

DAILY SHIPPING NEWSLETTER 2003 – 009



Number 009****DAILY SHIPPING NEWSLETTER*** Thursday 09-01-2003

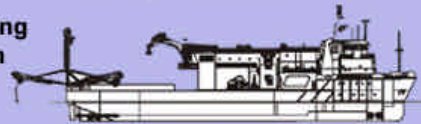
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EVENTS, INCIDENTS & OPERATIONS



Dakar Rally riders board a ship to move from Valencia, Spain, to Tunis, Tunisia, on Friday. The race resumed on Sunday for the 463-km leg from Tunis to the oasis town of Tozeur. The 18-day event, which ends on Jan 19 in Egypt, has competitors in three categories: cars, trucks and motorcycles.

Questions over Prestige log

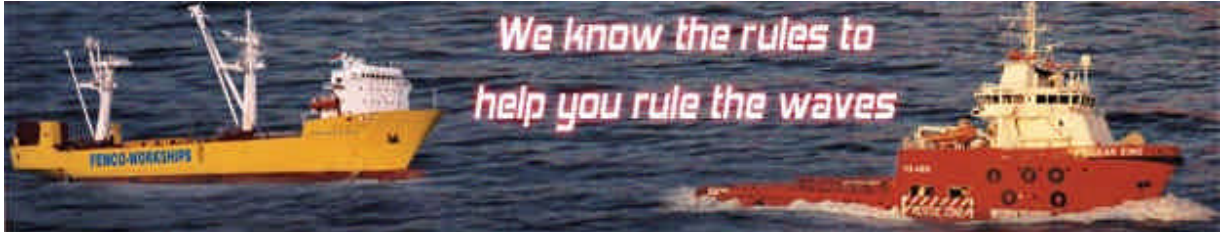
THE bridge log of the **Prestige** has no data relating to the November 2002 incident that led to its sinking, apart from the Mayday call made by Capt Apostolos Mangouras six days before tanker sank, Spanish newspaper El Pais reported today. Spanish authorities are said to have found the log book in a La Coruña hotel room. According to El Pais, Mangouras gave all official documents to officers or crew members before the evacuation from the ship, while he and two officers remained on board. The newspaper says the last log entry, made at 1410 on November 13, reads: "Send Distress...inform

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Finisterra Traffic Control by channel 11 for Mayday." Mangouras may be called to speak before the local parliamentary investigation commission at Galicia's regional chamber on January 13.

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Arrestaties bij actie Greenpeace bij Dow

De politie heeft vandaag bij Dow Chemical in Terneuzen 21 actievoerders van de milieuorganisatie Greenpeace gearresteerd. De activisten hadden bij de hoofdingang spandoeken gehangen en een aantal vaten met in totaal 250 kilo chemisch afval neergezet. Volgens Greenpeace betreft afval dat na de ramp van 1984 in Bhopal in India achterbleef op het terrein van Union Carbide.



Greenpeace stoomt op naar Dow Chemical in Terneuzen.

De politie ging bij de hoofdingang over tot de arrestaties, omdat de demonstranten geen gehoor gaven aan het verzoek het terrein te verlaten, aldus de politie. Een drietal actievoerders dat op een luifel van het hoofdgebouw geklommen was is ook gearresteerd. Ze hadden er twee vaten met gif geplaatst.

De actievoerders wilden met vertegenwoordigers van Dow spreken. Dow Chemical weigerde met de actievoerders te spreken omdat het bedrijf onkent verantwoordelijk te zijn voor de ramp in Bhopal.

De milieuorganisatie wil dat Dow Chemical juist wel de verantwoording neemt voor de giframp in Bhopal en daar het afval gaat opruimen. Dow Chemical nam na de ramp

het bedrijf over van Union Carbide, dat toen in Bhopal opereerde.

Icebreaker alert as Baltic freezes

EXPECTATIONS that cold weather will continue means that all nine icebreakers of the Finnish Maritime Administration (FMA) are likely to be in service by mid-January, according to Matti Aaltonen, deputy director at FMA. Apu, the seventh unit to take up work, left its base in Helsinki on January 4. The forecast for the next ten days is mainly for very cold weather, which means that more of the Baltic will be covered by ice and the existing ice fields will get thicker. At the moment, the Gulf of Finland is fully covered and, apart from a small gap between the Åland islands and the Swedish east coast, the situation is the same in the Gulf of Bothnia. Existing ice fields have grown 5-10 cm thicker in the past

five days, a chart of the Finnish Institute of Marine Research shows. Riga Bay is also now fully covered by ice.

Overpompen van olie Vicky afgerond

Het overpompen van de olie van de beschadigde tanker **Vicky** is afgerond. Het Turkse vrachtschip ligt ruim twintig kilometer buiten de Belgische kust met 70 duizend ton dieselolie aan boord. Het Nederlandse bedrijf **Wijsmuller Salvage** heeft de dieselolie overgepompt van kapotte naar onbeschadigde compartimenten binnen de **Vicky**. Wat er nu met de olie gaat gebeuren is nog onduidelijk; volgens Wijsmuller Salvage wordt daarover nog onderhandeld tussen de Belgische overheid en de eigenaar van het schip. De **Vicky** kwam op nieuwjaarsdag in aanvaring met het vorige maand gekapseisde Noorse vrachtschip **Tricolor**, in het Nauw van Calais.

CASUALTY REPORTING

ALEKSEY VIKHARYEV (RUSSIA)

Russian general cargo **Aleksey Vikharyev** (2478 gt, built 1976), carrying a shipment of wood, sank today in the Yellow Sea, just off the coast of China, in stormy weather, but its crew were all rescued, emergency officials in Russia's Far East said. The vessel's master sent distress signals early in the morning when the vessel began to list dangerously. Chinese and foreign vessels immediately headed for the vessel, which was battling to stay afloat in waves up to five metres high. The 24 crew on board Aleksey Vikharyev were rescued just in time by Cyprus-registered c.c. **Glory D.**, which was on its way to China, Russian rescuers said. The Russian vessel sank at 1130 hrs (0130, UTC).

SHIPYARD NEWS

IHC Holland maintains full order book

FOLLOWING the delivery of the 13,700 m trailing suction hopper dredger **Uilenspiegel** to the Belgian contractor Dredging Environmental & Marine Engineering, IHC Holland still maintains a strong order book.

IHC secured the order for the construction and delivery of the Uilenspiegel, a sistership to the **Lange Wapper**, also built by IHC Holland in 1999, from DEME in January, 2001. In November that year the keel of the ship was laid, followed by its launching on May 31 last year.

Although the same plans were employed for the latest newbuilding, it has also been equipped with a bulbous bow and combines a larger loading capacity and shallow draught at a higher speed.

The construction was contracted out by IHC Holland to fellow subsidiary Merwede Shipyard in Hardinxveld-Giessendam. Both companies are part of the IHC Caland group.

The **Uilenspiegel** is a twin-screw trailing suction hopper dredger equipped with a single 1,200 mm internal diameter suction pipe on the port side enabling the vessel to dredge to a maximum depth of 50 m. The maximum loading capacity is 21,529 tons of soil at a draught of approximately 9.82 m.

The hopper load can be dumped directly into the sea through two rows of box-shape double bottom doors. Before dumping through the main bottom doors, the draught of the vessel can be decreased by opening four pre-dumping bottom doors with ducts in the cellular keel.

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The load can also be discharged by means of a self-emptying system, in which the dredged soil is pumped ashore over the bow through a floating pipeline, or discharged in front of the ship through a spraying nozzle.

Meanwhile, work has started on what will be the world's most powerful seagoing cutter suction dredger. The vessel will be built at the IHC Shipyard at Kinderdijk in the Netherlands and scheduled to be handed over in the fourth quarter of this year to Jan de Nul.

The former two world's largest self-propelled cutter suction dredgers **Leonardo da Vinci** (20,250 kW) and **Marco Polo** (16,115 kW), both of which were also constructed by IHC, will be ousted from their pole positions by a new rock cutter dredger.

This vessel will have a total installed engine diesel power of 27,150 kW with a 6,000 kW power on the cutter alone, some 36% more than the **Leonardo da Vinci** and a total dredge pump power of 15,800 kW.

The constructed weight of this new vessel will in fact, be the same as the combined weight of cutter suction dredgers **Taurus** and **Ursa**.

The weight of the ladder is 1,450 tons, which is the immense mass necessary for steady rock dredging.

The new dredger is designed to work from a relatively modest dredging depth of 6.5 m up to a depth of 35 m. For this purpose the cutter ladder is equipped with two sets of trunnions. This dredger will be able to dredge sand, clay and rock.

The dredged material can be pumped ashore through a floating pipeline or, as she is also equipped with a barge loading installation, into barges moored alongside.

Following its launch last October, the 3,500 m trailing suction hopper dredger **Tong Tan**, contracted by the CHEC-Tianjin Dredging Company, is at present being fitted out for delivery to China, under its own power, during the first quarter of the year. The contract for the design and construction of the **Tong Tan** was signed on December 15, 2000.

The Tianjin Dredging Company is IHC Holland's longest established customer in China, with its relationship dating to the beginning of the 20th century.



Top : The **XIN HAI LONG** during trials – photo : **Piet Sinke** ©

Outside the domestic market, China is IHC's largest client, with, to date, the group has received 141 orders from Chinese operators. The **Xin Hai Long**, launched in June last year (no 138), followed by a

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cutter suction dredger type **Beaver 1200** (no 139), the **Tong Tan** is number 140 and a 10,000 m trailing suction hopper dredger, scheduled for delivery during the coming year, representing the latest order.

The multipurpose 5,400 cu m dredger **Tong Tan** is capable of undertaking a wide range of maintenance and capital dredge work.

The size and capacity are well suited to the physical circumstances in China. Its features, such as the single suction pipe, the advanced hull shape and the self-emptying system make **Tong Tan** an ideal solution in the many Chinese dredging locations where shallow water obstructs larger dredgers.

The design of the vessel includes numerous innovations to lower operating costs, and the result is an extremely competitive dredger. When delivered, the **Tong Tan** will be the first dredger of its kind in the Chinese market.

The **Tong Tan** is a 3,500 m twin-screw, environmental friendly, trailing suction hopper dredger. It has a single trailing suction pipe on the starboard side with an internal diameter of 900 mm, enabling the vessel to dredge to a maximum depth of 28 m. The maximum loading capacity is 5,300 tons of soil at a draught of approximately 6.5 m.

The aft-mounted dredge pump is directly driven by a dedicated diesel engine while trailing dredging. The hopper load can be dumped directly into the sea through two rows of bottom doors. Alternatively, the self-emptying system allows the vessel to discharge its soil ashore, either by “rainbowing” with a bow mounted jet nozzle, or through a bow connection to a floating pipeline. To boost the discharge power when using the self-emptying system, the starboard propulsion diesel engine can be connected in tandem with the dredge pump diesel engine through a twin input, single output gearbox.



Top : The **Mellina** during trials – photo : Jan van der Klooster ©

Shortly after the launch of the Chinese dredger, the naming of the 3,000 m trailing suction hopper dredger **Mellina**, ordered by the K Krul & Zonen subsidiary of the Koop Group took place in November.

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IHC Holland received the order in October 2001 from the Koop Group for the design and building of the **Mellina** with the keel laid down on March 24, 2002, with fitting out starting in August with the installation of the machinery. After the sea trial the delivery took place in December 2002.

The **Mellina** is a twin-screw trailing suction hopper dredger equipped with one 800 mm diameter trailing suction pipe on the starboard side enabling the vessel to dredge to a maximum depth of 35 m. The maximum loading capacity is 5,500 tonnes.

The hopper load can be dumped directly into the sea through the bottom doors. Alternatively, the self-emptying system allows the vessel to pump its spoil ashore or through a bow connection to a floating pipeline.

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DEME set to challenge the competition with Uilenspiegel

WITH the commissioning of the 13,700 cu m capacity dredge **Uilenspiegel**, the Belgian group, Dredging, Environmental and Marine Engineering is following its programme of increasing the effectiveness and competitiveness of its dredging fleet.

The Uilenspiegel is a sistership of the **Lange Wapper**, although the hull lines have been modified to incorporate a bulbous bow but still combining high load capacity with a shallow draught.

The dredger built by De Merwede Shipyard, part of the IHC Caland-Group, which also constructed **Lange Wapper**, represents a investment of E 60m (\$61m) for the DEME-Group.

In January 2004, a further 5,400 cu m trailing suction hopper dredger, will be commissioned for the DEME fleet.

The dredger's first assignment following domestic commercial trials commenced in November in Cadiz, Spain, where it is dredging the access area to a new 451 m quay wall under construction and will then backfill the area behind the new quay wall to create a 5 ha quay area.

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The combination of a large loading capacity of 21,529 tonnes and shallow draught allows the vessel to compete with vessels in the 6,000 cu m-20,000 cu m range.

It has also been designed for dredging contaminated spoil due to the low design density in the hopper, ie the ratio between loading capacity and hopper volume, which permits dredging without over-flow losses.

Owing to its reduced draught, **Uilenspiegel** also has the ability to dump its load onto relatively shallow dumping areas.

This is a major asset when performing for example maintenance dredging work on the river Scheldt.

The newbuilding has a maximum dredging depth of 50 m, which will enable its deployment for specialised offshore pre-sweep works and trench dredging for offshore pipeline installation.

Further, the ability to dredge at deeper depths follows the trend on the ever increasing sand winning requirements in deeper areas for major land reclamation purposes.

Uilenspiegel has a total installed power of 13,860 kW providing a maximum loaded speed of 15.7 knots.

The 1,200 mm diameter dredge pipe is equipped with a highly innovative 6 m wide draghead fitted with a powerful water jet system operating at 18 Bar and injected into the spoil to be dredged at a speed of around 210 km/hr. This capability is especially useful when working in compact soil conditions as it breaks up the sub-surface while the wide draghead reduces turbidity to minimise potential pollution release.

The fully integrated computer systems on board **Uilenspiegel** were designed in-house by the electronic engineers of DEME's newbuilding division together with IHC Systems.

These systems control all functions relating to dredging and vessel navigation while the dynamic positioning/dynamic tracking (DP/DT) systems allow the programming of fully automated dredging tasks that take account of tide and current. The high degrees of control have important advantages when undertaking precision tasks, such as dredging trenches for the installation of pipelines.

Meanwhile, DI has also undertaken the jumboising of its flagship trailer **Pearl River** from 17,000 cu m to 24,124 cu m and upping its carrying capacity from 24,500 tonnes to 35,000 tonnes.

This vessel is credited as being the first of the jumbo trailers and set the trend for ultra high capacity hopper dredgers when it was delivered in 1994 but with the pace of the dredger fleet expansion, is now regarded as medium sized. The insertion of the new 37.8 m mid-body not only increases hopper capacity by more than 40%, it also allows the fitting of a deep water dredge installation.

This is fast becoming an important feature for deep water dredging, not only as it gives the vessel greater deployment flexibility as it can work in the offshore oil sector but it also allows the dredger to access deep water sand retrieval locations.

In some of the Far East and southeast Asian projects, finding suitable burrowing grounds is becoming problematic, as witnessed by the seizure of several large dredgers by the Indonesian authorities when working on Singapore's Tuas View extension, including Dredging International's **Lange Wapper**.

Previously **Pearl River** could dredge to a maximum of 60 m although this has now been increased to 130 m with the installation of a new dredge pipe, 3,400 kW underwater dredge pump and new high capacity davits.

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This deep water dredge system was supplied by IHC Holland, who originally constructed the ship and were responsible for the jumboising engineering design.

The \$7m contract was carried out by Pan United Shipyard, Singapore over two months, which also included the renewal of hopper frames, replacement of the dredging pipework where necessary and overhauling the main reduction gearboxes.

Ottawa orders no-sail zones in three ports

To protect warships

The fear of terrorist attack against a Canadian or foreign warship has prompted the government to implement new no-sail areas that could extend as much as half a kilometre around navy docks.

Military police will be authorized to intercept any boats that stray into the "controlled access zones" when the zones are activated during times of heightened threat.

The security system was prompted by Sept. 11, the [U.S.S. Cole](#) attack in 2000, and last year's terrorist bombing of a French oil tanker off Yemen, officials with the Department of National Defence said yesterday.

"It was understood there still exists a very real threat against our Navy assets -- to the people, to the ships and to the resources -- the jetties and infrastructure," Lieutenant Diane Grover said.

The security perimeters have been established at harbours in [Halifax](#) and the British Columbia ports of [Esquimault](#) and [Nanoose](#). Nanoose includes a weapons testing range that is used extensively by the U.S. Navy.

Defence Department officials insisted the policy, approved by a recent Cabinet order, will be implemented as unobtrusively as possible.

"The aim is not to militarize the waters," said Major Tony White, a Navy spokesman. "The aim is to enable us to control these waters when required, given the threat ... We wouldn't do a zone where it would cut off a certain passage, making it very difficult for commercial traffic to get by."

The boundaries of the controlled-access zones are already being printed on nautical maps of the three harbours. They will be activated when the threat level is considered sufficiently high or, possibly, when a U.S. or other foreign warship visits, officials said.

Announcements will be issued to alert commercial and pleasure sailors.

Military patrol vessels could then warn away or even intercept boats that veered into the zone, handing the occupants over to civilian authorities if criminal charges were warranted, Maj. White said.

Most of the zones would extend 200 to 300 metres into the harbour, although they could reach out as far as 500 metres, he said.

Islamic terrorists blew a massive hole in the side of the Cole, a U.S. destroyer moored off the coast of Yemen, killing several crew members, in 2000. Using similar techniques, terrorists bombed an oil tanker last October, also near Yemen.

Portuguese leftists lobbed mortars at Canadian and other NATO ships at a port in Portugal in 1986, although they failed to hit anything, said John Thompson, a spokesman for the Mackenzie Institute, a security and terrorism think-tank.

"It's a potential threat," he said. "You have to remember that a warship is a very attractive target."

Ocean Club launch in March

A NEW cruise line, **Ocean Club Cruises**, will be launched in March, operating a two- and three-day itinerary to the Bahamas and Key West at the southernmost point of Florida, from Port Canaveral. The company will use a 900-passenger, 1973-built vessel, formerly operated as Magic 1, which it said would be "the first of several planned US-based ships" and would be renamed Mirage upon its arrival in South Florida. "Ocean Club is the first start-up line to bring incremental used capacity to the North American market; the trend since 2000 has been for ships like this to be sold to Europe or taken out of service," notes UBS Warburg cruise analyst Robin Farley. Ships older than 15 to 20 years "tend not to be as competitive in the North American market," she commented. Ocean Club's website says the Mirage has had three successful seasons in the eastern Mediterranean. A press release quotes president and CEO Jeffrey Hentz, described as "a veteran of the mini cruise market".

APL returns to Kolkata dock

APL, the liner division of Singapore's troubled NOL, has resumed operations at Kolkata Dock System after a seven-year break. APL stopped calling in 1996 because of draught problems in the Hooghly river, the port's navigation channel, as well as a steep increase in container handling charges. While APL withdrew completely, Maersk Line and P&O Nedlloyd shifted operations to the Haldia Dock Complex, where the tariff was lower. The three lines accounted for more than 60 per cent of Kolkata's container throughput, with the result that traffic declined steadily during 2000 and 2001, before beginning to improve after a substantial reduction in charges last year. Now both APL and P&O Nedlloyd have returned to Kolkata, although Maersk has remained at Haldia. The rate concessions are also attracting new lines, allowing the port authorities to hope that container throughput will rise to 110,000 TEU by the end of the current financial year in March, compared to 98,000 TEU handled in 2001-02.

USCG toughens up on ballast data

THE US Coast Guard yesterday proposed penalties of \$25,000 on vessels that fail to submit ballast water management reports to the agency, and a widening of the reporting requirement to all vessels bound for US ports and places within the United States. It gave the shipping community until April 7 to comment on the proposal, which was published in the Federal Register. Congress gave the Coast Guard a mandate to issue regulations on ballast water management in two laws passed in 1990 and 1996. The 1996 law instructed the Department of Transportation to evaluate the reporting guidelines, which were initially voluntary. Last June, the DOT concluded that voluntary guidelines were insufficient and, in a report to Congress, stated its "intentions to make the voluntary (reporting) requirements mandatory and include sanctions as an enforcement tool." The agency is now "moving forward" with the penalty provisions. The DOT report is available at <http://dms.dot.gov>.

First caller at Lübeck box terminal

THE first container terminal at Lübeck-Siems handled its first vessel yesterday, the 321-TEU capacity ro-ro container ship **Heralden**. Container Terminal Lübeck (CTL) is operated by the Combispeed company, owned 74.9 per cent by Hamburg port operator HHLA and 25.1 per cent by the Dreyer family. The facility, equipped with two container cranes, is designed to enable the direct transfer of containers from trains to feeder vessels, in an innovative concept avoiding feeder traffic between the Baltic and North Sea terminals via the Kiel canal. The idea envisages a link between the CTL and Hamburg by a block train, which a Combispeed spokesman told Fairplay today is expected to be

inaugurated this spring. Until then, containers are being transported to and from the port by trailers. The terminal, which needs little space due to its direct loading system, has been laid out for 500,000 TEU per year. Containers can be carried to hinterland destinations other than Hamburg on demand.

NAVY NEWS

Ark Royal heads for Gulf



The Ark Royal is to take part in Operation Flying Fish

The aircraft carrier **Ark Royal** is to leave for the Gulf at the weekend, at the head of a group of Royal Navy vessels.

The Ministry of Defence (MoD) says the group will pass through the region on their way to Malaysia, for a joint naval operation due to take place in June. But the ships' route will heighten speculation that they are being prepared to take

part in possible military action against Iraq.

At the weekend there were reports that Britain was poised to announce the deployment of thousands of troops to the Gulf, to join the build-up of American forces in the area.

Operation Flying Fish



The **Ark Royal** will leave Portsmouth on Saturday and the flagship vessel will be joined by a submarine, a frigate, a destroyer and two support vessels.

A spokeswoman for the MoD said the group were taking part in **Operation Flying Fish**, part of joint naval exercises which take place every three years.

On its way to Malaysia the group is expected to visit at least 25 countries in the Mediterranean, Gulf, Indian Ocean and Pacific.

In September the 20,000-ton **Ark Royal** was sent to the Mediterranean, which also lead to speculation that it was being readied for war.

US troops

The imminent departure of the Royal Navy groups comes amid growing speculation that Defence Secretary Geoff Hoon is set to announce the deployment of thousands of British troops. The Daily Telegraph newspaper said the UK was preparing to send 20,000 regular troops and 7,000 reservists to

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the Gulf. A spokesman for the MoD said: "We have been making preparations to have credible options available if necessary and we are likely to do more. "We cannot rule out the possibility of a further statement next week." The US already has about 60,000 troops stationed in the Gulf with more on the way.

HMS CARDIFF



British Royal Marines from Royal Navy Destroyer **HMS Cardiff** (seen in the background), train in the Persian Gulf six miles south of the coast of Iraq in this December 18, 2002 file photo. Britain called up reserve forces on January 7, 2003 for a possible Iraq war and said it had authorized a 'significant' amphibious force to be sent to the region if needed. Defense Secretary Geoff Hoon said about 1,500 reservists would

initially be mobilized but others would be called up if necessary.

Hr.Ms Van Nes: 32ste boarding

Het marinefregat **Hr.Ms. Van Nes** heeft 6 januari voor de 32ste keer een "boarding" uitgevoerd in de wateren rond het Arabisch Schiereiland. Het fregat patrouilleert daar sinds begin november in het kader van de strijd tegen het internationaal terrorisme. De **Van Nes** heeft naast 32 boardings inmiddels ook bijna zeshonderd schepen ondervraagd en zeven oorlogsschepen van de coalitie begeleid bij de passage van de Straat van Hormuz. Bij het schip dat maandag werd doorzocht ging het om een koopvaarder. Speciaal voor dit soort "boardings" beschikt het fregat over een team specialisten dat met behulp van een rubberboot, de zogenoemde Rhib, of de Lynx-boordhelikopter aan boord gaat van het te onderzoeken schip. Iedere onderzoek gebeurt via een vast patroon, zo gaat eerst een team van het Korps Mariniers aan boord om het schip veilig te stellen. Is dat gebeurd dan kan het onderzoeks team aan boord gaan voor haar onderzoek van schip, lading, bemanning en papieren. **Hr.Ms. Van Nes** is het vierde fregat dat in de wateren rond het Arabisch Schiereiland patrouilleert. Eerder werd deze taak uitgevoerd door **Hr.Ms. Philips van Almonde**, **Hr.Ms. Van Amstel** en **Hr.Ms. Van Galen**. De boarding van 6 januari leverde geen bijzonderheden op

USS DULUTH & USS RUSHMORE DEPARTED

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After leaving her berth at Naval Station San Diego January 6th, **USS Duluth (LPD 6)** steams through San Diego Bay on her way to join elements of the **USS Tarawa (LHA 1)** Amphibious Readiness Group (ARG) at the start of a scheduled six-month deployment. Duluth and the 15th Marine Expeditionary Unit (MEU) will be on call to support items of national interest during their deployment.

USS Rushmore (LSD 47) steams out of San Diego Bay as she departs on a scheduled six-month deployment. **Rushmore** the 15th Marine Expeditionary Unit (MEU) are part of the **USS Tarawa (LHA 1)** Amphibious Readiness Group (ARG).



MOVEMENTS

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MARI-B JACKET DELIVERED

The **Smitwijs Rotterdam** and **Smitwijs London** have delivered the **H-851** at the **Thialf** location in the Eastern Mediterranean after hanging around for about one week with the barge due to the weather.



The **H-851** with the **Mari-B** jacket departed November 7th from the US Gulf
Photo : Jan van Akkeren – Heerema Port Fourchon

The **Mari-B** jacket was launched January 6th from the **H-851** and in the meantime the jacket is positioned on his locaton.

The now empty **H-851** is taken under tow by the **Smitwijs Rotterdam** and will depart very soon bound for Flushing. The **Smitwijs London** is at present free running enroute in the direction of Gibraltar for bunkers. The tug **HUA AN** (former **SMIT NEW YORK**) is still enroute to the Thialf location with the Topside and the flareboom and is due to arrive very soon at the location

AIRCRAFT / AIRPORT NEWS

KLM expects full fiscal-year loss

Economic, political woes deterring passengers from flying

KLM Royal Dutch Airlines NV said it will have a fiscal year loss as a slowing economy and increasing political instability deter passengers from flying and increase oil prices.

'As the operating environment in the fourth quarter of the current fiscal year will remain difficult, it is unlikely that a positive operating income for the fiscal year ending March 31, 2003, will be achievable,' KLM said. Concerns about a possible war with Iraq and strikes in Venezuela have pushed oil prices near a two-year high, raising costs for the airline. That resulted in lower third-quarter traffic than the airline expected. 'The economic slowdown, which only seems to be worsening, is stopping people from

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flying,' said Bart Koster, a KLM spokesman, in an interview. 'The number of passengers is going down, our costs are increasing and revenue is falling.' Europe's fourth-largest carrier, which had previously



forecast a profit for the year ending in March, said December passenger traffic rose 11 per cent from year-ago figures which were depressed following the Sept 11, 2001, terrorist attacks. KLM did not specify the third-quarter traffic volume it expected.

The company expects to present

cost-cutting measures when it releases third-quarter numbers on Jan 23, said Mr Koster. 'The third quarter wasn't very good,' he said. 'The fourth quarter is the least profitable and we can't look much beyond that given the economic and political situation.' Total passenger and freight traffic rose 6 per cent in December, the company said. The proportion of seats and cargo capacity filled fell to 74.6 per cent from 75.1 per cent as available seating rose 7 per cent. Cargo traffic was unchanged. European full-service airlines' traffic in the last four months of 2001 fell by one-fifth on average after the terrorist attacks prompted the temporary closure of US airspace and scared travellers away from flying. KLM cut fares by as much as 40 per cent to lure passengers.

RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

Minder koud!

Morgen veel zon, droog en lichte vorst. Vanaf vrijdag meer bewolking, kans op mist en meest droog. Vanaf zaterdag gaat het overdag dooiën.

	DO-09	VR-10	ZA-11	ZO-12
Maximumtemperatuur:	-3	0	3	4
Minimumtemperatuur:	-8	-6	-3	0
Zonnekans in %:	70	30	20	20
Neerslagkans in %:	5	20	20	20
Windrichting kracht:	O-2-3	NW-2-3	W-3-4	W-3-5

.... STORY OF THE DAY

Onderscheiding voor Koersk bergers



v.l.n.r Leo Versluis, Jan van Seumeren, Ambassadeur Khodakov, Piet Sinke, Nico Buis en Frans van Seumeren.

Zes Nederlanders die in 2001 betrokken waren bij de berging van de Koersk, zijn woensdag op de ambassade van de Russische Federatie in Den Haag onderscheiden met de **Orde van Vriendschap**.

De onderscheiding was de 6 man toegekend door **President Putin** van de Russische Federatie op 21 oktober 2001 en kregen de onderscheiding voor hun persoonlijke inzet tijdens de berging van de kernonderzeeboot die door een explosie van een torpedo zink. Door de ramp kwamen alle 118 opvarenden om het leven.



Ambassadeur **A. Khodakov** reikte de orde uit aan **Frans van Seumeren** (President & CEO Mammoet,) **Jan van Seumeren** (Technical Advisor Mammoet,) **Leo Versluis** (Director Tendering Mammoet), **Nico Buis** (voormalig-algemeen directeur Smit), **Piet Sinke** (Senior Tow Master Smit) en **Jacob Hogendorp** (Salvage Master Smit), welke laatste afwezig door werkzaamheden buiten Nederland.

DAILY SHIPPING NEWSLETTER 2003 – 009

De **Orde van de Vriendschap** wordt uitgereikt aan zowel mensen binnen de Russische Federatie als aan buitenlanders voor hun bijdrage met betrekking tot het versterken van de vriendschap en internationale samenwerking op het gebied van de wetenschap, cultuur, economie en vrede.

De Orde is op 2 maart 1994 ingesteld door de toenmalige president Yeltsin en vergelijkbaar met de vroegere Sovjet Orde van vriendschap van de naties.

Boven : Na de uitreiking was het tijd voor een echte Russische borrel, diverse soorten wodka werden getest, Ambassadeur **Khodakov** (links) legt **Piet Sinke** (midden) het verschil uit tussen de diverse soorten wodka's en tevens de verschillende smaken.



Foto's : Hans de Jong Maritime Pictures

[HANS DE JONG]
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