

DAILY SHIPPING NEWSLETTER 2003 – 152



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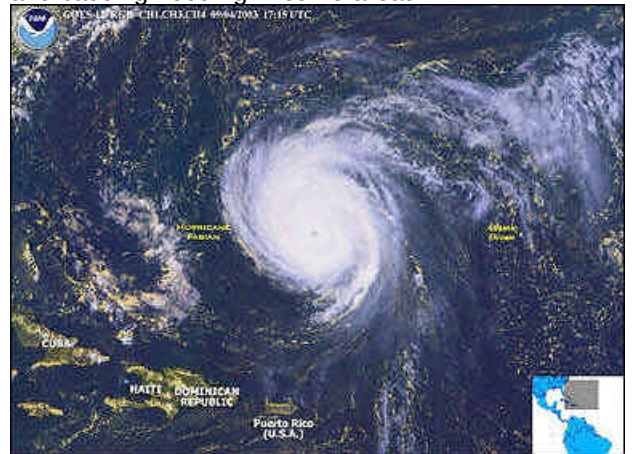


The **SMIT CERNE** in action for the British MOD
Photo : Courtesy SMIT Transport ©

EVENTS, INCIDENTS & OPERATIONS



Yachts can be seen washed ashore in the wake of Hurricane Fabian near Hamilton, on the island of Bermuda, September 6, 2003. Four people were missing and feared dead, power was out in 25,000 homes, roofs were missing from buildings and many roads were impassable in Bermuda on Saturday after Hurricane Fabian's fierce assault. Fabian, the most powerful storm to hit the mid-Atlantic British colony in 50 years, swept across on Friday, lashing the island with winds of up to 120 mph, ripping off roofs, destroying beachside tourist restaurants, felling trees and power lines and causing flooding in some areas.



Wärtsilä man probed over Gotland

SWEDISH police have questioned an employer of Wärtsilä Corp, the Finnish propulsion system supplier, in connection with the Rederi AB Gotland bribery case. Eeva Kainulainen, head of corporate communications at Wärtsilä, confirmed that one of the company's employees was questioned by Swedish police in Finland in the presence of Finnish police over bribes the employee allegedly made to Gotland technical director Bo Pettersson. The man is suspected to have paid SK9.6M (\$1.2M) in bribes to Pettersson, according to detective inspector Rolf Ostrom of Sweden's special economic crime squad. However, he cannot be tried in Sweden as the alleged crime took place in Finland and the man is Finnish citizen. Wärtsilä supplied the main and auxiliary engines to two 25,600gt ro-pax ferries built by Gotland in China, which are the focus on the case.

Bullish Frontline pushes ahead

BULLISH tanker giant Frontline has predicted that rising oil production in the Middle East and Gulf, as well as a series of other favourable triggers, will push up time charter rates for VLCCs beyond \$60,000 a day by the end of the year. In a presentation at an energy conference in New York, Tor Olav Troim says the company's tanker fleet of 37 VLCCs, dubbed Very Large Cash Creators, would benefit from the link between additional OPEC oil production, rising demand from US, China and India and the EU decision to exclude 10% of the world VLCC fleet as part of its accelerated phase out of single-hulled tankers from October 2003. Troim said a year ago the market had doubts about Frontline's debts and

relationship with banks. Thanks to the VLCC rate resurgence, which saw spot rates peak at \$100,000 a day in early 2003, the company has generated \$334M, paid \$250M in dividends in the last six months, and bought back four per cent of stock, Troim reported. While the share price is up by 300% and market capitalisation has reached \$1.2Bn, Troim notes the current price is only 57% of its peak value in 2001. Rates for a modern 300,000-dwt tanker on a one-year charter are about \$33,000 a day, according to Clarkson's.

Rotterdamse havendagen trekken 400.000 mensen



top : The Hook of Holland lifeboat **KAPITEINS HAZEWINKEL** during a demo together with a Dutch Navy Westland Lynx helicopter during the Wereldhavendagen in Rotterdam

Photo : Hans de Jong Maritime pictures ©

De Wereldhavendagen in Rotterdam hebben het afgelopen weekeinde 400.000 bezoekers getrokken. Vooral het 'straatje keren' van de cruiseferries Pride of Hull en de Pride of Rotterdam van P&O had veel bekijks. De Erasmusbrug pulde uit. Ook wilden veel mensen met eigen ogen zien hoe een auto met water een aantal meters de lucht in werd gespoten. (foto links : **Hans de Jong Maritime pictures**) Op verscheidene kades waren demonstraties, excursies en informatiemarkten waar allerlei bedrijven, de marine, de landmacht en overheidsinstanties zich presenteerden. Verder lagen er diverse oude en nieuwe boten in de haven. Vooral de schepen van de marine waren in trek. Lange rijen belangstellenden wachtten geduldig totdat ze aan boord konden.



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Het was bovendien druk op het water. Afvalverwerking Rijnmond liet bijvoorbeeld zien hoe de AVR vervuiling van het oppervlaktewater opruimt. Enige sleepboten toonden hun kunsten. De Koninklijke Marine hield spectaculaire demonstraties met behulp van snelle rubberboten en laagovervliegende helikopters en samen met de Koninklijke Nederlandse Redding Maatschappij voerde de marine reddingsoperaties uit. De meeste evenementen waren gratis, de excursies kostten geld. Zo waren er uitstapjes naar de Maas Silo in de Botlek, de Maasvlakte Olie Terminal of naar overslagbedrijven. Ook een dagtocht met de zeillogger Lotos, rondvlucht per helikopter over Europoort of een wandeling door het Scheepvaartkwartier bestond tot de mogelijkheden.



Er waren activiteiten als een disco en een springkussen voor kinderen en een 'waterzone' met muziek, stands en computerspellen voor jongeren.

[Links : alle spuitgasten in actie](#)

Foto :
Hans de Jong Maritime
pictures ©

„Jongeren hebben geen positief beeld van werken in de haven. Ze associëren het met vies, zwaar werk”, zei een

woordvoester van de organisatie. Door dit evenement hopen havenbedrijven aantrekkelijker te worden. Of inderdaad meer jong talent een baan in de haven wil, is niet bekend. „Zoiets moet groeien. Volgend jaar willen we ons nog meer richten op een project speciaal voor jongeren”, aldus de zegsvrouw. Voor de stands van opleidingscentra en uitzendbureau's stonden in elk geval belangstellenden. Sommigen hadden echter al de pensioen gerechtigde leeftijd bereikt. Heinrich de Vries, met zeemanspet, ging ruim dertig jaar geleden al overstag. Hij rust met een shagje even uit op een bankje aan de Maas. Hij komt speciaal uit Duitsland naar de havendagen en geniet met volle teugen. Vooral het schip dat geloosde olie uit het oppervlaktewater zuivert, had zijn aandacht. „Ik werk al meer dan dertig jaar in de binnenvaart en vervoer meestal olie. Ik zie geregeld dat schippers er een rotzooi van maken door oude olie in het water te laten lopen”, zei hij. De hulpdiensten hadden het rustig. Af en toe meldde iemand met een splinter in de vinger zich bij de EHBO, weet de woordvoester. De politie verrichtte slechts één aanhouding, wegens belediging van een ambtenaar in functie. „Dat lijkt me een goede score op zoveel mensen. Het is een familiefestijn dat jaarlijks in een goede sfeer verloopt”, zei een politievoorlichter. De politie heeft overigens het idee dat het drukker was dan vorig jaar toen er 450.000 mensen naar de havendagen kwamen. Stadstoezicht had het wel druk. De instantie zette twee keer zoveel parkeercontroleurs in. Zij deelden 1500 boetes uit voor voornamelijk overtredingen als dubbel parkeren en parkeren op groenstroken. Een gemiddeld ander weekeinde zijn dat er ongeveer 450. Behalve de havendagen was er zaterdag ook een wedstrijd van het Nederlands voetbalelftal in de Kuip en werd er zondag een wielerronde gehouden. De Wereldhavendagen is het slot van de reeks zomerfestivals in de havenstad. Het thema was water werkt.

Ultra Voyager decision on 16 Sept

THE board of Royal Caribbean Cruises meets on 16 September to decide on whether to go ahead with the Ultra Voyager cruiseship project. In June Royal Caribbean signed an initial contract with Aker Kværner subsidiary Kværner Masa-Yards regarding one 160,000-gt cruiseship with an option for a second vessel. The euro-dollar exchange rate is a key issue that will influence the decision. The final contract was to have been signed by 31 August, but the deadline could now be postponed until the end of the year on certain conditions. Royal Caribbean also has options for two more 90,000-gt gas

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turbine-driven Radiance-class cruiseships at Meyer Werft in Germany. The company is also rumoured to be planning to lengthen an existing 75,000-gt ship.

NORWAY TO AMSTERDAM ????

Two days ago a Dutch newspaper brought news that the sale of the **SS Norway** to a Dutch business man was in an ending stage and would be in full detail half way September. News was that he wants to use the ship as a static "party centre/hotel" in the North of **Amsterdam**. The newspaper article didn't brought any more special details.

Tricolor lekt opnieuw olie

Het restant van het Noorse vrachtschip Tricolor lekt opnieuw olie. Op de Noordzee is een olievlek ontstaan van enkele tientallen vierkante mijlen, meldde het Nederlandse ministerie van Verkeer en Waterstaat zondagmiddag. Het ministerie verwacht dat de olievlek de Nederlandse kust niet bedreigt. De olievlek werd zaterdag ontdekt tijdens een patrouillevlucht van de Kustwacht. Twee schepen van Rijkswaterstaat, de Arca en de Frans Naerebout, zijn inmiddels ter plaatse om de olie op te ruimen. Maandag komt daar nog een derde schip bij, de Rotterdam.

Afhankelijk van de weersomstandigheden zullen de schepen enkele dagen nodig hebben om het water schoon te maken. De Tricolor zonk 14 december vorig jaar na een aanvaring in dichte mist met een containerschip. Eerder dit jaar is al ruim 150 ton stookolie opgeruimd. De huidige vlek is ontstaan door olie die eerder al door het hele schip is verspreid. De olie is vrijgekomen tijdens de bergingswerkzaamheden.

Op het moment is de bergingsoperatie van het 190 meter lange schip in volle gang. Het vaartuig wordt sinds eind juli in negen stukken gezaagd, die gemiddeld 20.000 ton wegen. Afhankelijk van het weer verwachten de bergers de operatie eind september of begin oktober te hebben afgerond.

Een woordvoerder van de Combinatie Berging Tricolor (CBT) benadrukte zondag dat olie lekkages ook in de toekomst niet zijn uit te sluiten. „We weten niet precies hoeveel olie er nog in het schip zit. Wel hebben we al sinds het begin van de berging constant een schip in de buurt om olie op te ruimen zodra die ontsnapt." De woordvoerder verwacht dat de olie niet op de stranden terechtkomt. „Dat kan alleen gebeuren als het weer helemaal omslaat. Niets wijst daar nu op."

CASUALTY REPORTING

4 drown, many missing as Indonesian ferry sinks

Four people drowned and many people were missing after an inter-island ferry sank off the coast of Bali on the Lombok Strait on early Sunday, and Indonesian relief official said.

The four victims included one infant, said Ida Bagus Oka of the relief coordination post at the Padang Bai harbour on the eastern coast of Bali island. The Wimala Darma ferry left the Padang Bai harbour for Lombok island early on Sunday but sank about 30 minutes later, Oka said over telephone.

"We had earlier received reports that 107 people have been rescued by a passing ship but after verifications, they only numbered 94," Oka said. "We are still trying to determine the precise number of passenger on the boat, and search efforts from our office here are still proceeding," he added.

He declined to speculate on the number of people still missing. The El Shinta private radio quoted two survivors, both truck drivers, as saying the boat had overturned slowly, giving time for the crew to distribute life jackets and prepare rafts. "There was no panic... I even participated with others in preparing the rafts," said Sukadin, 30.

Indonesian boats are often overcrowded and passenger registry is often inaccurate.

SHIPYARD NEWS

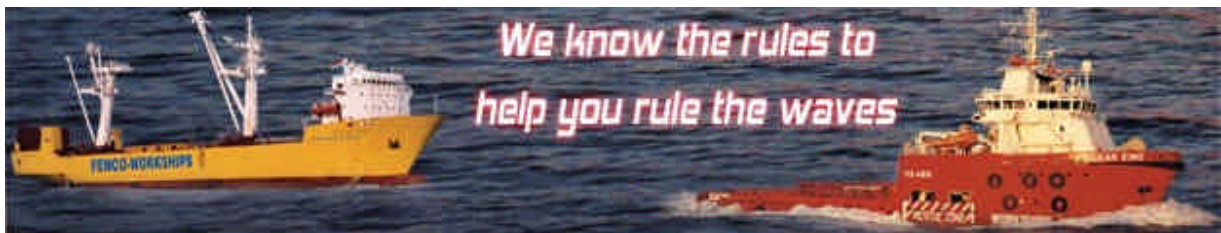
Chantiers ends supplier contract

ALSTOM Marine yard Chantiers de l'Atlantique has rescinded its contract with air conditioning system supplier Avco Marine, leaving 500 workers without jobs. The French/Italian/Indian subcontractor was chosen by the builder last year to install the aircon system on Queen Mary 2. Chantiers said it took the decision because it was not satisfied with Avco's organisational performance. "The termination of contract is also motivated by Avco Marine's inability to properly manage its relations with its own suppliers," Chantiers said. The statement follows a two-week dispute between Avco and 92 Romanian subcontractors over the non-payment of wages in June and July. Despite a settlement, which did not involve Chantiers, it was bad publicity for the French yard and Alstom said it was better to discontinue the business relationship. "This is a real blow for Avco Marine for which Chantiers was the only customer in France," lawyers for the supplier said. They said they hoped a solution could still be found. The yard said the rest of the work would be completed by another supplier who could take over some of the workers.

ROUTE, PORTS & SERVICES

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Verdere verdieping Westerschelde voor Zeeland onaanvaardbaar

door Ben Jansen

MIDDELBURG – Eén ding heeft de publicatie van het natuurontwikkelingsplan voor het Scheldebekken in elk geval opgeleverd. Dat is het inzicht dat een volgende verdieping van de Westerschelde zeer vergaande gevolgen heeft om verlies van natuurwaarden te compenseren.

Voor gedeputeerde T. Kramer is het dan ook duidelijk: „Iedere verdere verdieping van de Westerschelde is voor de Zeeuwse samenleving niet aanvaardbaar.”
Dat geldt wat de Statencommissie ruimte betreft in elk geval voor de ontpoldering die in het natuurontwikkelingsplan in het vooruitzicht wordt gesteld. De beste oplossing zou volgens het plan de

ontpoldering van 3000 hectare zijn, waarbij de Braakman grotendeels aan het water wordt prijsgegeven. Verscheidene commissieleden vroegen zich af of de makers ervan wel geheel bij zinnen zijn. Kramer meende dat op het rapport op zich weinig valt af te dingen. „Of je moet net zo deskundig zijn als de wetenschappers.`` Hij wees erop dat voor de dure ingrepen die in het natuurontwikkelingsplan worden geschetst `nog geen cent` is gereserveerd. Kramer: „Je kunt je dan afvragen of je het de Zeeuwse samenleving aan moet doen ermee naar buiten te komen.`` Daarbij wees hij erop dat het plan maar één van de bouwstenen vormt voor de ontwikkelingsschets voor het Schelde-estuarium. „Zo kom je al gauw in de sfeer van de proefballons.`` Aan die ontwikkelingsschets werkt een Nederlands-Vlaamse projectdirectie. Kramer zei zich zorgen te maken over de gezamenlijkheid binnen het project. „Scheper Delwaide van Antwerpen zegt : `we gaan hoe dan ook voor een verdere verdieping`.`` De Zeeuwse vertegenwoordiging heeft ook een uitgangspunt. Kramer: „Wat ons betreft komt er geen volgende verdieping. We blijven wel meepraten, want er staan grote Zeeuwse belangen op het spel.``

NPA plans funding talks with Transnet

The executive committee of the National Ports Authority (NPA) in South Africa is developing a funding plan that will form the basis of further discussions and negotiations with Transnet regarding future funding and profit distribution. This emerged from An Introductory Report on the Sustainability Practices at the National Ports Authority of SA, which was published last week.

Donald Kau, the NPA's spokesperson, said the capital expenditure requirements at South Africa's ports are continually increasing.

This year R1.9 billion was earmarked for capital expenditure. Transnet's responsibility was to look at the whole intermodal transport system. For the NPA the issue was what happened to the money it made and whether it could be used to reinvest in ports, Kau said. Transnet plans capital expenditure of R30 billion over the next five years and R80 billion by 2018, on improvements to South Africa's transport infrastructure, including ports.

Besides infrastructure development, the report examines the many aspects of ensuring the sustainability of South Africa's port system and the NPA's business. Siyabonga Gama, the NPA's chief executive, said: "The business plan of the NPA demands the company achieves productivity gains efficiently and effectively, while showing continued growth and economic viability. Moreover, our business is critical to the surrounding socioeconomic environment."

In the year to March 2003 the NPA reported turnover of R3.8 billion and a net profit of R1.7 billion. Net profit was ahead of budget largely due to additional wharfage revenue related to the late implementation of tariff reform and savings in operating costs. The NPA's financial position changed substantially after March 2002, mainly as a result of additional debt of R3.2 billion taken over from Transnet.

The debt relates to the recapitalisation of Transnet.

The debt gave rise to an additional R439.3 million finance cost, which was not previously budgeted for. As a result gearing at the year to March 2003 was 54.5 percent from a previous 39.3 percent. "This position is expected to further deteriorate once all major works on the Ngqura Port and other capital investment commitments get under way," the report said. The NPA, which is the landlord of seven ports, is responsible for planning, developing and ensuring the best use of port property and infrastructure.

Landlord services make up a major portion of the NPA's income stream, which are cargo dues, port dues and rentals. The NPA's other responsibility is marine services, which include pilotage, tugs, and berthing. Another aspect of marine services is that of harbour master functions, which include port

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control, vessel traffic services, conservancy and marine safety. Other services are ship repair, lighthouse and dredging services.

The NPA employs 3 643 permanent staff.

Over the past year 14 236 vessels with a combined registered tonnage of 266 million tons were handled. In the year to March 2003, break bulk and bulk cargo handled by South Africa's seven ports totalled 166.5 million tons. Of this almost two-thirds were export cargo.

Boulogne's future in the balance

THE future of the French port of Boulogne hangs in the balance today after its main customer, the steel and mining group Eramet, said it would close its local plant, which currently generates half the port's traffic. The closure is expected to be made official tomorrow and comes as a huge blow for Boulogne, which has lost much of its cross-Channel passenger and freight business and wheat flour cargo over the past ten years. In 2002, the Comilog plant handled almost 800,000 tonnes of traffic through Boulogne, including 482,000 tonnes of manganese, 155,000 tonnes of ferro-manganese and 154,000 tonnes of coke. A spokesman for Boulogne Chamber of Commerce, which manages the port, described the closure as a "catastrophe" that would threaten the €600M (\$652M) modernisation programme. It is expected to lead to the redundancy of 350 employees of the plant and a further 350 in the port community. This summer Danish ferry operator Mols Linien delayed the launch of a Boulogne-Dover fast ferry service; it is now expected to begin next year.

Port to have new hi-tech navigation system

The Port of Dover is investing £850,000 in a new vessel traffic management system for the staff who are responsible for managing more than 50,000 movements in and out of the harbour every year. Norwegian company Navtek has been selected to replace the harbour's radars, radios, CCTV and communications and recording network facilities with a single, composite, Port Information Management System (PIMS) and Vessel Traffic Management and Information System (VTMIS). The system is due to become operational in December.

Harbour master Kevin Richardson said: "This increase in the port's navigational control capability will place us at the forefront of all maritime authorities and will ensure that there is capacity for safe marine traffic management well into the future." The Port of Dover, next to the world's busiest shipping lanes, provides marine traffic control from the VTMS station, Port Control, on the southern end of the Eastern Arm. Port Control is manned 24 hours a day, 365 days a year and is at the frontline of the port's management of all vessel movements, including ferries entering or leaving the port every nine minutes as well as cargo ships, cruise liners, numerous pleasure boats and the port's own vessels. The VTMS is operated by port controllers who are responsible for the management of all marine traffic out to a distance of one nautical mile beyond the harbour walls.

NAVY NEWS

Navy seeks larger vessel to tow retired warship

The carrier Constellation returned to North Island Naval Air Station in June after a seven-month mission. "The Connie" won't be leaving town on schedule. The recently decommissioned aircraft carrier Constellation, crewless and silent, was to have been towed to Washington state tomorrow. However, the Navy decided yesterday that its tug was too small and is searching for a larger towboat.

The change in towing vessels will push back the carrier's departure until late next week, said Cmdr. Ed Buclatin, a Navy spokesman.

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The **Constellation** was decommissioned Aug. 7 during a ceremony at North Island Naval Air Station. It marked the end of the carrier's 41- year service, which included combat duty during the Vietnam War and Operation Iraqi Freedom. Weather forecasts calling for higher-than-expected winds and waves in coming weeks worried Navy officials, and they decided the Navy tug was too small for the task, according to a statement.

The Navy issued only a short news release late yesterday afternoon on the Constellation's delayed departure, and spokesmen declined interview requests with a Navy expert familiar with the move.

The move was planned to begin about sunrise tomorrow, when the Navy Military Sealift Command tug **Sioux** was to grasp one of the Constellation's massive anchor chains and attach a 2½-inch-thick wire cable. The tug would slowly pull the powerless carrier through the San Diego Bay harbor entrance and past Point Loma, then head toward Bremerton, Wash., the flattop's resting place. The journey, with the Sealift Command's tug **Navajo** escorting, was expected to take about two weeks.

The **Constellation** is slightly larger than any previous Navy towing job on the West Coast.

The 240-foot-long **Sioux** has a crew of 16 civilians and four Navy sailors. Two diesel engines producing 7,200 horsepower drive the tug. As Navy and civilian workers prepared for the Connie's departure this week, Navy officials determined yesterday that the **Constellation** weighed more than anticipated, said Navy and maritime sources who requested anonymity.

The greater weight erased much of the safety factor required when towing a large vessel in inclement weather, which could occur during the trip, the sources said. With the **Sioux** deemed inadequate for the long haul, Navy officers scrambled yesterday to find a larger oceangoing tow vessel. Harbor tugs are plentiful, but tugs capable of pulling large ships are fewer and require specially trained crews. The Sealift Command has no tugs larger than the **Sioux** and **Navajo**, but the Navy has two Pearl Harbor-based salvage ships, the **Salvor** and **Safeguard**, that are crewed by Navy sailors and capable of towing large ships. There are four commercial oceangoing towboats on the West Coast capable of the task, maritime experts said. None is based in San Diego. It was unclear yesterday if any of those vessels was available for hire in coming weeks

MOVEMENTS

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Final photo of ro-ro passenger **Sea Trail**, days before she is going to be scrapped at Alang India. Already, some days ago, Indian crew is aboard ship trying to fire up engines in order to make the last trip to Alang via Suez Egypt. The **Sea Trail** is anchored at the photo Elefsis bay in Greece on September 6th, and she was due to leave the next day. **Photo / text George Grekos ©**



The **MING COSMOS** seen here departing from Felixstowe – **photo : David Hazell ©**

The **MING COSMOS** is built at the Hyundai yard in Ulsan during 2001 under yardnumber 1224 , the 5551 TEU vessel measures a length of 275 mtr and a width of 40 meters, she is powered by 1 Sulzer diesel of 74.700 hp for a max speed of 25,9 knots.

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Last photo taken Saturday Sept 6th of the Roro passenger **Express Hermes** at Elefsis bay Greece, ready to depart to Alang India for the last trip. In photo, she is receiving bunkers from a supplier alongside. Indian crew is onboard since 2 weeks, preparing engines for this final trip. (Elefsis, port Said, Suez, red sea, indian ocean, Alang graveyard.)

Look at her, how proudly she waits for this final trip !!!! **photo / text : George Grekos ©**

The **EXPRESS HERMES** was built under the name **PRINCESSE ASTRID** in 1968 at the Boelwerf in Temse (Belgium) under yard number 1440, she was renamed in **GEORGIOS B** in 1983, at the same year again in **BARI EXPRESS** and in 1998 in **EXPRESS HERMES**, the vessel measures a length of 117 meter and a width of 16 meter, was powered by 2 Sulzer diesels with atotal output of 9600 hp for a maximum speed of 19 knots.



The lifeboat **JACOBA ELISABETH** which visited the port of Hoek of Holland
Photo : Piet Sinke ©



The P&O ferry **PRIDE OF ROTTERDAM** during the Wereldhavendagen in Rotterdam
Photo : Piet Sinke ©

The **PRIDE OF ROTTERDAM** is built at Fincantieri in Venice during 2001 under yard number 6065, the 59925 Gross tonnage vessel has a length of 215 meter and a beam of 31.5 mtr, the vessel is powered by 2 MAN diesels with a total output of 51388 hp for a speed of 22 knots, the vessel is equipped with 1376 berths and can carry 1360 passengers and 250 cars.

The **PRIDE OF HULL** is the sistership of the **PRIDE OF ROTTERDAM**



Top : The **KIZOMBA-A** platform have left the building location and is seen here at the 7th Petroleum harbour during stability tests, the platform was hold in position by the tugs **ZP Montelena , ZP Chandon , Smit Rhone, Smit Clyde** and **Smit Humber**.

Photo : Hans de Jong Maritime pictures ©

AIRCRAFT / AIRPORT NEWS



A diverted **Delta Boeing 767** jet is searched for weapons on the tarmac at the Fort Lauderdale International Airport in Fort Lauderdale, Florida September 6, 2003. The jet was searched and allowed to continue to Miami after authorities cleared the aircraft

Navy jet crashes after veering off runway, no one injured

NORFOLK, Va. -- A Navy Prowler jet crashed after veering off the runway at Norfolk Naval Station on Saturday night. No one was injured.

The accident occurred at about 9 p.m., when the **EA-6B Prowler** ran off the runway while landing. All four crew members were able to exit the plane normally and walk away, said Chief Petty Officer Michael Marsh, a spokesman for the Atlantic Fleet, and Commander Lydia Robertson, a Navy spokeswoman.

It was not immediately apparent why the plane went off the runway. Robertson said the Navy will investigate the crash. The plane is assigned to Electronic Warfare Squadron 141, based at Whidbey Island Naval Air Station, Wash.

The EA-6B Prowler's primary mission is to support strike aircraft and ground troops by "interrupting enemy electronic activity and obtaining tactical electronic intelligence," according to the Navy's Web site.

RIJNMOND WEATHER

Vooruitzichten van maandag t/m donderdag:

LICHT WISSELVALLIG!

Veel bewolking, ook af en toe zon en enkele buien. Na donderdag schakelen we mogelijk over naar mooi nazomerweer.

© Ed Aldus 2003	MA-08	DI-09	WO-09	DO-10
Maximumtemperatuur:	19	18	19	20
Minimumtemperatuur:	11	12	12	12
Zonnekans in %:	30	30	30	30
Neerslagkans in %:	50	60	40	30
Windrichting kracht:	ZO-2-4	NW-4-5	WZW-3-4	ZW-3-4

.... PHOTO OF THE DAY



The **SMIT** ladies **Renate** , **Diane**, **Wasilika** and **Claudia** in action at the "windmill factory" at the **SMIT** stand during the Wereldhavendagen in Rotterdam.

Photo´s : **Piet Sinke** ©

9/7/2003

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