

DAILY SHIPPING NEWSLETTER



DAILY SHIPPING NEWSLETTER : Friday 29-03-2002



**Operation
Enduring Freedom**



An F/A-18 "Hornet" launches from the flight deck of the **John C. Stennis**, the Stennis and Carrier Air Wing Nine (CVW-9) are conducting combat missions in support of [Operation Enduring Freedom](#).

EVENTS, INCIDENTS & OPERATIONS

Monica refugees 'not from Lebanon'

LEBANESE law enforcement officials have told Italian authorities that the general-cargo ship Monica, which was seized and escorted into the Sicilian port of Catania last week with over 900 Kurdish refugees on board, was not carrying refugees when it left Lebanon on March 2. Yesterday, Lebanese State Prosecutor Adnan Addoum said the vessel probably embarked the illegal passengers off the coast of Cyprus. Addoum also reported that Mohammed Assi, a businessman from Sidon who was arrested after his name was found on the Monica's registration papers, was released yesterday but is prohibited from leaving the country. According to Addoum, the Italian authorities concur with the findings of the investigation.

AP Møller flags gloomy outlook

SHARES in D/S af 1912 and D/S Svendborg, the two holding companies for the Danish shipping giant AP Møller (APM), fell on the Copenhagen Stock Exchange this morning after their parent had unveiled a gloomy forecast for container shipping, VLCC and LPG carrier businesses for 2002. The 1912 stock lost 1.1 per cent to DK63,500 (\$7,488) and Svendborg fell back 0.66 per cent to DK75,000 following a forecast loss for the Maersk Sealand (MS) container shipping business and for the VLCCs of the two companies, operated by Tankers International. APM stated that MS results for 2001 were below expectations and weaker than 2000. A 40ft container now commands an average freight rate \$225 below that of last year, while VLCCs experienced "a considerable decline" in earnings in the second half of last year and LPG carriers posted an unsatisfactory result. VLCCs and LPG carriers are expected to make losses this year. The erosion of box freight rates is forecast to reduce MS turnover by DK2Bn in 2002, while shipping operations of the two holding companies is expected to deliver a reduced profit before tax and extraordinary of DK6Bn; down from DK9.9Bn in 2001.

MCA targets tugs

FOLLOWING the successful prosecution of a UK tug master yesterday, the Maritime and Coastguard Authority (MCA) made clear that it will not hesitate to prosecute the owners and operators of small commercial tugs and barges who flout safety regulations. The owner of the UK-registered tug St Mawes, was convicted of not being qualified to act as master, following an incident on September 17, 2001. The MCA brought the case to court after officials discovered a catalogue of defects and safety breaches relating to the vessel's safety equipment and crew. Commenting after the case, Ian Colquhoun, principal surveyor at the MCA's Plymouth office said, "the regulations concerning the certification of both personnel and vessels are there to ensure minimum safety standards." He stressed that the regulations "are in place for the protection of personnel" and disregarding them "places the lives of others at risk."

CASUALTY REPORTING

FIRE BREAKS OUT ON NUCLEAR SHIP

A ship which carries plutonium around Europe had to return to dock on Monday after a fire broke out in its engine room.

The **Atlantic Osprey**, which belongs to the state-owned company British Nuclear Fuels (BNFL), was travelling along the Manchester Ship Canal on its way to sea when the fire started. There was no nuclear material on board.

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The crew was unable to reach the flames with hand-held extinguishers, so decided to evacuate the engine room and flood it with carbon dioxide. The local fire brigade was called and, after two or three hours, fire fighters re-entered the room and confirmed the fire was out.

"The vessel has since returned to the Manchester dry dock for a full technical assessment to identify the root cause of the fire and also the extent of the damage caused," a spokeswoman for BNFL told **New Scientist**.

Roll-on, roll-off

The Atlantic Osprey, which used to be called the Arneb, is a roll-on, roll-off cargo ferry that has shipped reactor fuel containing plutonium between Britain and Germany since 1996.

In four voyages during November and December last year, it carried 500 kilograms of plutonium from the Dounreay nuclear plant in Scotland to the German port of Bremerhaven.

BNFL says the fire was "minor" and no-one was injured. But environmentalists argue that the incident highlights the risk of a fire releasing plutonium, which can cause cancer if inhaled.

"This time we were lucky," says Shaun Burnie from Greenpeace International. "If this fire had taken place with a plutonium or nuclear waste cargo the consequences could have been catastrophic."

Two other BNFL boats, the Pacific Pintail and the Pacific Teal, are due to leave Britain in the next few weeks to bring back an unwanted cargo of plutonium fuel from Japan. It was shipped there in 1999 but was rejected by the Japanese reactor operator following a scandal over the falsification of safety data.

AERONAUT (Russia)

Vladivostok, Mar 27 — Fish factory *Aeronaut* (3973 gt, built 1982) had an explosion and fire in her engine-room at 1600, local time, Mar 26, in lat 54 21N, long 152 09E, while fishing in the Sea of Okhotsk. Fire was extinguished at 1750 same day but vessel sustained heavy damage, and the third engineer was killed. Fish factories *Geya* and *Astronom* assisted in salvage operations. *Aeronaut* is presently being towed to Nakhodka by salvage tug *Spravedlivy*. — Lloyd's Agents.

APOLLONIA LION (Greece)

London, Mar 27 — Lloyd's Casualty representatives in Piraeus report: Bulk *Apollonia Lion* sustained mechanical damage on Mar 26 while sailing 256 nautical miles west of India. Despite the efforts of the engineers it was not possible to repair the damage, therefore vessel is being towed to Qatar. At the time of the incident, she was on voyage from Malaysia to Qatar loaded with minerals. The 24 crew members, including eight Greeks are in good health. The weather in the area is very good

Piraeus, Mar 27 — Bulk *Apollonia Lion*, in loaded condition, was reported immobilised in lat 18 43N, long 65 21E. Salvage tug *SB-408* sailed from Djibouti Mar 22 and arrived on scene yesterday evening. Towage has commenced for Qatar, where ETA Apr 4. — Tsaviris Salvage (International) Ltd.

ATLANTIC OSPREY

London, Mar 27 — Ro/ro *Atlantic Osprey*, ex *Arneb* (3640 gt, built 1986), owned by British Nuclear Fuels Ltd, had engine-room fire as she sailed through the Manchester Ship Canal

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on Monday (Mar 25). The incident was not serious, the fire was apparently limited to just part of the engine-room and was swiftly contained. It started as the vessel sailed out to sea for trials following modifications in a nearby shipyard operated by Manchester Dry Docks. A spokesman for BNFL described the fire as "minor" and said it had been extinguished using on-board firefighting systems, although firemen from the Cheshire Fire Service were also in attendance. "They could have put it out themselves," a spokesman for the Cheshire service said. "Vessels' crews are trained to deal with fires but if they are close to land it makes sense to call us." The vessel is now back in the Manchester dock where an investigation into the cause of the fire is under way.

BLUE SAPPHIRE (Liberia)

Port Said, Mar 26 — All attempts to refloat chem.tank *Blue Sapphire* led to further grounding in shallow water. We are informed that she is grounded to 80% of her bottom area. A specialist from the Salvage Association attended on board on Mar 23. Another attempt to refloat her will be made today, weather permitting. — Lloyd's Agents.

Port Said, Mar 27 — Chem.tank *Stolt Heron* will arrive at Suez tonight to load 4,000 tons of vegetable oil from chem. tank *Blue Sapphire* to enable her to refloat. — Lloyd's Agents.

FLOODING AT DUBAI DRYDOCKS, UNITED ARAB EMIRATES

CB ONE (Panama)

INDRA (St. Vincent & Grenadines)

KEY BERMUDA (Panama)

PRINCESS (Malta)

SEP-350 (United Arab Emirates)

Dubai, Mar 27 — At approximately 0900, today water ingress occurred and Dubai dry-dock No.2 is currently fully flooded to sea level. Vessel's *Indra 1*, *Princess*, *Key Bermuda* and *Barge Sep 350* (partly capsized) were in the drydock at the time of the incident. — Lloyd's Agents.

Nicosia, Mar 27 — A press report, dated today, states: At least three workers died, several were unaccounted for and 15 injured after water flooded into giant dry docks today in the Gulf emirate of Dubai, officials said. A gate ruptured at the docks, one of the largest facilities in the world for vessel repairs. "The first casualty toll is three dead and 15 injured," a civil defence spokesman said. About 50 workers, mostly Asian, were rescued. A Drydocks employee who asked not to be named said several more men were still missing. "Rescue operations are continuing," the spokesman added. He could not say how many men were in the dry dock at the time of the accident. Investigations were underway into what caused the rupture. "The gates cannot be opened without water on both sides," said the Drydocks employee. "Dock number two, which can take the biggest ship in the world, flooded uncontrollably," he added. Number two dock is 100 metres (yards) wide and 525 metres long. Dubai Drydocks, which opened in 1983, employs some 3,500 workers. It is set in its own private port, protected by four kilometres of breakwaters, with direct access from the sea. — Lloyd's List Correspondent

Dubai, Mar 27 — More than 20 people have been killed and about 150 hurt when a gate collapsed at a dry dock in Dubai, flooding a busy work area within minutes, health and security officials have said. "More than 20 people have died in the sudden flooding," the

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hospital official said. Officials at the state-owned Dubai Drydocks said the casualty figures might rise as divers began rescue operations after the incident, which took place at 0930, local time. A shipping source said there were about 500 workers and four vessels inside the facility's middle dock when the gate broke. He said the gate had been undergoing repairs since Monday (Mar 25). "The gate collapsed and seawater rushed in filling the dock in few minutes, drowning many people," a witness said by telephone. "Just before the incident, I saw many workers on the ground repairing some ships. The ships floated and started colliding with each other," the witness said. "I saw the bodies of 13 dead people," another witness said outside the facility, which was shut down by authorities. A security official said earlier that about 150 had been taken to hospitals. — Reuters.

Nicosia, Mar 27 — A press report, dated today, states: Dubai Drydocks Co. said, today, five workers have died and 31 are unaccounted for, after an accident at the company's ship repair facility. It said the incident occurred at around 0900 local time (0500 UTC), when two panels of dock gate No.2 ruptured, as work was being carried out. "This resulted in an uncontrolled flooding of the dock over approximately one hour," it said. Earlier, workers at the site estimated that 50 people were missing. They said flying machinery inside the dock caused an unspecified number of deaths and injuries. The five vessels in dock No.2 sustained varying degrees of damage, which is currently being assessed, the company said in a statement. The affected vessels are tank *Princess* (30423 gt, built 1979), cargo vessel *Indra-1* of 7,000 tons deadweight (? general cargo *Indra*, 5520 gt, built 1972), drill platform *Key Bermuda* (gt, built 1980), self-elevating maintenance/construction/accommodation platform *Sep-350* (2927 gt, built 1977) and dumb pontoon *CB One* (3539 gt, built 1971). The company said Drydocks' safety department and Dubai Police have begun an investigation into the cause of the accident. — Lloyd's List Correspondent

HAN WEI (Belize)

London, Mar 27 — Following received from Singapore Port Operations, timed 0119, UTC: Tank *Han Wei* is still unreported.

JIN JIANG SHAN (China)

PRINCIPAL POS (Panama)

Yokohama, Mar 27 — General cargo *Jin Jiang Shan* (1540 gt, built 1976) and general cargo *Principal Pos* (2415 gt, built 1991) were in contact 3,350 metres 21 deg off Nagoya at 1016, Mar 23. — Lloyd's Agents. (Note — *Jin Jiang Shan* arrived Nagoya Mar 20 from Osaka and sailed Mar 25 for Omaezaki. *Principal Pos* arrived Nagoya Mar 21 from Sakai and sailed Mar 23 for Gwangyang.

KATSHESHUK (Canada)

London, Mar 27 — Following received from Halifax RCC, timed 1300, UTC: Trawler *Katsheshuk* was freed from the ice by icebreaker *Henry Larsen* and taken in tow. Tow was subsequently handed over to tug *Atlantic Maple* at 0530, local time, Mar 26.

LA PAMPA (Panama)

London, Mar 27 — Following received from Australia MRCC, timed 0028, UTC: Bulk *La Pampa* (91651 gt, built 1994) had steering gear failure while departing Gladstone with cargo of coal and grounded at No 3 beacon at 0714, local time. Vessel sustained damage to rudder and No 1 ballast tank. Vessel refloated and returned to Gladstone harbour,

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escorted by three tugs, where she is now anchored. A Class survey will be carried out later today.

London, Mar 27 — A press report, dated today, states: Bulk *La Pampa*, fully-laden, has been towed to safety after she ran aground in Auckland Channel in Gladstone Harbour this morning. Transport Minister Steve Bredhauer said the vessel damaged a ballast tank but no oil was spilled. "All appropriate authorities have been advised and a pollution response team was activated in Gladstone and a second team put on standby in Brisbane," he said. Three tugs assisted in the refloat and escorted the vessel to safe anchorage nearby. It is believed the vessel had taken on coal at Gladstone and was on her way to France when the incident occurred.

LAKE CARLING (Marshall Islands)

Montreal, Mar 26 — Bulk *Lake Carling* is now in Gaspé, Quebec. She is undergoing temporary repairs that will allow her to proceed to Quebec City. The owners intend to drydock the vessel in Quebec City to effect full permanent repairs. This may involve discharge of part or all of her cargo depending upon the stresses in the vessel. Understood there is a 25 ft vertical fracture in the ship's side shell in way of No.4 hold. Nos.2 & 4 holds are empty. The temporary repair was fitted such that No.4 hold has now been pumped down and is reasonable tight. — Lloyd's Agents

LONELY HUNTER (U.S.A.)

London, Mar 27 — A press report from Dennis, dated Mar 26, states: Coast Guard and Dennis officials are hoping salvors can take advantage of an early-morning high tide to refloat fish *Lonely Hunter* (43 gt, built 1970) that ran aground Sunday night (Mar 24) in Cape Cod Bay. The vessel, a 48-ft wooden scalloper out of Gloucester, was cruising off the Dennis coastline when she went aground 200 yards off Chapin Memorial Beach. Lt. Joel Roberts of the Coast Guard's Cape Cod investigative office said the two men on board the scalloper were not fishing, but were travelling from Maine to Plymouth and strayed off course. Coast Guard Petty Officer Thomas Craig at Group Woods Hole said a search and rescue crew from Station Canal in Sandwich responded to the crew's distress call, which was received at about 2000, Sunday. Since neither of the men on board was in any danger, they remained on the vessel overnight Sunday. But when the next high tide arrived yesterday morning, the boat did not refloat. The Coast Guard asked for help to reach the boat, which was stuck on a sandbar in water that was 7 to 8 feet deep at high tide and went dry approaching low tide. A crew from the Barnstable Fire Department used a 27-ft boat to approach the vessel and pick up the two men. The men were returned to shore shortly before 0700 yesterday. The crew claimed the navigational equipment was malfunctioning. Clean Harbors, an environmental cleanup company, was on scene yesterday to pump 250 gallons of fuel off the vessel. A boat salvor had been contacted.

LORELAY (Panama)

Sydney, Mar 27 — Offshore construction workers on the \$450m Duke Energy gas pipeline are back at work after winning their fight with contractors for paid airfares to travel home interstate on time off. The majority of workers on pipe layer *Lorelay* come from Western Australia and Queensland. The dispute brought construction of the pipeline to a standstill for eight days. It is understood that contractors Allseas and Mermaid Labor and Management now face an air fare bill of about \$1 million. The travel allowances will be back-paid to Dec 8, when work on the pipeline began. About 16 further union demands remain outstanding and will be conciliated in another Industrial Relations Commission hearing next week. — Lloyd's List Daily Commercial News.

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SCOT PIONEER (U.K.)

London, Mar 27 — Following received from Scotline Marine Holdings Ltd, dated today: The owners' representatives of general cargo *Scot Pioneer* wish to inform the following: *Scot Pioneer* stopped off the port of Peterhead to effect electrical repairs to the main engine governor. It was later decided to enter the port, which the vessel did under her own power with the pilot boat in attendance. After completion of repairs vessel sailed from Peterhead at 2000, Mar 26, for Bremen.

SHIPYARD NEWS

'Hundreds missing' in dock disaster



BODIES are said to have been recovered from the Dubai Drydocks No 2 dock this morning following a major accident at 0915 local time (0615 GMT) that saw the collapse without warning of the drydock's gate No 2. An eye-witness has told Fairplay that at least 600 workers were in the drydock at the time, including supervisors making their daily work inspection. The top middle section of the gate failed, leaving a gap of 3-4 m and the dock filled in ten minutes. Casualty estimates vary from four dead and 38 missing to 200 missing. One source this morning reported 30 bodies having been recovered. Two ships, the Panamanian registered dry cargo ship *Indra 1* and the Maltese-registered, 57,372-DWT

tanker *Princess* have now been secured alongside. A jack up rig, the *Key Bermuda* is tilting over, but its legs are down. A jack-up accommodation barge, NPCC SEP 350, has sunk; work was in progress inside its tanks at the time. Another NPCC vessel, the cargo barge CB1, is inverted. Another barge, name unknown, was nearest to the gate and was carried down the dock, hitting all the other vessels except *Key Bermuda* before itself sinking. There is no indication of the cause of the failure, but Fairplay understands that divers were inspecting the gates yesterday evening. The yard is not commenting on the incident until it releases a statement later today, but one staff member earlier assured Fairplay that there were "not many" casualties.

Hyundai Heavy delivers 1,000th ship

GIANT South Korean ship builder Hyundai Heavy Industries delivered its 1,000th ship today, reaching the milestone in just 30 years. The 1,000th vessel, named **Overseas Portland** is a 113,000-DWT Aframax tanker built for longstanding US customer OSG, which ordered its first ship with the yard in 1978. Established in 1972, HHI delivered its first vessel, a 266,000-DWT VLCC on June 1974. So far the ship builder has built 276 bulk carriers (total tonnage 25M DWT), 180 container ships (8.87M DWT), 170 tankers (32.38M DWT) and 58 product carriers (3.01M DWT). Greek owners (82 ships) ordered the maximum newbuildings with US interests coming next with 75 ships. The rest of the newbuildings were split between 188 ship owners drawn from 42 countries. HHI has targeted delivery of 60 ships worth \$3.1Bn in 2002.

ROUTE, PORTS & SERVICES

OT Africa Line expands reefer service



In response to the rising demand for specialist containers on the steadily maturing West Africa trade, OT Africa Line (OTAL) has introduced a range of new 40ft and 40ft high cube refrigerated containers.

The new reefers are made from muffler grade

stainless steel (MGSS) and have six lashing points on each side of the internal bottom rail. A genset mount at the front of the reefer enables a mobile generator set to be attached to the unit.

Rachel Bennett, OTAL's marketing manager, comments "OTAL now has at its disposal a thoroughly comprehensive fleet of containers making the line even more flexible and able to meet the demands of its customers."



NOL records loss for 2001

Neptune Orient Lines (NOL), the world's sixth largest container shipping group, has reported a net loss of US\$57mn for 2001 compared to a profit of US\$178.5mn for the previous year. The loss was said to be due to a downturn in world trade volume and a glut in industry capacity.

NOL said the 2001 result included a one-off provision of US\$14mn largely for non-core property investments. The company said it would be difficult to attain profitability in 2002, unless trade volumes and freight rates were vastly improved. The 2002 revenues for its logistics division were projected to US\$900mn.

"All of us are committed to returning a positive contribution to the group in 2002," the company said. NOL shares fell one cent to S\$1.14 on Wednesday.

Cosco, Four Lines exchange slots

COSCO Container Lines (Coscon) and Four Lines consortium, which consists of K Line, MOL, NYK and P&O Swire Containers Ltd, are to swap slots between Coscon's China/southeast Australia service loop and the Four Lines consortium's Japan/South Korea/East Asia/southeast Australia service loop.

Coscon will operate an independent China/Hong Kong/southeast Australia service loop, while the Four Lines consortium will operate an independent Japan/South Korea/East Asia/southeast Australia loop.

The port rotation of Coscon's China/southeast Australia loop is Shanghai, Huangpu, Hong Kong, Sydney, Melbourne, Brisbane, Hong Kong and Shanghai.

The Four Lines consortium's loop has a port rotation of Yokohama, Osaka, Nagoya, Pusan, Keelung, Hong Kong, Sydney, Melbourne, Brisbane, and back to Yokohama.

Coastal goes daily again

COASTAL Container Line, the major lo-lo operator on the Irish Sea, has re-introduced daily sailings in each direction between Liverpool and Dublin. From today, the line has stepped up the frequency deploying the 230 TEU Coastal Breeze and the 140 TEU Coastal Sound operating from Liverpool's Seaforth Terminal and Dublin's Marine Terminals (MTL). "We had planned to move to a daily schedule in September, but the work on upgrading the [Dublin] terminal is so far advanced," said John Forrester, director of operations for Coastal and MD of MTL, adding that it has been able to boost the service much earlier. The daily sailings will give Coastal – a subsidiary of the Mersey Docks and Harbour Company – a weekly capacity of 1,000 TEU in both directions.

VBR vraagt legalisering niet-EU-matrozen

De Vereniging Belgische Reders der Binnen- en Rijnvaart (VBR) wil dat er een regeling getroffen worden die de Belgische binnenvaart in staat stelt bemanningsleden die uit niet-EU-landen komen, in dienst te nemen. Dat is nodig om het chronisch tekort aan gekwalificeerde matrozen op te vangen, zegt de vereniging. Andere EU-landen hebben de deuren voor Oost-Europese matrozen al opengesteld, wordt daar aan toegevoegd. VBR was van plan Vlaams minister van Mobiliteit Steve Stevaert hierover gisterennamiddag in Genk aan te spreken op de vijfde en laatste etape in de "Ronde van Vlaanderen" die Promotie Binnenvaart Vlaanderen naar aanleiding van zijn tienjarig bestaan organiseert. De organisatie wil ook juridische stappen ondernemen

NAVY NEWS



Sailors aboard the **U.S.S. Roosevelt** stand at attention on deck as the aircraft carrier returns to port at the U.S. Naval base at Norfolk, Virginia, March 27, 2002. The Roosevelt set a record with 159 consecutive days at sea while supporting Operation Enduring Freedom following the attacks in New York City and Washington D.C



Port Call by a U.S. Warship to Hong Kong Rejected

Signaling its anger over U.S. dealings with Taiwan, China has blocked a port call by a U.S. warship to Hong Kong and refused Tuesday to say whether Vice President Hu Jintao would go ahead with plans for a U.S. visit.



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The U.S. Consulate said Tuesday that Beijing had rejected a request for an April 5-9 visit by the **USS Curtis Wilbur**, - photo left – coll : Piet Sinke - a guided missile destroyer belonging to the U.S. Seventh Fleet based in Yokosuka, Japan.

"No reason was given for the disapproval," said Barbara Zigli, a U.S. Consulate spokeswoman. She declined to speculate on China's motives.

The March 18 rejection came a day before the Chinese government accused Washington of committing a "series of erroneous acts" and spoiling the aura of good relations set during a February visit to Beijing by President Bush.

As often happens, the spat is over Taiwan. Beijing objected to a U.S. decision to let Taiwan's defense minister, Tang Yiau-ming, attend a private defense convention this month in St. Petersburg, Fla.

Since Hong Kong returned to Chinese mainland in 1997, Beijing has occasionally protested U.S. actions by barring U.S. warships from visiting Hong Kong, long a popular port of call.

Foreign Ministry spokeswoman Zhang Qiyue said Tuesday that port calls by foreign warships and aircraft are approved on a "case-by-case basis."

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MOVEMENTS SOVEREIGN EXPLORER



The **Maersk Dispatcher** working on anchors with the **SOVEREIGN EXPLORER**

Photo's : Capt Hans Bosch

Supplies arriving onboard the **ADAM TIDE** (left) and the **PAGENTURM** (below)



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De onder Antiliaanse vlag varende PEGGY DOW uitgaand op 26 maart 2002.

PEGGY DOW (8304531) Soc. Anonyme Monegasque d'Administration Maritime et Aerienne (SAMAMA)
Monte Carlo/Ned.Antillen. 1985 van der Giessen-de Noord Krimpen aan de IJssel GT 11335 dwt 10572
TEU 48 Loa 15.8m Bm 22.8m.

Foto / Tekst : Jan van der Klooster

RIJNMOND WEATHER

vrijdag 29 maart

9 uur 's ochtends :
temperatuur: 5 graden
kans op neerslag: 5%
wind: matig (13 km/u) uit OZO

5 uur 's middags :
temperatuur: 13 graden
kans op neerslag: 5%
wind: matig (14 km/u) uit O

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