

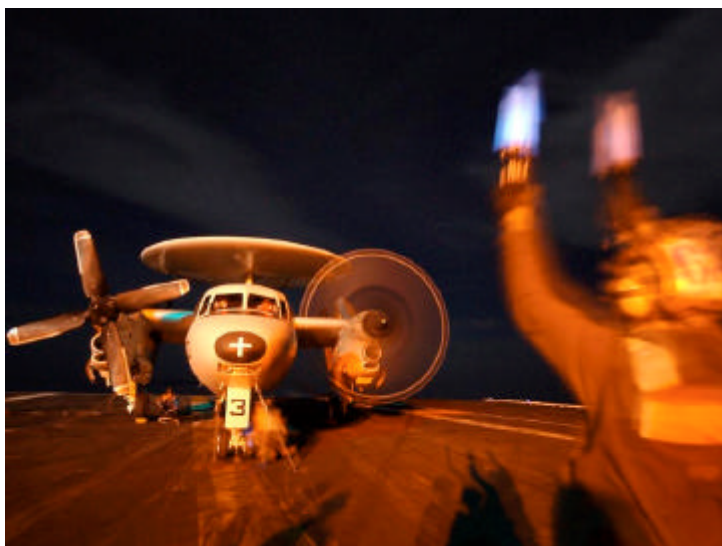
DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Friday 04-01-2002



Operation Enduring Freedom



The crew of an E-2C *Hawkeye* of the "Golden Hawks" of Carrier Airborne Early Warning Squadron One One Two (VAW-112) is directed by the plane captain to start the starboard engine as the aircraft readies for early morning flight operations. *John C. Stennis* and its embarked air wing, Carrier Air Wing Nine (CVW-9), are supporting *Operation Enduring Freedom*.

EVENTS, INCIDENTS & OPERATIONS

Migrants rescued from ship

On Wednesday, helicopters from Greece rescued 26 children, 12 women and a youth from the Turkish registered ship, **Aydin Kaptan**, en route to Crete. The ship was under escort by British, Spanish and Dutch naval vessels and Greek coastguards.

The vessel ran into difficulties in rough seas and broadcast a distress signal late on Tuesday. Nato warships on an exercise nearby assisted with the rescue. Crew from HMS Beagle repaired the engine and a ruptured hull.

Turks schip met vluchtelingen in haven Kreta

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ATHENE/DEN HAAG (ANP) - Een Turks schip dat dinsdag met 230 à 250 vluchtelingen aan boord op de Middellandse Zee in nood was geraakt, is donderdag veilig de haven van Ierapetra van Kreta binnengevaren. Dit hebben de Griekse autoriteiten laten weten. Woensdag al waren bij zwaar weer 43 vrouwen en kinderen van het schip gehaald. Het bevoorradingschip Hr Ms Amsterdam van de Koninklijke Marine deed aan de reddingsactie mee. Donderdag zijn in de haven de resterende circa 200 vluchtelingen van boord gehaald. Zij worden door de Griekse politie ondervraagd. Het gaat voornamelijk om Koerden uit Irak.

Het schip, de Aydin Kaptan, zou onderweg zijn geweest naar Italië. De bemanning van het schip is nog niet opgespoord. Zij heeft zich mogelijk onder de vluchtelingen gemengd.

Veerboot blokkeert Kruiningse haven

KRUININGEN - De veerboot **Prins Willem-Alexander**, die vaart tussen Kruiningen en Perkpolder, is gisteren ruim vijf uur uit de vaart geweest door problemen met de voortstuwing. Omdat het schip de fuik van de Kruiningse veerhaven blokkeerde, voeren er tussen kwart over tien 's ochtends en één uur 's middags helemaal geen veerbotten.



Het defect aan de Prins Willem-Alexander, één van de twee boten die varen tussen Kruiningen en Perkpolder, ontstond door een kapotte zekering in de hoofdstroomvoorziening. Er moesten sleepboten aan te pas komen om het schip naar de wal te brengen. Tegen half één lukte dat, zodat de opvarenden het veer na ruim twee uur konden verlaten.

In de tussentijd lag de veerverbinding helemaal plat, omdat de Prins Willem-Alexander de ingang van de Kruiningse haven blokkeerde. Pas om één uur kon de Juliana, de andere veerboot, weer gaan varen. Omdat de Prins Willem-Alexander nog gerepareerd werd, vertrok er zowel vanuit Kruiningen als Perkpolder slechts één boot per uur. Volgens directeur H. Thomaes van de Provinciale Stoombootdiensten in Zeeland (PSD) heeft dat niet tot grote problemen geleid. Wel waren de wachttijden langer dan normaal. Het feit dat de problemen zich pas na de ochtendspits voordeden en vóór de avondspits weer waren opgelost, heeft een grotere chaos voorkomen. Om half vier ging ook de Prins Willem-Alexander weer in de vaart, zodat de dienstregeling weer als normaal was.

China Shipping buys coastal carrier

FAST-expanding China Shipping Development has agreed to buy a 95 per cent stake in coastal shipping operator Hainan Hai Xing Maritime Industrial Corp from parent China Shipping Group for Rmb49.37 (\$6M). The acquisition will be funded from internal sources, the purchaser said. Hainan Hai Xiang, which hauls cargo and refined oil along China's coast, recorded losses in 1999 and 2000, but had started to make a profit recently, according to an independent valuation, it said. No details were given about Hainan Hai Xiang's fleet or revenue for 2001.

Outlook very unsettled, Fairplay

THE year 2002 is not expected to be easy for any sector in shipping. While all are agreed that the downturn from January and December was deeper than anticipated, no one appears certain as to when the upturn will emerge. This week's Fairplay includes a market forecast that looks in turn at dry and wet bulk, containers and reefers, ro-ro and gas, ferries and cruise. It identifies areas of concern

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and hope and concludes that the balance is so precarious that developments over the next six months will have a lasting impact. An extended newbuilding boom has to be avoided at all costs, the forecast says, as this would only stifle any potential upturn. In short, "owners have to resist ordering new ships that could offer short-term discounts... a very tall order".

Tanker demand set to plunge to 10-year low

(SINGAPORE) Demand for oil tankers is expected to fall to a 10-year low next week following Opec's move to reduce crude oil production by 6.5 per cent to 1.5 million barrels a day. The Organisation of Petroleum Exporting Countries agreed last Friday to the cuts in a bid to shore up prices.

According to analysts, the Opec reductions and matching cuts of 462,000 barrels a day by non-Opec producers will reduce the demand for shipping by the equivalent of nearly 30 supertankers a month. The biggest contribution to the reduction will come from Persian Gulf producers like Saudi Arabia, Kuwait and Iran and this will result in supertankers bearing the brunt of the output cuts as these oil producers ship their crude to Japan, Europe and the US on VLCCs (very-large crude carriers). But according to a report in the Journal of Commerce, some analysts are sceptical that Opec members will honour their pledges to cut production. They overshot their quotas by about 460,000 barrels a day in November - and there are doubts that Russia will deliver its promised 150,000 barrels a day reduction as it wants to boost its world market share, at Opec's expense.

Still, tanker brokers say spot rates are sure to retreat next week, according to the JoC report. 'The market has been in free fall for most of the year, thanks to Opec's three production cuts and steadily slowing demand for crude, which accelerated following the Sept 11 terrorist attacks,' the report said. Quoting London-based tanker broker E A Gibson, the report said that VLCC rates from the Persian Gulf to Japan fell from US\$65,500 a day on time-charter-equivalent basis in December to US\$17,750 this month. And brokers say rates are likely to sink further to around US\$15,000 in the coming days as VLCCs arrive in the Gulf looking for spot cargoes.

Saudi Arabia is expected to set an example by immediately cutting its exports in compliance with the new Opec quota. Iran and the United Arab Emirates are reported to follow suit with their new lower quotas.

Opec oil production has a major influence on VLCC rates as it accounts for 60 per cent of world crude exports.

Ship row sabotage fear

A CONTAINER ship at the centre of a bitter industrial dispute was turned into a floating block of concrete off the NSW south coast yesterday after water was poured into a hold storing 700 tonnes of cement mix.



Federal police will meet the Australian-registered bulk carrier, **CSL Yarra**, when it docks in Adelaide on Sunday night to investigate whether the vessel was sabotaged at sea.

The Maritime Union of Australia and the ship's owners, CSL Australia, are in the middle of a court battle over plans to replace the local crew of the 30,000-tonne Yarra with Ukrainian sailors.

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The Yarra's captain, John Briggs, contacted the Australian Maritime Safety Authority at midday yesterday to report that someone had opened a fire hose that had pumped water into the ship's residual cargo hold, containing about 700 tonnes of cement.

As a result the cement had "gone off", CSL Australia managing director Chris Sorenson said. "It's turning into a nice big concrete block."

There was no immediate safety threat aboard the vessel. Mr Sorenson contacted federal police, who are expected to board the vessel in Adelaide to interview the 17 crew.

MUA South Australian secretary Rick Newlyn was informed of the incident but he denies any union member would sabotage the ship.

"Someone may or may not have turned it (the fire hose) on or off," Mr Newlyn said.

"There is no danger to the ship or crew. It has happened before and it's just one of those things that happens."

Mr Newlyn denied the captain had alleged any sabotage and insisted there were "no problems" if police wanted to interview his members who had "nothing to hide".

The container ship left Brisbane three days ago after off-loading most of its cement cargo and was sailing off the NSW south coast en route to Adelaide when it was discovered that one of the 20 firehoses had been turned on.

The Yarra is at the centre of a dispute over plans by CSL to turn it into a flag-of-convenience ship.

The Australian crew would be sacked and replaced by Ukrainians at wages the MUA said amounted to a "fish head and bowl of rice a day".

The MUA has an agreement with CSL that no changes will be made to the vessel until an April Federal Court hearing.

An AMSA spokesman said yesterday the captain had reported a "fire hydrant was found opened" and "water had flooded into a compartment".

An AFP spokesman said the incident was referred to them for investigation but it was not clear if any federal laws had been breached.

It was possible the incident could become a legal matter between the ship's owners and any individual responsible for the incident.

Mr Sorenson said the cargo in the machinery space was "now turning itself into concrete because it's getting water into it".

He would not say if the ship had been sabotaged but said: "We have reported the matter to AMSA and the federal police for investigation."

The MUA said CSL – with the backing of the federal Government – wanted to sell the ship to its partner company CSL Asia, reregister it in Nassau, The Bahamas, and man it with guest workers to ply the Australian east coast.

CSL bought the ship in 1999 from the ANL, formerly owned by the Australian government.

CASUALTY REPORTING

Beached tanker safe



Residents of the English village of Kingsand near Plymouth have been told it is safe to return home after experts confirmed that the tanker **Willy** that ran aground late in the evening on Tuesday would not explode.

Villagers were advised to spend Wednesday night away from their homes, although many ignored the advice. A safety team boarded the petrol tanker on Wednesday afternoon, to prevent fuel vapour exploding. Experts say there is no danger after the tanks were ventilated.

The ship drifted onto rocks in Cawsand Bay late in the evening on Tuesday while seeking shelter from a storm. Cracks appeared in the vessel's hull as the tide ebbed and a 1.5 mile slick of diesel leaked from the vessel's fuel

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tanks.

Early in the morning on Wednesday about 150 people were evacuated from their homes in Kingsand as police from Devon and Cornwall imposed a half-mile exclusion zone around the tanker.

High winds hindered efforts to make the ship safe. Pumps were loaded onboard during low tide, to force air into the holds and ventilate the fumes. The vessel's hatches were also raised.

The vessel discharged its cargo of petrol in Plymouth two days before running aground. The crew of 12 was able to walk ashore on Wednesday night. No call for help was received from the vessel.



SHIPYARD NEWS

Bollinger wins Bouchard tugs

HICKSVILLE, New York-based Bouchard Coastwise Management has signed a contract with Bollinger Shipyards covering the construction of two double-hull, 6,000 HP tugs and two double-hull clean product ocean-going barges, one of 110,000-barrel capacity and the other carrying 135,000 barrels.

The tugs, to be named **Jane A. Bouchard** and **Motron S. Bouchard**, will be 130 ft long and 38 ft across the beam and will be powered by two EMD 16/645 F7BA diesel engines developing 3,070 HP each at 800 rpm.

They will be built at Bollinger's Lockport division.

First North Sea platform for Sembcorp



SMOE, the Oil and Gas division of SembCorp Utilities, has recently been awarded a contract for an offshore oil production platform and bridged-linked living quarters for Maersk Oil and Gas, a member of the Denmark-based AP Moller Group. The platform will be located in Danish waters and represents SMOE's first contract in the North Sea. The contract has a value of approximately US\$81million

SMOE will be responsible for the engineering, procurement and fabrication of the process deck and accommodation module. Scheduled for completion in the first quarter of 2003, the combined process deck, accommodation module and bridge link will have a total weight of more than 6,500 metric tonnes.

SMOE recently delivered an 11,500 metric tonne topside deck for the Camago Malampaya Field in the Philippines, the largest oil and gas topside deck to be fabricated and installed in the Asia-Pacific region. SMOE is also currently undertaking projects for process and wellhead platforms for Iran as well as a Floating Production Storage and Off-loading vessel for Nigeria (in partnership with Sembawang Shipyard). In addition, they are currently constructing a wellhead platform for the East Timor – Australia Zone of Co-operation and compression and power modules for Vietnam and two wellhead platforms for China.

India confirms sale of yards

INDIAN shipping minister Ved Prakash Goyal has confirmed that the government intends to privatise the country's two major shipyards. A formal decision on the sale of the state-owned Hindustan Shipyard, Cochin Shipyard and Dredging Corp of India (DCI) is expected at the next meeting of a cabinet committee. The minister said the government would completely disengage itself from the shipyards, while retaining 26 a per cent stake in DCI. The planned divestments follow recommendations made by the government's expenditure reform commission. At the last meeting of the committee on December 26, it approved plans for the sale of 51 per cent of the government's stake in Shipping Corp of India.

ROUTE, PORTS & SERVICES

Star Cruises introduce new liner



Star Cruises, the leading cruise line in Asia-Pacific, announced that **SuperStar Capricorn** will be introduced to the Thailand market when she arrives in Laem Chabang in January 2002 to replace the SuperStar Aries which is presently offering Gulf of Thailand Cruises.

SuperStar Capricorn will commence cruises on 4 January 2002 and will assume SuperStar Aries'

itineraries until April 2002.

At 28,388-grt, SuperStar Capricorn has 435 cabins with a lower berth capacity for 701 passengers. Facilities onboard SuperStar Capricorn include two swimming pools, five food and beverage outlets, a show lounge, a karaoke lounge with seven private rooms, basketball court, fitness centre complete with gymnasium, reading and library rooms.

SuperStar Capricorn will be the seventh Star Cruises ship to call in Thailand to date. The others were Star Pisces, Star Aquarius, SuperStar Leo, SuperStar Virgo, SuperStar Gemini and SuperStar Aries. In Laem Chabang in particular, SuperStar Capricorn is the fourth ship after Star Aquarius and SuperStar Leo en route to Hong Kong, and SuperStar Aries.

"SuperStar Capricorn is an elegant ship that will appeal to the Thailand market. The deployment of SuperStar Capricorn to Laem Chabang underlines our commitment to developing the cruise market of Thailand," said Mr. Chong Chee Tut, Star Cruises' Chief Operating Officer.

The arrival of SuperStar Capricorn in Thailand is also timely with the imminent opening of the Star Cruises Laem Chabang Terminal in early 2002.

Evergreen revises its China – Australia links

In future, Evergreen will serve this trade by transshipment over Singapore using its slot allocation on Lloyd Triestino's CEM service between China and Singapore and on the ASA service which is operated jointly by Lloyd Triestino di Navigazione SpA, Regional Container Lines and Hanjin Shipping Co.

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The first southbound CEM sailing from China will be LT Unity on 15 February, 2002 from Shanghai and the first northbound ASA sailing will be Fei Yun He on 5 March, 2002 from Brisbane.

The weekly CEM service links China with Europe using eight 25-knot post-panamax ships, each with a capacity of 5652TEU. It makes direct calls at Shanghai, Ningbo, Yantian and Hong Kong. Transit times from China to Singapore range from seven days (ex Shanghai) to three days (ex Hong Kong).

The ASA consortium, of which Lloyd Triestino (LT) is a founding member, operates four ships on this weekly service round-tripping in 28 days with the following port rotation:

Singapore – Brisbane – Sydney – Melbourne – Singapore.

At the recent Australian 2001 Shipping & Transport Awards Dinner in Sydney, the ASA consortium was the winner of the Southeast Asia award for schedule reliability.

Southampton cruises into the New Year



The UK's Associated British Ports' (ABP) Port of Southampton will begin 2002 by turning around six ocean-going liners, carrying over 6,000 passengers, in less than 72 hours.

On Friday, 4 January, ABP, owner and operator of the Port of Southampton, will co-ordinate simultaneously the cruise calls of **Aurora**, **Saga**

Rose and **Black Prince**. These will be followed by the arrival on Saturday, 5 January, of **Black Watch** and **Oriana**, and **Caronia** on Sunday, 6 January.



This year is



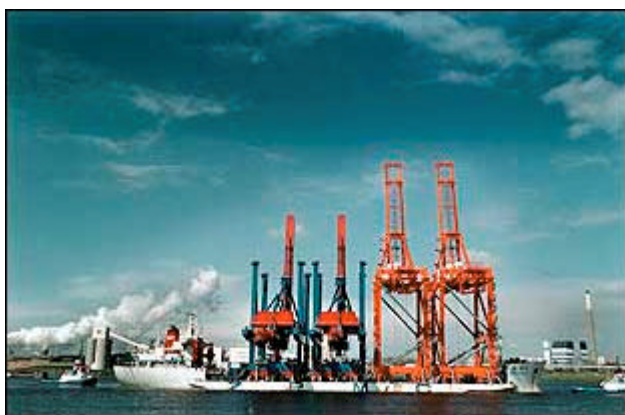
expected to beat last year's exceptional cruise season, with 176 cruise calls already scheduled for 2002, against 165 calls at the same time last year.

The Port of Southampton expects four cruise ships to be berthed simultaneously on at least three separate occasions throughout the year, with three ships

berthed at the same time becoming a regular sight.

The start of this busy season comes just after news that one of the Port's long-established customers, Cunard Line, is to build a further £300 million cruise liner, to be based in Southampton alongside Queen Mary 2. At the same time, further work is set to begin on the major reconstruction of the Mayflower Cruise Terminal, home berth to P&O Cruises' UK fleet

Nieuwe sluis geen oplossing wachttijden



IJMUIDEN - Met de mogelijke komst van een megasluis in het Noordzeekanaal ontstaat een nieuw probleem. Door de sluis kunnen wel bredere schepen het kanaal binnenvaren, maar zulke brede schepen kunnen elkaar vervolgens op het kanaal niet passeren. Hiervoor zijn enkele insteekhavens nodig; daar moeten schepen dan alsnog op elkaar wachten. De insteekhavens zouden het rijk nog miljoenen guldens extra kosten. Die kosten zouden volgens het ministerie van verkeer en waterstaat grotendeels moeten worden gemaakt ten behoeve van de nog weinig

succesvolle containerterminal van Ceres.

De opstellers van de milieueffectrapportage (MER) over de nieuwe megasluis zien niets in verbreding van het Noordzeekanaal om meer containerschepen naar Amsterdam te laten varen. 'Het overslagbedrijf wist van de beperkingen van het kanaal en heeft toch besloten de terminal te bouwen. Het ligt niet voor de hand dat het rijk aanvullende maatregelen gaat nemen', zo staat in het milieurapport.

Al maanden staan de reusachtige containerkranen van Ceres, van grote afstand zichtbaar, werkloos in het Westelijk Havengebied van Amsterdam. De hoofdstad heeft 282 miljoen gulden belastinggeld in het project gestoken, Amerikaanse investeerders 96 miljoen gulden. Al een aantal keren is van Amsterdamse zijde gesuggereerd, dat er werk voor containerkranen in aantocht was, maar de klanten voor de Ceres-terminal blijven weg. De Amsterdamse commissie van havenzaken komt in januari speciaal bijeen om daarover te praten.

In de MER wordt melding gemaakt van de problemen die ontstaan na het bouwen van een 1,8 miljard gulden (ruim 800 miljoen euro) kostende zeesluis bij IJmuiden. Grote schepen die door een megasluis varen, kunnen elkaar in het kanaalvlak ten oosten van de Wijkertunnel vervolgens niet passeren.

In de MER is de mogelijkheid opgenomen om speciale uitwijkplaatsen aan te leggen. Hier kan dan een schip in gemanoeuvreerd worden zodat een andere boot voorbij kan varen. Ook wordt gesproken over het verbreden van het kanaal. Nader onderzoek heeft echter aangetoond dat het verbreden van het kanaal weinig zinvol is en bovendien erg duur. Insteekhavens hebben het nadeel dat de winst in wachttijd - die door de nieuwe sluis zou ontstaan - weer wordt tenietgedaan.

Voor de vereniging Bewonersgroep Wijkerveer, al jaren fel tegen een nieuwe sluis, is dit het bewijs dat de grote sluis eigenlijk alleen voor containerschepen nodig is. „Het nut van een nieuwe zeesluis staat hier ter discussie. En dat terwijl er in Amsterdam helemaal geen historie van containeroverslag is. Het bedrijf Ceres ligt daar pas enkele maanden", aldus N. Dombrowski van de vereniging.

Ook bij de provincie zijn geluiden van kritiek op te vangen. Een Statenlid constateert dat het bouwen van een nieuwe sluis feitelijk onnodig is omdat de wachttijden ergens anders opgebouwd worden. De zeesluis lost het probleem dus niet op.

Directeur H. Gerson van het Gemeentelijk Havenbedrijf Amsterdam zei eerder deze maand tijdens een bijeenkomst voor havenondernemers dat Amsterdam zich nadrukkelijker moet manifesteren als containerhaven. Tot nog toe wezen de gemeente Amsterdam en het Gemeentelijk Havenbedrijf in de discussie rond de noodzaak van een nieuwe sluis vooral op het belang van Amsterdam als verwerkingshaven. De Ceres-terminal voor containeroverslag zou ook niet bedoeld zijn als een poging van Amsterdam om de concurrentie aan te gaan met bijvoorbeeld Rotterdam, Antwerpen of Hamburg.

Cosco launches Xiamen-Europe service via S'pore

China carrier using 8 ships of 3,000-6,000 TEUs

CHINA'S primary ocean carrier opened a direct service between south-eastern Xiamen and Europe via Singapore.

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The **Cosco Container Lines** unit of China Ocean Shipping (Group) is deploying eight ships with capacity between 3,000 and 6,000 TEUs (20-foot equivalent units).

They call at Xiamen International Container Terminals every Thursday on a rotation of Yantian, Hong Kong, Singapore and the Suez Canal to Felixstowe, Rotterdam, Hamburg and Antwerp. The return voyage runs via Singapore and Hong Kong to Shanghai, Qingdao and Xiamen's Haicang port.

Xiamen Terminals is a joint venture between the Hutchison Delta Ports division of Hutchison International Ports and Xiamen Haicang Ports. It began operating in the special economic zone in Fujian province in 1997.

Haicang is a natural deep-water port with a major industrial area nearby.

More and more global shipping lines have chosen XICT as their direct ports of call in China, said Alfred Leung, general manager of Hutchison Delta Ports.

Hutchison has a deal to add berths at Haicang, part of a US\$1 billion upgrade. The Hong Kong-based firm, the world's largest private developer and operator of container terminals, has nine sites in China, including Shanghai and Shenzhen, the special economic zone adjacent to Hong Kong.

Xiamen is the closest mainland point to Taiwan and one of two designated ports to handle cross-strait trade with the island. Many in the industry expect that business to evolve rapidly as both sides join the World Trade Organisation.

'As Haicang is located in the largest Taiwanese investment zone on the mainland, we are confident XICT will continue to attract more international shipping lines and benefit from China's entry to the WTO,' Mr Leung said.

NAVY NEWS

INGLESIDE, Texas (NNS) -- Sailors of Mine Warfare Readiness Group 4 left their Ingleside, Texas, homeport recently to participate in a joint fleet exercise on the East Coast. The exercise, Joint Task Force Exercise (JTFEX) 02-1, is scheduled from Jan. 19 to Jan. 26.



Sailors aboard the Ingleside-based coastal mine hunters USS Oriole (MHC 55), USS Shrike (MHC 62) and USS Cormorant (MHC 57), and mine countermeasures ships USS Warrior (MCM 10) and USS Gladiator (MCM 11), will join more than 23,000 Sailors and Marines of the USS John F. Kennedy (CV 67) Battle Group (CVBG) and USS Wasp (LHD 1) Amphibious Ready Group (ARG), with the 22nd Marine Expeditionary Unit (MEU) embarked.

The exercise will be conducted in the waters off the Virginia and North Carolina coasts.

MOVEMENTS



De **BREMEN BRIDGE** komt op haar eerste reis naar Europa in de Maasmond op 1-1-2002 binnen. De **BREMEN BRIDGE** (9247546) is een van de twaalf nieuwe containerschepen van Kawasaki Kisen Kaisha Ltd (K-Line) uit Tokyo die pas in de vaart zijn genomen of momenteel nog gebouwd worden. Enkele schepen uit deze klasse komen in dienst tussen het Verre Oosten en NW Europa, de andere worden in gezet op de west kust van de USA. De BREMEM BRIDGE werd onder Bn 2131 in 2001 afgeleverd door de Koyo Dockyard te Mihama voor Shoei Kisen KK Imabari, die het management over het schip voeren. De afmetingen van het onder Panamese vlag varende schip zijn GT 66332, dwt 67170 en de containercapaciteit is 5510 TEU waarvan 550 van een reeferaansluiting gebruik kunnen maken. De Loa is 278.71 meter bij een breedte van 40.1 meter, de voortstuwing is een Sulzer hoofdmachine die het schip een dienstsnelheid van 25 Kn kan laten behalen. De andere namen uit deze post Panamax klasse zijn:

Golden Gate
Lions Gate
James River
Akimada
Chicago
Chiswich
Rotterdam
Tsing Ma
Elkantra
Long Beach
Shanghai Bridge.

(FOTO EN TEKST : JAN VAN DER KLOOSTER)

AIRCRAFT / AIRPORT NEWS



Overhead view of Aberdeen Airport during a cold Scottish January Morning.

RIJNSMOND WEATHER

vrijdag 4 januari

9 uur 's ochtends :

temperatuur: 5 graden vorst

kans op neerslag: 0%

wind: matig (17 km/u) uit ZO

5 uur 's middags :

temperatuur: 1 graden vorst

kans op neerslag: 0%

wind: matig (18 km/u) uit ZO

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

<http://www.scheepvaarthoek.nl>