

DAILY SHIPPING NEWSLETTER 2002 – 088

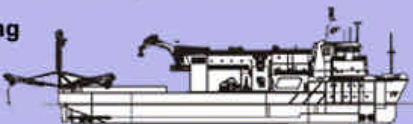


Number 088****DAILY SHIPPING NEWSLETTER*** Thursday 28-11-2002

THIS NEWSLETTER IS BROUGHT TO YOU BY :

**Smit-Oceaneering Cable Systems**
inquiry@socsys.com www.socsys.com

Vessel & ROV operations - Cable & Umbilical Installation - Plowing
Subsea Excavation - Salvage Support - Underwater Intervention
Seismic Support - Cable Burial - Subsea Construction Support
Speciality Tooling & Hardware - Specialized Personnel



**Operation
Enduring Freedom**

EVENTS, INCIDENTS & OPERATIONS

Loods belt bij twijfel meteen autoriteiten

ROTTERDAM - Nederlandse loodsen zullen niet aarzelen de autoriteiten te waarschuwen als aan boord van een schip zaken niet in orde zijn. "Wij hebben geen opsporingsbevoegdheid", vertelt voorzitter Van Dijk van de loodsenorganisatie Rotterdam-Rijnmond. "Maar als wij twijfelen aan bepaalde zaken dan bellen wij met de Inspectie of met Port State Control."

De Deense loods J.J. Thuesen heeft gisteren in de krant Jyllands Posten verklaard eerder deze maand de tanker Prestige te hebben belooft bij de passage van de Grote Belt aan de Deense oostkust. De tanker is woensdag gezonken voor de Spaanse kust. Hij heeft toen geconstateerd dat de radar en andere instrumenten die kunnen helpen om aanvaringen te voorkomen, defect waren. Volgens hem had het schip nooit toestemming mogen krijgen om uit te varen.

Hij schat dat de totale toestand van het schip kritiek was. Thuesen heeft verteld dat de bemanning een jas over het radarscherm had gehangen omdat dat zulk schel licht gaf. Met de Griekse kapitein was volgens hem 'zeer moeilijk samen te werken'. "Het was zo dat hij of geen Engels sprak of echt seniel was." De Deense loods heeft niet de autoriteiten van zijn bevindingen ingelicht. Volgens eigen verklaring omdat hij niet voor het aangeven van klanten is.

Zo zullen Nederlandse loodsen niet denken, geeft Van Dijk aan. "Hiervoor zijn geen regels, maar het is een beroepseer", zegt hij. "Als loods dienen we ook een publiek belang."

Nederlandse boot veegt olie bij Spanje

Het gespecialiseerde schip **Rijndelta** van Rijkswaterstaat is voor de kust van Spanje begonnen met het opvegen van olie uit de vorige week gezonken tanker Prestige. Zondagmiddag waren de weersomstandigheden zodanig dat het vaartuig voor het eerst goed aan het werk kon. Op verzoek van de Spaanse autoriteiten is ook het schip Arca van Rijkswaterstaat onderweg om te helpen.



De eveneens gespecialiseerde **Arca** wordt dinsdag met de dertienkoppige bemanning bij La Coruña verwacht. De **Rijndelta** is 50 mijl ten westen van de Spaanse noordwestpunt Kaap Finisterre aan de slag. Zondag haalden de achttien bemanningsleden 650 kubieke meter dikke olie binnen, aldus crisiscoördinator A. Visser van Rijkswaterstaat.

De Spaanse autoriteiten hadden Nederland gevraagd de twee schepen te sturen om te assisteren bij het opruimen van de smurrie. Hoelang ze aan het werk blijven is nog onduidelijk.

Dat is afhankelijk van de mate waarin de olie bij elkaar blijft, wat weer samenhangt met het weer. "Voorlopig blijven we zeker meerdere dagen", aldus Visser.

Verbod op vullen haloninstallaties

Het vullen van haloninstallaties is met ingang van 1 januari 2003 verboden in de Europese Unie. In 2004 moeten de blusinstallaties zijn verwijderd. Halon is schadelijk voor de ozonlaag. Ter vervanging heeft de industrie een aantal nieuwe blusgassen ontwikkeld. Daarnaast zijn er alternatieve blusmiddelen, zoals watermist en aerosols. Toch kiezen veel schepen voor een CO₂ (koolzuurgas) installatie. Dat lijkt vreemd, want koolzuurgas is in de jaren zestig juist op grote schaal vervangen door halon, omdat het blusgas bij inademing dodelijk is.

Wanneer een machinekamer volloopt met halon ben je wel een beetje duizelig, maar je komt levend naar buiten', zegt Directeur Hans den Boer van brandblusmiddelenbedrijf Hi Safe Systems uit Dordrecht. Bij CO₂ is het al snel einde verhaal. Koolzuurgas is een zuurstofverdringer en de voor het blussen van een machinekamerbrand nodige concentratie is dodelijk. CO₂ moet daarom altijd buiten de machinekamer staan. '

In vergelijking met halon is drie keer zoveel CO₂ nodig om een machinekamerbrand te blussen. Bob Nixon, adviseur van het Fire Protection Subcommittee (FPS) van de IMO, vindt dat reders op grond van veiligheid, werkzaamheid en de ruimte die een CO₂ installatie inneemt eventuele aanschaf kritisch moeten bekijken. Zijn comité doet volgend jaar aanbevelingen en bekijkt alle mogelijkheden opnieuw. Belangrijk voor de IMO is harmonisatie van testcriteria en goedkeuringsnormen voor alternatieven als watermist, aerosol en inerte gassen (bijvoorbeeld stikstof).

Jakarta sinks ships smuggling arms to Aceh

The Indonesian navy said yesterday it had sunk two ships seized by separatist rebels from Thai fishermen to smuggle arms to Aceh province.

'The Indonesian navy's western fleet has shot and sunk two ships carrying smuggled arms,' navy chief Admiral Bernard Kent Sondakh was quoted as saying by the state Antara news agency.

DAILY SHIPPING NEWSLETTER 2002 – 088

He said the action was taken after separatist rebels controlling the ships opened fire. The navy chief did not say when the incident happened but Western Fleet commander Rear Admiral Djoko Sumaryono said it took place last week, Antara reported.

He said Free Aceh Movement (GAM) rebels had seized the two ships from Thai fishermen and used them to smuggle arms. Antara did not say where the weapons had been smuggled from. The crew of the ships, who were held hostage by the rebels, have been freed.

The development comes even as Defence Minister Matori Abdul Djalil said on Monday that the government will seal off the troubled province of Aceh if GAM rebels refuse to sign a peace agreement on Dec 9 to end the bloody conflict there. He also said the Indonesian military (TNI) would launch all-out attacks on GAM's bases. 'If GAM breaks its promise for a second time, the province of Aceh will be closed to land, sea and air communications both from within and outside the area,' he said during a hearing with House of Representatives Commission for foreign affairs, defence and information.

According to him, the exceptions would be for necessary communications to and from Aceh for those serving the interests of the Aceh civil administration and for carrying out TNI's military operations.

Marine deck officer exams set

The licensure examinations for marine deck officers specifically for master mariner, chief mate, and officer-in-charge of a navigational watch will push through on Nov. 30 to Dec. 1.

The results of similar examinations given in June 2002 were earlier deferred by the Professional Regulation Commission (PRC) pending the results of an investigation on alleged irregularities.

An interagency task force created by the PRC to conduct an independent probe is concluding its findings. Maritime industry leaders have thrown their support to the investigation.

"We are fully supporting whatever the PRC has to do to ensure the integrity of the marine deck officers licensure examinations," said Capt. Victor del Prado, president of the Masters and Mates Association of the Philippines (MMAP). "If there were indeed irregularities – as there were rumors about these – then the PRC will have to take the necessary action to remedy the system and against erring parties."

MMAP officials said the investigation is sending a strong signal to the world that the Philippine government is making sure its seafaring officers are properly screened and are professionally competent.

"If the PRC later finds the investigation meriting a nullification of exams, whether in whole or in part, then that's it. It is simply the most appropriate thing to do," said Capt. Hernando Eusebio, MMAP director.

Del Prado said industry leaders "have long been looking forward to the PRC to take the cudgel on the clamor for it to take a long, hard look at persistent reports that there have been irregularities in maritime deck officers licensure examinations."

The MMAP officials said "certain quarters, both the guilty and innocent, will resent PRC's move to institute massive reforms after the findings come out, whatever they may be."

"But we laud the present PRC leadership's intent and resolve to face the allegations and now to actually formally look deeply into the matter."

Del Prado said: "It is now or never. we must not condone any irregularity. It is very clear – we cannot right a wrong by committing another wrong by keeping quiet just because the sentiment of certain quarters will be affected. Any single irregularity cannot be condoned if the PRC is indeed true to its policy of highly professional and good governance."

For his part, Eusebio stressed: "We must avoid situation like these from arising in the future. In the long run, this will be beneficial to the image of Filipino marine deck officers as globally competitive professionals." "we have been losing ships to other nationalities when these could have been easily run by Filipins. The unprofessional behavior of some has been casting doubt on Filipino competency and is being negatively picked up by employers," he lamented.

The Philippine still ranks as a major supplier of seafarers. The task force is composed of officials and experts from the Philippine National Police, the National Bureau of Investigation and the Public Attorneys Office.

Tokyo, Hong Kong Ship Fires Die Down

Long-burning fires on two freighters in Asian waters, outside Tokyo and Hong Kong, died down Wednesday while Chinese authorities said they finally plugged an oil tanker leak that left an oil slick on miles of the mainland's coastal waters. In Japan, a grounded freighter carrying about 3,700 vehicles, burned out of control Tuesday near Izu-Oshima, an island about 80 miles south of Tokyo. But by Wednesday morning, the fire had largely burned itself out, said village official Takashi Hatano.

Billowing smoke and the threat of explosion from the 56,835-ton **Hual Europe** forced dozens of people on shore nearby to be evacuated. Hatano said the 34 people who had sought shelter overnight had all gone home by Wednesday morning. The ship also spilled 106,000 gallons of oil, and the Japanese Coast Guard said Tuesday evening it was beginning a clean up. The Coast Guard did not say how big the slick was, but media reports estimated it at 1 mile long and 32 feet wide.

The Bahamian-registered ship ran aground off shore during an early October typhoon. The 24 crew members were rescued Oct. 2, and the cause of the fire was not known, said Coast Guard spokesman Kenichi Sasaki. No injuries were reported. Media reports said the ship was on its way from Yokohama to Jamaica with a cargo worth \$82 million.

A Coast Guard detachment of three boats and a helicopter were unable to get close enough to the stranded ship to try fighting the blaze. By midday, the hulk had rolled onto its side against the rocky cliffs. Meanwhile, a fire aboard an abandoned tanker off Hong Kong died down significantly Tuesday and was not threatening to ignite its cargo of 20,000 tons of highly volatile liquefied petroleum gas, a Hong Kong marine official said. The fire waned enough for a Chinese official to board the ship to examine the damage for the first time since the blaze broke out Saturday night.



The **Gaz Poem** tanker, which left Hong Kong for a mainland Chinese port last week, was moored about 30 miles south of Daya Bay, southern China. Persistent strong winds and rough seas have prevented firefighting vessels from approaching the ship. In the northern Chinese port city of Tianjin, authorities finally plugged an oil leak aboard a Maltese-registered tanker that left a slick on the Bohai Sea, state media in Beijing said.

The **Tasman Sea**, bound for Tianjin, was at anchor with about 80,000 tons of oil on board, when it was hit by a Chinese ship early Saturday. The collision left a slick 2.5 miles long and 1.4 miles across.

Despite bad weather and high seas, the ship's damaged third compartment was repaired and the flow of oil brought under control by late Monday, the official Xinhua News Agency and newspapers said. Seven cleaning ships were applying chemical agents to the oil, the English-language China Daily said. No one was injured.

Madrid en Parijs verscherpen regels scheepvaart

Spanje en Frankrijk verscherpen met ingang van vandaag hun regels voor de controle van schepen die met gevaarlijke stoffen voor hun kusten varen. Aanleiding hiervoor is de ramp van de olietanker 'Prestige' voor de kust van het Spaanse Galicië. De Franse en Spaanse autoriteiten willen ook vooraf alle informatie hebben over de schepen voordat ze in de buurt komen. Ze willen niet wachten op Europese besluitvorming over een veiliger tankervvaart.

Brand op tanker met LPG gedoofd

De brand op een met 20.000 ton vloeibaar petroleumgas (LPG) geladen tanker voor de kust van Hongkong is gedoofd. Dat hebben de autoriteiten in Hongkong vanmorgen gemeld. Een functionaris zei dat het gevaar van een explosie van de tanker nog niet was geweken. Daarom is binnen een straal van zestien zeemijl van het schip voorlopig geen scheepvaartverkeer toegestaan. Het onder Panamese vlag varende schip bevindt zich ongeveer dertig kilometer ten zuidoosten van Hongkong

CASUALTY REPORTING

COLLISION AT THE NEW WATERWAY

Tuesday evening around 20:30 hrs It the tanker **HELLENIC STAR** (165 metres long carrying 28,000 tons of fuel oil) lost her steering and hit the container feeders **WESTERN TRADER** (111 meters) and **WEST EXPRESS** (93 meters), the last one only encountered slight damage and was moored later at the Amazone harbour,



Photo left by **Jos Leentvaar – SMIT ©**

the **WESTERN TRADER** was not so lucky and encountered heavy damage , the vessel was pushed against the wall to avoid that the vessel should sink, the crane **MARCOR 4** started with offloading of the

containers onto a barge. the **HELLENIC STAR** was despite severe damage to its bow able to proceed under its own power to the Scheurkade.

DAILY SHIPPING NEWSLETTER 2002 – 088



Top : The **WESTERN TRADER** is pushed against the quayside - photo : Arco van Wijngen ©

The tugs **VARNEBANK**, **VS ROTTERDAM**, **SD JACOBA**, **SMIT PORTUGAL** and **ZP MONTALENA** were mobilized to the scene, later was the **KWINTEBANK** released the **VARNEBANK**, also the Salvage vessel **JACOMINA** and **BEVER** the pusher tug **SCHELDE** were mobilized to push the barges alongside assisted by the **SMIT FINLAND** followed by the Sheerlegs **ASIAN HERCULES II**.



The Salvage vessel **JACOMINA** alongside the **WESTERN TRADER**, the damage is good visible onboard the **WESTERN TRADER**.

Photo : Jos Leentvaar ©

No injuries were reported. The shipping inspectorate, the harbour police and the

Directorate-General for Public Works and Water Management have started an investigation. The Rotterdam Municipal Port Management spokesman said that a collision involving three sea-going vessels is 'fairly unique'



Bahamian-registered freighter **Hual Europe** is grounded on Izu-Oshima Island, roughly 100 kilometers (62 miles) south of Tokyo, 27 November 2002. A Japanese firefighting vessel continued to battle the blaze on the car freighter as officials tried to contain environmental damages by leaked fuel oil.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :

VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.

Canada Maritime Newbuildings Make Progress



Top : The **CANMAR BRAVERY** moored at the port of Genua – Photo : Piet Sinke ©

With the recent keel laying of the first ship and the cutting of steel for the second taking place today, Canada Maritime's latest newbuilding program is making progress. The names for the vessels have also been released. The keel laying of the **Canmar Venture**, the first of the two vessels being built by Daewoo Shipbuilding & Heavy Machinery in South Korea, took place on October 14th. This has been followed today by the cutting of the first steel for the Canmar Spirit. Canmar Venture is on schedule to be delivered in early June 2003 and **Canmar Spirit** in late July 2003. The ships will each be 294 metres long, 32.2 metres wide and have a draught of 10.78 metres. Their nominal capacity is 4100 teu, with a service speed of 22 knots. The **Canmar Venture** and **Canmar Spirit** are two of three ships ordered to operate in Canada Maritime's Northern Service. This offers three routings which all operate weekly through the Montreal Gateway. Route 1 links Montreal with Thamesport, Antwerp and Le Havre; Route 2 links Montreal with Antwerp and Hamburg and Route 3 links Montreal with

Liverpool. A third vessel has been ordered by OOCL, Canada Maritime's long-standing partner in the St. Lawrence Co-ordinated Service (SLCS). Co-incidentally, SLCS comes of age and celebrates 21 years of operation this year. Canada Maritime and OOCL will continue to market their services independently as competitors. These newbuildings will mark the third time in eight years that new tonnage has been introduced into Canada Maritime's Northern Service. The first ships of 2200 teu capacity entered service in 1996, followed by 2800 teu ships in 1998. "We are very much looking forward to seeing these new ships enter service next year," said Terry Burrows, Senior Vice President, CP Ships with overall responsibility for Canada Maritime. "They are a further demonstration of our ongoing commitment to this key regional market, and evidence of our ongoing investment in a quality service product that keeps us ahead of our competitors." This is the second time that the Canmar Spirit and Canmar Venture names have been used in the Canada Maritime fleet. The earlier Spirit and Venture were retired last year after many years of reliable service.

Carrouselleper helpt schip van de boei

Het Terneuzense sleep- en bergingsbedrijf Multraship heeft de nieuwe `carrouselteg` ingezet om de Manzanillo naar de haven in Hansweert te slepen.



De carrouselteg is een sleepboot met een sleephaak die helemaal rond kan draaien. De Manzanillo voer in de Schaar van Waarde over een boei, die in zijn schroef bleef zitten. Het kon niet meer op eigen kracht de veilige haven bereiken. De carrouselteg heeft een oranje kleurige ring rond het stuurhuis die op kogellagers loopt en 360 graden kan draaien. Andere sleepers kunnen maar een halve cirkel maken. De sleephaak kan aan de ring worden vastgemaakt. Het voordeel van de sleeptechniek is dat de carrouselteg wendbaar is en niet meer kan omkiepen. Volgens Multraship komt het ongeveer twee keer per jaar voor dat een schip over een boei vaart en assistentie nodig heeft van een sleepbedrijf.

KONINKLIJKE NAMEN VOOR VOETVEREN OVER MONDING ZEESCHELDE

De **Prins Willem-Alexander** en **Prinses Máxima** gaan het fiets- en voetverkeer tussen Breskens en Vlissingen verzorgen, na oplevering van de Westerscheldetunnel. Daarmee wordt de traditionele naamgeving van veerboten over de Westerschelde voortgezet. Ook in het verleden prijken steeds namen van leden van het Nederlandse huis van Oranje op de veerboten die de dienst verzekerden over

de Zeeschelde. De nieuwe fiets-voetveerboden komen pas begin 2004 in de vaart. Ze worden gebouwd door de Koninklijke Scheldegroep in Vlissingen.

Guangzhou port to receive upgrade

The Guangzhou municipal government will spend more than \$964mil. over the next few years to expand and upgrade its port to help it preserve its status as an important logistics centre in southern China and Asia. The money will mainly be used to further improve the port's infrastructure, deepen marine routes, construct a new oil wharf and chemical dock and rebuild three 35,000t container berths, according to Huang Guosheng, director-general of the Guangzhou Harbour Bureau. By 2005, the port's marine routes will be deepened from the existing 11.5m to 13m, allowing cargo ships carrying more than 50,000t to berth in the city. The move also aims to build Guangzhou Port into one of the world's top 10 biggest export and import ports before 2005 -- playing a more important role in the foreign trade sector of the economically booming Guangdong Province, of which Guangzhou is the capital. The port is expected to handle 2.1mil. containers this year.

STAR Enroute to the Caribbean

Montreal-based Anaconda Maritime's 1968-built **CARIBIC STAR** (former **ARCADIA, VICENTE PUCHOL**), released from arrest earlier this month, departed Montreal on 10 November for the Dominican Republic. Her future operators and intended service are yet to be announced.

Wijsmuller krijgt grip op scheepsbrand

Bergers van Svitzer/Wijsmuller krijgen meer greep op de brand aan boord van het containerschip **'Hanjin-Pennsylvania'** voor de kust van Sri Lanka. De temperaturen nemen verder af, aldus een woordvoerder van het bedrijf in IJmuiden. De bergers zijn langer aan boord en kunnen meer aandacht besteden aan het schip zelf. Zij moeten controleren hoe het staat met de sterkte van het 280 meter lange vaartuig. Door de hitte vervormt en verandert het staal en kan het schip verzwakken

NAVY NEWS

NAVY HELICOPTER IN LIGHTNING RESCUE

A Search and Rescue helicopter from Royal Naval Air Station Culdrose in Cornwall airlifted four surfers who had been injured by a bolt of lightning and flew them to hospital in Truro. The surfers had been taking part in one of the British Longboard Union's surfing competitions at Porth Kidney Sands near St Ives when freak lightning struck a cliffside tree sending thousands of volts down into the sea below.

One woman was struck by the lightning bolt, a man nearby was knocked unconscious and other surfers in the vicinity were dazed and shocked. The helicopter from 771 Naval Air Squadron at Culdrose flew the four casualties to the Royal Cornwall Hospital in Truro where the condition of the most seriously injured woman was described as stable. Culdrose Public Relations Officer, Doreen George, said: "The police and ambulance were already on scene and the Westcountry ambulance crew had put one casualty on a stretcher. In a situation like this, time is of the essence and within ten minutes of arriving on the scene the helicopter got the injured to hospital."

MSDF ships return to Sasebo

DAILY SHIPPING NEWSLETTER 2002 – 088

Two Maritime Self-Defense Force (MSDF) vessels returned to Sasebo port in Nagasaki Prefecture on Tuesday after several months in the Indian Ocean providing logistical support to U.S.-led antiterrorism forces there.



The MSDF supply ship **Hamana** with a crew of 130 provided fuel to U.S. and British fleets as part of Japan's logistical support under antiterrorism

legislation enacted by the Diet in October last year.



The view of the **USS George Washington (CVN 73)** as seen from an F-14 "Tomcat" fighter aircraft assigned to the "Jolly Rogers" of Fighter Squadron One Zero Three (VF 103), during final approach for an arrested landing on the ship's flight deck. George Washington and her embarked Carrier Air Wing Seventeen (CVW-17) are on a six-month deployment conducting missions in support of Operation Enduring Freedom and Southern Watch in both the Mediterranean Sea and Arabian Gulf.



The elevator opening in the hangar bay frames the guided missile frigate **USS Ingraham (FFG 61)** on the starboard side of the **USS Carl Vinson** during an early morning replenishment at sea (RAS). Both ships are currently underway off the south western coast of California conducting training in preparation for their next regular scheduled deployment.

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>

NEW DAMEN ASD 3110



The new **WAADI HATEEB** during trails in the Europort , the vessel is bound for Aden .



Photo's : Dirk van Wolveren Sr ©

AIRCRAFT / AIRPORT NEWS



Senior members of Congress have boosted their lobbying on behalf of United Airlines as the Bush administration nears a decision on whether to give the carrier a loan guarantee to avoid bankruptcy. Led by House of Representatives Speaker Dennis Hastert, most of the Illinois and Virginia congressional delegations have pressed senior White House, economic, and transportation officials to help the Chicago-based carrier with a \$1.8 billion guarantee. This file photo shows United Airlines flights arriving at Denver International Airport on August 9, 2000.

Canadese koper voor Delsey

De Canadese groep L-Air Holding wil de vlieglicentie van de failliete Belgische maatschappij **Delsey Airlines** overnemen en op termijn negen A330's en A340's inzetten vanuit Brussel naar onder andere de Franse Antillen en een aantal Afrikaanse bestemmingen. L-Air Holding nam eerder al de activiteiten van het Franse Aerolyon over en heeft als L-Air nu drie DC10's in de lucht. De Canadese koper wil een

honderdtal werknemers van Delsey werven en zou ook de route Jerevan-Brussel-Los Angeles heropstarten.

US Airways schrapt meer banen

De Amerikaanse luchtvaartmaatschappij **US Airways** gaat nog eens 2.500 banen schrappen en vraagt het personeel dat mag blijven om een loonoffer. Met de plannen, die gisteren zijn aangekondigd, wil de onderneming een einde maken aan de surseance waarin ze sinds oktober verkeert. US Airways telt 35.000 werknemers. Sinds de verlening van uitstel van betaling zijn al 2.500 banen verdwenen. De directie hoopt dat de nieuwe ontslagen van tijdelijke aard zijn.

RIJNMOND WEATHER

Vooruitzichten van donderdag t/m zondag:

Licht wisselvallig!

Ook de laatste dagen van november verlopen vrij zacht. Er is veel bewolking aanwezig, slechts af en toe zon en soms valt er wat regen of een bui.

	DO-28	VR-29	ZA-30	ZO-31
Maximumtemperatuur:	10	9	8	9
Minimumtemperatuur:	5	6	4	6
Zonnekans in %:	30	30	30	20
Neerslagkans in %:	40	30	40	50
Windrichting kracht:	Z-3-5	Z-3-4	ZO-2-4	ZZO-4-6

PHOTO OF THE DAY



Photo: Hans de Jong Maritime Pictures ©