



Number 007 **DAILY SHIPPING NEWSLETTER*** Tuesday 09-07-2002**



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Keppel Smit wins Brunei LNG contract



KEPPEL Smit Towage has clinched a Brunei LNG terminal services contract giving employment for three tugs for 10 years.

The Keppel Shipyard and Smit Singapore joint venture won the contract with Brunei Shell Petroleum Services together with their Brunei partner Briny Marine Services. Through Briny Marine three tugs will be provided under a contract plus extensions that covers a minimum of 10 years.

The tugs will start operations in

June 2003 and will be involved in berthing and unberthing of LNG tankers that take product at the BLNG Terminal in Lumut, Brunei.

The three tugs, built by Keppel Singamarine dockyard, have been custom designed for this project in close co-ordination with the marine department of Brunei Shell Petroleum Services.

Keppel Smit Towage has a fleet of 31 harbour tugs ranging from 1600 to 6000 bhp deployed in the ports of Tanjung Pelepas, Malaysia, Novorossiysk in the Black Sea and in several major ports in Indonesia.

Pacific nuclear protesters muster

SEVEN small boats from New Zealand and three from Australia will depart on July 7 to mount an ocean protest against the shipment of 255 kg of plutonium MOX (mixed oxide) fuel being shipped back to the UK's British Nuclear Fuels from Japan. The protest flotilla – to be joined by a boat from Vanuatu – will station itself along the 75 n-mile corridor between Norfolk Island and Lord Howe Island in the expectation that the UK-flag Pacific Pintail and its armed escort **Pacific Teal** will pass through the area. Similar floating protests are being organised for Cape Horn and the Irish Sea. A spokesman for the Nuclear-Free Seas Flotilla, Henk Haazen, said the aim of the boats was to "bear witness" rather than physically interfere with the nuclear shipment. A similar protest occurred last year over a shipment of nuclear material from France to Japan.

Log puts fast cat out of action

A FAST ferry that was damaged on a crossing from Helsinki to Tallinn on July 5 might be out of service for several weeks, a company spokesman said. The 495-GT, 295 passenger-capacity catamaran **Linda Express** ferry hit a submerged object, thought to be a drifting log, about 12 miles north of Tallinn and the port engine stopped as a result of a leak. The vessel developed a list, but it was able to reach port under its own power and none of the 263 passengers was injured. The object damaged the seal of the port waterjet. Although this can be quickly replaced, the ingress of water damaged electrical equipment and repairs in this area are expected to take several days, if not weeks, Linda Line chairman Andres Gross said.

\$12M suit filed against Exxon

THE Alaskan communities of Cordova, Seward, Larsen Bay, Old Harbor, Port Lions and Kodiak Island Borough have taken Exxon Corp to court arguing the company owes them \$12M in costs resulting from the 13-year-old Exxon Valdez oil spill. The towns are arguing in the Anchorage Superior Court they were never compensated for the hours spent cleaning up the spill. Lawyers for the company say the towns have been fully compensated.

Greenpeace hijacks tanker in Turkey

ENVIRONMENTAL activists mounted a new protest against the world's oil majors and the bankers backing them last Thursday, hijacking a 160,000 t oil tanker at the northern entrance of Turkey's Bosphorus straits to highlight the level of traffic passing through the waterway.

Thirteen members of Greenpeace used inflatables launched from the Greenpeace vessel **Esperanza** to draw alongside Crude Dior, a 274 m long oil tanker, board the vessel and chain themselves to the hull.

A demand to Turkish authorities that the tanker should be blocked from entering the busy strait looked to draw attention to the likelihood that the narrow waterway's traffic will increase significantly in the years ahead as new oil fields in the Caspian region come on stream.

"Oil industry giants... are continuing to ignore local and global ecological threats to the Bosphorus and the climate" claimed Greenpeace campaigner Melda Keshin. "Even with the end of oil in sight within a couple of decades, they still resist positive change."

After 11 hours, the Turkish coast guard boarded the vessel and took all of the activists into custody, although it is anticipated that they will be quickly released.

No charges were pressed against the **Esperanza**, the 72 m-long ice-class ship launched after a refit in February, which had been originally designed for the Russian navy as a firefighting ship.

Turkish maritime officials have themselves been seeking more control over Bosphorus tanker traffic.

CASUALTY REPORTING

Quick response saved warship: captain



The captain of the British warship that has run aground off the New South Wales coast says his crew's quick response saved the destroyer from sinking.

Commander Richard Farrington has spoken for the first time since **HMS Nottingham** hit Wolf Rock, about two nautical miles east of Lord Howe Island, last

night. **TOP : HMS Nottingham at a file photo – Photo Coll Piet Sinke**

None of the 250 crew aboard the destroyer were injured. The ship has since been floated free and stabilised although there are concerns about oil leaking from the destroyer in the World Heritage-listed area.

Commander Farrington says he knew there was an emergency when he felt the ship shudder. He says he then ran up to the bridge with a great sense of apprehension. The warship with state-of-the-art navigational aids was in well-chartered waters and the Commander says his crew knew Wolf Rock was close by.



The 41-year-old captain says the accident occurred as the ship manoeuvred to put a helicopter into its hangar.

Commander Farrington did not want to say much about why the accident had occurred but conceded some level of human error was likely involved. **HMS Nottingham** is anchored at Lord Howe Island's Middle Beach, where the ship's divers and counterparts from the Australian Navy are assessing the damage. They will determine whether the ship can be repaired at the island or whether the 3,500-tonne destroyer will need to be towed.

Inquiries

Commander David Heley from the British Navy Directorate in London says the accident will be the subject of the ship's own investigation and a board of inquiry. "The results of both those investigations will be made public in due course," he said. Commander Heley says a number of the ship's "war side compartments" were flooded.

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"The ship however is a destroyer," he said. "[It] is a warship and designed to take a fair degree of action damage and the design that allows for action damage in war also allows the ship to survive."

A spokesman from Britain's Ministry of Defence says the ship was on a routine deployment to Australasia and the far east.

Oil leak

Mr Wilson says his harbour authority has conducted aerial surveillance of the World Heritage area and a light oil slick has formed near the ship. "My deputy who was on the conquest doing the reconnaissance believes it's a mixture of oils that are coming out with the water that's being pumped out of the ship," Mr Wilson said. "You can't escape a light slick under those circumstances."

Mr Wilson says the light oil slick is being carried away by the tide. Greenpeace argues the accident is further evidence warships should not be allowed into World Heritage areas.

Campaigner Stephen Campbell says it is remarkable that one of Britain's best Naval ships can run aground in such unusual circumstances. "The shipping companies continue to say that there's no problem and it's perfectly safe," he said. "Yet the British Navy has run aground in the same region and this is a Navy vessel which presumably has the latest equipment and is the most technologically advanced vessel there is," Mr Campbell said.

Fatal fire hits Panamanian ship

A crew member died and another went missing when a fire broke out on a Panamanian freighter early Sunday in the Pacific Ocean about 67 km off Choshi, Chiba Prefecture, Japan Coast Guard officials said.

The fire broke out in an engine room of the 15,733-ton **Fairy Angel** around 12:15 a.m. The whereabouts of two of the 21 crew members were initially unknown.

Coast guard rescue members arrived by helicopter and later found Christopher Castillo, 21, dead in the engine room. They are searching for the second missing crew member, second-class engineer Pergentino Agbon, 52, the officials said.

The crew of the cargo ship sealed off the engine room and extinguished the fire at around 9 a.m.

According to the officials, all the crew members are Filipinos. The freighter left Vancouver on June 22 and was scheduled to arrive at Chiba port Sunday.

The ship will be towed to port by a salvage ship

AKSA I (HONDURAS)

Istanbul, Jul 8 -- General cargo Akxa I (870 gt, built 1966), Piraeus to Poti, while transitting Dardanelles, grounded near Canakkale Lighthouse, in lat 40 07.9N, long 26 23.9E at 0300, local time, Jul 7

COTABATO PRINCESS (PHILIPPINES)

Manila, Jul 8 -- Passenger ro/ro Cotabato Princess (7977 gt, built 1970), 280 passengers and crew, was reported by the Philippine Coast Guard to have drifted for several hours in heavy seas off Romblon island in central Philippines when its engines died this morning. The vessel which had earlier left Manila for Zamboanga, had engine and steering problems off Maestro point in Romblon island. The vessel was assisted several hours later by the container vessel Sulcon 2 and the Coast Guard patrol vessel Kalinga. Efforts were

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made by Sulcon 2 to tow Cotabato Princess to Batangas port but little headway was made because of the stormy weather. No casualties have been reported. Sulpicio Lines, owner of Cotabato Princess, has in the meantime contracted the 2500-hp tug Stanford to take the ferry in tow.

FAR SERVICE (ISLE OF MAN)



London, Jul 8 -- A press report, dated Jul 7, states: A man has been found dead after a supply vessel (supply [Far Service](#), 3052 gt, built 1995) caught fire in Peterhead port, emergency services said today. Police, firefighters and the coastguard were called after the fire was spotted at about 0830 today in Peterhead harbour. Grampian Police confirmed that one person, understood to be a male, was found dead on board the supply vessel. The fire is believed to have started on the vessel's lower deck. A spokesman for Aberdeen Coastguard said the vessel was moored in the harbour and the Marine Accident Investigation Branch (MAIB) would be investigating the incident. Grampian Fire Brigade, which sent four appliances to the scene, said the bulkheads would be closed to allow the vessel's carbon dioxide firefighting equipment to be deployed. Police said the dead man's details would not be released until relatives had been contacted. London, Jul 8 -- Following received from Coastguard Aberdeen MRCC, timed 2245, UTC, Jul 7: Supply Far Service had a fire on board at Peterhead harbour earlier today. One person died, he was not a crew member but a workman servicing a tank on the vessel.

Health and Safety inspectors have begun investigating the death of a worker after a fire on board supply Far Service. Far Service was docked at Peterhead harbour when firefighters were called to a blaze on the vessel at around 0820, BST, yesterday. A man who had been cleaning tanks was found dead on board. The fire is believed to have started on the vessel's lower deck. A joint investigation into the cause of the fire was being carried out by police and the fire service. Police said it was too early to say what had been the cause of the fire. Meanwhile, Walter Robertson, general manager of Enviroco, the vessel's owners, said the man who died had been carrying out tank cleaning operations. The vessel had been chartered to another company, Asco, he said. Mr Robertson said: "No-one else was injured in the incident and a full investigation is under way by Enviroco and the Health and Safety Executive

HELENA OLDENDORFF (LIBERIA)

Montreal, Jul 7 -- Bulk Helena Oldendorff: The ice damage has been permanently

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repaired, vessel was reloaded in Montreal and departed Jul 4 to continue its voyage into the Great Lakes.

LINDA EXPRESS (ESTONIA)

Tallinn, Jul 8 -- Ferry Linda Express had water ingress into the port side engine-room while on passage from Helsinki to Tallinn on Jul 5. The vessel arrived Tallinn Old City harbour under its own power. None of the passengers and crew were hurt. The cause of damage is currently being investigated. One of the likely causes is the damage to shaft packing. Docking inspection will be carried out shortly at Baltic Ship Repair Yard, Tallinn. Linda Express made its maiden voyage on Jul 2. **The vessel's service speed is 55 knots**

QUEEN OF CHILLIWACK (CANADA)

London, Jul 8 -- A press report, dated Jul 6, states: A crack in the hull of ro/ro Queen of Chilliwack (5618 gt, built 1978) has resulted in cancellation of three round trips between Port Hardy and Bella Coola. The problem was discovered after a small amount of water was found in the vessel during a routine safety check Thursday (Jul 4). It is expected the ferry will be out of service for six days while it is being fixed. Three round trips between Port Hardy and Bella Coola and ports along the route are cancelled. The ferry should be back in service Jul 13. In the meantime, B.C. Ferry Corp. is contacting customers with reservations to let them know what has happened.

SAN MIGUEL DE ILIJAN (PHILIPPINES)

Manila, Jul 8 -- Strong waves brought about by heavy monsoon rains battered and sank passenger ro/ro San Miguel de Ilijan (341 gt, built 1968) at the southern Luzon port of Batangas. The vessel which was loaded with cargo was docked at Batangas port yesterday when the accident happened, the Philippine Coast Guard reported. Owned by domestic operator, Viva Lines, the vessel capsized when waves smashed the vessel against the pier. No casualties were reported. Operations are on-going to salvage the vessel and retrieve its cargo

ST.SUNNIVA (U.K.)

London, Jul 8 -- A press report, dated Jul 6, states: A leak on board passenger ro/ro St.Sunniva, which forced it to return to port with 143 passengers on board, was traced yesterday to a burst pipe. The P&O Scottish ferry had to return to its home port of Aberdeen on Thursday night (Jul 4), 30 minutes into a 12-hour voyage to Lerwick when the leak was detected. A spokesman for the ferry firm said the problem had been traced to a burst pipe below the waterline. There had been no emergency and St.Sunniva returned to port as a precautionary measure. Repairs were carried out on the vessel yesterday and St.Sunniva will resume its scheduled sailings today

ZOGRAFIA (MALTA)

London, Jul 8 -- Following received from Aarhus RCC, timed 0930 UTC: Bulk Zografia: Salvage operations commenced at 0700, local time, this morning. Vessel should be refloated later today

SHIPYARD NEWS

Compressed gas carrier underway

SOUTH Korean shipbuilder Hyundai HI says it is to develop a compressed natural gas (CNG) carrier, the first of its kind, this year in collaboration with EnerSea Transport, a US gas storage tank technology company. Company officials said CNG ships will transport natural gas after it is compressed under normal temperature, unlike LNG ships which load gas after it is liquefied at -63° C. The ships will be 289 m long, 60 m wide and 29 m deep. One drawback will be that the ships will carry only a quarter of the volume that LNG ships can haul. "But because there is no need to re-liquefy and/or re-vaporise the natural gas carried with the CNG ship transport method, we will not have to build factories for such jobs, saving great expense," an HHI official said. EnerSea will design the cargo tanker and cargo operating system while HHI will build the ship and other equipment. A prototype is expected before the end of the year, he said.

Korea, EU to focus on ship price

AN agreement on a minimum ship price would be the focus of bilateral discussions between South Korea and the European Union, Korea's minister for trade and foreign affairs Hwang Doo-Yun has said. Hwang was speaking at a lunch meeting arranged by the European Union Chamber of Commerce in Korea. Both should stick to the minimum fixed price, if an agreement is reached, the minister emphasised. Even as the EU is preparing to take the dispute with Korea over alleged government subsidies to shipyards to the World Trade Organization, efforts to resolve the issue through a dialogue are on. No firm dates, however, have been fixed for the talks.

ROUTE, PORTS & SERVICES

Singapore remakes PSA, offers berths to liners

SINGAPORE, in a significant reassessment of PSA Corp.'s position as a container terminal monopoly, has endorsed at the highest official level a fundamental policy shift that allows shipping lines to manage dedicated berths or operate a third terminal in competition with the existing ones at PSA and Jurong Port. "We are remaking Singapore because the world has changed," said Goh Chok Tong, Singapore's Prime Minister. In his remarks, contained in a speech to mark 30 years of containerisation at PSA, Mr Goh made a special mention about the policy change's likely impact on Singapore, since the maritime and logistics industry accounts for about 8 per cent of the national GDP output. The PSA alone makes up 1 per cent.

Singapore will now focus on the catchment and delivery areas of China, India and Indochina, rather than just Southeast Asia - its traditional feeding ground. To serve those goals, Mr Goh said: "First, we are expanding our port capacity so as to play an even bigger transshipment role. At Pasir Panjang, we have already prepared land for another 20 berths. Over time, as demand increases, we can add more berths both at Pasir Panjang and at Tuas.

"Secondly, Jurong Port is already offering container services in competition with PSA." Thus, PSA will not be the only container operator in Singapore. Competition from Jurong Port will spur PSA to offer superior services at competitive prices. The Maritime and Port Authority of Singapore has been tasked to put in place a competition framework," he said.

Beijing takes steps to cross Strait

THE Chinese government has for the first time disclosed its intended steps in implementing cross-Taiwan Strait trade. Beijing will first allow non-governmental commercial organisations to present technical details such as which ports can accommodate cross-Strait trading vessels and which companies are permitted to operate the trade. Then, subject to approval by the respective governments, the various commercial entities can sign agreements. Beijing has emphasised that both sides must regard this trade as domestic business, a concept to which the Taiwan authorities object as they consider it implies Taiwan is part of mainland China. The cross-Strait-trade is beneficial to both sides, and Taiwan in particular, as mainland China represents its biggest export market. In April the PRC took about 24.2 per cent of Taiwan's exports while the US took 20.7 per cent.

Dutch barge fleet reduction

BARGE operator Europese Waterweg Transporten (EWT) of Rotterdam has been forced into reducing its fleet because of increased competition and reduced imports of iron ore and coal. One push tug and 16 push barges, laid up since January, have now been sold. The company has been facing increased competition recently from barges registered in Luxembourg, which are able to quote lower rates. Moreover, an intended partnership with Veerhaven, another push barge operator, has failed to materialise. The fleet reduction will make a number of EWT employees redundant, but the company hopes to realise a reduction through early retirement and voluntary departures.

DBR launches Bohai Gulf feeder services

DALIAN JiFa Bohai Rim Container Co (DBR) has launched two feeder lines between Dalian and Shanghai and between Dalian and Qingdao, each operating twice a week.

DBR, a feeder operator, has been constructing a transfer network for containers loading and unloading within the Bohai Gulf, and the two new calls significantly add to the port coverage, the company said.

DBR said it aims to offer quick turnaround time and reasonable rates.

Genoa terminal tax covers G8 loss



Top : The **COSTA VICTORIA** at the port of Genoa - photo : Piet Sinke ©

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GENOA terminal operator Stazioni Marittime, is to charge each passenger and vehicle passing through the facility one euro in a bid to cover the loss of euro700,000 (\$679,000) posted for 2001. The unprecedented move, which will begin later this month, has been taken because the deficit resulted from closure of the port for two weeks during July 2001 over safety measures implemented for the G8 summit. The terminal is 30 per cent owned by Genoa Port Authority, with remaining shares held by Grimaldi, Mediterranean Shipping Co, Costa Crociere, Festival Cruises and Tirrenia. The port's cruise and ferry business is growing strongly and forecasts suggest Genoa will handle 600,000 passengers this year.

India opens most modern oil jetty

JAWAHARLAL Nehru Port Trust (JNPT) has officially declared open what it calls India's most modern liquid cargo jetty, a Rs2Bn (\$40.9M) joint project by Bharat Petroleum and Indian Oil Corp (IOC). It includes oil spill combat systems, bunkering and potable water facilities, and a pipeline for each of white oil and black oil running up to a common petroleum manifold located at IOC's terminal. "The estimated capacity is 5.5M tonnes per annum, but we expect the two oil majors to achieve 1M tonnes per annum in the first year of operations," said a senior JNPT official. While the facility is intended for their captive cargo, it is up to the other users to source it by concluding a commercial deal, he said. The new berth is expected to provide strong competition to, and capture significant business from, the old Mumbai Port, which is now facing a major cargo decline.

Ghent makes new lock a priority



THE Belgian port of Ghent has made construction of a new lock at the entrance to the Ghent-Terneuzen canal a top priority in a bid to cater for larger vessels. Port managers said they hoped work would begin in 2007 for completion in 2017. "We can't wait any longer," a spokesman said. "The average size of ships calling at Ghent is growing, and the present lock can't accommodate larger bulkers to be handled at the Sidmar steel factory." The new lock will be designed to receive lightened Capesize vessels of 140,000 to 170,000 DWT, a size which is increasingly used in the carriage of coal and iron ore. It is expected to cost about euro600M (\$595M), with the expense shared with Dutch authorities who will also take advantage of a

larger lock for their own activities to develop shipments on the Ghent/Scheldt canal. Negotiations between Belgium and the Netherlands are currently underway. The new lock will also enable Ghent to attract more regular liner business, especially in the short-sea sector. Last year Ghent handled 23.4M tonnes of cargo.

NAVY NEWS



North Korea probed the South's reaction weeks before an attack on a South Korean ship sparked a deadly naval battle on the Yellow Sea last month, the South's defense ministry said on July 9, 2002. A South Korean military police is shown standing guard with a formation of South Korean navy's rapid transit guard ships in the background in Yeonpyongdo, an island west of Korean peninsula June 30, 2002.

NZ navy aid for damaged ship

THE New Zealand navy tanker **Endeavour** and possibly a frigate would reach the damaged British Navy destroyer anchored off Lord Howe Island by tomorrow, an NZ defence official told AFP in Auckland.

Defence spokeswoman Major Jules Lovelock said the navy tanker **HMNZS Endeavour** would reach **HMS Nottingham** at 0500 AEST tomorrow, and it could also be joined by the frigate **HMNZS Te Mana** which was refuelling at Mackay, on the Queensland coast.

She said Endeavour had the ability to pump Nottingham's fuel tanks dry, and provide extra shoring for the damaged area and for bulkheads. It also carried concrete for temporary repairs if they were needed to get Nottingham to a shipyard.

She said if necessary the crew from Nottingham could be accommodated on Endeavour.

She said Te Mana's role had not been confirmed.

"The operation is Australian-led and they are calling the shots on exactly what is required.

"But Te Mana has the ability to provide extra help in the same way as Endeavour. They also have a flight deck if they have to take the helicopters off Nottingham," Lovelock said.

Endeavour and **Te Mana** were heading back to New Zealand from East Timor. Earlier, they had taken part in the Five Power Defence exercises off Singapore, with Nottingham.

MOVEMENTS

SEAFOX 1 / SMIT LOYD 57

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The **SEAFOX 1** under tow of the **SMIT LLOYD 57** departed Saturday from Verolme Botlek
Photo – Jan van der Klooster ©



The **BRILLIANCE of the SEAS** departed from AMSTERDAM Sunday afternoon
Photo : Capt. Pim de Goederen ©

Brilliance of the Seas uit Amsterdam vertrokken

Afgelopen zondagavond vertrok uit IJmuiden het nieuwe 293,20 meter lange en 32,20 meter brede cruiseschip **Brilliance of the Seas**. Het was zaterdagmorgen al binnengelopen en maakte zaterdagavond een proefvaart naar IJmuiden en terug geheel op eigen kracht. Kracht heeft het schip genoeg. Totaal 39.000 kW zijn goed voor een snelheid van 24 mijl. Het schip biedt plaats aan 2100 passagiers en 858 bemanningsleden. Het 88.000 ton grote cruiseschip wordt op 16 juli en 2 augustus dit jaar weer in Amsterdam verwacht. ([photo / tekst : Jack van der Valk ©](#))



NORSUND



The Danish tug **NORSUND** was last week in Rotterdam to collect 1 work barge
[Photo : Jan van der Klooster ©](#)

BOSCH

Sleepboot uit 1931 en nog steeds actief !!



De Duitse sleepboot **BOSCH** vertrekt weer richting de Elbe. De sleepboot had de **ADRETT** afgeleverd die voor Kotug als **VS ROTTERDAM** gaat varen.

Photo / Tekst : Jan van der Klooster ©

SHIP SALES

Vessels sold for further trading

BULK CARRIERS:

- ? **Iguana** 37,489 tdw blt 84 Mitsubishi crns 2/15 ts 3/30 reported sold to Chinese buyers at US\$5,300,000.
- ? **Abra** 23,987 tdw blt 81 Imabari crns 4/25 ts reported sold region US\$2,500,000.
- ? **Batulicin** 8,214 tdw blt 82 Daedong crns 2/25 ts derr 1/25 1/20 reported sold at region US\$1,200,000.

BULK CARRIERS:

- ? **Vista** 7,000 tdw blt 94 Shin Kochi crns 2/30 ts derr 2/25 reported sold region US\$3,500,000 to Malaysian buyers.

TANKERS:

- ? **Tango** 264,340 tdw blt 95 Mitsubishi reported sold region US\$429,000,000 to clients of Angelicoussis.

Demolition - all prices per ton lightweight

- ? **MT Alessia Prima** 31,035 dwt, blt 1973, 8,402 lwt sold Bangladesh, US\$142.00 PER LWT.
- ? **MT Altair** 7,940 dwt, blt 1974, 2,842 lwt sold India, US\$209.00 per lwt. Vessel had approx 215 tons stainless steel content.
- ? **LPG Kongsgas** 11,440 dwt, blt 1976, 5,492 lwt sold India, US\$142.00 per lwt "as is" Fujairah.

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- ? **BC Agios Nektarios** 64,315 dwt, blt 1974, 11,651 lwt sold China, US\$137.00 per lwt.
- ? **BC Flag Lion** 27,700 dwt, blt 1977, 7,428 lwt sold Bangladesh, US\$129.50 per lwt.
- ? **BC Chios Sea** 27,014 dwt, blt 1977, 7,311 lwt sold China, US\$138.00 per lwt.
- ? **BC Homer** 25,908 dwt, blt 1975, 7,078 lwt sold India, US\$136.00 per lwt.
- ? **Twee Express Hercules** 16,678 dwt, blt 1980, 7,902 lwt sold India, US\$143.00 per lwt.
- ? **Twee Ravidas** 16,386 dwt, blt 1979, 6,961 lwt sold cash interests, US\$86.00 per lwt "As Is" UK, for resale India.
- ? **TWEE Lady Dina** 5,730 dwt, blt 1969, 2,870 lwt sold India, US\$138.50 per lwt.
- ? **ONT Rosella** 4,921 dwt, blt 1977, 1,781 lwt sold cash interests, US\$95.50 per lwt "As Is" Colombo for resale India.
- ? Please note the previously reported sale of the **ULCC Arctic Blue** was incorrect. The vessel has not been sold. We apologise for any inconvenience.

.... VLOOTDAGEN DEN HELDER

Nationale Vlootdagen: perfect dagje uit



In Den Helder vinden van vrijdag tot en met zondag (12 tot en met 14 juli) de jaarlijkse Nationale Vlootdagen van de Koninklijke Marine plaats. Van negen tot vijf uur is iedereen welkom op het terrein van de Nieuwe Haven om eens nader kennis te maken met de wereld van de marine. De toegang is gratis. De organisatie adviseert iedereen om met openbaar vervoer te reizen.

Bezoekers van de Nationale Vlootdagen kunnen in de marinehaven verschillende schepen uit binnen- en buitenland bezichtigen. Tot de schepen die voor het publiek toegankelijk zijn, behoren ook de fregatten **Hr.Ms. Van Amstel** en **Hr.Ms. Abraham van der Hulst** die vorige week vrijdag terugkwamen na een operationele uitzending in het kader van de strijd tegen het internationaal terrorisme. In een speciaal maritiem activiteitenkamp kunnen de liefhebbers oefenen met lichtseinen, een goede knoop leren leggen of – als een nat pak geen probleem is – een brandje blussen of zich bekwamen in het “stutten en schoren”. Ook het Korps Mariniers laat zich niet onbetuigd en biedt de toeschouwers zowel op het land als in het water het nodige spektakel.

In het Marinemuseum zijn – naast de normale collectie – ook speciale exposities te zien. “Vloot Vereeuwigd, 100 jaar Koninklijke Marine in foto, 1868-1968” biedt fraai beeldmateriaal van schepen van weleer.



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Voor kinderen is de VOC-expositie "**De Voorspelling van de Vogelstruys**" een aanrader.

Met het oog op de wegsituatie in de Kop van Noord-Holland worden bezoekers aangeraden per trein naar Den Helder te reizen. Tussen het station en het haventerrein rijden gratis pendelbussen. Liefhebbers die toch met de auto komen, riskeren in een flinke file verzeild te raken. Aangeraden wordt de actuele verkeerssituatie te beluisteren op Radio Noord-Holland. Bij binnenkomst in Den Helder worden de parkeerterreinen duidelijk aangegeven. Van deze parkeerterreinen rijden gratis pendelbussen.

HAVE A LOOK AT THE FOLLOWING **SITES** FOR SHIPPING INFO AND PICTURES OF SHIPS
AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>