

## DAILY SHIPPING NEWSLETTER 2002 – 117



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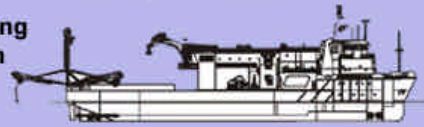
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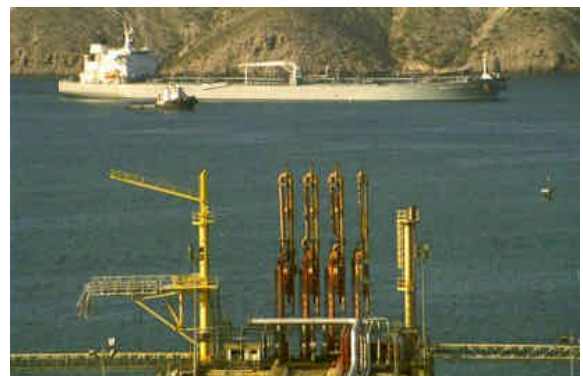


## EVENTS, INCIDENTS & OPERATIONS



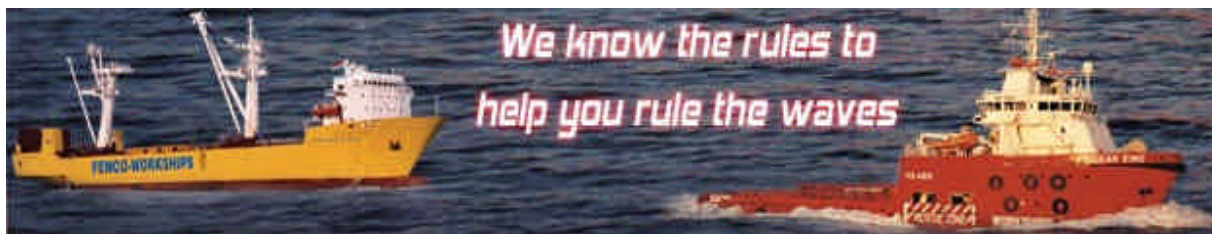
Brazilian oil tanker the **Amazon Explorer** is seen after arriving to the eastern port of Puerto la Cruz Venezuela (250 miles from Caracas), December 28, 2002. Venezuela imported Brazilian gasoline on Saturday in a bizarre role

reversal for the oil-rich nation whose government is struggling to break the grip of 27-day-old opposition strikes aimed at driving leftist President Hugo Chavez from office



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## Jolly Rubino Goes Out with a Bang

Article by Jacco van Nieuwenhuyzen – Tugs & Towage



The Grounded 31,262-tonne deadweight ro-ro vessel, **Jolly Rubino**, went out with a bang when salvors SMIT Marine conducted a controlled explosive demolition of the hull and torched the accommodation earlier this week.

The Italian-registered **Jolly Rubino** was

abandoned by her crew on September 10 this year after failing to extinguish an onboard fire that ravaged the vessel uncontrollably and subsequently ran aground 1.2 miles northeast of the Cape St Lucia Lighthouse on the South African east coast.

This somewhat tragic end does not befit the Jolly Rubino and while salvors pulled out all the stops in the hope of refloating the stricken ship, intense heat on board, sometimes in excess of 400 degrees celcius and inclement weather and sea conditions that had been battering the coastline almost throughout the salvage attempt, it was a battle lost. Two positives that emanated from the battle between man and mother nature and must be seen as a plus by the local Department of Environmental Affairs, the



owners, underwriters and salvors alike is, no loss of life or injuries and a disastrous oil leakage which would have destroyed the wetlands and eco-system of the area less than a mile away. Despite the vessel coming a fiery end, the remnants will act as an artificial reef and it was a job well done.

**Pictures Courtesy: Capt Nic Sloan, SMIT Marine**

## Brighton's West Pier collapses



A section of the West Pier, in Brighton, has collapsed into the sea.

A temporary walkway connecting the concert hall and the pavilion completely collapsed at about 0920 GMT on Sunday.

Geoff Lockwood, chief executive of the West Pier Trust, said: "What we don't know is what will happen now - it is a grand old structure and it has survived for a long time so it might be okay."

The pier, built in 1866, had been in a state of disrepair for many years and was closed to the public - nobody was injured.

A spokeswoman for Sussex Police said the weather in the area was wet and windy at the time.

Council officers are at the scene attempting to clear debris from the beach.

Solent Coastguard said that a unit was standing by near the pier to warn passing boats of debris and planks of wood floating in the water.

The West Pier is one of two piers at Brighton - the other is the Palace Pier which is open to the public.

The West Pier Trust has spent about £1.5m strengthening the pier in preparation for restoration work.

### **Damage assessment**

The main restoration had been scheduled to start in summer 2003 and was due for completion in 2005.

The pier has been closed to the public since 1975 because of fears it may collapse.

Mr Lockwood said some of the original poles holding the concert hall in place had also fallen into the sea.

This had left part of the hall hanging precariously at a 30-degree angle towards the sea.

Mr Lockwood said: "Unfortunately, the engineers can't get out there to have a look until the New Year so we won't know how bad the damage is until then."

He added that even if the concert hall fell into the sea, it would not stop the £30m restoration project continuing.



Wood is being salvaged from the beach

## CASUALTY REPORTING

### NECDET K. (TURKEY)

A press report, dated Dec 24, states: Turkish freighter **Nikdei**, 2850 tonnes, (? general cargo Necdet K., 4337 gt, 2851 nt, built 1985) ran aground near a Ukrainian Black Sea port, but there were no victims or damage to the environment, emergency officials said today. The freighter was heading to Kherson when it ran aground late yesterday in the Dnipro (? Dnepr) lagoon, said Emergency Situations Ministry spokesman Ihor Krol. No one was hurt and there was no threat to the environment, Krol said. A Ukrainian tug was sent to rescue the ship.

### ARGAS (NETHERLANDS)

The Dutch non specific tanker **Argas**, 584 dwt, built 1983, length 54 metres, loaded with a cargo of 560 tons of lubricating oil, ran aground just after leaving the locks of Terneuzen. The vessel was on its way from Ghent to Rotterdam. After leaving the lock of Terneuzen yesterday, vessel came too close to the shore on the River Scheldt and struck the stones along the shore between the Oosthaven and the Veerhaven, receiving a leak in its bow, just before 1700 hrs. The master decided to put the vessel aground, to prevent it from sinking, east of the Veerhaven. Tugs from the towing companies of the Union and Multraship towed the tanker after inspections that evening at 2115 hrs to the outer harbour of Terneuzen. After further inspections the leak was closed with a patch and the vessel got permission from the authorities to proceed its voyage to Rotterdam. At 0615, today, the tanker left for Hansweert to proceed its voyage. Vessel will probably go to a repair yard after discharging at Rotterdam

## Schipt ramt sluis in Terneuzen

De Panamese bulkcarrier **Nordpol** heeft zondagochtend de remmingswerken van de westsluis in Terneuzen geschampt.

Hierdoor raakte een rubberen stootstrip over een lengte van enkele meters beschadigd en werden de remmingswerken enigszins ingedeukt.

De schade bedraagt enkele duizenden euro's. Het 225 meter lange schip was met veertigduizend ton erts aan boord op weg naar de Sidmar in Zelzate.

## SHIPYARD NEWS

### Bollinger delivers first Super Shelf 220



Bollinger Shipyards, Inc., Lockport, La., has delivered the supply boat **MS SARA JANE**, the first of two, 207 foot-by 53-foot by 19-foot supply boats with cargo capacities exceeding those of a 220-foot vessel. The owner is MNM Boats, a subsidiary of C&G Boats, Golden Meadow, La.

The new design is a joint effort between Bollinger, MNM and other

Bollinger customers to produce a high cargo capacity offshore support vessel (OSV) that can operate



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on and off the U. S. Continental Shelf without many of the construction expenses and operational considerations of OSVs that work in deeper water at greater distances.

**MS SARA JANE** is the first of Bollinger's new 220 'super shelf' series. "It can carry as much or more as some 230-foot OSVs," said Scott Theriot, executive vice president new construction of Bollinger, "and because of her design, she can work on and off the shelf and can access oil and gas well installations in shallow water as well as deep water locations. The 220 series is a natural follow-on to our 145 and 166-foot classes of supply boats that have capacities of much larger OSVs, proving that less can be more." Theriot added that many existing OSVs are old and do not meet new regulatory standards and cannot take advantage of new, more efficient hull designs, new machinery and new systems without costly modifications to the older platforms.

Theriot said, "**MS SARA JANE'S** liquid mud tanks can carry over 6,000 barrels of drilling mud and her dry bulk tanks are able to carry over 6,000 cubic feet of material. It has three separate pump systems that can handle three different liquid mud products without danger of contamination. All pump systems valves can be operated through a central control system in the pilot house that also controls the boat's ABS class DP1 dynamic positioning system." Propulsion power for **MS SARA JANE** is provided by two Caterpillar 3516D diesel engines developing 2,000 hp through Reintjes reduction gears with a ratio of 6.44:1. They drive Bollinger 102 inch propellers and independent rudders. Electrical power is produced by two Caterpillar 3408 diesels generating 370 KW each.

Theriot said the **MS SARA JANE** has sustained 11 knots of speed while other larger OSVs with similar capacities can only sustain 10 knots fully loaded. He attributed the extra speed to the hull design and the reduced roll to bilge keels. Brunvoll 700 hp bow and 400 hp stern thrusters enhance maneuverability. Bow thruster noise is reduced by a Sound Down noise damping system. Joey Arceneaux, president of C & G Boats, Inc, said, "The Ms Sara Jane has already exceeded our expectations on her first job by surpassing the specified cargo carrying capabilities. Bollinger has designed a vessel that provides operator cost effective equipment that has already exceeded the demands of our offshore clients. We look forward to the delivery of the next vessel and we continue to work closely with Bollinger on future vessel building and design opportunities."

In the new "super shelf" design, the pilot-house is located further forward and features 360 degree visibility and includes touch screen computer displays for the boat's dynamic positioning and other control systems. Crew comfort features reduced noise and vibration, with accommodations for twenty-two persons and galley and dining seating for ten. **MS SARA JANE** meets SOLAS (Safety Of Life At Sea) requirements and is classed by the ABS as an offshore supply vessel Maltese Cross A1, AMS, and DP-1 certificates. The new Bollinger 220 series is also certified by the U.S. Coast Guard under Subchapter L requirements.

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## Ship Leaves After Anchoring Off Hawaii

The first visit by a luxury cruise ship to a rural Hawaiian island was spoiled Saturday by rough water and windy conditions that prevented 1,200 passengers from coming ashore even as demonstrators gathered to protest the arrival.

The quick departure of Holland America Line's **Statendam** from Molokai had "absolutely nothing" to do with the approximately 100 protesters, said Sandy Beddow, executive director of the Molokai Visitors Association.

But others saw it differently.



"It certainly feels like a victory, yet it's almost like the other team didn't show up and it's a victory by default," he said. "For us to claim victory is a little stretch."

Protesters argued cruise ships will damage Molokai's coral reefs, pollute the waters and spoil the island's rural charm. Cruise companies and supporters said the ships offer a financial windfall for the island which has 7.5 percent unemployment.

The **Statendam** is scheduled to call again at Molokai on Jan. 22, one of six stops that it and two other ships are scheduled to make on the island in 2003. Molokai, a centrally located Hawaiian island known mostly for the Kalaupapa Hansen's disease settlement and the work of Father Damien among lepers, has a minimal infrastructure to support its population of about 7,000 residents.

Molokai also has the highest unemployment rate of any Hawaiian island. Analysts had predicted an influx of about \$130,000 from the **Statendam** passengers, Beddow said. Residents, some of whom were among the crowd of protesters, weren't so sure.

"They don't want to eat, they don't want to rent a car, they don't want to buy anything, and they want free entertainment," Zubaty said. "People just swarm into town and leave and they really don't do anything for the community," said resident Nat Bacon, who protested Saturday with a sign reading "Regulate cruise ship laws."

"They'll buy trinkets and things but they won't spend the type of money that will help the community." Protesters said they aren't anti-tourist, but just don't like the idea of "daytrippers" flooding the island for a few hours and leaving. "We're just really selling this place out to look like a zoo or Disneyland," said Bill Kapuni, 56, owner of a snorkel and scuba store at the harbor.

Earlier this month, a group of Molokai citizens sued to prevent the cruise ship stops until it's better known what impact the vessels will have on the environment. A hearing on their lawsuit is scheduled for the same day the **Statendam** returns to Molokai.

Officials representing the **Statendam** and Seattle-based Holland America have said the cruise ship complies with all environmental regulations. Tourism officials also have noted that cruise ships have for years docked at nearby Maui without any adverse environmental impact.

## Fishermen continue blockade of Irish fishing ports

A blockade of major fishing ports around the country is continuing today over plans to allow foreign fishing vessels into Irish waters. Fishermen in the south and west are preventing foreign ships from docking or unloading at ports over plans to open up the Irish Box. The affected ports are Fenit and Dingle in Kerry, Castletownbere in Cork and Rossaveal in Galway. The fishermen have pledged to continue their protest until Thursday, when a meeting is planned between fishing industry representatives and the Minister for the Marine Dermot Ahern.

## Carlyle buys CSX Lines



Bringing an end to much rumor and speculation, CSX Corp. has announced that it has reached agreement to convey its domestic container shipping unit, CSX Lines, LLC, to a venture formed with The Carlyle Group for approximately \$300 million in cash and securities.

The transaction is subject to customary conditions, and regulatory approvals. Closing is expected to take place in the first quarter of 2003.

CSX Corp. will receive \$240 million in cash and \$60 million of securities issued by the venture. CSX has the potential to gain additional value if certain financial targets are met. Michael J. Ward, CSX president, said, "This is a terrific transaction for all parties. Completion of this transaction is consistent with our long-stated strategy of becoming a more rail-based organization, strengthens our balance sheet and provides shareholders with significant value.

"We are very pleased to have a continuing interest in this fine company," Ward added. "In a few short years Chuck Raymond and his

outstanding management team have done a great job strengthening CSX Lines' competitive position in its Alaska, Hawaii, Puerto Rico and Guam markets, building a solid reputation for excellent performance and innovative customer service. All of us at CSX wish Chuck and his organization much success in this new venture," he said. Carlyle managing director Greg Ledford said, "CSX Lines is a well-managed company that has a bright future. We look forward to working with Chuck Raymond and his seasoned team in the coming years to further unlock CSX Lines' great potential. CSX Lines complements Carlyle's growing transportation portfolio." Current CSX Lines President and CEO Charles G. (Chuck) Raymond

and his management team will remain in place at the Charlotte, N.C.-based ocean carrier, which will be renamed Horizon Lines, LLC. Raymond also will chair the board of directors of the company. CSX Lines serves Alaska, Hawaii, Puerto Rico and Guam. It is the former U.S.-flag segment of SeaLand that was retained by CSX when it sold off SeaLand to Denmark's Maersk Group in 1999. Credit Suisse First Boston Corporation and Wachtell, Lipton, Rosen & Katz advised CSX Corporation on this transaction.

## Rolls-Royce power for White Rose FPSO

Three Rolls-Royce RB211 turbogensets have been ordered to provide the electric power needed on an FPSO (floating production, storage and offloading) vessel to be located in the North Atlantic.

This purpose-built vessel has been designed to withstand the severe climate conditions of the White Rose oilfield, 350 km off the coast of Newfoundland. Tom Curley, President of the Rolls-Royce Energy Business, said: "The White Rose order is very significant business. It represents not only the fourth FPSO worldwide with Rolls-Royce equipment, but it is also the first in North American offshore waters." The RB211s have been ordered by Aker Maritime Kiewit Contractors on behalf of Husky Energy. Included in the order are three En-Tronic FT-110 unit control panels. All three gensets will be packaged at the Mount Vernon, Ohio, facilities of Rolls-Royce and are scheduled for delivery in the third quarter of 2003. The RB211 gas generators will be engineered, assembled, tested and overhauled in Montreal, Quebec, and the baseplates will be fabricated in Halifax, Nova Scotia. The inlet filters, ducting and acoustic enclosures are being manufactured in Cambridge, Ontario. Throughout the life of the project, Rolls-Royce will support the equipment from its service facility in St. John's, which will benefit the economy of Newfoundland through local employment.

## CARAVELLE



The **CARAVELLE** ( former GEESTSTROOM ) moored at the CEBO cement terminal in IJmuiden

Photo : Jas Louwen ©

The 1436 DWT **CARAVELLE (PDIF)** is build during 1972 by YVC in Bolnes under yard number 381 and sailed under the name **GEESTSTROOM** for GEEST NORTHSEA LINE with containers from Maassluis, the vessels is operated now by CEBO to carry cement. The length of the vessel is 70 mtr , beam of 10.4 mtr and the vessel have a maximum draft of 3,5 mtr, the ship is powered by 1 main engine of 772 Kw which gives the vessel a speed of 12 knots.

## Nedlloyd verdwijnt mogelijk van beurs



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Het aandeel Nedlloyd verdwijnt volgend jaar mogelijk van de beurs. Bestuursvoorzitter Haddo Meijer van het Rotterdamse transportconcern is bereid de notering op te geven.

Hij zegt dat in een gesprek met deze krant. Tot nu toe zou het aandeel Nedlloyd gebruikt worden als vehikel voor de beursgang van 50%-dochter P&O Nedlloyd, het grootste belang van de beursgenoteerde houdstermaatschappij. Meijer noemde de transformatie van Nedlloyd naar P&O Nedlloyd in het verleden 'de snelste en simpelste manier' om tot de gewenste beursgang van de Nederlands-Britse containerrederij te komen. Een nieuwe constructie waarover intern nog wordt gediscussieerd, houdt volgens Meijer 'rekening met de gevoeligheden van alle betrokken partijen', ofwel de Nederlandse en Britse aandeelhouders. 'Beide partijen moeten zich kampioen kunnen noemen.' Een dubbele notering in zowel Amsterdam als Londen ligt voor de hand. Eind 2001 liep een beursgang van P&O Nedlloyd spaak.

Meijer verwacht de containerrederij in de loop van volgend jaar naar de beurs te kunnen brengen. Het slechte beursklimaat zal die stap niet in de weg staan. Meijer vindt het belangrijker dat P&O Nedlloyd via een notering een eigen identiteit krijgt. Bovendien verschaft een notering toegang tot de kapitaalmarkt. Dat is een belangrijke financieringsbron, omdat het concern een verdere consolidatieslag in de containermarkt voorziet. P&O Nedlloyd, de op een na grootste containerrederij ter wereld, ambieert een actieve rol in die concentratietendens. Volgens Meijer komt pas na een beursgang de overname van of een fusie met een rederij in beeld. Hij denkt aan een bedrijf uit de mondiale top-15. Gezien het herstel van de containertarieven is het volgens Meijer het moment om een slag te slaan.

Het verlies dat P&O Nedlloyd dit jaar lijdt, staat een beursgang niet in de weg. 'Ik ben niet iemand die hogelijk ongerust is over het resultaat in 2003.' P&O Nedlloyd kan profiteren van de doorgevoerde kostenbesparingen die eind 2003 al \$ 350 mln per jaar opleveren.

## NAVY NEWS



The new signboard seen at the North Gate at [Clyde Submarine Base](#)

Photo : Dave Cullen ©



Top right : File picture of the [FS Saphir \(S602\)](#), [HNLMS Bruinvis \(S810\)](#) and [FGS U24 \(S173\)](#) and [FGS U28 \(S177\)](#) moored at the Clyde Submarine base . Photo : Charlie Tennant ©

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Hanjin Heavy Industries and Construction Co. Ltd has been awarded the construction contract for the first South Korean LPX. The LPX, with a displacement of 13,000 tons, is capable of carrying a battalion of marines, 10 helicopters, armored landing vehicles and two air-cushioned landing crafts. Hanjin, which has completed the basic design of the LPX project, is pushing ahead with a plan to design and build air-cushioned landing craft that can be loaded into an LPX.



## PLANNED NAVY VISITS TO DUTCH PORTS AND VISITS OF DUTCH WARSHIPS TO FOREIGN PORTS

09 Jan 03	HNLMS Van Kinsbergen	A 902	Amsterdam
10 Jan 03	HMS Lindisfarne	P 300	Scheveningen
13 Jan 03	SPS Victoria	F 82	Rotterdam
13 Jan 03	FGS Donau	A 516	Rotterdam
13 Jan 03	FGS Seeadler	P 6118	Rotterdam
13 Jan 03	FGS Hermelin	P 6123	Rotterdam
13 Jan 03	FGS Nerz	P 6124	Rotterdam
13 Jan 03	FGS Zobel	P 6125	Rotterdam
18 Jan 03	HNLMS Witte de With	F 813	Istanbul
21 Jan 03	HNLMS Van Kinsbergen	A 902	Amsterdam

Light green : NATO´s Stanavforlant / Stanavformed ships



The Royal Navy's Fleet Flagship, **HMS Ark Royal** returned from her second exercise in the Mediterranean in early November and, after a maintenance period in Portsmouth, is due to leave for a timely Far East deployment at the beginning of 2003. It is anticipated she will carry both Sea Harrier fighters and Harrier GR7 strike jets as well as Merlin patrol helicopters.

The RN fleet flagship **HMS Ark Royal** at sea with Sea Harrier FA2 fighters embarked. She will be available for action against Iraq if needed

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Already deployed to the Gulf is the Type 23 frigate **HMS Argyll (F231)**, together with a supply ship, conducting sanctions enforcement operations against Iraq. An RN Mine Counter-Measures group composed of four ships has been exercising with Saudi Arabian naval units and the survey vessel **HMS Roebuck (H130)**, which could be expected to act as their tasking ship in the event of any war, sailed for a Middle East deployment in mid-November. At least one British nuclear-powered attack submarine armed with cruise missiles was said to have been deployed to the Middle East by November and three similarly-armed SSNs were also available.

However, the grounding of one of them, **HMS Trafalgar (S107)**, in early November, during an exercise off Scotland, threatened to restrict options, although she was not seriously damaged.



## MOVEMENTS

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The Netherlands

Tel : + 31 – 115 645 000

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**Internet**

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## SMIT BISON



The **DH ALPHA** which was operated by SMIT in Singapore arrived Monday December 30th as deckcargo onboard the **P&O Nedlloyd Southampton** in Rotterdam the vessel was offloaded and will be taken in service with SMIT in Rotterdam under the name

**SMIT BISON**

Left : The **DH ALPHA** offshore Singapore

Photo : Piet Sinke ©





The Lifeboat **VALENTIJN** comes alongside the Hoek van Holland Lifeboat **KAPITEINS HAZEWINKEL** during an exercise off Hoek van Holland last Saturday  
Photo : Ane Ree © KNRM



The **STIRLING ESK** seen Sunday in Ijmuiden  
Photo : Jas Louwen ©





The **SMIT LLOYD 55** seen Sunday in IJmuiden

Photo : Jas Louwen ©

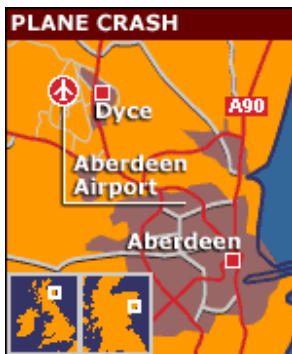
## AIRCRAFT / AIRPORT NEWS

### 'Miracle' escape from plane crash

Four people have survived a "Christmas miracle" after a small airliner crashed into a car near Aberdeen Airport. The plane had just taken off and was heading for Aalborg in Denmark.

It crashed on Wellheads Drive, a main thoroughfare in the Dyce area of Aberdeen, near the city's airport.

The cause of the crash is not yet known but one aviation expert said it may have been caused by "a suspected bird strike on take-off".



The plane - a 17-seater Fairchild Metroliner metro liner twin prop - had just taken off from Aberdeen Airport at 0800 GMT on Tuesday when it crashed.

The pilot, 40-year-old Per Bakke and co-pilot Jakob Jensen, 23, were treated for cuts and bruises at Aberdeen Royal Infirmary.

Two women who were driving separate cars when the aircraft crashed were checked by doctors and later discharged.

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Both the plane and the car burst into flames soon after the crash. The plane is owned by Northflying - a Danish airline which had contracted it to Ben Air for mail services. Three fire fighting appliances went to the scene with other specialist units in support and an RAF helicopter was also scrambled. The airport was later reopened but traffic in the area remained congested.



Taxi driver Jim Singer, who was one of the first witnesses at the scene, said it was "a Christmas miracle" that no-one was seriously injured in the crash. He said: "All I saw was this big ball of flame and black smoke starting to billow out from the crash which I presumed was two vehicles caught in car crash. "Two ladies were standing at the end of the road and I asked them if they were okay. One of the ladies said she was fine and I phoned the fire brigade." He said he was "absolutely amazed" the four people involved in the crash had survived. "The driver did not have a scratch and for the pilots to walk away from this is incredible, absolutely incredible. I think it's a Christmas miracle." Aviation specialist Jim Ferguson said the four people involved in the crash had been very lucky. He said: "Whether he (the pilot) actually bounced over the airport

perimeter fence, we don't know.

"But he ended up in a field beside it and stopped against a car on one what is normally one of the busiest roads in the city at that time of the morning." Investigators would be able to tell "a great deal" from the wreckage, he added. A spokeswoman for the Air Accident Investigation Branch (AAIB) said an inquiry has been launched to establish the cause of the accident. She said: "We are investigating the incident and we are sending an investigation team up to Aberdeen. "I can confirm that it happened around 7.45 and involved a Danish aircraft. "But I can't say anything more than that before the inquiry gives its report."

## .... PHOTO OF THE DAY ....



Beautiful shot of the **AMSTERDAM** moored at Montego Bay 24-12-2002  
**Photo : Henri Lefering ( Chief officer Veendam)**

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