

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Tuesday 23-04-2002



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Shipping 'not trusted' on quality

DIRK Sterckx, a Member of the European Parliament, told shipping executives yesterday that he does not trust the industry to root out sub-standard tonnage. He was speaking after a seminar called by the European Sea Ports Organisation to review the impact of a European directive that will introduce a ship monitoring and information system. He was responding to comments from the floor that claimed that all the information that the directive called for already existed, but he cited the Erika as an instance when vital information was not immediately available. "I'll only believe you when you make a system that really works," he said. Sterckx has recommended nine amendments to the directive, which were all agreed by the European Parliament last week, and he expects the Council of Ministers to approve it in a few weeks' time. But one seminar delegate highlighted the specific problem of knowing precisely where dangerous goods are stowed if a container ship is involved in an incident. "If I'd known about that at the time, I'd have made one more amendment," he told Fairplay.

Hulpverleners zoeken naar vermoedelijke verstekeling te water in Nieuwe Waterweg



Maandagochtend 22 april 3.00 uur, de bemanning van de KNRM reddingboot "**Kapiteins Hazewinkel**" wordt gewekt door de pieper. Het bericht luidt dat vermoedelijk een verstekeling in de waterweg overboord is gesprongen en probeert de kant te bereiken. De berichtgeving zou afkomstig zijn van binnenkomend vrachtschip waar men dacht dat er iets in het water viel.

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De redders varen binnen 7 minuten de haven uit om te zoeken. De reddingboot neemt de waterweg bij de Noorderpier voor haar rekening, de waterpolitie de Zuiderpier, de politie 13 (snelle rib) het midden en de rpa 30 de zeekant van de Noorderpier. De omstandigheden om te zoeken zijn gunstig, weinig wind, geen golven en kraakhelder zicht. De binnenkomende zeevaart heeft ook een uitkijk staan, zodat er niets over het hoofd wordt gezien. In het water wordt niets gevonden en ook aan de walkanten en pieren is niets vreemds te ontdekken.

Na 5 kwartier het betreffende gebied 2x met alle schepen te hebben afgezocht wordt het zoeken gestaakt en vervolgen de schepen hun eigen weg. In ons geval is dat de Berghaven waar we even voor half vier aanmeren.



Met vragen kunt U contact opnemen met **Ron Zegers**, PR-Coördinator, en bemanning reddingboot
"Kapiteins Hazewinkel"

Van Spilbergenstraat 50. 3151 BZ Hoek van Holland. Tel. **0174-385490** / **06 28118380** (tot 24
uur na actie!)

E-mail: ron.zegers@hetnet.nl Fax: **0174 - 310903**

De Koninklijke Nederlandse Redding Maatschappij wordt uitsluitend door vrijwillige bijdragen in
stand gehouden

Filipino pair accused of murdering officer

Two Filipino crew have been detained in Japan accused of murdering a Japanese deck officer aboard an NYK-owned VLCC.

The Panamanian-registered ship is now still sitting in a Japanese port with the two men confined to their cabins, as Japanese authorities work to extradite the two men to Panama for trial.

Second officer Izumi Shinpa, 52, has been missing since April 7 when the 265,000 dwt Tajima was sailing in international waters east of Taiwan.

The vessel's operator, Kyoei Tanker, an affiliate of NYK, wants the Japanese government to extradite them to Panama.

Kyoei Tanker president Yasuo Seto said at a Tokyo press conference that some of the crew had reported to the captain that they had seen the two Philippine crewmen beat Mr Shinpa and throw him into the sea.

Mr Seto also told the reporters that the two suspects had confessed their crime to the captain.

The ship's captain radioed to the Japan Coast Guard that there had been a quarrel between crewmembers, prompting several officers to board the tanker after it arrived at the Port of Himeji in Hyogo Prefecture.

The Tajima was on charter from NYK to Idemitsu Tanker. The operator Kyoei Tanker employed six Japanese officers while the 18 Filipino crew were supplied by a crewing agency. The case is expected to raise questions both in Japan and internationally on how to handle crimes committed aboard vessels flying flags of convenience.

Ritter Diaz, an aide to the Panamanian ambassador in Japan, said that the Panamanian government intended to resolve the matter as quickly as possible and had asked the Japan Coast Guard for cooperation in the investigation.

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The Japanese authorities were able to officially begin an investigation only after the formal request from Panama. There is no extradition treaty between Japan and Panama and Filipino law does not appear to address the problem of overseas crimes, putting the case into a foggy area of international law.

After unloading its cargo of Middle East crude, the *Tajima* remains at anchor with its entire crew confined to the vessel.

CASUALTY REPORTING

Maria Carmela search closes

THE Philippine Coast Guard has wrapped up search operations for the victims of the sunken ferry that caught fire in the Philippines last week after yesterday recovering nine more bodies from the wreckage of the *Maria Carmela*. The remains were retrieved from cabins, toilets and passageways on the second and third decks of the ship and increased the death toll to 44. Divers had conducted search and retrieval operations since April 14, three days after the ship finally sank. They have found 18 burned bodies in addition to 26 fatalities recovered immediately after the actual accident. The recommendation to end the search came after the divers had gone through all parts of the 680-GT *Maria Carmela*, which lay on its starboard side at a depth of 14 m.

ALGONTARIO (Canada)

Troy, Michigan, Apr 19 — Bulk *Algontario* is still lying idle at Pascole Engineering, Thunder Bay, after receiving major hull damage when it grounded in the St. Mary River in the spring of 1999. — Great Lakes and Seaway Shipping.

ALGOWOOD (Canada)

Troy, Michigan, Apr 19 — Three days after grounding in the St. Marys River bulk *Algowood* is heading for repairs. Last night about 2145 hrs bulk *Algosoo* pulled away from *Algowood* and sailed downbound for Nanticoke, Ontario carrying the *Algowood's* cargo of coal. Shortly after the departure of *Algosoo* last night *Algowood* turned in the river and headed for the Soo Locks passing through about 2335 hrs. *Algowood* will cross Lake Superior to Thunder Bay where permanent repairs will be made in Pascol Engineering's dry dock. It is unknown how long the vessel will be out of service but work will begin as soon as it arrives. — "Great Lakes & Seaway Shipping." (See issue of Apr 19.)

Troy, Mich, Apr 20 — Bulk *Algowood* arrived in Thunder Bay last night . The vessel anchored off port and then entered this morning. The vessel is expected to enter the dry dock at Pascol Engineering this weekend and crews will survey and then repair the vessel. — "Great Lakes & Seaway Shipping."

ALSEN (Cyprus)

Göteborg, Apr 18 — General cargo *Alsen* (3925 gt, built 2002), Pärnu for Kemi, was observed by the Finnish Coast Guard passing on the wrong side of Flojtan Light, Åland Sea, during the night of Apr 12/13. Coast Guard called the vessel but received no answer and decided to board the vessel. Test of the Polish master showed "a certain intake of alcoholic beverages." Coast Guard requested the vessel to proceed to Kemi for questioning, but later the vessel changed course for Paldiski, where it called later. Upon request why the change - the master declared that the vessel had grounded and in a 180 deg turn lost major part of the cargo loaded at deck - and also it was not that expensive

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to call at Paldiski instead of Kemi. According to divers report, a hole in bottom showed that the vessel had been aground and decided to discharge cargo there, in order to proceed to Loksa repairyard. — Westax Marine Services AB. (Note — *Alsen* sailed Parnu Apr 12 for Kemi.)

AMAZE (St. Vincent & Grenadines)

London, Apr 20 — Following received from Madrid MRCC, timed 0839, UTC: General cargo *Amaze* is still aground. Salvage operations are presently under way.

CALINA (U.K.)

London, Apr 19 — Following received from Coastguard Stornoway MRSC, timed 0610, UTC: Fishing *Calina* (25 gt, built 1969), four persons on board, called for assistance and requested pumps in lat 58 10.19N, long 06 18.50W, 2.4 nautical miles south-east of Stornoway Harbour at 0354, UTC. Fishing *Lynn Marie* stood by until Stornoway lifeboat arrived. All crew transferred to lifeboat and *Calina* sank in same position, in approximately 40 metres of water, at 0445, UTC. No pollution noted at present.

London, Apr 19 — Following received from Coastguard Stornoway MRSC, timed 1226, UTC: Wooden fishing *Calina*, SY47, with 400 gallons of marine diesel and 15 gallons of oil, sank in lat 58 10.56N, long 06 15.5W, approximately two nautical miles north-east of Stornoway Harbour. At 1100, UTC, a local vessel, with Coastguard team, investigated position of casualty. No pollution or debris observed.

FULGUR (Isle of Man)

London, Apr 19 — A press report, dated Apr 18, states: Chem.tank *Fulgur*, which ran aground off the Eastern Shore on Monday night (Apr 15), was safely refloated without spilling any of its cargo and appears to be undamaged, a Coast Guard investigator said yesterday. The vessel was carrying eight million gallons of gasoline, diesel fuel and kerosene from Newark, NJ, to Baltimore and was off Tolchester Beach in the upper Chesapeake Bay when it developed steering problems, said Lt Russell Bowman, assistant chief of investigations at the Baltimore Coast Guard station. "Something caused two pumps to oppose each other, effectively locking up the steering system," Bowman said. The crew "used their engines and anchors to try to stay in the channel, but eventually they ran aground." The Coast Guard, the Maryland Department of the Environment and a private contractor stood by with pollution-control equipment, but it was not needed, Bowman said. At 2330 the same day, shortly after high tide, two tugs pulled the vessel back into the channel. It proceeded to its destination in Curtis Bay and was scheduled to unload its fuel as planned.

London, Apr 19 — A press report states: Two tugs pulled chem.tank *Fulgur* back into the shipping channel of the Chesapeake Bay after the vessel ran aground in 23 feet of water southwest of Tolchester Beach in Kent County. The vessel made its way to the port of Baltimore under its own power, said Coast Guard Lt. Russell Bowman. Aided by high tide, the two tugs hired by Shell were able to pull the vessel into the channel and, with inspectors and investigators on board the tanker, followed it to the Hess terminal of the port of Baltimore. The Coast Guard will continue its investigation, including an examination of the reported loss of steering.

FULL MEANS NO.2 (Seychelles)

Honolulu, Apr 18 — The crew of fishing *Full Means No.2* is still being held in federal custody as witnesses for the defence and prosecution in the case against the cook, who

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reportably killed the master and first officer. It is reported that the vessel's owners, FCF Fishery Co, of Taiwan, did send another crew so the vessel could continue fishing. At the present time the vessel is still under arrest as the owner could not guarantee payment of more than \$200,000 in wages claimed by 30 crew members. The owners have offered a letter of credit from a Chinese bank so the vessel may return to fishing operations. This letter of credit is currently being considered by the courts. — Lloyd's Agents.

KATRAN (Estonia)

London, Apr 19 — Following received from Coastguard Aberdeen MRCC, timed 2125, UTC: General cargo *Katran* (488 gt, built 1986), ESBT, Killybegs for Kaliningrad with cargo of frozen fish, in lat 58 41.2N, long 00 05.1W, 15 miles NNE of Claymore Alpha and 17 miles NW of Piper Bravo. At 1805, UTC, call from Piper Bravo reporting a shuttle helicopter, G-SC, had made several passes during the day over a stationary unidentified fishing vessel. On last pass a person observed waving an orange object to attract attention. G-SC had to return to Piper Bravo for fuel before investigating. At 1825, UTC, G-SC identified vessel as *Katran*, however, unable to make contact with vessel. G-SC returned to Piper Bravo. Stand-by *Scott Protector* on scene 1900, UTC, and made contact with *Katran*. *Katran* has main engine problems that are not repairable on board. Vessel required tow but unsure if owners aware. Aberdeen MRCC contacted owners on vessel's behalf. Owners aware of situation and have organised ref *Jaan Ivald*, on passage from Ireland, to take vessel in tow. *Jaan Ivald* ETA afternoon of Apr 21. Safety communications arranged between *Katran* and Claymore Alpha or standby vessels every four hours.

London, Apr 20 — Following received from Coastguard Aberdeen MRCC timed 0708, UTC: General cargo *Katran*: Position at 0600, UTC, Apr 20, lat 58 48.4N, long 00 05.3W.

London, Apr 21 — Following received from Coastguard Aberdeen MRCC, timed 1108, UTC: Current position of general cargo *Katran* is lat 59 18.7N, long 00 08.2E. No problems on board. Ref *Jaan Ivald* is proceeding to take vessel in tow, ETA on scene 1800, UTC.

L'ARMORIQUE (French Southern Territories)

Brest, Apr 18 — General cargo *L'Armorique* departed Brest for Caen in ballast at 1945, Apr 17. At approximately 2245 same day, the vessel requested assistance due to steering problems which could not be repaired by the crew. Naval supply *Alcyon* proceeded to assist and arrived on scene at 0125, Apr 18. *L'Armorique* was taken in tow for Brest under Lloyd's Open Form and arrived at 0440 hrs. Repairs were put in hand at a local repair yard, ETC not known. — Lloyd's Agents.

NOOR ALAMAL (Cambodia)

Istanbul, Apr 19 — General cargo *Noor Alamal* sank in lat 40 26.155N, long 26 44.114E, in approximately 47 metres of water. Salvage possibility unknown. — Lloyd's Agents.

NORD TRANSPORTER (Sweden)

Gothenburg, Apr 18 — The towing company report that general cargo *Nord Transporter* discharged part of its goods loaded, steel from Oxelosund bound Fredericia, and some bunker oil in order to lighten vessel before Danish salvors Svendborg Towage pulled it off the ground today. Divers to inspect bottom/hull at quay in Copenhagen before approval to continue. — Westax Marine Services AB.

Copenhagen, Apr 19 — General cargo *Nord Transporter* arrived Copenhagen at 1230, Apr 18, and sailed for Fredericia at 2040 hrs same day after reloading cargo discharged during

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refloating operations. Vessel reportedly sustained damage to tanks, extent not known. — Lloyd's Agents.

NORFOLK (U.S.A.)

London, Apr 19 — Following received from Marine Safety Office Portsmouth, Va, dated today: Anchor handling tug *Norfolk* was raised Mar 28 and towed Mar 29 to the boatyard at Greatbridge, in the Chesapeake Bay area, for repairs. The vessel remains in the yard at present, with some repairs still to be carried out, including an engine overhaul and work on its compartments.

PRAIRIE SKY (Panama)

Balboa, Apr 19 — Bulk *Prairie Sky*: Patches have been placed and another one is due to be placed on Apr 22. Vessel would then have to undergo inspection by the Panama Canal to determine if she is fit for transit. If approved for transit the vessel will proceed South bound for Astilleros Balboa at the Pacific terminal of the Panama Canal. Estimated that this transit would not occur before Apr 28. — Lloyd's Agents.

ROLLNES (Bahamas)

Bergen, Apr 19 — General cargo *Rollnes* is still lying at Cost Centre Base A.S., Aagotnes, near Bergen. According to its owners vessel will be declared as a total loss. — Lloyd's Sub-agents.

S.A.FORTIUS (Bahamas)

Sydney, Apr 19 — Port Kembla Harbour-master advises that bulk *S.A.Fortius* incurred damages while berthing at Port Kembla on Apr 15. The damages are considered to be of a minor nature and will be reviewed in three months and addressed when the vessel is next drydocked in approximately six months time. It was determined at a meeting at Port Kembla with the relevant parties at 1425, Apr 17, the vessel could be cleared to sail. — Lloyd's Agents.

Sydney, Apr 19 — Port Kembla Coal Terminal could be handling capesize coal ships in as soon as ten days' time, general manager John Brannon said today. It will take a further ten days from today to stabilise the damaged ship loader and to make temporary repairs to the berth. In that time, the terminal will work out a protocol with the Port Kembla Port Corporation to allow safe berthing of capesize ships, Mr Brannon said. Diver inspection has shown some surface damage to the wharf piling, but it remains secure in the seabed, he said. A 60-metre length of the 280-metre berth deck has been isolated, but the damaged area is a smaller proportion of the 60-metre section, and resulted from a glancing blow by the bow of bulk *S.A.Fortius*. PKCT is already able to handle handy and panamax-sized ships by using the adjacent bulk commodities berth, which is also a former coal berth. Mr Brannon said it would take a minimum of ten days to start berthing large ships again, but the terminal will be working hard to meet that timeframe. The investigation into the cause of the accident, which took place while *S.A. Fortius* was being manoeuvred with four tugs, has been completed but its results have not been released. — Lloyd's List Daily Commercial News.

SIDSEL KNUTSEN (NIS)

Troy, Michigan, Apr 19 — Chem.tank *Sidsel Knutsen* remained at the Government Dock in Sarnia on Wednesday (Apr 17) with its bow ballasted down for repairs in the area of its

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propeller. The propeller appears to be new as crews work on the vessel. — "Great Lakes & Seaway Shipping."

VIKING CRUSADER (U.K.)

London, Apr 19 — Following received from Sandnes, dated today: Standby safety vessel *Viking Crusader* sailed Stavanger at 1900, Apr 18, for stand-by service in the North Sea.

VOLGONEFT 138 (Russia)

London, Apr 19 — Tank *Volgoneft 138*, which was damaged in a collision in the Azov Sea Sep 27, 2001, is now back in service. It was last reported arriving Kavkaz Apr 14.

SHIPYARD NEWS

Friede Goldman posts \$400M loss

US shipbuilder Friede Goldman Halter (FGH), now under bankruptcy re-organisation, posted a \$401.6M loss in 2001, including \$370.3M in non-cash items, including write-downs and write-offs. FGH, which filed for Chapter XI bankruptcy protection a year ago, filed its re-organisation plan with the bankruptcy court on March 22, 2002, claiming a return to its 'core business' of domestic and offshore shipbuilding industries. Two of the four business units — an engineering products group and a naval architecture and marine engineering group — are about to be sold, as well as unprofitable shipyards. FGH's Halter Marine yard at Pascagoula, which had built many US-flag commercial vessels, will be retained. FGH's new CEO Jack Stone said another \$37.6M in losses related to fees, income tax provision adjustments and contract loss liabilities due to its bankruptcy filing.

ROUTE, PORTS & SERVICES

ECU-Line moves to encompass Bandar Abbas

ECU-LINE Antwerp is set to offer transit possibilities to the Iranian port of Bandar Abbas.

Working on a total transit time of 25 days, the company says that when sufficient cargoes emerge, direct groupage containers will take only Iran cargo.

Ecu-Line is expecting to add this destination shortly to the list of regular direct services.

The port of Bandar Abbas is situated in the south of Iran, at the entrance of the Persian Gulf. The distance between Bandar Abbas and the capital, Tehran, is 1,563 kilometres with a road linking the two cities, through Yazd and Kashan.

Ecu-Line's agent Kalaye Saree International Shipping and Forwarding has its head office in Tehran with offices in Bandar Abbas and other cities throughout the country.

Besides the delivery of cargoes at the port of entry, Kalaye also takes care of onforwarding to inland destinations such as Tehran, Hamedan, Tabriz, Mashhad, Zahedan and Esfahan.

CSAV forecasts tough 2002

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CSAV, Latin America's largest shipping group, has warned of a tough year ahead for the industry after the group's net profit fell almost 40 per cent to \$26.1M last year. President Ricardo Claro Valdés said he is "pessimistic" about 2002 because of a confluence of problems including America's yet-to-recover economy, Japan's stagflation and "very weak growth" in Germany and Latin America. "All of that, together with the accentuated imbalance between supply and demand for container ships, will translate into reduced earnings," he said. Claro said his Chilean group "fortunately" leases most of its fleet, which means CSAV will be able to renew at "some of the lowest rates in recent years." The liner, container, car carrier and reefer group has substantial shipping

and port investments in Latin America, including Brazil's Libra line, as well as owning Switzerland/China-based Norasia. CSAV saw sales slip slightly to \$1.735Bn last year.

Empros launches Asia, Greece, Turkey service



EMPROS - blt: 1978 / 9213 gt
Empros Lines Shipping Co., Piraeus, Greece
photo: 27.07.00, Terneuzen, River Scheldt

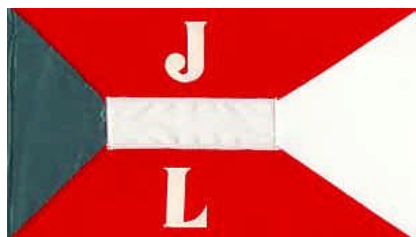
EMPROS Lines of Greece has decided to expand its services to Asia. It now accepts conventional cargoes out of all Asian ports for transshipment at Antwerp with onward shipment on its regular

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service to Greece and Turkey. Empros Lines offers a monthly service to Piraeus, Eleusis, Thessaloniki, Diliskelesi, Gemlik, Ambarli and Izmir, and also accepts cargoes on inducement to ports such as Volos, Chalkis, Iraklion, Kavala, Alexandroupoli, Corinth, Thisvi, Kalamaki, Sousaki, Eleftheres, Karvali, Astakos, Preveza, Syros, Kalamata and Rhodes.

For the new service, Empros Lines has appointed Ahlers Asia Pte Ltd (Singapore), a subsidiary of the Belgian Ahlers Group, a maritime and logistics company active for nearly one hundred years which has a strong presence in Asia. This combination, Ahlers says, ensures the best solution for conventional and project cargoes out of Asia to Greece and Turkey.

LauritzenCool merger 'a success'



J LAURITZEN, the Copenhagen-based reefer and bulk shipping group, says the acquisition of Cool Carriers and its merger with Lauritzen Reefers to form LauritzenCool has proved successful and some of the expected benefits have started to become evident. Better tonnage use and more cost-efficient administration have emerged since the merger and LauritzenCool intends to continue building its shore-side logistic and terminal activities, although these incurred substantial costs last year.

However, LauritzenCool recorded a profit of DK2.7M (\$400,000) compared with a DK157M loss in 2000 as a result of the synergy.

Vopak plans share issue and spin-off of chemical distribution business

DUTCH chemicals and tank storage group Vopak plans to offer E150m in new shares at E20 per share, Chief Executive Gary Pruitt told a news conference today.

The company, which had E52.4m shares outstanding as of April 7, announced it would issue the new shares before splitting off its chemical distribution activities in a bourse listing.

Vopak said in a statement it envisaged its largest shareholder, HAL Holding, will commit to participate in the intended offering pro rata its current shareholding in the group and to fully underwrite the offering.

As of September 2000, HAL held slightly less than 30 percent of Vopak's total share capital which indicates it would take about 30 percent of the share issue.

Vopak, created in 1999 from the merger of Dutch peers Van Ommeren and Pakhoed, said it would present the proposals to shareholders in the middle of June, and expected the split would be completed by the end of that month.

Malaysia International and Bakri Navigation establish joint venture

MALAYSIA International Shipping Corp has signed a deal to establish a joint venture with Saudi Arabia's Bakri Navigation Company.

"The joint venture company will be involved in the ownership, management, marketing and operation of maritime transportation and shipping related business," MISC said in a statement.

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Saudi-based BNC is a privately owned company with a fleet of 16 chemical and petroleum product vessels. MISC, the world's largest carrier of liquefied natural gas, is a subsidiary of state-owned energy firm Petronas.

The agreement was signed in the Bahraini capital Manama during a visit by a Petronas team accompanying visiting Prime Minister Mahathir Mohamad.

"The joint venture company will for a start construct, own and operate chemical carriers to service a leading Middle East petrochemical producer on long term charter.

Saudi Arabia's industrial giant Saudi Basic Industries Corp, 70% owned by the Saudi government, is the biggest petrochemical producer in the region. It produced more than 35 tonnes of various products in 2001

Rotterdam pleit voor rol EU in planning havencapaciteit

Zowel voorzitter Willem Scholten van het Gemeentelijk Havenbedrijf Rotterdam als voorzitter Steven Lak van containerbehandelaar ECT hebben op de tweede dag van het "Maritime and Port Symposium" van ITMMA (Institute of Transport and Maritime Management Antwerp) gepleit voor een (pro-)actievere rol van de overheid - inzonderheid de Europese Unie - in de planning van nieuwe havenexpansie, inzonderheid wat containerbehandeling betreft. "Er staat een enorme uitbreiding van de terminalcapaciteit op stapel tegen 2010 en er bestaat een groot gevaar voor overcapaciteit, want die investeringen gebeuren niet altijd om de juiste reden. Bovendien wordt de vraag overschat en aast iedereen op dezelfde goederenstromen", liet Scholten optekenen. "Een betere benadering zou erin bestaan havenuitbreidingen op een hoger niveau te plannen en in een ruimere context te plaatsen. Niet elke haven hoeft een grote marktspeeler te worden

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NAVY NEWS



Members of the flight deck crew aboard [USS Abraham Lincoln \(CVN 72\)](#) prepare to launch an [F/A-18E Super Hornet](#) during flight operations in the Juan De Fuca Straits. The "Eagles" of Strike Fighter Squadron One One Five (VFA-115) are the first operational squadron flying the new "E"-model and are embarked in *Abraham Lincoln*. VFA-115 is homeported at the Naval Air Station, Lemoore, Calif

Photo : US NAVY

MOVEMENTS

NEWBUILDING RACHEL BORCHARD

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RACHEL BORCHARD

("Nathalie Ehler")

Yard No. 1144

Type 168

9881 gt / 2002

Heinz Ehler, Otterndorf

photo: 05.04.2002 – Josef Nusse - Stade

Shipyard J.J. Sietas KG

Type 168

main dimensions:

133,5X22,5X8,7 (dr)

9980 gt / 11200 tdw



AIRCRAFT / AIRPORT NEWS

SN Brussels Airlines ook op vrachtgebied klaar voor Afrika

De Afrika-vluchten die SN Brussels Airlines volgens de planning eind volgende week wil lanceren, mogen op een overweldigende respons rekenen van de passagiers. De nieuwe Belgische luchtvaartmaatschappij wil echter ook haar bellycapaciteit laten renderen. De potentiële klanten werden van de intenties van de maatschappij terzake op de hoogte gebracht op een receptie, die mee werd georganiseerd door general sales agent Globe Air Cargo Belgium, de Belgische dochter van de Franse groep European Cargo Services

RIJNMOND WEATHER **dinsdag 23 april**

9 uur 's ochtends :

temperatuur: 12 graden
kans op neerslag: 5%
wind: matig (12 km/u) uit WNW

5 uur 's middags:

temperatuur: 17 graden
kans op neerslag: 5%
wind: matig (15 km/u) uit WNW

**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>

Nationale Reddingbootdag



**Zaterdag 27
april open dag
KNRM
reddingstation
Hoek van
Holland.**



**U bent welkom tussen 9.00 uur en
16.30 aan de Berghaven**

**Beleef het werk van de Koninklijke Nederlandse Redding
Maatschappij**

(nabij Stena line en station Hoek van Holland haven)

Net als de overige 37 reddingstations van de KNRM langs de Nederlandse kust houdt ook reddingstation Hoek van Holland open dag.

Deze dag is in het leven geroepen om donateurs te laten zien wat er met hun geld gebeurt en wat voor materialen er worden aangeschaft. Het redden en overleven op zee heeft de laatste 10 jaar een enorme positieve verandering doorgebracht wat veiligheid betreft. De KNRM neemt haar verantwoording in deze veranderingen en dat maakt een reddingboot van nu een technisch hoogstaand vaartuig.

Ieder die belangstelling heeft in het reddingwezen kan kijken en beleven wat er allemaal bij komt kijken om mensen behouden aan de wal te krijgen. Vandaar ook dat tevens de 's Gravenzandse Vrijwillige Reddingsbrigade en het MTC deze dag benutten om het plaatje van redden en overleven op zee compleet te maken

Uiteraard is onze eigen "Kapiteins Hazewinkel" van de KNRM prominent aanwezig en kan er meegevaren worden om eens te voelen hoe het is op zo'n reddingboot. De reddingsbrigade is aanwezig met 2 strandreddingsboten en het Maritiem Trainings Centrum met een snelle jetboot. Ook kunt U alles vragen aan de bemanningsleden, van redding tot werking van de geavanceerde apparatuur. Voor meevaren geldt dat donateurs van de KNRM en zij die dat worden voorrang genieten.

Kinderen jonger dan 4 jaar zijn op de boten niet toegestaan.

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Als hoogtepunt zal **Schreiner Airways** om ongeveer 14.00 uur een hoist demonstratie geven met de loods helikopter. Europoort drive-in staat garant voor de muziek, omroep en communicatie. In Grand Pub **"de Torpedoloods"** zullen de hele dag videofilms van en over de KNRM te zien zijn en bij slecht weer zal de reddingwinkel in de Torpedoloods staan. De reddingwinkel heeft weer vele nieuwe artikelen in de verkoop ten bate van de KNRM. **Stena Line Hoek van Holland** heeft een voucher ter beschikking gesteld voor een retour Londen met twee personen, deze zal verloot worden onder de aanwezige donateurs en nieuw ingeschreven donateurs.



KNRM Hoek van Holland op internet via: www.knrmhvh.8m.com
or
www.knrm.nl/hoekvanholland voor nog meer informatie.