers. The children's area will be 400 square metres, dedicated to the younger guests, with a "Water Slide" (aqua- slide which straddles two decks to the side of the disco with amazing scenic views). This

Aquapark will have 150 fountains that will light up at night to the rhythm of music. There will be three fun areas: Miniclub, Junior Club and Teenager Club.

After **MSC Fantasia**, the new era of cruising will continue with her sister ship **MSC Splendida**, due to be delivered in June 2009. **Source : IndependentOnline**

Chinese LNG 'spy' arrested in Korea

The Changwon prosecutor in South Korea has arrested a Mr Wang, a Chinese site manager at a Busan-based shipbuilder. He has been accused of trying to leak the basic design of an LNG cargo hold and smuggle a photo of the shipbuilding process. Wang was arrested at Busan on November 5, one day before leaving for China. If China gets its hands on the technology, Korean shipbuilders believe that their rivals will get be able to narrow the technology gap in the lucrative LNG business. According to the prosecutor, Wang got the information from another Chinese classification inspector who had already left Korea. **Source : Lloyds-Fairplay daily news**



Port of Rotterdam - temporary close down

SSG-GÖTEBORG. Due to the heavy weather that Friday ravage the North Sea, Port of Rotterdam temporarily closed down all ship traffic. The activities was started again at six o' clock Saturday morning. According to the port management 60 vessels, both passenger- and freighters, are concerned, reports the Swedish News Agency TT.



It is the first time since the new breakwaters were installed in the 1990s, that the port has to close down due to heavy weather.

Photo : Jan Oosterboer ©

German language waiver for masters

German shipowners have achieved a breakthrough in the campaign for more manning flexibility under the German flag. The national owners' association Verband Deutscher Reeder (VDR) revealed at its 100th anniversary in Hamburg today that the transport ministry has accepted its proposal for a temporary waiver on German-language requirements for masters on German-flagged vessels. It will thus be easier for them to deploy captains from other EU countries under the German flag. Owners are in return expected to intensify their reflagging campaign which they say has been

undermined by the shortage of German-speaking captains. Masters from other EU countries will be permitted to pass introductory German law courses in English to qualify for a master position on a German-flagged vessel probably from early next year. "Our domestic personnel pool is totally depleted and the situation will remain very tight for years to come," explained VDR-chairman Frank Leonhardt. The number of German-flagged ships has been decreasing since the start of the year as the supply of young masters keeps lagging behind retirements. **Source : Lloyds-Fairplay daily news**

\$300 for dead seafarers' families

Malaysia has introduced, on compassionate grounds, a so-called death benevolent fund of **RM\$1,000 (\$298)** for the estates of dead seafarers. Datuk Captain Ahmad Osman, chairman of the country's Marine Department confirmed the 'one-off' payout to Fairplay, though when asked if the Marine Department would seek raising payouts during times of inflation he said "not at the moment". The payouts, which came into effect on 1 October, were originally proposed by the Malaysian Ship Owners Association. Claims need to be made within three months and must be accompanied by relevant documents. These include the death certificate, the seafarers' discharge book and his registration card. The money will be disbursed by the Central Mercantile Marine Fund (KWPPL). Osman, who is also director-general of the Marine Department, made the announcement at the Seafarers Open Day held last week to mark the end of Ramadan. **Source : Lloyds-Fairplay daily news**



The **NAVIGATOR of the SEAS** seen moored in Funchal – Madeira
Photo : B.Fongers ©

Body discovered in ferry search

A search and rescue operation was carried out overnight in the Solent Coastguards co-ordinating the search for a man feared to have gone overboard from an Isle of Wight ferry said a body has been found in the Solent. The passenger boarded the 2330 GMT Red Funnel service from East Cowes to Southampton but never disembarked. His belongings were found on board.

A lifeboat crew found the body in the water near Cowes in the morning. The Maritime and Coastguard Agency said the 42-year-old, of Southampton, was the only passenger travelling on foot. The Solent Coastguard rescue helicopter, the Calshot, Lymington and Yarmouth RNLI life boats and the Cowes independent lifeboat searched the central and western Solent and the River Medina overnight. A post-mortem examination will take place before the man can be formally identified, police said.

STANISLAV YUDIN INSTALLS JACKET



Above seen the installation of the **BCP-B2 Booster jacket** (with weight of approx 2100 ton) offshore India by the **SEAWAY HEAVY LIFTING** 1982 built crane vessel **STANISLAV YUDIN** (lifting capacity 2500 tons) November 9th, The tug visible alongside the Yudin is the **Dea Hunter**.

Photo : Jos Hermans ©

HAL's first Graduate of the "Engineering Excellence Training Program"

Proudly presents Chief Engineer Martin Spaansen onboard the **OOSTERDAM** seen below with his staff, the FIRST Graduate from HAL's newly implemented "Engineering Excellence Training Program".



From Left to right: 4th engineer Bart van Gils / 2nd Engineer Rini Honcoop / Chief Engineer Martin Spaansen / Assistant engineer Andrew Carrie / Facility Manager Martijn Nieuwendijk / 2nd Engineer Barend Novak.

Assistant Engineer **Andrew Carrie** attended the theory course at Hal's office in Rotterdam, where he afterwards flew out to the **MS Oosterdam** where he was warmly welcomed and further trained as a Junior Watch Standing Engineer. Andrew succeeded in less than 3 weeks and convinced the Senior Watch Standing Engineer that he is able to perform the duties on his own.

As you can see Andrew has been completely absorbed by the Engine staff of the **MS Oosterdam**!

In nog geen uur werden golven een meter hoger

Het had met deze temperatuur en onder die omstandigheden geen vijf minuten langer moeten duren", zegt manager operaties J. Waasdorp van het Loodswezen in Vlissingen over het ongeluk van een collega donderdagavond in de storm. "Achteraf kan ik vaststellen dat we gelukkig goed getraind hebben op dit soort situaties. Iedereen wist wat hij moest doen. Daardoor leeft de man nog."

De 49-jarige inwoner van Grijpskerke sloeg door de hoge golfslag overboord. Hij zat samen met een ander bemanningslid van de loodsboot **Menkar** in een open jol. De sloep wordt volgens Waasdorp standaard gebruikt als pendel naar en van de zeeschepen op tien kilometer uit de kust bij Westkapelle. "De weersomstandigheden

verslechterden donderdagavond in snel tempo. In tijd van nog geen uur was de golfhoogte van twee naar drie meter gegaan." Tussen de 2.50 en 2.80 meter is zo ongeveer ook de grens voor inzet van de jol.

"Hoe het precies kon gebeuren, wordt nog onderzocht, maar de man is als het ware gelanceerd." De andere opvarende van de jol kon alleen maar de schijnwerper op de drenkeling zetten en de hulp inroepen van de **Menkar**. Binnen een kwartier kon de Grijskerkenaar aan boord worden gehaald. Hij had zout water binnengekreken en was onderkoeld. De man is overgenomen door de snellere KNRM-reddingsboot **Zeemanshoop** en in de Buitenhaven van Vlissingen aan wal gebracht. Hij mocht gistermiddag het ziekenhuis verlaten. "Fysiek heeft hij er niks aan overgehouden, maar geestelijk heeft hij een behoorlijke knauw gekregen."

Ook gisteren bleven de loodsdiensten buitengaats gestaakt, zodat een aantal binnenkomende schepen bij Vlissingen voor anker moest. Toch was de hinder voor de scheepvaart nihil. Het Schelde Coördinatie Centrum had geen enkel signaal dat vanuit Rotterdam, waar de Maeslantkering de hele dag gesloten bleef, schepen naar Antwerpen uitweken. Vanwege de hoge waterstand waren de sluizen bij Terneuzen donderdagnacht en gistermiddag van 13 tot 15 uur gestremd. De hoogste waterstand bij Vlissingen was donderdagnacht 3.67 +NAP en bij de Oosterscheldekering, die tot gisterochtend 8 uur gesloten was, 3.43 +NAP.

De eerste novemberstorm heeft in Zeeland weinig schade veroorzaakt. In Vrouwenpolder is richting Oostkapelle over honderdvijftig meter ongeveer vijf meter zand weggeslagen. Bij het badpaviljoen in Domburg over een zelfde lengte twee meter. Dat herstelt zichzelf, aldus S. Minneboo van Waterschap Zeeuwse Eilanden.

Waterschap Zeeuws-Vlaanderen meldt wat duinafslag bij de Groedse Duintjes, in de Zwinmonding en bij Port Scaldis in Breskens. **Source : PZC**

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Containership Anja runs aground



North Sea Container line's 100 mtr long 505 TEU 2002 built **ANJA** seen aground, the **Anja** was underway to Rana when she grounded near Ranagsundoya, nobody of the 13 crew was injured, the **Anja** is having 137 cbm of fuel onboard, no spill is reported

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Ukraine group buys Gdansk shipyard

WARSAW Gdansk shipyard, the cradle of the 1980s Solidarity trade union movement, is to be taken over by the Ukrainian group Donbass after the move was approved by the Polish National Competition Office.

The Baltic yard has been in dire financial straits for years and in September Donbass announced that it planned to buy a 75 per cent stake for 400 million zlotys (£80 million). Donbass said that it aimed eventually to take over the remaining 25 per cent and would be ready to repay Polish state aid to the yard to avoid having to slash capacity. The subsidy issue has been at the centre of a battle between Poland and the European Commission, which said that unless two of the yard's remaining three slipways were closed it could order the yard to repay public funds. Poland has repeatedly said that it would be ready to shut down only one slipway.

The yard has struggled to adapt to the free market. It went bankrupt in 1996, only to be revived in 1998 when it was bought by the shipyard of neighbouring Gdynia. It was taken over by the State in 2004 and now employs 3,000 people. **Source : TimesOnline**



The signing of the contract for the 11 newbuilding tugs between **SMIT** and **Damen** Shipyards at Europort 2007
Photo : Rene van der Kloet ©

Shipyard Closes, Leaves "Ghost Fleet" Ships in Limbo

The fates of six ships from the James River Reserve Fleet are in limbo after a Maryland salvage yard that was supposed to scrap the vessels abruptly closed and its owners disappeared. North American Ship Recycling Inc., near Baltimore, won federal contracts in August worth \$2.1m to dispose of the government-owned dinosaurs. But the yard, which opened in 2004 amid much fanfare, including a celebratory speech from then-U.S. Transportation Secretary Norman Y. Mineta, shut down without notice sometime last month, leaving behind two of the Virginia "ghost fleet" ships and plenty of questions. To protect against a fuel spill, government-hired crews have since installed rubber booms around the two abandoned ships, the **Sphinx** and the **Hoist**, and will monitor them daily until the matter is resolved, officials said. Both ships were built during World War II. The **Sphinx** is classified as a high environmental risk, loaded with waste oil, lead paint and toxic PCBs. The U.S. Maritime Administration, which oversees the fleet, said in a statement that it is "disappointed" by the sudden closure. The agency would not say if it paid any money to the yard owners, a consortium led by two Boston businessmen, Vincent and Timothy Barletta - only that the contracts were terminated. The four other ships involved in the defunct deal - the **Cape Charles**, the **Pride**, the **Scan** and the **Southern Cross** - remain moored in the James River fleet, off Fort Eustis in Newport News. The Maritime Administration said it is discussing how and where to scrap all six ships. More than 60 unwanted James River ships have been scrapped since 2001 under various contracts with American salvage yards. An attempt to send 13 ships to England for disposal resulted in protests and controversy that continue today. The Maritime Administration missed a September 2006 deadline set by Congress to safely get rid of all obsolete ships in reserve fleets in Virginia, Texas and California, some 150 vessels. Congress worried that the aging vessels posed undue environmental risks to host waterways because of thinning hulls and tons of waste oil and other toxics still on board. One beneficiary in the Baltimore flap may be Bay Bridge Enterprises, a salvage yard in Chesapeake with experience in recycling ghost ships. Bay Bridge is the closest facility to Baltimore, and company officials have been meeting with Maritime Administration staff, industry analysts said. **Source : hamptonroads.com**

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SOLD FOR DEMOLITION



The **ANASTASIS** seen moored in the port of Cotonou (Benin)

Photo : Piet Sinke ©

Anastasis (ex-Victoria). Passenger ship. 159 m in length, 8,600 tons. Maltese flag. Classification society Lloyd's Register of Shipping. Built in 1953 in Trieste (Italy) by CDR Adriatico. Former Italian liner, she was bought in 1978 and converted into a floating hospital by the NGO's **Mercy Ships** for its health charity activities. She was the largest non-governmental floating hospital in the world, with three operating rooms, a dental clinic, a laboratory and a radiology room, running with 350 voluntary crew members. Sold for demolition in India.

Source : Robin des Bois

Port of Baltimore takes in largest ship in its history

The largest ship to call on the Port of Baltimore in its 301-year history moored Wednesday, its arrival heralded by port management as the type of ship the port needs to attract with \$100 million in upgrades over the next few years.

The **MSC Michaela**, owned by the Mediterranean Shipping Company, is 997 feet long, 191 feet high, 131 feet wide, weighs 73,819 tons and can carry 6,724 standard 20-foot long containers. But more important are the economic

numbers that such ships, some of which carry twice as many containers, can bring to Baltimore, said Maryland Port Administration Executive Director James White.

Photo : Sjaak Klaassen ©



White said that although the port has a channel able to handle large ships with a 50-foot draft, it does not have a berth capable of offloading those vessels. Building that berth will take \$100 million,

and without it he warned the port could suffer. "We will only be able to get smaller container ships, and that's not the way the industry is going," he said. "We'd more than likely lose jobs and lose economic impact." White said it would be at least three or four years before the port would be able to construct the berth.

"We're fighting for the funds we need to grow the port, grow our job base and continue our economic contributions to the state of Maryland," White said. As White spoke, five gantry cranes worked to load the Michaela, mostly with empty containers it would take on stops up the East Coast before arriving in Antwerp, Belgium, according to its captain, Velimir Vasilievic of Montenegro.

The ship's arrival in Baltimore went without incident, and loading of the ship was proceeding as scheduled for its departure around 9 p.m. Wednesday. "We had no problems," said chief mate Salvatore Russo, a native of Italy. "The river pilot was very good ... very experienced." Other members of the ship's crew said they were pleased with their entrance to the port and time spent here.

"It was for us, with a ship of such a large size, an experience," said chief engineer Tomislav Mardjokic, also of Montenegro. "But I was very satisfied." **Source : baltimoreexaminer**

Golden Ocean sells six panamax newbuildings

SSG-TØNSBERG. John Fredriksen controlled owner/operator Golden Ocean sells six panamax newbuildings for USD 352.8 million with delivery to the new owners between March 2009 and July 2010. The vessels were ordered in March this year at Pipavav in India. Golden Ocean will initially receive USD 70.6 million of the purchase price. Golden Ocean will have the responsibility to finance the construction of the vessels with up to USD 174 million, before the remaining part of the sales proceeds of USD 282.2 will be paid on delivery of the vessels.

DEATH ?? NO STILL ALIVE AND KICKING!!



The former 3430 TEU HAPAG container liner **FRANKFURT EXPRESS** which sailed the world oceans for more than 25 years and when constructed was worlds largest container vessel, was sold to the breakers in India for \$ 425/ton earlier this year, suddenly appeared on the anchorage in Singapore, as reported in newsclippings no 223 (October 1st), and was renamed in **MSC ATHINA** , but was still holding the **HAPAG** funnel colours at that time, but now the liner was spotted at the Westerscheldt River enroute Antwerp complete in the **MSC** colours

Photo : Richard Wisse ©

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Fred Olsen's **BREAMAR** visited Willemstad (Curacao)

Photo : Kees Bustraan ©

No more passengers on the Sea Wind

SSG-ÅBO. Tallink Silja discontinues its passenger service on the train ferry **Sea Wind** after the turn of the year. The ferry is now sailing between Turku, Långnäs and Stockholm. From the beginning of 2008 the Sea Wind will also

start trading directly between Turku and Stockholm without calling Långnäs on Åland en route. Until the end of last summer there were two train ferries on the route, but Tallink Silja has not introduced any replacement for the **Sky Wind**, which was sold.

Maersk orders more VLGC

SSG-RINGKØBING. A.P. Møller-Mærsk has ordered more Very Large Gas Carrier (VLGC) from Japanese Kawasaki Heavy Industries. Two VLGC's has been signed in a joint venture with the Ofer Group's Zodiac Shipping. The two ships will have capacity for 78,000 cbm and they will be owned 50/50 by the two partners. The price is reported to be USD 81.5 million each. Zodiac and Maersk are already partners in several gas carriers, which was sold from Maersk to Zodiac but stayed in the Maersk managed Skandigas-pool. Maersk Tankers have presently three units in the V-class sailing as well as four VLGC's on long-term charter

SOLD FOR DEMOLITION



Beni Ansar (ex-Wisteria, ex-Prinses Maria Esmeralda). Ferry. 118 m in length, 5,975 tons. Moroccan flag. Classification society Bureau Veritas, class withheld as of 2005. Built in 1975 in Anvers (Belgium) by NV Cockerill Yards Hoboken. Owned by Limadet (Morocco). Sold as is in Morocco for demolition in India at 351 \$ per ton.

Source : Robin des Bois - Photo : Piet Sinke ©

HOOGWATER OP LAUWERSOOG



De KNRM **Annie Jacoba Visser** heeft hier haar vaste ligplaats op Lauwersoog. De **Koning Willem 1** (Station Schiermonnikoog) was i.v.m. het extra hoge water ook naar Lauwersoog gekomen. De loopbrug naar het ponton staat voor een deel onder water. In de achtergrond zijn de meerpalen bij de ingang voor de sluis nog net te zien.

Foto : Pim Korver
FILM+VIDEO ©

The Mikolaj Kopernik to be replaced

SSG-KOLOBRZEG. Euroafrica has acquired the ferry **Vironia**, built in 1976/1977, from Euro Shipping OÜ. Delivery will take place in November, before which the ferry has to be fitted to new quays and ramps. The company plans to replace the ferry **Mikolaj Kopernik**, built in 1974, with the **Vironia** (ex **Star Wind**, ex **Rostock**), 158 meters in length, on the line between Swinoujscie and Ystad in Q1 in 2008.



The 39 mtr long and 1971 built tug **POINT MELFORD** (formerly owned by SMIT/BONAIRE) awaiting her final fate.
Photo : John Smit ©

Stena to order another drillship

Stena Drilling is planning to order within the next few months another ultra deepwater drillship capable of operations in 10,000 ft (3,048 m) of water depth, managing director Tom Welø said here today.

Speaking at the naming ceremony of its first ultra deepwater drillship, **Stena DrillMax**, at the Samsung Shipyard, he said a decision is likely in the next three to four months.

The \$640 million **Stena DrillMax**, with accommodation for 180 people and state-of-the-art facilities, is scheduled to leave for Brazil to drill its first deepwater well late in Feb. 2008, in 7,200 ft (2,195 m) of water.

Stena has signed a four-year drilling contract with Repsol YPF to conduct ultra deepwater drilling in Brazil and Gulf of Mexico starting next year.

The second sistership to **Stena Carron**, expected to cost \$720 million, will be ready for operation next June and the third vessel will be ready for operation by middle of 2009, he said.

Early delivery for Concordia

SSG-GÖTEBORG. Concordia Maritime's newbuilding, the **Stena Perros**, which was originally due for delivery in February, 2008, will be delivered at the beginning of December. The vessel, a P-Max tanker built at Brodosplit Shipyard in Croatia, will fly the Bermuda flag. The vessel has been signed to a five-year charter with French Total, says Hans Norén, MD of Concordia Maritime, to SSG.

Palma de Mallorca

Door : Frank Haalmeijer

Tijdens een vakantie in Palma de Mallorca heb ik een serie foto's gemaakt van bizarre kustformaties en natuurlijk ook van schepen in de haven. Schepen, die in ons gebied niet zo vaak of soms helemaal niet te fotograferen zijn.



Om te beginnen wil ik een megajacht onder de aandacht brengen. Het lag bij Club de Mar in Palma en had alle lijnen van een oude Nederlandse zeesleper. Het schip zag eruit om door een ringetje te halen. De romp was hoogglans en leek wel gepolitoerd. Het sleepdek was opgebouwd met extra accommodatie, maar de sierlijke lijnen van een echte sleper zijn behouden gebleven.

Natuurlijk wil je weten, wat of welke sleper dat geweest is. Nazoeken in de boeken van Smit 150 leerde, dat de **THAMES** van Smit ooit in Amsterdam als jacht was omgebouwd. Diverse kenmerken in die richting waren wel te bespeuren. Het is moeilijk om de status van een jacht te vinden, maar sommigen zijn ook daar bekend mee. De bekende scheepsdocumentalist Ben Scholten vond het!

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De sleper werd gebouwd in 1970 in Griekenland bij Anastasiades & TSO onder de naam **ASTERI**. In november 2001 werd ze verkocht naar Panama aan Venture Pacific Marine (USA) en werd herdoopt in **ASTERIA** (IMO-nr: 1007811) en roepletters HO2678.

Het is dus geen voormalige Nederlandse zeesleper geweest, maar toch wel aantrekkelijk genoeg om naar te kijken.
De volgende keer een ander schip in Palma.

NWA steps it up

The New World Alliance (NWA) carriers APL, HMM and MOL are phasing in eight bigger boxships on their Asia to Europe run. The 8,100-teu to 8,500-teu units will serve the South China Express (SCX) route from January "in response to continued robust customer demand."

SCX will also make new calls at the major Chinese ports of Ningbo and Shanghai, as well as making a westbound call at the UK's Thamesport facility.

Port rotation will be Zeebrugge, Thamesport, Hamburg, Rotterdam, Singapore, Chiwan, Ningbo, Yangshan, Hong Kong, Chiwan, Singapore and Zeebrugge.

The service launched when MOL joined in 2004, running seven vessels ranging from 4,600 teu to 5,500 teu.

In March, TradeWinds reported that NWA was the smallest group in the trade, holding just 7.5% of Asia-Europe capacity and beaten by the Grand Alliance, the CKYH group and independents like Maersk and MSC. **Source : Tradewinds**

MOVEMENTS



The tug **KAORI** seen assisting HAL's **AMSTERDAM** in Noumea, New Caledonia

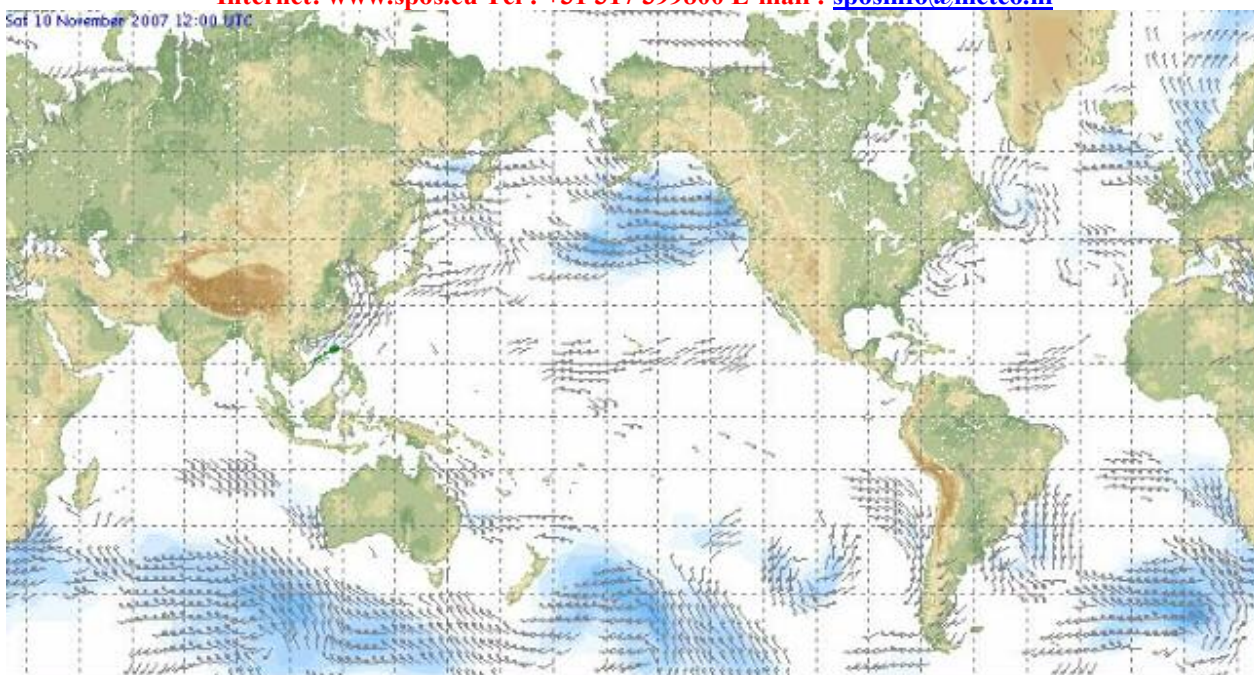
Photo : Deck Department Amsterdam ©

MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



Seatrade's **Spring Tiger** seen last Sunday in Varna (Bulgaria). The **Spring Tiger** was docked at the Dolpin shipyard finalizing repairs after her drydocking period.

Photo : Henk-Jan Kip – Seatrade ©

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