

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 216



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**The STAR PRINCESS visited the port of Rotterdam**

**Photo : Jan de Bokx ©**

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## EVENTS, INCIDENTS & OPERATIONS



The "**Spirit of British Columbia**" transiting Active Pass en route from the mainland to Vancouver Island.

Photo : Gerard van Hilten ©

## 'Rotterdam nooit meer grootste haven'

Rotterdam zal nooit meer de grootste haven ter wereld zijn. Maar als het aan oud-premier Ruud Lubbers ligt, kan Rotterdam wel de modernste worden.

Dat zei hij gisteren als kartrekker van het Rotterdam Climate Initiative tijdens een bijeenkomst van het bedrijfsleven in de haven. En met 'modernste' bedoelt hij dat Rotterdam voorop loopt als 'energiehaven', waar plaats is voor 'nieuwe' energie als biomassa en vloeibaar aardgas (LNG).

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Kortom: wie in de toekomst een tochtje met de Spido door de haven maakt, zal niet alleen maar containers en olietankers zien, maar ook enorme LNG-centrales van vijftig meter hoog. Of een imposant buizen netwerk waarmee restwarmte en koolstofdioxide wordt getransporteerd.

Gisteren maakte haventopman Hans Smits bekend dat de twee nieuwe kolencentrales op de Maasvlakte (gerund door E.ON en Electrabel) zelf verantwoordelijk zullen zijn voor de opslag van de uitgestoten koolstofdioxide.

Tegelijkertijd pleitte Smits er gisteren voor dat Rotterdam spil wordt in het transport van koolstofdioxide in Noordwest-Europa, die kan worden opgeslagen in lege gas- en olievelden in de Noordzee. Daar is een uitgebreid pijpleidingstelsel voor nodig. Daartoe heeft het Havenbedrijf Rotterdam nu een 'pijpleiding nv' opgericht.

„Iedereen moet aan de koolstofdioxide,” zei Lubbers. Hij maakte een vergelijking met de introductie van aardgas in Nederland, vorige eeuw. Iedereen stond er huiverig tegenover, bracht hij in herinnering, terwijl het nu de normaalste zaak van de wereld is.

Rotterdam wil in 2025 de uitstoot van koolstofdioxide hebben gehalveerd ten opzichte van 1990.



HAL's **VOLENDAM** and **RIJNDAM** seen moored in Juneau  
Photo : Willem Kappert ©

## ENGINEER JAILED AS WITNESSES GET US\$50,000 EACH

THREE engineers, an oiler and the bosun of the general cargo ship **Sportsqueen** have each awarded US\$50,000 for testifying against Indian-based shipping company Accord Ship Management and the vessel's chief engineer Francisco Sabando who has been jailed.

The owner pleaded guilty to four counts: conspiracy, violation of the Act to Prevent Pollution from Ships (APPS), and two of obstruction of justice charges, according to a Department of Justice statement. According to the plea agreement, Accord will pay a criminal fine of US\$1.75m and serve a three year term of probation during which time all of the ships in its fleet will be banned from US waters and ports. Mr Sabando pleaded guilty to obstruction of justice charges and will serve prison terms of five months.

"Accord Ship Management and the crew of the M/V **Sportsqueen** chose to violate the law and were not willing to take the steps to ensure compliance and because of this, they will be banned from the opportunity to do business in



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U.S. ports,” said Ronald J. Tenpas, Acting Assistant Attorney General for the Justice Department’s Environment and Natural Resources Division. “Today’s jail sentences and fines are a strong reminder that the United States government does not tolerate deliberate pollution by vessel companies or their crews.”

According to the plea agreements, on April 14, 2007, the Sportsqueen arrived at port in San Juan, Puerto Rico and was boarded by the US Coast Guard. During the boarding, Coast Guard inspectors learned that Chief Engineer Sabando had ordered crew members to dump oil sludge and bilge wastes into the ocean and had falsified the ship’s oil record book to conceal these discharges. With assistance from several lower level crew members, Coast Guard inspectors discovered and seized the bypass hose and pipes used to dump the oil sludge, bilge waste, and contaminated ballast water overboard.

## Combi Lift sets new standards

Combi Lift K/S (Ltd. Partnership) – a joint venture between Danish based J. Poulsen Shipping A/S and the German ship owners Harren & Partner in Bremen, is the first company in the segment of heavy lift to obtain all 3 ISO certifications; 9001 (quality), 14001 (environment) and 18001 (health and safety) for both their land based part of the company and

the ships under their management and ownership.



The main reason for the certifications lies in the ever-increasing demands posed primarily by the offshore industry. The process of obtaining the certifications has been ongoing the last year and enables Combi Lift to continually provide their customers/clients with the best possible transportation safety and project

management in their global/worldwide trade with project cargo.

The certifications also extend to the new multi functional dock ships, currently being built in Germany, and this is something Sales & Marketing Manager Peter Poulsen, J. Poulsen Shipping A/S in Korsør, recognizes as a competitive advantage. The past couple of years, both J. Poulsen Shipping A/S and ship owners Harren & Partner have worked proactively on a quality- and safety policy.

Combi Lift is currently building 4 multi functional dock ships. The ships are semi submersible, provided with a ro/ro ramp and furthermore equipped with cranes capable of lifting up to 700 tons in combination. With these ships Combi Lift is able to meet the growing demands within the heavy lift segment. The first ship is expected for delivery in January 2008 and after this a new ship will be delivered every six months.

## Onderzoek naar dodelijk ongeval op sleepboot

De Inspectie Verkeer en Waterstaat doet onderzoek naar een dodelijk ongeval aan boord van een Nederlandse sleepboot in de haven van Dubai op vrijdag 14 september. Een operations manager van Damen Marine Services raakte

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bij het repareren van de elektrische installatie van een zoeklicht door onbekende oorzaak onwel en kwam ten val. Hij bleef daarbij hangen in zijn veiligheidsharnas en is later ter plaatse overleden.

Het onderzoek van de inspectie richt zich vooral op de directe oorzaak van het ongeval. Daarbij wordt ook het autopsierapport van de plaatselijke autoriteiten over de precieze doodsoorzaak van de man in het onderzoek meegenomen.



Het passagiersschip **NORWEGIAN GEM** is zondag 16 september 2007 in de Eemshaven gearriveerd om verder te worden afgebouwd en om testen uit te voeren en te worden bevoorraadt. (Vandaar die twee kranen die boven het schip uitsteken.) Woensdag 19 september 2007 jl. ging het schip voor 5 dagen proefvaren in die omgeving op zee. Komt daarna keert zij weer terug in de Eemshaven en vertrekt daarna naar Rotterdam en arriveert op woensdag 3 oktober 2007 om 8.00 uur 's morgens in Rotterdam aan de Holland Amerikakade. Vanuit Rotterdam maakt zij op 3 oktober een minicruise naar Dover, wat tevens haar 'maiden voyage' zal zijn. Donderdag 4 oktober arriveert zij weer in Rotterdam.

Foto : Jan Oosterboer ©



## MarAd Approves Sale and Transfer of Vessels

The Maritime Administration (MarAd) has approved the sale and transfer of three vessels under Section 9 of the Shipping Act, of 1916, as amended. MarAd has approved an application filed by ENSCO Offshore Company, of Dallas, Texas, for the transfer of the mobile offshore drilling unit **ENSCO 93** Official No. 651385, to the Republic of Liberia registry and flag, without change in ownership of said vessel. MarAd has approved an application filed by Flota Pesquera Omaira, a Venezuelan citizen, for the sale and transfer of two barges: the **DIA-1**, Official No. 552263 and the **DIA-1A**, Official No. 569949. The transfer of said vessels is to Venezuelan registry and flag.

## Suffocating Safety Breach

Five crewmembers of a Ukrainian vessel have been poisoned by a reported air contamination and one has died.



Top : The **port of Iskenderun (Turkey)** – Photo : Piet Sinke ©

When crewmembers saw Stanislov Gonkivskiy, 35, who had been working in the ship's hold, lying on the ground, they tried to revive him. In their attempts to help Gonkivskiy, the three of them along with Yuri Sherstyk, 34, were poisoned as well -- it is thought that the atmosphere below deck was dangerously low in oxygen.

The crew was taken to Iskenderun State Hospital where Gonkivskiy died despite the efforts of medical staff. Sherstyk has been sent to Çukurova University's Adana Balcali Hospital because he was in more serious condition than the others.

## Aground ?

A prosecutor on Rhodes has charged four officers from a cruise ship, which began listing in the Dodecanese island's harbor on Tuesday (18 Sept), of deliberately trying to run the vessel aground.



The Bahamas-flagged **Dream** was carrying 930 Israeli tourists on a Mediterranean cruise but began listing by 10 degrees when it docked in Rhodes.

**Photo :**  
**Reinier Meuleman ©**

The prosecutor suggested that the ship's captain, first mate and two engineers, all Greek nationals, intentionally endangered the vessel's safety when they moved ballast from one tank to another.

All four suspects, along with a representative of the company that owns the ship, are being held at the Rhodes Port Authority while divers investigate the cause of the ship's problems. It has been claimed that the vessel struck an object while sailing from Turkey.

## Polsteam ship in rescue action

**SSG-KOLOBRZEG.** On Tuesday, the Polish bulk carrier **Szare Szeregi** rescued seven Indonesian fishermen. The vessel, owned by Polsteam, was on its way from Tanjung Bara, where it had loaded a cargo of coal for Malaysia. In the Makassar Strait, the Polish seafarers caught sight of the seven fishermen standing on the fishing boat's superstructure. All seven were rescued and taken back to Tanjung Bara. The





## Cargoship Ablaze in Ukraine

The 3,200-dwt "**Vera I**" (built 1972) suffered a blaze in its engine room at Black Sea Shipyard (also known as Chernomorsky) in Mykolaiv on Thursday afternoon, reports TradeWinds.

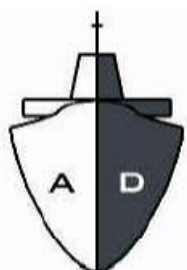
The fire spread to the topside, but after three hours fire crews had not managed to extinguish the flames because water supplies had been cut off to carry out repairs at the yard.

"**Vera 1**", owned by Bass Shipping of Ukraine, was undergoing repairs by PortService, a sub-contractor of the yard.

## NAVY NEWS

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## Mesa Verde Moves Toward Delivery and Commissioning

Northrop Grumman's third amphibious transport dock ship **Mesa Verde (LPD 19)** just completed acceptance trials for the U.S. Navy. The ship will be delivered later this month and will be commissioned in Panama City, Fla., on Dec. 15, 2007. The Northrop Grumman-built amphibious transport dock ship **Mesa Verde (LPD 19)** successfully maneuvered the Gulf of Mexico waters last week, demonstrating her unique capabilities to the U.S. Navy.

Mesa Verde's mission is to embark, transport and land elements of a landing force in a variety of expeditionary and special operations missions. She will be commissioned in Panama City, Fla. on Dec. 15, 2007.

**Mesa Verde** is an LPD 17-class ship. The ship is 208.4 meters (684 feet) long, 31.9 meters (105 feet) wide, and will replace the functions of the LPD 4, LSD 36, LKA 113, and LST 1179 classes of amphibious ships. This new ship class affords the Navy's Expeditionary Strike Group with the technology and flexibility to launch and recover amphibious landing craft such as the Landing Craft Air Cushion (LCAC), operate an array of rotary-wing aircraft, and carry and launch the U.S. Marine Corps' Expeditionary Fighting Vehicle.

## Marine en kustwacht oefenen met Venezuela



**Hr.Ms. Van Nes** neemt volgende week samen met het Venezolaanse fregat **Mariscal Sucre** deel aan de bilaterale oefening 'VenHol'. Tijdens deze oefening stemmen beide marines hun interoperabiliteit op diverse vlakken af. Gelijktijdig vindt ook de Nederlands-Venezolaanse kustwachtoefening 'Open Eyes' plaats.

In drie dagen tijd stemmen beide marines hun competenties af op het gebied van communicatie, manoeuvreoefeningen en helikopteroperaties. Tevens wisselen beide schepen liaisonofficieren uit. Gelijktijdig beoefenen de kustwachtcutter Jaguar en Venezolaanse kustwachteenheden diverse 'Search and Rescue' (SAR) scenario's. Op woensdag nemen zowel de marine als de kustwachteenheden deel aan een grootschalige SAR-oefening, waarin diverse realistische scenario's worden getraind.

Volgend weekend bezoeken de Venezolaanse schepen Marinebasis Parera, alwaar de debrief plaatsvindt.

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The **AUDACIA** seen at the Keppel-Verolme yard in Rotterdam-Botlek

Photo : Bram Belder ©

## Nam Trieu Begins Construction on 56,200 ton Vessel

According to VNS, Nam Trieu Shipbuilding Industry Corporation, under the Viet Nam Shipbuilding Industry Group, began construction of a 56,200-tonne vessel, the first of three vessels for Japan's Lavender Maritime S.A. The 623 ft. will be built under Japan's NK Register in 22 months. Nam Trieu has also signed contracts to build four multi-purpose vessels worth \$17m and vessels to transport automobiles capitalized at \$2 billion.

## Sevmarsh feels snubbed on Shtokman contracts

**SSG-TØNSBERG.** Sevmarsh, Russia's biggest shipbuilding complex located in Severodvinsk in Arkhangelskaya oblast, felt snubbed by Gazprom when the world's biggest gas company last month gave the two first platform contracts for Shtokman to the Vyborg yard in the Baltics. Analysts are now wondering why a Baltic yard and not one on the White Sea was chosen to build the platforms. One reason could be capacity problems at Sevmarsh and the yard's repeated failure to meet deadlines. A personal connection between President Putin and the owners of the Vyborg yard could also explain the mystery. Sevmarsh, which among other vessels also build nuclear submarines, has now suggested a compromise: Sevmarsh and Vyborg build one platform each and the yard which performed the best will get the remaining two platforms.

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# GustoMSC secures order for 4,000 ton offshore crane

GustoMSC has announced that it has signed a contract with COOEC (Chinese Offshore Oil Engineering Company), which is part of CNOOC (Chinese National Offshore Oil Company) for a 4,000 ton offshore crane.

GustoMSC's scope of supply will include the design, project management and delivery of components, supervision of construction, testing and commission. COOEC will build the larger steel components on their yards in Tanggu and Qing Dao. Delivery of the crane is planned for the first quarter of 2010. It will be installed on COOEC's DPV 7500, a GustoMSC design dynamically positioned pipelay/ crane vessel.

COOEC has awarded a contract to Shanghai's Rongsheng shipyard for construction of the vessel.

# Hyundai Engineering consortium to build new container berths in Singapore

A consortium led by Hyundai Engineering & Construction Co Ltd is to build 16 new container ship berths in Singapore to enable the island state to handle growing demand for container capacity, the Maritime and Port Authority of Singapore has announced.

In a statement to Dow Jones Newswires, the MPA said the project will add 14 million TEUs to Pasir Panjang terminal's container handling capacity. The authority said work on the new berths will commence in the last quarter of this year and will take about six years to complete.

The MPA said that the other consortium partners for the S\$1.92 billion (US\$1.27 billion) project include Penta Ocean Construction, Koon Construction & Transport Co Pte Ltd, and Van Oord in The Netherlands.



The Russian flagged **Vasily Burkhanov** has recently been taken on charter by Swire. The ship will operate a service from New Zealand ports to Australia and return.

Photo : Alan Calvert ©

## Wheat shipped to Halifax from Port of Churchill

The Port of Churchill, enjoying one of its best shipping seasons in years, celebrated a first on Monday when a ship began loading wheat for delivery to the domestic market. The Kathryn Spirit, an Arctic supply ship, had delivered a cargo of mobile homes, snowmobiles and other goods to communities on the Hudson's Bay coast before weighing anchor at Manitoba's northern port. Instead of returning with an empty hold, the former Great Lakes freighter is being filled with 12,500 tonnes of Prairie wheat for delivery to a flour mill in Halifax -- the first domestic destination ever for the port, the Canadian Wheat Board said Monday.

"This is a creative way to save farmers freight costs and maximize the use of Churchill," CWB president Greg Arason said in a statement. "It is important to identify innovative ways of shipping grain and other commodities through the Port of Churchill since its long-term viability is very important to Prairie farmers."

Bill Drew, director of the Churchill Gateway Development Corp., said in an interview that two-way traffic into the port should eventually reduce Arctic supply costs as well as grain shipping costs. "We certainly hope it's the start of more to come," he said of the domestic grain shipments. Vessels carrying Arctic supplies normally arrive full and go home empty. Meanwhile, ships carrying grain for shipment overseas tend to arrive empty at Churchill. The port's goal is to develop more two-way traffic.

Meanwhile, the Canadian Wheat Board said Monday that shipment of board grains through Churchill could set a 30-year high this season. Already, the wheat board has sent more than 300,000 tonnes of wheat and durum to Brazil, Europe, South Africa and Morocco, said spokeswoman Maureen Fitzhenry. The Churchill shipping season typically begins in July and runs until early November. In 1977, during the days of massive sales to the Soviet Union, the wheat board shipped 729,000 tonnes of wheat through Churchill. The highest total since then was the 621,304 tonnes in 1983 followed by 590,540 tonnes in 1986.

"It will for sure be the biggest (CWB shipping season through Churchill) since the mid-1980s," Fitzhenry said in an interview Monday.

## Capital Product Partners L.P. Announces Successful Delivery of M/T 'Apostolos'

Capital Product Partners L.P. announced that it took successful delivery of its eleventh medium range (MR) product tanker, M/T ``**Apostolos**`, from Hyundai Mipo Dockyard Ltd., a Korean shipyard, on September 20, 2007.

M/T ``**Apostolos**`, an ice strengthened vessel (Ice Class 1A), has a carrying capacity of 47,782 dwt and is capable of carrying a range of refined oil products, chemicals (including ethanol and biodiesel feedstock), and crude oil worldwide. The vessel has been fixed under a time charter with Morgan Stanley Capital Group Inc. for three years at a base rate of \$20,000 per day, subject to a profit sharing arrangement which allows each party to share, at a 50/50 percentage, additional revenues when spot rates are higher than the base rate. The vessel's purchase price of \$56 million was fully funded through a drawdown on the existing revolving credit facility.

The M/T ``**Apostolos**`` is the third out of seven additional MR product tankers that Capital Product Partners L.P. has agreed to purchase from Capital Maritime & Trading Corp. As recently announced, the fourth, M/T ``Anemos I'', is also expected to be delivered ahead of schedule, on September 28, 2007. The remaining three product tankers will be 51,000 dwt MR chemical/product tanker sister vessels that are scheduled for delivery in January, June and August 2008, all of which will be under bareboat charters commencing at the time of delivery.



## Unveiling Ceremony Marks Completion of BC Ferries Vessel



A celebratory Canadian-style barbeque was held for several thousand shipbuilders and dignitaries in Flensburg, Germany as **Coastal Renaissance**, the first of three Super C-class vessels begins preparations for its voyage home to British Columbia. To mark the completion of the first ship, an unveiling ceremony attended by Hon. David Emerson, Minister of International Trade and Minister for the Pacific Gateway and the Vancouver-Whistler Olympics, and Hon. Kevin Falcon, Minister of Transportation, Province of British Columbia, was held at FSG shipyard in Germany.



The **STENA CONTEST** seen entering one of Panama Canal locks  
Photo : Jos Roessen ©

## Stena President Named in Split



Concordia Maritime's product tanker **Stena President** – the fifth of ten tankers in the P-MAX series – will be named today. The naming ceremony will be held at Brodosplit Shipyard out-side Split. After delivery, the tanker will enter a 10-year charter with Argo Shipping and transport oil from e.g. ports in the Baltic Sea and around the White Sea to Europe and the US. The tanker's godmother will be Nataliya Popravko, wife of Sergey Popravko, the President of Unicom Management Services and COO of the Russian shipping company Sovcomflot. The master of the **Stena President** is Yashin Yuriy.

The **Stena President** was launched in the second quarter of 2007 and will be delivered in the third quarter. Her sister, the **Stena Primorsk**, delivered in 2006, was also signed to a 10-year charter with Argo Shipping.

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## Remontowa forms container shipping company

**SSG-KOLOBRZEG.** A new container shipping company, Gdanskie Linie Morskie (Gdansk Sea Lines), has been formed in the Remontowa group. Remontowa's Northern Shipyard is currently building two REM 120 type vessels with another two in the pipeline – the equipment has already been ordered. These vessels will have a deadweight of 7,500 tons, a length of 122.8 metres, a beam of 18.2 m and a capacity of 533 TEUs. The REM 120 is a so-called project cargo vessel – a universal and flexible ship type equipped with two 120 ton deck cranes.

It can also transport hazardous goods. A main engine from MaK developing 4,320 kW gives it a cruising speed of 14 knots. The vessels will be time-chartered to BCC Chartering & Logistics z Leer.



The **BLACK FOREST** 19887 gross tons registered in Hong Kong arriving Dunedin, New Zealand on the 22nd of September to load scrap metal

Photo : Ross Walker ©

## P-53 moored in the Port of Rio Grande

The hull of the **P-53** arrived off the coast of Rio Grande (state of Rio Grande do Sul) on September 4 and was berthed to the QUIP 's Quay (Port of Rio Grande) on September 20, according to Petrobras. Hundreds of people, among whom Rio Grande and neighboring town residents, witnessed the vessel's arrival. For safety reasons, the local power utility, the Companhia Estadual de Energia Elétrica (CEEE), interrupted power supply to the city of São José do Norte during the **P-53's** passage under the aerial cables that supply the town.

The platform's entrance in the port's channel, initially scheduled for September 10, was postponed for a few days due to operational problems of tugs during the hull-towage arrangement maneuverability tests and, also, because of the adverse weather conditions in this region. Tugboat device and entrance procedure reassessment led to the addition of two more tugboats - brought from the Itajaí (Santa Catarina) and Paranaguá (Paraná) ports - to the formation. Tests and simulations done with this new 7-tugboat arrangement and new procedures guaranteed a smooth, successful operation, carried out in compliance with the Petrobras safety guidelines.

The **P-53's** hull left Singapore towards Brazil on July 2, and was towed by three tugboats. Before setting sail, the vessel had left the Keppel shipyard to undergo sea testing and to be prepared for transportation. After its arrival in Rio Grande, the modules built in Niterói (RJ), Rio Grande, and Singapore will be lifted and integrated to the platform. The **P-53** will be capable of producing 180,000 barrels of oil and six million cubic meters of gas per day, in addition to power generation of 92 megawatts. The platform will be installed at the Marlim Leste field, in the Campos Basin, in Rio de Janeiro, at a water depth of 1,080 meters.

The hull (ex-oil tanker **Settebello**) had been at the shipyard since March 2005, where it was converted and received the world's biggest turret (tower that receives the flexible production, injection, and control lines and the mooring lines); engine and pump room systems; full paints scheme; structural reinforcements for production; facility, accommodation, and office modules; three lifeboat stations; a helideck (platform where helicopters land on the rig), the telecommunication tower; and the flare (gas burner).

## VLCC Sold for \$26.5m

Chemoil sold its 225,000 dwt tanker, MT **Anand Sea** for \$26.5m to Glory Town Investments Limited. Chemoil's CFO, Jerome Lorenzo, said "In view of the earlier than scheduled commencement of our land based storage terminal, the fuel oil market being backwardated until the end of this year and the anticipated decline in the second hand tonnage



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market, we have considered it to be commercially prudent to dispose the floating storage facility given the attractive purchase offer.” The company currently leases 46,099 metric tons of land based storage capacity at Vopak in Singapore for fuel oil and blended products. The VLCC was originally acquired as a short-term measure to provide additional capacity until its terminal was completed. However, during Chemoil’s second quarter, the vessel experienced operational disruptions whilst stationed in Malaysian waters. The transaction through Chemoil’s wholly owned subsidiary, Anand Sea Shipping Limited, will result in a net gain for the Group’s current financial year with a corresponding increase in the net tangible assets. In the interests of upholding sound corporate governance, none of the directors or the controlling shareholder of Chemoil are related to Glory Town or have any personal interest in the disposal of **MT Anand Sea**. Jerome Lorenzo concluded: “The transaction has been a timely and profitable opportunity. We look forward to strengthening our performance in Singapore during the next quarter and increasing Chemoil’s long-term market growth within the region.”



The **QE2** along side the new Liverpool Cruise Terminal on September 21, 2007

Photo : John Luxton ©

## Master Ferries could lose Kristiansand port permission

**SSG-TØNSBERG.** Master Ferries will lose its Kristiansand port permission in 2008 unless it can document a firm timetable for a year-round service to Hanstholm in Denmark, according to Kristiansand port director Stein E. Haartveit. The ferry company has already notified the port that it will not be able to continue operating traffic this winter and may well move its operation to Arendal. For the past two years, Master Ferries has operated a peak season-only fast ferry service, but according to Haartveit in an interview with Fedrelandsvennen, ferry companies must offer a year-round service to retain their port permission. Master Ferries has applied for exemption, but the port is unlikely to approve, even if it is known that the company has been unsuccessful in its quest for a larger, conventional ferry.

## Gävle included in MSC service



**SSG-GÖTEBORG.** The world's largest container operator, Mediterranean Shipping Company, will begin to call at Gävle. There will be weekly sailings in the loop Antwerp – Bremerhaven – St Petersburg – Gävle – Antwerp. The new service will start with the **MSC Grace**, built in 1991 and with capacity for 902 TEU.

**Photo :**  
**Richard Wisse ©**

## MOVEMENTS



The **FASTRON** seen arriving in Singapore

**Photo : Martin S. Cox ©**

## AIRCRAFT / AIRPORT NEWS

### Martinair biedt personeel vertrekpremie aan

De luchtvaartmaatschappij Martinair heeft het overgrote deel van zijn personeel in Nederland een vertrekregeling aangeboden. In totaal 2000 mensen kunnen een geldbedrag meekrijgen als zij vrijwillig opstappen. Dat heeft een woordvoerder van Martinair vrijdag gezegd. Bij het bedrijf verdwijnen driehonderd arbeidsplaatsen omdat het stopt met korte vluchten binnen Europa. Martinair, dat voor de helft in handen is van KLM en voor de andere helft eigendom van het Deense transportconcern Maersk, wil zich concentreren op vracht en intercontinentaal passagiersvervoer.



Martinair Boeing 767 - Foto : Piet Sinke ©

Een woordvoerder van vakbond De Unie liet weten verbaasd te zijn over de vertrekregeling, die is aangeboden aan alle werknemers behalve die van de technische dienst. Volgens de zagsman is wel met Martinair gesproken over zo'n regeling, maar was er nog geen overeenstemming over de inhoud daarvan.

Volgens De Unie loopt Martinair veel te hard van stapel door het personeel nu al een brief te sturen over de mogelijkheid voor een vertrekpremie. De brief zaait onnodige onrust, meent de vakbond. "Veel mensen lezen het als een ontslagbrief", aldus de zagsman. De Unie praat begin oktober verder met Martinair over de details van de afvloeiingsregeling.

Martinair benadrukt in een reactie het vrijwillige karakter van de regeling. "Die is vooral bedoeld voor mensen die er al langer over nadenken om eens wat anders te gaan doen." "Misschien kan dit ze bij die keuze helpen", aldus de woordvoerder van de luchtvaartmaatschappij.

## **MARINE WEATHER**

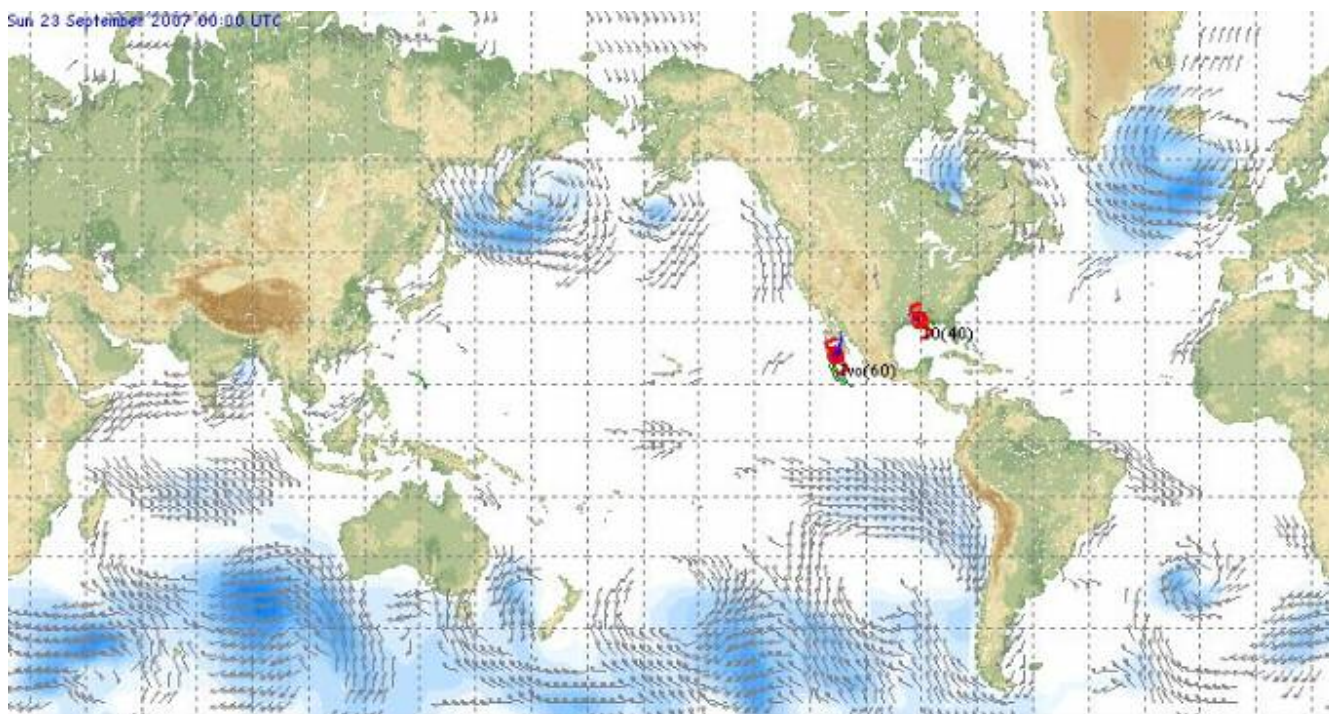
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

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



The former Dutch (van Ommeren) tug **DRECHT** seen in Finiki-Karpathos under the name **TIGRIS**  
Photo : Rene Mostert ©

## BOEKBESPREKING

Door : Frank NEYTS

### “Schiffs-Speisekarten”

Sinds eeuwen speelt de kok aan boord van een zeeschip een belangrijke rol. Heel vaak maakt hij samen met de houding van de kapitein de sfeer aan boord. Lekker eten is een garantie voor een 'goed schip'. Deze primaire regel verliest niks aan betekenis als men over passagiersschepen spreekt. Ook hier bepaalt het menu aan boord in belangrijke mate de sfeer. Gerenomeerde rederijen hebben zich dan ook geen enkel inspanning gespaard om de dienstverlening aan boord voor de reizigers culinair te maximaliseren. Niet alleen wat op het bord werd aangeboden was hierbij belangrijk ook de manier waarop het werd aangeboden en hoe het werd aangekondigd waren onderwerp van verregaande voorbereiding. Eén aspect hierbij vormen menukaarten. Menig rederij schrok er niet voor terug om bij het ontwerpen van de menukaarten wereldbekende grafische kunstenaars aan te stellen. Menukaarten aan boord van grote passagiersschepen waren dan ook vaak echte kunstwerkjes, gretig verzameld door reizigers en kunstliefhebbers. De verzameling van Peter Tamm vormt de aanleiding voor het prachtige boek “**Schiffs-Speisekarten. Essen und Trinken auf See**”. Hierin komt alles wat met eten aan boord van luxeschepen te maken heeft diepgaand aan bod. Het boek bevat meer dan tweehonderd onovertroffen illustraties. Al wie interesse heeft voor passagiersschepen moet dit boek gewoon kopen.

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**"Schiffs-Speisekarten"** (ISBN 3-7822-0926-5) werd als 'hardback' uitgegeven, telt 160 pagina's en kost 30,80 euro.  
Aankopen kan via de boekhandel of rechtstreeks bij de uitgever, Koehlers Verlagsgesellschaft, Striepenweg 31, D  
21147 Hamburg, [www.koehler-mittler.de](http://www.koehler-mittler.de).

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