



## DAILY SHIPPING NEWSLETTER 2003 – 008



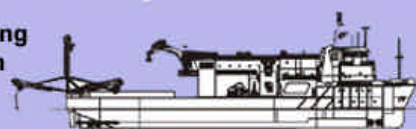
Number 008\*\*\*DAILY SHIPPING NEWSLETTER\*\*\* Wednesday 08-01-2003

THIS NEWSLETTER IS BROUGHT TO YOU BY :



**Smit-Oceaneering Cable Systems**  
inquiry@socsys.com www.socsys.com

Vessel & ROV operations - Cable & Umbilical Installation - Plowing  
Subsea Excavation - Salvage Support - Underwater Intervention  
Seismic Support - Cable Burial - Subsea Construction Support  
Speciality Tooling & Hardware - Specialized Personnel



## EVENTS, INCIDENTS & OPERATIONS STENA DISCOVERY



Monday January 6<sup>th</sup>, a series of exercises was held onboard the HSS **STENA DISCOVERY**, which normally services at the route **Hoek van Holland < > Harwich**.

A part of the exercises during the day was the launch of the Escape slide on Port forward, which is connected to 2 large liferafts. What can be seen at the pictures. After the slide was deployed some people came down via the slide.

The Hoek van Holland Lifeboat **Kapiteins Hazewinkel**, the tug **Eerland 20, RPA 15** and a diving team of **SMIT** participated in the useful exercise.

## DAILY SHIPPING NEWSLETTER 2003 – 008



Top : The Hoek van Holland Lifeboat **KAPITEINS HAZEWINKEL** standby during the exercise with the **STENA DISCOVERY**



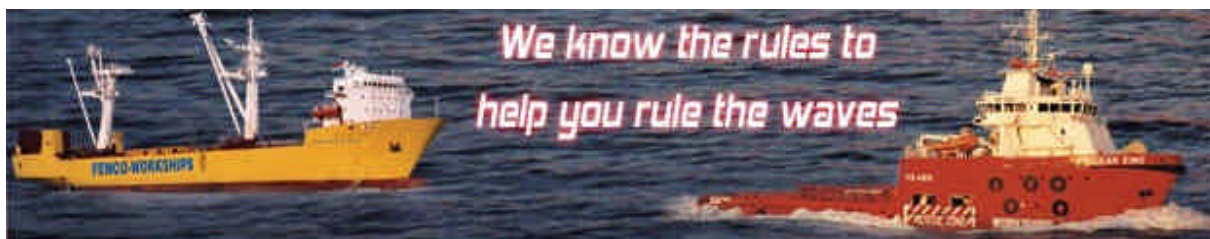
After completion of the exercises the **STENA DISCOVERY** departed for Belfast in Northern Ireland for a drydocking period, the vessel will resume service at the Hoek van Holland-Harwich route January 23<sup>rd</sup>

All photo´s : Piet Sinke ©

**THIS SECTION IS BROUGHT TO YOU BY :**



## Workships Contractors bv



K.P. van der Mandelelaan 34 - 3062 MB Rotterdam - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : post@workships.nl

Telex : 24390 wosh nl

## Salvage workers pump oil from stricken ship



Dutch salvage workers on Monday were removing fuel from the damaged compartments of a tanker involved in a North Sea collision with a sunken ship in readiness for it be towed to shore.

The **Vicky**, which was carrying 70,000 tonnes of diesel, has been anchored about 14 miles (22 km) off the Belgian coast after running into the sunken car-carrier **Tricolor** on January 1. It is the second ship to crash into the **Tricolor** in recent weeks.

Belgian officials had originally thought that the 243-metre-long **Vicky**, owned by the Baben Tasimacilik company in Turkey, where it is also registered, was carrying kerosene.

Dutch salvage company **Wijismuller** was pumping more than 1,000 tonnes of fuel oil and diesel to other compartments in the **Vicky** to try to right it, said Isabelle Valentini, spokeswoman for the Belgian Transport Ministry.

The tanker was dipping forward after suffering damage to the port side of its bow, she said.

**Wijismuller** was expected to pump 7,000 tonnes of diesel out of the **Vicky** into another tanker on Tuesday before having it



## DAILY SHIPPING NEWSLETTER 2003 – 008

towed to shore, she added.

Belgian coast guard official Willem Van Poucke said the tanker would be towed to Dunkirk or Rotterdam because Belgium's port at Zeebrugge was too shallow to receive it. Belgium wants all of **Vicky**'s damaged compartments emptied to avoid any more leaks into the sea.

It issued an ultimatum to its owner on Saturday, demanding that it arrange for the fuel to be pumped out by Sunday.

Although about 350 litres of diesel and some fuel oil had initially leaked from the tanker, no more signs of the sea being polluted were evident since Friday, said Valentini.

At least 60 marine birds had been found covered in oil believed to have spilled from the **Vicky**, according to weekend media reports.

The **Tricolor** sank on December 14 with a cargo of nearly 3,000 luxury cars after colliding with a container ship at the eastern end of the English Channel between Britain and France.

It remains in French waters about 25-metres deep and is visible only at low tide.

Ships passing through the English Channel are warned about the **Tricolor**'s position by half-hour warnings broadcast in the area, plus fluorescent buoys and a radar beacon around the ship.

## Tugs and barges told to be on alert against pirates

The Kuala Lumpur-based International Maritime Bureau (IMB) Piracy Reporting Centre has alerted tugs and barges using the Straits of Malacca to take extra precaution and maintain strict anti-piracy watches following a hijacking on Dec 22.

An IMB spokesman said in the 4am incident at Tanjung Uban off Batam Island, Indonesia, pirates boarded the tug **Modal Wan 11** and took control of the vessel.

He said two armed men took the captain and chief mate as hostages before escaping in two speedboats heading in two different directions.

The chief mate was later freed at Tanjung Pinang, Bintan Island where he lodged a report. The captain and the remaining six crewmen of **Modal Wan 11** are still missing.

The IMB has informed authorities in Malaysia, Singapore and Indonesia to be on the look out for the missing tugboat and missing seamen. The barge **Coastway 1905C** was carrying 1,800 metric tonnes of palm oil estimated to be worth over RM1mil was also taken by the pirates in the incident.

The barge was on its way to a palm oil discharge jetty in Pasir Gudang. The barge left after loading the cargo in Belitung, an Indonesian island where palm oil is processed.

"It is learnt that the attackers may have followed the vessel from the island and took the opportunity to seize it," the IMB spokesman said, adding that marine patrols are searching for the missing tug and barge. "The barge is large, so it cannot travel fast and we believe it is kept hidden among the small islands in Indonesia."

This is the fifth hijack involving tugboats over the last six months in Indonesian waters. Two have been found while three others are still missing with the crewmen.

## **CASUALTY REPORTING**

### **Severe bottom damage to stranded hull**

**VERMONTBORG**, the empty hull en route from Daewoo Mangalia, Romania to Bodewes Volharding in



the Netherlands for outfitting that broke free from its tug line in the Western Channel approaches on Friday morning and ran aground on north-west Guernsey, was stranded as salvors tried to get as much equipment onboard before high tide.

Nick von Dinklage, the Arntz van Helden hull and machinery surveyor appointed by brokers Aon Groningen to investigate, said that severe bottom damage had been done to newbuilding hull number 515,

destined for Wagenborg, on its grounding on granite.

The ballast tanks had been penetrated, he said. The tailshaft sealing arrangement was now "completely ineffective", he added.

**Salvors Smit Salvage**, which has been awarded the Lloyd's Open Forum recovery contract with **Klyne Tugs**, said yesterday that patchwork would be required to the tail section before the hull could be refloated. Extra equipment was being airlifted in to pump air into the hull's double hulls.

"We are optimistic that we can seal off the section and pump out the water," said Mr von Dinklage, indicating that the operation would not be compromised by the fact that Sunday saw the last of the Spring tides.

Mr von Dinklage confirmed that the grounding occurred when a tug line parted during heavy weather.

He was unable to put a figure on the cost of repairs, but said that the grounding would inevitably delay delivery of the 138 m long **Vermontborg**, due in May 2003.

He said that the damage would require drydocking, where the installation of tailshaft and propeller at the yard of initial build would normally mean a floating outfitting operation.

The ship is the last and largest in a series of 10 single screw multipurpose vessels from Bodewes Volharding for Wagenborg.

A Wagenborg spokesman emphasised that until its delivery, the hull remains the property of the shipbuilder.

The Klyne tug **Anglian Prince** has been deployed for the refloating operation.

The grounded hull: salvors tried to get as much equipment as possible on board the Vermont Borg before high tide.

## **Blaze aboard berthed ship put out**



Firefighters battled for hours to put out a blaze which broke out in a ship berthed at Port Rashid. No casualties were reported.

According to port authorities, the ship **MV Marineos** is registered in Sharjah and owned by Green Fields livestock.

The vessel, which was impounded due to a court case, has been berthed at the port since November 23, 2001. A crew of five Syrians

was on board the ship, which had no power or water supply. The crew used the facilities of the port.

Major General Sharafuddin Al Sayed Sharaf, Assistant Dubai Police Chief of Criminal Investigation, said they are still investigating the blaze and could not rule out foul play. According to authorities, the crew returned to the vessel at midnight when they noticed thick smoke from it.

The Dubai Civil Defence was immediately informed and along with a firefighting team from the ports they battled the blaze. The fire was brought under control around 8am. The Environment Health and Safety Department deployed over 200 metres of boom around the ship to prevent pollution.

## **SHIPYARD NEWS**

### **Hyundai Heavy Industries sees offshore order boom**

South Korea's Hyundai Heavy Industries Co, the world's biggest shipbuilder, said it expects 2003 offshore engineering orders to rise by more than a third to US\$1.5 billion as demand surges.

It received new orders worth around US\$1.1 billion in 2002 and other large offshore projects were at the talking stage, hopefully fattening its 2003 order book, it said. 'We expect about US\$1.5 billion in offshore engineering project orders this year,' said Hyundai spokesman Kim Kwang Kook. 'Oil fields are being newly developed and offshore oil producers are digging deeper at sea, raising demand.'

Analysts said Korean shipbuilders were expected to expand fast into the offshore engineering business, but would not generate handsome profits in the near future as the competition was fierce.



## DAILY SHIPPING NEWSLETTER 2003 – 008

'Korean shipbuilders are still at the early stage of offshore engineering,' said Chung Soonho, an analyst at Samsung Securities.

Samsung Heavy Industries Co, the world's third-largest shipbuilder, agreed. 'Like other shipbuilders, our company is actively seeking greater presence in the offshore engineering business,' said Lee Hong Yun, a Samsung spokesman. He said Samsung won a total of US\$3 billion in orders, including offshore plant and shipbuilding projects, in 2002.

Mr Kim said Hyundai's offshore engineering division accounted for 18.6 per cent of overseas orders of US\$5.9 billion last year, while its shipbuilding orders took up 51 per cent.

Hyundai expected overseas shipbuilding orders this year to come in at similar levels, he added.

In the latest such orders, Hyundai said on Thursday it had won two different offshore facility construction projects in December worth a combined US\$905 million.

Hyundai said in a public notice filed with the Korea Stock Exchange that it won a US\$745 million order from Esso Exploration Angola Ltd, a unit of ExxonMobil Corp, to build a crude oil platform and storage facilities in Angola.

Hyundai said it had also won a US\$160 million order from a Chinese company to build two offshore platforms and a submarine pipeline on a turn-key basis.

## ROUTE, PORTS & SERVICES

**THIS SECTION IS BROUGHT TO YOU BY :**

**VLIERODAM WIRE ROPES Ltd.**

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

**Binnenbaan 36 3161VB RHOON The Netherlands**

**Telephone:** (+31)105018000  
(+31) 105015440 (a.o.h.)

**Fax :** (+31)105013843

**Internet & E-mail**  
[www.vlierodam.nl](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



**VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.**

## PIRACY INCIDENTS

**27.12.2002** at 8.50am at Balikpapan anchorage in Indonesia, three pirates boarded a tanker by and escape with a life raft.

**24.12.2002** at 9.45pm at Kohsichang, Thailand, an unlit boat approached a bulk carrier under way. A man climbed on board using a hook and tried to tie the boat to railings. Crewmen mustered and the man jumped overboard and escaped. Later when the ship berthed in Kohsichang, another unlit craft came alongside and another similar attempt was foiled by crewmen.

## DAILY SHIPPING NEWSLETTER 2003 – 008

**23.12.2002** at 7.30pm at Balikpapan inner anchorage, Indonesia, three pirates boarded a bulk carrier via hawse pipe and stole a life raft. Duty officer chased the pirates but they jumped overboard and escaped in a boat.

**23.12.2002** at 7.30am at Batik Kelambu islands, off Semporna, Sabah, three pirates armed with M16 guns hijacked two speedboats towing a barge. Five crewmembers were left adrift on the barge. They were later rescued by passing ships.

**20.12.2002** at 12.30am at Santos anchorage no 4, Brazil, about 11 pirates armed with guns boarded a reefer ship from stern. They went to the bridge and entered radio room by destroying the window. They took chief officer as hostage, fired three shots and broke in to master's cabin. Pirates stole cash and personal belongings from master and crew.

## Evergreen Marine to order 20-30 giant container vessels



Top: The **EVER REPUTE** departing from Rotterdam – **Photo : Jan van der Klooster ©**

Evergreen Marine Corp., a large local shipping company listed on the Taiwan Stock Exchange, will order 20-30 super-large container vessels with carrying capacity of **6,000 TEUs** (twenty-foot equivalent units) each

Evergreen terms the super-large container vessels as **X-type**. The **X-type** container vessels will be too large to pass the Panama Canal, Evergreen indicated. The company estimated investment of US\$1.0 billion for the shipbuilding project

The X-type container vessels will ply between the U.S. and Asia, for Evergreen thought that the shipping routes between the U.S. and Asian countries will have large market growth potential

Currently, **G-type** and **U-type** container vessels each with carrying capacity of 3,600 TEUs and 5,000 TEUs, respectively, make up the mainstay of Evergreen's container transport fleet. Evergreen was originally the world's largest container shipping company but now ranks second after Maersk of Denmark, which merged with Sea-Land of the U.S. With the addition of **X-type** container ships to its fleet, Evergreen may regain the World's No. 1 position



Evergreen has many container vessels built by Mitsubishi of Japan. For the **X-type** container ships, large shipbuilding companies in Japan, South Korea, Europe, and mainland China will compete for the large order, Evergreen pointed out.

## **Containerstroom groeit, behalve in Amsterdam**

Een containerterminal die elk jaar 650.000 containers kan overslaan, maar die een overslagcijfer haalt dat amper vijf procent van die capaciteit uitmaakt. Amsterdam heeft het afgelopen jaar niet kunnen profiteren van een wereldwijde opleving van de containervvaart.

Havens als Rotterdam en Antwerpen maakten de laatste dagen mooi gestegen overslagcijfers bekend. Ook Amsterdam doet dat vandaag. Maar waar in Rotterdam en Antwerpen de containers de stuwende kracht zijn, noteert Amsterdam een daling: net geen 43.000 TEU (de standaardmaat voor containers), 10,3 procent minder dan in 2001.

Dit jaar wordt alles anders, beloven de verantwoordelijken. Directeur Hans Gerson van het Gemeentelijk Havenbedrijf voorspelt dat de containeroverslag, die in de hoofdstad nog bescheiden is, de toekomst heeft. "In 2002 is over de hele wereld vijftien procent meer verscheept. Nu de grote Japanse rederij NYK de baas is geworden van de revolutionaire Ceres Paragon terminal, verwacht ik in de loop van dit jaar een gezonde start van de containeroverslag in Amsterdam."

Voor de rest waren er nauwelijks tegenslagen. De overslag van de belangrijkste goederenstroom, kolen, nam af, maar dat levert geen problemen op. Verantwoordelijk wethouder Mark van der Horst is tevreden over de resultaten in 2002. "Met dit groeicijfer is Zeehavens Amsterdam de op één na snelst groeiende haven in het gebied tussen Le Havre en Hamburg, en heeft op basis hiervan Le Havre verdrongen van de vierde plaats," zei Van der Horst. Ook directeur Hans Gerson van het Gemeentelijk Havenbedrijf is positief. "We kunnen over de hele linie tevreden zijn. Rotterdam en Antwerpen hebben na een mindere periode de weg omhoog weer te pakken. Zeehavens Amsterdam hebben zo'n teruggang gelukkig nooit gehad en zijn in staat gebleken na een zeer sterke groei van voorgaande jaren de opwaartse lijn vast te houden."

Opvallend is vooral de stijging van de aanvoer van olieproducten, zoals benzine en smeerolie. Die vormt nu de op één na grootste ladingstroom in de Amsterdamse haven. "Er komt bijvoorbeeld benzine uit Rusland, die in Amsterdam wordt versneden tot een betere kwaliteit benzine, om vervolgens verder te worden getransporteerd." Het belangrijkste oliebedrijf in de haven, Oiltanking, kreeg vorige week toestemming fors uit te breiden. De betekenis van de Amsterdamse havens voor de Nederlandse economie groeit. De omvang van de totale toegevoegde waarde steeg in vijf jaar met 33 procent, van 3,8 miljard euro tot ruim vijf miljard euro; ruim zes procent per jaar. Daardoor groeide de directe en indirecte werkgelegenheid met vijftien procent, van 60.500 tot 69.700 banen. Opvallend is dat met minder zeeschepen (een daling met 780 tot 8849) meer lading aan land werd gebracht. De schepen zijn steeds groter en kunnen meer lading vervoeren.

Ondanks de zwakke economische ontwikkeling voorspelt het havenbedrijf voor 2003 opnieuw een flinke groei.

## **NAVY NEWS**

## Navy to send personnel for submarine training in France

The **Royal Malaysian Navy** will send personnel for training in France in preparation for the setting up of Malaysia's submarine unit in four years' time. Deputy Defence Minister Datuk Mohd Shafie Apdal said an agreement on the training was signed with the French navy last week and he hoped the training could be conducted soon. The navy would be buying **two submarines** and that called for comprehensive training of personnel, he said. "For the training in France, I understand that they have to be at the seabed for 52 days. However, I am confident that our personnel are strong enough for that," he told reporters at a Hari Raya gathering with navy personnel at the naval base here on Saturday.

Shafie said the navy was conducting basic training for about 100 personnel who would serve as pioneers of the submarine fleet. "However, the training conducted by the navy is just an introductory course. With this pact on training, our navy personnel will get more specialised training on submarines," he said. He said the proposed naval base in Sepanggar, expected to be ready in five years, would be equipped with facilities for submarines.

The navy will take delivery of **two new Scorpene class French submarines** – one each in 2007 and 2008 – and will get an overhauled ex-French navy **Agosta** submarine (**Quessant**) for training purposes in two years.



left :  
The **S623 Quessant** in France navy service will be transferred to Malaysia.  
**Photo : Coll Piet Sinke**

Shafie said the ministry would upgrade the defence system as planned. "We will buy equipment to enhance the capability of our armed forces. For the air force, we will purchase new aircraft and for the army, the tanks," he said. The ministry would also speed up the construction of bases this year, with priority given to the ones in Semporna and Sepanggar, both in Sabah, he said.

## Russia's navy faces huge cutbacks

**Much of the fleet is now unseaworthy**



The Russian navy is to scrap one-fifth of its fleet because of a chronic shortage of funds. Under the proposals, dozens of ships will be decommissioned to free up money to use on the navy's best vessels.

The **Kursk** accident severely damaged the prestige of the navy

## DAILY SHIPPING NEWSLETTER 2003 – 008

A senior Russian naval officer, Admiral Vladimir Kuroyedov, said the state simply could not afford to maintain its historic fleet.

Many of the navy's ships were built in Soviet times, when speed and not quality was seen as key.

The BBC's Sarah Rainsford in Moscow says the announcement will do little to revive the Russian navy's international image, which was tarnished following the sinking of the **Kursk** nuclear submarine in 2000 with the loss of 118 crew.

She adds that a decade or more of chronic under funding means that much of the fleet is now unseaworthy - more of a junkyard, as one analyst put it, than a navy.



### New ships

In an interview with the newspaper Krasnaya Zvezda, Admiral Kuroyedov said the navy was receiving just 12% of the budget it needed to keep its ships afloat.

But despite the cuts, the navy has continued to commission new ships. Admiral Kuroyedov said it would be receiving several nuclear and diesel submarines, and surface ships, over the next few years.

The admiral's comments are in sharp contrast to his ambitious plans of 18 months ago.

The naval doctrine he promoted then proposed reviving Russia as a sea power, and restoring the navy's international prestige in the wake of the **Kursk** submarine disaster.

## Three dead in Singapore collision

Rescue workers have recovered the body of a third Singaporean naval officer following what has been described as the worst naval incident in modern Singapore's history.



A fourth sailor is still missing, after a collision between a patrol boat and a container ship late on Friday.

The four, all women, are believed to have been asleep in their quarters at the rear of the navy vessel, which was crushed in the collision with the Indonesian-registered freighter in the Singapore Strait.

As investigations continue into the cause of the accident, salvage workers have begun an

operation near the site of the incident to recover a large metallic object, believed to be part of the patrol boat's stern that was wrenched off by the impact.

The bodies of 1st Sergeant Seah Ai Leng, 25, Sergeant Heng Sock Ling, 24, and Corporal Goh Hui Leng, 22, were found over the weekend.

Divers found the body of Goh Hui Leng lodged between the bunks on the vessel, and the bodies of the other two women were washed up on the Indonesian resort of Bintan, south-east of Singapore.

### Hopes fade

## DAILY SHIPPING NEWSLETTER 2003 – 008

Officials said they held little hope of finding the fourth sailor, 2nd Sergeant Chua Bee Lin, alive. The women's ship, the **RSS Courageous**, a 500-ton Singaporean anti-submarine patrol boat, was towed to Singapore's Changi Naval Base on Saturday.

The cargo ship, the **ANL Indonesia**, a Dutch-registered vessel en route to South Korea, sustained only minor damage and has been anchored in Singapore pending an investigation. "The collision was the most terrible accident," Deputy Prime Minister and Defence Minister Tony Tan said after inspecting the damaged ship. "In terms of the possible loss of life, this is the largest loss of life from a single accident that the RSN (Republic of Singapore Navy) has encountered so far," he said. The accident happened minutes before midnight on Friday, about one nautical mile (1.8 kilometres) north of Pedra Branca, an islet claimed by both Singapore and Malaysia.



Pedra Branca lies off peninsular Malaysia's southern coast, strategically situated at the eastern entrance of the Singapore Strait. The back of the 500-ton patrol boat sheared off when the 52,000-ton cargo ship owned by P&O Nedlloyd hit it. Eight of the 44 crew on the **Courageous** were injured. There were no injuries on the **ANL Indonesia**.

## US NAVY SHIPS LEAVING THEIR HOMEPORTS ENROUTE MIDDLE EAST



The **USS Tarawa** makes its way out of San Diego Bay for a sixth month deployment January 6, 2003. The Tarawa, joined by the **USS Duluth** and the **USS Rushmore**, will be making stops in the Arabian Gulf as well as the Indian Ocean and the Western Pacific with a combined force of more than 4,000 sailors and marines.

Rear Admiral John C. Harvey, left, the commander of **Theodore Roosevelt Battle Group**, and Capt. Richard O'Hanlon, right, the command officer of the **USS Theodore Roosevelt**, answer questions from the media as the aircraft carrier, **USS Theodore Roosevelt**, background, prepares to get underway from its berth at the Naval Station Norfolk, in Norfolk, Va., Monday morning, Jan. 6, 2003. The carrier and other ships from its battle group, are deploying for a two week training and evaluation cruise before possibly being deployed to the Mediterranean in preparation for a possible confrontation with Iraq





## DAILY SHIPPING NEWSLETTER 2003 – 008



The Navy hospital ship **USNS Comfort** sails under the Francis Scott Key Bridge in morning fog and snow flurries, as it leaves the port of Baltimore, Maryland, January 6, 2002. The 1,000 bed ship, last deployed for war during **Operation Desert Storm** in 1990-91, is headed to the Indian Ocean as part of a broad mobilization of air, land, and sea forces in preparation to aid in a possible invasion of Iraq.

## MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



**MULTRASHIP** Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

**Internet**

[commercial@multraship.nl](mailto:commercial@multraship.nl)

<http://www.multraship.nl>

## POSITIONS URS FLEET

AHT **PRESIDENT HUBERT** is enroute from Antwerp to Wilemstad (Curacao)  
ETA January 12<sup>th</sup>, 2003

AHT **ALPHONSE LETZER** is assisting the **ASIAN HERCULES II** near the wreck of the **TRICOLOR**

AHT **BANCKERT** is assisting the **TAKIFT 4** at Galveston (USA)

The **BOXER** is assisting with the refloating operation of the **VERMONTBORG** at Guernsey.

The **FIGHTER** is enroute from Patras in Greece to terneuzen after the vessel delivered the sheerlegs  
**TAKLIFT 7**

DSV **UNION BEAVER** is recovering oil at the Spanish coast ( **Prestige** )

DSV **DEURLOO** is stand by in Flushing.

## **AIRCRAFT / AIRPORT NEWS**



A sequence of images taken from television, videotaped by Tim III of KOLO-TV, shows a **C-130A** aircraft losing its wings and crashing while battling a wildfire near Walker, Calif., June 17, 2002. Investigations into this airtanker crash has been hampered by missing records, partly because the C-130A flew spy missions for the CIA according to federal officials



An **EA-6B "Prowler"** assigned to the **"Wizards"** of Tactical Electronic Warfare Squadron One Thirty Three (VAQ-133), takes off from Incirlik Air Base. The aircraft and her crew are assigned to a Combined Task Force conducting missions in support of Operation Northern Watch, which has been enforcing the no-fly zone over Northern Iraq since 1997.

## **RIJNMOND WEATHER**

Vooruitzichten van woensdag t/m zaterdag:

**De eerste dagen nog koud!**

Perioden met zon afgewisseld door wolkenvelden, droog en koud met lichte tot matige vorst. Zaterdag bewolkt en kans op sneeuw of ijzel bij een stijging van temperatuur tot boven het vriespunt.

	WO-08	DO-09	VR-10	ZA-11
Maximumtemperatuur:	-2	-2	0	3
Minimumtemperatuur:	-6	-6	-3	-1
Zonnekans in %:	50	50	40	20
Neerslagkans in %:	10	20	20	40
Windrichting kracht:	O-3-4	O-2-3	NW-2-3	W-3-4

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



**EERLAND 20 – photo : Piet Sinke ©**

The **EERLAND 20** was build during 1956 by N.V. Scheepswerven v/h H.H.Bodewes, Millingen under yard number 500, the vessel is 21 mtr long, beam 6.0 and a draft of 2.80 mtr., the vessel was launched on January 25<sup>th</sup> 1956, and was put into service on April 12<sup>th</sup> 1956 under the name **POLARIS** for L.Smit & Co. March 11<sup>th</sup>, 1974 the vessel was taken over by B.V. Sleepdienst & Transportonderneming G.J. Eerland L.C.Mzn in Rotterdam and renamed **EERLAND 20**, the vessel is at present powered by a 480 hp G.M. diesel.