

DAILY SHIPPING NEWSLETTER 2002 – 079



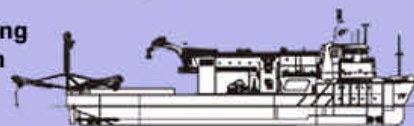
Number 079***DAILY SHIPPING NEWSLETTER*** Tuesday 19-11-2002

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**Operation
Enduring Freedom**



EVENTS, INCIDENTS & OPERATIONS **Crews battle to stave off Spain oil slick disaster**

Rescue crews off Spain's northwestern coast on Sunday fought to keep a giant oil slick from becoming a major environmental disaster as dead wildlife began washing up on the shore.

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Rough seas have made it impossible to transfer the 70,000 tonnes of oil carried by the 26-year old tanker **Prestige** after it shed more than 3,000 tonnes of fuel oil into the sea when it was damaged in a storm on Wednesday.

Environmental groups fear the Prestige will break in two and dump all her cargo into the sea. The World Wildlife Fund said if that happens the spill

would be about twice the size of the 1989 Exxon Valdez spill off Alaska, one of the worst ever.

The Spanish government played down that threat. But the Dutch salvage tugs towing the Prestige south about 100 km (65 miles) offshore through pounding seven-metre (22-foot) Atlantic waves have been ordered to stop.

"The weather has improved, although there are gale force winds predicted for Wednesday," said Lars Walder, a spokesman for **Smit Salvage**. "Spanish authorities have ordered us to stop the convoy."

He said the salvage company was trying to arrange for a sheltered harbour where it could transfer fuel from the Prestige. He said the ship, which has a gash of more than 10 metres (32 feet) below its waterline, was no longer leaking oil and did not appear in imminent danger.

Authorities suspended coastal fishing along a 60-mile (96-km) stretch of the Galician coast -- noted by Spanish gourmets for its goose barnacles, octopus and crabs -- and deployed some 18 km (11 miles) of inflatable barriers to try to contain the slick.

COAST OF DEATH



Ecologists rushed to the beaches to rescue oil-coated gulls and cormorants. Some have already washed up dead and a thick black sludge rolled in along a stretch of more than 50 km (31 miles) of the Galician coast.

"The coastal lagoons are a transitory zone for migrating birds and if the slick reaches those, it will do a lot of damage," said environmental official Alberto Fernandez.

Environmental officials said several guillemots, an endangered species, had been affected and that 20 heavily covered birds had been taken to a

recovery centre in La Coruna.

The Spanish government said on Sunday it would reimburse coastal residents affected by the slick, but fishermen said it would take several months, if not years, for stocks of shellfish to recover.

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"This is terrible. It will ruin many families who live from the sea," said retired fisherman Jose Carrapero, 51, as he stared at the polluted waters from the pier on the beach at Camelle. "People want compensation. Let's see if they get it."

Residents of the "Coast of Death", notorious for its many shipwrecks over history, complained the regional government had done too little too late to contain the slick.

It was the worst shipping disaster to strike Spain since the Greek tanker Aegean Sea ran aground on the Galician coast near La Coruna almost exactly 10 years ago, spilling most of its 80,000 tonnes of oil.

The Greek captain of the Bahamas-flagged Prestige was due to testify in court on Sunday. Police arrested him on Friday as soon as he was evacuated from the ship on suspicion of disobeying authorities and harming the environment.

The Spanish government produced documents from shipping authorities in Latvia and France allegedly showing the Prestige was bound for Gibraltar -- a revelation that could worsen a political row over the British colony on Spain's southern coast.

Swiss-based oil trading house Crown Resources, which owns the oil on the Prestige, has repeatedly said the vessel was headed for Singapore.

The British ambassador to Madrid, Peter Torry, has dismissed as "complete nonsense" suggestions the Prestige was heading for Gibraltar.

Spain and UK spar over tanker



A diplomatic row has erupted between Spain and Britain over responsibility for the stricken tanker now threatening the north-west Spanish coast with an oil slick.

Fears are growing that the Greek-managed Prestige could break up in heavy seas, spilling thousands of tonnes of oil into the sea and causing an environmental catastrophe.

The slick has begun washing up on the picturesque Galicia shore covering birds with oil

as salvage teams working from tugs battle to hold the ageing tanker together.

Britain has officially denied Spanish reports that the Prestige was heading for the British colony of Gibraltar when it ruptured on Wednesday night.

UK ambassador Peter Torry in Madrid dismissed suggestions that the tanker's final destination was Gibraltar as "complete nonsense" and said it was heading for Singapore.

On Saturday, the Spanish Development Ministry released documents to show the Prestige loaded up in the Baltic Sea near the Latvian port of Ventspils earlier in November and had Gibraltar listed as its destination.

The EU's Spanish transport commissioner, Loyola de Palacio, rounded on the British colony which Madrid claims for its own.

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"In Gibraltar we see yet another case of tax evasion, smuggling and inappropriate behaviour," she told El Pais newspaper.

Meanwhile, local officials in Galicia have accused the captain of the Prestige, Apostolos Maguras, of failing to cooperate in the salvage operation.

A spokesman for the tanker's Greek managers told Reuters news agency that it was a single-hulled vessel - a class of tankers the EU plans to ban from its waters completely by 2015.

Kursk experience

Teams from Dutch salvage company **SMIT** equipped with floating barriers and pumping systems are battling against atrocious weather to preserve the vessel, about 100 kilometres (65 miles) off the coast.



They have been using tugboats in a bid to tow the Prestige further out to sea, to prevent more damage.

Winds reaching 80 km/h and seven-metre swells have also prevented rescuers from patching a crack in the hull below the waterline or transferring the cargo to another ship.

The tanker has already leaked out 1,500 tonnes of oil through a 35-metre gash in its side.

A company spokesman, Lars Walder, told Reuters that even if the tanker did sink there was a possibility that its tanks would hold and it "take the fuel with it to the bottom of the sea".

Vital sea life

Spain has imposed a fishing ban along a 100-kilometre stretch of sea between Cape Tourinan and Caion since the appearance of oil on the shore between the cape and Roncudo.

The World Wide Fund for Nature (WWF) warns that if all 77,000 tonnes of the Prestige's is lost the spill will be twice the size of the catastrophic Exxon Valdez spill off Alaska.

Ecologists say corals, sponges and fish will be damaged by the pollution. Migratory birds which stop over in the area are also at risk.

Raul Garcia of the WWF's marine programme said that more than 60% of the local Spanish population depended on fishing for their livelihood.

"If this oil does leak out into the sea, it will devastate marine life and consequently have a tremendous impact on the people in the region," he said.



No way to treat a Lady: tanker bears scars of run-in with sub

DIVERS have discovered extensive damage to the hull of the Norwegian gas tanker, which last week was in collision with a nuclear-powered US attack submarine surfacing off the Straits of Gibraltar.

Leif Höegh's 50,922 dwt double hull gas carrier **Norman Lady** was struck below the water line on Wednesday en route from Barcelona where it had delivered a full cargo of highly flammable liquefied natural gas.

The Sixth Fleet's **Oklahoma City** attack class submarine sustained damage to its periscope and control tower in the collision.

The Oslo-based shipping group said that its 1973-Norwegian built 87,000 cu m capacity carrier had been on ballast when it was hit just outside Gibraltar.

"There are cracks and dents in the hull of the vessel," said Leif Höegh president Thor Jørgen Guttormsen. "There were about three dents measuring between two and three metres and half a metre in width."

Divers found the damage on Friday around the starboard side of the Det Norske Veritas classified vessel near the first LNG cargo tank and about 10 m below water.

Initial investigations had established a leakage of seawater into the double bottom dry tank area.

"There are no leakages of oil from the vessel," the company stated. "There is no danger for crew or vessel, nor any environmental hazards."

Spokesmen at US Navy headquarters in Virginia and at the headquarters of the Sixth Fleet in Italy both declined to comment on how long an ongoing investigation might take and what it had uncovered so far.

However, the Navy said that the submarine continued on its course following the incident, judging that the other vessel did not need assistance.

No casualties were reported by the US Navy submarine, while Leif Höegh said that its 11 Norwegian, Croatian and Slovenian officers and 19 Filipino ratings were unharmed. Mr Guttormsen added that there had been no danger to the empty gas tanks, which were 5 m from the point of collision, and the spherical design of the hull had taken the impact.

"Hypothetically, if a full tank had ruptured, the liquid would have regasified as it escaped into the air," Mr Guttormsen admitted. "There would have been a danger of an explosion."

The collision is certain to revive concerns about the manner in which US Navy submarines go about their business. Only last year, the attack submarine USS Greenville sank a Japanese trawler and killed nine of its passengers near Hawaii after performing an irregular surfacing manoeuvre.

The incident strained US-Japan relations and forced the resignation of the submarine's captain.

Roger Cheshire, managing director of RPC Transport Consultants, nuclear materials consultant to the International Group of P&I Clubs, said that it was "very difficult to envisage" a situation in which the submarine's nuclear reactor could have been damaged. "The outer hull provides an excellent shock absorber and protects the pressurised hull so well that almost nothing could go through it," he added.

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The collision of an LNG tanker with a chemical tanker would be far more dangerous, because of the cargoes on board and because such vessels “just don’t have the same levels of protection — we’re talking half-inch steel plate — and a lot of those tankers are still single hulled”.

Norman Lady was at the weekend anchored to the west of Gibraltar, as crew worked to clear the ship of around 1,000 cu m of residual gas before sailing for drydock.

Mr Guttormsen said work to make the vessel completely gas-free would take seven or eight days. The group had started to look for a facility in the region big enough to dock the Norman Lady.

“Our technical people are already looking at sites in Spain and Portugal,” said Mr Gottormsen. “We need a drydock that can take a 240 m long vessel.”

The Norman Lady is 50% owned by Leif Höegh through Methane Carriers.

Salvors battle to control blaze



THE 4,400 teu container vessel **Hanjin Pennsylvania** was still burning for a fourth day yesterday, although salvors hoped the fire could be under control as Lloyd’s List went to press.

Fireworks, destined for Rotterdam, were aboard, a spokesman for Wijsmuller Salvage, part of the Svitzer Wijsmuller group, confirmed. But these containers were towards the bow where the flames had not reached so far.

There were other possible products aboard which could make an explosive cocktail, he added.

The ship was still not deemed safe to board so there was no clue to the cause of the blaze, although it is believed that it followed an explosion in one of the containers.

The salvage company, based in IJmuiden in the Netherlands, hoped that it could get its team aboard fairly soon.

Destined for Europe, Hanjin Pennsylvania caught fire on Monday off the coast of Sri Lanka.

A 13-strong salvor team was attending the incident with one tug on site, two vessels due to arrive overnight and a further vessel expected to arrive from Singapore after the weekend.

It was likely the ship would be towed to China or Singapore for repair once the fire was extinguished.

Chartered by Hanjin, the vessel is owned by German shipowner Reederei F Laeisz of Hamburg.

Earlier, Nikolaus H Schües, managing director at Laeisz, said it was not possible to establish the reason for the explosion but the company did not believe it was the result of a terrorist attack.

Bergers trekken voor Zweden schip vlot

GÖTEBORG - Bergers van het Nederlands/Deense bedrijf Svitzer/Wijsmuller hebben zondag een vrachtschip vlotgetrokken dat zaterdagochtend bij Zweden aan de grond was gelopen. Zij slaagden er om 12.22 uur in de **Pindar, die 20 mijl uit de kust van Göteborg lag, los te krijgen. Dat heeft een woordvoerder van het bergingsbedrijf in IJmuiden zondagavond gezegd.**

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Het 206 meter lange vrachtschip heeft 50.000 ton olie aan boord. Bij het vastlopen sloegen zes tot zeven tanks lek, maar de olie liep niet in zee. Het gaat om een olie-bulk-olieschip: dat heeft een dubbele bodem. De olie zit in ladingtanks boven de plaats waar averij ontstond.

Nadat experts inspecties hadden uitgevoerd, hebben de bergers een deel van de lading naar andere ruimten overgepompt om de diepgang van de Pindar voor en achter te veranderen. Ze moesten snel werken omdat het weer slechter werd, en konden niet wachten met een poging het schip vlot te trekken.

Het onder de vlag van de Bahama's varende schip ligt nu voor anker in een baai bij Zweden. Duikers inspecteren het onder de waterlijn. Als deze onderzoeken zijn afgerond, valt de beslissing wat er met de Pindar gaat gebeuren. Het vrachtschip was op weg naar de Verenigde Staten. De oorzaak van het aan de grond lopen, is nog niet bekend.

Schip bij Sri Lanka

De bergers van Svitzer/Wijsmuller hebben de brand op het containerschip Hanjin-Pennsylvania dat op ongeveer 320 kilometer uit de kust van Sri Lanka ligt, onder controle. Het vuur is tot staan gebracht en de temperaturen aan boord nemen af, aldus de woordvoerder van het bergingsbedrijf. Op enkele plaatsen woedt nog brand. De blusboten zijn bezig het schip verder af te koelen.

Op het 280 meter lange containerschip, dat onder Liberiaanse vlag vaart, deed zich dinsdag een ontploffing voor, waarna een grote brand uitbrak. Zeker een bemanningslid is omgekomen.

Het vuur begon in het midden en breidde zich daarna naar voren en naar achteren uit, maar niet tot aan de boegen. Aanvankelijk verliep het blussen moeizaam, omdat zich zware explosies voordeden. Drie blusboten bestrijden het vuur, maandagavond komt er een vierde bij.

CASUALTY REPORTING

Drill Ship Noble Leo Segerius Sustains Damage to its Crane



Noble Corporation reports that its dynamically positioned drill ship, Noble Leo Segerius, currently located offshore Brazil and contracted to Petrobras, has sustained damage to its forward crane. No injuries to personnel were incurred as a result of this incident. The company is presently making final arrangements for expediting shipment of a new-built crane to Brazil for replacement of the damaged unit. The drill ship has mobilized quayside to prepare for installation of the new-built crane. Noble currently estimates the rig returning to operation under its term contract with Petrobras by mid January 2003. The property damage to the unit and off contract time are risks inherent in the drilling business for which the company maintains insurance, subject to applicable deductible amounts, which in the case of loss-of-hire coverage

represent the first 21 days off contract

SHIPYARD NEWS

First Block of New Luxury Cruise Ship Laid

Jewel of the Seas will be delivered in 2004

The first of 66 blocks of the new cruise vessel "**Jewel of the Seas**" for Royal Caribbean International was lifted into position in the covered building dock of the Meyer Werft shipyard in Papenburg / Germany.



In the presence of the yard's managing partner Bernard Meyer and director Jarmo Laakso, Royal Caribbean's senior executive vice president of fleet operations, Harri Kulovaara, laid the "lucky penny" before the first block of the new ship was lowered down onto the keel blocks in the building dock by the yard's 800-ton crane. The block weighs almost 400 tons, is 20 metres long, 32 metres wide and 8.0 metres high.

The "**Jewel of the Seas**" is the fourth in a series of luxury cruise ships for Royal Caribbean International. Early 2003 the owner will decide on the option for two further ships to be delivered in 2005 and 2006 respectively.

The vessel will have a length overall of 293 metres, a sailing speed of more than 24 knots and will accommodate max. 2520 passengers in 1055 cabins.

Like the sister vessels "**Radiance**, **Brilliance** and **Serenade of the Seas**" the new ship will be fitted with two podded drives efficiency. The propellers will be directly driven by electric motors installed in a pod under the ship's hull.

Two environmentally friendly and smokeless gas turbines and one steam turbine will supply the vessel with energy for the propulsion and the hotel operation. Due to the special combustion process the nitrogen oxide content of the exhaust gases from the gas-oil operated turbines is very low. Furthermore the exhaust gases from the gas turbines generate steam in the exhaust gas boilers which is then transformed into energy by the steam turbine.

Delivery of the new passenger cruise vessel is scheduled for the early summer 2004.

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P&O container volumes rise 14% in Q3

It is in last stages of talks to sell P&O Nedlloyd venture

Peninsular & Oriental Steam Navigation Co, one of the world's biggest ports operators, said on Thursday its ports' container volumes rose in the third quarter and its Asian business was going strong.

The outlook for its hard-hit Anglo-Dutch container shipping joint venture, P&O Nedlloyd, was more positive than for some time, the company said.

Amsterdam to sail on despite virus outbreak



Photo : Piet Sinke ©

HOLLAND America has no plans to withdraw the **Amsterdam** from its Caribbean season in spite of a steady procession of passengers abandoning the ship on its current cruise after contracting the Norwalk gastrointestinal virus, the company said at the weekend, writes Rajesh Joshi.

The number of victims on the ship's last four cruises is now more than 450. But Holland America said on Friday: "Based on the low number of new and total cases, we are not at a point that would require taking the ship out of service for the next sailing on November 21."

The statement came a day after 60 passengers — 28 infected, the rest companions — were flown home at the owner's expense from Curaçao. Holland America spokesman Erik Elvejord said on Saturday that a number were also flown back from the Amsterdam's stops in Venezuela and Trinidad. He refused to provide the number of passengers who abandoned ship, but claimed it was "small". The ship is due to return to Port Everglades on Thursday.

MSC switches docks to beat Antwerp delay

MEDITERRANEAN Shipping Co has come up with an innovative way of speeding up its development plans in Antwerp.



The port's largest customer has teamed up with Hesse-Noord Natie to submit a proposal that could significantly accelerate construction of a dedicated terminal for MSC.

Instead of building a facility at Deurganck dock that has been dogged by planning delays, MSC is now proposing to take over HNN's concessions in the Delwaide dock, behind the locks.

The proposal, disclosed this week when the Antwerp Port Authority published applications to develop the final phase of the Deurganck dock, represents a considerable rethink for MSC which, until recently, had rejected the Delwaide site as too small.

But following the recent merger of Hesse-Natie and Noord Natie, much more space is now available.

The proposal, if approved, should also advance MSC's development programme by more than two years, Maurizio Aponte, director of the line's European operations, said yesterday.

Future work on the Deurganck dock could also be further disrupted because of pending court cases.

The actual size of the planned Delwaide terminal should be about the same as the original proposal.

The scheme also offers a welcome solution for the Antwerp Port Authority that was anxious to keep MSC happy while also wanting new capacity at Deurganck to be used to attract new customers to the port. Three companies have submitted bids to develop the final phase of the Deurganck dock — HNN, P&O Ports and Maersk Benelux.

The port authority said it "welcomes" this alternative proposal by MSC for several reasons. "We are happy that Antwerp's largest shipping customer has retained its faith in the port, even in very difficult circumstances," the port said.

MULTRATUG 3 SOLD

By : Jacco van Nieuwenhuijzen



Multratug in Terneuzen has sold the tug **MULTRATUG 3** to a Belgian shipyard which will use the vessel for docking and undocking of vessels.

THETIS FOR ISKES



Artist impression of the new **THETIS** which is under construction for the Ijmuiden based tug owner Iskes.

Ship Sales

Vessels sold for further trading

BULK CARRIERS:

Lowlands Trassey: 163,554 tdw blt 5/95 Harland & Wolff reported sold region US\$24,300,000 to clients of SA Marine.

Bel Ace: 70,000 tdw blt 96 Sumitomo.

Bel Best: 69,050 tdw blt 96 Koyo reported sold region US\$29,500,000 en bloc to clients of Yang Ming.

Captain John L: 64,500 tdw blt 10/82 Hyundai Hireported sold excess US\$4,000,000 to European buyers.

Fikret Manoglu: 42,842 tdw blt 7/85 Mitsubishi Crs 4/25 ts reported sold region US\$5,800,000 to Greek buyers.

Tropical Venture: 21,989 tdw blt 88 Tsuneishi Crs 2/11 ts (Chip Carrier)reported sold region US\$3,000,000 to Chinese buyers.

Agiodektini: 18,611 tdw blt 77 Minami-Nippon derrs 4/25 ts reported sold region US\$1,100,000 to undisclosed buyers.

DEMOLITION: all prices per ton lightweight

Vlcc Jose Do Patrocinio: 279,913 tdw Blt 1979 Brazil 42,285 lwt reported sold region US\$155 with delivery ""as is" in Fujairah, for further delivery to India.

Dry OBO Aabant: 105,550 tdw blt 1974 Sweden - 18,228 lwt reported sold region US\$161 with delivery India.

MT Nissos Thera: 61,521 tdw blt 1978 Japan - 10,148 lwt reported sold region US\$161 with delivery ""as is" in Singapore, to proceed to Bangladesh.

MT Kriti Rubi: 32,590 tdw blt 1973 Norway - 7,225 lwt reported sold region US\$173 with delivery Bangladesh.

BC Song Gang: 31,923 tdw blt 1973 Poland - 8597 lwt.

Tw Kyong Song: 15,038 tdw blt 1971 Greece. - 3,510 lwt reported sold region US\$149 ""en bloc" with delivery PROC.

BC Norvik: 26,836 tdw blt 1977 Japan - 6,482 lwt reported sold region US\$166 with delivery Bangladesh.

LPG Alphagas: 7,014 tdw blt 1967 Germany - 3,964 lwt reported sold region US\$148 with delivery "as is" at Fujairah. Onward delivery to India.

NAVY NEWS

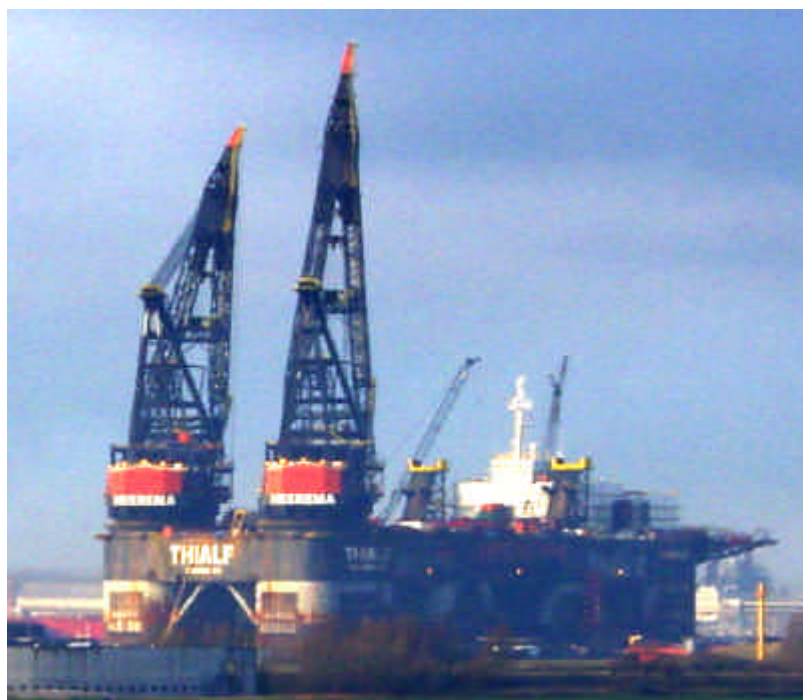


The Dutch frigate **van Galen** (F 834) will arrive back at the Den Helder naval base November 20th after 6 months participating in NATO 's Enduring Freedom in the Middle East.



The new Dutch Frigate **TROMP** during trails in Norway – **Photo via Peter Westdijk**

MOVEMENTS THIALF



Heerema Marine Contractors
THIALF arrived back in the
Beerkanaal for a maintenance
period

Photo : Piet Sinke ©

FARWAH LAUNCHED



The '**Farwah**' FPSO under construction was launched in October and will be operated by Exmar for Total Fina Elf in waters of Libya. This is the fifth FPSO built in the yard and the third of new construction.



The **SMITWIJS SINGAPORE** passed the BONGA outward bound from the Tyne enroute Rotterdam.

Photo : Kevin Blair ©

AIRCRAFT / AIRPORT NEWS

Airbus talking to 3 Asian airlines on A380 orders

Each will probably buy between five and 10 aircraft



Airbus SAS may sell as many as 30 A380 aircraft to three airlines in Asia, said John Leahy, the planemaker's chief commercial officer. The orders would be worth US\$7.2 billion based on the list price for each plane.

'Each one of these orders would probably be in the neighbourhood of between five and 10 aircraft,' Mr Leahy said in an interview at an Association of Asia Pacific Airlines' conference. Airbus is in 'detailed discussions,' he said, declining to name the potential customers for the 550-seat, double-decker plane.

Toulouse, France-based Airbus is building the A380 to challenge Chicago-based Boeing Co's 747 in the market for planes seating more than 400 people. Airbus has 97 firm orders for the new aircraft and about the same number of options, Mr Leahy said.

In Asia, Singapore Airlines Ltd and Qantas Airways Ltd have already ordered the A380, which is scheduled to enter service in 2006. Potential contracts in Asia may come from Japan Airlines System Corp, All Nippon Airways Co, Hong Kong's Cathay Pacific Airways and Korean Air Co, analysts said.

Boeing rolls out newest longer-range 777 jet



The twin-aisle jet can travel up to 13,400 km

In a challenge to the range of its chief rival, Boeing has introduced its newest long-haul jet, the 777-300ER, before a crowd of thousands of Boeing employees, suppliers and airline customers.

The twin-aisle jet, under development for three years, can travel up to **13,400 kilometres** - nearly 2,400 km farther

than 777-300s. An additional 3.9 metres of wing span and raked wingtips help reduce the distance the



jet needs for takeoff, reducing its fuel consumption. Boeing also increased fuel efficiency and offers the option of additional fuel tanks.

Its engines, built by General Electric Aircraft Engines, are the largest in the world - bigger than the fuselage of a 737 jet.

RIJNMOND WEATHER

Vooruitzichten van dinsdag t/m vrijdag:

Licht wisselend weerbeeld!

Veel bewolking, in de middag ook af en toe zon en na woensdag kans op een bui. De zuidoostenwind neemt merkbaar in kracht toe.

DI-19 WO-20 DO-21 VR-22

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Maximumtemperatuur:	8	7	9	9
Minimumtemperatuur:	5	3	5	5
Zonnekans in %:	20	30	20	20
Neerslagkans in %:	10	20	30	30
Windrichting kracht:	OZO-3-4	ZO-3-5	ZO-4-6	Z-3-5

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

<http://www.scheepvaarthoek.nl>

And the renewed site of the National Tugboat Museum at :

[http:// www.nationaalsleepvaartmuseum.nl](http://www.nationaalsleepvaartmuseum.nl)