

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : **Saturday 29-06-2002**



Operation Enduring Freedom



The fast combat support ship **USS Seattle** transfers fuel during a replenishment at sea (RAS) with **USS John F. Kennedy (CV 67)**. Kennedy, Seattle and the "Nomads" assigned to the Seattle's embarked Helicopter Combat Support Squadron Six (HC-6) are on a regularly scheduled deployment in support of **Operation Enduring Freedom**.

EVENTS, INCIDENTS & OPERATIONS

Tug hostages in release talks

TALKS are underway to secure the release of three Indonesian seamen held hostage for a week on a southern Philippine island. The Reuters news agency quoted military commander Major-General Ernesto Carolina saying their release would come soon. On June 17 four Indonesians were abducted from the Singapore-owned tug SM 88 as it towed a barge loaded with coal through southern Philippine waters. One of the four, Ferdinand Joel, escaped two days after the kidnapping and said the captors were members of the Muslim Abu Sayeef rebel group, which claims to be fighting for an Islamic homeland in the south of the mainly Catholic Philippines. The three remaining hostages include the tug's captain, the chief officer and the chief engineer. Although the escaped Indonesian hostage believed the kidnappers were Abu Sayeef guerrillas, Carolina said questioning of six other Indonesian crewmen left behind on the tug suggested they were ordinary pirates.

Rescue hopes dim for 107 on ship stuck in Antarctica



Trapped aboard a cargo ship in the howling depths of an Antarctic winter, scores of Russian scientists and technicians saw hopes of a quick rescue vanish yesterday. A South African research vessel (pictured) trying to carry helicopters within range encountered unexpectedly thick sea ice.

IHI Delivers Large Ferry To Domestic Owner

Ishikawajima-Harima Heavy Industries Co., Ltd. (IHI) has delivered the 18,255 GT car/passenger ferry, **Lilac**, to its owner Shin-Nihonkai Ferry Co., Ltd. of Japan. The ferry is the first of two ferries for the owner. The keel of the ferry Lilac was laid at the IHI Yokohama Shipyard in June 2001 and launched in September of the same year. Then the ferry was towed to IHI Amtec Co., Ltd., an IHI subsidiary company located in Aioi, Hyogo Prefecture, for fabrication of the superstructures and outfitting work. The ferry entered service between Niigata and Otaru, Hokkaido, on April 5, 2002. To provide diverse passengers with increased comfort and satisfaction during a voyage, the Lilac has more private cabins than the previous ferries. Barrier-free inboard design is another provision for disabled persons; wide doorways and corridors are featured along with automatically operated doors. The new hull design has been developed for decreased fuel consumption after studying the hull forms of the previous ferries built by IHI. The company has constructed nine ferries before Lilac.

CASUALTY REPORTING

CLIPPER CHEYENNE (BAHAMAS)

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Top : The **Clipper Cheyenne** in sunken position at Foynes harbour

photo : Jan van der Klooster

London, Jun 27 -- Following received from Foynes Harbour-master, dated today: Work is still continuing on the salvage of ro/ro Clipper Cheyenne, a refloating attempt will be made either today or tomorrow.

HOPE STAR (CAMBODIA)

Yokohama, Jun 27 -- General cargo Hope Star (1598 gt, built 1987, ex Orient Star No.18) was in collision with general cargo Kiku Maru, on Jun 7, off Ryuga Saki lighthouse. -- Lloyd's Agents. (Note -- Hope Star arrived Tomakomai Jun 13 and subsequently arrived Hachinohe Jun 18 and sailed Jun 20.)

MAGDALENA OLDENDORFF (LIBERIA)

London, Jun 27 -- A press release from the Ministry of Environmental Affairs and Tourism, timed 1725, Jun 26, states: Research/supply S.A. Agulhas is sailing steadily towards general cargo **Magdalena Oldendorff** and has reached a distance of approximately 450 km from the stranded vessel. Weather permitting, S.A. Agulhas is expected to reach a safe flying distance from Magdalena Oldendorff by tonight. Captain Kevin Tate reported today that S.A. Agulhas is moving at 12 knots, through a 90% ice covered surface. The ice is between 5-10 cm thick and is not causing any problems at the moment, the master reported. The air temperature has dropped to minus 10 Celcius from yesterday minus 9.3 Celcius and the wind speed has picked up to between 27 - 30 knots, from a north easterly direction. The sea temperature is minus 2.1 Celcius. "The speed of the vessel depends on the conditions of the ice and the weather and once it gets darker the vessel will slow down", he said. At present the Antarctic is enjoying six hours twilight in a 24-hour period. The master of S.A. Agulhas is hoping to get within a maximum flying distance from Magdalena Oldendorff tonight, permitting him first thing at daybreak tomorrow morning to do a flight to Magdalena Oldendorff to drop off food supplies and airlift the first group of passengers from the vessel to S.A. Agulhas. The entire operation is however, strictly weather dependent. It is expected that the two Oryx helicopters will each do one trip a day between the two vessels, once the operation has commenced and weather permitting. This operation is therefore estimated to last several days. " The 44-knot wind conditions around Magdalena Oldendorff, in the Bay of Muskegbukta are presently not conducive for a helicopter to land safely on the vessel.

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The master of Magdalena Oldendorff reported poor visibility today with further snowfall. The vessel however, remains in the same position of relative safety as the Bay continues to offer it protection from floating ice, thus ensuring its safety from moving icebergs. The master of the vessel confirmed again today that there is sufficient food to last the crew and passengers until Jul 15. The crew remains in good spirits having voluntarily rationed food and fuel supplies to ensure that these last until the rescue vessel is within rescue range. Argentine Icebreaker Almirante Irizar, departed Buenos Aires Jun 25 and is the expected time of arrival of the vessel at the rendezvous point with S.A. Agulhas is Jul 7



Rescuers took advantage of moderate weather June 27, 2002 to evacuate 21 Russian scientists trapped deep in the Antarctic aboard the Magdalena Oldendorff, seen at the end of May at the Novo Barrier, Antarctica. Cape Town-based Dutch salvage company Smit Marine said two

helicopters had flown from the heated deck of the South African research ship Agulhas as soon as the wind moderated to 12 knots. An icebreaker continues to steam towards the Oldendorff and should soon be able to free the ship.

London, Jun 27 -- A press release from the Ministry of Environmental Affairs and Tourism, dated today, states: The first Oryx helicopter had taken off at 1120 hrs, this morning from research/supply S.A. Agulhas to the stranded general cargo Magdalena Oldendorff. At 1233 hrs, it was 20 minutes away from landing on it. The second helicopter was scheduled to take off at 1237 hrs, today. Last night the S.A. Agulhas reached a safe flying distance to allow the helicopters to reach the Magdalena Oldendorff.



The master of S.A. Agulhas, Kevin Tate, had communicated that the weather conditions were favourable for the helicopter mission to commence. The wind speed is 12 knots at present, with the air temperature at -1.5 degrees Celcius and the sea temperature at -2.1 degrees Celcius. S.A. Agulhas is approximately 370 km from Magdalena Oldendorff. The helicopters' estimated flying time is three hours 20 minutes to and from S.A. Agulhas and the flying speed is 120 knots per hour. The helicopters will each take between nine and twelve passengers on board today, which means a total of between 18 to 24 passengers will be airlifted off Magdalena Oldendorff during today's

operation. The helicopters are transferring food supplies. The master of Magdalena Oldendorff had reported good visibility with favourable weather conditions. The master reported that the crew and passengers are positive, ready and waiting for the arrival of helicopters. The master of S.A. Agulhas reported he envisages two helicopter flights per day, should the weather conditions remain favourable. At present flying conditions seem suitable for tomorrow, but the situation will be reassessed tonight. S.A. Agulhas is moving between five to six knots south, but they will only be able to proceed for another two miles. There is regular contact between the S.A. Agulhas and Magdalena Oldendorff.

SHIPYARD NEWS

Northrop wins massive USCG order

THE US Coast Guard has awarded Northrop Grumman Ship System's Ingalls shipyard in Pascagoula, Mississippi, an \$11B contract to design and build a new class of cutter. The contract for the Deepwater Project is the largest ever awarded by the USCG and could run for as long as 30 years and build more than 90 vessels. The ship project is part of a larger \$17Bn contract awarded to Northrop and Lockheed Martin that will also build helicopters and aircraft for the cutters. Under the Bush administration's new Homeland Security Department, which will include the USCG and the Customs Service, the new vessels will be used to intercept and search vessels more than 50 miles from US shores. Northrop officials said USCG crews will use advanced technology to instantly check identities of foreign crew members through a database instead of using the USCG's current land-based centre that sometimes takes more than a day to yield information. The Northrop ship unit includes the Ingalls yard in Pascagoula and the Avondale yards in New Orleans and Tallulah, Louisiana, and Gulfport, Mississippi.

MHI Launches Car/Passenger Ferry

Mitsubishi Heavy Industries, Ltd. (MHI) has launched the 10,000GT car/passenger ferry, Ferry **Kyoto 2** (HN:1086), at its Shimonoseki Shipyard & Machinery Works for the coowners, Meimon Taiyo ferry Co., Ltd. and the Corporation for Advanced Transport and Technology (CATT) of Japan. The ferry will be completed in August 2002. The Ferry **Kyoto 2** is the first of two vessels being built for the owners to replace the present ships. The ferry features barrier-free construction for disabled and elderly people. Compared with the existing ships, the new ferry consumes less fuel due to various design improvements. In particular, a ship operation support system using a computer is provided to maintain the optimal operation timetable and calculate fuel consumption.

Rolls-Royce Completes Queen Mary 2 Order

The last 40 ft. long stabilizer bound for French shipyards to complete the construction of Queen Mary 2 leaves Rolls-Royce's Dunfermline site this week. Each stabilizer will be loaded on to a flatbed trailer and will require a police escort to Rosyth where it will then be shipped to Chantiers de l'Atlantique in France where the Queen Mary 2 is under construction. The fins, when fitted, will extend from the hull below the ship's water line to provide enhanced stability at sea. Rolls-Royce, which manufactures the world-famous Brown Brothers range of ship stabilizers, has taken a year to complete the four 100 ton, folding fin stabilizers- each the size of a two story house for the luxury liner. The Queen Mary 2 will be the world's largest passenger ship when commissioned in 2003 and will be capable of carrying more than 2,600 passengers.

ROUTE, PORTS & SERVICES

Bergesen to focus on LNG

NORWEGIAN ship owner Bergesen expects more than half its earnings to come from its rapidly-expanding LNG and offshore divisions by 2006, says finance director Garup Meidell. The world's largest shipper of petroleum gases told a New York finance conference that the market for its 59 LPG tankers was mature, and cyclical and fragmented conditions meant its 14 VLCCs could not provide stable earnings. Currently Bergesen's fledgling LNG and offshore divisions comprised under ten per cent of earnings, but Meidell said the "way forward" was company investment in seven LNG newbuildings due for delivery in 2005-2006, for which 20-year contracts had been secured. "Bergesen will maintain a presence in the VLCC market, and may even acquire more vessels, but will seek to minimise residual

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risk," Meidell told delegates at the Marine Money conference. "If and when" it returns to the VLCC tanker market, it will "most likely" focus on late 1980s and early 1990s single-hull vessels, he said

Third Disney still over the horizon



DISNEY Cruise Line says it is no nearer to ordering a third ship than it was a year ago, despite a strong business rebound following the post-

September 11 downturn. Disney spokesman Mark Jaronski said the company's in-house design team is "looking at what's out there" in the way of cruise ship developments while the line evaluates its options for a newbuilding. He said "we're looking for ways" to make plans for a third ship, but no preferred builder or design has been decided upon. The Disney Corporation-owned line was formed four years ago and operates two Fincantieri-built, 83,000-GT sister ships out of its home port at Port Canaveral. The Disney cruise business suffered less than rival Florida-based operators following the terrorist attacks, but still experienced an unparalleled bookings slump. Jaronski said Disney was fortunate because "there's a strong demand for family-based cruises, which is what we specialise in."

Barcelona moves into Valencia

SPANISH container terminal operator Terminal de Contenedores de Barcelona (TCB) has moved into the port of Valencia after acquiring 70 per cent of Terport and 50 per cent of Terpoval, two of the three companies that run Terminal de Contenedores de Valencia, the second largest box facility. TCB commercial director Miguel Duro explained: "Our company is expanding and the purchases reinforce our position in the Mediterranean. We have not ruled out buying shares in Combicesa". Combicesa, Terport and Terpoval jointly own TCV terminal, which has an annual container handling capacity of 600,000 TEU. Last year TCB won a joint concession to run an 18 hectare container terminal in the port of Algeciras.

'Scherpe controles verjagen geen schepen'

Amsterdam - Scherpere controles in de Rotterdamse haven hoeven helemaal niet te leiden tot een situatie waarin reders uitwijken naar andere havens. Dat zei A. Broere namens de Rotterdamse rivierpolitie gisteren tijdens het Amsterdamse havencongres. Uitwijkgedrag, betoogde hij, wordt vooral beïnvloed door de uitstralingen van een haven in zijn totaliteit, waarbij het economisch klimaat, de veiligheid en beperking van inbreuken op het operationele proces de belangrijkste factoren zijn.

Broere gelooft niet dat 'zogenaamd strenge controles in Rotterdam' schepen naar Hamburg 'jagen'. Opmerkingen als 'Antwerpen kijkt niet zo krap als het gaat om een schip met vuurwerk' noemt hij 'ongenuanceerd'. Volgens Broere wordt, 'in ieder geval bij de rivierpolitie', permanent nagedacht over efficiënt en effectief werken.

Het enige dat de rivierpolitie voor de haven in de aanbieding heeft is veiligheid, meent Broere. „Wij

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streven een werkwijze na die de veiligheid in de haven maximaal garandeert."

De rivierpolitie streeft naar samenwerking met andere overheidsdiensten in de Rotterdamse haven. Het uitwisselen van informatie is daarbij essentieel, vindt Broere. De rivierpolitie werkt al enige tijd nauw samen met de douane. Volgens Broere wordt er gestreefd naar integrale controles. „Daarbij kan ik me zelfs voorstellen dat meerdere controlerende instanties samen op één overheidsschip varen," sprak hij gisteren in Amsterdam.

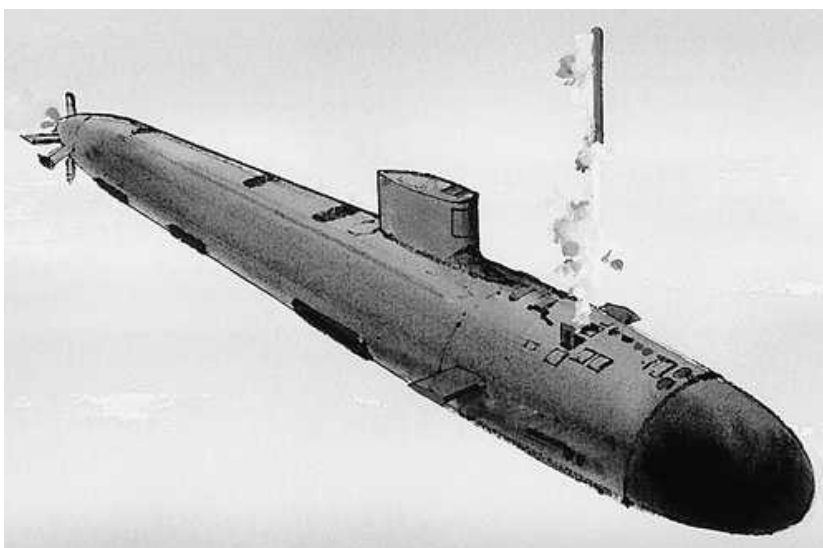
EU klaagt Frankrijk aan na scheepsramp Erika

Tweeënhalf jaar na het ongeluk van de Maltese tanker Erika voor de kust van Bretagne heeft de Europese Commissie bij het Europese Hof van Justitie in Luxemburg een klacht ingediend tegen Frankrijk wegens gebrekkige controle van schepen. Dat heeft de commissie woensdag in Brussel bekendgemaakt. De olietanker Erika brak eind 1999 voor de kust van Bretagne in twee stukken, waardoor de kust ernstig verontreinigd raakte door de wegstromende olie. Het schip kwam uit de Franse haven Duinkerken, waar de technische problemen niet waren ontdekt.

De Franse autoriteiten hebben volgens de commissie de EU-voorschriften voor controle van zeeschepen niet goed nageleefd. Volgens de voorschriften moet elk vierde binnenkomend schip op zijn zeewaardigheid worden gecontroleerd. Deze controle zou de laatste jaren nog verder verslechterd zijn. De commissie wil behalve Frankrijk ook Ierland tot de orde roepen. Hoewel de voorschriften in Ierland de laatste tijd iets beter worden nageleefd, is de situatie daar ook nog steeds niet optimaal, aldus de commissie.

NAVY NEWS

Northrop Grumman Newport News to Lay Keel



Northrop Grumman Corporation's Newport News sector is teamed with Electric Boat to build the first four ships of the Virginia-class. **Texas** is the second ship of the class and the first one that will undergo final assembly and delivery at Newport News in 2005. The keel that will be laid for Texas is part of the stern section of the ship. The keynote speaker for the ceremony will be U.S. Sen. John Warner of Virginia. Other ceremony participants will include Northrop Grumman Corporation

Chairman and Chief Executive Officer Kent Kresa, Northrop Grumman Newport News President Tom Schievelbein, Virginia Gov. Mark R. Warner, Secretary of the Navy Gordon England, U.S. Sen. George Allen of Virginia, Chief of Naval Operations Admiral Vern Clark and Electric Boat President Mike Toner. Ceremony attendants will include both Northrop Grumman Newport News and Electric Boat employees

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who are building Texas, U.S. Navy officials and the Pre-Commissioning Unit for the Texas. The ceremony is not open to the public.

Hr. Ms. Philips van Almonde uit dienst gesteld



Boven : [Hr Ms Philips van Almonde](#) afgemeerd in Bahrain gedurende het laatste deployment

In aanwezigheid van de commandant eskader, commandeur F.J. H. v.d. Berg, is donderdag 27 juni Hr. Ms. Philips van Almonde uit dienst gesteld. De Philips van Almonde is één van de twee standaard-fregatten van de Kortenaer-klasse die de Koninklijke Marine bezit.



Tijdens de ceremonie werden de geus, de oorlogswimpel en de driekleur neergehaald. De letters van het naambord van het schip werden later, zoals gebruikelijk bij een marineschip, onder de aanwezige oud-commandanten van het fregat verdeeld. De Almo, zoals het fregat in de wandelgangen werd genoemd, voer op 14 juni jl. na zes maanden

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Operation Enduring Freedom, voor de laatste maal de haven van Den Helder binnen.

Hr. Ms. Philips van Almonde heeft in het verleden deelgenomen aan verschillende vredesoperaties. Zo loste het schip tijdens de tweede Golfoorlog in december 1990 een Nederlands schip af in de Perzische Golf en maakte het als onderdeel van het permanente NAVO-eskader STANAVFORLANT, deel uit van de internationale vloot in de Adriatische Zee tijdens de Kosovo-operatie. Daarnaast fungeerde de Van Almonde als stationsschip in de West. Op 10 december 2001 vertrok Hr. Ms. Philips van Almonde naar de wateren rond het Arabisch Schiereiland in het kader van Operation Enduring Freedom, de internationale strijd tegen het terrorisme. Op 14 juni keerde het fregat, onder leiding van commandant kapitein-luitenant ter zee John Weyne, terug in de marinestad. Tijdens de uitdienststelling overhandigde de jongste matroos de wimpelkist aan de commandant. Het laatste S-fregat van de marine is Hr. Ms. Blois van Treslong

Marineschip voert opnieuw boarding uit



Het marinefregat Hr.Ms. Van Galen heeft 26 juni een boarding uitgevoerd op een verdacht schip. Hr.Ms. Van Galen verblijft in het kader van operatie "Enduring Freedom" in de wateren rond het Arabisch Schiereiland. De boarding vond plaats op het motorschip Safinaz, een schip dat afkomstig is uit de haven van Sikka in India. Het MS Safinaz vaart onder de vlag van St. Vincent (Britse Maagdeneilanden). De boarding verliep zonder noemenswaardige bijzonderheden.

Hr.Ms. Van Galen vertrok 20 mei uit de haven van Den Helder. Het is na Hr.Ms. Philips van Almonde en Hr.Ms. Van Amstel het derde marinefregat dat in de wateren rond het Arabisch Schiereiland patrouilleert in het kader van de strijd tegen het internationaal terrorisme. De Koninklijke Marine neemt ook deel met schepen en vliegtuigen aan zogenoemde "back-fill" operaties in het Caraïbisch Gebied. Hierbij nemen de marine-eenheden de plaats in van Amerikaanse schepen en vliegtuigen die in het kader van de strijd tegen het internationaal terrorisme elders nodig zijn.

NAVY TO CHRISTEN NEW GUIDED MISSILE DESTROYER PINCKNEY

The newest Arleigh Burke class guided missile destroyer, **Pinckney (DDG 91)**, will be christened Saturday, June 29, 2002, during a 10 a.m. CDT ceremony at Northrop Grumman Ship Systems in Pascagoula, Miss.

Pinckney is the 41st ship of a planned production run of 63 vessels. These multi-mission ships conduct sustained combat operations at sea, providing primary protection for the Navy's aircraft carriers and battle groups, as well as essential escort to Navy and Marine Corps amphibious forces and auxiliary ships, and independent operations as necessary

Joint Rescue On The High Seas

Two Pearl Harbor-based Navy ships, two Kaneohe-based Navy SH-60B helicopters, two Army doctors from Tripler Army Medical Center, and a C-130 from Coast Guard Air Station Barber's Point Hawaii joined forces to rescue an injured merchant mariner aboard the Motor Vessel **Pequen** nearly 700 miles west of Oahu, Hawaii.

Recently, the **MV Pequen**, an ocean-going tug, contacted its parent company offices in the **Netherlands** requesting emergency medical support for a crew member suffering from a serious head injury.

Dutch officials contacted the Joint Rescue Command Center in Honolulu, which in turn contacted the Pacific Fleet Headquarters to provide support.



Top : USS Lake Erie – Photo : **Coll Piet Sinke**

Two Pearl Harbor-based ships, USS Lake Erie (CG 70) and USS O'Kane (DDG 77), were already underway off the coast of the island of Kauai, and began transiting toward the tug. For Lake Erie, the emergency call came within hours of the ship's historic launch of an SM-3 missile that intercepted a ballistic missile with a kinetic warhead above the Earth's atmosphere.

Lake Erie's executive officer, Lt. Cmdr. Mike Fulkerson, summed it up best when reflecting on quick change in mission for the cruiser. "In all honesty, it was pretty amazing watching these guys jump from one of the Navy's newest mission areas to one of the oldest missions Sailors have . . . without skipping a beat."

Due to the extreme distances involved, logistics played a critical role in the rescue operations. No helicopter could make the entire transit without refueling, so Lake Erie continued making best speed

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toward the tug while O'Kane took station between Kauai and the Lake Erie to serve as a refueling location for the helicopters.

While the ships were getting into station, the two Seahawk helicopters assigned to Helicopter Anti Submarine Squadron-Light (HSL) 37 at Marine Corps Base Hawaii, Kaneohe Bay, were launched with Army medical personnel -- a neurosurgeon and an anesthesiologist from Tripler Army Medical Center on board.

The helicopters first flew to the Pacific Missile Range Facility (PMRF) on the island of Kauai for fuel. Then they flew to O'Kane, and then continued out to Lake Erie. A Coast Guard C-130 flew overhead throughout the mission, providing critical communications and coordination support. Additionally, neither of the ships could accommodate more than one helicopter at once, so the helicopters never shut down during the entire mission. One helicopter would land on deck, refuel and then take off to allow the second helicopter to do the same.

In the mean time, despite 6- to 8-foot seas and significant swells, Lake Erie crew members successfully transferred the injured man from Pequon to Lake Erie. Lt. Russ Corpron, Lake Erie's weapons officer, led the rescue team that braved the seas state in one of the ship's Rigid Hull Inflatable Boats (RHIBs). Hours before, Corpron served as the tactical action officer (TAO) during the SM-3 missile shoot.

Chief Hospital Corpsman (SW) James Brown -- Lake Erie's independent duty corpsman, skillfully guided his medical team throughout the rescue. The team immediately began stabilizing the 43-year-old patient when they got to the tug, and they carefully monitored his transfer to the Lake Erie. The tug crew member who had fallen and was initially rendered unconscious, was diagnosed with a serious head injury.

The helicopters from the "Easy Riders" of HSL-37 arrived at Lake Erie more than five hours after taking off from Kaneohe. Army neurologist Maj. Dan Donovan, and anesthesiologist Maj. Darren Gray, made the determination to transport the patient back to Tripler Army Medical Center's Trauma Center on Oahu for further medical tests.

After taking off from Lake Erie, the helicopters retraced their track to Oahu. However, the helicopter with the patient on board was able to skip the stop at PMRF and flew directly from O'Kane to Tripler.

Just after the sun settled below the horizon, the two helicopters made their approach to the helipad at Tripler. With Easy Rider 61 still turning on the helipad in the background, and local television cameras filming every action, the doctors and crew members transported the injured mariner to an awaiting ambulance. More than 11 hours after taking off from Kaneohe, Lt. Cmdr. Andy Quett, one of the pilots of Easy Rider 61, had reporters from local television stations asking him about his role in the rescue. Quett said with a proud smile "although search and rescue is normally a small part of our mission, it is definitely the most rewarding."

USS FIFE



The U.S. Navy destroyer **USS Fife (DD 991)** is the U.S. Task Group flagship for the Pacific Phase of the annual UNITAS exercise conducted between June 27 and July 11, 2002, with naval forces from five nations off the coast of Chile. The ship's five-month deployment to the Eastern Pacific Ocean for Counter-Drug Operations and the **UNITAS exercise** is the final deployment for the Spruance-class destroyer, which is scheduled to be de-commissioned in February 2003.

MOVEMENTS BONGA FPSO



Another picture of the departure of the **BONGA FPSO** from South Korea with left the John Ross – Smitwijs Singapore and the De Da
Photo : Arie Duifjes (Smitwijs)

Hr Ms MAKKUM



Hr Ms **Makkum (M 857)** departed from the Haringvliet and disembarked the pilot at Hoek van Holland Thursday 27-06 around 20:00 hrs

Photo ; Piet Sinke

KAPITEINS HAZEWINDEL

Door : Ane Ree

Op Donderdag 27-06-02 Na het avond eten lag ik op de bank aan het uitbuiken, en om 19.00 uur de pieper voor de bemanning van de Reddingboot **KAPITEINS HAZEWINDEL** uit Hoek van Holland, en die vertelde ons dat er een mijl buiten het Noorden hoofd een zeiljacht met problemen was. Als een speer kwam ik van de bank af, dus niet uitbuiken, toen ik net uit de deur was kwam ik buurman Willem tegen, samen gingen wij als een speer naar de Berghaven. Eenmaal aan de Berghaven gingen wij naar de Reddingboot, toen Schipper Jan genoeg opstappers aan boord had, vertrok hij richting het jacht.



Om 19.30 uur kwamen wij bij het jacht aan, coaster **CHRISTANA-C** had lij voor ons gemaakt, want er stond een aardige zeegang, en de loodstender **DISCOVERY** en de **RPA 30** lagen er bij om eventueel assistentie te verlenen. Om 19.35 uur maakte wij vast met het zeiljacht **REGOLUTION** uit Dintelsas, die een gebroken roer had en zetten koers naar de Berghaven met zoon 6 mijl. Om 20.15 meerde wij met het zeiljacht af in de Berghaven.

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Die avond moesten wij een stukje varen in de Europoort , met **Thijs van Leer** die een optreden had in de Torpedoloots in Hoek van Holland.

Na een half uur varen meerde wij af in de Berghaven, dus snel naar huis om ons te verkleden voor het optreden van Thijs van Leer



AIRCRAFT / AIRPORT NEWS



A U.S A-10 military aircraft crashed June 27, 2002 in a wooded area of Eastern France, killing the two people on board. The A-10 Warthog (also known as a tank buster) ground attack plane crashed in the Vosges region between Domptail and Saint-Pierremont. An A-10 is seen in this undated file photo

EasyJet may place US\$6b order for 120 planes

Low-fare carrier in talks with Airbus, Boeing for single-aisle aircraft



(LONDON) EasyJet is negotiating with Airbus SAS and Boeing Co over what may be the biggest airplane purchase of the year, 120 jetliners valued at US\$6 billion, people familiar with the negotiations said.

Airbus and Boeing are vying for the sale of single-aisle planes as most airlines are reducing purchases because air travel dropped after the Sept 11 attacks. EasyJet and no-frills rivals are attracting record numbers of passengers with low fares.

EasyJet, Europe's No 2 low-cost carrier, is buying Go Fly Ltd to pass Ryanair Holdings plc as the region's leader. The takeover may be a break for Boeing. Go was planning to order 75 Airbus planes. EasyJet is now negotiating for both carriers.

Go and easyJet 'are both growing at 30 per cent and they both need the planes,' said Chris Avery, an analyst at J P Morgan with a 'buy' rating on easyJet. 'They could have pushed back some of the requirement, but really you might as well go for volume.'

The easyJet order may include options for as many as another 120 planes, the people familiar said. Ryanair purchased 100 planes, with options for 50 planes, in January from Boeing, which has until now captured most sales to low-fare airlines.

Airbus and Boeing have each signed agreements with easyJet spelling out terms and conditions of a potential order, said Toby Nicol, an easyJet spokesman. He declined to say how many planes or options there might be or the price.

EasyJet reached similar agreements with engine makers CFM International, a venture between General Electric Co and Snecma SA; and International Aero Engines, led by United Technologies Corp's Pratt & Whitney and Rolls-Royce plc, said Mr Nicol.

The carrier will place the order after a share sale to current investors in mid-July that will raise 277 million (\$720.2 million), Mr Nicol said. It may announce the order before the Farnborough air show, which begins July 22.

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'We don't comment on ongoing negotiations,' said a spokeswoman for Airbus, which is based in Toulouse, France. Chicago-based Boeing would not confirm the information, said Cheryl Addams, a spokeswoman for the world's largest planemaker. Engine makers could not immediately be reached for comment.

Luton, England-based easyJet, currently operates only Boeings. It is looking to buy narrow-body planes that fly short to medium routes. In Airbus's case, that would be aircraft in the A320 series. For Boeing it would be 737s, the plane used by Ryanair and Southwest Airlines Co, the US carrier that started the low-cost, no-frills trend.

The only company building engines for the newest Boeing 737s is CFM. Both CFM and International Aero build engines for A320 planes. International Aero partners include Japan's Aero Engines Corporation and MTU, a unit of DaimlerChrysler AG, as well as Pratt & Whitney and Rolls-Royce.

TUG/SUPPLYBOAT RENAMINGS

| Former Name | Build | New Name |
|-------------------|-------|-------------------|
| Alpha Coast | 1991 | Winstar Reliance |
| Ann T Orgeron | 1976 | Crosby Trinity |
| Argos | 1977 | Stanford Supplier |
| AYM Taurus | 1997 | ASL Taurus |
| Chilkat Hunter | 1964 | Gimrock Atlas |
| Chiyoda Maru No 4 | 1965 | Current Force |
| Cochise | 1982 | Sea Islander |
| Cougar | 1975 | Bering Sea |
| Declaration | 1970 | Caribe Service |
| El Jaguar Grande | 1976 | El Jaguar |
| Fereda S | 1944 | Fanourios |
| Freda AF Goteborg | 1998 | Freja |
| Geronimo | 1967 | Coastal Express |
| Gil Herbert | 1977 | Comet |
| Greenpeace | 1959 | Elbe |
| Hawaiian Victory | 1974 | C-truc No 5 |
| J.A. Orgeron | 1976 | Crosby Faith |
| Kiyu Maru No 7 | 1961 | Chihaya |
| Kuko No 2 | 1967 | Senho |
| Kurnai Tide | 1990 | Conor Tide |
| Ocean Dolpin | 1975 | China Venture |
| Oregon | 1978 | Don Hiram P |
| Predator | 1969 | Enterprise |
| Qabas 2 | 1972 | T2000 |
| QM Pioneer 808 | 1995 | Tamarin 1 |
| Red Dove | 1991 | Seabulk Dove |
| Red Puffin | 1975 | Seabulk Puffin |
| Red Rooster | 1980 | Seabulk Rooster |
| Red Skua | 1977 | Seabulk Skua 1 |
| Red Snipe | 1982 | Seabulk Snipe |
| Red Swan | 1976 | Seabulk Swan |

DAILY SHIPPING NEWSLETTER

Rita Candies

1976

Kings River



The **EPIC SEAHORSE** (former SEA ISLAND) moored near Port Fourchon 24-6-2002

Photo : Piet Sinke

| | | |
|-----------------|------|----------------|
| Sea Island | 1977 | Epic Seahorse |
| Seabulk Power | 1973 | Tondar |
| Seawolf 103 | 1971 | Taisier |
| Stevin Sham | 1976 | Sea Diamond IV |
| Tabarak 1 | 1974 | Hayat |
| Theresa B | 1969 | J.A.Hardy |
| Tsuru Maru No 2 | 1970 | Vega |
| Vega | 1970 | Sumida |
| Venturer | 1973 | Coral Sea |