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Left :
The crewboat
NEPTUNUS 8
working in the
port of
Rotterdam

Photo :
Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS

Bocht bij Bath blijft een lastige

door Rinus Antonisse

BATH - Het Nauw van Bath vormt regelmatig het toneel van scheepsongelukken. Het vaarwater doet zijn naam eer aan; het is er uiterst behoedzaam manoeuvreren. Heel vaak lopen de ongelukken met een sisser af, zonder slachtoffers en gevolgen voor het milieu. Het dorp Bath en het Verdronken Land van Saeftinge zijn menigmaal door het oog van de naald gekropen.

De ingebruikname van de verkeersposten (1983) en de Schelderadarketen (1991) hebben de veiligheid op de Westerschelde aanzienlijk vergroot. Maar aan de gevaarlijke situatie in het Nauw van Bath heeft dat niet veel veranderd. Het blijft een lastige bocht, waar jaarlijks meer dan 15.000 zeeschepen passeren. Verkeerstechnische maatregelen bieden bovendien geen soelaas tegen het optreden van technische storingen aan boord van schepen (zoals uit het roer lopen) en menselijke fouten. Een ongeluk zit in een klein hoekje: dat gaat hier letterlijk op. Niet voor niets wemelt het in het Nauw van Bath van de wrakken: vanwege de verdieping van de vaargeul moeten er zo'n dertien worden opgeruimd. Het feit dat steeds grotere zeeschepen naar Antwerpen opstomen - en weer richting zee terug koersen - maakt het er niet beter op. Als de dwingende Belgische wens om de vaargeul in de Westerschelde almaar verder te verruimen wordt gehonoreerd, vergroot dat de kans op calamiteiten, zowel in aantal als omvang, alleen maar. Weliswaar kan bij getij-ongebonden vaart de passage van schepen beter worden gespreid, echter een bocht blijft een bocht die met super-containerschepen moeilijk te nemen is.

Noodlot

Het lijkt erop alsof het noodlot zich herhaalt. Nu vonden kort na elkaar drie ongelukken plaats (**Pelican I**, sleepboot **Burcht** en **Nada V**), dertig jaar geleden was het ook driemaal achtereen raak. Met als ernstigste de ramp op 25 februari 1963 met de **Mira Flores**, waarbij negen bemanningsleden in een helse vuurzee om het leven kwamen.

De lijst met ongelukken over de afgelopen dertig jaar heeft een respectabele lengte. Het zijn vooral de ernstige incidenten die op het netvlies blijven hangen; het aantal bijna-ongelukken dat net goed afliep en snel in de vergetelheid raakte, is nog veel groter.

Na de botsing tussen de **Mira Flores** en de **Abadesa**, zijn er geruime tijd in en om het Nauw van Bath geen calamiteiten van grote omvang. In oktober 1969 loopt het vrachtschip **Splendid Sky**, geladen met zilverzand, vast op een plaat even ten westen van Bath. Een sleepboot met kraan die te hulp schiet, loopt één dag later ook vast. In oktober 1972 strandt bij Saeftinge de tanker **Tobieys** met aan boord 5000 ton nafta. Enkele jaren later, mei 1975, loopt de tanker **British Commerce** (geladen met 72.000 ton ruwe olie) op vrijwel dezelfde plaats aan de grond.

Het binnenschip **Rojana** wordt in november 1975 in het Nauw van Bath overvaren door de coaster **Hega Smit**; de **Rojana** zinkt. In december 1976 is het weer driemaal mis: uit de vastgelopen binnenvaarttanker **Arina** stroomt 9000 liter stookolie richting Saeftinge. Even daarvoor botsen de coaster **Knista** en de **Mare Selentum**; de schade blijkt mee te vallen. Enkele dagen later opnieuw een aanvaring tussen het zeeschip **Bolabora** en de binnenvaarttanker **Briese** (met butaangas aan boord).

Zo kan de lijst moeiteloos worden uitgebreid. De kapitein van de tanker **Arundo** verdrinkt in februari 1978 bij een aanvaring met de hopperzuiger **Lesse**. In september 1985 vliegt de tanker **Bonnie** na een botsing in brand, die na twee uur onder controle is. De bemanning verlaat per sloep het schip. Ook de Belgische marine loop averij op in het Nauw van Bath: januari 1987 loopt de mijnenveger **Ougree** aan de grond.

Eind oktober 1993 raakt het vrachtschip **Aya** zwaar beschadigd in de Pas van Rilland, na een aanvaring met de Poolse **Wladsylaw Jagiello**. De berging van de met auto's geladen **Aya** vergt enkele weken. December 1994 kapseist het Russische containerschip **Pioner Onegi** bijna. Er is onduidelijkheid over de inhoud van de containers. In 1998 lopen de autocarrier **Tricolor**, containerschip **Sea Ocelot** en binnenvaarttanker **Samuel B** aan de grond; ze kunnen alle zonder schade vlot komen.

En dan in juli 2003 achtereenvolgens de **Pelican I**, sleepboot **Burcht** en de met auto's en containers geladen **Nada V**. Nog steeds verwarring over de aard van de vracht en de ladinglijsten. Het wachten is op de grote klap.

Voormalige PSD-boten gaan varen onder de naam Maticena Lines

door Ben Jansen

GIOIA TAURO - In de vrijwel verlaten haven bij het Zuid-Italiaanse stadje Gioia Tauro liggen drie oude bekenden. De voormalige PSD-veerboten **Prinses Christina, **Prins Willem-Alexander** en **Prinses Juliana** worden er in de brandende zon klaargemaakt voor hun nieuwe bestemming in de Straat van Messina tussen de teen van de Italiaanse laars en Sicilië**

De bemanningen van de schepen en het walpersoneel van rederij Amadeus SpA hebben niet stilgezeten sinds de veerboten op 3 juli in Gioia Tauro zijn aangekomen. Het meest in het oog springt de nieuwe kleur die de schoorstenen hebben gekregen. Ze zijn niet langer geel. Wit steken ze scherp af tegen de strakblauwe lucht. Ook de zijwanden van de schepen hebben een nieuwe witte verflaag gekregen. In grote blauwe letters wordt de naam aangebracht waaronder Amadeus de voormalige Zeeuwse veerboten gaat exploiteren: **Maticena Lines**.

Op een van de flanken van de **Amedeo Maticena (voorheen Prinses Juliana)** is ook het logo van **Maticena Lines** al een eind gereed: twee vrolijk uit het water springende dolfijnen, uitgevoerd in azuurblauw tegen een achtergrond van zonnig geel.

De naamgever van dit schip is afgelopen weekeinde overleden. In april was hij nog - net voorzien van een nieuwe heup - in Vlissingen om de koop van de drie veerboten met zijn handtekening te bekrachtigen. Zijn zoon en opvolger heet ook Amedeo. De naam van het vlaggenschip van Maticena Lines is dus nog niet zo gek gekozen.

Directeur Maticena ging er in het voorjaar van uit dat de aanwinsten van Amadeus voor het zomerseizoen op het ruim vijf kilometer lange traject tussen Villa San Giovanni op het Italiaanse vasteland en Messina op Sicilië zouden kunnen worden ingezet. Inmiddels houdt hij het op september. Er moet ook nog heel wat gebeuren. Nog niet alle tijdelijke stalen versterkingen voor laag in de scheepswand geplaatste ramen en luiken zijn verwijderd. Waar dat wel is gebeurd, valt hier er daar nog wat te fatsoeneren. Vooral de **Prinses Christina (Ladies Maticena)**, die veel openingen dicht bij de waterlijn heeft, maakt nog een enigszins gehavende indruk. Ook moeten op veel plaatsen nog opschriften in het Nederlands (in de trant van 'Wielrijders afstappen') worden weggehaald.

Benedenrijdekken

Van alle schepen zijn de deuren van de benedenrijdekken inmiddels gedemonteerd. Ze worden vervangen door een beweegbare laadklep. Zo lang Maticena Lines niet beschikt over speciale veersteigers zullen de bovendekken niet voor het vervoer van auto's worden gebruikt. Kapitein Luigi Mazzitelli van de **Athos Maticena (Prins Willem-Alexander)** haalt hoogstpersoonlijk het sjabloon weg waarmee de naam Maticena Lines op de huid van zijn schip is aangebracht. Hij is tevreden met het resultaat. Drie maanden lang was hij in Vlissingen om de Athos gereed te maken voor de reis naar de Middellandse Zee. Nog steeds is hij bezig met ander werk dan een kapitein van een veerboot hoort

te doen. „Maar we kunnen nu tenminste elke dag naar huis.``

Construction Finished on Vast FPSO Hull in Dalian

The largest oil storage offloading vessel's hull ever built for export in China was completed in this major port city of Northeast China's Liaoning Province.

The largest oil storage offloading vessel's hull ever built for export in China was completed in this major port city of Northeast China's Liaoning Province.

After 18 months of construction and now named "**Belanak Natuna**," the 230,000-ton floating production, storage and offloading (FPSO) vessel was launched by Dalian New Shipbuilding Heavy Industry Co Ltd (DNS) and will be towed next Thursday by two ocean-going tugs to Batam, Indonesia, with the journey expected to take about three weeks.



US-based ConocoPhillips teamed with PT Brown & Root and Dresser Kellogg Energy Services (DKES), a subsidiary of Halliburton to design, engineer, procure, construct and install the FPSO. DKES subcontracted construction of the hull, the module housing, and all of the electrical systems for the hull and living quarters to DNS.

"This is the first time either ConocoPhillips or Halliburton has built an FPSO hull in China. The Belanak hull is also the first ever FPSO hull of such size and complexity to be built in China.

ConocoPhillips and DKES have worked as a team in conjunction with DNS throughout the construction period. The relationship has proved successful, with performance in line with the high standards of safety and quality that were set at the start of the project," said Paul Warwick, president and general manager of ConocoPhillips Indonesia.

The **Belanak FPSO** hull has a storage capacity for 1 million barrels of oil and enough deck space to accommodate more than 13 topside modules. At 285 metres long, 58 metres wide, a depth of 26 metres and maximum displacement of 255,000 tons, it is one of the largest FPSO hulls ever built, said Sun Bo, president of DNS.

The FPSO has been designed and built to remain in service for 30 years without the need for dry-docking, Sun said.

Barge hitches piggy back ride to Malaysia

You've got two large barges, only one tug and you need to get them across an often angry ocean.

What do you do? Hitch a piggyback ride, of course. That is exactly what barge owners Boa Offshore from Norway did with two of their huge oil rig-carrying barges in Table Bay Harbour.

In a first for the Mother City, the semi-submersible barges, **Boabarge 9** and **22**, were stacked one on top of the other to offer the tug **Augustea Quattro** a more towable package ... and to save Boa the high cost of employing a second tug, of course.

Agent Ron Caris of RNC Ships Agency Services, who put the project together, said the two barges had to get to Malaysia to pick up large oil rig components meant for the West African offshore oil industry.

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"The **Augustea Quattro** arrived here first with the **Boabarge 22** and had to come into port for bunkers and small engine repairs," Caris explained. "While she was in port, another tug towing the **Boabarge 9** arrived. Boa then decided to have the 122m **Boabarge 9** pick up the **Boabarge 22**, allowing the use of only one tug." In a slow and sometimes delicate operation yesterday, that drew many spectators from ships and repair projects nearby, the **Boabarge 9** was flooded and sunk to the bottom of the harbour at the Landing Wall outside Sturrock Dry Dock. Only her superstructure remained in view.

Then two harbour tugs, the **Palmiet** and **Pinotage**, brought 92m-**Boabarge 22** from her berth at the tanker terminal and gingerly pushed her over her larger sibling under the directions of a senior harbour pilot. By midday the **Boabarge 9's** mighty diesel generator engines roared to drive the huge pumps that would empty the water from her nine tanks, allowing her to rise slowly to the surface. The operation, performed by the barges' crews and local salvage and repair company Atlatech, started at 7am and finished at 5pm. The tug and its double-decker charge are expected to leave port soon.

NADA V IN FLUSHING



The damaged **NADA V** moored in Flushing 14-08-2003 photo : Stefan Mieras ©

CASUALTY REPORTING

Passengers stranded as ferry boat breaks down

The flagship of the Lagos State ferry service "**Babakekere**" has broken down leaving hundreds of passengers stranded. The broken down boat, the first to be acquired by the Lagos state government was said to have developed a mechanical problem. Similarly, the only ferry passenger boat belonging

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to the National Inland Water-ways Authority has equally broken down due to the same mechanical problem. When Eko Trust visited the Marina jetty, there was no passenger boat to ferry people from Marina to Mile 2, thus forcing boat passengers to go by road.

A journey from Marina to Mile, "2" which would have cost N20 to N30 by boat now costs N100 by road. Some of the passengers who spoke to our correspondent lamented their plight with most of them explaining that they would have preferred the boats because it is safer. At the Lagos ferry service headquarters at Mile 2, engineers of the Lagos State government were seen working round the clock to repair the broken down boat. At least 800 Lagosians daily patronise the ferry boats from Marina to Mile. A staff, Captain Yahaya who spoke with our correspondent explained that the faulty unit has been repaired and promised that ferry services would resume very soon.

Eko Trust investigations however revealed that the state government has leased out some of its ferry boats in its fleet to the private sector. Specifically "Babakekere" is about 20 years old.

It was acquired in 1983 by the Alhaji Lateef Jakande administration. Other boats in the fleet include M.V. **Omu** and **Ologe**.

Spill feared as crack in oil tanker widens

KARACHI: A major oil spill is feared as the crack that developed in the oil tanker "Tasman Spirit" has further widened at about 2.00 am on Thursday. Sources said late in the night that they were monitoring the situation closely, but worried about the environmental threat that might create problems for marine life. The sources also said that the oil tanker has not broken into two pieces, according to a Business Report.

Around 5,000 to 7,000 tonnes of crude oil has so far spilled out from the tanker. "If the tanker remains stable till Thursday morning then the lighterage operation would be restarted, the sources said. The vessel has not been declared as "abandoned ship", the 25 crewmembers have been evacuated for safety purposes, they said. "This was the fourth trip of "Fair Jolly" for lighterage operation, when the operation was suspended followed by visible crack," the sources said, adding that over 20,000 tonnes of crude oil has been lighteraged from **Tasman Spirit**. The oil tanker was carrying 67,534 tonnes of crude oil.

Earlier, foreign experts had suspended salvage operation at about 9 am on Wednesday. The authorities stopped the salvage operation fearing that the vessel may break into two from the mid-body before she sinks. Meanwhile, a three-member team, belonging to 'International Tankers Owners Pollution Federation' (ITOPF), arrived here with their specialist equipment from the UK. These experts of ITOPF started helping the port authority and installed boom for any major oil spillage from the declared abandoned oil tanker as oil spillage continues from cracks appeared early in the morning.

The team also visited the coastline and asked the concerned authorities to remove debris from beach and adjoining areas of coastline to handle pollution related problems after spillage from the oil tanker. The Defence Housing Authority and Clifton Cantonment have started removing debris from the beach side, sources said. The pollution experts have also arranged booms and all related equipment for the control of marine pollution from the crude. A chartered aircraft is expected to bring from UK necessary equipment. Sources said that over 20,000 tonnes crude oil has been pumped out from the tanker. Chairman of Karachi Port Trust (KPT), Vice Admiral Ahmed Hayat at an emergency press conference said that the grounded oil tanker has developed cracks and it is feared that it may split from the middle.

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"We have lighteraged about 19,000 to 20,000 tonnes oil with the assistance of international salvage experts from the vessel, but rest of the oil may spill in the sea," he said. The KPT Chairman, accompanied by salvage experts from Holland and England, said that the cracks started appearing in the ship on Wednesday morning and the next 12 hours were very crucial. He said that the crude on the ship was stored in three tanks and one of them also carries water for balancing purpose.

So far things were under control and the shipping activity at the port was also normal, he said, adding that the tugs of Pakistan Navy and KPT failed to pull out the grounded ship and tugs from Colombo and Dubai were also called in. But their efforts also failed as the booms they laid around the ship also were pushed away by the high monsoon tides. Ahmed Hayat also expressed fear that the ship was likely to catch fire any moment. Currently, the booms were being laid around the ship to avoid spillage of oil in larger area and the chemical was available in abundance with the KPT, which will help the oil to settle on the ground and also evaporate in the air, he added. He pointed out that additional equipment was arriving from England to control the spillage and a C-130 plane from Singapore was also due late in the evening for aerial operation to control oil spillage.

The KPT chief said, "It is now humanly impossible to board the ship," and added that 200 to 300 metres area around the ship has been prohibited for any movement of boats and other floating crafts.

He ruled out any environmental damage to the mangrove forests. He said it was up to the Fisheries Department to decide about the fishing activity in the area. However, he said, fishermen do not fish in the area where the ship has grounded. He said the latest situation regarding the oil tanker has been communicated to International Tankers Association, Federal Government, Ministry of Environment in Islamabad, the provincial environment department, the Fisheries Department and Maritime Security Agency (MSA). Ahmed Hayat said the oil may also spill along the coastline in the Clifton and Defence area, but concerted efforts will be made to minimise environmental pollution.

Sindh Chief Secretary Mutawakkal Kazi and Sindh Inspector General of Police Syed Kamal Shah have expressed their concern over the sudden development and have warned the citizens not to visit the beaches until further orders.



Police and Rangers have been deployed at beaches to stop people from going into seawater.

Karachi Port Trust general manager Brigadier Iftikhar Arshad points towards the grounded Greek tanker MT **Tasman Spirit** as he speaks to media representatives in Karachi

Sindh Chief Minister's Adviser on Environment and Alternate Energy Faisal Malik said that 30 percent of the ship had sunk and it might split from the centre in the next 12 to 15 hours.

In that case, he said, Port Qasim and Steel Mills would also be affected. Sindh Chief Minister's Adviser on Information and Archives Salahuddin Haider on Wednesday visited Clifton area and witnessed the oil slick flowing from the foreign oil ship, grounded near Karachi Port.

A provincial government handout issued here said that the adviser during his visit said that the ship "Tasman Spirit", which had started cracking might lead to a severe environmental threat to beaches

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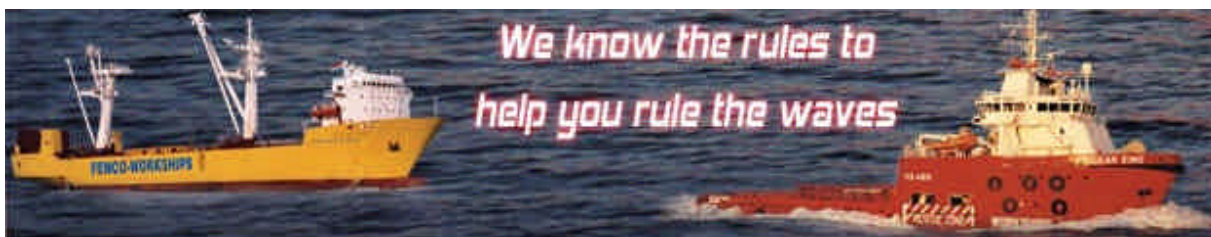
around Clifton and Defence areas of the city.

He advised the people to desist from visiting the beaches until they were declared safe for the visitors.

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Australian unions target Western Mining

THE Australian maritime unions have moved swiftly to take action against companies that they perceive as consistently abusing the coastal voyage permit system. As detailed in yesterday's Lloyd's List, the maritime unions announced on Wednesday that they will seek to extend the reach of the seagoing award to the coastal fertiliser trade of the Western Mining Corp. Andrew Williamson, of the Australian Institute of Marine and Power

Engineers, said that the unions had selected the resources company strategically. "Don't forget it was Western Mining that gave foreign shipping a guernsey, which in turn incited CSL to flag out," he said. Mr Williamson said that the unions had noted that lawyers representing WMC had questioned whether the commission has the jurisdiction.

"I guess we, along with the most recent case law, beg to differ," he said. "In the final analysis, one point is becoming readily apparent and while we understand shippers don't want to pay more for the provision of their shipping services, the legal, commercial and industrial reality dictates [that] they will." The move is the first of probably several the unions will make after the High Court ruling on the CSL Pacific case last week.

The matter is scheduled on August 20, before the Australian Industrial Relations Commission.

Industry circles note that the unions have targeted Western Mining because it was the subject of an unsuccessful union-sponsored challenge in the Federal Court in 2000. WMC awarded its fertiliser shipping contract to Western Bulk Carriers, which in turn has on several occasions brought in Gearbulk to carry shipments. While Western Bulk has been careful not to use the same foreign-registered ship twice on the coastal trade, it is understood that Gearbulk has employed two of its foreign registered vessels each on four occasions in the past year to carry coastal cargo for WMC.

Haven vreest voor imago

Havenscheper Leo Delwaide, het Havenbedrijf, rederijen en bevrachters vrezen voor het imago van de Antwerpse haven na een nieuwe aanvaring op de Schelde. Die gebeurde woensdag in de Bocht van Bath, de derde al in iets meer dan drie weken.

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Zes schepen die Antwerpen moesten verlaten en twaalf die de haven moesten binnenvaren, liepen vele uren vertraging op. Voor het Verdrongen Land van Saeftinghe botsten woensdag om 5.10u om een nog onbekende reden twee autoschepen frontaal op elkaar. Er vielen geen gewonden. Het scheepvaartverkeer raakte vanaf 9u gestremd omdat beide schepen met de voorzijde in elkaar waren gehaakt. Lostrekken hielp niet, omdat ook het anker van het ene schip in de neus van het andere vast zat.

Daardoor bleef het scheepvaartverkeer van en naar Antwerpen gestremd tot 12.15u. Dat beperkte de geleden economische schade enigszins. Maar havenschepen Leo Delwaide, het Havenbedrijf, rederijen én bevrachters vrezen dat het imago van de Antwerpse haven door de opeenvolging van aanvaringen de jongste weken een stevige deuk heeft gekregen. "Die schade valt amper tot niet te becijferen", luidt het. In het verleden is het nog een keer voorgekomen dat er op de Schelde kort na elkaar drie incidenten gebeurden. "Toch is het nu zo dat er per jaar globaal gezien amper enkele of zelfs geen aanvaringen gebeuren", zeggen de Nederlandse Rijkswaterstaat en de dienst Scheepvaartbegeleiding van de Vlaamse gemeenschap. Zij en vele nautische experts houden het op een louter toeval.

"Niet zo", beweert men in Zeeland, waar de burgemeester van Reimerswaal en de waarnemende commissaris van de koningin wijzen op de gevaren van steeds sneller varende schepen op de Schelde. De Zeeuwen roken woensdag hun kans schoon om Vlissingen te bevoordelen en kantten zich opnieuw resoluut tegen de - voor de Antwerpse haven noodzakelijk - uitdieping van de Schelde.



Container ships and hundreds of cars sit in the port of Rio de Janeiro, as a customs workers strike continued August 14, 2003. The customs workers strike is affecting Brazil's trade balance as exports of Brazilian products fell

NAVY NEWS

Retired WWII ships act as floating barriers at Changi

Five Landing Ship Tanks protect warships from ramming, as part of tighter security at navy bases

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Top: the County class LST's of the Singapore navy named **L 201 ENDURANCE** and the **L 205 PERSISTENCE** at the Jurong Naval base in Singapore - photo : Piet Sinke ©

AMPHIBIOUS transport vessels called Landing Ship Tanks, which were retired from the Singapore navy several years ago, are back in action again - this time as floating barriers at Changi Naval Base. Their new role puts these five World War II veterans literally at the frontline of the navy's defences at the sprawling naval base.

When an important vessel, such as a visiting warship, is berthed at the deep water wharf at the base, the derelict 100m-long vessels are anchored in a row on their seaward side. This allows the derelicts to act as physical barriers against any vessel that tries to ram the warships.

The old vessels are considered expendable and their loss will not affect the navy's operational readiness.

The Ministry of Defence acknowledged that its old Landing Ship Tanks are being used as blockships, but declined to provide more details. The use of blockships is one of several security measures taken at navy bases. These include watch towers, fast response craft and measures that restrict access to areas where warships are anchored.

The heightened security at its bases signals the navy's determination to guard against terrorist attacks like the one launched against the United States Navy destroyer, USS Cole, in October 2000 in the Yemeni port of Aden.

Seventeen US sailors on board the USS Cole were killed when a small boat packed with high explosives approached the ship, pretending to be one of the port's tender boats.

The Republic of Singapore Navy retired the five US-built World War II vintage **County-class** vessels in the 1990s. They were replaced by four 140m-long **Endurance-class** Landing Ship Tanks that were designed and built in Singapore.

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The old ships have been stripped of all useful equipment such as guns, radars and communication equipment. They used to be based at Tuas Naval Base but were moved 35km eastward to Changi when 191 Squadron, the squadron they belonged to, was relocated there.

These derelict blockships claimed one 'victim' last year - the career of a US Navy aircraft carrier captain, whose ship rammed a buoy used to secure the vintage vessels while it was reversing into Changi Naval Base. The **USS Kitty Hawk** incident happened on May 10 last year.

Its captain Thomas Hejl was relieved of his command of the 41-year-old warship last August. The collision was cited as one of the reasons the US Navy decided to relieve him of command.



The Military Sea Lift Command, oiler **USNS Kanawha (T-AO 196)** pulls alongside **USS Theodore Roosevelt (CVN-71)** August 13th for a Replenishment at Sea. Roosevelt is operating in the Atlantic Ocean conducting carrier qualifications

MOVEMENTS

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The **REGATTA** seen here departing from Amsterdam Thursday evening – **photo : Joop Marechal ©**

The **REGATTA** was build at the Alstom yard under yard number I31 in St.Nazaire in 1998 as the **R TWO** after the owners went bankrupt the ship was laid up together with her sisters, the ship was renamed **REGATTA** during March 2003 , the vessel is powered by 4 Alstom diesels with a total output of 18.354 kW for a speed of 18 knots, the length of the vessel is 181 mtr, width of 25.5 en draft of max 5.95 meter, the Grosstonnage is 30.277 ton.



The **ANDES HIGHWAY** - **photo : Marcelo Lopez ©**

The **ANDES HIGHWAY** is build during 1982 at the Shin Kurushima shipyard in Tokyo under yard number 2207, the 154 mtr long vessel is powered by 1 MAN diesel of 9300 hp which give the vessel a speed of 17.5 knots, the vessel can carry 2500 cars

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The **NARVIK** of the Norwegian Hurtigruten service – **photo : Henk de Winde ©**

The **NARVIK** is one of the vessel from the Hurtigruten service along the Norwegian coast, the vessel is build during 1982 at the Aker yard in Trondheim under yard number 827, with a service speed of 19 knots the 108 mtr long vessel is able to carry 410 passengers and 40 vehicles



The **SMIT MISSOURI** operating for Terminales in Venezuela – **Photo : Jaap van Tankeren ©**

AIRCRAFT / AIRPORT NEWS

Air Arabia to start with Airbus fleet

Air Arabia, based in Sharjah, has agreed to lease Airbus A320-200 aircraft for its inaugural flights. The airline will take delivery of one used aircraft in September 2003 and one in October 2003; CFMI CFM56-5A1 engines will power both aircraft. The airline intends to add four new A320-200s, to either supplement or replace the first two aircraft, depending on traffic levels and the composition of the route network. All aircraft will be leased from International Lease Finance Corporation. Initial destinations, subject to government approvals, include Baghdad, Bahrain, Beirut, Doha, Kuwait, Muscat and Tehran.



The sun sets behind an **F/A-18F Super Hornet** on the flight deck aboard **USS John C. Stennis (CVN 74)** August 11th. Stennis is at sea conducting training exercises in the Southern California operating area

RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

AANGENAME TEMPERATUUR!

Morgen zonnig, daarna een afwisseling van zon en bewolking en vanaf zondagmiddag kans op een bui.

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© Ed Aldus 2003	ZA-16	ZO-17	MA-18	DI-19
Maximumtemperatuur:	23	25	23	22
Minimumtemperatuur:	10	14	15	15
Zonnekans in %:	70	50	40	40
Neerslagkans in %:	5	30	30	30
Windrichting kracht:	NO-3-4	O-2-4	ZW-3-4	WZW-3-4

.... PHOTO OF THE DAY

*****NICE WAVE*****



This beautiful picture shows passengerliner **SEABOURN SUN** in March 2002 enroute a yacht which encountered problems off the Durban coast to assist, the **SEABOURNE SUN** sustained damage to her bow during this rescue operation which was repaired later in Charleston, SC during the refit dry-dock in May 2002 when **Holland America Line** took her over, the vessel is now named **PRINSENDAM**.

Photo : via capt. Peter Bos - Master Prinsendam ©

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TROMP FESTIVAL 2003

Het is van belang, dat de grootse helden uit de Nederlandse geschiedenis levend gehouden worden voor onze huidige en komende generaties, zodat ook zij de trots kunnen ervaren, die hun voorouders ondervonden hebben. Daarom hebben een aantal initiatiefnemers het historische feit opgepakt dat 350 jaar geleden tijdens de Slag bij Ter Heijde aan Zee de beroemde Admiraal Maarten Harpertsz. Tromp het leven heeft gegeven in 's lands belang.

The TrompFestival will take place from 19th August up to and including 24th August 2003. The official programme and the appertaining details will be announced as soon as possible. On the website you will be kept informed of the precise contents of this festival. A selection of the programme learns that this will be a varied and spectacular week. This is in store for the inhabitants and visitors of Ter Heijde on Sea: <http://www.trompfestival.nl/>



Het **TrompFestival 2003** is een meerdaags Festival van 19 t/m 24 augustus aanstaande.

De doelstellingen achter het **TrompFestival 2003** zijn:

- ? Het bevorderen van de belangstelling van het grote publiek voor vaderlandse geschiedenis.
- ? Het bevorderen van de belangstelling voor relatie tussen Nederland en het Verenigd Koninkrijk door de eeuwen heen.
- ? De relatie tussen visserij, handel, marine en reddingswezen zichtbaar maken.
- ? Het promoten van het Westland en de Westlandse kust.

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De gemeente Monster, maar met name de dorpskern Ter Heijde aan Zee, zal volledig in het teken van het **TrompFestival 2003** staan. Met een leerzaam en interessant programma, waarin historie, cultuur, de afhankelijkheid van de zee en de relatie tussen Nederland en het Verenigd Koninkrijk centraal staan, verwachten wij dan ook 100.000 bezoekers uit het hele land te trekken.



1. TrompArena
2. Air & Sea Show
3. Willem III Plein, N.H. Kerk, gebouw Irene
4. TrompPaviljoen
5. VisPaviljoen
6. Officiële herdenking
7. Vis- en watersport webstrijden
8. Kanonnen / Trompstraat
9. Marine platform
10. Parkeren Invaliden

Programma

TrompFestival 2003

Via deze pagina kunt op de hoogte blijven van de precieze invulling van het festival.
Een greep uit het festival leert dat het een spectaculair en veelzijdige week gaat worden.

Dinsdag 12 augustus

Vertrek H.M.S. Endeavour

Vrijdag 15 augustus

Aankomst H.M.S. Endeavour

Zaterdag 16 t/m woensdag 20 augustus

Openstelling bark H.M.S. Endeavour

Dinsdag 19 augustus

De Bark **H.M.S. Endeavour** te bezoeken in de haven van scheveningen

Opening tentoonstelling Ter Heijde aan Zee

Opening tentoonstelling Maarten Harpertszoon Tromp

Opening tentoonstelling Leven langs de kust

Historisch straatbeeld middels klederdracht en 200 meter gevelaankleding

Shanty-koren festival

Woensdag 20 augustus

Tentoonstelling Ter Heijde aan Zee

Tentoonstelling Maarten Harpertszoon Tromp

Tentoonstelling leven langs de kust

Historisch straatbeeld middels klederdracht en 200 meter gevelaankleding

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De Bark H.M.S. Endeavour te bezoeken in de haven van Scheveningen

Avondprogramma **Woensdag 20 augustus**

TrompRock aan Zee

Donderdag 21 augustus

Tentoonstelling Ter Heijde aan Zee

Tentoonstelling Maarten Harpertszoon Tromp

Tentoonstelling leven langs de kust

Historisch straatbeeld middels klederdracht en 200 meter gevelaankleding

De Bark H.M.S. Endeavour voor Ter Heijde aan Zee

Toneelstuk 'Op hoop van Zegen' Openluchtvoorstelling

Muzikale activiteiten door meerdere Shanty-koren

Avondprogramma **Donderdag 21 augustus**

Meezingspektakel

Vrijdag 22 augustus

Tentoonstelling Ter Heijde aan Zee

Tentoonstelling Maarten Harpertszoon Tromp

Tentoonstelling leven langs de kust

Historisch straatbeeld middels klederdracht en 200 meter gevelaankleding

Het vispaviljoen

Officiële herdenking van de Zeeslag bij Ter Heijde aan Zee

De Waterdans

Presentatie oude ambachten

Avondprogramma **Vrijdag 22 augustus**

Vrienden van TrompLive!

Zaterdag 23 augustus

Tentoonstelling Ter Heijde aan Zee

Tentoonstelling Maarten Harpertszoon Tromp

Tentoonstelling leven langs de kust

Historisch straatbeeld middels klederdracht en 200 meter gevelaankleding

Lunchconcert

De Waterdans

Watersportwedstrijden en demonstraties

Historische visverkoop op de 'Heijde visafslag'

Air & Sea show

Admiraalvaren

Avondprogramma **Zaterdag 23 augustus**

Tromp & Taptoe

Zondag 24 augustus

Oecumenische kerkdienst