

## DAILY SHIPPING NEWSLETTER 2003 – 163



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**THIS NEWSLETTER IS BROUGHT TO YOU BY :**



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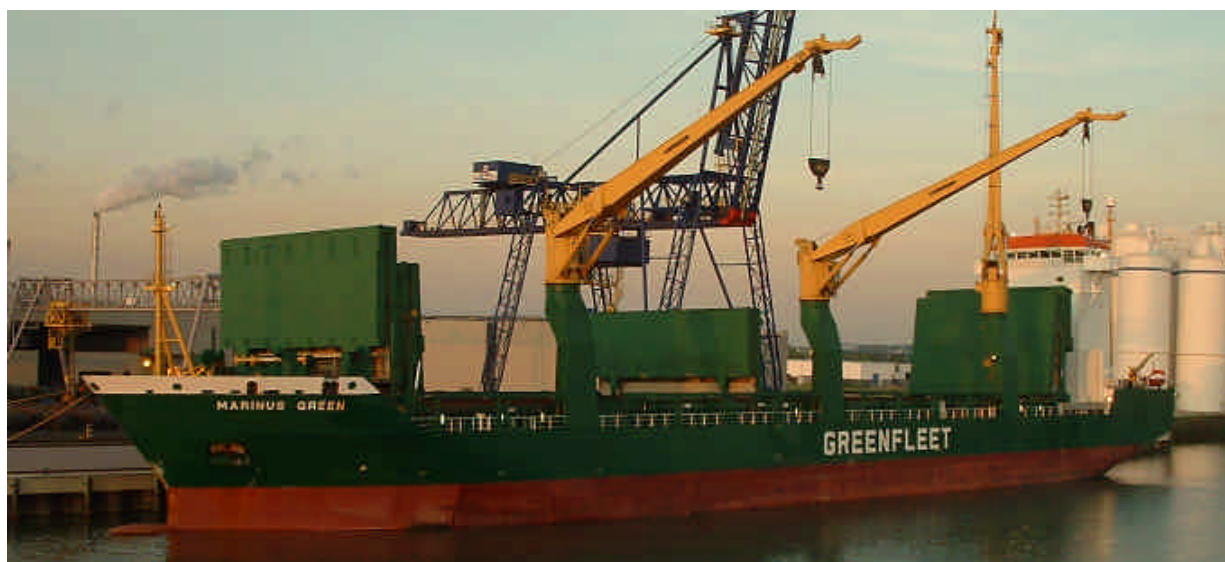
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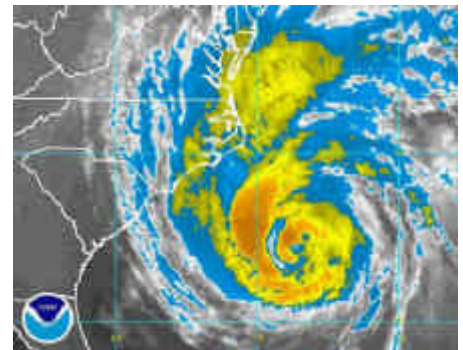
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The **MARINUS GREEN** as seen in the Port of Rotterdam – **photo : Frans Sanderse ©**

## EVENTS, INCIDENTS & OPERATIONS



Satellite Image of Hurricane Isabel approaching the east coast of the United States, September 17, 2003. Hurricane Isabel's windy fringes hit the U.S. East Coast early on Thursday as the storm, carrying 105 mph (168 kph) winds and torrential rains, moved in to smack the mid-Atlantic region. From coastal communities in North Carolina and Virginia, where people scrambled to leave or hunkered down with canned food and flashlights, to Washington, where federal business was set to grind to a halt, authorities and residents braced for flooding, power outages and disruption.

## Hapag-Lloyd's future in the balance

SPECULATION about what German tourist group TUI intends to do with Hapag-Lloyd has been heightened by reports that TUI chief executive Michael Frenzel is planning a management buyout. The group's supervisory board is meeting in Majorca today and among other issues will discuss WestLB's stated intention to sell its 31% stake in TUI, which is valued at about €1Bn (\$1.1Bn). Frenzel has spent several months planning to buy a stake of less than 30% from the bank, with the aid of equity finance companies, in a bid to prevent a hostile take-over of the entire WestLB interest, according to a report in today's financial newspaper Börsen-Zeitung. There has been speculation of a possible sale of Hapag-Lloyd's logistics division and, elsewhere, of its container shipping fleet. A report in the newspaper Die Welt suggested that TUI is studying the benefits of selling the ships and leasing them back. Two years ago Frenzel sacked Hapag-Lloyd CEO Bernd Wrede over a difference of opinion regarding valuation of Hapag-Lloyd's assets.

## UK officers to fall by 40 per cent

THE total number of UK officers is set to decline by 40% by 2014, according to figures presented today at the Seatrade London International Maritime Conference. Research conducted by a team from

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London's Metropolitan University warns that the number of annual entries into cadet training schemes must now double to simply maintain the status quo. "Despite the encouraging improvements due largely to the tonnage tax, this forecast remains stubbornly one of continuing long-term decline," explained Professor James McConville from the Centre for International Transport Management. "This represents a decline of approximately one quarter during the next five years," he continued. Speaking to Fairplay, McConville also predicted that a similar pattern of decline could be found in all EU member states and across much of the developed world. Addressing delegates at the conference McConville warned that if the industry wished to continue employing UK seafarers, the substantial changes already being made at company, industrial and government level must be continued.

### MORNING FOG



*September 17<sup>th</sup>, 6:00 am, Eleusis (Greece).....  
and a new day is beginning as always .....  
some fog is still exists .....  
they are all there, prisoners of time .....  
waiting for their death.*

Photo: George Grekos ©

### Greeks warn of double trouble

GREEK owners have warned of a possible disruption to world trade if an IMO-sponsored proposal for double-hulls on bulk carriers built after 2007 is adopted. "The issue is a cause of serious concern because once again legislation is enacted in the absence of a proper evaluation of its effectiveness on [bulk carrier] safety and without an assessment of repercussions on trade," commented the boards of the Union of Greek Shipowners and the London-based Greek Shipping Co-operation Committee after their meeting in Piraeus yesterday. The competitiveness of Greek-flag vessels was a prominent item on the agenda of the meeting, which underlined the lack of any progress on the part of government towards remedial action. Two weeks ago, shipping minister George Paschalidis outlined the measures the government intends to take in favour of the flag. These will include a further reduction in tonnage tax, on top of 70% introduced in February 2002, and subsidisation of owners' contribution to seafarer's pension and healthcare. The owners said further delay in putting the measures into effect would be detrimental to the national ship register.

### Omar gives the thumbs up to Sealand efforts

Dullah Omar, the Transport Minister, has congratulated the SA Maritime Safety Authority for its efforts





in refloating the container ship, **Sealand Express**, which was aground at a Cape Town beach for about a month.

Omar also thanked the members of the joint operations committee which met every morning to work on strategies to refloat the vessel. He praised the transparent manner in which the operation was handled and that the public was informed of all issues and problems. Several previous bids to refloat the 33 000 tonnes vessel had failed, and authorities had at one stage considered building a cause-way through the surf to take off her cargo of containers.

The American registered **Sealand Express** grounded off Sunset Beach in Table Bay on August 19 after dragging her anchor in a storm.

Photo's : via Dave Murray

## No smooth sailing for Sealand

Cape Town - The Sealand Express has apparently sustained a lot more damage to its hull than originally thought.

A reliable source said on Thursday that it is thought the steel plates along the portside of the ship might be damaged. The portside of the ship faced seawards after she ran aground. As a result, the

portside was a lot more exposed to the sea than the starboard side.



The **Sealand Express** ran aground at Milnerton in Cape Town about a month ago. Salvage operators were only able to re-float her on

Saturday. While stranded, divers inspected her hull. Apart from buckled hull plates, they also found her steering mechanism had been damaged.

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It is believed that the cargo ship's hull will be thoroughly inspected this weekend to see whether she is seaworthy enough to be towed to Durban harbour for repairs. The ship was towed into Table Bay harbour in Cape Town on Thursday and will stay there until a dry dock is available sometime this weekend.

### Van Oord koopt mogelijk baggerpoot BAM

Koninklijke BAM is met baggerbedrijf Van Oord in gesprek over verkoop van zijn baggerpoot Ballast Ham Dredging (BHD) aan het bedrijf uit Gorinchem.

Beide bedrijven hebben donderdag bevestigd dat zij praten over een fusie. Bij de gesprekken zitten ook de aandeelhouders van de Van Oord Groep, MerweOord en NPM Capital aan tafel. BAM wil BHD te gelde maken om zo de aankoop, eerder dit jaar, van het Rijswijkse bouwconcern HBG te kunnen financieren. BHD zat in de boedel van HBG.

Van Oord draaide vorig jaar een netto-omzet van 317,6 miljoen euro, 5 procent minder dan het jaar daarvoor. De winst zakte in van 18,7 naar 10,8 miljoen euro.

## CASUALTY REPORTING

### TARAMAN BIBI (BANGLADESH)

Chemical-carrying Bangladeshi general cargo **Taraman Bibi** (13754 gt, built 1977) caught fire at a jetty of Chittagong Port yesterday, but the loss of property in the blaze could not be known immediately. Taraman Bibi was laden with 13,000 tonnes of sulphur imported from Iran for a Patenga-based fertiliser factory, port sources said. In a struggle for an hour from 1400 hrs, firefighters doused the blaze that started from a friction in the ship's hatch while unloading the flammable product

### TASMAN SPIRIT (MALTA)

Karachi Shipyard and Engineering Works said this afternoon that lighterage vessel, chemical/oil carrier **Fair Jolly**, is still at dock for repair. It had developed a hole in its keel while alongside crude oil tanker Tasman Spirit to extract crude oil. It siphoned out about 30,000 tonnes of crude oil from sunken parts of the Tasman Spirit before having to go out of service. Separately, Karachi Port Trust said crude oil tanker Endeavor II is still detained at port following litigation against it by the cargo insurers.

## SHIPYARD NEWS

### UK yard strike talks underway

A SECOND day of unofficial strike action by Tyneside, UK shipyard workers at Swan Hunter, AMEC and McNultys looks to have been averted following five hours of talks by the UK's Advisory, Conciliation and Arbitration Service (Acas). It follows a walkout yesterday by up to 2,000 workers in sympathy with over 90 sub-contract workers from C&D Industrial Services sacked as a result of a dispute over pay differentials. The C&D employees had been sacked after three weeks of unofficial action because they were being employed at a lower hourly rate than the shipyard workers. It was claimed that the lower payment amounted to as much as £5,000 (\$8,000) less per year. Union officials from the Amicus union and C&D were in talks throughout yesterday and today in an attempt to find a solution to the dispute. It is understood that a mass meeting will be held tomorrow morning at which a new offer will be made to the workers. It has been suggested that C&D should join a maritime agreement which guarantees equal pay and conditions for all Tyneside shipyards but as yet does not cover external contractors.



## Semco Salvage & Marine Pte Ltd



The new **SALVANGUARD** seen here in Singapore ready to be launched soon - photo : Paul Firet ©

The new **SALVANGUARD** has a Length Overall of 75.00 m and a width of 18.00 m with Design Draft of 6.00 m, she will have a gross Gross Tonnage of 1600 tons, a Deadweight of 2700 tons, and she will be able to carry 2200 m<sup>3</sup> Heavy fuel and 200 m<sup>3</sup> Diesel oil and 200 m<sup>3</sup> Potablewater for 40 days non-stop operation a sea.

The vessel will be able to make a top speed of 14 Knots and is powered by 4 Wartsila VASA 6R32LNE main engines with a total output of 13,500BHP @750RPM good for 160 ton bollard pull, further more the vessel is equipped with a stern thruster with 10 tons thrust and a bowthruster with 12 tons thrust, 2 x Electro-hydraulic 360° slewing deckcranes each 8 tons SWL @ 7m, the **SALVANGUARD** is due to enter service at the end of 2003 followed by a sistership early 2004.

### Jobs fear as EC blocks Alstom aid package

Thousands of workers at engineering group Alstom were facing fresh uncertainty tonight after the European Commission blocked plans for the French government to help bail the embattled company out. Alstom, which employs around 10,000 people in the UK, said today that the Commission had decided "in principle" to block the French government's role in a ? 2 billion rescue package unveiled last month. The European Commission announced that it was launching a probe into the arrangements



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which could see the French state take a 31% stake in the company.

Alstom said that its board of directors would be meeting this evening to discuss the crisis and promised to issue an update after the talks. Trading in the company's shares has been suspended at its own request. Alstom is building the world's largest cruise ship, the Queen Mary 2, in France and makes power supply equipment, gas turbines and trains, including the French high-speed TGV. In the UK it has sites in Glasgow, Birmingham, Rugby, Stafford, Leicester and Manchester among other places. Fears for jobs had already been raised after the company said in August that it was planning "significantly improve operational performance". It has not specified what the improvements will be.

The company has already announced plans to end production at its Birmingham train-making plant when the site completes its single remaining order, for Virgin Pendolinos, next year and switch to refurbishing.

## GREY ROVER ARRIVED AT WALLSEND



Top : The **RFA A 269 GREY ROVER** seen here arriving in tow of the **YARM CROSS** and the **FLYING SPINDRIFT** at the A&P Wallsend for a refit-period - **photo : Kevin Blair ©**

## Dutch building subsidy oversubscribed

THE run of orders at Dutch shipyards, following the introduction of the 6% subsidy on 1 September, has started. JR Shipping of Harlingen has announced an order for three 750 TEU container vessels with shipyard Volharding Hoogezand. The first vessel will be delivered in March 2005. The design has been made by Volharding in co-operation with JR Shipping, which wants the vessels to load 45-ft containers. According to Ruud Schouten, managing director of the shipbuilders' association VNSI, so many requests for the subsidy have been lodged with the government that the available budget of €60M (\$67M) may not be sufficient. VNSI, therefore, wants it to double the budget to €120M, which would enable yards to contract new orders with a value of about €2M. Some shipyards expect, however, that not all subsidy requests will result in firm orders because many of them are still subject to the owner being able to arrange finance. Nevertheless, VNSI believes that the total subsidy should be at least €72M to avoid orders being shifted to foreign yards.

## ROUTE, PORTS & SERVICES

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## Five new gas ferries

Two leading Norwegian ferry companies - **HSD** and **Stavangerske** - will build five new gas driven 20-knot ferries at Norwegian yards. Total investments are in the region of NOK 1.25 billion (EUR 155.0 million), but the ferry companies count on some sort of government support in the project, because of the considerable research and development involved. HSD - Hardanger Sundhordlandske Damskipsselskap - is likely to order three ferries and Stavangerske two. All ferries are destined for scheduled services Hordaland and Rogaland in Western Norway. Norwegian yards say they have the technology to build these ferries, but they will need R&D funding to stay competitive. Gas driven ferries will reduce the NOx by 80-90 per cent compared with conventional ferries.

## Great Eastern Shipping expands tanker fleet

INDIA'S largest private sector shipowner Great Eastern Shipping has signed contracts to induct three crude tankers, including a very large crude carrier, into its fleet.

In the process, the 55 year old company became the first Indian shipowner, apart from the state-owned Shipping Corporation of India, to have a VLCC in its fleet. SCI, which decommissioned its one and only VLCC, the **Kanchenjunga**, in 1997, is currently in the process of enhancing its fleet with two VLCCs, to take care of the sharp rise in Indian crude oil transportation.

Great Eastern has agreed to purchase its first VLCC, **Tsukubasan**, from its Japanese owners. The 1990 Japan-built 261,167 dwt vessel will join the fleet later this year.

## MOL pulls out of direct Australia/Latin America services

MOL is pulling out of its direct services from Australia to Latin America, with the MOL Kauri starting its last round of export liftings on the Australian coast in Brisbane today. The westbound leg of the service has been hurt by the loss of New Zealand Dairy Board cargo to Maersk Sealand in 2001, MOL Australia chief operating officer Henry Bouveng said.

The MOL operation was subsequently reduced to two 750-teu ships on a three- to four-week frequency, which became uncompetitive against the relay services of other carriers. The current high charter rates and fuel costs have also taken their toll, Mr Bouveng said. MOL will continue to service its Australia/Latin American market via transshipment over Singapore or Pusan. The Japanese line is a traditionally strong player in all the Latin American trades. The feasibility of a new Latin American service arrangement from Australia, possibly involving other MOL services, may be looked at in 2004, Mr Bouveng said. The New Zealand dairy contract to North America was a major coup for Maersk Sealand when it launched its Australia/US Oceania service in 2001. The line was also given the Latin American volumes as a top-off, handling them by transshipment over Panama.

Since losing the dairy cargoes, MOL has reduced ships and extended its calls to right around Latin America, from Peru, to Chile, Brazil and Venezuela. It gained good volumes of Latin American cabotage



cargo as well as satisfactory volumes of westbound cargo for Australia via Panama. However, this was still not enough to offset the loss of the dairy contract.

## **Cosco plans for dramatic growth**

COSCO is planning to order about 35 VLCCs in the next few years to fulfill an ambition "to have the largest tanker fleet in China," its president, Wei Jiafu, said yesterday. The plan is based on a forecast that in five years' time, China's oil imports will reach 170M tonnes a year, up from a little over 100M tonnes at present. Cosco hopes to carry half of that, for which it will need 40 tankers, Wei estimated, up from its present tally of five double-hulled VLCCs. "There will be no problem finding cargo," he told reporters after a presentation to Seatrade's Money and Ships conference in London yesterday. He said the speech was intended to let bankers know of Cosco's corporate plans. He wants the company to appear in the Fortune 500 list of international companies by 2010 and plans to transform it into a global logistic company, working as a ship operator rather than as an owner.

## **Mexican giant to rebuild fleet**

MEXICAN oil giant Pemex is reportedly preparing fleet rejuvenation plans that include 14 tanker newbuildings, as part of the state-owned company's modernisation programme. The plan has been reported in the Spanish media, quoting Mexico's visiting merchant marine director Cesar Reyes as saying the double-hull tanker orders will be placed at a number of international yards. Spain's Izar is among the yards that have expressed an interest in helping fill such an order. During Saudi Arabian cutbacks in line with OPEC quotas, Mexico, which produces 3.6M bpd of oil, has been the largest supplier of fuel to the United States. Its refining capacity is 1.48M bpd. Only Brazil, among Latin American producers, refines more. Pemex has long complained about its high chartering costs and ageing fleet, but the board has consistently refused to give its shipping division the required budget. Reyes has told reporters in Spain that the Pemex board is now prepared to make a significant investment.

## **World's container ship capacity exceeds 5.9m TEU: NYK report**

THE total number of container ships in the world was 2,905 as of January 1 this year and they had a total capacity of 5.916 million TEU, an increase of 11.6 per cent from last year, according to a report by NYK. The report said the number of new containers ships completed last year increased by 8 per cent, with an additional capacity of 683,000 TEU, a quarter of which belonged to 6,000 TEU vessels.

Last year, the number of container ships scrapped amounted to 67,000 TEU, while new orders came to 430,000 TEU, a drop by 6 per cent compared to the year before.

## **NAVY NEWS**

### **Hampton Roads Ships Sortie to Evade Hurricane Isabel**

NORFOLK, Va. (NNS) -- Commander, 2nd Fleet ordered ships based in Hampton Roads to get underway Sept. 16, to avoid potential damage to ships and piers from anticipated hurricane force winds and high tidal surges. Ships currently underway will stay out to sea until Hurricane Isabel passes. Vice Adm. Gary Roughead, commander of the U.S. 2nd Fleet, said the decision to sortie the

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ships from Hampton Roads is based on concerns for the safety of Sailors, and the preservation of the ships and associated equipment.



Left:  
Tourists watch the cruiser **USS Vella Gulf** as it heads out to the Atlantic Ocean through the Chesapeake Bay-Bridge Tunnel complex near Virginia Beach, Virginia, on September 16, 2003, prior to the arrival of **Hurricane Isabel** which is approaching the U.S. eastern seaboard. The storm has reduced in intensity to a Category 2 storm with winds of 105 mph.

Forty Hampton Roads-based ships and submarines left Norfolk Navy base Sept. 16 and will remain at sea until the threat from the storm subsides, including USS Bataan (LHD 5); USS Porter (DDG 78); USS Cape St. George (CG 71); USS Arleigh Burke (DDG 51), USS Winston S. Churchill (DDG 81); USS Mitscher (DDG 57); USS Oscar Austin (DDG 79); USNS Kanawha (T-AO 196); USS Ronald Reagan (CVN 76); USS George Washington (CVN 73); USS Bulkeley (DDG 84); **USS Vella Gulf (CG 72)**; ( see picture above) USS Ross (DDG 71); USS Ramage (DDG 61); USS Elrod (FFG 55); USS Normandy (CG 60); USS Monterey (CG 61); USS Mahan (DDG 72); USS Mason (DDG 87); USS Laboon (DDG 58); USNS Big Horn (T-AO 198); USS Kearsarge (LHD 3); USS Wasp (LHD 1); USS Shreveport (LPD 12); USS Oak Hill (LSD 51); USS Trenton (LPD 14); USS Ponce (LPD 15); USS Gunston Hall (LSD 44); USS McFaul (DDG 74); USNS Arctic (T-AOE 8); USS Seattle (AOE 3); USS Detroit (AOE 4); USNS Patuxent (T-AO 201); and USNS Sirius (T-AFS 8).

Navy vessels can better weather a storm of hurricane magnitude when they are underway. A greater potential for damage exists when a ship is moored, where high winds and storm surges could act to cause damage to both the ship and the pier. Additionally, having these ships underway ensures they are ready to respond to any national tasking, if required.

The following ships did not leave Norfolk, so extra precautions are being taken to avoid potential damage to these ships and their crews: USS Leyte Gulf (CG 55); USS Deyo (DD 989); USS Briscoe (DD 977); USS Donald Cook (DDG 75); USS Barry (DDG 52); USS Kauffman (FFG 59); USS San Jacinto (CG 56); USS Hawes (FFG 53); USS Whidbey Island (LSD 41); USS Ashland (LSD 48); USS Mount Whitney (LCC 20/JCC 20); USS Nassau (LHA 4); USS Saipan (LHA 2); USS Austin (LPD 4); USS Tortuga (LSD 46); USS Thunderbolt (PC 12); USS Sirocco (PC 6); USS Shamal (PC 13); USS Tornado (PC 14); USS Typhoon (PC 5); USS Grasp (ARS 51); USS Grapple (ARS 53); USS Dwight D. Eisenhower (CVN 69); USS Harry S. Truman (CVN 75).

## Australia eyes 'one-stop shop' support ships

The Royal Australian Navy (RAN) is finalising its requirements for a new afloat support ship fleet to enter service over the next 10 years, replacing the oiler **HMAS Westralia** and the auxiliary oiler replenishment (AOR) ship **HMAS Success**.

## Koninklijke Marine

Het Marinevliegkamp **Valkenburg** sluit met ingang van 1 januari 2004; de **Orions** worden afgestoten. De onderzeebootdreiging is sterk afgenomen en daarmee ook het belang van hun hoofdtaak. De

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neventaken rechtvaardigen de handhaving van de marine-patrouilledienst met een eigen vliegveld niet. Verder is op maritiem gebied een verschuiving gaande naar operaties in de kustwateren, wat een vermindering van het fregattenbestand rechtvaardigt. De twee luchtverdedigingsfregatten worden in 2005 afgestoten en niet vervangen. Ook twee multipurpose-fregatten, die in 2004 hun operationele activiteiten beëindigen, verdwijnen. Er blijven tien over: vier LCF's en zes M-fregatten. Tot slot wordt het aantal mijnenbestrijdingsvaartuigen teruggebracht en ziet Defensie af van het paraat stellen van een derde mariniersbataljon.

## MOVEMENTS

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The **OCEAN MONARCH** seen here at the Noordzeekanaal –photo : **Ko Rusman** ©

The **OCEAN MONARCH** is built during 1955 as the **PORT SYDNEY** at the Swan Hunter Tyne yard under number 1827, she was renamed **AKROTIRI EXPRESS** during 1960 and sailed until 1988 under this name when she was named **DAPHNE** until 1997 when she received the name **SWITZERLAND** , and finally she was named **OCEAN MONARCH** during 2002

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The **SKANDI NAVICA** departed from the Tyne – photo : Kevin Blair ©

The **SKANDI NAVICA** is built in 1999 at the Aker yard in Tulcea (Romania) under number 297 , she measures 6083 gross tons



The **SABLE CAPE** of **ITC** seen here in Curacao – photo : John Smit ©



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The **PACIFIC EXPLORER** arrived in Rio Grande (Brasil) - photo : **Marcelo Vieira** ©



The ferry **SCHULPENGAT** which operates between Den Helder and Oude Schild on the island of Texel

Photo : **Willem Kruit** ©



Beautiful shot of the loading of the **KIZOMBA-A** platform onboard the **Mighty Servant 1** in the offshore put in the Europort

—

photo : **Job van Eijk** (Tugdoc)

## AIRCRAFT / AIRPORT NEWS

### EMERGENCY LANDING CARDIFF INTERNATIONAL AIRPORT, UNITED KINGDOM

Specialist engineers have travelled to Cardiff International Airport to work on a Concorde forced to land after engine problems. The aircraft was expected to continue its journey to London Heathrow this morning. The British Airways flight, travelling from New York's JFK airport, landed at Cardiff International Airport at 1845, BST, yesterday. All 99 passengers got off the plane and were taken to Heathrow by bus or taxi. The airline said there was never any danger to passengers or crew, and apologised to travellers for any inconvenience. The spokesman said 17 passengers had missed onward connections. Engineers from a south Wales repair centre travelled to inspect the aircraft, but only specially-trained staff are allowed to work on the plane, so it spent the night on the runway. A BA spokesman said the Concorde flight BA002 was diverted into Cardiff "as a temporary precaution" following an engine surge in one of its four engines during the flight. "The aircraft had to fly subsonic for part of the journey, and used more fuel. As a result it had to land at Cardiff," he added. Engineers from General Electric Aircraft Engine Servicing, an American-owned repair facility at Nantgarw, Caerphilly, which regularly services Concorde engines, were called to inspect the plane. An airport spokesman said the landing did not disrupt any of the regular traffic in and out of Cardiff Airport.

### KLM/China service

KLM Royal Dutch Airlines and China Southern Airlines, the largest airline in the Republic of China, have announced a new joint long-haul cargo service between Europe and China, writes Helen Hill in Amsterdam. Operating four times weekly, the Boeing 747 freighter service will fly between Shanghai, Pudong Airport and Amsterdam Schiphol Airport. This new joint China Southern/KLM 747 cargo service is expected to start on October 15.

## Volkel start met avondvliegen

### Volkel start weer met avondvliegen

**De F-16 vliegers van de Vliegbasis Volkel oefenen vanaf 22 september a.s. tot en met april 2004 zowel op maandag- als op dinsdagavond bij duisternis. Wekelijks kiezen op die dagen de F-16's zodra het donker invalt het luchtruim, om ongeveer een uur later weer op de basis te landen. Afhankelijk van het tijdstip van zonsondergang en het verloop van het trainingsprogramma vertrekt in de loop van de avond mogelijk nog een tweede groep jachtbommenwerpers.**

Op de genoemde dagen begint het vliegprogramma vanaf elf uur 's morgens. Het avondvliegen is noodzakelijk, omdat het jaarlijkse oefenprogramma van de vliegers ook training bij duisternis omvat.

## Russische bommenwerper stort neer



Een Tupulev Tu-160 bommenwerper van de Russische luchtmacht is donderdag neergestort in de zuidelijke Saratov-regio. Dit meldde het Russische ministerie van Defensie donderdag aan het persbureau Interfax. Het supersonische toestel voerde een testvlucht uit na een vervanging van een motor.

De **Tu-160**, bijgenaamd 'Black Jack', kan twaalf kruisraketten vervoeren. Militaire autoriteiten zeiden dat het neergestorte vliegtuig echter geen wapens aan boord had. De vier bemanningsleden van de bommenwerper zijn bij het ongeluk om het leven gekomen.

## RIJNMOND WEATHER

Vooruitzichten van zaterdag t/m dinsdag:

**KANS OP EEN BUI NEEMT TOE!**

Geregeld zon en vanaf zondag een toenemende kans op een bui. Middagtemperatuur dalend naar een normale 18 graden.

© Ed Aldus 2003	ZA-20	ZO-21	MA-22	DI-23
Maximumtemperatuur:	24	23	21	18
Minimumtemperatuur:	14	13	13	13
Zonnekans in %:	70	50	30	40
Neerslagkans in %:	10	30	40	30
Windrichting kracht:	ZW-2-4	ZW-2-4	ZW-4-6	W-4-5

.... PHOTO OF THE DAY ....



The Voith-Schneider tug **SMITHBANK** seen here operating for **SMIT Terminals** at **Bonaire**  
photo : Willem van Roon ©

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