

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Thursday 28-02-2002



Operation Enduring Freedom



An HH-60H "Seahawk" helicopter assigned to the "Nightdippers" of Helicopter Anti-Submarine Squadron Five (HS-5) crosses the bow of **USS John F. Kennedy** as the carrier Battle Group (BG) arrives in the Mediterranean Sea. Kennedy is scheduled to relieve USS Theodore Roosevelt (CVN 71), and will conduct missions in support of Operation Enduring Freedom

EVENTS, INCIDENTS & OPERATIONS



Een tender van het loodswezen verlaat de Koopmanshaven in Vlissingen bij een 9 Bft

Loodswezen werft weer mensen

IJMUIDEN - Het Loodswezen verwacht veel van de bemiddelingspoging van A. van der Hek, voorzitter van de Nationale Havenraad, in het conflict tussen de loodsen en minister Netelenbos.

„Van der Hek is een goede keus“, zegt J. Bronshoff, voorzitter van het district Amsterdam-IJmond. „Wij hopen binnen afzienbare tijd helderheid te hebben over de toekomst van de loodsen zelf en de organisatie.“

Veertien jaar na de verzelfstandiging van het Loodswezen heerst er nog altijd grote onzekerheid over die toekomst. De door het ministerie beoogde beoogde vrije markt is er vooralsnog niet gekomen. De vraag is of dat er ooit van komt. De loodsen zelf vrezen dat bij concurrentie de veiligheid in het gedrang komt. Bronshoff: Er is een spanningsveld tussen economische belangen en veiligheid."

Die onzekerheid over de toekomst vertaalde zich in het district Amsterdam-IJmond in een toenemende werkdruk. Vooruitlopend op de door de minister beoogde marktwerking werd het aantal loodsen bevroren, ervan uitgaande dat er door concurrentie minder schepen te beloodsen zouden zijn. Hoewel de situatie wezenlijk niet veranderd is, zijn er onlangs in het district Amsterdam-IJmond toch twee nieuwe loodsen aangesteld. „En in april starten we een opleiding met zes nieuwe mensen“, aldus Bronshoff.

Het tweede geschilpunt is het voornemen van Netelenbos om schepen tot negentig meter vrij te stellen van loodsplicht. De 465 Nederlandse loodsen hebben vorig jaar 109.249 zeeschepen de Nederlandse havens in of uit geleid. Met een vrijstelling voor schepen tot negentig meter verdwijnt zo'n veertig procent van het werk. E. van Dijk, voorzitter van het district Rotterdam-Rijnmond, vreest dat veel reders met kleine schepen gebruik zullen maken van de mogelijkheid vrijstelling van de loodsplicht, omdat het goedkoper is. De loodsen zien daarin opnieuw een knieval voor economische belangen die

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ten koste gaan van de veiligheid.

En dan is er nog een fors pensioengat van 260 miljoen euro. De loodsen eisen een forse bijdrage daarin van de overheid. Die heeft bij de verzelfstandiging de tarieven vastgesteld en is er daarbij van uitgegaan dat het functioneel leeftijdsontslag op 55-jarige leeftijd daaruit te financieren is. De loodsen willen een deel van het ontstane tekort wel zelf voor hun rekening nemen, maar verwachten een forse bijdrage van het rijk.

De loodsen hebben in ieder geval vertrouwen in de bemiddelingspoging van Van der Hek. Zij sluiten niet uit dat de eerder beoogde marktwerking weer van tafel gaat. In de concurrentiebevorderende plannen van de Europese Commissie komen de loodsen al niet meer voor.

Shipping severely hit by gales



Shipping along the North Sea coasts was again severely hit by gales exceeding force 12 over the past few days. The car carrier Golden Fan, which was bound for the inner port of Bremerhaven, had to be berthed at the Columbuskaje due to the strong storm. During the berthing manoeuvre, which was assisted by the tugs Weser and Jade, the aft line broke. A third tug of Unterweser-Reederei had to be immediately deployed to berth the Golden Fan after a difficult turning manoeuvre was carried out on the Weser

CASUALTY REPORTING

Vessels collide off Chesapeake Bay

The US Coast Guard, along with state and local rescue teams, is searching for survivors after a collision involving three vessels on the Elk River, off the Chesapeake Bay in northern Maryland early Monday morning.

The vessels A/V Kastner, Buchanan 14, and Swift, collided around 6:50am. The tugboat Swift apparently sank while the A/V Kastner and tug Buchanan reportedly went aground.

Rescue crews transported two injured crewmembers to hospital. The extent of the injuries is unknown. Two others made it to shore in good condition. Rescuers are attempting to account for all personnel from the three vessels involved in the incident.

Coast Guard rescue boats, dive teams and police are searching for survivors. The collision occurred close to buoys 15 and 16, near Town Point Neck in the Elk River. The tug Buchanan 14, owned by Buchanan Marine, and tug Swift, owned by Norfolk Dredging Marine, were towing dredging equipment at the time.

The A/V Kastner was leaving the Chesapeake & Delaware Canal, en route Baltimore. The A/V Kastner is carrying gypsum. The A/V Kastner was refloated but the tug Swift, which has a fuel capacity of

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5,000 gallons, sank. Tug Buchanan is aground.

A light diesel sheen was reported near the scene of the incident. Marine inspectors are investigating. Atlantic Environmental will begin the clean-up once search and rescue activities have ended.

A joint-agency Incident Command Post has been set up at Town's Point. Vessel traffic through the C&D Canal is suspended until further notice. The cause of the incident is being investigated.

A.V.KASTNER (Bermuda)

Baltimore, Feb 25 — At about 0700, EST, today, bulk *A.V.Kastner* (12702 gt, built 1987) which had just exited the C&D Canal westbound for Baltimore and while in the Elk River, collided with a tug and barge moving dredge-pipe to a nearby dredge operation. The tug capsized and sank. The barge has partly sunk. *A.V.Kastner* has anchored but will be moved to keep her from grounding on the falling tide. No significant damage has been reported to the vessel which immediately launched a motor-lifeboat to search for the tug crew. The tug had five crew, three have been taken to hospitals, two are still missing at this time. Oil is spilling from the tug. Divers are assembling at the site and plan to search tug for the missing crew. C&D Canal has been closed to all traffic until further notice. — Lloyd's Agents.

London, Feb 25 — Following received from Marine Safety Office Baltimore, timed 1750, UTC: The tug that sank following the collision with bulk *A.V.Kastner* was tug *Swift* (71 gt, built 1962) owned by Norfolk Dredging Company.

London, Feb 25 — A press report, dated today, states: A tug (*Swift*) collided with bulk *A.V.Kastner* in foggy conditions just before 0700 today on the Elk River and sank forcing authorities to close a portion of the busy waterway. Four crew members were rescued and four others were missing. The tug was one of two that had been towing a barge when she was struck by the larger, 550-foot vessel, said Richard Chlan, a spokesman for the Army Corps of Engineers. The tugs were heading east on the river and the *A.V.Kastner*, was westbound with a load of gypsum wallboard when the collision occurred about a half-mile offshore between two buoys at the mouth of Bohemia River, said Coast Guard Lt. Cmdr. Mark Hammond. The barge partially capsized. The vessel sustained minor damage. One person was flown to the University of Maryland Shock Trauma Center and listed in serious but stable condition, said hospital spokeswoman Cindy Rivers. Two other victims were taken to another hospital and treated for minor injuries. A fourth person was also rescued but details were not immediately available. Diesel fuel could be seen streaming into the water. Mike Sharon, chief of the emergency response division at the Maryland Department of the Environment, said crews were assessing the size of the spill. "It's a fairly difficult situation because you have a somewhat isolated area for a response," Sharon said. Sunny weather throughout the day should help evaporate the fuel, he said. The Army Corps of Engineers closed the 14-mile-long Chesapeake and Delaware Canal to all traffic. The Elk River, about 40 miles north of Baltimore, leads to the canal, which connects the Chesapeake and Delaware bays. *A.V.Kastner* is a carrier operated by Gypsum Transportation Ltd, a subsidiary of USG Corp. The vessel was carrying a load of gypsum from Nova Scotia to Baltimore, where USG has a wallboard manufacturing plant, said Bob Williams, a USG Corp. spokesman.

Baltimore, Feb 26 — The Chesapeake and Delaware Canal remains closed to all traffic today while the US Coast Guard and others continue their search for four missing crew members from the tug *Swift*, which capsized and sank yesterday morning following her collision with bulk *A.V.Kastner* in the Elk River. Five crew members were rescued shortly

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after the accident. Discussions are also underway regarding the recovery of the tug. — Lloyd's Agents.

ANJOLA (Antigua & Barbuda)

London, Feb 25 — Following received from Coastguard Humber MRSC, timed 1830, UTC: A report was received at 1730, UTC, that general cargo *Anjola* (1519 gt, built 1977) and general cargo *Arold* (858 gt, built 1965) had been in collision near Flixborough. *Anjola* sustained slight damage and proceeded to Gunness. *Arold* was holed above waterline in bow area and proceeding to Hull. (Note — *Anjola* sailed Rotterdam Feb 21 for Flixborough. *Arold* was last reported to have arrived Hull Oct 4.)

AROLD (St. Vincent & Grenadines)

London, Feb 25 — Following received from Coastguard Humber MRSC, timed 1830, UTC: A report was received at 1730, UTC, that general cargo *Anjola* (1519 gt, built 1977) and general cargo *Arold* (858 gt, built 1965) had been in collision near Flixborough. *Anjola* sustained slight damage and proceeded to Gunness. *Arold* was holed above waterline in bow area and proceeding to Hull. (Note — *Anjola* sailed Rotterdam Feb 21 for Flixborough. *Arold* was last reported to have arrived Hull Oct 4.)

BAHAMIAN EXPRESS (Marshall Islands)

Busan, Feb 26 — C.c. *Bahamian Express*: Permanent repairs were completed Feb 22 and vessel sailed Ulsan at about 2000, same day, bound Busan. Fish factory *Kapitan Azarkin*: Vessel is under repair at Ulsan. Repairs are due to be completed by about Mar 25. — Lloyd's Sub-agents.

BALTIC CONFIDENCE

London, Feb 26 — A press report, dated yesterday, states: A Nova Scotia court has handed out the country's highest marine-pollution fine to a company that dumped a noxious mix of oils in an area populated by thousands of seabirds. A lawyer for the owner of bulk *Baltic Confidence* registered in the Philippines, (trading since Jun 14, 2001 as *Millenium Baltic* 10763 gt, built 1979) entered a guilty plea today to discharging a blend of thick, lethal pollutants about 100 kilometres off Sable Island. The company agreed to pay an \$80,000 fine, plus give \$45,000 to the Environmental Damages Fund, making it the first time a shipping group has paid into the government-run research program. "The message is quite clear that these offences are taken seriously by the government of Canada and the courts," Tim McLaughlin, a lawyer for the federal Justice Department, said outside provincial court. "If these offences are committed ... significant financial repercussions will be imposed." The fine, which is three times the highest penalty previously levied against a company, was encouraging for officials who have been trying for years to prevent bulk carriers that steam through the area from dumping their waste at sea. Paul Doucet of Transport Canada said he hoped other vessels might take notice and stop discharging a "lethal cocktail" of engine lubricants, fuel oils, hydraulic fluids and other wastes that can kill thousands of marine birds. "It raises the bar," Doucet said of the fine. "Any would-be polluter in Canadian waters now has to deal with a dramatically higher precedent fine." Vessels sometimes dump their waste material just outside Canada's territorial waters to avoid paying to have their bilges cleaned out. The *Baltic*

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Confidence was en route to Florida in December 1999 after delivering a supply of bauxite in Ontario. She was spotted expelling more than 850 litres of an oily substance at sea. A coast guard helicopter reported a large slick that measured more than almost 40 kilometres. The vessel was also charged with falsifying her oil log book, but that charge was dismissed. On the same day the fine was handed out, officials were investigating the discovery of hundreds of marine birds washing up on beaches along Nova Scotia's eastern coast. Environment Canada says the oil may have been dumped deliberately by a ship passing through the high-traffic route. Dozens of birds, some dead and others struggling in an oily sludge, were found from Cape Breton to Yarmouth, N.S., with a concentration in the northern part of the province. The birds, mostly murrelets and dovekeys, started washing ashore about two weeks ago, but officials only got a sense last weekend of how bad the spill was. "A large amount of oil has been released out there, probably by a ship and undoubtedly purposefully," said Tony Lock, an Environment Canada investigator who spent the weekend putting down several birds. They counted 150 oiled birds, but said the final tally could be 10 times that number. (See issue of Feb 26.)

CARONIA (U.K.)

London, Feb 26 — A press report, dated today, states: Brazilian environmental authorities have fined Cunard Lines \$410,000 for leaking oil into Guanabara Bay. Nearly 7,800 gallons of oil leaked from the Cunard Lines' passenger *Caronia* (24492 gt, built 1973) Saturday (Feb 23) night during an operation to remove water from the vessel's tanks. The spill was contained quickly and the clean up has been completed, says Andre Correia, the Rio state secretary for environment and sustainable development. The company was fined because the water removal operation was in violation of Brazil's environmental crimes law which prohibits the risky operation in Rio's Guanabara Bay.

CONTINENTAL HIGHWAY (Panama)

Yokohama, Feb 26 — Vehicle *Continental Highway* (55493 gt, built 2001) came into contact with general cargo *Kaisho Maru* (499 gt, built 1994) at Mikawa port Wharf, Aichi prefecture, at 1657, Feb 20. — Lloyd's Agents.

FILIPPOS K. II (Greece)

London, Feb 25 — Following received from Piraeus RCC, timed 1720, UTC: Cement *Filippos K. II*, ex *Giraglia II*, SY2058 (961 gt, built 1979) (not *Philipos K.* as before reported), sank in lat 39 02.5N, long 24 43.6E. The wife of the owner has died in hospital.

Piraeus, Feb 25 — Cement *Filippos K. II*, loaded with a cargo of fertilisers, sank in the sea, about 11 miles east of Skyros island, at about 0800, Feb 25. The vessel had earlier transmitted an SOS signal, at about 0500 hrs, due to the significant list sustained after cargo displacement inside the vessel's holds. The weather conditions at that time were stormy and the rescue of the eight crew members and the two passengers was very difficult. Nine persons were rescued, while one is still missing. The rescue operation was performed by the Hellenic coast guard with the assistance of a Super Puma helicopter, capable of flying in severe weather conditions. — Lloyd's Agents.

FUJIMARU NO.7 (Japan)

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Yokohama, Feb 26 — Fishing *Kyoei Maru No.38*, 4.9 gt and unknown *Fujimaru No.7*, 698 gt, were in collision 114 deg and 7.4 miles off Shiraoi, Hokkaido, at 1230, Feb 22. *Kyoei Maru No.38* sustained heavy bow damage. — Lloyd's Agents.

JANINA (St. Vincent & Grenadines)

London, Feb 26 — Following received from Sunderland Harbour Master, timed 1440, UTC: General cargo *Janina* arrived Sunderland at approximately 0800, Feb 24, in tow of tug *Englishman*, and is still in port.

JODY F.MILLENNIUM (Panama)

London, Feb 26 — A press report, dated today, states: A dive team inspecting damage to bulk *Jody F. Millennium* off Gisborne's coast were unable to complete their examination of the vessel yesterday and will continue today. The team was looking for damage caused to the vessel. The Maritime Safety Authority (MSA) and the salvors met last night to discuss what the next stage of the salvage operation was to be, but with the dive team's work still incomplete, plans for the vessel to leave were on hold. MSA deputy director Bruce Maroc said the meeting was predominantly about what repairs needed to be made. "Not all the diving survey has been completed at this stage, so it's not possible to make a full assessment. It will continue tomorrow," Mr Maroc said. "What is fair enough to say is that MSA and the salvors are discussing technical work that needs to be completed before the vessel is repositioned for a port of refuge within New Zealand. "(They are) temporary repairs that have to be done before the vessel moves, and before she's repositioned from Gisborne." He could not say exactly what repairs were needed as the damage assessment had not been completed. It was not known when the vessel could safely leave, but after the survey and repairs were made it "could be fairly quickly". MSA, the salvors and the ship's owners were working together on the salvage plan. The owners would then make a submission to MSA on where they wanted to go next. The dive team was expected to complete its assessment late this afternoon. MSA yesterday said it would begin an investigation into how the vessel became stranded in the first instance, including how Port Gisborne procedures were carried out. MSA director Russell Kilvington said it would consider claims by former Gisborne harbour-master Ian Cook that the stranding was an accident waiting to happen. Mr Cook, who successfully sued Port Gisborne Ltd for wrongful dismissal after he had been employed at the port for 20 years, had been invited to make written submission to the authority and would be interviewed as part of the investigation into the stranding. "All of the issues that have been raised by Mr Cook and all of the issues relating to the overall operational safety at the Port of Gisborne will be addressed," he said. The MSA investigation is expected to take at least two months and its conclusions are likely to be made public. "It will be made public unless we take legal action against someone, in which case information that we are doing something will be made public," Mr Kilvington said. (See issue of Feb 26.)

London, Feb 26 — A press report from the Maritime Safety Authority dated today, states: A diver's survey has been completed for the majority of the hull of the bulk *Jody F. Millennium*, which remains anchored in Poverty Bay near Young Nick's Head. Cracks were found in the No 3 double bottom tank, the tank from which oil spilled following the grounding of the vessel. Temporary repairs to these cracks are expected to be carried out today. A large hole has been found in the No 5 water ballast tank, measuring some eight metres by 1.5 metres. The plate is bent back from this hole and hanging. It would have acted like a brake in the sand and contributed to the difficulty in pulling the vessel free. Repairs will be undertaken at the first port of call. A rippling effect has occurred on the

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horizontal bottom of the vessel, affecting No 1 and 2 tanks but this is not of concern to the vessel's structure. The rudder is bent and twisted. A wire will be put around the rudder to attach it to the hull for its transport to another port, where it is likely to be removed. An 0730 hrs flyover by a spotter aircraft confirmed no oil discharges from the vessel. There are four possible first port of call destinations — Gisborne, Napier, Tauranga and Wellington. At this port it is intended that the remaining oil and logs be removed, and more substantial repairs undertaken. The vessel will then proceed overseas to a dry dock for full repairs. There are no dry docks in New Zealand of sufficient size to take the vessel. It is still not known where the two anchors of the vessel lie. It is possible that they have dug themselves down four or five metres into the sand and mud and onto the hard bottom of Poverty Bay. The 500 metre sea exclusion zone around the *Jody F. Millennium* and attendant tugs will remain until the vessel departs Poverty Bay. The *Jody F. Millennium* has been declared a hazardous vessel and, while this condition still applies, the MSA national oil spill response team remains on alert. Salvors continue to inspect the vessel for damage repairs and the vessel's classification society (representing the vessel's owners) are this morning diving to verify the salvor's assessment of the damage. If satisfied, it will issue an interim certificate of seaworthiness. The MSA will not let the vessel proceed to sea until it sees this certificate for structural soundness, confirms her seaworthiness, is assured that the vessel is no longer leaking oil, and that the vessel has an approved voyage plan (including route, likely weather conditions, number of tugs etc) to be towed to an interim port for further repairs. The cost of the oil spill response to date is estimated at \$1.9 million. The spiller is liable for this cost.

KAISHO MARU (Japan)

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LUKE DAVID (U.S.A.)

London, Feb 25 — Following received from Mobile Marine Safety office, timed 1610, UTC: Supply *Luke David*, still capsized, will be towed to Mobile Bay, today, to be righted and surveyed.

MAERSK TANJONG (Singapore)

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London, Feb 26 — During early February, bulk *Maersk Tanjong* was one of 14 vessels in Nantong Ocean Shipyard & Engineering, Nantong. About 500 tonnes of steel removal was involved in the whole project. Before her arrival, it took the shipyard 30 days to pre-fabricate the blocks, so she would only stay in the yard for 28 days, including 20 days in dock.

MILZIS (Latvia)

Gothenburg, Feb 26 — Following received from Gothenburg MRCC, timed 1315, UTC: Tug *Milzis* (176 gt, built 1920), towing barge, approximately 55 m long by 23 m wide, lost tow in lat 57 22.2N, long 17 12.7E, north of Orland, about 0947, local time, today. Barge, loaded with fire wood, presently drifting; weather too bad at present to attempt to reconnect.

NABIL M. (Syria)

London, Feb 26 — Following received from Piraeus RCC, timed 1115, UTC: Reported that general cargo *Nabil M.* (1092 gt, built 1966) in collision with 15-m fishing vessel in approximately lat 37 59N, long 24 38E, about 0910, local time, yesterday. No damage to *Nabil M.*, which proceeded. Fishing vessel reported partly submerged.

NADINE (Antigua & Barbuda)

London, Feb 26 — Following received from Etel MRCC, timed 1127, UTC: General cargo *Nadine* (2862 gt, built 1979), La Pallice for Morocco, with paper, reported fire in hold at 0600, UTC, this morning, shortly after sailing La Pallice. Crew abandoned vessel and were picked up by a Navy helicopter. Fire is believed to be out and vessel is now drifting, present position lat 46 02.5N, long 01 37.9W. Tug proceeding, ETA on scene 2100, UTC.

ORION B. (Malta)

London, Feb 26 — Following received from Coastguard Brixham MRSC, timed 0605, UTC: General cargo *Orion B.* is at anchor in Tor Bay awaiting weather improvement before proceeding on her voyage.

PHILIPPOS K. (Greece)

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SILVERTHORN (U.K.)

Newport, Feb 25 — General cargo *Fir*, ex *Silverthorn*, sailed Newport Feb 22. — Lloyd's Agents.

SWIFT (U.S.A.)

Baltimore, Feb 25 — At about 0700, EST, today, bulk *A.V.Kastner* (12702 gt, built 1987) which had just exited the C&D Canal westbound for Baltimore and while in the Elk River, collided with a tug and barge moving dredge-pipe to a nearby dredge operation. The tug capsized and sank. The barge has partly sunk. *A.V.Kastner* has anchored but will be moved to keep her from grounding on the falling tide. No significant damage has been reported to the vessel which immediately launched a motor-lifeboat to search for the tug crew. The tug had five crew, three have been taken to hospitals, two are still missing at this time. Oil is spilling from the tug. Divers are assembling at the site and plan to search tug for the missing crew. C&D Canal has been closed to all traffic until further notice. — Lloyd's Agents.

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WINCHESTER (Canada)

London, Feb 25 — Ferry *Winchester* (384 gt, built 1969) reported aground in lat 47 23 39N, long 54 34 46W, Southeast Bight, Newfoundland, at 2127, Feb 22. Ferry lost bridge control while approaching dock. Pitch went full pitch astern and vessel grounded by the stern. All six passengers evacuated by passing fishing vessels. No injuries. Damage reported to rudder.

ROUTE, PORTS & SERVICES

Stelmar takes delivery of Ambermar



Stelmar Shipping Ltd. has taken delivery of the **Ambermar**, a newly built 35,500 dwt Panamax tanker from the STX Shipbuilding Co. Ltd (ex-Daedong) in South Korea.

Ambermar has entered into a previously announced eighteen month time charter with FAMM, the commercial division of ChevronTexaco. Peter R Goodfellow, Chief Executive Officer and President commented, "We are pleased to have received delivery of the Ambermar. In the first and second quarters of 2002, our company will receive delivery of three more new Panamax tankers, all of which are on time charters. Including these vessels, we now have twenty two vessels on time charter. Stelmar has secured almost 67% of its 2002 net operating days on time charters, which provides our shareholders with significant earnings visibility."

Brostrom expands fleet



Brostrom, one of the leading logistics companies for the oil and chemical industry, has signed a contract to purchase two 14,300 dwt double-hulled product tankers, Sichem America and Sichem Asia.

The vessels will operate in Broström's European trade. The vessels, built in 1999 with ice class 1A, are suitable for to transport oil products under hard ice conditions. Over half of Broström's fleet of 60 vessels operate in the European trade.

NAVY NEWS

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Sailors arrive in East Timor via Landing Craft Utility (LCU) 1651, assigned to Assault Craft Unit One, from the amphibious transport ship USS Juneau (LPD 10). The Sailors will be conducting several humanitarian and civic assistance projects in and around Dili. Juneau's medical staff will provide basic medical and dental assistance, while the crew takes part in various projects including general repair and improvements at a local school, the Dili District Office, and a local community center

Planned port visits of Dutch warships and Foreign warships in Dutch Ports

Colour code : Submarines NATO Squadrons Fleet Reviews

01 Mar 02	HNLMS De Zeven Provinciën	F 802	Portsmouth
01 Mar 02	BNS Belgica	A 962	Scheveningen
03 Mar 02	HNLMS Willem Van Der Zaan	F 829	Den Helder
06 Mar 02	FS Georges Leygues	D 640	Dakar
15 Mar 02	HNLMS Zierikzee	M 862	Kristiansand
17 Mar 02	USS Oscar Austin	DDG 79	Rotterdam
17 Mar 02	USS Briscoe	DD 977	Rotterdam
22 Mar 02	HNLMS Zierikzee	M 862	Zeebrugge
24 Mar 02	USS Mount Whitney	LCC 20	Rotterdam

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30 Apr 02	HNLMS Vlaardingen	M 863	Vlaardingen
24 May 02	HNLMS Harlingen	M 854	Dordrecht
07 Jun 02	HNLMS Maassluis	M 856	Sliedrecht
09 Jun 02	HNLMS Harlingen	M 854	Middelburg
28 Jun 02	HNLMS Tydeman	A 906	Terneuzen
12-14 Jul	Dutch National Fleet Days	Den Helder	

RIJNMOND WEATHER

donderdag 28 februari

9 uur 's ochtends :
temperatuur: 5 graden
kans op neerslag: 45%
wind: krachtig (40 km/u) uit ZW

5 uur 's middags:
temperatuur: 8 graden
kans op neerslag: 35%
wind: vrij krachtig (37 km/u) uit ZW

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

<http://www.scheepvaarthoek.nl>

&

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