

## DAILY SHIPPING NEWSLETTER 2003 – 024



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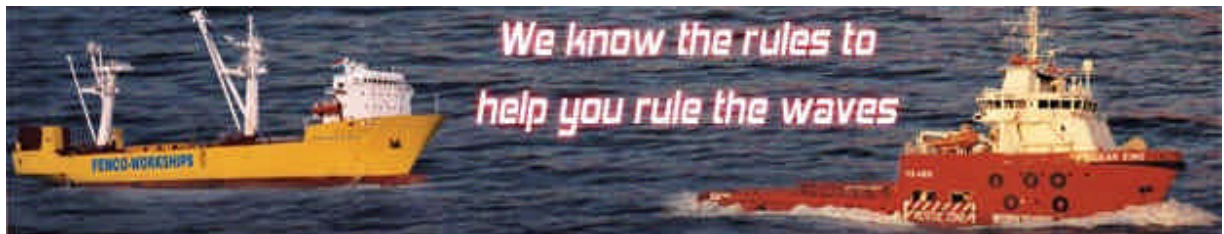
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## EVENTS, INCIDENTS & OPERATIONS

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## RO-RO VESSELS COLLIDE AT ENTRANCE TO RIVER ORWELL

At a quarter to eleven yesterday evening Thames Coastguard were informed of a collision between two Ro-Ro cargo vessels in the entrance to the River Orwell. Both vessels were on passage between Ipswich and Ostend, with one inbound to Ipswich and one outbound. The inbound vessel the "**SAPPHIRE**" went aground at the entrance to the River in the vicinity of No1 Buoy, Trimley Marshes, after the collision. The outbound vessel the "**ANGLIAN WAY**" continued on her passage to Ostend. The Harwich Harbour Authorities were on scene very quickly with their Tug "**MELTON**" and their counter pollution vessel "**HARWICH HAWK**" and were able to establish quickly that there were no

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injuries to either crew and no pollution. The **"SAPPHIRE"** was refloated on the rising tide and after discharging her cargo in Ipswich, sailed to Ostend just before 6.00 am. The **"SAPPHIRE"** is 6,568 gross registered tonnes and is registered in Sweden. The **"ANGLIAN WAY"** is 7,628 gross registered tonnes and is registered in Panama.



Left : The **ANGLIAN WAY**

Photo : Mike Louagie ©

The weather at the time was light winds, fog with poor visibility and the sea state was smooth to slight. Thames Coastguard Duty Watch Manager Anthony Mayhew said: "Following the incident the Marine Accident Investigation Branch was informed, and they will make a decision as to whether to launch an investigation. The Belgian authorities have been contacted to conduct surveys on both vessels in Ostend."

## Oceaneering Acquires New Vessel

Oceaneering International, Inc. (OII) has purchased the **Gulf Quest** for conversion into a 145-ft. dive support vessel. Built in 2001, and renamed the **Ocean Quest**, the vessel will be upgraded in spring 2003 and then become available for work in the Gulf of Mexico. When completed it will feature: 2,100 sq. ft of deck space, 24 person accommodations (in addition to vessel crew), dive support equipment installed below deck, marine rated API 10 ton crane on the stern, 24 hr. operational capacity and built-in, below deck, 6 X 6 jet pump. After conversion, the Ocean Quest will be ideally suited for Inspection, maintenance, and repair (IMR) activities on pipelines & platforms in water depths down to 300 fsw.

## Stolt starts independent investigation

THE board of US-Norwegian maritime company Stolt-Nielsen has launched an independent investigation into allegations of improper behaviour, two days after it was granted immunity from prosecution and fines in two anti-trust probes under way into its transport group's global and regional parcel tanker operations in Europe and the US. CEO Niels G. Stolt-Nielsen said the investigation would be conducted by outside counsel, who would report to the audit committee chairman. The investigation would check whether management had updated and implemented policies, procedures and other necessary steps to ensure full compliance with "applicable laws". "The board of Stolt-Nielsen SA is fully committed to resolving these issues properly, expeditiously and with the interest of our customers, our shareholders, and our lenders in mind," the statement said. Stolt Nielsen, along with competitors Odjfell, Jo Tankers and Tokyo Marine are currently co-operating in anti-trust investigations made public last week after a series of co-ordinated raids of offices in US and Europe. Authorities are checking whether they have operated in cartels, colluded and fixed prices in the chemical tanker sector, which comprises about three per cent of the world tanker market.

## Stolt & Vopak in second cartel probe

EUROPEAN antitrust investigators have raided the offices of Dutch chemical tanker owner Vopak as part of a second investigation into possible cartels. Following similar raids last week on the offices of chemical tanker operators Odjfell, Jo Tankers, Stolt-Nielsen Transportation Group and Tokyo Marine,

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the European Commission has opened up a second line of inquiry into intra-European inland barge operations. Stolt-Nielsen yesterday revealed that in addition to the US and European probes into possible collusive behaviour in the parcel tanker industry, it was also now facing a second probe into its inland barge operations. Stolt-Nielsen and Vopak are the biggest carriers of chemical and fuel along Europe's inland waterways. According to a statement issued by Vopak today, investigators from the European Commission have been present at the company's Dordrecht offices in the Netherlands since yesterday. The company says it has co-operated fully with the commission's investigations. A spokesman for the European Commission was unable to confirm if any other companies will be facing similar investigations.

## CASUALTY REPORTING

### SMIT Salvage and Semco awarded contract for the *Gas Roman* and the *Springbok*



Dutch based SMIT Salvage and Singapore's Semco have been awarded a LOF 2000 contract to provide emergency assistance to the *Gas Roman* and the *Springbok*.



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The **GAS ROMAN** which ran into the **SPRINGBOK** portside side quiet deeply  
Photo 's : SMIT Salvage ©

The two vessels collided Thursday 27-2-2003 at around 00:50 am local time 16 miles N.E. of the Horsburgh lighthouse (near Singapore) in the international shipping route. Reports indicate that the vessels are still connected and drifting in the vicinity of the South China Sea. Tugs attempting to keep them out of the shipping lane and in international waters.



Initial reports indicate that the **Gas Roman** sustained damage to her bow and the **Springbok** suffered damage to her mid section near the crew's

accommodation.

Salvage teams are currently on board the casualties and several tugs of SMIT and Semco are on scene. In addition to the specialists already on site a naval architect and a marine chemist have been mobilised and are en route. The team will conduct a thorough survey prior to formulating a salvage plan.

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The **Gas Roman** is a Korea flagged LPG carrier with a deadweight tonnage of 55,000 tonnes. She measures 230 meters in length and 36.60 in width and was built in 1990. Her cargo consists of 44,000 tonnes LPG.

The **Springbok** is a Liberia flagged general cargo ship with a deadweight tonnage of 15,000 tonnes. The vessel has a length of 144 meters with a width of 20.40 meters and was built in 1979, and is laden with 3,165 tonnes of timber.

## SHIPYARD NEWS

### Farstad Shipping ASA to acquire offshore supply vessel from Ulstein Shipping AS

The Norwegian shipping company Farstad Shipping ASA said March 3<sup>rd</sup> that it had reached an agreement with the Norwegian shipping company Ulstein Shipping AS to take delivery of an offshore supply vessel under construction at Ulstein Verft AS.

Farstad Shipping said that the agreement was reached through its wholly owned subsidiary Farstad Supply AS. No financial information was provided.

### Keppel Completes Raissa

Keppel Offshore & Marine (Keppel O&M) Group has strengthened its participation in the inshore oil and gas drilling industry, with the successful completion of the **Raissa**, a posted submersible drilling barge for Indonesian drilling contractor PT Apexindo Pratama Duta Tbk. Keppel FELS Limited has earlier been chosen as the preferred partner for PT Apexindo's drilling fleet build-up and enhancement. The Company signed the \$29 million contract for Raissa in May 2002, followed by a refurbishment contract for drilling barge, Maera. Another similar newbuilding order for the Yani was signed in October last year. All three drilling units will be deployed in the inshore Tunu field, East Kalimantan, for TotalFinaElf Indonesia. Said Mr Choo Chiau Beng, Chairman and Chief Executive Officer of Keppel O&M, at the naming ceremony of Raissa held in Keppel FELS Pioneer Yard, "I am happy that through the projects with PT Apexindo, we are able to offer fit-for-purpose solutions for enhanced drilling activities in Indonesia. "In so doing, we have strengthened our participation and track record in the growing markets of inshore drilling and will exploit opportunities in other shallow regions in Asia Pacific, USA, and northern parts of the Caspian Sea." "Our investment in Raissa is one of significant strategic value for Indonesia's oil & gas industry. The industry's growth and sustainability in the long term is dependent on the on-going development of production infrastructure including drilling capabilities such as those of Raissa. "Raissa's construction and assignment to the gas fields of East Kalimantan also reflects the confidence of major international oil companies in Indonesia's continued global leadership in LNG production," said Mr Hertriono Kartowisastro, President Director of PT Apexindo. Three Keppel yards, led by Keppel FELS Limited were involved in the construction of Raissa. Keppel FELS was involved in the engineering and project management of Raissa, and provided the expertise to build the cantilever and drillfloor structures. Keppel Singmarine built the main hull and upper decks, while Keppel Shipyard (Benoi) constructed the living quarters and the helideck. Showcasing high commitment to safety standards, the Keppel yards achieved more than one million man-hours without reportable accidents during construction. The construction of the 244-ft Raissa involved detailed engineering, fabrication and procurement as well as installation of the owner's supplied equipment. It is capable of oil and gas exploration in water depth up to 7.62m (25 ft) and will have a drilling depth capability of 7,600m (25,000 ft). PT Apexindo Pratama Duta Tbk, is the first drilling contractor to be listed on the Jakarta Stock Exchange. The company specialises in both onshore and offshore activities. It owns 12 onshore drilling rigs after merging with PT Medco Antareja in December 2001. PT Apexindo currently

owns and operates two submersible swamp barges contracted by TotalFinaElf Indonesie and one jack-up rig in the Middle East.

## Keels Laid at Ingalls

Northrop Grumman Corporation's Ship Systems sector laid the keel on **Halsey (DDG 97)** and **Mesa Verde (LPD 19)** Feb. 24 and 25 respectively, during ceremonies held at the company's Ingalls Operations in Pascagoula, Miss. Mesa Verde is the third ship of the LPD 17 San Antonio-class ships being built at Northrop Grumman Ship Systems and the first ship in this class to be erected at Ingalls Operations. It is named in honor of the Mesa Verde National Park in Southwestern Colorado. Mesa Verde is scheduled for delivery in late 2005. "Wherever you go in the world, the most recognized object in the world is the flag of the United States of America," said U.S. Rep. Scott McInnis from Colorado's 3rd Congressional District. "Every one of the people serving in our military services, if they were here, would pat these shipbuilders on the back and thank them for giving them the tools they need to protect our nation." "This is a unique class of amphibious ships that is being designed and built using state-of-the-art, innovative design tools and equally innovative management processes," said John McIntire, vice president, Tech-Marine Business, Inc., and former Navy technical director of the LPD 17 program. "It is a great credit to all of you in the shipbuilding community who broke ground in this endeavor that the Mesa Verde will be the most mission-capable, sailor-friendly and technologically advanced warship in the U.S. Navy when it enters the fleet." "This ship, wherever it deploys, will be a piece of the United States," said Dr. Philip A. Dur, corporate vice president, Northrop Grumman, and president, Northrop Grumman Ship Systems. "It represents the will and determination of the American people to secure our interests around the world with means like these gray hulls. This ship is built to fight. The American taxpayer has paid a premium to ensure that this ship is rugged, and if the ship does withstand damage that it will survive to fight again."

## French defence group watches HDW

MULTI-NATIONAL electronics and defence group Thales is closely watching developments at struggling German shipyard HDW, in particular what the US investment fund One Equity Partner (OEP) will decide to do with its stake in the yard in the next weeks, says French newspaper Les Echos. Thales is a global electronics company serving aerospace, defence and information technology markets and employs 65,000 in 30 different countries. Its intentions vis-a-vis the German shipbuilder are not yet clear, but the group has made no secret of its major ambitions in the naval sector in Europe, which could pave the way for investments in foreign yards with a major position in the sector – like HDW. Thales recently secured significant participation in the construction of two 60,000-tonne aircraft carriers for the Royal Navy. Early this year in France, Thales formed a naval arm, Armaris, in association with the country's naval shipyards.

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## Pride of Tyne as ship sails in

Ahoy there. Crowds gathered to watch as **HMS Tyne** paid its first visit to the North East.

The Navy's new £20 million fisheries protection vessel became the latest in a long line of illustrious ships to sail up the river. It was greeted by a bright Tyneside morning and calm seas as it gently sailed into port.

The sleek new ship has been put through a series of rigorous sea trials at Faslane in Western Scotland which it passed with flying colours. It was a proud moment for Geordie commander Craig Gilmour who is the captain of the vessel.

It was a doubly sweet occasion for Commander Gilmour as along with his pride in the vessel came the knowledge that his wife Dionne and young daughter Niamh would be waiting for him on the Quayside.

He took command from his position on a hushed bridge as the crew concentrated on entering the Tyne while taking in the scenery including the historic Collingwood Monument and the ruins of Tynemouth Abbey.

On board ship for the maiden visit were teachers from two local schools which have formed close links with HMS Tyne - Hadrian School and St Catherine's School. Deputy head of Hadrian School Chris Rawlings and Michael Ewing, headteacher of St Catherine's, joined after the completion of the sea trials at Faslane and enjoyed a memorable voyage through the Western Isles and the coast of Scotland.

Mr Ewing said: "It was a great experience to be on board today. I really enjoyed it and the pupils are very excited about the prospect of getting on board." This was ahead of the ship's first mission which is to forge close links with the North Tyneside area including schools, the TS Tyne Sea Cadet Corps and local councils.

Until Friday the ship will be holding a series of visits for local people before it departs for its first patrol of the North Sea.

Commander Gilmour said he was delighted with how HMS Tyne performed.

He said: "I'm very proud of the ship and delighted to be bringing it home this morning. The crew are very excited about the occasion and are looking forward to having a look round the city." The 1,700 tonne ship, 80 metres long can cruise at a top speed of 20 knots and has a travelling range of 5,500 nautical miles. It carried a crew of 28 but can accommodate 48 people.

## ENSCO Sells Marine Vessel Fleet to Tidewater

ENSCO International Incorporated announced the signing of a definitive agreement to sell all of the oilfield support vessels owned by the Company's subsidiary, ENSCO Marine Company, to Tidewater Inc. for \$79 million in cash. The transaction, which is expected to result in a pre-tax gain of approximately \$5 million to ENSCO, (\$0.02 per diluted share after taxes), is subject to various regulatory consents. It is anticipated that the transaction will close early in the second quarter of 2003. Carl F. Thorne, ENSCO's Chairman and Chief Executive Officer, explained the strategic reasons for the transaction.

"Although ENSCO Marine has performed well for us over the years, further renewal and growth of our boat fleet would require significant new investment. Given our focus on expanding the size and capability of our offshore rig fleet, we determined that this capital would best be deployed in that arena where we have a stronger presence and greater investment return opportunities

## **Safmarine brings Samba to West Africa ports of call**

SAFMARINE is to offer an enhanced Samba service that will include West African destinations. Effective from March 3, Samba will call at South America, South Africa, the Middle East, Indian Ocean Islands, South Africa and will extend into West Africa.

The service extension - to be known as the South-West Africa Express - will have the following port rotation: Durban, Cape Town, Luanda, Cotonou, Apapa, TinCan Island, and Abidjan.

From West Africa, the service will continue to South America with direct calls at Montevideo, Rio Grande, Itajai, Paranagua, and Santos.

Alex de Bruyn, Africa line manager for Safmarine, said: "The enhanced Samba service will offer fast transit times from South Africa into key West African markets."

## **HK cargo throughput reaches a world's best 19m TEU in 2002**

HONG KONG handled a world record 19 million TEU in 2002, making it the world's busiest container port again.

Stephen Ip, Hong Kong secretary for Economic Development and Labour, said: "The 19 million TEU throughput represents a 6.6 per cent increase over 2001, and confirms Hong Kong's position as the world's busiest container port for nine of the past 10 years."

Despite Hong Kong's top port status, Mr Ip said that the SAR was not resting on its laurels as it had commissioned a study entitled Hong Kong Port: Master Plan 2020, which will formulate a competitive strategy for the port's development over the next two decades and beyond.

The government official added Hong Kong would continue to work closely with the Pearl River Delta (PRD), to smooth the flow of people, goods, cargo and information in order to reinforce Hong Kong's status as the preferred international logistics hub in Asia.

"Hong Kong is facilitating a study by the Central Government's State Development and Planning Commission (SDPC) into the feasibility of a bridge linking Hong Kong to the western part of PRD. We have also jointly commissioned a study with the SDPC on how to boost cross-boundary logistics co-operation with the mainland," Mr Ip said.

He noted that Hong Kong, as the world's top container port and a member of the international community, had played an active and responsible role in meeting various challenges to maintain the smooth flow of containers around the global supply chain and to enhance the security of global maritime trade, citing Hong Kong's action in response to the US's Container Security Initiatives (CSI).



## SHIP SALES

FOR the first week in many the dry bulk has slowed and has a slightly duller tone, evidenced by the overall sales activity.

### BULK CARRIERS:

**Elena Heart:** 41,427 tdw blt 6/83 Kasado crs 4/25 ts reported sold region US\$4,200,000 to Greek buyers.

**Red Stag:** 28,499 tdw blt 93 Kanda crs 4/30 ts reported sold region US\$9,100,000 to Greek buyers.

**Easy Rider:** 22,271 tdw blt 89 Saiki crs 4/30 ts reported sold region US\$5,900,000 to Greek buyers.

### TANKERS:

**Limburg:** 298,997 tdw blt 100 Daewoo coiled cow igs sbt reported sold region US\$32,200,000 to clients of Tanker Pacific (Damaged).

**Shoritsu Maru:** 81,283 tdw blt 79 IHI coiled cow igs reported sold region US\$3,500,000 to clients of Arpeni, Indonesia.

**LPG Gas Roman:** 49,500 tdw blt 90 Mitsubishi abt 75,000 cbm LPG reported sold at something around US\$31,500,000 to clients of Naftomar. (see Casualty report)

**Hawaiian Express:** 29,998 tdw blt 90 Minami Nippon reported sold US\$9.1 to clients of Champion, Norway.

### DEMOLITION: all prices per ton lightweight

**MT Ocean Topaz** 32,230 dwt, blt 1975 Norway, 6,889 lwt sold India, US\$191.00 per lwt.

**MT Paros** 30,328 dwt, blt 1973 Japan, 6,971 lwt sold India, US\$198.00 per lwt with February delivery.

**LPG Artesia** 4,775 dwt, blt 1975 Norway, 2,750 lwt sold India, on private terms.

**BC Grigoroussa I** 39,607 dwt, blt 1976, 9,220 lwt sold India, US\$192.50 per lwt.

**Twee Dongnama Kwangyang** 16,582 dwt, blt 1978 Japan, 5,497 lwt sold China, US\$186.25 per lwt.

MPP/TWEE **Lloyd Bahia** 14,166 dwt, blt 1982 Brazil, 5,892 lwt sold cash interests, US\$45.00 per lwt, under tender sale 'as is' Brazil. For reslae Indian sub-continent under ton.

**Ro-ro Jacqueline** 7,440 dwt, blt 1983 UK, 5,611 lwt sold cash interests, US\$38.00 per lwt, under tender sale 'as is' Brazil. Final destination not declared.

## NAVY NEWS

### Two ships, one helicopter

**HMCS Fredericton** and the navy destroyer **Iroquois** will have to share a Sea King helicopter on their Middle East mission — at least at the beginning. The unusual arrangement is necessary because a Sea King crashed onto the deck of Iroquois last week, a few days after the vessel left port for the Arabian Sea.

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A Sea King helicopter lies on the deck of the Canadian destroyer HMCS Iroquois following a crash, February 27, 2003. The Iroquois, heading for the Gulf to take part in the U.S.-led war against Iraq, was called back to port after the ship's sole helicopter crashed on take-off. The ship had only been at sea for three days when the aging Sea King helicopter flipped onto its side slightly injuring two crew members

"It's not the ideal situation, but it will work until another Sea King can be brought in," Harry Harsch, commanding officer of Fredericton, said Monday.

Navy repair crews were scrambling to complete what was described as minor work on the destroyer to repair damage caused by last Thursday's crash.

Sources told the Halifax Chronicle-Herald Monday that Iroquois crew members are preparing to ship out as early as Wednesday, the day Fredericton sails, and certainly before the weekend. But the navy was not saying.



"Repairs are continuing ... but a final decision on redeployment has not yet been made," navy spokeswoman Geri Grychowski said.

There has been widespread debate among military analysts and politicians since the accident about the need to speed replacement of the mishap-prone, 40-year-old Sea Kings.

Pundits and politicians said last week's crash was an international embarrassment to the military and the government. A decade ago, the Liberal government vetoed a plan to purchase new helicopters and is only now in the process of replacing them.

In the accident, one engine on the Sea King, the oldest aircraft in the Canadian fleet, apparently failed, and the pilot had to take quick action to ensure it would land on the ship, not in the frigid waters of the southern Grand Banks.

In recent years the Sea Kings have frequently made emergency landings and require many hours of maintenance. Fredericton had initially been scheduled to leave for the Persian Gulf on Feb. 17.

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But Commodore Roger Girouard, the Canadian head of a coalition task force serving with Operation Apollo, requested the larger Iroquois for use as his command ship instead.

Now, after a two-week delay, Fredericton's 239-member crew is more than prepared, Commander Harsch said. "There are no surprises here. . . . Everybody's ready and waiting to go."

Fredericton is to sail from the naval dockyard Wednesday at 9:30 a.m.

The Canadian Forces are expected to release a departure date and time for the Iroquois Tuesday.

This is Fredericton's first deployment to the Arabian Sea in the war against terrorism.

The frigate will work with other coalition vessels, conducting boarding operations. It will also escort vessels through the Straits of Hormuz and enforce United Nations sanctions against Iraq.

Iroquois, with a crew of 265, was deployed in the Arabian Sea from October of 2001 until April of 2002 and will play a command-and-control role upon returning to the region.

The two warships from Halifax and [HMCS Regina](#), based in British Columbia, will replace [HMCS Winnipeg](#) and [HMCS Montreal](#).

## Navy ship heads for Persian Gulf



EVERETT — The guided missile frigate [USS Rodney M. Davis](#) and its 215-member crew left Everett on its way to join the battle group of the aircraft carrier [USS Nimitz](#) for Persian Gulf duty.

A squadron of Prowler radar-jamming planes will operate from the Nimitz which left last week from the Whidbey Island Naval Air Station.



The [Nimitz](#) left San Diego Monday enroute the Middle East..



The aircraft carrier **USS Carl Vinson (CVN 70)** pulls out of Apra Harbor following its first ever port call to the island. Carl Vinson and her embarked Carrier Air Wing Nine (CVW-9) are on deployment in support of Operation Enduring Freedom, and is expected to join coalition forces in the event of possible war with Iraq. U.S. Navy

## MOVEMENTS

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## RIJNMOND WEATHER

Vooruitzichten van woensdag t/m zaterdag:

**Later meer zon!**

In de nacht van woensdag op donderdag en donderdagochtend regen. Daarna geleidelijk meer zon en droog.



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© Ed Aldus 2003	WO-05	DO-06	VR-07	ZA-07
Maximumtemperatuur:	12	8	9	10
Minimumtemperatuur:	8	7	4	2
Zonnekans in %:	20	20	40	50
Neerslagkans in %:	20	50	10	10
Windrichting kracht:	Z-3-5	W-3-4	Z-3-4	ZO-2-4

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



The brandnew **LANEY CHQUEST** equipped with an A-Frame rated 350 Ton SWL  
Photo's : Capt Wim van der Kort / Banckert ©

