

I begin this newsletter with a reference to the containerized service that has been connecting Portugal for many years (starting in Antwerpen and Le Havre) and ending on the East African coast, specifically in Angola (Luanda) and Congo (Pointe Noire).

Presently operated by Hapag Lloyd, it was for many years a service of Niledutch Africa Line, changing owners with the acquisition of Niledutch by Hapag Lloyd.



Containership "Niledutch Antwerpen"

(Photo by Pedro Amaral)



Containership "Niledutch Antwerpen"

(Photo by Pedro Amaral)



Containership "Dallas Express"

(Photo by Pedro Amaral)

GS Lines

With the acquisition of the container ship "Ferdinanda S", Grupo Sousa became the largest Portuguese shipowner. With a fleet of 6 ships: "Laura S" (former Jungerhans' "Heinrich J" 5850/1998), "Raquel S" (former "Maersk Windhoek" 17280/2009), "Rebecca S" (former Bockstiegel's "Ice Sun" 7584/2007), "Funchalense 5" (former "Paritas H" 7532/2010), "Insular" (5599/1998) and "Ferdinanda S" (former "Safmarine Taraba", 17294/2008).



PEDRO AMARAL-"LAURA S"

Cargo ship "Laura S"

(Photo by Pedro Amaral)



PEDRO AMARAL-"REBECCA S"

Containership "Rebecca S"

(Photo by Pedro Amaral)



Containership "Funchalense 5"

(Photo by Pedro Amaral)

Two More Polsteam`s bulkers in Lisbon schedules. Only the bulker "**Rysy**" unloaded soybeans from Brazil. Bulker "**Ornak**" anchored in the bay of Cascais, due to suspicions of drug trafficking.



Bulker "Rysy"

(Photo by Pedro Amaral)



Bulker "Ornak"

(Photo by Pedro Amaral)

Bulkers in Lisbon

Bulkers “**Medi Astoria**” in Lisbon, to load clinker and “**Medi Sydney**” schedules in Lisbon, to unload soya, in Silopor Trafaria Terminal.



PEDRO AMARAL-"MEDI ASTORIA"

Bulker “Medi Astoria”

(photo by Pedro Amaral)



PEDRO AMARAL-"MEDI ASTORIA"

Bulker “Medi Astoria”

(photo by Pedro Amaral)



PEDRO AMARAL-"MEDI SYDNEY"

Bulker "Medi Sydney"

(Photo by Pedro Amaral)

Cruise ship "**Spitsbergen**"

In 2006, Atlantico Line and the Shipyards of Viana do Castelo, signed the contract for the construction of the Ferry "Atlântida".

In 2009, the Regional Government of the Azores, terminated the construction contract for this ship, due to non-compliance with the terms of reference it was rejected due to structural problems, namely the stability and speed of the ship.

In 2010, the possibility of the Venezuelan Government acquiring the ship was considered, which did not materialize, by decision of the courts the ship was seized due to debts from the shipyards, and the ship was arrested until 2011, when the ship, after making journey to Lisbon, it was immobilized in the shipyards of the Portuguese Navy, until 2014, when the shipowner Douro Azul bought the ship.

In December 2014, Douro Azul sold the ship to the Norwegian shipowner Hurtigruten, giving the ship the name "Spitsbergen", starting to take cruises since 2016.



Cruise ship "Spitsbergen"

(Photo by Pedro Amaral)



Cruise ship "Spitsbergen"

(Photo by Pedro Amaral)

Newsletter compiled and edited by Pedro Amaral. Any mistakes or inaccuracies are unintended.