

DAILY SHIPPING NEWSLETTER 2004 – 041



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The ALEXANDER K is the former PETER WESSELS seen here departing Tahkoluoto, Pori (Finland) on April 9th, 2004 – Photo : Risto Brzoza ©

EVENTS, INCIDENTS & OPERATIONS



India's tallest sailing ship, the **Tarangini**, is completing its maiden round-the-world voyage after 15 months

Radars to steer ships away from sea cables

A RADAR is to be used to steer shipping away from underwater telecommunications cables off Bahrain.

The aim is to protect cables from being damaged by shipping, which has in the past seriously hampered Bahrain's services, says Batelco. Bahrain's Coastguard, port authorities and the fisheries directorate are working with Batelco to protect Bahrain's international underwater telecommunications connection, known as the FOG cable, said Batelco.

Port authorities and the Coastguard have agreed to highlight the FOG co-ordinates on their radar systems, which means they will be able to see any ship sailing or anchoring near the cable and warn them of its proximity.

In addition, if Batelco suspects possible damage to the cable, the Coastguard will patrol the route of the cable in Bahrain waters to inspect it, said Batelco data and voice services senior manager Adel Al Daylami. Fishermen will also have to update their global positioning systems (GPS) with all FOG cable co-ordinates, when they renew their annual licences with the fisheries directorate.

Meanwhile, Internet services in Bahrain have been dramatically upgraded, to improve speed and efficiency. Mr Al Daylami said Batelco had more than doubled the capacity of uplinks on its network to over 400 mega bits per second (mbps).

"This upgrade will greatly enhance the performance of the network and allow faster browsing of the Internet, whether customers are on company networks or individual residential accounts," said Mr Al Daylami.

This applies to ADSL as well as dial-up customers.

Internet users in Bahrain grew last year by about 10 per cent, while the increase in bandwidth is more than 100pc, said Mr Al Daylami. "This move increases the connection speeds for every user, creating a more efficient and enjoyable Internet experience," he said. Bahrain is also now routing international Internet traffic equally through Europe and Japan, to avoid disruption from breakdowns and congestion.

It was previously routed mostly through Europe. "We have introduced a new diversity to our network," said Mr Al Daylami. "Now if a breakdown occurs in one region we can use the links through the other region to help maintain our service..

CASUALTY REPORTING

Rescue effort underway for stranded ship

A disabled bulk carrier ship that is stranded off the north Queensland coast will be towed into Mackay tomorrow.

Transport Minister Paul Lucas says the 70,000 tonne **Harmonic Progress** lost power yesterday afternoon and called for assistance.

He says a tugboat from Townsville arrived about 8:00pm AEST to attach a tow rope and stop it from drifting.

He says another tug is due to arrive tomorrow morning. "Today they'll spend most of the day, whilst the other tug is still coming, examining the situation, working out where the best place to go for repairs is," he said. "As I've said, there's no threat to the environment, on my advice, there's no threat to shipping channels on what I'm advised, but they'll make those assessments today...I'm told there's also no injuries to anyone...of any nature."

SHIPYARD NEWS



At the Damen yard in Galati the combi-freighter **ILE DE MOENE** was launched Friday April 16th

Photo's : Huib Lievense ©



Veka koopt failliete werf Bijlsma Lemmer

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De Veka Groep uit Werkendam heeft de failliete scheepswerf van Bijlsma in Lemmer gekocht. De komende twee jaar zullen er ongeveer twintig binnenvaarttankers worden afgebouwd op basis van casco's uit Oost-Europa. Het vaste personeelsbestand zal zeer beperkt zijn: aanvankelijk vijf, later hooguit vijftien mensen. De rest van de benodigde vijftig tot zestig arbeidskrachten wordt ingehuurd via onderaannemers en uitzendbureaus.

Bij het faillissement van Bijlsma, twee weken geleden, werkten er 75 mensen. Bij hen wil de directie „geen valse hoop wekken, maar een belangrijk deel van de benodigde vakmensen zal uit Lemsterland komen." Bijlsma-adviseur Folkert Brongers: „Flexibilisering is nu eenmaal een must in de scheepsbouw." Het bedrijf in Lemmer komt onder leiding van Peter Koopmans van Veka.

Veka is in Nederland een van de grootste leveranciers van binnenvaartschepen. Ze heeft er de afgelopen jaren tachtig gebouwd. Verreweg het meeste werk is uitbesteed. Voor de 35 opdrachten die het bedrijf in portefeuille heeft, zocht Veka een eigen afbouwlocatie. Die is gevonden in de hal van Bijlsma Lemmer en de aangrenzende gemeentelijke pier. De komende twee jaar zullen er regelmatig drie of vier schepen tegelijk onderhanden zijn, waarvan er maar één in de hal terecht kan.

Het eerste Veka-casco voor Lemmer is al onderweg vanuit Polen. Voor de afbouw van de binnenvaarttankers heeft Veka de lashal op de werf niet nodig. Maar de nieuwe eigenaar is van plan ook daar werk voor te zoeken. Zo zal er een binnenvaart-containerschip worden doorgezaagd en omgebouwd tot 'koppelverband'. Bovendien lopen er gesprekken over aluminium-opbouw voor grote plezierjachten.

Het zijn allemaal klussen die voor een aantal maanden tientallen mensen via onderaannemers aan werk kunnen helpen. „Veka wil er een modern en flexibel afbouwcentrum van maken", zegt de adviseur.

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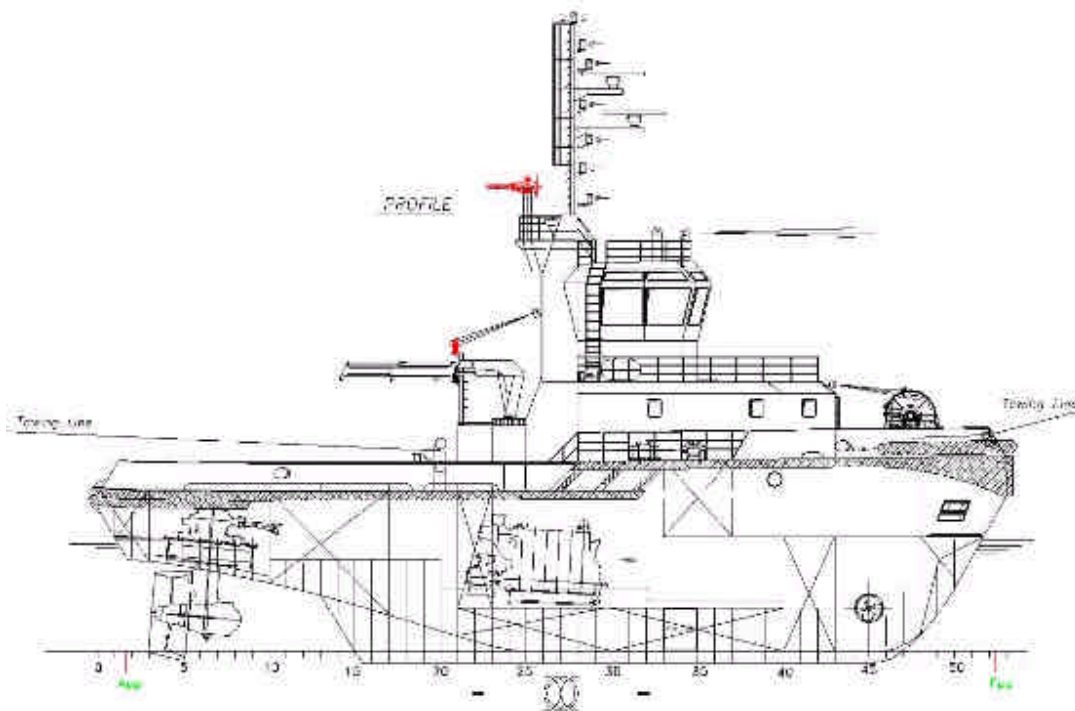
TUGS FOR SHELL HAZIRA (INDIA) TERMINAL UNDER CONSTRUCTION IN SINGAPORE

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WorldWise Marine Engineering B.V. has signed a contract with ASL Shipyard in Singapore in for the delivery of a conceptual design of a series of four 65 tonnes bollard pull tugs

photo : Worldwise Marine ©



Principal Characteristics: Machinery

Length over all 32.65 m
Breadth moulded 10.50 m
Depth hull at 1/2L 5.60 m
Draft design 4.20 m
GRT 425 tonnes
DWT 265 tonnes

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Bow thruster
Bollard pull ahead 65 tonnes
Bollard pull astern 60 tonnes
Speed 13 knots
Main engines Niigata 6L28HLX - 2 x 1838 kW,
Propulsion 2 x Niigata ZP-41 2200 mm FP
Gen sets 2 x Caterpillar 3306 150 kW – 1500 rpm
Bow thruster 1 x Caterpillar 3056
Bollard pull ahead 65 tonnes 140 kW – 2100 rpm
Bollard pull astern 60 tonnes
Bow thruster 1 x HRP 2001 TT 2.5 tonnes
Speed 13 knots
Stern roll 2000 x 750 mm

HELLAS FLYING DOLPHINS PROFIT AGAIN

After several years of negative results, ferry operator [Hellas Flying Dolphins](#) (HFD) returned to profitability in 2003. The company reported earnings of 7.18 million euros, against losses of 49.37 million in 2002. The firm said shareholders approved carrying forward 36.87 million euros in portfolio capital losses and that the cost of sales fell from 121.9 million in 2002 to 102.5 million euros. Total debt was down from 86.9 million to 79.7 million. HFD said it is targeting a higher market share in Aegean routes over the next two years, based on an expansion of its high-speed ferry fleet.

Damen-designed Barunga makes debut for Adsteam

THE first vessel of the new Damen Shipyards ASD 2411 design is now in service in Australia bearing the name [Barunga](#).

From its inception, this small, compact, yet powerful shiphandling tug promised to be an attractive proposition for the towage industry.

Adsteam Marine bought Barunga while it still on the slipway and the vessel was delivered in January after a series of exhaustive and highly successful trials.

Designed to be operated by a small crew, the azimuthing stern drive vessel is 24.55 m in length overall with a beam of 11.49 m and a maximum draught of 5.15 m.

The ASD 2411 design was developed by Damen's Tug & Workboat project team at Gorinchem in the Netherlands and is the result of considerable market research, calculation and tank testing.

It is intended to meet a growing demand for a small tug of this type, particularly in the Far East and Australasia. Once the design was finalised, the Damen Changde shipyard in China was given the task of constructing the first two prototype vessels.

The Changde shipyard has been extensively modernised and was chosen for the project because of its low labour costs and proximity to the target market.

The ASD 2411 hull incorporates many features found in other well-established Damen ASD tugs including a smooth, rounded, hull-form with a heavily chamfered stern and deep box keel. An unusual design of aft skeg is an open extension of the box keel to facilitate docking supported by two struts in a 'V' configuration.

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This arrangement is intended to enhance course stability without degrading the ability to side-step or turn.

Two Caterpillar 3516B TA main engines provide 5632 brake horsepower to drive a pair of Rolls Royce US 255 propulsion units. Power is transmitted through Twin Disc slipping clutches to the fully steerable azimuthing units.

On trials Barunga achieved an impressive bollard pull of 68.2 tonnes ahead and 63.0 tonnes towing astern, with a free running speed in either direction of almost 13 knots.

Barungatows from a hydraulically driven, split drum, Kraaijeveld winch and anchor-windlass on the foredeck. The two-speed winch has a line pull of 18 tonnes at 11 m/min or 9 tonnes at 22 m/min, with a brake holding load of 150 tonnes. A 5 tonne electrically powered capstan is provided on the afterdeck along with a Mampaey quick-release towing hook of 100 tonnes safe working load.

With the successful trials and sale of this first ASD 2411, plans were immediately put in place to complete the second vessel at the Changde shipyard and start construction on the hulls and major steelwork for another four tugs of the same type.

New generation of tugs delivered to Semco

SEMCO Salvage & Marine Co of Singapore has taken delivery of two new 13,500 bhp ocean-going salvage tugs.

The first vessel [Salvanguard](#) sailed on its maiden voyage to South Korea during the first week of January to participate in a major floating production, storage and offshore loader delivery tow. It was joined by sistership [Salviscount](#) about a month later.

[Salvanguard](#) and [Salviscount](#) are the latest dedicated ocean salvage tugs to be built by an ocean towing contractor anywhere in the world and form part of an important fleet renewal programme.

With long-distance towing as its core business, and its prime source of revenue, Semco has recognised the need for new purpose-built tugs to meet rising standards of safety and quality demanded when undertaking towage operations with a brand-new generation of oil rigs and FPSOs.

One of the most important requirements was for a maximum fuel capacity of more than 2,000 tonnes, allowing the tugs to tow at maximum power non-stop without bunkering from Singapore to Cape Town. This, coupled with the vessel's ability to carry out anchor-handling operations in deep water, with large FPSOs, enables Semco to offer a complete 'delivery package'.

The tugs were launched in September and October 2003 at the Singapore shipyard of President Marine and completed at Semco's own facilities. Virtually identical, the vessels are 75 m in length overall with a beam of 18 m, a summer draught of 6.4 m and 3,342 gt.

Four Wärtsilä Vasa 6R32LNE main engines run at 750 rev/min to drive a pair of Lips controllable pitch propellers with a total of 13,500 bhp. The vessels have a bollard pull of 166 tons, a maximum free running speed of 15 knots and fuel consumption calculated to give an endurance of 40 days while towing at sea.

Transverse thrusters enhance manoeuvrability, producing 12 tons of thrust in the bow and 10 tons in the stern.

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A hydraulically powered, triple-drum, towing and anchor-handling winch has a maximum brake holding load of 400 tons on each drum.

All three drums carry 1,500 m of 76 mm diameter steel towlines.

Line handling is facilitated by one set of Triplex towing pins with a SWL of 200 tons, a Triplex 'Sharks Jaw' of 300 tons SWL and two 10 ton electro-hydraulic tugger winches.

A 300 ton capacity stern-roller has a diameter of 3 m and width of 5.5 m.

Fire fighting equipment is installed to meet FiFi 1 standards with two foam/water monitors delivering 1,200 cu m per hour, with water supplied by two 1,500 cu m per hour engine-driven pumps running at 1,800 rev/min.

A comprehensive range of salvage equipment is carried and dedicated tanks are provided for foam compound and chemical dispersant.

Both new tugs, along with **Salvaliant** and **Salvigour**, are towing Kizomba A, one of the world's largest FPSOs, from Ulsan to offshore Angola.

Salvanguard, **Salviscount** and **Salvaliant** are towing the vessel and **Salvigour** is escorting.

The towage contract with Hyundai Heavy Industries (working for client Exxon- Mobil), also requires Semco to carry out the positioning operation when the FPSO arrives off the Angola coast.

All four Semco tugs plus a fifth subcontracted vessel will conduct the exacting task in 1,200 m of water.

Niigata chosen for new Fairmount pair

ROTTERDAM-based towage contractor Fairmount Marine has signed a contract for the construction of two 200 tonne bollard pull deepsea tugs with the Japanese ship- yard Niigata Shipbuilding & Repair.

Built for long distance towing, **Fairmount Sherpa** and **Fairmount Summit** are scheduled for delivery in May and October 2005 respectively, but with an option to complete the second tug earlier if the yard's workload permits.

The vessels will be managed for Fairmount by MPC Steamship of Groningen, registered under single ship companies and operating under the Dutch flag.

They will be classed Lloyd's Register +100 A1 Tug, Fi Fi 1 with waterspray, SCM & LMC. MPC is putting in place a purpose designed Total Quality Programme to ensure that clients are offered a service to the highest standards using well-maintained 'state-of-the-art' vessels.

Each vessel will be 75 m in length overall, with a beam of 18 m and maximum draught of 6.7 m. Four Wärtsilä main engines, delivering a total of 16,300 bhp (12,000 kW) at maximum continuous power, will drive a pair of controllable pitch propellers via twin input – single output reduction gearboxes.

The engines will run on heavy fuel oil (180 cSt) for maximum economy and fuel tanks will have a maximum capacity of 2,100 cu m.

A bollard pull of 200 tonnes is specified and a maximum free running speed of 16.5 knots. Electrically driven transverse bow and stern thrusters, of 832 and 736 kW respectively, will have controllable pitch propellers.

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Deck equipment aboard **Fairmount Sherpa** and **Fairmount Summit** will include a triple-drum towing and anchor-handling winch with a maximum brake holding load of 400 tonnes and line pull of 250 tonnes.

The vessels will be fully equipped to handle anchors and moorings for rigs and floating production storage and offloading vessels but have no facilities to handle or transport bulk cargoes.

Fairmount is the worldwide general agent and the European representative for several leading towage and salvage companies in China and Japan.

In 2000, the company decided that only the best tugs available were suitable for the largest and most valuable tows, and renewed their fleet with time chartered vessels **De Hong** and **De Xiang**, both vessels of less than five years.

The older tug **De Yue** was redelivered to its owners after a successful period of five years with Fairmount and **De Xiang** had to leave the fleet in 2003 because it was needed by the Chinese government to take up salvage duties.

The shortfall was filled by other chartered tonnage on a short-term basis but it was then that Fairmount decided to build new, state-of-the-art vessels. Discussions for a third new tug are under way.

Building programme launched under Svitzer-Wijismuller banner

A YEAR ago, the giant towage and salvage operator Svitzer-Wijismuller, part of the AP MØller Group, announced a massive building programme representing orders and options for almost 30 vessels of various types, many of them tugs.

Some 250 tugs are now operated under the Svitzer-Wijismuller banner in 24 countries.

The new vessels are required as replacements for existing tonnage and to service new contracts in various parts of the world.

Several vessels were already under construction and several tugs have been completed, the remainder will be delivered between 2004 and 2006.

One of the most significant orders is for eight tugs from the AP MØller-owned Danish Odense Steel Shipyard.

The vessels are being built by Lithuanian subsidiary, the Baltija Shipyard, an arrangement used to produce an earlier class of successful harbour and coastal tugs for the Svitzer group.

All eight vessels will be azimuthing stern drive vessels of 30 m in length overall with a breadth of 11 m and employing Rolls Royce propulsion units.

Four vessels will have medium speed MAK main engines producing a total of 3,600 kW for a bollard pull of 60 tonnes.

The remaining quartet will be fitted with more powerful high-speed Caterpillar diesels of 4,200 kW for a 70 tonne bollard pull.

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Delivery of the first vessel is expected this May with the remainder delivered at approximately two-month intervals.

All eight will be deployed in Europe and Scandinavia.

Singapore-based ASL Shipyard has been awarded orders for eight tugs of 55 tonnes bollard pull, one 40 m special purpose offshore support vessel and one line handling launch.

All eight tugs and the offshore vessel will have Niigata ASD propulsion systems.

Two line launches and one pilot boat are on order from K Damen in the Netherlands and one aluminium crewboat is on order from Marsun in Thailand.

The Spanish yard Astilleros Zamakona of Bilbao has delivered four new tractor tugs to Svitzer Marine, the group's British operating company, and now has two offshore standby vessels under construction for associate Esvagt.

Among recent deliveries was **Burondi**, the final vessel of a four-tug order from the Indian yard ABG shipyard in Surat. All four tugs were originally intended for operation at the Enron LNG terminal at Dabhol in India, but with the Enron collapse the completed vessels have been deployed elsewhere.

Two tugs, **Anjanvel** and **Chiplun**, are operating in South America and **Dabhol** and **Burondi** in the Middle East.

The tugs are of 32.65 m in length with a breadth of 10.5 m, powered by two Niigata diesels and Niigata 'Z Peller' propulsion units.

This arrangement gives the vessels a bollard pull of 55 tonnes and free running speed of 13 knots.

State-of-the-art Buskér vessel at work in Norway

A new escort tug for Buksér og Berging (a subsidiary of Neptun, is now in service at Statoil's Mongstad oil terminal in Norway.

The new 40.55 m vessel, **Baut**, is a sophisticated 'fin first' Voith Schneider escort tug completed by Moen Slip at Kolvereid late last year and a larger and more powerful version of the Boxer built in 1999.



Designed specifically for high-speed escort towing and berthing duties, the **9,348 horsepower** tug employs 'state-of-the-art' Voith Schneider propulsion units.

On trials Baut achieved a static bollard pull of **95 tonnes**, steering forces of 160 tonnes in the indirect towing mode at 10 knots and a free running speed of 15 knots.

Statoil has recently awarded a contract to Buksér og Berging to provide towage, escort and mooring services

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at its Melkøya liquefied natural gas terminal near Hammerfest in northern Norway.

Starting in 2006 a new tug fleet will be formed, comprising one powerful escort and shiphandling tug, two harbour tugs of 70 tonnes bollard pull and two line handling boats.

All five vessels are to be built by Moen Slip at Kolvereid.

The object is to ensure the safe and reliable passage of tankers exporting liquefied natural gas and other petroleum products from Melkøya, an onshore LNG plant and terminal linked to Statoil's Snøhvit offshore gas field in the Barents Sea.

NAVY NEWS

Pakistani Ships to Join Western Navies

Pakistan, a key regional ally in the U.S. fight against terrorism, plans to join an international fleet policing the Arabian Sea, a newspaper reported Saturday.

The leading English-language daily Dawn quoted maritime officials as saying the naval patrols will start next week. It would be the first time Pakistan has assisted in surveillance operations in the area.

The joint patrols will include ships from the United States, Britain, Japan, France, Canada and Australia.

The paper quoted Adm. Shahid Karimullah as saying it was in Pakistan's interest to join the coalition, which is hunting suspected terrorists and smugglers of weapons, drugs and people.

The patrols allow Pakistan to augment "surveillance of its areas of interest against threats to its maritime security," he was quoted as saying.

However, the Pakistan navy will not participate in any operation or blockade against any country in the region, he said.

He also said only Pakistan's navy will be allowed to police its territorial waters.

Ex-Navy Official Attends Ship Christening



A 97-year-old former Navy secretary and chief arms control adviser in the Reagan administration was on hand Saturday as a warship bearing his name was christened.

Paul H. Nitze smiled broadly from his wheelchair as his wife swung a champagne bottle against the destroyer's bow to the cheers of hundreds of onlookers. A band then broke into "Anchors Aweigh" and red, white and blue streamers and confetti shot into the air.

It's a rare honor for the U.S. Navy to name a ship for a living person. The aircraft carrier **USS Ronald Reagan** was commissioned last year, and a carrier named after **President George H.W. Bush** is under construction.

Sen. Susan Collins, R-Maine, recalled Nitze's career as a Navy secretary who improved sailors' lives, a high-ranking defense official during the Cuban missile crisis and a hard-nosed arms negotiator.

Nitze, who served under eight presidents, was one of the architects of the U.S. policy of containment of the Soviet threat, she said.

"The Cold War was unlike any other war in history," Collins said. "The policy crafted by Secretary Nitze worked. Freedom won. Communism lost."

Nitze's wife, Elisabeth "Leezee" Porter, said her husband was surprised when former Navy Secretary Richard Danzig announced a guided missile destroyer would be named for Nitze.

"He knew that it was unusual to name a ship for a living American and he was really thrilled," she said.

Nitze served as Navy secretary from 1963 to 1967 and as an arms negotiator during the 1969-1973 Strategic Arms Limitation Talks. Later, he opposed ratification of SALT II over concerns of Soviet rearmament. He was President Reagan's chief negotiator for intermediate range nuclear missiles and later became special adviser to the president and secretary of state.

Indian Navy to commission indigenous ship

'Fast Attack Craft T-84', the third indigenous ship and the fifth of its kind will be commissioned into the Indian Navy on 19 April in Chennai, by Vice Admiral O P Bansal, Flag Officer Commanding-in-Chief, Eastern Naval Command.



A Defence press release here said the vessel has been built in Goa shipyard in collaboration with Israel Aircraft Industries and Ramata of Israel. The Fast Attack Craft T-84 is aimed for special and shallow water operations, coastline defence for use in high speed patrol, interception, counter insurgency and counter smuggling operations also equipped with state-of-the-art sensors, Oerlikon guns,

typhoon fire control system, multi sensor stabilized integrated system with infra-red sensors and a powerful laser light ranging.

The vessel would be under the operational control of the Naval Officer in charge, Tamilnadu, commanded by Lt Muthukrishnan and Lt Digvijay Singh Sodha as the executive officer for the ship. Fast Attack Crafts are in service in almost all the naval bases around the world, the release added.

D: 48 tons (54 fl)	S: 46 kts	Dim: 22.40 × 5.49 × 1.00
A: 2 single 20-mm 90-cal. AA; . . . Igla-2M shoulder-launched SAMs		
Electronics: Radar: 1 Koden . . . nav.		
M: 2 MTU 12V396 TB93 diesels; 2 Arneson surface-piercing, articulating props; 4,570 bhp		
Electric: 30 kw tot.	Range: 700/14	Crew: 2 officers, 8 enlisted

MOVEMENTS

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The **GENNARO EVOLI** seen here passing the Houston ship channel – Photo : Eric Roe ©

TURKISH TUGS ARRIVED IN ROTTERDAM



Saturday late afternoon the Turkish tugs **SHEBA** and **CAPT EMRE OMUR** arrived in Rotterdam (Parkkade)

The tugs are built in 1999 in Sahin Celik in Turkey, 389 GRT and are 4200 HP

Photo : top : Adam Louwen © - below : Jan Verhoog ©



Top : The **BERGE STAHL** enroute from the Europort to the Keppel Verolme yard just approaching the Maeslant Keering

Photo : Henk van der Lugt ©

AIRCRAFT / AIRPORT NEWS

Raket Kuipers naar lanceerplatform

De Sojoezraket die André Kuipers in de ruimte moet brengen, gaat zaterdagochtend vanuit een assemblagehal naar het lanceerplatform in Bajkonoer in Kazachstan. De Nederlandse astronaut vertrekt maandag voor een trip van elf dagen naar het internationale ruimtestation ISS. De Sojoez wordt om 03.00 uur Nederlandse tijd door een locomotief uit een grote hal op de basis getrokken. Het bijna 50 meter lange ruimtevaartuig rijdt dan in een slakkengangetje naar het platform, dat enkele kilometers verderop ligt. Daar wordt het gereed gemaakt voor de lancering, die voorzien is op maandagochtend 05.19 uur Nederlandse tijd



A looted Iraqi **Mig-29** fighter jets lies in the desert outside the July Air Force Base near Fallujah, northwest of Baghdad in this Oct. 18, 2003 file photo. Iraq's once mighty air force is being rebuilt from scratch but without planes for now and with just 100 men who are currently undergoing training in Jordan, the U.S.-led coalition announced Saturday, April 17, 2004

THUNDERBIRDS F-16 CRASH

Pilot error caused a U.S. Air Force Thunderbirds F-16 aircraft to crash shortly after takeoff at an air show Sept. 14 2003 at Mountain Home Air Force Base, Idaho. The pilot ejected just before the aircraft impacted the ground.

According to the accident investigation board report released, the pilot misinterpreted the altitude required to complete the "Split S" maneuver. He made his calculation based on an incorrect mean-sea-level altitude of the airfield. The pilot incorrectly climbed to 1,670 feet above ground level instead of 2,500 feet before initiating the pull down to the Split S manoeuvre.

When he realized something was wrong, the pilot put maximum back stick pressure and rolled slightly left to ensure the aircraft would impact away from the crowd should he have to eject. He ejected when the aircraft was 140 feet above ground -- just eight --tenths of a second prior to impact. He sustained only minor injuries from the ejection. There was no other damage to military or civilian property.

Capt Chris R. Stricklin (31) is in his first season with the Thunderbirds and he flies the No. 6 jet as the Opposing Solo. He entered the Air Force in 1994 from the U.S. Air Force Academy. Before his assignment to the team, Capt Stricklin served as a F-15C flight commander, instructor pilot, and flight examiner with the F-15C Formal Training Unit, 1st Fighter Squadron, Tyndall Air Force Base, Florida. He has logged more than 1,500 hours as an Air Force pilot, with more than 1,200 hours in F-15 C/D and F-16 C/D.



Top : Beautiful shot of the pilot ejecting from his F-16 just before the crash

The aircraft, valued at about \$20.4 million, was destroyed.

Also, the board determined other factors substantially contributed to creating the opportunity for the error including the requirement for demonstration pilots to convert mean sea level and above ground level altitudes and performing a manoeuvre with a limited margin of error.

.... PHOTO OF THE DAY



File picture of the Polish tug **SWIATOWID** arriving at Naantali (Finland) October 13th, 1985
photo : Risto Brzoza ©

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Atlas Services Groep



Atlas Recruitment and Selection is a young and enterprising agency which focuses on the recruitment and selection of onshore staff in the entire maritime cluster. Our agency is part of the Atlas Services Group. Atlas Services Group renders services in different fields of the maritime cluster, as there are employment, secondment, employability and pay rolling. We profit highly by making use of the knowledge and expertise of the entire Atlas Services Group.

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By the maritime cluster we understand a large scale of maritime business activities. In this respect you may think of shipping, shipbuilding, offshore, inland shipping, dredging, ports, fishing, maritime services and marine equipment supply. The maintenance of solid maritime knowledge gained in every day's practice is very often required in order to fulfill specialistic functions onshore. In this respect one may think of Technical Inspector, Naval Architect or Fleet Manager. But at the same time of service engineers at engine manufacturers, shipping experts in the field of insurance or draughtsman/constructors.

Our agency knows the ins and outs of the maritime cluster and is familiar with current market activities and developments. That is why we are capable of executing your order effectively.

Our acquaintance with the working culture within the maritime business is an aspect of importance when it comes down to recruiting and selecting commercial and administrative functions. These too are part of the field Atlas Recruitment and Selection operates in. The functions can be found on junior, as well as middle and senior management level.

Naturally, the customer may expect from Atlas Recruitment and Selection that we handle each order very carefully. By running an extensive preliminary investigation and an accurate analysis of the company as well as the function vacant and the profile of the most suited candidate, our agency is able to deliver services to measure.

The way in which recruitment and selection is being implemented is flexible and depends on the kind of functions, the required confidentiality and specific wishes that might be put forward by our customer. In close consultation with the customer, we will fix the most suitable approach. In all cases customer may be assured of our discrete and reliable working methods.

File search: Atlas Recruitment and Selection uses an up to date file of candidates. Based on good contacts with our candidates we can make a quick scan to see if candidates are available who may fit the profile given by the customer.

Media search: In consultation with the customer Atlas Recruitment en Selection can set up an appealing and effective personnel advertisement to be placed in the most suitable daily papers and/or trade magazines.

Executive search: Because of a working experience for years in the maritime cluster Atlas Recruitment and Selection has access to an extensive net-work. Therefore, we can approach suitable candidates directly on the market.

If the customer consider it desirable, we can implement a psychological investigation of one or more candidates at a certain moment during the process of selecting. For this purpose we have agreed to work together with an expert psychological consultant. Candidates can be tested on various levels according to the weight of the function and possible specific wishes on this matter of our customer.

We will be in close contact with our customer in every phase during the process of recruitment and selection, in order to inform him on the progress.

Atlas Recruitment en Selection accepts an order either based on 'no cure no pay' or on the basis of 'exclusiveness'. We hereby use fixed percentages of the gross annual income of the candidate. Our fees are therefore clear and transparent.

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Should you like to know more of the various activities of Atlas Services Group we kindly refer you to our website www.atlasgroep.nl, or contact Mr. Ward Bruininks, Consultant Human Resources, + 31 10 485.00.08 or + 31 6 460.38.985.