



Number 019 **DAILY SHIPPING NEWSLETTER*** Tuesday 23-07-2002**



EVENTS, INCIDENTS & OPERATIONS

Anti-nuclear activists in sea protest



Greenpeace says the "blockade" was symbolic. Two environmental activists have jumped into the sea in front of armed cargo vessels carrying nuclear waste to Britain from Japan.

The vessels were passing through a protest flotilla of small yachts in the Tasman Sea between Australia and New Zealand when the Greenpeace activists attempted to slow them down.

The protesters who jumped into the water included Ian Cohen, an elected member of the New South Wales parliament in Australia.

British Nuclear Fuels Plc (BNFL), the owners of the waste, said the act was "lunacy".



Greenpeace claims the ships are carrying enough plutonium waste to make 50 nuclear bombs, which make them a potential target for terrorists.

The radioactive material is being returned to Britain because Japan found that safety documentation accompanying it had been falsified.

More than 50 protesters took part in the Nuclear-Free Seas Flotilla.



An Australian politician jumped in the sea

DAILY SHIPPING NEWSLETTER 2002 - 019



It consisted of yachts from New Zealand, Australia and the tiny Pacific islands of Vanuatu.

They battled high seas and unpredictable weather over the past two days to be ready to confront the two freighters, which left Japan on 4 July, in a stretch of water between Norfolk Island and Lord Howe Island.

Greenpeace says the protest was largely a symbolic one, and that it never expected the ships to stop.

A smaller flotilla took part in a protest last year when a nuclear shipment from France passed through the Tasman Sea en route to Japan.

Pacific island nations have opposed the shipment of nuclear materials through their waters.



Moroccans celebrate on a cliff next to the disputed Island of Perejil (top) July 21, 2002, after Spanish troops pulled out. Spain and Morocco are set to hold high-level reconciliation talks after being persuaded by the United States to step back from a dispute over the uninhabited island

Ship grounding probe

INVESTIGATIONS will continue today into the grounding of a container ship in Moreton Bay off Brisbane.

Queensland Transport Maritime Division director Captain John Watkinson said the **ANL Excellence** had been ordered to dock at an anchorage five nautical miles from where it ran aground.

Capt. Watkinson said it would remain there until inspections had been carried out today by both Queensland Transport and the Australian Transport Safety Bureau.

"We'll need to go back and just see what happened, how do we fix it and make sure it doesn't happen again," Capt. Watkinson said.

The Australian owners of the **ANL Excellence** blamed pilot error for the accident, which happened about 5.30am (AEST) yesterday.

The ship was refloated yesterday afternoon.

ANL chief executive John Lines said it was en route from Port Kelang, Malaysia, to Brisbane and then on to Port Botany in Sydney.

"We understand, and this is still to be confirmed, that the pilot missed a navigation beacon and actually turned the vessel too soon and as a consequence ended up in the mud," Mr Lines said.

The 240-metre Liberian registered container ship was travelling through the east channel of Moreton Bay when it hit sand on Middle Bank, about two nautical miles west of Tangalooma Island.

Op valreep nieuw plan voor toelating 'vreemde' kapiteins

Den Haag - De Tweede Kamer twijfelt over de toelating van kapiteins van buiten de Europese Unie op Nederlandse zeeschepen. Demissionair minister Netelenbos (Verkeer en Waterstaat) heeft daarvoor op de valreep een wetswijziging ingediend, maar CDA, VVD en PvdA zetten er grote vraagtekens bij. Onder Nederlandse zeelieden bestaat breed verzet tegen het wetsvoorstel.

Netelenbos wil de deur openzetten voor kapiteins van buiten de Europese Unie, omdat er volgens haar een tekort aan kapiteins in Nederland en de Europese Unie dreigt. Als Nederland het beleid niet bijstelt, kan dat leiden tot het uitvlaggen van Nederlandse zeeschepen, vreest de minister. Zij wil daarom de wet wijzigen. De Kamer heeft tot gisteren schriftelijk kunnen reageren op haar voorstel.

Nederlandse zeelieden hebben, geïnspireerd door hun vakbond FWZ, de laatste tijd Kamerleden 'gebombardeerd' met e-mails tegen de wetswijziging. Zij vinden het voorstel van Netelenbos veel te ver gaan. Er zouden voldoende Nederlandse kapiteins beschikbaar zijn en anders wel binnen de Europese Unie. De zeelieden zijn ook bang dat de komst van niet-Europese kapiteins de Nederlanders op den duur zullen verdringen, omdat ze goedkoper zijn.

CDA, VVD en PvdA hebben dat commentaar goed tot zich door laten dringen. De VVD gaat nog het verst met minister Netelenbos mee en steunt in principe het voorstel, want uitvlaggen is het laatste wat de liberalen willen. Maar tegelijkertijd vraagt de VVD een betere onderbouwing. Het CDA wil dat ook weten, voordat steun wordt gegeven aan de wetswijziging. Oppositiepartij PvdA is niet overtuigd

'van nut en noodzaak van de vergaande maatregel' om niet-Europese kapiteins toe te laten op Nederlandse zeeschepen en kiest daarmee tegen de eigen minister. De PvdA wil een stapsgewijze aanpak: eerst de toelating van EU-kapiteins versoepelen en pas ontheffing verlenen aan niet-Europese gezagvoerders, als dat nodig mocht zijn.

Het toelaten van buitenlandse kapiteins mag, stellen CDA, VVD en PvdA, in elk geval niet leiden tot het verdringen van Nederlandse zeelieden. Zij willen daarom ook alledrie een stimulering van het maritiem onderwijs in Nederland. Buitenlandse kapiteins moeten in het plan van Netelenbos voldoen aan strenge beroepseisen en ze moeten een cursus Nederlands recht volgen, omdat de kapitein aan boord verantwoordelijk is voor de orde en veiligheid.

CASUALTY REPORTING

Ships: Focus on preventing oil spill

Johannesburg - The tanker **Nino** and the cargo carrier **TMP Sagittarius** remained firmly aground off the Eastern Cape coast on Sunday morning, Smit Marine SA's marine director Captain Dave Main, in charge of efforts to salvage both, said.

"At the moment the priority is to prevent any oil spill," he said.

Salvage operations are notoriously complex and strongly influenced by variables such as the weather and sea conditions, which meant it could take up to six weeks.

Around the **TMP Sagittarius**, aground on the rocks just off East London harbour, Main said there was no indication of any oil leakage.

He said equipment to assist with the salvage of the vessel had arrived in East London but the focus for the day was to remove the ship's fuel before any effort would be made to pull the vessel off the rocks.

The tanker Nino, which ran aground on a sandbar on Thursday, was still stuck half a kilometre offshore from the pristine Dwesa nature reserve south of Coffee Bay. It is carrying thousands of tons of petrol and diesel fuel.

SA Kuswag 1, a Department of the Environment and Tourism pollution control vessel, and the **Wolraad Woltemade** a Smit salvage tug, were standing by in deeper water.



"Our main objective is to keep her cargo aboard. Our team on the tanker is moving her cargo around. Fortunately the ship was not fully loaded so she has empty tanks. We are moving her cargo into safer areas. When that is done, then depending on the wind we will refloat her."

He said sea and weather conditions were better, but still not ideal. "It is not called the Wild Coast for nothing," Main said.

In a statement on Friday, UK-based Columbia Shipmanagement Ltd, the agency which manages the ship, said 10 officers and ratings remained on board to assist the salvage master and his team.

On Thursday, an Oryx helicopter from Durban's 15 Squadron airlifted 16 crew members from the Nino and took them to East London.

DAILY SHIPPING NEWSLETTER 2002 - 019

On Friday, the same chopper evacuated the ship's captain, who suffered an apparent heart attack after his vessel went aground. He was taken to East London's St Dominic's hospital for a medical check and was on Saturday pronounced fit to return to the vessel.

The Nino was in the meantime "ballasted down" to avoid excessive movement during high tides and a towline rigged to her stern to hold the vessel at 90 degrees to the shoreline.

SHIPYARD NEWS STAD ANTWERPEN 21



The **STAD ANTWERPEN 21** fitting out – Photo : Jas Louwen ©

ROUTE, PORTS & SERVICES MOL bouwt dienst op Afrikaanse westkust verder uit

Rederij MOL - die onlangs de **"MOL Rainbow"**, een in Roemenië gebouwd containerschip van 1.100 TEU met eigen laadgerei, doopte in Antwerpen - kan haar nieuwe "Rainbow"-dienst tussen Noord-Europa en de Afrikaanse westkust nu verder uitbouwen. De dienst hanteert een veertiendaagse frequentie op vaste dag, waarbij de Europaterminal op een donderdag wordt aangelopen.

OOCL launches direct Setouchi - Haikou service, expands

OOCL has announced the introduction of a new service for its Intra-Asia operations to cover the ports of Haikou in Hainan, China and the Setouchi area in Japan. The new service will be called the Setouchi Haikou Express (SHX). The existing Setouchi Taiwan Express (STX) will also be further enhanced with expanded port coverage in Japan.

OOCL says it is the first international carrier to provide a direct liner service to Haikou. The inaugural sailing of the SHX with the OOCL Kyushu departed from Hiroshima on July 12, and arrived in Haikou on July 18. The SHX service calls at Hiroshima and Haikou direct with a port rotation of Shibushi (Wed/Wed), Kokura (Thu/Thu), Hiroshima (Fri/Fri), Hong Kong (Wed/Wed), Haikou, (Thu/Thu), Hong Kong (Fri/Fri), Kaohsiung (Sun/Sun) and back to Shibushi.

The **Setouchi Taiwan Express** (STX) service has been expanded to cover three additional ports, namely Senboku, Iyomishima and Tokuyama. The first expanded service departed from Kaohsiung on July 18.

New service port rotations are Hong Kong (Tue/Tue), Kaohsiung (Thu/Thu), Shibushi (Sun/Sun), Senboku (Mon/Mon), Iyomishima (Tue/Tue), Mizushima (Tue/Wed), - Matsuyama (Wed/Wed), Shimonoseki (Thu/Thu), Tokuyama (Thu/Thu), Hososhima (Fri/Fri) and back to Hong Kong.

"In the last few years Haikou has experienced unprecedented growth; as the main trading port in Hainan province and a key coastal hub in China, its development continues to accelerate," said Stephen Ng, director of intra-Asia services.

"The development of municipal infrastructure, transportation and technology is fast paced with heavy local and foreign investments. The launch of the SHX service will facilitate our customers to tap into the market potential by providing them with a full range of logistics and transportation services.

"The expanded STX service links more ports in Japan with Kaohsiung and Hong Kong, which are the transshipment points to markets in Europe, the US and Australia, and will greatly enhance trade between these major economic zones," he added.

Seawheel start ro/ro-dienst tussen Rotterdam en Humber

Seawheel begint in september een ro/ro-dienst tussen Rotterdam en de rivier de Humber in Midden-Engeland. De dienst, zowel voor trailers als containers, biedt in beide havens afvaarten om negen uur 's avonds. De overtocht duurt veertien uur.

In Rotterdam wordt de dienst afgehandeld door de terminal van Steinweg in de Beatrixhaven. Aan Engelse kant is dat de Humber Sea Terminal bij Hull, eigendom van de Simon Group, die tevens de moedermaatschappij van Seawheel is. De Simon Group, die vier jaar geleden Seawheel overnam, staat sinds enige tijd zelf te koop.

De Humber Sea Terminal werkt onder meer ook voor de dienst van Stena Line tussen Hoek van Holland en de Humber. De terminal ligt buiten de sluizen. Met de nieuwe ro/ro-dienst mikt Seawheel

ook op hetzelfde deel van de markt dat Stena Line bedient.

De aankondiging van de nieuwe dienst kwam, eind vorige week, op hetzelfde ogenblik waarop de koers van de Simon Group aan de aandelenbeurs van Londen 17 procent daalde tot 41 pence. De koersdaling hing samen met een ander bericht van de groep, dat de resultaten van Seawheel negatief uitpakken voor die van de hele onderneming. Al eerder had Simon Group gesteld dat de winstbijdrage van Seawheel negatief is. Maar de laatste maanden zit er bij Seawheel wel verbetering in, zo benadrukte Simon-topman Redburn.

Noordelijke havens vrezen baggerlasten

De noordelijke zeehavens dreigen in ernstige financiële problemen te komen door de verplichting baggerslib op land te storten. Nieuwe normen beperken de tot nu toe gebruikelijke stort op volle zee. De kosten van het vervoer naar depots aan de wal en de opslag daarin moeten via de havengelden worden verhaald op de klanten.

VNO-NCW Noord heeft bij het ministerie van verkeer en waterstaat bezwaar gemaakt tegen de nieuwe regeling. Hogere havenlasten voor schepen in Harlingen, Delfzijl, de Eemshaven en Den Helder tasten de concurrentiepositie van de havens aan, aldus de werkgeversorganisatie.

De noordelijke zeehavens moeten relatief veel baggeren om bereikbaar te blijven, door een hoog gehalte aan zwevende stof in de Waddenzee. Jaarlijks wordt 4,1 miljoen kubieke meter baggerspecie bovengehaald en elders op zee gestort. Dit is bijna evenveel als de 5 miljoen kuub uit Rotterdam, de grootste haven ter wereld.

Omgerekend naar bezoekende schepen baggeren de vier noordelijke havens gemiddeld 1034 kuub per schip, tegen 148 kuub in Rotterdam en 18 kuub in de Amsterdamse haven. Slechts 157.000 kuub noordelijk slib is licht verontreinigd (klasse 2 of 3), de zwaarste verontreiniging uit klasse 4 wordt niet aangetroffen.

Tot nu toe mag alle specie elders in zee worden gestort. In de nieuwe regeling wordt het biologisch effect van terugstorting gemeten, waarbij wordt verondersteld dat 20 procent van de nu nog vrij gestorte hoeveelheid zal moeten worden ondergracht in een slibdepot op de vaste wal. Naast de storkosten van zo'n 8 euro per kuub komen hier aanmerkelijke transportkosten bij.

Gelijktijdig eist de dit jaar ingevoerde Wet belasting op milieugrondslag (WBM) een heffing van bijna 6 euro per kuub afvalstoffen, die tot nuttig product verwerkt had kunnen worden. Verwerken is voor het baggerslib evenwel nog duurder dan storten, waardoor betaling van de heffing volgens VNO-NCW de minste van twee kwaden is.

De organisatie noemt het nieuwe beleid slecht onderbouwd: de havens worden op hoge kosten gejaagd terwijl het positieve effect op het milieu onduidelijk is. De concurrentiepositie, vooral ten opzichte van Duitse en Deense Waddenhavens, loopt hierdoor ernstig gevaar.

NAVY NEWS

Third sub to work on mystery ship

DAILY SHIPPING NEWSLETTER 2002 - 019

KAGOSHIMA (Kyodo) The Japan Coast Guard said Saturday it will deploy a third submersible to speed up salvage work on a suspected North Korean ship that sank after a shootout with Japanese vessels in late December in the East China Sea.

The 1,380-ton **Asean Maru**, carrying the 2.3-meter-long unmanned submersible, left Moji port in Kitakyushu on Sunday morning and arrive at the operation site on Tuesday morning, the coast guard said. It will join a manned submersible and another unmanned underwater vehicle to clear obstacles from around the sunken ship before it is raised.

Since July 2, the coast guard has suspended the operation, which began in late June, mainly due to bad weather, with a series of typhoons hitting the area. It plans to resume the operation Sunday morning.

The mystery ship lies on the seabed some 90 meters below the surface and about 390 km west-northwest of the Kagoshima Prefecture island of Amami-Oshima.

Japan has decided to raise the ship in an attempt to determine its nationality and purpose.

Japan believes the ship was a North Korean vessel on a spying or drug-trafficking mission to Japan when it was intercepted by the coast guard. North Korea has denied the allegations.

An estimated 15 people were aboard the ship, all of whom are believed to have died in the incident. The coast guard has recovered the remains of four people.

HMS NEWCASTLE INVOLVED IN DRUGS SEIZURE

The Royal Navy Destroyer **HMS NEWCASTLE**, currently conducting Counter Drugs Operations in the Caribbean, seized a significant amount of marijuana off the coast of St Vincent in the West Indies Sunday 21 July.



HMS NEWCASTLE D 87 – Photo : coll Piet Sinke

The Type 42 Destroyer, fondly known as the Geordie Gunboat, was intercepting a Barbados based fishing vessel in International Waters. On sighting **HMS NEWCASTLE** the fishing vessel, tried to evade by throwing its cargo of drugs overboard.

HMS NEWCASTLE recovered 100 bales of marijuana, weighing a total of 550 lbs, from the sea before proceeding to intercept the fishing vessel and its 3 crewmen. The vessel is now being escorted to Barbados where it will be handed over to the local authorities for detention.

HMS NEWCASTLE has been deployed as the Atlantic Patrol Ship since March. The ship has operated off the west coast of Africa and in the South Atlantic and has only recently arrived in the Caribbean for a

DAILY SHIPPING NEWSLETTER 2002 - 019

period conducting Counter Drug Operations before returning to the UK in late August.

HMS NEWCASTLE's Commanding Officer, Commander Jeremy Blunden, said: "I am delighted that we have been successful in intercepting a drug shipment so early in our period operating in the Caribbean. This is good news for the ship's company who have worked hard throughout our deployment

NEW-LOOK HMS MANCHESTER REJOINS FLEET

The Portsmouth-based destroyer **HMS Manchester** rejoins the Royal Navy's fleet this week after 12 months away from the action.



HMS Manchester DDGH95 – photo : coll Piet Sinke

She is being rededicated in a ceremony at the Naval Base on 25 Jul 02 following an extensive maintenance period in Plymouth.

The ship, built in 1982, has had a major internal refurbishment and her hi-tech weapons systems have been overhauled.

Manchester's Commanding Officer, Commander Charles Ashcroft, said: "The rededication will be a proud day for the ship and the ship's company. It will also be an exciting day for the dozens of families and friends who will be attending."

During the last six weeks the ship has undergone extensive sea trials off Plymouth, testing both the ship itself and the 269 crew.

Now HMS Manchester is looking forward to its first post-refit deployment in November. It is likely to be in the Mediterranean keeping check on ships entering the area from the Middle East.

Engine failure meant navy tanker drifted for eight hours



The navy supply ship, the tanker **HMNZS Endeavour**, drifted disabled for eight hours in the South China Sea in May, the navy has revealed.

The tanker was

taking part in the Five Power Defence Arrangement (FPDA) exercises in May when a cylinder on its main engine failed.

In a report on the ship's activities published in the latest issue of the navy magazine Navy Today, it was reported that the ship came to a grinding halt when it was discovered number 16 cylinder was not firing and a loud knocking noise was coming from the engine.

The main engine was shut down and the ship drifted for eight hours while it was repaired.

The ship continued to participate in the exercise as it drifted and temporary repairs were made to the engine.



During the engine repairs a Royal Malaysian Navy frigate, **KD Kasturi** came alongside for supplies.

Left : **KD Kasturi**

photo coll Piet Sinke

After temporary repairs were completed, Endeavour left the

exercise a day early to return to Singapore for permanent repairs. The engine failure meant the ship missed the sea phase of a later exercise.

The FPDA is a military arrangement between New Zealand, Australia, Malaysia, Singapore and Britain.

Endeavour is now at Lord Howe Island standing by as the crippled British warship HMS Nottingham is prepared to be towed to Australia for repairs after hitting rocks almost a fortnight ago.

The 3500-tonne guided missile destroyer began sinking bow first when it hit the rocks as it manoeuvred to land its helicopter, which had just flown a sick crew member ashore.

Endeavour and the Anzac frigate **HMNZS Te Mana** rushed to Lord Howe Island to deliver additional shoring and supplies to the stricken warship.

DAILY SHIPPING NEWSLETTER 2002 - 019

A New Zealand tug, the New Plymouth-based Pacific Chieftain, has been commissioned by the Royal Navy to tow Nottingham to Australia.

The warship will be towed stern-first to keep pressure off the badly damaged bow, which has been shored up with baulks of timber and steel patches.

The grounding knocked off the ship's underwater sonars dome, its starboard stabiliser and flooded several compartments including the Sea Dart missile magazine and several sleeping compartments.

A New Zealand sailor who helped with the salvage said the ship "by rights should be at the bottom of the sea" and was saved only by a superb damage control effort by its crew.

MOVEMENTS



The KLYNE tug **Anglian Salvor** entering St Helier.- **Photo : Graham Search ©**



The **CULTRA** in the new colours – Photo : Wilson Adams ©

Nieuwe hektrawler arriveert uit Spanje

Afgelopen zaterdagmiddag 20 juli arriveerde in de Scheveningse haven de nieuwe hektrawler **Wiron 5 'SCH 22**, officieel eigendom van Jaczon Visserij Maatschappij Wiron B.V. Als spanmaat zal voorlopig boomkorkotter Buis 'OD 17 fungeren. Tot half augustus, want dan zal uit Spanje de tweede nieuwe hektrawler en spanmaat **Wiron 6 'SCH 23** arriveren.



De nieuwe hektrawler **SCH 22 WIRON 5** afgemeerd in de Scheveningse vissershaven
Foto / tekst : Jack van der Valk ©

Deze hektrawlers zijn gebouwd bij de Spaanse scheepswerf C.N.P. Freire S.A. te Vigo. Deze nieuwe hektrawlers hebben de namen Wiron 5 SCH 22 en Wiron 6 SCH 23 gekregen. Het bruto tonnage is

DAILY SHIPPING NEWSLETTER 2002 - 019

1227 ton. De lengte over alles in 55,64, lengte tussen de loodlijnen 49,45 meter, breedte 11,60 meter, holte tot het 1^e dek is 7,90 meter en tot het 2^e dek 5,20 meter. Ondanks de Spaanse bouw is er ook een belangrijke Nederlandse inbreng. Grenco NV. verzorgde de koel- en vriesinstallatie, Afak B.V. uit Katwijk installeerde het complete werkdek met o.a. een sorteermachine, transportbanden en inpakmachines. De Machinefabriek Ridderink uit Hasselt leverde een 6 trommelige trawllier. De twee hoofdtrommels kunnen 1750 meter vislijn van 26 mm dikte opwinden. De twee grote nettentrommels kunnen 13 cub netten bergen. Wartsila leverde de hoofdmotor, type W6L32, met een vermogen van 2125 kW (2890 pk). Deutz leverde de hulpmotoren.

SHIP SALES

THE dry bulk sector has remained active.

Vessels sold for further trading BULK CARRIERS:

- ? **Giovanni Grimaldi**: 135,000 Tdw Blt 92 Fincantieri.
- ? **Amelia**: Sistership Blt 4/89 Fincantieri reported sold region US\$21,500,000 en bloc to clients of AM Nomikos.
- ? **Sharda**: 77,827 tdw blt 76 Mitsui reported sold region US\$2,100,000 to undisclosed buyers.
- ? **Ohshima**: 72,424 tdw blt 97 Sasebo reported sold region US\$15,750,000 to clients of Denakin Turkey.
- ? **Cemtex Frontier**: 69,700 tdw blt 90 Imabari reported sold region US\$9,800,000 to clients of Gleamray in Greece.
- ? **Baizo**: 28,100 tdw blt 01 Minami-Nippon crs 4/30 ts reported sold region US\$14,300,000 to Greek based buyers.
- ? **Marianic K**: 25,650 tdw blt 8/80 Varna Dimitrov crs 4/16 ts reported sold region US\$1,700,000 to buyers based in Yugoslavia.

TANKERS:

- ? **Orient Tiger**: 274,626 Tdw Blt 76 IHI IGS Cow reported sold region US\$6,000,000 to undisclosed buyers.
- ? **Dilmun Tern**: 16,982 tdw blt 80 Minami-Nippon coiled coated IMO2+3 reported sold region US\$1,900,000 to Turkish buyers at auction in Gibraltar.
- ? **Menado**: 9,844 tdw blt 76 Kurinoura coiled coated reported sold region US\$900,000 to buyers in Singapore.
- ? **LPG Sunny Clipper**: 5,536 tdw blt 12/76 Meyer about 5,500 cbm LPG reported sold region US\$1,000,000 to Per buyers.

Demolition - all prices per ton lightweight:

- ? **Mt Venture**: 82,212 dwt, blt 1976, 14,746 lwt reported sold region US\$154 with delivery India.
- ? **Bc Mariann**: 64,040 dwt, blt 1977, 12,055 lwt reported sold region US\$145 with delivery India.

DAILY SHIPPING NEWSLETTER 2002 - 019

? **Mt Yasmeen**: 38,010 dwt, blt 1976, 7,392 lwt reported sold region US\$141 with delivery Pakistan.

Bc Centurion: 29,713 dwt, blt 1973, 7,264 lwt reported sold region US\$129 with delivery Bangladesh.

? **Bc Erimanthia**: 20,205 dwt, blt 1976, 5,468 lwt reported sold region US\$148 with delivery India.

? Contributed by Simpson Spence & Young

HAVE A LOOK AT THE FOLLOWING **SITES** FOR SHIPPING INFO AND PICTURES OF SHIPS
AROUND HOEK VAN HOLLAND AT :

<http://www.scheepvaarthoek.nl>

&

<http://www.mcf-rotterdam.nl>