

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 14-05-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS SEA BEIRUT (LIBERIA)



Left and below :
the **Sea Beirut** in Duinkirk last year
Photo : Rob de Visser

London, May 10 -- An international row looms over ro/ro Sea Beirut, containing asbestos, which environmental activists claim was sold illegally by France to a Turkish shipbreaker. Turkey's environment ministry this week ordered the vessel to be removed from the country's territorial

waters, adding that France should take it back. "We are against vessels containing hazardous materials being brought to our country," said environment minister Fevzi Aytekin. "Turkey is not a waste dump." Sea Beirut was sold to Turkish shipbreaker Cemsan by French authorities in Dunkirk after it was abandoned in the French port two years ago. But Greenpeace claimed this week that France had failed to classify the vessel as hazardous waste and obtain the necessary export documents required under European regulations.

It added that France was responsible for removing all hazardous waste from the vessel and should take it back. "The French authorities should have stopped this illegal trade before the vessel left French shores," said Turkish Greenpeace campaigner Erdem Vardar. "Now they must ensure the vessel and its hazardous cargo is



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safely returned to France and hold those responsible for this illegal attempt to dump toxic waste in Turkey criminally accountable." The Turkish environment ministry has confirmed that there is asbestos on board despite a national ban on the toxic substance. The vessel, which lacks propulsion and was towed to Turkey, is now beached at a Turkish yard and will have to be towed to its next destination, raising questions as to who will pay for that operation.

Crew licences spark diplomatic row

PANAMA S ambassador in the Philippines, Juan Carlos Escalona, has again been implicated in a diplomatic row over seafarer licence irregularities. The Vietnamese foreign ministry has formally complained that Escalona visited Vietnam to sell Panamanian seafarers' licences in violation of Vietnamese laws, according to a letter sent by Panama's consul in Ho Chi Minh City to foreign minister Jose Miguel Aleman. Aleman told Panama daily La Prensa he had not received any formal complaint and that Escalona, like all other consuls, are authorised to market Panama in their respective countries. Last year Escalona, who has close ties to Panama's president, was accused of engineering delays at the Panama embassy in processing seafarer licences. This was apparently done to enable close associate and former consul employee Adrian Reimar Quiros could charge money via a private company to ensure Filipinos quickly gained licences to work on Panamanian-flagged ships. A government inquiry cleared him. Sources, who declined to be identified, said Escalona did nothing illegal and the passing on of the complaint was "very personal".

CASUALTY REPORTING

AMPLE GLORY (CAMBODIA)

Busan, May 10 -- General cargo Ample Glory refloated May 5 and berthed at Hwasoon harbour May 7 to discharge cargo. The vessel is presently discharging cargo, and further temporary repairs will be carried out after completion of cargo discharge. Understand the vessel will then be towed to Dalian for permanent repairs. -- Lloyd's Sub-agents

ASIAN ENERGY (PANAMA)

London, May 10 -- General cargo Asian Energy, which grounded off Ohamaminato, Imabari, Apr 25, and was refloated by salvors, subsequently arrived Hong Kong May 8.

COLUMBUS VICTORIA (LIBERIA)



London, May 9 -- Following received from Kingston MRCC, timed 1825, UTC: C.c. Columbus Victoria is still aground.

Kingston, May 10 -- A local press report, dated yesterday, states: C.c. Columbus Victoria en route to the Port of Kingston, ran aground as it approached the harbour on Monday (May 6), the Port Authority reported yesterday, three days after the incident. The vessel, the Port Authority said in a statement, was outside the

channel when the accident occurred. It is grounded on a charted shoal half-a-mile south of Port Royal Point and West of Rackham's Cay. The Port Authority said investigations were underway to determine exactly what caused the vessel to run aground, while arrangements were being made by the owners to refloat the vessel as soon as possible. In the meanwhile, the Port Authority said divers have made a preliminary inspection of the vessel's bottom and have determined that no apparent damage has been sustained. It said also that there was no indication of any damage to the vessel's fuel tanks and

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accordingly there was no danger of pollution from leakage of fuel, which it said would be a primary area of concern in marine accidents of this kind. -- Lloyd's Agents.

EMERSON (TURKEY)

London, May 10 -- A press report, dated May 9, states: A blaze that destroyed \$6 million yacht Emerson on Tuesday (May 7) has officially been ruled an accidentally caused fire. Investigators with the State Fire Marshal office announced today that welders working on the yacht caused the fire that destroyed Emerson, a 107-foot luxury yacht. The yacht had been drydocked at Bradford Marina at 3051 State Road 84 since January after it ran around on a coral reef and the hull was damaged. Investigators said that welders cutting metal on the hull accidentally ignited a combustible material inside the vessel's hull. The welders along with other employees at the marina attempted to extinguish the fire but were unsuccessful. Today the Davie Fire Department continued to keep watch on the remains of the yacht since it is still smoldering.

FLYING CLOUD (U.S.A.)

London, May 10 -- A press report, dated today, states: Ferry Flying Cloud (554 gt, built 2000) is expected to be out of service at least through the weekend after the vessel lost power and struck some rocks during a trip from Hyannis. There were no injuries among the 24 passengers on board Wednesday (May 8) morning, when the vessel struck submerged rocks in Nantucket Harbour. The vessel began taking on water before the Coast Guard tethered the wayward Steamship Authority boat and guided it to the dock, officials said. Steamship Authority chief executive officer Fred Raskin said the Flying Cloud could be out of service longer if the failed engine has to be replaced. The vessel drifted in a strong wind before striking some rocks and sustaining a small puncture on one side. Several inches of water accumulated in the bilge, and one of two T-foils, a stabilizing device, was broken off. Yesterday the vessel was towed to Newport, R.I., the closest available dry dock, for repairs. The \$8 million water-jet-propulsion passenger ferry built by Derektor Shipyards in Mamaroneck, N.Y., is the first high-speed vessel purchased by the vessel line.

FRONT TOBAGO (LIBERIA)

London, May 9 -- A press report, dated today, states: Taiwan yesterday ordered the British owner of tank Front Tobago, currently floating without power in the Taiwan Strait, to tow it out of Taiwan's waters to prevent pollution from its cargo of 249,000 tonnes of crude oil. The vessel, was originally headed for Wakayama, Japan, where it was to discharge the oil. But on May 2, it lost power near Japan and its British owner, whom the Environmental Protection Administration (EPA) has not named, hired a Singapore-based vessel, the Smit Wijs, (? anchor handling salvage tug **SmitWijs Singapore**) to tow it to Japan. According to the EPA, the tanker, while powerless, is said to be floating under "controlled circumstances" and is being monitored, along with the vessel, around the clock by the Coast Guard Administration (CGA). On Sunday (May 5), Japan denied the tanker permission to enter its waters and the tanker, towed by the vessel, headed for Taiwan's waters and requested permission to enter either Hualien or Kaohsiung harbours. The Ministry of Transportation and Communications (MOTC), however, denied the request due to the risk of oil spillage. On Tuesday (May 7), it was towed to an area of shallow water known as the Taiwan Bank in the Taiwan Strait and decided to drop anchor in order to transfer its cargo to another tanker, an operation that carries the risk of oil spillage. The Taiwan Bank is 260km from Kaohsiung and 148km from the coast of China. A task force involving several Cabinet agencies was established on Tuesday to monitor the tanker. At a meeting held that day, the task force, led by the EPA, decided to deny the tanker permission to anchor. Yesterday, the task force officially ordered the vessel's owner to tow it out of Taiwan's waters "as soon as possible." Officials said that transferring crude oil from one vessel to another in Taiwan waters without Taipei's permission would violate the Ocean Pollution Control Act and the ROC Exclusive Economic Zone and Continental Shelf Law. "If they do anchor and remove crude oil in violation of our warnings, they will face at least 10 years in prison and a fine of over NT\$100 million," said EPA head, Hau Lung-bin. Hau said that it was too dangerous to discharge 249,000 tonnes of crude oil in the Taiwan Strait, as the waters around the Penghu archipelago might be polluted. Hau said that the Ministry of National

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Defense would, if necessary, escort the oil tanker out of Taiwan's waters. Meanwhile, Hau said, the Mainland Affairs Council was notifying China about the situation. "We've taken full control of the situation to prevent polluting the ocean," said Hau, adding that the tanker was potentially the source of a disastrous oil spill. MOTC officials said yesterday that the vessel's crew of nine Russians and 14 Filipinos remained safe on board.



London, May 12 -- Following received from V Ships, Norway, managers of tank Front Tobago, dated today: The lightering of the cargo from the Front Tobago to tank Front Ace is continuing, with ETC 0100, UTC, May 13. On completion of this operation the Front Ace will proceed for the intended discharge port in Japan (Wakayama). The Front Tobago will be taken in tow by tug **De Yue** (photo top – Jan vd Klooster) for

the Singapore area. Despite having to conduct operations outside the Taiwan exclusion zone, all salvage operations have gone to plan with no risk to safety of personnel or danger to the marine environment.

OCEAN WAVE (MALTA)

London, May 11 -- Lloyd's Casualty Representatives in Piraeus report: During the evening of May 10, general cargo Ocean Wave (13391 gt, built 1981), loaded with steel pipes, ran aground in sandy shallow waters of the Eastern Bay of Corinth during departure manoeuvres. The vessel was refloated with the assistance of two tugs. There were no injuries to the crew or pollution caused. Corinth Port Authority has prohibited the departure of the vessel pending a survey by the attending class surveyor.



TERRA AUSTRALIS (CHILE)

Santiago, May 10 -- Passenger Terra Australis is still on rocks awaiting the result of an administrative summary investigation. The investigation will be carried out by the Maritime Authority and will determine the cause of the fire and if the vessel will be refloated/repared or not. -- Lloyd's Agents

At least 18 killed in boat tragedy

A motorised outrigger boat has overturned and sunk in the Philippines, killing at least 18 people.

The boat was taking passengers home from a provincial festival in the centre of the country.

An unknown number of people are missing after the MB Melody's accident.

SHIPYARD NEWS

Mumbai & Bharati Shipyard delivers biggest tanker ship

THE order for the biggest, 100-metre-long Bitumen Tanker cum RoRo (roll on roll off) Ship was recently procured by Bharati Shipyard Ltd, Mumbai, against stiff international competition

This ship has been built by Bharati for M/s Al Jaber, Abu Dhabi, which is one of the largest construction and engineering companies in the Middle East. This vessel is capable of carrying hot bitumen at 140 degrees celsius, with centralised tank heating and control system.

Bitumen is a black, viscous tar-like chemical; and is a byproduct of petroleum. The ship is fitted with a bow ramp for use as a RoRo vessel. The bow ramp is 12.50 metres wide and can support a load of 100 tonnes.

A Bharati official stated at a function held on Thursday, that it is a matter of pride that such a large vessel was in fact built by an Indian shipping company. 'A vessel of this size and type is being exported from India for the first time ever. It is a sophisticated vessel meeting all international rules and regulations, and capable for unrestricted operations anywhere in the world,' stated an official press note.

The chemical Bitumen will be maintained at a certain temperature, with an oil fired Boiler heating system and with 100 per cent standby arrangement. The chemical will be carried in ten cargo tanks and is fitted with remote controlled heating and monitoring system. The vessel is also fitted with state-of-the-art equipments and Yanmar Propulsion systems, Schotted Bow Thrusters, etc.

Her construction, has been inspected by the International Classification Society, M/s Bureau Veritas (BV), France, and the Owner & Representative. Both the authorities are satisfied with the quality of work.

Harland and Wolff handed land lifeline

Work-hungry Harland and Wolff's chances of survival took a crucial step forward with the Northern Ireland Executive's approval of the yard's plan to switch almost half of its land to purposes other than shipbuilding.



The shipbuilder wants to sell 80 acres of land, which it leases from the Belfast Harbour Commissioners, as part of its £20m-plus (\$28.9m) restructuring programme.

The Northern Ireland Executive approved the amendment to the land lease and agreed that Peter Robinson and Sir Reg Empey, ministers for regional development, and enterprise, trade and investment, respectively, should monitor developments.

Sir Reg said the executive's decision was a 'positive development' and offered 'the opportunity for Harland and Wolff to move ahead with the implementation of its business plan'.

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He added: "Much work remains to be done in reaching a satisfactory conclusion on the detailed land arrangements.

"If the Department for Regional Development reaches agreement on these issues there is potential for significant economic development on the vacated land."

Mr Robinson said there was "wide support" for the package being negotiated between Belfast Harbour Commissioners and Harland and Wolff.

"I firmly believe that the deal is a good one for Northern Ireland Plc and stands on its own as beneficial irrespective of the bonus value to shipbuilding in Belfast."

Mr Robinson added that the executive's statement left "only a few additional but important matters...which when resolved will enable me to formally convey approval to the proposed new arrangements".

He hoped to be in a position to finalise matters early next week.

Harland and Wolff is owned by Fred Olsen Energy, which is a candidate to buy the leased land which adjoins the Norwegian group's existing Titanic Quarter. Cash raised from selling the lease, which runs until 2114, is central to the yard's restructuring programme which will require more than £20m.

However, the lease stipulates that the land must only be used for shipbuilding and related activities, which would certainly limit the value to a potential buyer.

The yard's pleas to have the economic use of the land widened appears to have been accepted by the government.

Harland and Wolff's new business plan addresses two key issues. First, the yard aims to withdraw from activities where it is no longer competitive, primarily steel fabrication. Steel would be sourced from eastern Europe where labour costs are significantly lower.

Second, the facility's area will be reduced by almost half in a bid to cut overheads substantially.

At 75-80 acres, Harland and Wolff will remain a large facility compared with most other European yards.

The intention is that Harland and Wolff will undertake high value-added activities in Belfast, such as ship assembly and project completion.

In addition, the yard aims to develop further in oil rig refurbishment and conventional shiprepair, and expand technical services.

In a fresh departure, Harland and Wolff also plans to make a "substantial investment" in facilities which will enable it to break into the offshore windpower market.

Harland and Wolff is currently facing a life-threatening shortage of work.

It is nearing the completion of its only shipbuilding order, two ro-ros for the UK Ministry of Defence.

ROUTE, PORTS & SERVICES

Superfast ahead in Yarmouth bid

WITHIN a week of launching its first North Sea ferry service from Rosyth, Scotland to Zeebrugge, Belgium, Superfast Ferries is in line for its second having come out first of four bidders to run a proposed new service from Great Yarmouth to, probably, IJmuiden in the Netherlands. As the service will be operated from the as-yet-unbuilt EastPort outer harbour at Great Yarmouth, it is not anticipated to start before the end of 2004 or into 2005. The new port is expected to cost £30M (\$44M). Operators were invited to submit outline proposals by the end of April and, following discussions with four serious 'potential bidders, Superfast has emerged as the front runner. Its plan is apparently the one that most closely meets EastPort's criteria in terms of timing and operation. The next stage will comprise a detailed evaluation of the proposal and further negotiations, which are expected to be concluded over the summer period. Superfast is proposing a freight and passenger service with IJmuiden as the probable destination, although other options are not ruled out at this stage. Between three and four sailings a day are anticipated.

Guangzhou container terminal sets vessel record

GUANGZHOU Container Terminal (GCT), operated by the PSA Corporation, has set a new vessel rate record for the Port of Guangzhou by topping one hundred moves per hour after less than a year in operation.

In co-operation with Cosco, GCT moved 100.7 containers per hour for the vessel Cosco Zhuanghe at Xinsha Terminal in March this year.

Huang Guosheng, director-general for Guangzhou Harbour Bureau, said: "We are proud that GCT has been able to deliver such excellent results after only eight months of operations. This outstanding performance proves that the service levels at GCT have reached new heights. By partnering PSA Corporation, I am confident that Guangzhou port will be able to enhance its competitiveness in the area of container transportation."

Teh Lim Chai, general manager for Guangzhou Container Terminal, said: "This record performance demonstrates GCT's strong commitment to deliver fast, flexible and reliable services to its customers. GCT will continue to maintain close working relations with each and every one of our customers and deliver customised services designed to meet their specific operational needs."

Guangzhou Container Terminal is Singapore's PSA Corporation's third and newest project in China. In addition to GCT, PSA is developing, managing and operating container terminals in Dalian and Fuzhou.

Uniglory Marine stages a rebound from 2000 losses

DESPITE difficult trading conditions, Taiwanese carrier Uniglory Marine Corporation has announced that it made a modest profit in 2001. Unaudited figures released to the Taipei Stock Exchange reveal that the company achieved a profit of NT\$201.27 million (US\$5.82 million), reversing the loss of NT\$346.37 million recorded in 2000.

Revenue, at NT\$22.537 billion however was slightly down on the revenue of NT\$23.671 billion achieved in 2000. Uniglory claims that this decline was caused by depressed freight rates that prevailed throughout the year.

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Uniglory further stated that tight cost controls implemented to counteract the worst effects of the latest shipping recession contributed to the slight profit in 2001. In addition, co-operation with other carriers helped to maintain and improve port coverage and sailing frequencies.

Looking forward to 2002, Uniglory said it expects to further develop its business in China and slot exchange relationships are being developed with other carriers to achieve improved performance.

Belgian port co-operation sluggish

JOACHIM Coens, president of Zeebrugge port, has criticised slow progress in the co-operation process between Belgian ports which, he said, had failed to yield "concrete results". By contrast, Coens said that inter-port co-operation in the Netherlands was fairing better, and cited the example of the Dutch ports of Terneuzen and Flushing. These ports have been integrated into a single port community, after competing for years. Although a similar integration of ports was probably not possible in Belgium, Coens believed Zeebrugge and Antwerp at least should be able to complement each other. Just as shipping companies and stevedores have done recently, the ports should co-operate more closely, creating a network that could offer better and more competitive services to their clients, both on the maritime side and inland. In the latter case, this could provide a solution to growing congestion problems on land.

Delmas brengt nieuwe generatie schepen in de vaart



Over enkele dagen zal de 'Marie Delmas' voor de tweede maal de haven van Antwerpen aanlopen in het kader van een regelmatige wekelijkse dienst tussen Noordwest-Europa en de Westkust van Afrika aangeboden door de Franse rederij Delmas, onderdeel van de Bolloré-groep.

De 'Marie Delmas' werd in februari door China Shipbuilding Corp. opgeleverd als eerste uit een reeks van zes die Delmas er heeft besteld. Het gaat hierbij om vaartuigen van 2.200 TEU en met een draagvermogen van iets meer dan 30.000 ton.

Op 17 mei is de aankomst van een tweede eenheid uit deze reeks, de 'Catherine

Delmas', voorzien.

De schepen lopen aan de West-Afrikaanse kust acht havens aan, gaande van Dakar, naar Tin Can Island via Abidjan, Tema, Lomé, Cotonou, Apapa en Lagos.

De dienst wordt in Antwerpen vertegenwoordigd door Delmas Belgium, een afdeling van John P. Best & Co. VOF

NAVY NEWS

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

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14 May 02	HNLMS Urk	M 861	Rotterdam
14 May 02	HNLMS Cerberus	A 851	Cuxhaven
14 May 02	BNS Belgica	A 962	Lisbon
15 May 02	BNS Bellis	M 916	Amsterdam
15 May 02	BNS Godetia	A 960	Amsterdam
15 May 02	FGS Fulda	M 1070	Amsterdam
15 May 02	HMS Ledbury	M 30	Amsterdam
15 May 02	HNLMS Scheveningen	M 855	Amsterdam
15 May 02	KNM Maloy	M 342	Amsterdam
15 May 02	HNLMS Cerberus	A 851	Borkum
16 May 02	HNLMS Mercuur	A 900	Den Helder
17 May 02	HNLMS Van Nes	F 833	Den Helder
17 May 02	HNLMS Tydeman	A 906	Den Helder
17 May 02	HNLMS Harlingen	M 854	Den Helder
17 May 02	HNLMS Urk	M 861	Den Helder
17 May 02	HNLMS Buyskes	A 904	Delfzijl
17 May 02	HNLMS Willem van der Zaan	F 829	Hamburg
17 May 02	HNLMS Jacob van Heemskerck	F 812	Hamburg
17 May 02	HNLMS Van Speijk Cancel?	F 828	Hamburg
18 May 02	HNLMS Zierikzee	M 862	Klaipa
18 May 02	HNLMS Hydra	A 854	Woudrichem
20 May 02	HNLMS Hydra	A 854	Scharendijke
20 May 02	HNLMS Zierikzee	M 862	Portsmouth
21 May 02	FGS Loreley	M 2665	Rotterdam
23 May 02	HNLMS Nautilus	A 853	Hoorn
24 May 02	HNLMS Harlingen	M 854	Dordrecht
27 May 02	HNLMS Van Galen	F 834	Valletta
30 May 02	HNLMS Cerberus	A 851	Enkhuizen
31 May 02	K/V Norkapp	W 320	Scheveningen
TBA May 02	FGS Loreley	M 2665	Den Helder
TBA May 02	FGS Loreley	M 2665	Rotterdam
01 Jun 02	HNLMS Jacob van Heemskerck	F 812	Hoek van Holland
01 Jun 02	HNLMS Willem Van der Zaan	F 829	Hoek van Holland

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Two warships of the navy of the Chinese People's Liberation Army concluded the eight-day visit to the Republic of Korea and returned to Wusong port of Shanghai Monday.

The visit by the two ships, **Jiaying** and **Lianyungang** missile frigates, was the first by the Chinese navy to the ROK. The two ships started their trip on May 6th and traveled 1,010 sea miles to Incheon port of the ROK.

HMS ST ALBANS TO BE FORMALLY COMMISSIONED



HMS St Albans, the Royal Navy's newest major warship, has successfully come through her first month at sea. The frigate was put through her paces in a series of demanding trials in the North Atlantic.

She returns to her home port of Portsmouth on Tuesday (14/5) and will be formally commissioned into the fleet on June 6.

St Albans undergoes further trials over the summer before becoming operational in September, when she will be able to deploy anywhere in the world.

Ship spokesman Lieutenant Commander Ian MacGillivray said the trials were demanding but rewarding. "The ship's company underwent rigorous training as well, and all in all everything went well. We are looking forward to our commissioning ceremony and also to September when the ship becomes fully operational."

MOVEMENTS

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The Polish tug **IKAR** departed from Rotterdam Sunday afternoon – **Photo : Jaap vd Meeberg**



The **MSC Brianna** departed Sunday afternoon from Rotterdam – **Photo : Jaap vd Meeberg**

AIRCRAFT / AIRPORT NEWS



Japan navy deal for GKN

GKN, the British defence and engineering company, is to clinch a \$1.5 billion order to supply the Japanese armed forces with their first European helicopter.

United States rival Sikorsky dropped out of the race last week. An initial order for up to 13 EH-101 helicopters from the

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Japanese navy is expected to be confirmed shortly.

GKN has won the bidding race via its jointly owned subsidiary, AgustaWestland, which was established three years ago with Italian partner Finmeccanica. The EH-101 is produced at GKN's factory in Yeovil, Somerset where it employs 4,500. The Italians produce the helicopter at a plant near Milan. It is understood that Tokyo will place further orders for the EH-101 in the next three years to take the final tally to 80. That would value the deal at more than \$3bn, with the proceeds to be split 50/50 between Finmeccanica and GKN, which is headed by Marcus Beresford.

Japanese company Kawasaki Heavy Industries will assemble the helicopters at its factory near the capital.

Up to now, the Americans have dominated Japanese defence requirements, a legacy of the US military occupation of Japan up to 1952.

The RAF uses the heavy-lift EH-101 for transporting troops and equipment, while the Royal Navy employs it for minesweeping activities.

KLM ziet veel brood in lagekostensegment

De verdere uitbouw van lagekostenactiviteiten staan bij de Nederlandse luchtvaartmaatschappij KLM hoog op de agenda. Ook het vlootvernieuwingsprogramma zal de inkomsten de hoogte instuwen. Dat zijn de initiatieven waarmee KLM zijn positie tijdens de komende jaren wil consolideren en versterken, zei president & ceo Leo van Wijk tijdens de voorstelling van de (negatieve) jaarcijfers voor het voorbije fiscale jaar, dat afliep op 31 maart jl.

RIJNMOND WEATHER

dinsdag 14 mei

9 uur § ochtends :
temperatuur: 13 graden
kans op neerslag: 15%
wind: vrij krachtig (35 km/u) uit ZZW

5 uur § middags :
temperatuur: 14 graden
kans op neerslag: 20%
wind: krachtig (39 km/u) uit ZW

**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>

DE KURSK - DE BERGING

13 APRIL 2002

13 OKTOBER 2002



Nationaal Sleepvaart Museum

Hoogstraat 1-3
Maassluis

