

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 04-06-2002



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<http://communities.msn.com/DutchNavyShips/homepage.msnw>

EVENTS, INCIDENTS & OPERATIONS

Shark attacks surfer in Marin Bite wounds require 100 stitches after assault at Stinson Beach

A 12- to 14-foot shark bolted out of the water near Stinson Beach on Friday afternoon and clenched a screaming surfer in its razor-sharp jaws as fellow surfers watched in disbelief.

The attack, which prompted National Park Service officials to bar anyone from entering the water at Stinson Beach for five days, occurred inside the so- called Red Triangle -- the stretch of Northern California coast where more shark attacks have taken place than anywhere else in the world.

Lee Fontan, 24, a Bolinas landscaper and lifelong surfer, needed 100 stitches to close four bite wounds after Friday's attack.

"We were out there kidding around, talking, waiting for the next wave. Then all of a sudden we heard a scream," said John Gilbert, 33, an avid surfer who lives in Stinson Beach and owns the town's Parkside Cafe. "I looked over and this guy was about three or four feet out of the water in the shark's mouth. You could see its teeth, its gums. Its eyes were shut. Its gills were wide open, like shutters. The whole dorsal fin on its back was out of the water."

When the shark crashed back into the ocean, it released the surfer and disappeared. Fontan was left clinging dearly to his board. A dozen surfers pulled him to shore, then tended to his wounds -- including an 8-inch gash in his left thigh and three tooth holes below his ribs.

"You could see all the way to the bone," said Paul Fontan, the surfer's father, who was on his way to the beach when the attack happened. "It made me sick."

QUICK RESPONSE

DAILY SHIPPING NEWSLETTER

Paramedics from the Stinson Beach Fire Department arrived soon after the attack was reported at 2:17 p.m., followed by National Park Service lifeguards,

Marin County Fire Department ambulance crews, the Marin County Sheriff's Department and security officers from the nearby Seadrift residential development.

Fontan was taken by helicopter to Eden Hospital in Castro Valley, where he underwent 90 minutes of surgery to repair skin and deep tissue wounds to his left leg and left shoulder and arm.

Dr. Scott Snyder, a trauma surgeon, said that Fontan remained in critical condition but that his injuries were not life-threatening. He said he found no whole teeth inside the wounds but removed some white matter that will be tested.

Fontan was alert and in good spirits, even joking with hospital workers, Snyder said, recounting the surfer's response when he asked what the shark looked like.

"He said it was a large white shark with large white teeth," Snyder said.

The attack took place as a group of 12 to 15 surfers sat on their boards about 50 yards offshore from the Seadrift residential enclave, near the channel between Stinson Beach from Bolinas Lagoon.

The surfers were enjoying a south swell, breaking right toward Bolinas Beach, making for excellent surfing. Fontan, who had been riding the waves for a couple of hours, was about 10 feet farther out to sea than anyone else, Gilbert said.

The attack, Gilbert said, was surreal in its swiftness, more unbelievable than horrifying.

"You see sharks on TV, where seals are attacked," he said. "It was just like that, straight up like a missile. The shark hit him and launched him out of the water."

Witnesses said the shark thrashed wildly as it clamped down. But the surfer,

described by relatives as athletic and muscular, fought back, striking the shark soundly at least once on the snout, according to witnesses.

The shark left a huge arching bite mark -- about 13 inches wide -- in Fontan's 6-foot yellow surfboard. On the bottom of the board, Fontan had affixed a locally popular "no sharks" decal depicting an open-jawed shark beneath a circle and a slash.

"Obviously, the sticker didn't work," said his father. "Or maybe it made him mad."

LOOKING FOR A SEAL

Most likely, the shark mistook Fontan, who was wearing a wetsuit, for a seal or sea lion, said John McCosker, one of the world's foremost shark experts and a senior scientist at the California Academy of Sciences, in San Francisco's Golden Gate Park. McCosker said that the attack sounded like the work of a great white shark but that he would have to talk to witnesses and doctors before he could make that determination.

If it was a great white -- and all the perpetrators in attacks off the Northern California coast have been great whites -- it would be the 13th such attack since 1952 in Marin County and the 43rd in the Red Triangle, which stretches from southern Monterey County to the Farallon Islands to Tomales Bay.

Only seven of the 79 attacks off California between 1950 and 1998 were fatal.

Bedrijfsongeval Sint Laurenshaven

DAILY SHIPPING NEWSLETTER

Een 60-jarige man uit Liverpool is zaterdag tijdens werkzaamheden in de Sint Laurens haven in Rotterdam ernstig gewond geraakt.

Hij werd geraakt door een vijf meter lang stuk metaal dat uit een kraan viel. De Engelsman hield als kwaliteitsbewaker toezicht bij het laden van schroot in een zeeschip. Personeel van het metaalrecyclingsbedrijf haalde hem uit het water. Hij is met ernstige verwondingen overgebracht naar het Dijkzigtziekenhuis.

Navy Ship Will Soon Be Coral Reef

MIAMI -- The plan was hatched at a bar in 1994. Leaders of the Key Largo dive community wanted to create an artificial reef by procuring a retired Navy ship and sinking it to the bottom of the sea.

It seemed simple enough. But eight years, dozens of delays and more than \$1 million later, the idea that turned into an ordeal is only now close to completion. The final hurdle -- getting the Spiegel Grove righted in the water and then rested on the ocean floor -- could be finished this week.

Like every step in this ship's voyage to its final resting place, sinking the 510-foot vessel hasn't been easy.

"It's like catching a tiger by the tail," said Joe Farrell, president of Resolve Marine Group, the Fort Lauderdale-based company hired to finish the project.

The Spiegel Grove sank upside-down on May 17, hours before it was to be sent intentionally to the bottom of the sea.

The ship is now in about 130 feet of water, with its stern on the bottom and its bow protruding above the water's surface.

Divers from the Lana Rose, a 100-foot salvage vessel, have begun attaching giant inflatable lift bags to the ship's hull, Farrell said. When inflated, the bags -- some them standing 24 feet high -- will provide 500 tons of buoyancy.

Divers also will feed air hoses into the ship's ballast tanks, in order to displace 2,000 tons of water from the left side of the vessel, Farrell said. This must be done without bursting the tanks or pumping air into unintended parts of the ship.

If all goes as planned, the left side will begin to float. Tug boats, and hopefully a strong prevailing current, will help roll the ship into position.

"With enough time and money we were able to put a man on the moon," Farrell said. "There's not that kind of budget here, but we still have to prevail. The biggest problem is the size of the ship and the water depth. There's a lot of work to be done just to get her ready."

If the project is a success, the Spiegel Grove, which is in the Florida Keys National Marine Sanctuary six miles of Key Largo, will be the largest ship ever intentionally sunk to create an artificial reef.

Spiegel Grove organizers want the ship to come to rest upright so its upper decks are within 40 feet of the surface. Its nooks and crannies would then be visible to snorkelers, and scuba divers of all levels would have something to explore.

If the Spiegel Grove just turns on its side, Farrell said he will attach chains to one side of the ship and

DAILY SHIPPING NEWSLETTER

use hydraulic jacks on barges to turn the vessel upright. He might have already done that, but he is trying to minimize costs for the overbudget project.

"We've been in business about 24 years and we've never failed on a job," Farrell said. "We feel very confident, but I'm being cautious on this one. Nothing is guaranteed."

The dive industry spent nearly eight years fighting red tape and trying to convince government officials that the project would be environmentally sound.

The Spiegel Grove, named for President Rutherford B. Hayes' estate in Fremont, Ohio, was decommissioned in 1989 after service in the Atlantic and Mediterranean. Last June, it was towed from the James River Reserve Fleet in Virginia to a shipyard in Portsmouth, Va., where cleanup had barely begun when the contractor ran out of money.

It was moved in January to Chesapeake, Va., where a new contractor finished the job, removing petroleum products, peeling paint, asbestos and other contaminants. The ship was then brought to Florida.

Key Largo officials expect the ship to attract 50,000 to 70,000 divers each year.

The Monroe County Commission has approved the Keys tourism council's request to pay about half of the more than \$1.1 million needed for the cleaning, towing and sinking. The rest will come from selling commemorative dive medallions.

"We know we have a very valuable resource," said Stephen Frink, project organizer and a board member of the Key Largo Chamber of Commerce. "The Spiegel Grove will be the best artificial reef in the world."

Eindelijk weer een cruiseschip

Cruiseschepen in Rotterdam zijn op de vingers van één hand te tellen. Afgelopen weekeinde was de Aurora van de Britse rederij P&O Cruises te gast voor een eendaags bezoek. Het 270 meter langer schip meerde zaterdagmorgen af voor de cruiseterminal aan de Wilhelminakade. De afgelopen week heeft de Aurora een cruise gemaakt langs de Baltische staten en Scandinavië. Vóór Rotterdam was de Duitse haven Warnemunde aangedaan. Het cruiseschip is zaterdag aan het einde van de middag vertrokken naar Southampton waar gisteren een nieuwe zeereis is begonnen naar onder meer Barcelona, Monaco en Livorno. [Op maandag 1 juli komt het volgende cruiseschip naar Rotterdam. Het gaat dan om de Van Gogh. Dit schip was als Club Cruise 1 enkele jaren geleden het vlaggenschip van de Rotterdamse rederij Club Cruise.](#)



De Aurora van de Britse rederij P&O Cruises. (Foto Cor Vos)

A risk worth taking, says Matson

MATSON Navigation of San Francisco claims to have negotiated a 35% discount on two

DAILY SHIPPING NEWSLETTER

2,600 teu Jones Act containerships ordered at Kvaerner Philadelphia Shipyard this week and describes the order as a risk worth taking.

Matson is booking the purchase "including owner's costs" at \$220m, or \$110m a ship.

The company is drawing \$50m in external borrowings to supplement existing resources of \$170m.

Kvaerner Philadelphia is booking the sale at \$199m. The shipyard says it will take an unquantified loss on the transaction.

Bradley Mulholland, Matson chief executive, told a press briefing in Philadelphia: "Kvaerner Philadelphia has never produced a ship before and we are taking a significant risk.

"It will be hard to swallow a \$220m mistake. But Kvaerner has convinced us they are worth betting on. Union leaders have given a no-strike assurance. Everyone at the shipyard has the right attitude."

Asian shipyards are reported to be building similar ships at \$30m apiece, but the reality of the Jones Act makes a head-on comparison meaningless.

Mr Mulholland said no other US shipyard could have delivered the ships within Kvaerner Philadelphia's time frame.

The new diesel-powered ships are to replace two 30-year-old steamers.

Work on the newbuildings began before a buyer could be found under Kvaerner's 1997 development agreement with the Commonwealth of Pennsylvania.

The first ship, scheduled for delivery in June next year, is now 55% complete. The sistership is to follow in April 2004.

The parties have been negotiating the sale since at least last year. Kvaerner Philadelphia officials had a habit of saying "a formal contract is getting close".

But Matson was holding off because it was unsure about the risk.

Mr Mulholland credited new Kvaerner chairman Kjell Inge Røkke and his "entrepreneurial spirit" for changing this perception.

Kvaerner Philadelphia chief executive Ron McAlear also revealed plans to build four more containerships of a similar design on a speculative basis.

He said the yard would initially pace itself at "one-and-a-half ships per year".

Mr Mulholland said Matson had an "oral understanding" with Kvaerner Philadelphia to buy the third and fourth ships, but this stopped short of being an option.

He added that Matson "could need six new ships in the next 10 years" to serve its expanding business.

Matson's fleet has 13 ships.

The firm's core focus is seaborne transport between the US West Coast and Hawaii.

DAILY SHIPPING NEWSLETTER

The Kvaerner ships' German design has been modified at Matson's behest to suit Hawaii trades.

The number of reefer points has been increased by 20% to 300 and the all-40 ft container design changed to a mixture of 53 ft, 45 ft, 40 ft, 24 ft and 20 ft boxes.

"This allows us to offer as broad a range of container sizes as trucking companies," Mr Mulholland said.

John Graykowski, of law firm Dyer Ellis & Joseph, who played a key role in the negotiations, predicts that the new containership will become the standard US model for the Hawaii route and coastwise trade.

Mr Graykowski is a former top official at the US Maritime Administration and an enthusiast for the revival of US maritime industries.

He added: "This is a great day for commercial shipbuilding in our country. Kvaerner Philadelphia cannot afford to fail because the stakes are too high."

CASUALTY REPORTING

RATAKI I (NEW ZEALAND)



London, Jun 1 -- A press report, dated today, states: Tug Arataki I (106 gt, built 1948), stranded on rocks near Bluff last night, was refloated by Southport's tug and pilot boat at 0530, today in a Bluff Coastguard-organised search and rescue operation. Fisherman's Shore Station marine radio operator Mary Leask said the rescue had gone smoothly. "There were no problems, the weather was calm." She said the vessel's owner and two others spent the night on board. Ms Leask did not know if the vessel was damaged. An attempt to move the vessel during low-tide around 1900 yesterday had failed.

ELENI (MALTA)

Gothenburg, Jun 1 -- Bulk Eleni refloated at 0200, local time, this morning. Vessel anchored around 1 nautical mile away to take onboard the bulk again. Vessel intends to take onboard the 1400-1500 tonnes temporarily discharged before commencing voyage to Klaipeda. -- Westax Marine Services AB.

Piraeus, May 31 -- Bulk Eleni: Cargo discharge was commenced at 2300 yesterday and, as of 0400 today, about 300 tonnes had been removed from the vessel. The operation is continuing and it is hoped that refloating attempts can commence this afternoon. -- Tsavlis Salvage (International) Ltd.

DAILY SHIPPING NEWSLETTER

VAASABORG (NETHERLANDS)

London, May 31 -- Following received from Quebec Alert Centre, timed 0010, UTC: General cargo Vaasaborg refloated at 1600, local time, today. Vessel is proceeding to Becancour for inspection.

VICTORIA (BARBADOS)

London, May 31 -- Following received from Stavanger RCC, timed 1520, UTC: General cargo Victoria grounded in lat 61 08.43N, long 05 43.35E at 0020, UTC, this morning. No pollution. Divers on scene carrying out inspection. Understand refloating attempt will be made next high tide, possibly after discharge of some cargo/bunkers.

VICTORIA (BARBADOS)

London, Jun 2 -- Following received from Stavanger RCC, timed 0850, UTC: General cargo Victoria: Fuel removal operations are still under way. It is anticipated that some containers from the aft of the vessel will need to be discharged into a barge.

WILLY (CYPRUS)

London, May 31 -- Understand chem.tank Willy is expected to leave Falmouth today in tow of tug Multratug 7 for Santander for scrapping

SHIPYARD NEWS



The De Cocksdorp Lifeboat **BEURSPLEIN 5** at the DE HAAS Shipyard at Maassluis

Photo : Jaap vd Meeberg

ROUTE, PORTS & SERVICES

Halliburton Sets Drilling Footage Record Offshore Thailand

Halliburton Energy Services recently set a new drilling footage record at Unocal's North Pailin A

DAILY SHIPPING NEWSLETTER

platform in the Gulf of Thailand. From spud to final completion (34 days), Halliburton drilled a record 111,713 feet (34,050 meters). A total of 12 wells were drilled at an average measured depth of 9,309 feet (2,837.5 meters) and an average bottomhole temperature of 284° F (140° C); total operating time was 572 hours. Each well was drilled highly deviated with a 3D design in three sections, 11 3/4 in., 8 1/2 in., and 6 1/8 in., using Halliburton Sperry-Sun's AGS™ (adjustable gauge stabilizer) technology in the 6 1/8-in. section. Three of the 8 1/2-in. sections also resulted in individual world records of 831 feet per hour, 850 feet per hour, and 933 feet per hour plus daily footage records of 5,223 feet and 6,007 feet. Halliburton Energy Services is a business unit of Halliburton.

"Halliburton Energy Services' ability to align itself with Unocal Thailand's drilling goals enabled us to successfully complete this record-setting project," said John Gibson, president, Halliburton Energy Services. "These drilling milestones also exhibit the value of teamwork and Halliburton's ability to provide the industry with a complete real-time reservoir solution in a safe, efficient, and cost-effective manner."

Halliburton Energy Services' Sperry-Sun and Logging & Perforating product service lines provided DD (directional drilling), MWD (measurement-while-drilling), LWD (logging-while-drilling), and electric wireline logging services to set the footage records. Halliburton logged the first three wells using its HEAT™ Suite quad combo with an operating efficiency of 100 percent and average logging time of four hours. LWD services obtained triple combo data for the remaining nine wells; a total of 41,260 feet (12,576 meters) of LWD data were obtained. The total time in hole for the LWD tools was 295.75 hours, saving approximately 36 rig hours. For the 6 1/8-in. sections, Sperry-Sun used its 4 3/4-in. LWD triple combo services, with an average rate of penetration of more than 400 feet per hour.

The Gulf of Thailand is a highly faulted area, with various pockets of gas and oil found throughout the Thailand-controlled southern portion. Most wells are highly deviated with as many as 12 individual pockets of production in a single well. Unocal produces more than 30 percent of the total gas in Thailand, with 75 percent of the gas produced being used for electricity generation.

BP Cuts North Sea Jobs

BP is planning to cut 800 contract jobs, or 2.4 percent of that work force, as part of a restructuring of its North Sea operations. The job losses will be spread among staff at the company's headquarters in Aberdeen, Scotland, other locations around Britain and offshore oil fields. The decision would reduce the number of contract employees for the company to 2,500 from 3,300.

In March, BP announced a major restructuring and cost cutting program designed to secure the long-term future of the company's North Sea operations, including 500 job losses among its internal staff. BP last month blamed lower prices for oil and natural gas, and pinched profit margins on refined products, for a 57 percent drop in first-quarter earnings before unusual items.

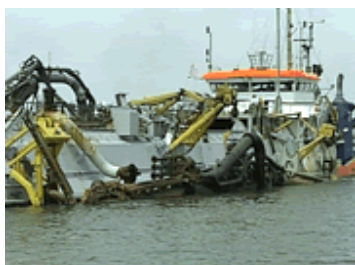
BP has now decided on the full extent of a North Sea job cut program that was announced in March this year, a BP spokesman said Friday. Approximately 500 BP jobs are to be axed and 800 contract positions. In March BP had said that 500 jobs would go and some contracting positions, but that it was carrying out a consultation process through April and May to determine exact numbers. A spokesman for BP said that because the contract staff were not directly employed by BP it was possible they could be redeployed to work elsewhere. Of the BP jobs 200 are expected to be at BP's Aberdeen headquarters and 300 from onshore and offshore operations.

Jake Molloy, of the OILC offshore workers union, said the job cuts were evidence of corporate greed by BP, which was the country's most profitable company last year with \$13 billion profits. "The North Sea has been profitable year on year, yielding highest returns of any of BP's operations... The company is

DAILY SHIPPING NEWSLETTER

driven by greed," he said. "I think it has implications for the safe running of BP's offshore operations," he added.

Schoonmaak Chemiehaven begonnen



Grote schoonmaak in de Chemiehaven in het Rotterdamse Botlek-gebied. Het Gemeentelijk Havenbedrijf is er maandag begonnen met het opruimen van zwaar vervuild havenslib. .

Milieuorganisatie Greenpeace heeft jarenlang actie gevoerd om schoonmaak van de bodem van de Chemiehaven af te dwingen, en na eerder uitstel is het er nu dan van gekomen.

Het gaat zeker drie maanden duren voor het vervuilde slib uit de Chemiehaven is weggebaggerd.

NAVY NEWS

WHICH FOREIGN NAVY SHIPS WILL VISIT DUTCH PORTS & WHICH PORTS ARE VISITED BY DUTCH NAVY SHIPS

06 Jun 02	HNLMS Philips Van Almonde	F 823	Santa Cruz de Tenerife
07 Jun 02	HMS Somerset	F 82	Amsterdam
07 Jun 02	HNLMS Maassluis	M 856	Sliedrecht
09 Jun 02	HNLMS Harlingen	M 854	Middelburg
28 Jun 02	HNLMS Tjerk Hiddes	F 803	Amsterdam
28 Jun 02	HNLMS Tydeman	A 906	Terneuzen
09 Jul 02	HNLMS Tydeman	A 906	Amsterdam
12 Jul 02	HNLMS Van Amstel	F 831	Den Helder
12 Jul 02	HNLMS Abraham Van Der Hulst	F 832	Den Helder
12 Jul 02	FS Vulcain	M 611	Amsterdam
16 Aug 02	HNLMS Hellevoetsluis	M 859	Vlissingen
21 Aug 02	HNLMS Jacob Van Heemskerck	F 812	Devonport
30 Aug 02	HNLMS Nautilus	A 853	Arnhem

Hr.Ms. Van Amstel voert opnieuw "boarding" uit

Het marinefregat Hr.Ms. Van Amstel heeft in de Golf van Oman een verdacht koopvaardijship doorzocht. Het was de zesde "boarding" die het fregat in het kader van de strijd tegen het internationaal terrorisme uitvoerde. Het zoektocht aan boord van het schip, het 5.985 ton metende Cambodjaanse motorschip "[Lady Nora](#)", leverde geen verdachte goederen op.

DAILY SHIPPING NEWSLETTER

Hr.Ms. Van Amstel vertrok 14 januari uit de haven van Den Helder en patrouilleert sindsdien in de wateren rond het Arabisch Schiereiland. Tot nu toe werd **vijf keer** een "boarding" uitgevoerd op verdachte schepen.

Materiaal "Task Force Fox" ingescheept

In Eemshaven is 2 juni begonnen met het inschepen van voertuigen en ander materiaal van de Nederlandse eenheid die later deze maand de leiding van de NAVO-missie "Task Force Fox" in Macedonië op zich neemt. Het materiaal wordt vervoerd met het roll-on/roll-off schip "Thebeland". Het schip arriveerde in de nacht van zaterdag op zondag in Eemshaven en vertrekt waarschijnlijk maandag naar de Griekse haven Thessaloniki. Vandaar wordt het materiaal over de weg vervoerd naar Macedonië. Aan boord van de "Thebeland" moeten in totaal meer dan 110 voertuigen, ongeveer dertig aanhangwagens en zestig containers worden gebracht. In Thessaloniki staat het Verkeers- en Vervoersdetachement van de Defensie Verkeers- en Vervoers Organisatie DVVO gereed om samen met het Bootdetachement van de divisie het schip te lossen.



Nederland neemt op 26 juni a.s. de leiding van de NAVO vredesmissie "Task Force Fox" in Macedonië over van Duitsland. Het personeel van de hoofdmacht vertrekt 12 juni a.s. vanaf de vliegbasis Eindhoven. Aan deze missie nemen in totaal 350 Nederlandse militairen deel, voor het grootste deel afkomstig van de Koninklijke Landmacht. Het betreft militairen van 41 en 43 Gemechaniseerde Brigade uit Havelte en Seedorf en van de staf van de 1e Divisie uit Apeldoorn. Daarnaast leveren ook de Koninklijke Marine, de Koninklijke Luchtmacht en de Koninklijke Marechaussee een bijdrage. Behalve Nederland zijn onder meer

Duitsland, Italië en Frankrijk bij deze operatie betrokken.

De Nederlanders vormen de staf van "Task Force Fox" en zes zogenaamde "liaison teams". Ook levert ons land een verbindingscompagnie en logistieke ondersteuning. De militairen gaan voor een periode van vier tot maximaal zes maanden en worden gelegerd in Skopje. "Task Force Fox" verzorgt de militaire ondersteuning van operatie "Amber Fox". Onder "Amber Fox" werken de internationale waarnemers van de Europese Unie Monitoring Missie (EUMM) en de Organisatie voor Veiligheid en Samenwerking in Europa (OVSE). Op verzoek van de Macedonische autoriteiten zien zij toe op de uitvoering van het akkoord van Ohrid uit 2001. Dit akkoord moet een einde maken aan het gewapende conflict in Macedonië en vrije en eerlijke verkiezingen mogelijk maken. De militairen van "Task Force Fox" zien er op toe dat de waarnemers hun taak veilig kunnen uitvoeren.

DAILY SHIPPING NEWSLETTER

MOVEMENTS



Motortug
TITAN on
return to base.
IJmuiden
06-02-2002.

Photo :
Jos Haver



The **Skandi Foula**, sister to Skandi Rona, steams past the round house on the North Pier Aberdeen, headed for Torry Dock.

AIRCRAFT / AIRPORT NEWS

Boeing verkoopt 737-700s aan Alaska Air

DAILY SHIPPING NEWSLETTER

Boeing Company heeft gisteren bevestigd dat het 2 nieuwe toestellen heeft verkocht aan Alaska Airlines, waarmee het totaal aantal 737-700 toestellen bij de maatschappij op 18 toestellen komt.

De waarde van de 2 nieuwe 737-700s is, volgens de prijslijst, geschat op US\$ 100 miljoen. De toestellen zullen worden afgeleverd in 2003. Sinds 1999 heeft Alaska Airlines 16 nieuwe 737-700s afgenomen.

Alaska Airlines, die dit jaar haar 70ste verjaardag viert, heeft meer dan 100 Boeing toestellen in gebruik inclusief 16 Boeing 737-700s en 5 737-900s.

Alle nieuwe modellen van de 737 familie zijn flexibel in te delen. Het interieur is groter uitgevoerd, ook de overhead luggage bins zijn groter en het toestel kan verder, harder, hoger en geruislozer vliegen, met daarbij een vermindering van het brandstof gebruik vergeleken met voorgaande 737 modellen.

De 737 is nog steeds het best verkochte commerciële toestel in de geschiedenis van de luchtvaart. Er zijn meer dan 4.000 toestellen afgeleverd bij zo'n 200 klant

China Airlines baas biedt aan af te treden

De voorzitter en zeven leden van de board of directors van de organisatie die het Taiwanese China Airlines besturen, hebben aangeboden af te treden naar aanleiding van de fatale crash vorige week van een Boeing 747-200 waarbij alle 225 passagiers en bemanningsleden om het leven kwamen.

Tsay Jaw-yang, 61, voorzitter van de China Aviation Development Foundation, die 71% van de aandelen van de airline in handen hebben heeft donderdag mondeling zijn aanbod af te treden naar buiten gebracht.

Zeven andere board leden hebben eveneens aangeboden af te treden. Volgens rapporten van Reuters zal de Taiwanese regering de ontslagen accepteren.

Tsay kwam onder vuur te liggen in het parlement naar aanleiding van de crash. Het parlement, op haar beurt, stond onder druk van woedende nabestaanden, van de slachtoffers, die het parlement mede verantwoordelijk houden voor het slechte veiligheidsverleden van de maatschappij. De crash van vorige weekeinde was China Airlines' vierde fatale ongeluk sinds 1994.



[82-8000](#) Arrival of Air Force One to Paris Airport – photo : Philippe Noret

DAILY SHIPPING NEWSLETTER

KLM versterkt samenwerking Continental

Continental is na Northwest Airlines de tweede Amerikaanse partner van KLM

AMSTERDAM - De samenwerking tussen luchtvaartmaatschappijen KLM en Continental is verlengd tot eind mei volgend jaar. Ook is overeenkomst met meer vluchten uitgebreid. Dat hebben beide bedrijven maandag bekendgemaakt. De samenwerking dateert van januari en koppelt het netwerk van beide maatschappijen aan elkaar.

De drie bekijken of Continental zich aan kan sluiten bij de joint-venture van KLM en Northwest op vluchten over de Atlantische Oceaan. Continental is na Northwest Airlines de tweede Amerikaanse partner van KLM.

NORTHSEA WEATHER

THE SHIPPING FORECAST ISSUED BY THE MET OFFICE AT 1725 ON MONDAY 03 JUNE 2002

THERE ARE WARNINGS OF GALES IN VIKING NORTH UTSIRE SOUTH UTSIRE FORTIES BAILEY AND SOUTHEAST ICELAND

THE GENERAL SYNOPSIS AT 1300

LOW EAST ROCKALL 998 LOSING ITS IDENTITY. LOW NORTH HEBRIDES 1000 EXPECTED MALIN 997 BY 1300 TOMORROW.
NEW LOW EXPECTED BISCAY 1003 BY SAME TIME

THE AREA FORECASTS FOR THE NEXT 24 HOURS

VIKING NORTH UTSIRE SOUTH UTSIRE FORTIES

SOUTH OR SOUTHEAST 6 TO GALE 8 DECREASING 4 OR 5. OCCASIONAL RAIN. MODERATE OR GOOD, OCCASIONALLY POOR

CROMARTY FORTH TYNE DOGGER

SOUTH OR SOUTHEAST 3 OR 4. OCCASIONAL RAIN. MODERATE OR GOOD

FISHER GERMAN BIGHT

SOUTH OR SOUTHEAST 5 TO 7 DECREASING 3 OR 4. RAIN, THUNDERY AT FIRST. MODERATE OR GOOD, OCCASIONALLY POOR

HUMBER THAMES DOVER

SOUTH OR SOUTHWEST BECOMING VARIABLE 3 OR 4. RAIN, THUNDERY AT FIRST. MODERATE OR GOOD

WIGHT PORTLAND

WESTERLY VEERING NORTHEASTERLY 3 OR 4. RAIN. MODERATE OR GOOD

PLYMOUTH NORTHWEST BISCAY

WESTERLY VEERING NORTHERLY 3 INCREASING 4 OR 5, OCCASIONALLY 6 LATER. RAIN. MODERATE OR GOOD

SOUTHEAST BISCAY

VARIABLE MAINLY WESTERLY 3 OR 4. RAIN. MODERATE OR GOOD

FITZROY SOLE

WESTERLY VEERING NORTHERLY 3 OR 4 INCREASING 5 OR 6. OCCASIONAL RAIN. MODERATE OR GOOD

LUNDY FASTNET

WEST OR SOUTHWEST 4 OR 5, OCCASIONALLY 6. SHOWERS. GOOD

DAILY SHIPPING NEWSLETTER

IRISH SEA

SOUTHERLY 3 OR 4, OCCASIONALLY 5. SHOWERS. GOOD

SHANNON

WEST VEERING NORTHWEST 4 OR 5 INCREASING 6 OR 7. RAIN OR SHOWERS. MODERATE OR GOOD

ROCKALL

NORTHWESTERLY 4 OR 5, INCREASING 5 TO 7 IN SOUTHWEST, BECOMING CYCLONIC 3 OR 4 FOR A TIME IN EAST. RAIN. MODERATE OR GOOD

MALIN

SOUTHERLY BECOMING CYCLONIC 4 OR 5. RAIN. MODERATE OR GOOD

HEBRIDES

CYCLONIC 3 BECOMING EASTERLY 4 OR 5. RAIN. MODERATE OR GOOD

BAILEY

CYCLONIC BECOMING NORTHEASTERLY 4 OR 5, BUT 6 TO GALE 8 IN NORTHWEST AT FIRST. RAIN. MODERATE OR GOOD

FAIR ISLE FAEROES

MAINLY EASTERLY 3 OR 4, BUT 5 OR 6 IN EAST FAIR ISLE AND NORTH FAEROES AT FIRST. RAIN. MODERATE OR POOR

SOUTHEAST ICELAND

NORTH OR NORTHEAST 5 TO 7, OCCASIONALLY GALE 8 AT FIRST. RAIN. MODERATE OR GOOD

**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>

DAILY SHIPPING NEWSLETTER

DE KURSK - DE BERGING

13 APRIL 2002

13 OKTOBER 2002



Nationaal Sleepvaart Museum

Hoogstraat 1-3
Maassluis

