

## DAILY SHIPPING NEWSLETTER 2002 – 094



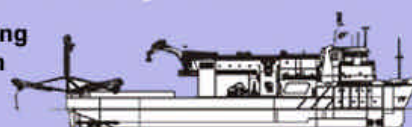
Number 094\*\*\*DAILY SHIPPING NEWSLETTER\*\*\* Wednesday 04-12-2002

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## EVENTS, INCIDENTS & OPERATIONS

### More oil hits Spain as sub probes for Prestige

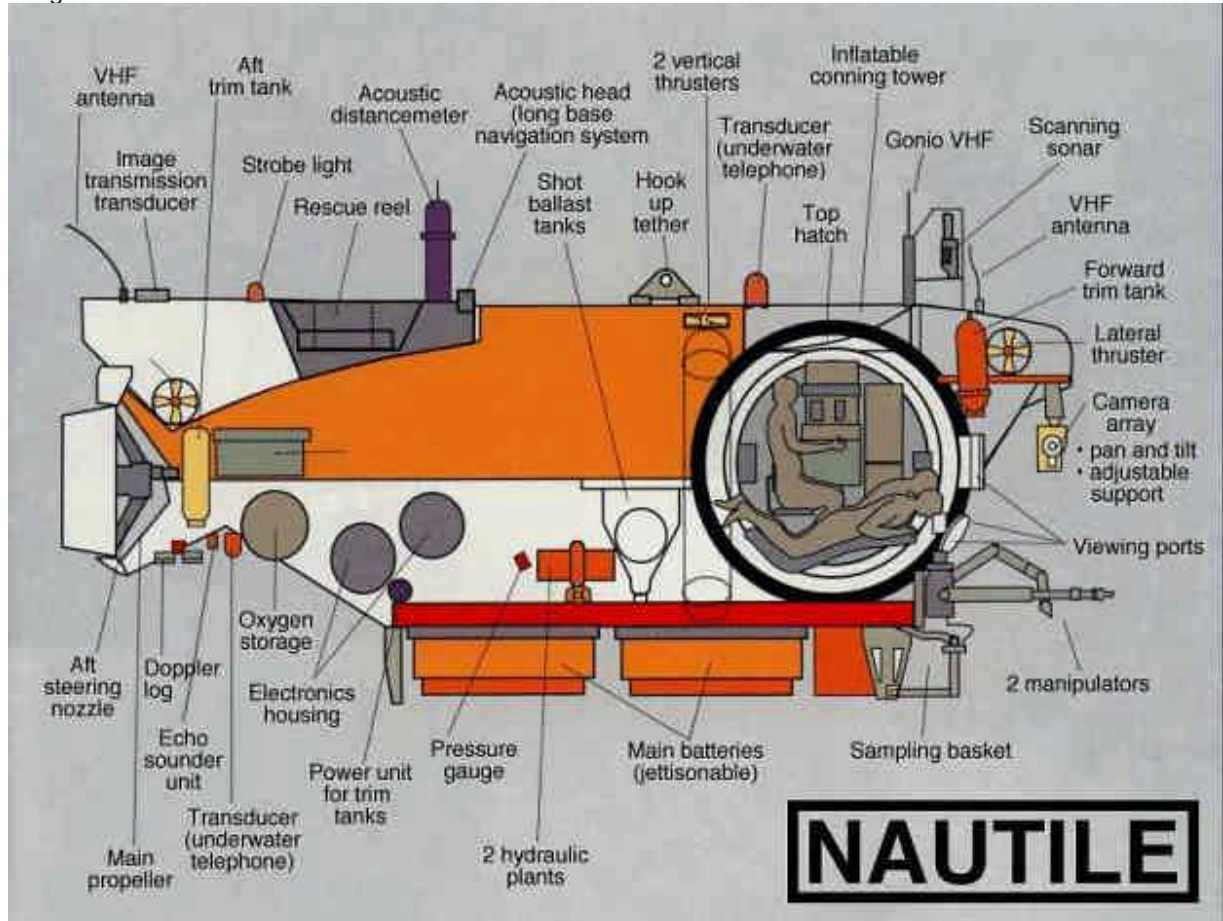


A yellow submarine descended into the Atlantic on Monday to search for the sunken tanker Prestige, as a second toxic oil slick from the shattered ship threatened to further blacken the coast of northwest Spain.

The mission of the French bathyscaphe Nautile and its three-person crew is to investigate the remains of the Prestige, which snapped in two on November 19 with most of its 77,000 tonnes of fuel oil on board and plunged 3.6 km (two miles) to the ocean floor.

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Spain hired the Nautilo, best known for finding the remains of the Titanic, to finally answer the question of whether the Prestige was still leaking the sludge-like oil or if its toxic cargo had simply congealed at the cold bottom of the sea.



"The **Nautilo** has begun to submerge in the area of the remains (of the Prestige). There is a signal coming from what is believed to be the remains," said Pedro Echeverria, a spokesman for the Spanish coast guard.

The **Nautilo**, eight metres long and capable of diving to depths of six km (3.7 miles), attempted to take the first look at the hull of the 26-year-old Prestige since it sank on November 19 some 210 km (130 miles) from the coast.

Six days earlier, on November 13, the tanker developed a crack in its hull during an Atlantic storm.

Spain ordered it tugged out to sea and the tanker leaked some of its foul-smelling shipment for six days before sinking.

The first wave of oil from the initial leak has already fouled more than 164 beaches over hundreds of km (miles) of coastline in Galicia, devastating the local fishing industry vital to the regional economy.

Much of another massive slick, disgorged when the Prestige broke apart, is still undulating 16 nautical miles (30 km) off the coast. Some has begun to be washed ashore, killing birds, fish and dolphins ensnared in its oily grip.

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The slick was once estimated at 9,000 to 11,000 tonnes of fuel oil but has been reduced by a fleet of clean-up ships and is being contained by nearly 12 km (7.5 miles) of barriers.

### LAND AND SEA CLEANUP

At sea, five specialised ships continued to suck up fuel oil from the sea while three others unloaded 1,500 tonnes of the spill that was gathered on Sunday, the government said. In all some 7,000 tonnes have been extracted from the ocean.



On land, exhausted clean-up crews in white jump suits and surgical masks went back to work on beaches they had scrubbed just last week, shovelling waste that smells of petroleum and looks like melted chocolate.

"It's like glue," said one of the workers in Muxia, a beach town where King Juan Carlos toured the blackened beach. Fumes from the foul-smelling residue turned white curtains yellow, a local resident said.

Crew raked up carpets of oil some 15 cm (six inches) thick near seaside homes where black sludge clung to gardens. "The biggest problem is that we don't know what we're waiting for," said another, Tino Caamano. "We know it's toxic but we don't know how toxic."

"It hurts to breathe, it's like breathing gas," said Benito Herrero, a resident of Muxia.

As weary clean-up teams faced the dispiriting task of setting to work again on beaches already cleared once of the Prestige's legacy, locals said they feared even greater damage from the slick still offshore.

Seafood gatherers said rocky banks that are habitats for goose barnacle were plastered in oil, wiping out the shellfish that is a prized local delicacy. "We are accustomed to the smell now but we have to have our windows shut at all times. You are eating and your food suddenly tastes of petrol," said fisherman Juan Bua.

## 194 Sick in Latest Cruise Ship Outbreak

A Carnival cruise ship returned from a three-day voyage Monday carrying nearly 200 people sickened by a gastrointestinal virus, with symptoms similar to those plaguing other cruise liners.

A total of 190 passengers and four crew members on the Fascination reported vomiting and diarrhea, but experts had not yet confirmed whether they had a Norwalk-like virus, said Tim Gallagher, a Carnival Corp. spokesman.

So-called Norwalk-like viruses have plagued more than 1,000 people on other cruise ships in the past few months, including Holland America Line's **Amsterdam** and Disney Cruise Line's **Magic**, causing those companies to cancel one sailing each to thoroughly disinfect the ships.



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The illness is seasonal, peaking in the colder months, and is not uncommon, said Dr. Steven Wiersma, the state epidemiologist.

"We've already seen some (cases) in Florida - this is not just a cruise ship issue," he said.

Wiersma said it was too early to tell if the recent outbreaks represent a spike in occurrences, since more people are reporting being sick because of the increased attention given to the cruise ship cases. Officials of the federal Centers for Disease Control and Prevention have said there is no evidence that the cruise ship outbreaks are the work of terrorists.

The number of gastrointestinal illnesses on cruise ships has declined since 1990, CDC spokeswoman Bernadette Burden said Monday, although she said the CDC does not currently have exact numbers.



CDC experts obtained lab samples from the [Fascination](#) and its passengers to determine if a Norwalk-like virus caused the outbreak, with test results expected within five days, Burden said.

The 855-foot [Fascination](#) carried 2,428 passengers and more than 900 crew members on its three-day voyage to the Bahamas.

The federal Centers for Disease Control and Prevention was overseeing the cleaning of the ship, which was still scheduled for a late-afternoon sailing on a four-day cruise to Key West and Cozumel, Mexico, Gallagher said.

"We're taking all possible precautions ... given the recent incidence of Norwalk-like viruses on cruise ships," Gallagher said. Sickened Fascination passengers will not receive a refund or compensation because most became ill late Sunday, the last full day of the cruise.

The Norwalk virus, named for an outbreak 30 years ago in Norwalk, Ohio, and a group of Norwalk-like viruses are among several common micro-organisms that can cause diarrhea, stomach pain and vomiting for 24 to 48 hours, according to the CDC. They are spread through food and water and close contact with infected people or things they have touched. The incubation period is about two to three days.

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The **Amsterdam**, which was held at Port Everglades in Fort Lauderdale for 10 days to be disinfected, departed on a 10-day Caribbean cruise Sunday with 1,261 passengers. "We are very confident that we have broken the cycle," said Rose Abello, a Holland America spokeswoman. "Can we guarantee that nobody will ever get sick? Absolutely not."

Holland America Line Inc. also is owned by the Miami-based Carnival Corp. Disinfecting the Amsterdam included steam-cleaning drapes, furniture, cushions and 300,000 square feet of carpet, and even disinfecting poker chips. One passenger on Sunday's sailing, retired doctor Larry Lavoie, said he wasn't worried because the **Amsterdam** is now **"the cleanest ship on the ocean."**

Passengers on other Holland America ships, the **Ryndam** and **Statendam**, have also contracted the Norwalk-like virus on recent cruises. A lawsuit seeking class-action status was filed in Canada in August on behalf of **Ryndam** passengers.

## Piracy Incidents

**24.11.2002** at 8.30pm at Pemancingan anchorage, Indonesia, six pirates armed with knives in a wooden boat boarded a general cargo via anchor chain. Alert duty officer raised alarm and armed men jumped overboard and escaped in a waiting boat.

**22.11.2002** at 12.30am at Rio Haina port, Dominican Republic, four pirates, one armed with a rifle, boarded a LPG carrier moored at buoys. Alert duty officer raised alarm and pirates escaped by jumping into sea. Upon checking, crew found a large quantity of safety equipment was stolen from lifeboat.

**20.11.2002** between 10am and 11am, Balikpapan anchorage, Indonesia, six pirates armed with long knives and crowbars boarded a tanker via starboard anchor chain. Pirates broke open forward store and stole ship's stores and one life raft on forecastle deck and escaped in a fishing boat.

**17.11.2002** at 1.30am off Pantai Remis coast, Perak, Malaysia, eight pirates fired at a fishing boat engaged in casting nets. One crewmember was hit with a bullet. The skipper managed to steer the boat towards the coast to escape from pirates. There were more than 20 bullet marks on the boat.

## Malta confirms identity of expelled tanker

MALTA Maritime Authority has confirmed that the vessel expelled from Spain's 200-mile EEZ this weekend was the Russian-owned **Moskovskiy Festival**, a 18,526 gt product tanker built in 1985.

The Malta-flag vessel, managed by Novorossiysk Shipping and owned by Malta-registered Festival Shipping, was escorted beyond the 200-mile mark as part of a crackdown on older single-hull vessels deemed unsafe by Spain in the wake of the Prestige disaster.

Ironically, the tanker was last inspected on October 30 this year in the Spanish port of Santa Cruz de Tenerife, with only one crew-related deficiency found.

The tanker, classed by Lloyd's Register, was not detained.

There was some initial confusion as to the name of the ship, first reported by Spanish government spokesmen as the Moscovsky and later as the Moskowsky.

The vessel sailed from Tallinn on November 23, en route to Gibraltar according to Spanish authorities.

## Greenpeace bang voor olietanker

Activisten van Greenpeace hebben geprobeerd het vertrek van de olietanker Byzantio uit de Estlandse havenstad Muuga te verhinderen. Byzantio die op weg is naar Rotterdam, is namelijk het broertje van de gezonken ramptanker Prestige.



De Byzantio is net als de Prestige 26 jaar oud en heeft net als de ramptanker geen dubbele huid. Het is opnieuw Crown International die het schip huurt. Het was ook de huurder van de Prestige. De Zwitserse firma is een volle dochter van de Alfa groep, een Russisch conglomeraat van banken, handelsfirma's en industriële activiteiten.

Wanneer de Byzantio Rotterdam aandoet, is onduidelijk. De tanker heeft zich tegen de verwachting in nog niet aangemeld, aldus de zegsman van het havenbedrijf Rotterdam. De mogelijke komst van Byzantio is voor de

havendienst geen reden om extra in actie te komen: „Het schip is gewoon goed. Ook tankers met een enkele wand krijgen een certificaat mee. Dat is niets bijzonders, want de helft van de wereldtankervloot is enkelhuidig.” De woordvoerder vindt het dan ook complete onzin dat de pers zich op de Byzantio stort: „Jullie jagen op spoken. Ga toch eens wat anders doen.”

Het tankerverkeer in de Baltische zee is de afgelopen drie jaar met 40 procent gestegen. De oorzaak is een spectaculaire groei van de olie-export van Rusland. De tankervloot in de wereld kan deze plotselinge oliestroom uit de havens aan de Baltische zee niet aan. „Daarom”, zegt Greenpeace Rusland in een verklaring, „wordt alles wat varen kan bij elkaar geschraapt en dat heeft geleid tot de ramp onder de Spaanse kust met de tanker Prestige.”

De havens aan de Baltische zee zitten allemaal aan de top van hun capaciteit. De Russische oliemaatschappijen willen de verstopping oplossen door een nieuwe pijpleiding aan te leggen naar Moermansk en daar een nieuwe terminal te bouwen. Het tankerverkeer vanuit Rusland zal daardoor in de komende jaren alleen nog maar groeien.

Volgens de experts weet een bedrijf als Crown International wanneer zij een schip 'met risico's' huurt. De Prestige voer onder de vlag van de Bahama's en de Byzantio vaart onder de vlag van Malta. Beide vlaggen zijn verdacht bij alle havenautoriteiten in de wereld. Lloyds registreerde dat de olietankers die dit jaar de havens aan de Baltische zee en ook de Zwarte Zee verlieten in grote meerderheid tot de risicocategorie behoorden. Van het aantal ingezette olietankers was 65 procent meer dan 20 jaar oud en enkelwandig.

In de Russische media is de suggestie gewekt dat oliemaatschappijen met hun praktijken in de Russische havens uit de voeten kunnen vanwege de hoge graad van corruptie. In de Moscow Times verdedigt de havenmeester van Petersburg zich tegen die aantijgingen. Hij zegt dat de Prestige die uit de haven van Petersburg vertrok voor zijn rampreis wel degelijk is gecontroleerd en dat het schip geldige zeewaardigheidspapieren had, die zijn uitgegeven door het Amerikaanse Bureau voor de Scheepvaart.

De havenmeester, Michail Sinelnikov, geeft wel toe dat zijn inspecteurs onder grote druk moeten werken. Hij zegt: „In de afgelopen drie jaar is het tankerverkeer elk jaar met tien procent gestegen. In

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de zomermaanden doen we 250 tankers per dag." De Prestige heeft lange tijd in de haven van Petersburg gelegen als extra opslagruimte. Andere tankers namen de olie uit de Prestige over voor transport.

De havenautoriteiten zeggen dat er geen tijd was voor een volledige inspectie volgens alle voorschriften, omdat dat twee dagen zou duren. Daarvoor was geen tijd. „De papieren van de Prestige waren geldig tot het jaar 2006. Daarom is er geen uitgebreide inspectie gedaan", aldus de havenmeester.

De Europese Commissie wil bilateraal overleg met Rusland naar aanleiding van de ramp met de Prestige. In Kopenhagen start volgende week de bijeenkomst van transportministers van de Europese Unie. Er gaan stemmen op tankers met een enkele huid te weren uit de Europese wateren. Volgens de huidige regels hebben rederijen tot het jaar 2015 de tijd de oude olietankers uit de vaart te nemen. Strengere Europese regels brengen de Russische oliemaatschappijen onmiddellijk in de problemen. Het zou een abrupt einde maken aan de spectaculaire groei van de Russische olie-export.

## CASUALTY REPORTING

### 'Toughest mission' for rescue pilot



The pilot of the helicopter which winched three crew men off a stricken cargo vessel said it was the most challenging rescue he had attempted. The **Scot Ranger** listed to 30 degrees after its timber cargo shifted off Land's End on Sunday night.

The ship - with three remaining crewmen on board - was escorted to Mounts Bay near Penzance for repair work.

High winds and huge rolling seas made the rescue extremely hazardous said Lieutenant Commander Dave Crimmen, of 771 Squadron at RNAS Culdrose.

The ship was so far out of water you could see the propeller turning



Left : Lieutenant Commander Dave Crimmen

He was called in at 2300 GMT after Falmouth Coastguards decided it would be safest to winch the crewmen off the 2,000-tonne vessel.

Lt-Cdr Crimmen said: "The waves were about 25 to 30 feet high.

"The ship was going from being under water to being so far out of water you could see the propeller turning.

"I had never come across anything as hard as this before."

Three of the crew were lifted off one at a time and one appeared to be in shock. He is in a stable condition at the Royal Cornwall Hospital in Trerule, Truro.

The ship was escorted by the Falmouth Coastguard tug, the **Far Sky**. Captain Glen Covell praised the actions of the remaining crew for keeping the ship afloat.



"There is timber on deck which is leaning to one side, but it is still all on board and is in one place."

The plight of the **Scot Ranger** has evoked memories of the 6,000-tonne **Kodima**, which was driven ashore in gales in February.

It was also carrying a cargo of timber, most of which was washed ashore.

## **Bulk carrier close to sinking after explosion off Aalborg**

THE German bulk carrier, **Sierksdorf**, was on the point of sinking entirely after a powerful explosion in the cargo hold caused it to take in water this morning in Aalborg.

The ship was due to unload 2,700 tonnes of oxytone aluminium slag, raw material used in cement production, at the Aalborg Portland cement factory's privately-owned port when the explosion occurred at around 4.30am.

Frands Grejs, Executive Vice-President at Aalborg Portland, told Lloyd's List the explosion occurred when the crew opened the hatches. "At that moment, there was a powerful explosion in the hold. It was so powerful that it blew a hole in the hold. The ship began to take water in. Of the crew, four were seriously injured with burns."

One was particularly badly injured, with burns and broken bones, and he was due to be flown by helicopter from the north Jutland town to Hvidovre Hospital near Copenhagen, which has a specialist burns unit.

Two others were treated locally for burns while another two were due to be discharged after minor treatment. The crew is Polish with a German master.

## **GAZ POEM (PANAMA)**

Following received from Hong Kong MRCC, timed 0505, UTC: Lpg **Gaz Poem** is at anchor in lat 22 17N, long 114 40.5E. Fire was reported extinguished and slight smoke reported as of Nov 29

## **HANJIN PENNSYLVANIA (LIBERIA)**

C.c. **Hanjin Pennsylvania** remains about 40 miles off the western coast of Sri Lanka. Inspections are currently being carried out and are expected to last until the end of this week.

## **SCOT RANGER (U.K.)**

Following received from Coastguard Falmouth MRCC, timed 0502, UTC: General cargo **Scot Ranger**, listing 30 degrees due to timber deck cargo shift. Anchor handling tug/supply **Far Sky** tasked and arrived on scene at 0435, UTC. St Ives lifeboat and general cargo **Arklow Marsh** released. Rescue helicopter **R193** evacuated three persons, one was taken to hospital for a checkup. Far Sky to stand by vessel until daylight, when situation will be assessed



## SHIPYARD NEWS

# 'World's safest tanker' delivered to Wappen Reederei

AFTER successful trial runs in the Baltic Sea, the 8,000 dwt tanker newbuilding **Wappen von Hamburg** is to be named and delivered at Hamburg .

The tanker is the first in a series of six units ordered by the Hamburg-based Wappen-Reederei, founded in 2000 by shipowner Günther Kordts together with the financiers Harald Block and Erich Schlegel. Designed by the orderer in co-operation with the Lindenau yard, the newbuildings have been described as the "world's safest tankers" due to their twin propulsion and steering gear system.

The double hull tankers are driven by two independently operated main Alpha 1800 kW engines for a service speed of 15.5 knots.

The **Wappen von Hamburg** was built at Damen Galati yard in Romania on order of the German trading house Ferrostaal, part of the MAN group. It sailed under its own power to Germany in November. The German-flagged newbuilding series is to be completed by the end of 2003.

The Lindenau-designed **Wappen von Hamburg** is the first in a series of six units ordered by the Hamburg-based company.

## HDW central to new naval group

THE maritime infrastructure surrounding the Kiel Canal includes several leading shipyards, including Germany's largest shipbuilder Howaldtswerke-Deutsche Werft.

HDW is certainly the German yard that made most news headlines this year due to its surprising change of ownership in March.

Former majority owner Babcock Borsig did a sudden turnaround in its view of the shipbuilder from seeking full ownership to total divestment.

The new owner is One Equity Partners, the Chicago investment company. Babcock Borsig's withdrawal was inspired by the lack of money required to buy the remaining 25%. The group went bankrupt following the disposal of the yard.

One Equity Partners is seeking to take in several other shareholders, namely Thyssen Krupp and Ferrostaal with 15% each. This would finally allow the formation of the long-planned naval shipbuilding group in Germany, combining HDW with the ThyssenKrupp yards. Plans to offer a stake to US defence group Northrop Grumman have been shelved for the time being.

HDW is highly profitable because of its naval business. It is currently building the first fuel-cell-driven submarine for the German navy, to be delivered in early 2004.

After its financial disaster with a newbuilding programme for Greece's **Superfast Ferries** in 2000, the yard has not returned to merchant newbuildings yet and has accordingly reduced its workforce in this sector.

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The orderbook of the HDW group stands at E 6.5bn (\$6.4bn), including Swedish shipbuilder Kockums and the smaller repair yard HDW-Nobiskrug in Rendsburg, which also build specialised vessels.

Nobiskrug is one of the few German yards which has received new orders in the course of this year. Premicon, a Munich-based investment company, has ordered up to six river cruise vessels, the keel-laying for the first of which has just taken place.

The yard said that this market segment has a “stable potential for follow-up orders”. With regard to repair and maintenance work, Nobiskrug has undertaken several projects in the past months, including the regular docking of Color Line’s 31,914 gt **Kronprins Harald** and an upgrading of cabins on Hapag-Lloyd’s 6,752 gt cruise vessel **Bremen**.

The highly lucrative repair and conversion work on naval vessels is fiercely contested among German yards, HDW-Nobiskrug said. In contrast to this segment, the market for merchant vessels still showed high fluctuation and is characterised by prolonged docking intervals. The yard is facing tough competition from eastern European yards, in particular with steel and sandblasting work.

**Seychelles Pride**, the yard delivered the largest double-hull tanker ever built in Germany in June this year. It was built for the Republic of Seychelles’ petroleum company. The European Commission recently approved E

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## Cobelfret/Cobam samen goed voor 50 mln t per jaar in droge bulksector

Scheepvaartgroep Cobelfret heeft de participatie van 50% van BHP Billiton in bulkrederij Cobam overgenomen en is hierdoor de enige aandeelhouder geworden. Dat is belangrijk nieuws, want Cobelfret wordt hierdoor een vooraanstaande operator op Europees vlak die meteen ook deel uitmaakt van de club van zeer grote mondiale operatoren in de droge bulksector. Cobam zal immers nauw samenwerken met de charterafdeling van Cobelfret en het is niet uitgesloten dat deze samenwerking op termijn in één entiteit wordt gestructureerd.

## Stolt-Nielsen forced into earnings downgrade

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STOLT-Nielsen has again been forced to downgrade its earnings, this time to a net loss, because of problems at the Stolt Offshore subsidiary.

The chemical carrier operator said full-year earnings, after restructuring charges, would be a loss in the range \$10m to \$15m, or 18 cents to 27 cents per share.



Stolt Offshore said it now expected that full-year earnings would be a loss of \$0.45-\$0.50 per share compared to breakeven in previous guidance. The 63%-owned subsidiary's attributed to forecast loss to provisions being taken for additional losses on certain major engineering, procurement, installation and commissioning projects, the impairment of a joint venture investment and the final settlement of a legal dispute. Stolt-Nielsen said fourth quarter results in the Stolt-Nielsen Transportation Group had developed as anticipated and appeared "to be on par with the third quarter." For Stolt Sea

Farm pricing developments had been "somewhat disappointing in the fourth quarter." In September, prompted by Stolt Offshore's problems, Stolt-Nielsen lowered its full-year earnings forecast to 30¢-50¢ a share, before restructuring charges, from the 85¢-\$1.15 a share predicted in June.

## MOVEMENTS

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Top : The **PACIFIC BRIGAND** operating at the Sable Field off South Africa

Photo : Capt Hans Bosch ©



The **CSO CONSTRUCTOR** departed Monday from Cape Town enroute the **Sable Field** to install the flowlines for the **Glas Dowl**

Photo : Capt Hans Bosch ©



## AIRCRAFT / AIRPORT NEWS



JA8905 JAL Boeing 747-446D in new colors taxi to spot in front of HANEDA terminal.

Photo : Hideaki Ohki ©

## Revised air routes cut Asia-Europe travel times

### Airlines to save US\$55m annually in fuel costs

The largest-ever overhaul in decade-old flight routes between Asia and Europe will slash travel times and help the flagging airline industry cut costs, the International Air Transport Association (Iata).

Flight paths that previously arced around military zones can now travel in straight lines after negotiations between 21 governments, their militaries and airlines, said David Behrens, the Singapore-based head of operations and infrastructure for Iata.

The only airspace still to be avoided are over Iraq and parts of Afghanistan, he said. The changes took effect on Thursday. Travel times between Asia and Europe will be slashed by as much as 30 minutes on the revised routes, Iata, the world's largest airline trade association, said in a statement on Friday. The changes are expected to save the airline industry an estimated US\$55 million annually in fuel costs.

The biggest breakthroughs came from Iran, India, and Pakistan who opened up their military airspace to passenger planes, Mr Behrens said. Some governments have reserved parts of their airspace for military training during daylight hours and opened them to airlines during the night, Mr Behrens said.

Iranian authorities gave airlines approval to fly anytime through all their airspace so long as planes cruise above 7,600 metres, he said. Most airlines traveling across the region fly above 9,500 metres.

The old routes were less direct because they were designed in the 1950s based on planes having to fly from one ground-based navigation centre to another, Mr Behrens said. Aircraft can now navigate from the air and travel in straight paths.

## UAL attendants approve US\$412m pay cut

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Thousands of flight attendants voted on Saturday to accept hundreds of millions of dollars in pay cuts from United Airlines, but a vote by mechanics to reject wage concessions earlier last week may steer the second largest US carrier on a path to a bankruptcy filing.



About 87 per cent of the United Airlines' flight stewards and stewardesses voted 'yes' to a new contract with United, which is seeking a US\$1.8 billion bailout from the federal government to stave off bankruptcy. About two-thirds of the airline's 24,000 flight attendants voted.

'The flight attendants have made the difficult but necessary decision to contribute our part in the financial restructuring of United,' said Greg Davidowitch, a representative of the Association of Flight Attendants.

United Airlines, a unit of UAL Corp, has posted billions of dollars in losses since last year's Sept 11 attacks on New York and Washington. The carrier is 55 per cent owned by employees, and both pilots and machinists are represented on the board of directors. The attendants voted to allow pay cuts of US\$412 million over 5 1/2 years. United Airlines' chief executive officer Glenn Tilton praised the cooperation of the employer groups in a statement.

## RIJNMOND WEATHER

Vooruitzichten van woensdag t/m zaterdag:

**Koude oostenwind!**

Wolkenvelden en op de meeste plaatsen droog. De temperatuur daalt naar 3 graden in de middag, in de avond, nacht en ochtend temperaturen rond het vriespunt.

	WO-04	DO-05	VR-06	ZA-07
<b>Maximumtemperatuur:</b>	6	5	4	3
<b>Minimumtemperatuur:</b>	3	3	1	0
<b>Zonnekans in %:</b>	20	20	20	20
<b>Neerslagkans in %:</b>	20	20	10	20
<b>Windrichting kracht:</b>	ZO-3-4	ONO-3-4	ONO-3-5	O-4-6

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



The **CARNIVAL LEGEND** moored in New Foundland — [photo via Hans de Jong Maritime Pictures](#)