

BLUE MASTER

IMO No: 7110359 GENERAL CARGO 1971 / 20715 GT

COMPANY:

MACS Maritime Carrier Shg.,
Germany

YARD INFORMATION:

Brodogradiliste "Uljanik" 294
Pula

SCRAPPING INFORMATION:

Alang 7/5/2009



Hamburg 2/5/1997 © S. Wiedner

GENERAL INFORMATION:

Name: Blue Master IMO No: 7110359
Ex: Nahoda Biru Built: 11/1971
Type: Bulk Carrier
SubType: Flag: Singapore
DWT: 28,876 Draft: 11.09 Builder: Uljanik
GT: 20,578 LOA: 179.00 Owner: MACS - Maritime Carrier
A.G.
NT: 9,003 Beam: 26.04 Speed/Cons: 16.00/38.50
Class: GL Depth: 16.21 Engine Type: Burmeister & Wain
Grain: 1,182 Bale: 33,049 Gear: C-6-12.5

OWNER & FLAG HISTORY:

BLUE MASTER 12-05-2000 LRF
Flag Date of record Source
Singapore 12-05-2000 LRF
Registered owner Date of record Source
CHOOSAN SHIPPING 31-12-1979 LRF
Ship manager Date of record Source
CHOOSAN SHIPPING 01-11-2004 LRF
MARITIME CARRIER SHIPPING 17-10-2000 LRF

SALES, TRANSFERS & RENAMINGS:

BLUE MASTER	1971-84	
NAHODA BIRU	1984-86	
BLUE MASTER	1986-09	Choosan Shg. Pte. Ltd., Singapore

GENERAL VESSEL INFORMATION:

Gulf Africa Line has fine-tuned the port rotation of its direct Gulf-Africa service to accommodate growing imports of steel and exports of project cargo. Last month, the liner service dropped its East Coast port call at Savannah, Ga., and replaced it with a call at Talleyrand Terminal at the Port of Jacksonville, Fla. Port rotation on the tri-weekly service is: Altamira, Houston, Port of South Louisiana, Jacksonville, Cape Town, Durban and Richards Bay.

Gulf Africa Line owns all four vessels in the direct service: the SILVERFJORD, VIBORG, **BLUE MASTER** & GEORGIA GAL, which are are handymax, multipurpose, box-shaped, tweendeckers of about 30,000 deadweight tons. Each is geared with cranes having a

lifting capacity of 25 tons. Gulf Africa Lines had limits on heavylift cargoes it could load at Savannah, Groves said, because the short cranes at Ocean Terminal, the Georgia Ports Authority's dedicated general cargo facility, could only handle pieces up to 50 tons. The cranes at Jacksonville's Talleyrand Terminal have a 100-ton lifting capacity.

GAL's multipurpose vessels have been loaded almost to capacity on the southbound leg with project cargo for most of the past year, Gulf Africa Line launched the direct service in 1998 with three owned sister vessels that sailed between the U.S. Gulf and South Africa. In January 1999, GAL added Savannah to its calls, and last March added a fourth vessel to the service.

Gulf Africa Line is a joint venture between MACS and Dannebrog Rederi. Founded in 1970 by Scheder-Bieschin, MACS has been involved in shipping and transportation worldwide, with its main focus as the multipurpose liner service between the United Kingdom/Europe and Southern Africa. In 1985, the company purchased three additional vessels for the service, which were used to start up the U.S. Gulf-South Africa direct service in 1998.

In collision with US fishing vessel MASTER STVEN off New Orleans 27 Aug 1999. **BLUE MASTER** was holed in her No.1 starboard fuel tank & leaked about 50 barrels of oil.

(Report by Cargo Letter 5 Sep 1999)

STELLENBOSCH and ALGOA BAY, both 31 years old, are actually sent on the Southern Africa-Mexico-USA 'Gulf Africa Line' (GAL - a joint service of MACS and Dannebrog) on which they replace two 38-year-old conbulklers of 30,000 tdw / 1,100 teu, earmarked for scrap: the **BLUE MASTER** and SILVERFJORD.

These two pairs of ships are veterans of the South Africa trade, carrying containers and machinery as well as granite blocks exported from South Africa.

axs-alphaliner.com - Weekly Newsletter 2009-Week 16

'**BLUE MASTER**' 28,876tdw Dry 11/71 Uljanik, Yug

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