

DAILY SHIPPING NEWSLETTER 2003 – 012



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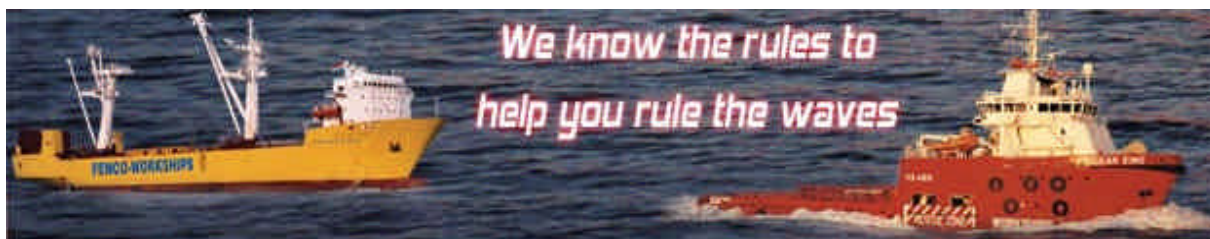


Sailors aboard the U.S. Navy hospital ship **USNS Comfort** rescue fisherman Robert Lambe, 35, January 8, 2003 after his vessel sank the night before in rough seas near Bermuda in the Atlantic Ocean. The call for Comfort's assistance came from the U.S. Coast Guard after they received a distress-call from the fishing vessel at approximately 7 p.m. the evening of January 7 shortly before it capsized. Lambe was one of the three Bermuda citizens believed to be on the fishing vessel when it sank. The whereabouts of the two other fishermen are still unknown. Lambe is being

treated aboard Comfort for minor hypothermia and is in good condition, according to physicians aboard the ship.

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Vermontborg grounding 'was just bad luck'

HEAVY seas were not responsible for the initial loss of control over a hull that broke free and grounded on the rocks of Guernsey, according to the tug master involved.

High winds persuaded Smit Salvage to abandon a first attempt to refloat **Vermontborg**, which last Friday broke free from **Suzanne A**, managed by Danish tug operator Jens Alfastsen.

Suzanne A's master, Henning Iversen, said the tow line parted in Force 7 conditions. "The seas were not heavy. Conditions were not bad, despite rumours to the contrary. "They only reached Force 10 nine hours later." The parting of the line had been "just bad luck", said owner Jens Alfastsen.

"The line was brand new and the tug was in good condition." Mr Iversen said events had taken a turn for the worse when the emergency line was launched. It became tangled in Suzanne A's propeller.

The tug could reverse, but could not manoeuvre, Mr Iversen alerted MCS, of Barendrecht, the Dutch charterer that engaged Alfastsen to tow the hull from Romania to Dutch shipbuilder Bodewes Volharding, where it was to be completed for Wagenborg.

MCS broker Mario Seltenrijch said the charterer called on Klyne Tugs to deploy the **Anglian Princess**, then at anchor off Brixham. By the time it arrived, deteriorating weather made it impossible to stop the hull hitting the rocks.

Mr Seltenrijch also said **Anglian Princess** had been unable to attach a new line because the main tow line and the emergency line were "still hanging in the water". "We followed the hull all the way to the beach," said **Suzanne A's** Mr Iversen. "Once it was on the rocks, we were told to go home by the owners."

Mr Alfastsen said the **Suzanne A** crew had expressed concern that they would be held liable for the grounding, but Mr Seltenrijch said that no case was being considered. "This is a standard case for the insurers," Mr Seltenrijch said. "Nobody can claim against the tug owners or the charterer because the voyage was a standard Bimco towage contract." If successfully refloated, the hull will be towed to Bodewes' Harlingen yard for drydocking, repair and outfitting.

Smit Salvage experts board the stricken **Vermontborg**. The first attempt to float the hull had to be abandoned due to bad weather.

ANL INDONESIA (NETHERLANDS)

The managers of c.c. **ANL Indonesia** involved in the collision with **RSS Courageous** have handed over to Singapore investigators the vessel's log and key data that will clearly show its movements just before and leading up to the accident. The data was captured by the vessel's Voyage Management System (VMS), a new device which is similar to the 'black box' in an aircraft, though not as sophisticated. A marine systems expert said that the system captures a substantial amount of data, including key parameters like position, course and speed that can be played back to give an accurate indication of where and what the vessel was doing immediately prior to the collision. ANL Indonesia, together with its master and crew, was given permission to depart Singapore yesterday. The Maritime and Port Authority (MPA) of Singapore gave the vessel the green light yesterday morning to continue its voyage after being anchored in Singapore's Eastern Anchorage since the accident late Friday night (Jan 3). It said the employers of the captain and crew, P&O Nedlloyd, had given a written undertaking to the MPA to return those involved in the incident to Singapore should any further investigations be necessary.

General manager of P&O Nedlloyd, Paul Hoogwarts, said he was notified at 0930 hrs and after the usual preparation including arranging a pilot and obtaining immigration clearance, the vessel departed for Busan at 1230 hrs. The MPA statement said investigators were continuing with interviews with the captain and crew of **RSS Courageous** as well as examining the patrol vessel's records. Meanwhile, search and rescue operations to locate the last missing servicewoman continue in the search area, including the northern coast of the Indonesian islands of Bintan and Batam, as well as the southeastern coast of Johor.

The large metallic object lying on the seabed at the accident site is the aft portion of **RSS Courageous** that was sheared off in the collision. The salvage operation, which now includes three specialist companies - Semco Salvage and Marine, Smit International and Fraser Diving - has been hampered by poor weather and rough seas.

P&O NORSEA FERRY FIRE PROBE DRAWS BLANK

Accident investigators are drawing a blank over the fire on a North Sea ferry, which was carrying more than 600 passengers and crew. Top level inquiries were launched five months ago into the blaze on board the **P&O Norsesea** but the **Marine Accident Investigation Branch (MAIB)** said today that the incident was still "under investigation" and its cause not established. It hopes to publish its findings this year but at the moment cannot say when and is consulting the ship's owners and maritime experts to build up a full picture of exactly how the fire happened. The incident happened just 17 days before



Suffolk axed its firefighting at sea capability – leaving incidents on the county's coast to be covered by firefighters from Lincolnshire.

A spokesman for the MAIB said investigations into the **P&O Norsesea** were continuing and a report would be made in due course and be a public document. "Inspectors consider evidence from as many sources as possible. If necessary, they will call in technical experts from outside the branch," he said. "The MAIB places particular emphasis on identifying the human element in the causes of an

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accident. The branch aims to improve safety for all those who work at, or travel by, sea, and its findings almost always lead to recommendations aimed at preventing similar accidents."

The **P&O Norse** was eight miles off Great Yarmouth on September 2 – en route from Hull to **Zeebrugge** – when one of its four engines caught fire, leaving it drifting powerless for seven hours in the North Sea. While crew members set off the vessel's automatic firefighting system at 2.10am, passengers assembled at muster points on deck. At first it was thought the ship's automatic system, which closes off the area and pumps carbon dioxide gas in to starve the fire of oxygen, had brought the blaze under control, but then flames flared again and onshore help was sought. Helicopters from **Wattisham** and **Leconfield**, North Yorkshire, picked up a team of nine specialist firefighters from Lowestoft and seven colleagues from Ipswich – officers whose role has since been axed. Lifeboat crews and 11 support vessels stayed nearby until 9am when the ship restarted its engines.

MAIB statistics for 2001 – the latest year for which they are available – show the branch investigated 133 accidents involving merchant shipping, a steady decline from a decade ago when the figure was twice as high. However, in 1994 there were 24 fires on ferries, compared with 21 in 2001.

Numast says the risk of fire has not diminished and yet the fire-fighting capacity has been halved since 1995. Both cargo and passenger ships are getting bigger, and more hazardous chemicals are being carried, and action is urgently needed.

SHIPYARD NEWS

Schelde moet verder kijken dan marine

VLISSINGEN - De Koninklijke Schelde Groep (KSG) in Vlissingen moet blijven zoeken naar andere opdrachten dan de bouw van marineschepen. Door de veranderingen in het internationale politieke klimaat maakt defensie een omslag mee die onherroepelijk effect heeft op de KSG. Om te zorgen dat niet veel banen verloren gaan, moet de werf aandacht geven aan het om- en bijscholen van werknemers.

Dat is de boodschap die een delegatie van (kandidaat) PvdA-Tweede-Kamerleden gisteren meegaf aan de ondernemingsraad van de KSG en aan de directie van de werf. De delegatie kon op vragen vanuit de OR niet toezeggen dat de partij zich zal inzetten voor het stimuleren van meer defensie-orders voor de KSG.

„Na de val van de Berlijnse Muur is de taakstelling van defensie veranderd“, zei Tweede-Kamerlid G. van Heteren. „Dat betekent niet alleen bezuinigen op defensie, maar ook een andere invulling geven aan de taken.“

De PvdA-delegatie kreeg van de OR-leden en de directie te horen dat het bedrijf er alles aan doet om de ontwikkelingen te volgen. „De KSG verandert steeds meer van een doe- in een denk-bedrijf“ en er is aandacht voor om- en bijscholing, was de boodschap. Er worden superjachten gebouwd en reparatiewerf de Scheldepoort richt zich ook steeds meer op het ombouwen van schepen.

Kennis

KSG-directeur R. Berkvens greep de gelegenheid aan om te pleiten voor behoud van de scheepsbouwindustrie in Nederland. „Het gaat niet alleen om orders. Het gaat juist om behoud van de kennisinfrastructuur. Waarom bouwen we niet alleen fregatten, maar ook hydrografische opnemingsvaartuigen? Omdat die schepen stil moeten zijn, zodat de garnalen niet direct van streek raken als een dergelijk schip voorbij vaart. Die technieken, kennis en vakmanschap hebben we in huis. Behoud daarvan is belangrijk voor de internationale positie van Nederland.“

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MISC ready to swoop for American Eagle

MALAYSIA International Shipping Corp has publicly confirmed it is keen to buy into Neptune Orient Lines tanker unit American Eagle Tankers.

The Malaysian national shipping company issued a statement entitled 'MISC keen to land American Eagle' in response to a Kuala Lumpur Stock Exchange query. NOL stated on Tuesday that it is continuing its review of the future of AET with the help of JP Morgan Chase, despite the removal this week of Flemming Jacobs as group president and chief executive.

"MISC has indicated its interest in a potential investment in AET, if a suitable opportunity arises. "This is part of MISC's constant process of exploring business opportunities of a strategic nature that are in line with its long-term objectives," it said. However, the company said that no negotiations had taken place as yet.

MISC said last year that it was on the lookout to acquire a tanker company. The Malaysian company joins Teekay Shipping, Stena, and a consortium led by General Maritime as those reported to be interested in AET.

However, an industry executive saw bi-lateral politics between Singapore and Malaysia possibly blocking any sale to MISC as NOL is a Singapore government-linked company while MISC is two-thirds owned by Malaysian state-oil firm Petronas. There are a number of bi-lateral political disputes between the two countries, including price negotiations, sale of water to Singapore, and claims over the island of Pedra Banca in the Singapore Strait. Malaysia is also a fierce competitor in the ports sector with Singapore. An analyst with a merchant bank said: "I think it is a possibility as it is not a strategic asset to Singapore. There is some potential political fallout that could block the deal."

Problems are also seen with one of the other major potential buyers of AET, Teekay. "Teekay has just bought Navion — they have to look at shareholder value," commented an industry source. Just last month Teekay announced it was acquiring Navion for \$800m from Norway's Statoil. Another executive noted that Teekay could well find itself facing problems with anti-trust laws in the US if it was to try and buy AET. The possible sale of AET is seen as positive to NOL's balance sheet and with the upturn in the tanker market recently investment analysts believe it could net the group a good profit.

One industry source likened it to the potential sale of the US stacktrain network in May 1999 that generated a net profit of \$167m for the group.

VERDUBBELING RORO'S NAAR GRIMSBY

De Duitse rederij **E.H. Harms**, die voor rekening van de Japanse autoconstructeur **Toyota** een vaste roro-verbinding onderhoudt tussen Zeebrugge en het Britse Grimsby (Hull) verdubbelt haar aanlopen. Totnogtoe werden vanuit Grimsby een keer per week nieuwe Toyota's aangevoerd voor distributie op het Europese vasteland. Sinds begin januari is iedere woensdagnamiddag een bijkomende aanloop gepland. Dat de aanlopen verhogen komt omdat Toyota steeds meer nieuwe wagens via Zeebrugge distribueert.

WE HAVE NO BANANAS TODAY



De Deens-Zweedse rederij **Lauritzen Cool** stopt midden januari met haar wekelijkse bananenlijn naar Zeebrugge. De bananen werden hoofdzakelijk uit **Costa Rica** aangevoerd. Omdat verladers op de schepen wegielen, moest de rederij haar vaarschema herzien. In plaats van in Zeebrugge lossen de schepen van Lauritzen Cool vanaf de tweede helft van januari hun bananen in Antwerpen en Hamburg. In Zeebrugge werden de bananenschepen behandeld aan de gespecialiseerde fruitterminal van **Belgian New Fruit Wharf** (BNFW). Voor de tewerkstelling van havenarbeiders is de stopzetting een zware klap. De behandeling van bananenschepen is nog altijd de meest arbeidsintensieve activiteit in de haven.

Nu Lauritzen Cool wegvalt, behoudt Zeebrugge straks nog maar één bananenlijn meer, met name die van **Jamaica Producers**. Dat betekent dat in de achterhaven voortaan nog maar één bananenschip per week binnenloopt. Ooit was Zeebrugge een van de belangrijkste bananenhavens van Europa met een tot twee aanlopen per dag. Dat Zeebrugge het dezer dagen als fruithaven minder goed doet, komt ook door de verminderde aanvoer van kiwi's vanuit Nieuw-Zeeland. Minder goede oogsten en beduidend betere prijzen op de Japanse markt zijn de oorzaak.

Als straks de fruitsapfabriek van **Tropicana** in de Zeebrugse achterhaven start, gebeurt de aanvoer van het sap met tankers. De overslagcijfers in het fruitsegment zullen daardoor verbeteren maar de aanvoer per tanker betekent zogoed als geen bijkomend werk voor de havenarbeiders.

NAVY NEWS



Captain Alan Massey stands on the flight deck of **HMS Ark Royal** as she prepares



for departure from Portsmouth, January 10, 2003. Huge extra assault capabilities have been drafted in as the Royal Navy prepares to launch the largest British amphibious task force in two decades for possible war on Iraq.

Ark Royal crew braced for war

The official line may still be that the **Ark Royal** is leaving Britain for long planned operations, but on board the message is very different. Crew members have been told they could soon be fighting a war and on the eve of their departure they say they are more than ready. With 3,000 marines now set to join the six vessel taskforce being led by the Royal Navy flagship, its commander, Rear Admiral David Snelson said a "classic use of maritime power" has been prepared.

With 45 troop-carrying helicopters replacing the planes usually found on board the ship, he says deployment will ensure there is a "ground combat capability in the Gulf region".

Great confidence



The crew - **whose average age is 24** - are spending their final hours in port loading the boat with supplies for the Naafi (Navy, Army and Air Force Institutes) shop, including 144,000 bars of chocolate, a million cigarettes and 36,000 cans of beer.

Loved ones at home will be within easy reach, thanks to Interflora services and £50,000 of phonecards on board.

Faced with leaving their friends and family for a possible war they are overwhelmingly upbeat and looking forward to a final Friday night blow out in Portsmouth. Among the senior officers there is great confidence that the men and women under their command are ready for action against Iraq but they remain careful to avoid any suggestion they will be involved in fighting.

The Ark Royal's skipper, Captain Alan Massey, said "The line I take with my ship's crew is that we always hope for the best but plan for the worst." It is a message backed up by the marines' lieutenant commander, Ben Curry, who said his troops were ready to do whatever was necessary - whether it was combat or training. Underlining the marines' flexibility he said: "One of the most unique things is being on a ship where we can wait for months at a time and then at a moment's notice fly to where we are needed."

Kinkaid Decommissions, Crew Stays Together as Part of Sea Swap

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USS Kinkaid (DD 965)

decommissioned Jan. 7 in a ceremony on Pier 7 at Naval Station San Diego.

Left : USS Kinkaid DD 965

Photo ; Coll Piet Sinke

The ceremony included more than 250 guests, family members and plankowners of the 27-year-old Spruance-class destroyer.

But this decommissioning ceremony was a little different from other ones, however.

Instead of going their separate ways throughout the fleet after decommissioning, the Kinkaid crew members will relieve the officers and Sailors **aboard USS**

Fletcher (DD 992) in Perth, Australia, as part of "Sea Swap," an experiment that kicked off in the summer of 2002.



The experiment is a one hull, three-crew experiment that involves the crews of three ships of the same class - in this case, three Spruance-class destroyer crews.
Left:

USS Fletcher DD 992

Photo : Coll Piet Sinke

The guest speaker of the ceremony was Rear Adm. David Hart Jr., the deputy commander of Navy Region Europe. Hart was also Kinkaid's seventh commanding officer in its history.

"I'm especially proud that the spirit lives on in this crew today as they take on a challenging task such as 'Sea Swap'," said Hart.

Shortly after Kinkaid's commanding officer, Cmdr. Michael Slotsky, gave the official order to decommission the ship, all department heads reported in to sound off an official, "All is secured," of their respective offices and workspaces. Soon afterwards, the crew departed the ship for the final time and lined up in ranks.

As the National Ensign and the Union Jack were handed over to Slotsky, the crew symbolized their "sea swap" initiative by donning a Fletcher ballcap. To keep the spirit of their recently decommissioned ship alive, the right side of the ballcap was stitched with "Team Kinkaid."

Jan. 13, the crew members will fly to Perth to relieve the crew of Fletcher. Fletcher's new crew will then commence a six-month Western Pacific deployment.

Submarine salvager to haul up wreckage

Firm which helped raise the **Kursk**, the heaviest object raised from sea, steps in to recover section of **RSS Courageous**

THE big guns have arrived to help the Navy.



Salvage company **Smit**, which helped raise the 9,000 tonne Russian submarine **Kursk**, which sank in August 2000, has been engaged to pull the shorn-off part of the **RSS Courageous** out of the water.

Thursday, the company's barge set up shop over the site where the shorn-off section of the **RSS Courageous** was discovered on Sunday.

The barge, which can lift up to 500 tonnes, replaced the crane barge from Semco Salvage & Marine, which had been at the site since Monday.

Smit set a new world record for the heaviest object recovered from the sea when it raised the **Kursk** from a depth of 108 m. The company also recovered the Japanese fishing training vessel **Ehime Maru**, which sank after being hit by the United States Navy submarine **USS Greeneville** during a surfacing drill two years ago.

It is now apparent that Semco, a local salvage company, had been engaged only as a stop-gap measure. The Navy knew the operation would need more sophisticated equipment and approached Smit on Monday, one day after spotting the wreckage.



Fraser Diving International, a Singaporean outfit which has offices in Australia and Dubai, is providing six expert deep sea divers - three Singaporeans, one Australian, a Briton and a New Zealander - to assist in the effort. But assembling the necessary equipment and personnel needed time, so Semco's floating crane

barge, which can lift only 40 tonnes - the wreckage could weigh as much as 50 tonnes - was rushed in to lay the groundwork for Smit.

Colonel Tan Wee Beng, commander of the Naval Diving Unit, said: 'Semco's divers helped to identify the object below and also marked its exact location, saving the Smit's crew time.' Added Ministry of Defence spokesman Colonel Bernard Toh: 'We had to do what we could with what resources we had at that time.'

'We had to push out something first and see what we could do about it, instead of just standing by, waiting and doing nothing.' In addition to the heavy-lifting capabilities of Smit's barge, salvage equipment which can increase the 'bottom time' - the amount of time spent at depth - of divers by 12 times compared to Semco's gear has been brought in.

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The shorn-off section of the **RSS Courageous** lies on the sea bed 57 m down. Using an advanced method known as 'saturation diving' a diver using this equipment can remain at that depth for four hours. Col Tan said normal diving methods allow a diver to stay at such depths for only up to 20 minutes.

Lieutenant-Commander Rick Teel, a US Navy diving and salvaging expert, said: 'Saturation diving allows the job to proceed at a constant pace, rather than continuously having to start, stop and start again.' It means time can be used more effectively.' At press time, the 23-man Smit crew were still trying to moor the barge to the seabed. Once it is stabilized, the divers can attach metal slings to the wreckage and the barge can slowly lift it up to the surface. The north-east monsoon, however, is still wreaking havoc on operations.

There are three thunderstorms in the area and gusty winds are sweeping the salvage site. Waves have been swelling up to 3 m high, and underwater currents are reaching up to three knots, two knots more than would be ideal for diving. However, divers did manage to inspect the wreckage on Wednesday, and spotted a washing machine inside it.

Navy officers said it was part of the **RSS Courageous'** laundry area. However, because a large part of the section had been smashed inwards, the divers did not get a good view inside to ascertain whether the body of the remaining missing servicewoman, Second Sergeant Chua Bee Lin, was there.

SEARCH GOES ON

SEARCHERS in Bintan, who only retrieved a pair of goggles yesterday, will be focusing today's efforts on an 8 km stretch of coastline in the Sebong area, where most of the debris from the **RSS Courageous** has been washed up.

MOVEMENTS

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The **FIGHTER** of the URS arrived back in Rotterdam from Patras after delivery of the **TAKLIFT 7**
Photo : Piet Sinke ©



The **ASIAN HERCULES II** arrived Saturday back in Rotterdam from the **TRICOLOR**
Photo : Piet Sinke ©

AIRCRAFT / AIRPORT NEWS

KLM stopt met gratis treinkaartje

De KLM wil stoppen met de gratis treinkaartjes die passagiers van de luchtvaartmaatschappij krijgen om vanuit alle delen van het land naar Schiphol te reizen. Het bedrijf denkt zo enkele miljoenen euro's op jaarbasis te besparen. Dat heeft een woordvoerder verklaard.

Het contract dat de KLM met de Nederlandse Spoorwegen heeft afgesloten, is afgelopen. De luchtvaartmaatschappij onderhandelt nog met de NS over een eventuele voortzetting van de overeenkomst. De Spoorwegen willen graag dat de KLM vasthoudt aan het gratis treinkaartje. De luchtvaartmaatschappij is daartoe alleen bereid als de NS een hogere financiële bijdrage levert. De KLM is ontevreden over het aantal passagiers dat gebruik maakt van het gratis kaartje. Dat blijft steken op 30 procent van de reizigers, wat net zo hoog is als in 2000 toen de KLM en de NS de overeenkomst sloten.

Winstwaarschuwing

KLM gaf maandag nog een winstwaarschuwing af. Het luchtvaartbedrijf verwacht een negatief bedrijfsresultaat in het gebroken boekjaar dat eind maart afloopt, als ook de maanden januari tot en met maart tegenvallen. KLM zegt veel last te hebben van de groeivertraging in de economie en de duurdere brandstof.

Noodlijgend Air Holland zet zoektocht naar geld voort

Luchtvaartmaatschappij Air Holland heeft nog steeds geen investeerder gevonden die het bedrijf van de ondergang kan redden. "Het is een niet aflatende zoektocht", zei directeur C. Runge woensdag. Hij verwacht dat de maatschappij het boekjaar 2002 met verlies afsluit, hoewel het laatste halfjaar "veel heeft goedgemaakt".

Air Holland heeft een forse schuld bij diverse partijen. Het precieze bedrag wil Runge niet noemen, maar hij zegt wel een flinke kapitaalinjectie nodig te hebben om de luchtvaartmaatschappij op de been te houden.

"Het is vreselijk moeilijk om een geldschietster te vinden", zei Runge. De luchtvaartsector staat er slecht voor, stelt hij, en daar ondervindt Air Holland de nadelen van. Zo kwam de KLM maandag met een winstwaarschuwing. "Potentiële investeerders nemen dat mee in hun overwegingen."

Bovendien heeft Runge wat betreft geldschietsters moeite met het kaf van het koren te scheiden. "Een bedrijf in nood trekt een hoop randdebielen aan." Het duurt volgens de directeur lang om er achter te komen welke partij een serieuze onderhandelingspartner is. Sinds augustus vliegt Air Holland echter met winst. "Onze drie vliegtuigen zijn elke dag in de lucht." Mede dankzij deze prestatie zal het verlies van de maatschappij over 2002 volgens Runge enigszins beperkt blijven. Bovendien houden de schuldeisers zich voorlopig gedeisd. Air Holland heeft met bijna alle partijen afspraken gemaakt over afbetaling van de schuld. "Ze realiseren zich ook wel dat bij een faillissement van deze maatschappij ze helemaal geen geld meer krijgen."

Runge blijft positief over de zoektocht. "We hebben aangetoond dat we winst kunnen maken. Deze maatschappij heeft het recht om te bestaan." Bij Air Holland werken ongeveer tweehonderd mensen.

Special vessel to be created for Airbus task

HOLYHEAD Towing has been selected to participate in the transport of components for the Airbus A380 aircraft.

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The North Wales company was chosen by Airbus to specify, develop and manage the construction of a specialised river vessel to transport the Airbus A380 wings from the factory at Broughton in Cheshire, down the Dee estuary to a transfer berth at the port of Mostyn.

A memorandum of agreement signed with Airbus is expected to develop into a 10-year contract to own and operate the vessel on their behalf from the time of commissioning in the first quarter of 2004. Work will build up gradually to full production of the huge "double-deck" aircraft in 2009, when one plane will be produced every week.

The new self-propelled vessel is expected to be about 57 m long with a beam of 15 m and a very shallow draught of 1.5 m to cope with the shallow waters and shifting banks of the Dee during the 15-mile journey.

Three low-level bridges at Hawarden and Queensferry impose a stringent air draft limitation of 4.3 m on the vessel. Since the depth of the wing and transport jig is around 5 m a special lift system is required onboard to lower the cargo into the vessel for the voyage.

The Dee estuary is a Site of Special Scientific Interest and an important habitat of flora and fauna. This has been taken into account and the craft will be specially designed, built and operated to take full account of all the environmental concerns and to minimise any potential impact on the environment.

From Mostyn, a ro-ro ship will take the components on to the Gironde estuary, near Bordeaux.

Another specialised river vessel will then take the wings, and other components also arriving by ship from factories around Europe, up to Langon on the river Garonne.

Delivery to the Toulouse assembly line will be completed at night by road. An artist's impression of the proposed vessel, which will require features to cope with the local terrain.

Qantas buys new aircraft

QANTAS is buying three turboprop **Dash 8** aircraft to be added progressively to the QantasLink regional fleet from May this year. The three new 50-seat **Dash 8 Q300s** will replace leased, earlier model Dash 8 aircraft now in use. "These latest enhancements to the **Dash 8** fleet enable QantasLink to provide the right mix of aircraft to best serve the needs of its passengers," executive general manager subsidiary businesses Narendra Kumar said. "QantasLink is a substantial operation throughout Australia, with 32 **Dash 8** aircraft and 29 jet aircraft, and it is continuing to support industry and tourism in regional areas." **Dash 8** aircraft operate to regional destinations in New South Wales, Queensland, Victoria, Tasmania and the Australian Capital Territory

Plane gets stuck in mud



Investigators are trying to find out what caused a cargo plane to run on to grass at East Midlands Airport shortly after landing.

The DHL A300 Airbus came in to land at the airport shortly before 0330 GMT on Thursday and slipped off the side of a taxiway on to soft ground.

No-one was injured and the airport and Civil Aviation Authority are expected to conduct inquiries into the incident.

Airport spokeswoman Amanda Brooks said no other flights were affected. "The incident occurred while the aircraft was on the taxiway after it had landed," she said.

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It is not thought the accident was due to icy conditions, she said. The aircraft was undamaged and recovery teams were working to pull the plane off the grass.

RIJNMOND WEATHER

Vooruitzichten van zondag t/m woensdag:

Doorzettende dooi!

Morgenavond regen mogelijk voorafgegaan door sneeuw of ijzel gevolgd. Vanaf maandag veel bewolking, soms wat regen en vrij zacht.

	ZO-12	MA-13	DI-14	WO-15
Maximumtemperatuur:	3	8	9	8
Minimumtemperatuur:	-2	3	6	6
Zonnekans in %:	20	20	30	20
Neerslagkans in %:	30	40	20	50
Windrichting kracht:	WZW-3-5	W-4-6	ZW-4-6	ZW-4-6

.... STORY OF THE DAY

STENA LINE figures

By : Piet Sinke



Managing director Pim de Lange of the **Stena Line** in Hoek van Holland announced last week the figures over 2002 during the new years party.

***** HOEK VAN HOLLAND <> HARWICH (PASSENGER + FREIGHT ROUTE) *****



The ferry company transferred during 2002 in total **966.000 passengers** and **231.000 cars** between Hoek van Holland and Harwich.

Photo's : Piet Sinke ©

At the same route the freight department shipped **141.000 freight units** and in total **127.000 drivers** with the **STENA BRITANNICA** and the **STENA HOLLANDICA**.



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At the, during 2000 introduced route between Hoek van Holland and Killingholm **52.000 freight units** and **22.000 drivers** were ferried by the **STENA SEARIDER** and **STENA SEATRADER** during 2002.

***** EUROPOR <> HARWICH (FREIGHT ROUTE) *****



Top and Below : The **PRIDE OF FLANDERS** under the P&O colours and below after being at the yard in the new Stena colours under the name **STENA TRANSPORTER**

Photo top : Piet Sinke © / Photo below : Rob de Visser ©



August 1st the Stena Line took over the route Rotterdam (Europort) <> Harwich from P & O ferries, the 3 vessels were upgraded, the main car decks repaired and the vessels are renamed in **STENA**

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TRANSPORTER (former Pride of Flanders) , **STENA TRANSFER** (former European Tideway) and **STENA PARTNER** (Former European Freeway)



Top : The Finnlines **ANTARES** arriving in the Europort terminal – photo : Piet Sinke ©

On this route **STENA Line** chartered the **ANTARES** owned by **Finnlines** during the time that the 3 above vessels were at the shipyard. During the period August 1st until December 31st **STENA line** ferried **58.000 freight units** and **24.500 drivers** with the above mentioned vessels at the route.

***** NEW BUILDING (STENA BRITANNICA) *****

Very soon the new 210 mtr long and 29 mtr width equipped with 3400 lane meters **STENA BRITANNICA** , will replace the present **STENA BRITANNICA**, this new vessel which is constructed at Hyundai Heavy Industries in Korea is at present running seatrails and will be commissioned in service during February 2003 at the Hoek van Holland < > Harwich route which will increase the capacity with 20% at the route.

(below a picture of the new **STENA BRITANNICA** during trails – photo via Rob de Visser)

