

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Wednesday 20-02-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

ICC report sends six warships into battle against pirates

The Indonesian navy has despatched six warships to the Malacca Straits following the release last week of ICC's Annual Piracy Report which found they are still the most dangerous waters in the world.

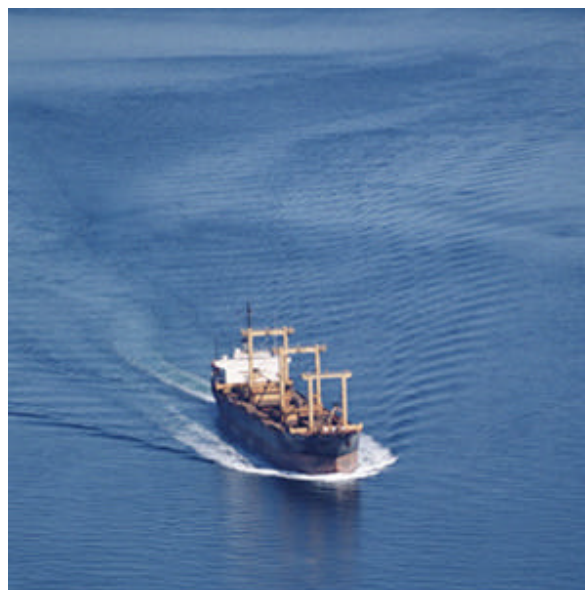
Navy spokesman First Adm. Franky Kayhatu told reporters that a fleet of 26 ships and 10 aircraft were conducting daily patrols throughout the nation's waters, including in the piracy-prone zone.

His announcement comes only a week after the release of ICC's Annual Piracy Report which found that of the 335 cases of piracy in 2001, 91 took place in Indonesian waters.

"We have deployed three warships on a permanent basis to guard the waters off Aceh to prevent arms smuggling and three others to contain pirate attacks on cargo vessels passing through the Malacca Straits," Mr Kayhatu said.

"The Navy does not only focus on efforts to prevent piracy and arms smuggling, but also on helping curb people trafficking from overseas."

Director of ICC's Piracy Reporting Centre, Captain Pottengal Mukundan welcomed the development, saying government intervention was the most effective way to curb piratical activity.



Shipping in the Malacca Straits set to become safer following ICC Piracy report

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"We are delighted that the Indonesian authorities are allocating further resources to deal with this



problem," he said.

"Whenever a government allocates the necessary resources, we see a corresponding drop in pirate attacks.

Top : The Tjut

Nya Dhien of the Indonesian Navy patrolling the Malacca Straits – **Photo : Piet Sinke**

"In 2000, there were 75 attacks in the waters off Malaysia. The Malaysian authorities responded and as a consequence, there were only 17 attacks there last year."

Captain Mukundan said he hoped the swift response from the Indonesian navy would be followed up by action from the Indonesian law enforcement officials.

"There are two groups of pirates currently being held by Indonesian authorities," he said. "To complement the efforts of the navy, we look forward to the prosecution of these pirates."

An Indonesian vessel, the MV Inabukwa, fell victim to pirates in March last year, with the 22 crew members forced to abandon the ship.

A Honduran ship, the **TB Ocean Silver**, which was carrying coal, was also seized by pirates last year.

Some 600 vessels pass through the straits separating Indonesia and Malaysia everyday, making it the busiest sea zone in the world.

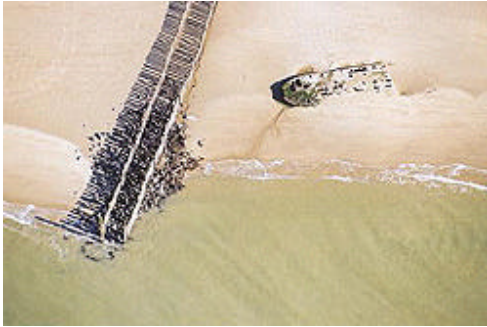
Kayhatu said the Navy had searched 48 ships in the straits over the past month.

The force's patrol ships also managed to foil several attempts to smuggle arms into Aceh last year, he added.

ZOUTELANDE

Het is een bijzonder gezicht. Tussen strandpaviljoen de Zeeuwse Rivièra en Groot-Valkenisse komt sinds een paar dagen bij laag water een scheepswrak op het strand aan de oppervlakte. Het is nog niet bekend om wat voor schip het gaat en hoe lang het er al ligt. Ook is onduidelijk waardoor het is komen bloot te liggen. Wellicht heeft het te maken met het opspuiten van het strand verderop bij Zoutelande. Het is mogelijk dat daarvoor zand is gebruikt, afkomstig van dit deel van de kust. De linkerkant van het schip ligt hoger dan de rest en heeft, zo lijkt het, minder lang onder het zand gelegen. Vanuit de lucht gezien is het net alsof op dat gedeelte een flinke laag algen of zeewier ligt.

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Medewerkers van Rijkswaterstaat gaan vanmiddag rond twaalf uur in Zoutelande kijken en foto's nemen. Aan de hand daarvan kan worden bekeken of het wrak bij Rijkswaterstaat in het archief zit. Zo niet, wordt dit wrak alsnog in kaart gebracht.

HORNET

As reported in the shippingnews of 15 february 2002



HORNET (Thailand)

Bangkok, Feb 13 — General cargo *Hornet* (2095 gt, built 1971), not *Mermet* as before reported, caught fire in the Chao Phraya River, Bangkok at approximately 0630, local time, Feb 8. The engine-room, crew accommodation and galley were reported to have sustained damages

estimated at baht one million. It was stated that the engine-room control board and the rudder were not damaged and that repairs can be carried out.

Just after the accident happened a group members of the Rotterdam branch of the World Ship Society passed the location, during this passage member Irene de Kok made this attached pictures of the vessel involved : HORNET

Photos : Irene de Kok



CMA CGM targets French cruisers



FRENCH liner operator CMA CGM has chartered its first cruise vessel for subsidiary CMA CGM Croisières et Voyages. The move comes soon after the company said it would diversify into the cruise and tourism sector. The sail-cruise ship **Le Ponant** has been chartered to operate prestige cruises in the Mediterranean. Le Ponant, a French-flagged, three-masted ship with accommodation for 64 passengers, was built in France in 1990 for Nantes-based Compagnie des Iles du Ponant (CIP). CMA CGM intends to operate its first cruise in early May, between Italy, Elba, Sardinia and Corsica. The operator said it was convinced that the French cruise market, which currently

represents scarcely 250,000 passengers a year, has great potential. CIP also owns and operates the 95-passenger, 1998-built Le Levant — a ship normally providing innovative cruise itineraries on the Amazon River, the Great Lakes and Labrador.

CASUALTY REPORTING

Jody F Millenium salvage plan



Salvors will today focus on an attempt to swing the Jody F Millennium's bow to seaward. This is not a refloating attempt, but it is a key step in the salvage plan. However, once the Jody F has been swung to the desired direction, a refloating attempt could be made if the ship wants to move.

Melbourne tug **Keera** and the **Pacific Chieftain** were yesterday connected to Jody F. The **Seatow 22** tug has been transferred from the bow to the stern to control the sideways movement.

New Zealand's MSA national oil spill response team remains on high alert. The risk of an oil spill remains high. The salvor will not attempt to refloat the vessel at night because it would be impossible to mount an effective oil spill response. There are many patches of rocks in the area and the ship has to be moved extremely slowly.

Nearly 360 tonnes of oil have been transferred to a safer position higher in the ship. The remaining residual tonnes in the double bottom tanks are difficult to pump but work continues



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to strip as much of this out as possible.

There does not appear to be any oil leaking from the vessel but the weather has left the vessel under stress and the steering gear is damaged. The full extent of the damage to the ship will not be known until the cargo is removed.



Up to 2000 tonnes of logs may be offloaded directly on to the SeaTow barge if the vessel does not refloat today. This operation could take one or two days. Evacuation plans are in place for both the crew and the beach-front residents if necessary. Booms remain in

place or in readiness at the port, river mouth, upstream of the Taruheru, the Waiapoa River and the Wherowhero Lagoon. The cost of the oil spill response to date is estimated at \$1.2 million. The spiller is liable for this cost.

ALBAKOR (Russia)

Göteborg, Feb 17 — Understand trawler *Albakor* will remain aground at least until next week. Salvors Roda Bolaget are involved in refloating preparation work and last week a total of 370 tons of bunker oil was emptied from the grounded vessel, and strengthening and preparing for lifting, plus closing all leakage and damage. It is not possible to pull her off the ground and therefore the vessel needs lifting with a heavy lift floating crane. Negotiations from where, availability and who will participate etc are needed. The second officer has been arrested for major drunkenness at sea - tested to 1.8 per ml alcohol at time of the incident — Westax Marine Services AB.

AXEL (Germany)

Lubeck, Feb 14 — During the night of Jan 28-29, passenger ro/ro *Nils Dacke* was brought into Travemünde harbour by tug *Axel* and another tug. As a result of the force 12 (hurricane) storm in the area, *Axel* was pushed against the harbour wall by *Nils Dacke*. *Axel* sustained damage to her side, estimated at about Euros 100,000, and is presently under repair at a shipyard in Lubeck. *Nils Dacke* and the other tug did not sustain any damage. — Lloyd's Agents.



BACO-LINER 1 (Liberia)

Las Palmas, Feb 18 — Barge carrier/c.c. *Baco-Liner 1* (22345 gt, built 1979), which arrived Las Palmas Jan 31 from Santander, is under repairs which scheduled to finish "on the next week." — Lloyd's Agents. (Note — *Baco-Liner 1*, which passed Cape Finisterre 0028, Jan 28 on voyage Santander for Mauritania, was reported at Las Palmas undergoing repairs to a ruptured fuel tank.)

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EL SAGED (Georgia)

London, Feb 18 — General cargo *El Saged* sailed Alexandria Feb 16 for Algeria.

ESPERIS P. (Greece)

London, Feb 18 — Bulk *Esperis P.* arrived Oxelosund Feb 4 and sailed Feb 13 for Muuga.

G.L.B. NO.2 (Canada)

London, Feb 18 — A press report, dated yesterday, states: The salvage of sunken barge *G.L.B. No.2* in Sault Ste. Marie continues off the Purvis Dock. The barge sank at the dock Feb 7. The barge is slowly surfacing as compressed air pumped in by salvage crews is forcing water from the side tanks.

JODY F.MILLENNIUM (Panama)

London, Feb 18 — A press report, dated today, states: An attempt to refloat bulk *Jody F. Millennium*, grounded off Gisborne, will be made on Wednesday (Feb 20), the Maritime Safety Authority said today. The vessel ran aground almost two weeks ago in five-metre swells off Waikanae Beach in Gisborne and subsequently began leaking fuel oil into the sea from a ruptured tank. Attempts to shift the vessel have failed but tugs and barges from as far away as Nelson and Melbourne have now arrived in Gisborne to help with the salvage. The MSA said today the vessel would be attached to three tugs today and a refloating attempt made early Wednesday afternoon. Additional "ground tackle" — chains, wires and anchors — had also been put in place to assist the salvage. The anchors were laid out and the wires attached to winches on the vessel to help swing her towards deeper water. That equipment, used in conjunction with tugs, had earlier helped turn the vessel into the sea, rather than taking the swell broadside. The MSA said the salvor, United Salvage, had provided an undertaking not to attempt a refloat during darkness. If the vessel was moved at night and an oil spill occurred, it would be very difficult to control. While most of the oil had been removed, about 35 tonnes had yet to be pumped off the vessel. Salvors would also look at removing another 2,000 tonnes of cargo, much of it logs, before Wednesday. However, due to safety issues, helicopters were unable to remove cargo while salvors were on deck. The clean-up and salvage has so far cost an estimated NZ\$2 million.

KODIMA (Malta)

London, Feb 17 — Following received from Coastguard Brixham MRSC, timed 1243, UTC: General cargo *Kodima* arrived safely alongside Queens Wharf, Falmouth. Surveillance aircraft carried out survey and reported area clear of any pollution. Intervention order lifted at 1030 hrs. MCA surveyor in attendance.

Falmouth, Feb 18 — General cargo *Kodima* arrived Falmouth in tow at 0800, Feb 17, and berthed at the north side of Queen's Wharf, at the A&P Falmouth repair facility. — Lloyd's Agents.

MAERSK WAVE (Singapore)

London, Feb 18 — Vehicle *Maersk Wave* sailed Bremerhaven Feb 17 for Zeebrugge.

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NILS DACKE (Bahamas)



Lubeck, Feb 14 — During the night of Jan 28-29, passenger ro/ro *Nils Dacke* was brought into Travemunde harbour by tug *Axel* and another tug. As a result of the force 12 (hurricane) storm in the area, *Axel* was pushed against the harbour wall by *Nils Dacke*. *Axel* sustained

damage to her side, estimated at about Euros 100,000, and is presently under repair at a shipyard in Lubeck. *Nils Dacke* and the other tug did not sustain any damage. — Lloyd's Agents.

ROSEBANK (U.K.)

London, Feb 18 — Information received from Flushing, dated today, states: General cargo *Rosebank* arrived at the Maascenter buoy Feb 16 under tow of tug *Goliath* and was taken over by tug *Willy-Anne*, which towed *Rosebank* via Rotterdam towards Ridderkerk. The vessel will most probably be broken up there.

SEA BARON (Panama)

UNITED STAR (St. Vincent & Grenadines)

Shanghai, Feb 18 — Ro/ro *Sea Baron*, departing the berth in Huangpu River near buoys 34 and 35, was in contact with general cargo *United Star* at 1840, Feb 8. *Sea Baron*, slightly to one side due to mis-steering, then made contact with 43 other barges behind (46 barges in another parlance). The names of the barges are not currently known. — Lloyd's Agents. (

SEAPORT ALPHA (U.K.)

London, Feb 17 — Following received from Coastguard Clyde MRCC, timed 1234, UTC: U.K. tug *Seaport Alpha*, 90 ft, towing another tug, Millom for Holy Loch, reported engine failure in lat 54 38.09N, long 05 01.06W, at 0634, UTC. Wind south-west 3 to 4 (gentle to moderate breeze). Vessel attempted to deploy anchor. Vessel's engines were restarted but failed again. One crewman suffering from hypothermia has been evacuated ashore by Portpatrick lifeboat leaving five persons on board. The towed vessel has no persons on board. Donaghadee lifeboat is attempting to tow both vessels. Latest position at 1220, UTC, lat 54 45.5N, long 05 05.7W, course 330 degs. Portpatrick lifeboat remaining on scene. Tug/supply *Dea Hunter* proceeding, ETA 1310, UTC.

London, Feb 17 — Following received from Coastguard Clyde MRCC, timed 1846, UTC: Tug *Seaport Alpha* is now under tow of tug/supply *Dea Hunter*, ETA Holy Loch 2300 hrs. Latest position was one mile west of Ailsa Craig at 1800, UTC.

London, Feb 18 — Following received from Coastguard Clyde MRCC, timed 0259, UTC: Tug *Seaport Alpha* in tow of tug/supply *Dea Hunter* was towed into the mouth of the Holy Loch at 2341, Feb 17. Tow was handed over to the local work vessel *Stirtokelly* which assisted in securing the vessel and the tow alongside barge *LC11*, moored at the head of the Holy Loch. SAR operations terminated at 0101, UTC, this morning.

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SUN (Malta)

London, Feb 18 — Following received from Marine Safety Office, Philadelphia, timed 0120, UTC: Bulk *Sun* is still aground in the same position. The vessel's salvors, Smit have been lightening the vessel today and expect to complete lightening by tomorrow night. Extent of damage is not known.

VIENTO (Malta)

London, Feb 18 — Salvage services were rendered to bulk *Viento* under Lloyd's Open Form 2000 by Alexander G Tsavlis & Sons Maritime Co Ltd.

ROUTE, PORTS & SERVICES

Smit contract for longest cable-stayed bridge



Smit is to provide heavy lift services during the construction of the Rion-Antirion Bridge in Greece, the world's longest cable-stayed bridge. Kinopraxia Gefyra, the French and Greek consortium responsible for building and operating the new bridge, has awarded a contract to Smit for installation of the bridge's pylon heads and deck.

The Rion-Antirion Bridge has a five-span suspended deck with a length of 2,250 m. When opened in 2004, the bridge will connect the south west

and north west of Greece.

The structure has been designed to withstand earthquake and wind speeds up to 250 km per hour. Smit will commence the installation of the spans during the first half of 2003.



"NYK Leo" goed voor 2500 'moves' tijdens eerste aanloop

Met enige vertraging vanwege de dichte mist in Britse wateren, kwam de gloednieuwe "NYK Leo" van het Japanse Nippon Yusen

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Kaisha zondagavond laat aan in de haven van Antwerpen. Een goede 24 uur later heeft het schip de Scheldehaven alweer verlaten nadat 900 containers gelost en 1.600 containers geladen werden aan boord van het 6.160 TEU-schip, dat eenmalig werd ingezet in de B-loop van de Grand Alliance.

Fruit liftings take off at Zeebrugge

AFTER years of continuous and massive decline in the late 1990's, fruit traffic at the port of Zeebrugge finally grew again last year, on the back of sustained banana and kiwi imports. Fruit liftings totalled 483,400 tonnes compared to 340,600 tonnes in 2000, marking a 41 per cent growth in business. Banana imports increased by 52 per cent to 356,000 tonnes and kiwis reached 103,500 tonnes, up 8.6 per cent, while orange juice imports reached 83,000 tonnes. Last year's fruit handlings are seen as extremely significant for Zeebrugge, which started handling fruit in the mid 1980s and maintained continued growth in the Benelux fruit market until 1995, when it handled a record 923,000 tonnes. But since then, fruit volume declined to a low point of 257,000 tonnes in 1999. There was a slight recovery in 2000, but it was only last year that the fruit sector took off strongly. The port has large and modern fruit handling facilities at its inner port in the Northern Commercial Dock.

Bigger Zim ships to call at Jurong Port

(SINGAPORE) Amid the ongoing debate over cost and competitiveness of Singapore's container terminals, the island's 'other' terminal operator - Jurong Port - is quietly building its container volumes.

The barely one-year-old corporatised port announced recently that its key customer, Zim Israel Navigation Co Ltd, is to increase the size of vessels it operates on its Asia Mediterranean Pacific (AMP) service.

Starting from March, Zim will phase in six vessels of 3,000 TEUs (20-ft containers) and greater capacity to replace six smaller vessels of around 2,500 TEUs as part of the carrier's service restructuring.



Top : The ZIM HAMBURG departing from Rotterdam 15-03-2001 (Photo : Piet Sinke)

According to a port newsletter, the exercise is expected to increase its throughput, including transshipment cargoes.

A port spokesman declined to elaborate, but Shipping Times understands that once the six vessels are in place, volumes could rise by as much as 20 per cent over current levels.

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Currently, the 13 vessels operating on the AMP service contribute an average throughput of 500 -600 TEUs per vessel, of which two call per week on the AMP service for an estimated 4,800 TEUs per month.

The Israeli mainline carrier made headlines in early December when it quit PSA in favour of Jurong Port.

Zim subsequently teamed up with Chilean -owned, Hongkong-based mainline carrier Norasia Container Lines Ltd to operate the AMP service across the Mediterranean, Middle East, Asia, Far East and the west coast of North America. Zim has 12 vessels deployed on the service while Norasia contributes one.



The first of the six larger vessels - the **Zim Korea** – (Top : Photo : Dennis Shum – Hong Kong) is scheduled to call at Jurong Port on March 2.

Zim's move 'demonstrates the good business partnership they have established with Jurong Port as well as their commitment to the Singapore customers at large, to make the Republic as their hub in this region,' the newsletter said.

Speaking of the short transit times to East Asia which the service offers, Jurong Port said: 'Together, with operational flexibility and lower costs at Jurong Port, local shippers and consignees are able to enjoy excellent and regular services offered by these lines which call at the port, at their doorsteps.'

Cost and flexibility have been a topic of hot debate of late, following the announcement by Taiwanese container shipping giant, Evergreen Marine Corporation, that it intends to shift its transshipment hub from PSA to the neighbouring Malaysian Port of Tanjung Pelepas, based on up to a 50 per cent cost savings.

Indeed, the establishment of Jurong Port's container handling capabilities was aimed at staving off some of the competition posed by PTP through both lower rates and greater flexibility than the dominant container player PSA.

A Jurong Port spokesman declined to identify other shipping lines it was attempting to lure to its terminal, other than to say the port constantly markets its services to shipping lines.

Jurong's other customers include Zim subsidiary, Gold Star Line, which has been using the port since mid-July last year for a joint service to Malaysia and Myanmar with EP Carriers.

Forwarders claim Channel rates 'fixed'

UK forwarders have threatened a class action against Eurotunnel, SeaFrance and P&O Stena for alleged collusion over cross-channel freight haulage rates which have risen by around £ 30 (\$26).

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In a letter to all three operators, the British International Freight Association states that "the key players operating cross-Channel freight services are apparently colluding over rate increases for freight units".

Bifa director-general Colin Beaumont adds: "This accusation is based on almost identical price rises and the clear signal from each of you that there is no negotiation on volume traffic."

"Our members are proposing they write with a complaint to the Office of Fair Trading, but before they do so I would welcome your comments."

All three operators denied the price-fixing allegations and made the same defence by stating that "in real terms" Channel haulage rates are still lower than 1994, when the Channel Tunnel opened for business.



P&O Stena said that it informed customers last October of a plan to introduce a "non-negotiable" E 30 rate increase per lorry from January 1.

"Our letter, dated October 1, was the first to be sent out to customers. I cannot comment on what the competition did after that," said a P&O Stena spokesperson.

Eurotunnel, which has received letters of complaint from its haulier customers, indicated last summer that it would push for higher freight

rates on its shuttle services.

"We are charging a realistic rate for a realistic service," said a Eurotunnel spokesman.

Bifa argues that the similarity of the rate increases — just E 2 separates all three rises in the order of E 30 — is indicative of co-operation.

Added Mr Beaumont: "All three operators have refused to negotiate. The normal practice is to negotiate on volume traffic but this is no longer the case. Why?"

"Each operator must be pretty confident about the reaction of the others. So some form of discussion must have taken place."

At this stage, the Bifa members are refusing to go public with their complaints, but Mr Beaumont remains confident about a class action to the OFT.

"We are talking about some big names who buy cross-channel freight services. One company estimates that the rises will cost an extra £200,000 a year.

"Some of the smaller guys are prepared to accept the scenario and lie down. But there are three or four major companies who will not do so this time."

One disputed factor in the rate rises is the chaos affecting through-tunnel rail freight services, with 75% of freight trains cancelled due to the threat from illegal immigrants trying to enter the UK from France.

Bifa says that the reduction in rail freight has placed an extra 40,000 lorry units on the Channel market.

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"The ferry operators and Eurotunnel have found themselves with a little bit of extra business. That increase in demand means that they can put the rates up."

But P&O Stena countered that claim by saying that its fourth quarter 2001 cross-channel freight volumes were up by just 5%, compared with 9% for the year as a whole.

Forwarders have been on the lookout for signs of price-fixing by the Channel operators.

NAVY NEWS

Navy Chief Outlines Kursk Theory

The navy chief said Monday that the sinking of the Kursk nuclear submarine might have been caused by a practice torpedo with unstable fuel, and added that he had ordered the weapon taken off duty.

Admiral Vladimir Kuroyedov stopped short of saying the Kursk's sinking during naval maneuvers in August 2000 was caused by a flaw in the torpedo. Kuroyedov said investigators were still considering a collision with another vessel or a World War II mine as possible reasons for the disaster, which killed all 118 men aboard and stunned the country.

Yet Prosecutor General Vladimir Ustinov, who flanked Kuroyedov at a news conference in the northern port of Murmansk to announce results of months of examination of the wrecked Kursk, said investigators had found no evidence of another vessel's presence near the Kursk in the Barents Sea at the time, Interfax and Itar-Tass reported.

Russian officials have long said the explosion of a practice torpedo triggered the larger blast that roared through the massive vessel and destroyed it. But they have yet to determine what prompted the initial explosion, despite extensive investigation since the Kursk was raised to the surface last fall. Immediately after the disaster, Russian admirals claimed the explosions could have been triggered by a collision with a Western submarine shadowing the Kursk.

Both the United States and Britain, which had submarines in the Barents Sea, have denied involvement, and most independent specialists dismissed the collision theory and pointed at a torpedo malfunction as the most plausible cause.

While stopping short of blaming the torpedo for the disaster, Kuroyedov admitted the navy had "placed unfounded trust" in the weapon propelled by highly volatile hydrogen peroxide, which in case of a leak could have caused a powerful explosion of the kind the Kursk suffered.

"It's highly unstable and its contact with certain metals may cause unpredictable consequences," he said.

Kuroyedov mentioned a leak of hydrogen peroxide that caused the 1955 sinking of the British submarine **HMS Sidon**, in which 13 men died. The accident prompted Britain and other nations to stop using the chemical, but the Soviet and later Russian navy have used such torpedoes since 1957. Russian officials said the Kursk's practice torpedo had an experimental battery, but was otherwise standard. They denied the claim by some Kursk sailors' relatives and Russian media that the submarine crew had previously reported trouble with the torpedo to their superiors.

Ustinov told President Vladimir Putin last fall that the investigation had revealed that the naval maneuvers during which the Kursk sank were poorly organized. Last December, Putin fired Northern Fleet chief Admiral Vyacheslav Popov and demoted other admirals, though naval officials insisted then that the changes were not linked to the Kursk.



A boy standing beside portraits of the 118 Kursk seamen in the closed naval town of Vidyayevo, where the crew was based.

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Ustinov said Monday that the probe had revealed "serious violations by both Northern Fleet chiefs and the Kursk crew." The Kursk had gone to sea with both its emergency antenna and buoy incapacitated. Investigators have retrieved remains of 94 of the Kursk's 118 crewmen, 91 of which have been identified. Ustinov said remains of Kursk's captain, Gennady Lyachin, could be among fragments to be identified.

NAVY PORT VISITS

Planned port visits of Dutch warships and Foreign warships in Dutch Ports

Colour code : Submarines NATO Squadrons Fleet Reviews			
20 Feb 02	BNS Wandelaar	F 912	Den Helder
20 Feb 02	HNLMS Bloys van Treslong	F 824	St Maarten
20 Feb 02	HNLMS Scheveningen	M 855	Den Helder
21 Feb 02	HNLMS De Zeven Provinciën	F 802	Amsterdam
22 Feb 02	HNLMS Witte De With	F 813	Souda Bay
22 Feb 02	HNLMS Bloys Van Treslong	F 824	Curacao
22 Feb 02	HNLMS Zierikzee	M 862	Bergen
22 Feb 02	HNLMS Walrus	S 802	Stavanger
22 Feb 02	HNLMS Buyskes	A 904	Den Helder
22 Feb 02	HNLMS Hellevoetsluis	M 859	Den Helder
23 Feb 02	HNLMS Tydeman	A 906	Den Helder
24 Feb 02	USS Donald Cook	DDG 75	Rotterdam
24 Feb 02	USS Hawes	FFG 53	Rotterdam
26 Feb 02	HNLMS Zierikzee	M 862	Kristiansand
01 Mar 02	BNS Belgica	A 962	Scheveningen
03 Mar 02	HNLMS Willem Van Der Zaan	F 829	Den Helder
30 Apr 02	HNLMS Vlaardingen	M 863	Vlaardingen
24 May 02	HNLMS Harlingen	M 854	Dordrecht
07 Jun 02	HNLMS Maassluis	M 856	Sliedrecht
09 Jun 02	HNLMS Harlingen	M 854	Middelburg
28 Jun 02	HNLMS Tydeman	A 906	Terneuzen
12-14 Jul	Dutch National Fleet Days	Den Helder	

AIRCRAFT / AIRPORT NEWS

Luchtmacht doet mee aan nachtelijke 'Red Flag'



RIJSWIJK (ANP) - De Koninklijke Luchtmacht neemt de komende weken voor het eerst deel aan de nachtelijke oefening 'Red Flag' in de Verenigde Staten. Daarvoor zijn eind vorige week vijf F-16's naar Nevada gevlogen.

Tijdens 'Red Flag' worden oorlogssituaties

nagespeeld. De jachtvliegtuigen moeten bijvoorbeeld vliegvelden bombarderen. Omdat de luchtmacht pas een klein jaar over nachtzichtapparatuur beschikt, kon het nog niet eerder aan de nachtelijke oefening meedoen.

Bij de oefening, die tot 15 maart duurt, zijn 65 militairen betrokken. Na twee weken wordt de ploeg afgewisseld.

RIJNMOND WEATHER

woensdag 20 februari

9 uur 's ochtends:

temperatuur: 9 graden

kans op neerslag: 45%

wind: krachtig (40 km/u) uit W

5 uur 's middags:

temperatuur: 7 graden

kans op neerslag: 60%

wind: vrij krachtig (34 km/u) uit W

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<http://www.scheepvaarthoek.nl>

&

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