

DAILY SHIPPING NEWSLETTER 2003 – 013

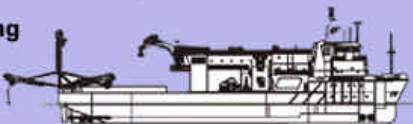


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EVENTS, INCIDENTS & OPERATIONS

Russia deploying navy ships in Gulf

Russia has put three warships on standby to go to the Gulf within the next month to protect its "national interests" in the event of an American invasion of Iraq.

Russia's Pacific fleet has been ordered by the central command to prepare two cruisers and a fuel tanker for immediate deployment to the Gulf. The move will heighten tension between Moscow and Washington, who both have interests in Iraq's oilfields.

The Marshal Shaposhnikov and the Admiral Panteleyev cruisers would be called upon to defend Russian "national interests" in the Gulf if the conflict between Iraq and the US escalates.

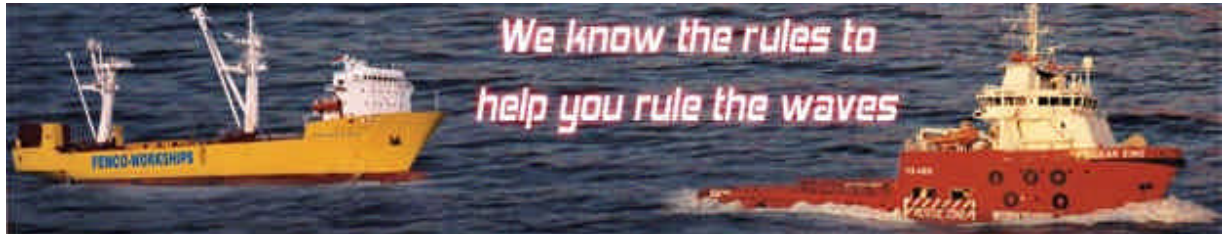
The ships - armed with missiles and reconnaissance equipment - have been ordered to be ready for deployment between late this month and early February.

Lukoil, Russia's biggest oil firm, had a 20 billion dollars contract with Baghdad to develop the West Qurna oilfield cancelled last month, reportedly after the Iraqi government discovered Russia had been negotiating with Iraq's opposition.

Military analysts pointed out that the defence of "national interests" may also refer to the Russian military's desire to conduct surveillance on both sides during any conflict.-Dawn-Guardian News Service

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US boosts Gulf presence



Over 100,000 US troops have been ordered to the Gulf

The United States has announced that it is sending tens of thousands of additional military personnel to the Gulf in the biggest deployment yet of its military build-up against Iraq.

Defence Secretary Donald Rumsfeld signed the order to send up to 35,000 reinforcements to the region, including more marines who would spearhead any possible invasion force.

The troops are being sent to the Gulf in three amphibious warfare ships.

They will raise the strength of US forces in the region to more than **120,000**.

BBC Pentagon correspondent Nick Childs says the US intention is to keep up pressure on Baghdad which, according to Washington, has banned weapons.

"We are going to deploy forces and resources to be prepared," said a senior US official quoted by AFP.

The American deployment comes as the British aircraft carrier Ark Royal prepares to leave for the Gulf for the biggest British naval deployment since the Falklands War.

The UK Ministry of Defence insists that the role of the task force has not been decided, but it is clear that it could assist the US in some form of amphibious assault on Iraq.

Stance unchanged

The US general who will command any American-led attack, Tommy Franks, has been in Washington this week, briefing his political superiors on his plans.

Our correspondent says that with the latest deployment, the US military presence in the Gulf is getting close to the minimum size of force analysts believe would be needed to begin an attack.

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Although, it is believed that the Pentagon is aiming for a force of a 250,000.

The US is still maintaining that Iraq has weapons of mass destruction, and says that its stance towards Baghdad remains unchanged.

The UN's chief weapons inspector, Hans Blix, has said that so far his teams have not found evidence to back the US claims.

But, he said, Baghdad had yet to answer many questions.

Delayed decision

On Friday, Turkey granted permission for US officials to inspect its ports and airbases, as part of preparations for a possible war.

The surveys are due to start on Monday and are expected to last about 10 days.

Correspondents say Washington has been keen to get Ankara on side in any military operations against Iraq, although the Turkish Government remains sceptical.

The move by Prime Minister Abdullah Gul to allow US teams to inspect Turkish facilities comes a month after Ankara first agreed in principle to the inspections.

The decision has been delayed over a disagreement on the legal status of the US personnel carrying out the surveys.

Any final approval for the stationing of US troops in Turkey in the event of a war against Iraq would have to be endorsed by parliament - where it is likely to face serious opposition.

During the Gulf War of 1991, Turkey's support was critical to the US-led coalition.



Trawlerman 'threatens captain'



Police took a lifeboat to the trawler

Police from north Devon had to accompany a man off a fishing trawler in the Bristol Channel after he allegedly threatened the captain.

The incident happened on board a Belgian vessel at about 23.15 GMT on Friday.

Two officers from Devon and Cornwall Police accompanied the Appledore Offshore Lifeboat to

the F/V Marco, which was about 1.3 miles north off Hartland Point.

Police say no action will be taken against the 44-year-old Belgian national.



An oil leak floats on the surface of Maracaibo lake in western Venezuela, Friday, Jan 10, 2003. Dissident executives of the state owned oil company PDVSA claim 31 accidents have occurred since the nationwide strike. The government claims accidents are normal but that they have to resolve the problem

Keringhuis herdenkt de watersnoodramp

Het Keringhuis - het informatiecentrum van de Maeslantkering in Hoek van Holland - staat in februari in het teken van de watersnoodramp. Het is dan precies vijftig jaar geleden dat die Nederland teisterde. Aan die gedenkwaardige gebeurtenis wordt met diverse activiteiten aandacht besteed.

Eén van die activiteiten is inmiddels al van start gegaan. Op een herinneringskaart voor de watersnoodramp kunnen bezoekers van het Keringhuis hun herinneringen, ideeën en gedachten over de ramp noteren. De ingevulde kaarten worden in het infocentrum tentoongesteld. In het Keringhuis wordt ook een nieuw expositieonderdeel met als thema 'Wereldwater' geplaatst.

Met die tentoonstelling wordt informatie gegeven over hoe mensen op de hele wereld zich beschermen tegen hoog water. In februari worden diverse films over watersnoodrampen en de Maeslantkering vertoond en wordt bij diverse waterbouwkundige werken een open dag georganiseerd.

Buiten alle extra's zijn in het gratis toegankelijke informatiecentrum bij de stormvloedkering tal van maquettes, animaties en videobeelden van de Maeslantkering te zien.

Vicky wordt naar Rotterdam gesleept

Bergingsbedrijf Wijsmuller Salvage treft zaterdag voorbereidingen om de tanker [Vicky](#) naar Rotterdam te slepen. Het overpompen van circa 7000 ton dieselolie uit een beschadigd ruim, werd zaterdagmiddag afgerond.

De sleeptocht gaat bijna een etmaal duren, meldde een woordvoerder van het bedrijf. Wanneer de operatie begint, is nog niet zeker.

De **Vicky** ligt 22 kilometer voor de Belgische kust in het Nauw van Calais. Het schip botste op 1 januari geladen met 70.000 ton dieselolie op het gezonken Noorse containerschip **Tricolor**. Dit vaartuig zonk op 14 december na een aanvaring met het containerschip de **Kariba**. De **Nicola** voer 16 december op het Noorse schip. Wijsmuller hervatte vrijdagavond het overpompen van dieselolie nadat het weer was opgeklaard.

SHIPYARD NEWS

Large Cargo Ship Launched Off Bandar Abbas Waters

A large cargo ship capable of carrying 1,000 tons of cargo was launched at Bandar Abbas port, Ministry of Defense and Logistics of the Armed Forces announced.

Some 50 Iranian engineers designed and built the 'landing craft' in 14 months at a cost of \$1.5 million, a ministry official in charge of navy industries Brigadier Babaei told IRNA on Wednesday.

The cargo ship, named after **Nezami Ganjavi**, is 49.9 meters long, 11.5 meters wide, 3.55 meters high of which 2.2 meters remain underwater. The ship, which has been ordered by a private shipping company, meets IGS standard. He said that the shipyard has the capacity to build 30 landing craft annually and has received orders for 15 cargo ships of the same companies.

VLCC deliveries start

One Oldendorff VLCC newbuilding **Nordpower** delivers from South Korea's Samho yard and her sister **Nordenergy** will deliver on March 4th. The 319,000 dwt tankers will enter the Tankers International pool to trade alongside getting on for 40 modern VLs owned by AP Moller, OSG and Euronav.

It's a good time for the first ship to be looking for spot market business with rates for her early February position currently up around W130-135 for AG/East (\$80,000/day t/c equivalent). There are 38 more VLCC newbuildings scheduled to deliver this year

STENA EUROPE at KEPPEL-VEROLME SCHIPYARD



The **STENA EUROPE** arrived at the Keppel-Verolme yard for drydocking and maintenance.

Photo : Rob de Visser ©

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RC Receives Extension on Options for Radiance-Class Ships

Royal Caribbean Cruises Ltd. announced it has deferred options to purchase a fifth and sixth Radiance-class ship. The options involve ships scheduled for deliveries in 2005 and 2006.

Royal Caribbean and Meyer Werft shipyard, of Papenburg, Germany, builder of the Radiance-class ships, agreed to extend the options to September 19, 2003. Under the terms of the extension, Meyer Werft has the ability to terminate the options upon giving adequate advance notice to Royal Caribbean. Both options were to have expired on January 10, 2003. The Radiance-class ships are operated by the Royal Caribbean International brand. Radiance of the Seas entered service in March 2001; Brilliance of the Seas entered service in July 2002. The third and fourth Radiance-class ships are scheduled for delivery in 2003 and 2004, respectively.

Ferries to be Sold at Unreserved International Auction

Three PacifiCat-class fast ferries capable of carrying 1,000 passengers and 250 vehicles at speeds of up to 34 knots will be sold at an international, unreserved public auction March 24 at Canada Place, Vancouver, by Ritchie Bros. Auctioneers.

The 400-ft. (122-m) aluminum vessels, **PacifiCat Explorer**, **PacifiCat Discovery** and **PacifiCat Voyager**, are among the largest catamaran fast ferries in the world, and were designed by Phil Hercus of Incat Designs, Sydney, Australia, and built in British Columbia, Canada, in March 1999, September 1999 and July 2000 respectively. Current owner BC Ferries has determined that the vessels, which have seen very little service, are not suited to the high level of commercial trucks and buses on its ferry routes. President and Chief Operating Officer of Ritchie Bros., Randy Wall, said that an international unreserved public auction and Ritchie Bros. 'proven ability to deliver a global marketplace will attract motivated buyers from around the world and ensure that the vessels sell on March 24 for

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the best possible price. To assist in the global effort, Ritchie Bros. has retained marine consultant Stephen Phillips, managing director of Seaspeed Technology Limited in West Sussex, U.K., who is also a specialist in fast ferries. "With no minimum bids, reserve prices or buy backs, our customers bid with confidence, knowing that every bid is legitimate," said Wall. "It is absolutely certain that all three of these state-of-the-art PacifiCats will have a new owner upon completion of the auction."

The PacifiCat fast ferries have many unique features that provide fast, efficient vessel turnaround and enhance vessel monitoring and control. Bow and stern doors allow quick drive-through loading and unloading; upper and lower vehicle decks can be loaded simultaneously; the vessels can be remotely monitored in real time for position, speed, trim, jet angles and RPM; a 287 kW bow thruster improves maneuverability at low speeds; and an integrated bridge system allows enhanced safety monitoring, control and crew deployment. Each vessel is fitted with a 246 square ft. galley located on the main passenger deck with a complete range of appliances, a snack bar, a gift shop, and an arcade room. Most passenger seating is lounge-style. Also available by unreserved auction are large amounts of spares and components for all the PacifiCats' systems including MTU engines, components and tooling; dishes; clothing; generator parts; marine electronics; hydraulics parts and sewage treatment parts.

New cruise line emerges from Renaissance ships

Call it a kind of renaissance for a former Renaissance Cruises executive and two ships from the defunct Fort Lauderdale line. **Oceana Cruises**, a new Miami-based cruise line, is setting sail to launch voyages this summer with Renaissance's spoils. Luring a group of investors for financial backing, the company has chartered two nearly new 684-passenger ships and will spend \$3 million per vessel to upgrade them, said Oceana Chief Executive Frank Del Rio.

The new cruise company hopes to fill a relatively underserved niche at the upper premium level, within a vacation market competing to absorb new ships at solid rates.

Spain to join CSI



The Port of Algeciras, Spain is joining the U.S. Customs Service's Container Security Initiative, the agency has announced.

Spanish government officials signed a CSI declaration of principles with Customs at ceremonies on 8 January.

Top : The **LEDA MAERSK** moored at Algeciras – photo : Piet Sinke ©

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When CSI started a year ago, U.S. Customs aimed to enlist the 20 largest foreign container ports that exported to the U.S. More than 75 percent of those ports have joined the program, which stations U.S. Customs inspectors to provide security screening of cargo before it is exported to the U.S. Customs Commissioner Robert C. Bonner has said frequently that CSI is not limited to the world's "top 20," and Customs is extending CSI to other locations.

Algeciras last year ranked 24th in The JoC's list of top 50 container ports.

MSC reorganises services to West and South Africa

MSC's new weekly service between Europe and South Africa is to be operated by container ships with a capacity of 3000-3600 TEU. Almost all the 2500 TEU vessels which previously sailed on the so-called "pendulum service" to South Africa and Australia are being transferred to a new pendulum service through the Suez Canal to the Indian Ocean islands, Australia and New Zealand.

The splitting of the old pendulum service, due to congestion problems in South African ports, signals the start of a complicated rearrangement of the MSC fleet. This will eventually increase capacity to the east coast of South America or Greece and Turkey. Services to West Africa are also to be changed later this month.

The new service to South Africa will launch with the departure of the relatively small **MCS Antwerp** (2382 TEU) from Antwerp on 15 January. It will be followed by vessels with capacities of between 3005 and 3606 TEU, which will be the largest sailing on this route. In the past MSC used an average of 60 per cent its pendulum service capacity to ship containers to and from South Africa. This was the equivalent of approximately 1500 TEU per week.

MSC is also to use the larger vessels on the new service to carry cargoes originating in the Mediterranean. These have previously been shipped by a service between Southern Europe, West Africa and South Africa operated using eight vessels of between 1935 and 2152 TEU. That is now being abandoned. Cargoes from Southern Europe will henceforth be taken as far as Las Palmas in the Canary Islands by the new service between the Mediterranean and South America. At Las Palmas, they will be transferred to the new South Africa service. Vessels on that will gain capacity for these containers at Las Palmas by unloading cargo from Northern Europe destined for West Africa. To replace the old route between Southern Europe and West Africa, the feeder service between Las Palmas and West Africa is being extended to Valencia. This will require the deployment of an additional ship. The fifth vessel to operate on the West Africa shuttle is the 1935 TEU **MSC Africa**. In the past, cargoes heading from Northern Europe to West Africa were carried by ships operating on the service to the east coast of South America. Now, however, the full capacity of those vessels - between 2918 and 3534 TEU - can be used for European cargoes for destinations in South America.

In practice, the launch of a separate service between the Mediterranean and South America operated by ships of 1755-2152 TEU increases capacity to South America by more than 60 per cent.

MSC has drawn the 3000-3600 TEU ships to be used on its new South Africa service from other routes. The **MSC Martina** (3424 TEU) and **MSC Bursa** (3606 TEU) are being transferred from the service between Northern Europe, Greece and Turkey. They are replaced on that by the larger **MSC Diego** and **MSC Gina** (both 4056 TEU). The **MSC Monica** (3424 TEU) has until now run on the transatlantic service, where it is replaced by the **MSC Attica** (3584 TEU, formerly the **Safmarine Victory**).

NAVY NEWS

Marines, ships deployed for Persian Gulf

About 7,000 Marines from Camp Lejeune will head to the Persian Gulf in the next few days as tension between the United States and Iraq grows, base officials said .

Two Virginia-based ships capable of carrying more than 2,600 Marines also received orders to deploy, the Navy said. The amphibious dock ship **USS Ponce** pulled away yesterday morning from the Norfolk Naval Station. Officials wouldn't say if the Ponce and the amphibious assault ship **USS Saipan** were going to pick up the troops from Camp Lejeune.

The Camp Lejeune Marines will be part of a Carolina Marine Air-Ground Task Force that will include infantry, tanks, amphibious vehicles, supply specialists and aircraft, said base spokesman Sgt. Greg Thomas.



They will follow more than 1,000 other Marines from the base already sent to the Gulf region, including a unit flown out Wednesday whose job is to unload supply ships, and inspect and prepare the tanks, light armoured vehicles and artillery pieces.

That equipment, enough for 16,000 troops, is packed into a squadron of five cargo ships normally stationed in the Mediterranean Sea. One ship in the squadron has a 500-bed hospital and matting to

construct an airfield and control tower.

Marines from Camp Lejeune were sent to Kuwait and Saudi Arabia during Operation Desert Storm in 1991.

Leaders at the base have been preparing for a large deployment, and several training exercises have been cancelled, said base spokesman Col. Keith Oliver.

Cmdr. Anthony J. Pachuta, commanding officer of the **Ponce**, wouldn't reveal where the ship was going or how long it might be gone. He said he told his sailors seven months ago to be prepared to leave on a moment's notice because of the ongoing war on terrorism.

"You have to be ready to run the race at any time," he said.

A handful of family members watched from the pier yesterday morning as the ship prepared to leave port.

James Sandusky of Narrows, Va., said goodbye to his son, Boatswain's Mate Jason Sandusky, 21.

"Jason has always been a pretty brave boy and I'm proud of what he's doing for his country," he said.

Jason Sandusky hugged his relatives before boarding the **Ponce**. "I'm just ready to go," he said.

ARK ROYAL DEPARTED FROM PORTSMOUTH



The Royal Navy aircraft carrier **HMS Ark Royal**, commanded by Captain Alan Massey, sails out of Portsmouth Harbor January 11, 2003.



The flagship of Britain's Navy, the aircraft carrier **Ark Royal**, set sail on Saturday for possible war on Iraq at the head of the largest British amphibious task force deployed since the 1982 Falklands War. The 16-ship flotilla is officially sailing for long-planned naval exercises in the Far East.



RFA OAKLEAF DEPARTED FROM AMSTERDAM AFTER LOADING



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Top : The Royal Navy support tanker **RFA OAKLEAF (A 111)** departed Saturday assisted by the tugs **ARGUS** and **ZEELAND** from Amsterdam where she had loaded at the Westhaven at the Ceres Stukgoed terminal – **photo : Jack van der Valk ©**

MOVEMENTS

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NYK APOLLO in Amsterdam



Saturday morning the first large container vessel **NYK Apollo** passed the IJmuiden locks bound for the Ceres terminal.



The 300 mtr long vessel which was completely empty came from Le Havre (in between of 2 services) for a test to Amsterdam, the vessel is due to leave again Friday bound for Southampton.

Photo's : Jack van der Valk ©

STENA BRITANNICA II



The brand new **STENA BRITANNICA II** seen here departing from South Korea enroute Hoek van Holland – **Photo : Coll Rob de Visser.**

AIRCRAFT / AIRPORT NEWS

Twee Nederlanders vermist na crash

In het vliegtuig dat donderdag in Peru is neergestort zaten twee Nederlanders. Het ministerie van Buitenlandse Zaken heeft bevestigd dat er twee mannen uit Zuid-Holland van 35 en 37 jaar aan boord waren. Het vliegtuig vervoerde 46 passagiers, onder wie ook twee Belgen.

Een zoektocht met drie helikopters heeft tot nu toe niets opgeleverd. Door regen en mist is de zoektocht gestaakt, maar die wordt vandaag weer hervat. De



hulpverleners kunnen het bergachtige en dichtbegroeide gebied alleen te voet bereiken.

De Peruanen hebben de Verenigde Staten om hulp gevraagd. Peru hoopt dat Amerikaanse vliegtuigen met speciale radarapparatuur het toestel wel kunnen opsporen. Nabestaanden vestigen hun hoop op lokale boeren, die met rubberbootjes de omgeving afspeuren naar brokstukken en overlevenden.

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Landing

De Fokker 28 van **Tans Peru** was afkomstig uit Chiclayo. Het toestel had de landing ingezet en zou aankomen op het vliegveld van Chachapoyas in de bergen op ongeveer 650 kilometer van Lima.

Een woordvoerder van de luchtvaartmaatschappij zei vlak na de vermissing dat de weersomstandigheden normaal waren en er genoeg brandstof aan boord was om uit te wijken.

Tans vliegt pas sinds oktober op Chachapoyas. De stad met 20.000 inwoners is populair bij toeristen en backpackers, maar commerciële vliegmaatschappijen vinden de vlucht onrendabel. Tans is in handen van de Peruaanse overheid met als doel de onrendabele lijnen te dekken.

RIJNMOND WEATHER

Vooruitzichten van maandag t/m donderdag:

Wisselvallig!

Veel bewolking, en af en toe regen. Het is vrij zacht en er staat tamelijk veel wind.

	MA-13	DI-14	WO-15	DO-16
Maximumtemperatuur:	8	9	7	8
Minimumtemperatuur:	3	6	6	5
Zonnekans in %:	10	20	20	20
Neerslagkans in %:	50	30	70	30
Windrichting kracht:	W-4-6	ZW-5-7	ZW-4-6	ZW-3-5

.... STORY OF THE DAY

De missie van de Vliestroom

Hr. Ms. **`Vliestroom`**, M 837, mijnenveger, type BYMS, in 1946 van Engeland overgenomen, maar in Amerika gebouwd. Tientallen van deze schepen hebben deelgenomen aan het mijnenvrij maken van de Westerschelde en aanloop in oktober en november 1944. Bemanning 26 man waaronder de commandant, oudste officier en jongste officier.



Boven : **M 837 VLIESTROOM** – foto : Coll Piet Sinke

Ondergetekende, toen van beroep stuurman GHV, was daar als jongste officier KMR aan boord geplaatst. We lagen het weekeinde van 31 januari 1953 in Rotterdam, Waalhaven, bij de onderzeeboot bunker basis.

De storm van zaterdag op zondag was hevig. `s Zondags kwamen er alarmerende berichten van overstromingen in het zuidwesten van ons land. Er was een ramp gebeurd! Via de radio werden alle militairen opgeroepen naar hun basis terug te komen. Maandagmorgen vroeg kregen we opdracht naar Zeeland te gaan, om waar nodig en mogelijk hulp te bieden. Vooral Schouwen-Duiveland was er erg aan toe.

Als eerste slachtoffer van de storm kwamen we het Finse **ss Bore VI** tegen, hoog op het strand van Westenschouwen. Hoe dichterbij Zierikzee, des te smeriger het water werd. Een bruin geelachtige kleur. Er dreef van alles rond; strobalen, huisraad, dode dieren. Zierikzee was niet binnen te komen. Het hele havenkanaal lag vol schepen en scheepjes, vooral van vissermannen. Dan maar verder naar de veerhaven van Zijpe. Langsij een grote Stoomveerboot van de toenmalige RTM, die diensten onderhield tussen de eilanden. Direct contact met mensen van de hulpverlening.

Sloep

De sloep werd buitenboord gevierd en met veel mankracht over de dijk getrokken, waarna de oudste officier met enkele matrozen het watergebied inging om mensen te redden. Inmiddels kwamen steeds meer mensen bij de haven, bijeengebracht en gered door commandotroepen uit Roosendaal, die met hun GMC-Trucks over de ondergelopen veerweg reden. Veel mensen waren er slecht aan toe. Nat, verkleumd, geen warme kleding aan, niet gegeten en gedronken. Oude mensen, moeders met baby`s, allemaal bij ons aan boord. In de verblijven was het tenminste warm en kon men zitten of liggen. Iedereen deed zijn best om de ellende van deze mensen te verzachten. Koffie, thee gemaakt en rondgedeeld, sigaretten uitgedeeld, maar je moest er wel een vuurtje bij geven. De meeste mannen hadden niets bij zich. Brood, beschuit, voedingswaren kregen we van het schip naast ons, dat daar met Rode-Kruisgoederen lag.

Steeds meer mensen kwamen aan boord. Zelfs commando`s, soms tot hun middel nat, vroegen om een hap eten en een slok water. Ferme jongens, stoere knapen! De kok ging aan het werk om een warme hap te maken. Stampot, aardappelen, kool en gebakken spekjes. Tegen de avond hadden we ongeveer honderd mensen aan boord. Eten ging in ploegen, zoveel borden hadden we ook niet aan

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boord.

Tja, deze mensen moesten toch ergens heen en opgevangen worden. Na overleg met de Territoriaal Bevelhebber in Den Haag, werd besloten naar Dordrecht te varen. We hadden gevraagd of er een vliegtuig `Light-Flares` af kon werpen boven het gebied Ouwerkerk – Oosterland - Bruinisse. Dat gebeurde ook en na een uurtje werd het hele gebied verlicht, zodat tijdelijk de redding kon worden voortgezet. Niemand van de bemanning ging naar kooi. Iedereen stelde zijn bed beschikbaar voor de evacuee. Een paar baby`s werden op de vloer van de piepkleine doucheruimte gelegd, de moeders dichtbij, hangend of zittend op de bank in de Longroom. We vertrokken in donker uit Zijpe. Het werd een uiterst inspannende reis. Door de Bocht van St. Jacob, Krammer, Volkerak. We stonden met z`n drieën permanent op de open brug. Veel walvuren waren gedooft, en boeien waren verdreven. We hadden toen nog geen radar. Af en toe voelde je het schip door de modder schuiven. We kwamen toch in de Dordtse Kil, en rond vier uur dinsdag 3 februari 1953 meerden we af, aan de Handelskade in Dordrecht. We waren opgelucht. Alles was goed geregeld. Bussen en ambulances stonden klaar om de mensen op te vangen. Wie we aan boord hadden en waar ze naar toe gebracht zijn, is ons altijd onbekend gebleven.

De commandant besloot tot acht uur te rusten. Daarna weer volle kracht naar Zijpe. Bij het manoeuvreren in de haven raakte 1 van de schroeven een in het water liggend stuk balk of zoiets. De schroefbladen raakten verbogen of beschadigd, de schroef was niet meer te gebruiken. We waren uitgeteld! Na overleg werden we teruggestuurd naar Rotterdam, de scheepswerf Waalhaven, juist naast de onderzeebootbasis, vanwaar we vertrokken waren. Bij `droogzetten` is er iets misgegaan. Toen het schip op de dwarshelling getrokken werd, viel het plotseling om. Er was een gat in de generatorkamer geslagen. Het water stroomde naar binnen. Enfin, een verhaal apart. Het heeft zes weken geduurd voordat Hr. Ms. `Vliestroom` weer operationeel was.

K. van der Ent
Vlissingen

**THE NEXT SHIPPING NEWSLETTER WILL BE PUBLISHED
THE SECOND WEEK OF FEBRUARY.**