

DAILY SHIPPING NEWSLETTER 2003 – 022



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Icebreakers ease Petersburg flow



ICEBREAKERS have released the last of the vessels trapped in ice at St Petersburg, while an additional icebreaker from Murmansk has begun working for steel exporter Severstal. The **Kapitan Dranitsyn** arrived at St Petersburg on February 7 and is working with vessels loaded ferrous metals. The icebreaker has been taken on by Intergate-Chartering, which provides chartering services for Severstal. Work can also be undertaken for other vessels if agreement is reached with Intergate, a

St Petersburg spokesman told Fairplay. Over the weekend the last of the ships trapped for more than a month were freed, while on Monday 18 vessels were provided with icebreaking services to leave the port and 35 were waiting to berth. There is an urgent need to ease the flow of ferrous metals shipments as 200,000 tonnes of non-ferrous metals and 500,000 tonnes of ferrous metals have accumulated in St Petersburg port. Much of the former cargo is aluminium intended for export by Russian Aluminum (Rusal) and Siberian Ural Aluminum. Because the port authority has banned the operation of river-sea class vessels in the ice conditions, aluminium shipments have been delayed, and must wait for the regular container lines.



ISPS threat to substandard flags

SECURITY measures adopted by the IMO in December will help eliminate substandard safety practices in the maritime industry, according the managers of the Marshall Islands register. The ISPS (International Ship and Port facility Security) code could signal "the beginning of the end of substandard registers," explained Clay Maitland, managing partner of International Registries Inc. Speaking today at the Lloyd's List Maritime Security and Safety conference in London, Maitland explained that national sovereignty could no longer be used as a means of evading responsibility. "The code will break new ground by denying ship operators, owners and charterers from taking advantage of matters previously regarded as secret or confidential," he said. But Maitland warned delegates that the code must be made to work and should avoid the problems associated with the IMO's STCW white list, where he claimed "even the laggards get certificates of good conduct." He concluded: "that would be a recipe for a future disaster, perhaps with tragic consequences."

Tanker grounding in Kattegat prompts new Baltic pilots plea

GERMAN Transport Minister Manfred Stolpe has again demanded compulsory pilotage for the Baltic Sea.

Mr Stolpe said that obligatory pilotage was an important factor for improving safety at sea, in the light of the 35,589 dwt tanker **Acushnet**, which ran aground off the island of Samsø in the Kattegat last Friday. The single-hulled tanker, carrying 35,000 tons of diesel fuel, was pulled out of shallow waters by three tugs yesterday, after some 4,700 tons was removed from the ship.

The ship left for Boston yesterday after the Danish Maritime Authority said its hull was undamaged. The tanker, which ran aground Friday east of Samsø island in the Kattegat between Denmark's Jutland peninsula and southern Sweden, was taken to a nearby harbour for a full inspection of its hull. It left Danish waters with a pilot guiding the ship, but there was no pilot on board when the ship grounded, permissible under Danish law.

The International Maritime Organisation only has a recommendation about pilotage. Mr Stolpe is seeking talks with the Russian government, which fears that prices for transportation might increase and has hitherto refused a commitment. As many as 160,000 vessels sail through Danish straits annually, the main route for sailing out of the Baltic Sea into the North Sea.

CASUALTY REPORTING

Arklow ship 'possibly' in collision

A BULK carrier operated by Arklow Shipping is said to have been "possibly" involved in the sinking last night of a 15-m-long trawler off the French Atlantic coast. Brest Maritime Prefecture said the 2002-built **Arklow Ranger** might have collided with the P  p   Roro, causing the death of one of the three fishermen; the other two are still missing. "Nothing has been clearly established. It could have been the result of a wrong manoeuvre during fishing operations," officials said. The bow of the trawler was still visible on the surface this morning while the search for the missing crew continued. The Arklow Ranger had departed from Bordeaux for the UK, and was ordered to stop at Lorient for further investigations. The French Marine Accident Investigation Bureau (BEA-Mer) has also launched an investigation.

MSC EDNA (PANAMA)

There was a collision in dense fog at 0430, local time, yesterday between outbound c.c. **MSC Edna**, loaded with containers and the incoming general cargo **Stoja**, in the River Scheldt near Zuid Saeftinge. In the collision a container, loaded with 25 tons of paper fell overboard into the river. Vessels of the Dutch Rijkswaterstaat and from the Antwerp Harbour service have been searching all day for this container, which most probably sunk soon after the collision. The search will continue today, in which the vessel Lodycke will be used to trace the container with its sonar equipment. Slight damage to both vessels was reported. MSC Edna returned to Antwerp. Stoja was allowed to proceed to its berth, Havenkaai 414, in Antwerp, after an inspection by the authorities

BACH DANG GIANG (CAMBODIA)

A press report, dated Feb 8, states: Bulk Bach Dang Giang (20072 gt, built 1973) sank to a depth of 10-11 metres near Hongay port last Friday (Jan 31). The ship was carrying a mud-dredging machine that was to be exported to Iraq. All of the ship's 40 crew members managed to reach safety. However, experts said coastal pollution is likely to occur due to oil spillage. Initial assessments suggests that the incident, which took place in fair weather conditions, was probably caused by a contact with submerged rock formations. A salvage operation is currently underway.

SHIPYARD NEWS

HDW yard in surprise cutback

GERMANY'S largest shipbuilder, HDW in Kiel, sent shock waves through the country's construction sector yesterday by announcing a cut in its workforce of 750. The reduction, from 3,400 to just 2,650 by May next year, was justified by the head of the executive board, Helmut Burmester, because of the serious weakening of prospects for merchant shipbuilding, and the yard's failure to land a commercial contract for four years. Although the naval construction division is busy, HDW has only managed to win contracts for small cruise ships, mega-yachts and specialized vessels. New building hulls are now routinely placed with low-wage builders and strong competition from Far Eastern yards make large

ferry orders unprofitable. The Kiel yard built six ferries for Greek operator Superfast but suffered a €200M (\$215M) loss from the project. About €30M of the redundancy cost will be covered with European aid, while the move will generate savings of about €50M a year.

Koreans bullish about building

SOUTH Korea's Daewoo Shipbuilding today signalled its belief that newbuilding recovery is underway, with world-wide orders this year hitting 20M GT and 2004 proving even better. After 2004, new order volume will be between 25M and 32M GT each year, the builder forecast. Tankers will lead the recovery, following restrictions on single-hull vessels and encouragement for double-hulls. More than 15 LNG ships will be ordered by 2006 as gas is increasingly seen as environmentally friendly energy. However, prospects for new container ships will remain depressed, with the exception of Panamax-sized vessels. Order volume for offshore vessels, although hit by the unstable economy in the short term, will grow later in the decade as increased demand prompts further exploration and production. Daewoo also expects more orders for floating production units, floating production, storage and offloading vessels and tension leg platforms. Between 60 and 90 such vessels will be ordered in the next five years, more than half of which will be FPSOs, the Koreans said.

DSME named a 6,750 TEU containership

Daewoo Shipbuilding & Marine Engineering (DSME) held the naming ceremony for MSC 6,750 TEU Containership bearing Hull No. 4085 on the 6th February at quay 'D' in the presence of about 50 owner and yard members.

After being named by Miss Vanessa Severin (Daughter of Mr. J.C. Severin, Manager of MSC) as '**MSC VANESSA**', the Hull No. 4085 delivered to her owner that day.

In the meantime, her sister ships, Hull Nos. 4086 and 4087, were launched and keel-laid on the 8th and 10th February respectively.

Jaya Holdings to double shipbuilding capacity at Batam

SINGAPORE'S Jaya Holdings is doubling shipbuilding capacity with its shipyard in Batam, Indonesia which completes its first vessel fully constructed at the yard in May.

The Singapore shipyard and offshore vessel operator has in the past just fabricated blocks at the Batam yard, Jaya Asiatic, which it then barged to its Singapore for construction into a finished vessel.

"Now we are building the complete vessel in the yard," said Y M Pang, managing director of Jaya. Jaya specialises in building offshore supply vessels and currently has three anchor handling supply vessels under construction at the Indonesian yard.

With the addition of the Batam yard for full construction of vessels the company will be able to build between eight and 10 a year using both its Singapore and Indonesian yards compared to just four or five in the past.

"We double the capacity by building in Batam," said Mr Pang. The first vessel to be fully built at the Batam yard, a 63m, 5,500 bhp, anchor handling supply vessel, is due to be completed in May and was sold to Norwegian group Seacor three months ago.

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For a similar 60m vessel also being built at the yard the company has secured a 20-year bareboat charter deal.

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Maersk bids to solve Genoa friction

MAERSK Sealand is to temporarily transfer calls by its weekly Medgulf service from Genoa's PSA Corp-run VTE terminal to the SECH facility, run by the local GIP pool, in an effort to solve significant congestion at VTE. The 4,600-TEU **Sealand Performance** will be handled by SECH on February 17, followed by up to three more trial calls. Currently all Maersk Sealand containers are handled by VTE under a long term contract last extended in December 2000, but the Danish carrier might decided to switch some calls permanently. Hauliers have been complaining about having to wait for several hours before boxes can be collected. Operations at VTE were severely restricted last Friday when picketing by hauliers led to the access gate being closed.

Balearia adds to fast ferry fleet

SPANISH ferry operator Balearia has purchased a fast ferry from Italy's Rodriquez group for €30M (\$32M). The **Al Sabini** is currently in Izar's Cartagena shipyard for refurbishment, and is expected to run on the Algeciras-Tangier, Morocco route as the first fast ferry ro-pax service between the ports. The **Al Sabini** is sister to the **Federico Garcia Llorca**, which last year commenced operations between the port of Denia, south of Valencia, and ports on the Balearic islands. Balearia also hopes to launch the fast ferry Ramon Llull on a new service between Barcelona and Ciutadella on the island of Menorca. The company has invested €58M on new ferries over the past two years. Last year Balearia carried 1.2M passengers between Spain and the Balearic islands.

Wilh Wilhelmsen income soars

Norway's Wilh Wilhelmsen (WW) saw big improvements in the returns from its liner and car carrier businesses in 2002, and says this sector is expected to make the biggest contribution to this year's results. In a results statement Tuesday WW said net operating income for its liner and car carrier sector jumped to \$86.1m during 2002, up from \$59.8m a year earlier. The company says the overall trend was positive, with a 6% expansion, even though global vehicle sales declined by 0.3%.

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WW says: "Developments in international car carrying and ro-ro markets will accordingly be highly significant." Last year WW and its partner Wallenius Lines (OW) paid a whopping \$1,250m to acquire Hyundai Merchant Marine's (HMM) car carrier fleet.

The result, Eukor Car Carriers Inc, in which WW and OW own 40% each and HMM 20%, was established in December. Between them WW and OW now control 130 car carriers, or around 30% of the world fleet. WW says: "Higher interest expenses as a result of the exposure in Eukor will have a negative effect on results, but are expected to be offset by synergies from the collaboration between this company and WWL." WW saw its pre-tax income for 2002 jump to \$60.3m, up from \$31.1m a year earlier.

But gross revenue slipped back by 5.5% to \$580m, down from \$614m in 2001. The fourth quarter net result also showed big gains up at \$25m, from \$2m in the same three months during 2001. Revenue for the quarter was \$65m, down from \$83m in the corresponding period a year earlier.

The company said its fourth quarter figures were affected by substantial one-off items. These included sales gain of \$27.1m from the disposal of five ro-ro carriers and the total loss of Tricolor. Some \$8.9m was charged for the restructuring costs associated with the land-based operations of Wallenius Wilhelmsen Lines (WWL), and \$3.8m for organisational changes to the liner and car carrier business and withdrawal from container transport. In addition the company said its three ro-ro ships spent 144 days off-hire in connection with conversion work, and its poor performing timber terminal in Latvia had its value written down by \$2m.

WW says its ro-ro activities showed a small decline during 2002, primarily reflecting the weak American market, and demand for non-containerisable cargo (NCC) followed the general decline in world trade. On the loss of WWL's car carrier **Tricolor** (built 1987), the company said bids for the wreck removal are due in from 10 parties on Friday. WW is planning a briefing on Tricolor in London next week. Tricolor sank with its cargo of 2,862 Saab, Volvo and BMW cars following a collision with the OT Africa Line 1,036-teu, 26,288-dwt containership, **Karibe** (built 1982) on 14 December. The vessel is lying partially submerged in the busy shipping lanes to the east of the Strait of Dover.

WW says the result for its ship agency business Barwil was "not satisfactory". Barwil logged a reduced net income of \$2.9m for 2002, down from \$7.2m a year earlier. The company blamed a general downturn in international shipping operations, growing pressure on costs and the \$2m write-down related to the timber terminal in Latvia.

Crewing agency Barber International saw its net income slip back to \$5.8m, from \$6.3m in 2001. WW says reduced financial earnings were the main reason for the decline. The company expects Barber International's result to be on a par with 2002, while Barwil forecasts a considerably stronger performance. Dockwise expects a good result for 2003. Overall WW says it expects results for 2003 to show an improvement from 2002.

Speurtocht container gaat door

Rijkswaterstaat heeft ook donderdag in de Westerschelde gezocht naar een vermiste container. Die container, gevuld met 25 ton papier, is gezonken nadat hij woensdag overboord sloeg bij een botsing tussen twee schepen bij Saefthinge. Tot nu toe is nog niets gevonden.

Donderdag werd met behulp van sonar-apparatuur verder gespeurd. Rijkswaterstaat wil de container zo snel mogelijk weg hebben, wegens mogelijk gevaar voor de scheepvaart.

Container gezonken zonder bodem

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De bodem van de container die woensdag in de Westerschelde zonk, blijkt nog op het schip te staan waar de container vanaf is gevallen. Volgens Rijkswaterstaat ligt de rest van de container en de inhoud daarvan, 25 ton papier, op de bodem van de Westerschelde. De container zonk nadat hij overboord sloeg na een aanvaring. De beelden van het sonar-onderzoek dat Rijkswaterstaat donderdag heeft uitgevoerd, worden bekeken, maar tot nu toe is er nog niets gevonden.

More ships passing through Panama Canal

The Panama Canal is moving more ships through safer, faster and more lucratively, its first quarter figures show.

In total, 2,887 vessels with canal tonnage of 61 million Panama Canal Universal Measurement System (PC/UMS) transited the canal from October to December - the first three months of its fiscal year 2003.



That compares with 2,882 transits at canal tonnage of 58.2 million PC/UMS in the same quarter last year.

Vessels are also transiting the canal in record time - down to an average of 22.4 hours from 24.6 hours last year, and only four accidents occurred in canal waters in the quarter - down from six a year earlier.

Canal revenues rose 13.3 per cent to US\$165.8 million - boosted by a toll hike averaging 8 per cent introduced by the Panama Canal Authority at the start of the quarter.

A second increase of 4.5 per cent will be implemented in

July.

Panamax-sized vessels pay tolls averaging US\$50,000 to transit the canal between the Pacific and Atlantic oceans, making up almost 40 per cent of its traffic, while cargo ships pay about US\$27,000 for the short cut.

Last month, the cruise ship Coral Princess paid the highest ever Panama Canal toll - US\$217,513 - Lloyd's List reported. Canal administrator Alberto Alemn Zubieta said 'the Canal has increased its focus on customer service and reliability while shifting to a management model that calls for operating the canal as a business rather than a utility.'

Panama took control of the canal in 2000 from the US Government, and is endeavouring to make the waterway a profitable business.

Mr Zubieta added that subsequent operational improvements enabled 'more ships (to move) through the canal safer and faster', and that the quarter's traffic growth was expected, because it compared with the period immediately following the Sept 11 terrorist attacks.

Cido to order six new panamax bulkers from Sasebo

CIDO Shipping has come in for a total of six -- three firm plus three optional -- panamax bulkers of

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76,600 dwt type with Sasebo Heavy Industries as the South Korean company continues its fleet diversification strategy.

The ships are due for completion from April to December 2004. Brokers place the price of each ship at around \$21.5m.

The newbuilding order this time will push Cido's backlog orders to 30 with bulk carriers totalling 22 -- eight Panamaxs, five Handymaxes, four Handies, four log bulkers (on a hire basis) and one open hatch bulk.

The six 76,600 dwt newbuildings to be built by Sasebo are backed by charter commitments. Cido said it has already concluded a 10-year charter agreement for two of them with Pan Ocean Shipping, the Seoul-based shipping company, and is currently negotiating with several European operators in a bid to shortly sign similar contracts for the remaining four.

Currently, the company owns 36 vessels breaking down to 32 pure car/truck carriers (PCTCs), one product carrier, one VLCC and two feeder containerships

Volvox Olympia joins Van Oord ACZ fleet

DUTCH shipbuilder van der Giessen-de Noord has christened and launched **Volvox Olympia**, writes Hugh O'Mahony.

The latest trailing suction hopper dredger to join the Van Oord ACZ fleet, the 4,750 cu m hopper capacity vessel was christened by Mieke Kuik-Knol, wife of Van Oord ACZ managing area director (south) Leffert Kuik. IHC Holland subcontracted construction to fellow IHC Caland subsidiary van der Giessen-de Noord.

The ship, equipped for harbour maintenance dredging, beach replenishment and reclamation work, features relatively moderate propulsion power, but its hull has been designed to offer a low hydraulic resistance, to achieve high sailing speeds. Equipped with one suction tube with 900 mm diameter on the starboard side, the ship can dredge to a depth of 32 m, with loads discharged either via bottom doors or through a 'rainbowing' spray nozzle.

Kawasaki Kisen Kaisha to double its Aframax fleet

JAPAN'S Kawasaki Kisen Kaisha is planning to double the size of its Aframax fleet over the next three years after the business was taken over by its Singapore office.

K-Line's Singapore subsidiary took control of the operation of a fleet of five aframax tankers from February 6.

"Actually the market for aframax tankers is mainly in Singapore. It is more suitable to have a chartering centre here in Singapore," said K Line Singapore, managing director, Juro Shiga.

The company is looking to expand its customer base in South east Asia.

The current fleet of five aframax tankers comprises four which are on charter to K-Line and one-owned vessel the 1990-built, 107,000 dwt, **Rainbow River**.

Over the next three years the Japanese company said it plans to double the size of the tanker fleet in Singapore. It said it had already arranged to charter one new tanker from Tai Chong Cheang Steamship in Hong Kong. Mr Shiga said that "a few" of the other new ships could be owned by K-Line

but it had no concrete plan as yet. Last year K Line shifted its Asian Operations Centre for the container business to Singapore as well

NAVY NEWS

HMCS Fredericton to join war on terror

Another Halifax-based Canadian warship will soon sail into the U.S.- led war on terrorism.



Top : **HMCS FREDERICTON** – photo ; Coll.- Piet Sinke

HMCS Fredericton is to leave Halifax on Monday afternoon. It'll be the 13th Canadian ship to take part in Operation Apollo, Canada's contribution to the anti-terrorism effort.

The **Fredericton** will replace **HMCS Montreal**. Senior navy officers and some politicians will be at the naval dockyard for the ship's departure. Cmdr. Harry Harsch, commanding officer of the Fredericton, said the crew has been training for weeks in preparation for its deployment to the Middle East. "I would like to ask all Canadians for their continued support for the men and women who will be working in this area during these uncertain times, as well as for their families and friends who are left behind," Cmdr. Harsch said in a news release. The naval dockyard will be closed to the public on Monday but the navy said people can show their support from other Halifax Harbour sites.



The fast combat support ship **USS Sacramento (AOE 1)** conducts an underway replenishment (UNREP) with the guided missile frigate **USS Ingraham (FFG 61)**. The ships are part of the Carl Vinson Battle Group conducting

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training in the Pacific Ocean in preparation for their next scheduled deployment

Amphibious assault ship **USS Bataan (LHD 5)** takes on fuel and supplies from the fleet oiler **USNS John Ericsson (T-AO-194)** during an underway replenishment (UNREP). Bataan is deployed with Amphibious Task Force East (ATF-E) in support of Operation Enduring Freedom



MOVEMENTS

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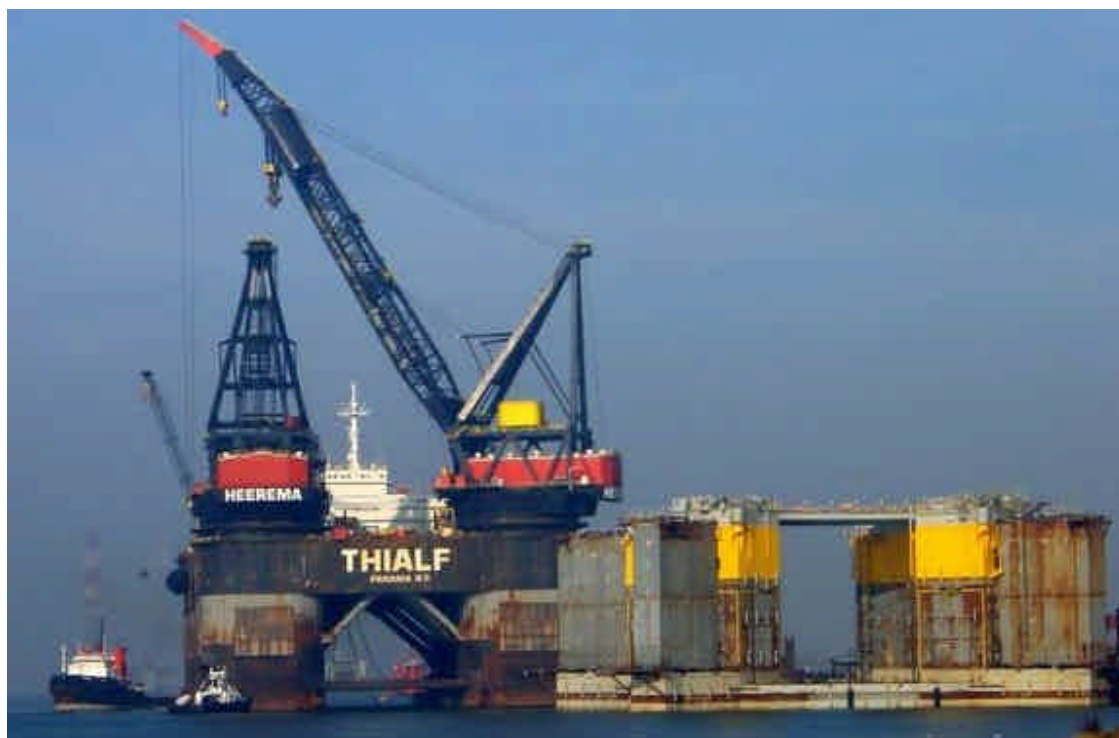
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The **THIALF** arrived in the Caland Canal to work on the **KIZOMBA – A** platform
photo : Dirk van Wolveren Sr ©



The **SAIPEM 7000** was shifted from
the Offshore put to the Ertskade
(EECV)

Photo : Dirk van Wolveren Sr ©

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Top : The **BARRA DE AVEIRO** and the **CHARUCA SILVEIRA** passing Cuxhaven inward bound Both tugs were on their way to Brunsbüttel where you find a casco for Spain. The sections were built at Flender, Lübeck and are now on their way to Spain. The ship will be a big reefer-container-ship.

Photo´s : Florian Hoch



AIRCRAFT / AIRPORT NEWS

Eerste vliegtuig geland op Polderbaan



Donderdagmiddag is het eerste vliegtuig veilig geland op de nieuwe vijfde baan op luchthaven Schiphol. Rond 15.15 uur landde het speciale KLM-toestel dat vol zat met politici, journalisten en 140 oud-bewoners.

De landing ging gepaard met gejoel en applaus. Op de landingsbaan stond een erehaag van brandweervoertuigen die water de lucht in spoten. Milieudefensie had als protest een spandoek langs de baan opgehangen.

Met een rondje boven de Haarlemmermeer werd de 3800 meter lange Polderbaan in gebruik genomen. Na de landing verricht staatssecretaris Schultz van Haegen van Verkeer en Waterstaat de officiële opening.

Feiten Polderbaan

Luchtvaart aanduiding: 18R-36L

Ligging: 2.100 meter ten noordwesten van en parallel aan de Zwannenburgerbaan

Oppervlakte: 500 hectare (inclusief taxibaan, rijbanen, groenstroken en watergangen)

Lengte: 3.800 meter – Schiphol's langste start- en landingsbaan, geschikt voor de toekomstige generatie grote vliegtuigtypen zoals de A380

Breedte: verharde gedeelte 60 meter; 75 meter inclusief de shoulders

Gemiddelde taxitijd Polderbaan- Schiphol - Centrum: 6.3 tot 10.6 minuten, afhankelijk van welke rijbaan wordt gevolgd en bij welke opstelplaats het vliegtuig moet zijn

RIJMOND WEATHER

Vooruitzichten van vrijdag t/m maandag:

Aanhoudend winters!

Zonnig en droog winterweer maar vooral op zaterdag ook wolkenvelden. In de nacht lichte tot landinwaarts soms matige vorst, de middagtemperatuur ligt enkele graden boven het vriespunt.

© Ed Aldus 2003	VR-14	ZA-15	ZO-16	MA-17
Maximumtemperatuur:	1	3	2	2
Minimumtemperatuur:	-5	-4	-3	-5
Zonnekans in %:	80	40	60	70
Neerslagkans in %:	5	5	5	5
Windrichting kracht:	O-2-3	NO-2-3	O-2-4	ZO-1-3

.... PHOTO OF THE DAY



the Westminster Dredger [Sospan](#) working in the outer harbour of the Cardiff Bay Barrage.

photo : [Chris Jones](#) ©