



DAILY SHIPPING NEWSLETTER 2003 – 036

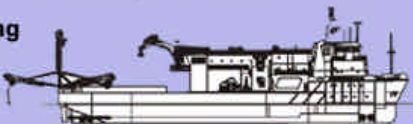


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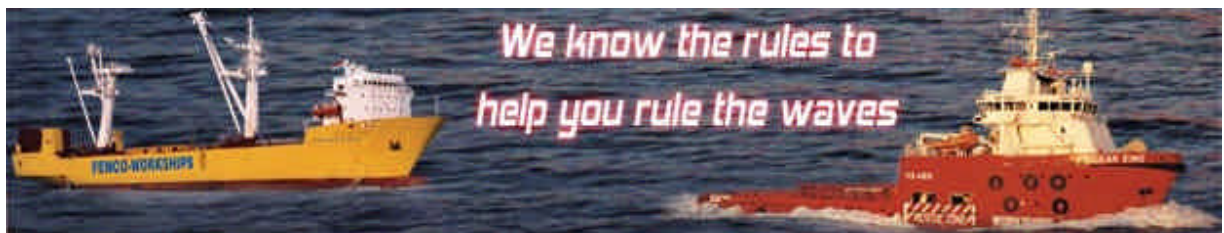
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MarAd discusses scrapping in China

OFFICIALS from the US Maritime Administration and Environmental Protection Agency are en route to Beijing today for discussions on the disposal of obsolete US government ships anchored in Virginia. The ships, part of a fleet of 130 old naval and cargo vessels also in Texas and California, contain significant amounts of toxins, asbestos and fuel. Leaks from the 71 ships in Virginia's James River have sparked strong environmental concerns. But legislation passed by Congress in 1998, following revelations of unsafe demolition operations in India and Bangladesh, limits the government's ability to export such ships. Congress also established a 2006 deadline on MarAd to dispose of ageing ships, prompting it to study whether that work could be done safely in China. The Washington Post disclosed yesterday that the MarAd/EPA team will tour shipyards in Shanghai and Guangzhou and is planning similar visits to

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Mexico, Scotland and Wales. Separately, MarAd said on Tuesday it would provide financial aid to US states willing to use the deteriorating ships as artificial reefs, as Florida has done.

ZUIPOOL



The **ZUIDPOOL** moored in Tiel – photo : Aad van Zon ©

Canyon Offshore teams with Dokai Marine Systems

Canyon Offshore and Dokai Marine Systems Ltd have signed a Master Services Agreement for post lay inspection and burial (PLIB) of submarine telecom and power cables. The Master Service Agreement is focused primarily at the Japanese domestic and offshore marketplaces, but it is anticipated that it will be used widely in the Asian region.

Under the agreement, Canyon will supply one of its T200 trenching ROV systems with personnel and Dokai will supply the DP Multi System vessel Asean Maru and logistical support. The venture will also allow Dokai to have access to Canyon's active fleet of work class, observation and trenching ROV systems for a full range of subsea activities to 3,000ft.

In addition, Canyon will also be supplying trenching personnel and technical assistance for Dokai's new T200 cable maintenance vehicle dedicated to servicing the maintenance of TyCom's TGN Pacific submarine cable network onboard its cable ship, Koushin Maru.

ExxonMobil starts construction of Kizomba B development

Exxon Mobil Corporation has announced that its subsidiary Esso Exploration Angola (Block 15) Limited (Esso) has started construction of the \$3 billion world-class **Kizomba B** project in Angola's Block 15, which is expected to recover nearly 1 billion barrels of oil at a target production rate of 250,000 barrels per day. **Kizomba B** will develop the Kissanje and Dikanza discoveries in water depths of 3,300-3,400ft. The project will include the combination of a surface wellhead platform and subsea wells tied back to a Floating Production, Storage, and Offloading (FPSO) vessel. The FPSO will have 2.2 million-barrel storage capacity. First oil is expected by early 2006.

Panama owner fined for pollution

THE UK's Maritime & Coastguard Agency has successfully prosecuted Freedom Investments of Panama, owner of the 14,496-DWT cargo ship **MSC Ariane**, for oil pollution.



The company has been fined £100,000 (\$111,000) plus £5,000 costs by Southampton Magistrates' Court, after the ship was observed releasing oil and causing a slick about 40 miles south of Plymouth last July. The **MSC Ariane** was sighted and photographed by a Royal Navy helicopter and by another aircraft. An inspection of the vessel on its arrival in Antwerp showed that a metal insert might not have been properly fitted, allowing an inadvertent discharge of oily water that was not observed from the bridge. The Court noted the co-operation of the ship's manager, which had instigated its own investigation. This resulted in an alteration being made to the ship's pipework to prevent a recurrence of the accident.

Koningin opent Westerscheldetunnel



De Westerscheldetunnel is officieel geopend door koningin Beatrix. Ze deed dat door in Ellewoutsdijk een knop in te drukken. Nadat een symbolische wand opzij geschoven was, schudden de burgemeesters Barbé (Terneuzen) en Gelok (Borsele) elkaar de hand.

New Gotland ferry failed inspection

At an operative inspection, the Swedish Maritime Administration found deficiencies in the onboard safety organisation that has to be corrected before the new Gotland ferry "**Visby**" is allowed to sail with passengers. The operator, Destination Gotland, has decided to postpone the inaugural voyage from 24 March to 28 March. Next week, the vessel will call at a repair yard for hull repairs, after having collided with the quay during manouvering exercises.

Search for TMN partner still on

EFFORTS to find a foreign partner for troubled Thai Maritime Navigation appear to have floundered again. Italian liner operator Lloyd Triestino, which had shown interest in taking a majority stake in the state-owned enterprise, is apparently having second thoughts. The local weekly publication Prachachart Turakij has reported that Lloyd Triestino is no longer interested in TMN as the Thai company does not own any ships and functions only as a NVOCC. The about-turn is surprising as following talks with Thai government officials in Italy, Lloyd Triestino chairman Pier Luigi Maneschi is said to have met Thai prime minister Thaksin Shinawatra only last week. Observers say the Evergreen Marine take-over of Lloyd Triestino has complicated matters though Thaksin has come out with a formula to rope in both the Taiwanese owner and Chinese state-owned giant Cosco in his privatisation scheme for TMN. Under the plan, Lloyd Triestino would be in charge of TMN's services from Bangkok to Europe and from Bangkok to China while Cosco would take over the Bangkok-US route. Lloyd Triestino told Fairplay that Maneschi made no commitment nor signed an MoU regarding TMN

Norse Merchant Ferries provides a positive update



Top : **NORSE MERSEY** moored in Rotterdam – photo : **Piet Sinke** ©

NorseMerchant Ferries is currently the second largest carrier of ro-ro freight and the largest carrier of trade cars on the Irish Sea. It also operates a very successful passenger service alongside its freight offering on the key Liverpool - Belfast route.

The business is well positioned to benefit from some strategically important developments that were completed recently, including the integration of the important Liverpool to Belfast and Dublin services at the new river berth facility on Merseyside. This move has increased operating efficiencies and vessel productivity - and has enhanced the service offering to customers with improved scheduling and sailing frequency.

The integration of these two services on the one site completes the company's strategy of providing a choice of longer sea crossings from single departure points, which is reflected at each of the other operating ports at Belfast, Dublin and Heysham. This strategy provides significant advantages for customers. The hubbing concept eases traffic planning and improves traction productivity for freight operators. Norse Merchant Ferries' longer sea crossings are now beginning to benefit from the transfer of traffic from the long-drive, short sea options. This trend is set to continue as further driver restrictions and rising fuel prices add significant road transport cost to the short sea options.

CASUALTY REPORTING

Two vessels collide in icy Baltic Sea



An empty tanker collided with a container ship on Wednesday in icy conditions in the Baltic Sea but the accident caused no injuries or threat to the environment, Finnish officials said.

The ships were in a convoy when the bow of the Swedish registered, 11,583 deadweight tonnage (dwt) **Omega af Donson** hit the stern of the **MSC Baltic**, a small container ship flying under the Dutch flag.

Left : Ice conditions in the Baltic

Photo : Capt Peter Jansen / Zeus ©

The **Omega** was leased by Fortum Shipping, an arm of Finnish energy group Fortum.

The vice-president of Fortum Shipping, Markus Karjalainen, said a metre-square hole had been ripped in the Omega 3-4 metres above the water line but would not need to be dry docked for repairs.

Both vessels were believed to be doubled-hulled, said Hanna Linjos-Maunula, a supervisor at Finnish Vessel Traffic Service. She said they had now arrived at their planned destinations in Finland.

Icy sea conditions in the Baltic Sea this winter, particularly in the Gulf of Finland, has made transit difficult and forced ice breakers to assist vessels.

SHIPYARD NEWS

Vosper's move to Portsmouth ends a century of history

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RELOCATION of VT (Vosper Thornycroft) Shipbuilding from Southampton to Portsmouth Naval Base later this year will spell the end of more than 100 years of shipbuilding for the Royal Navy on the banks of the River Itchen.

VT is moving 18 miles east to a new £40m (\$66m) shipbuilding facility at Portsmouth that will enable it to build more efficiently large blocks for the Royal Navy's new Type 45 destroyer.

Construction work, under sub-contract to BAE Systems, will start later this year. By the end of the year VT's shipbuilding activities at its Woolston yard on the Itchen will be history. The 30-acre site is to be redeveloped for a mix of residential and industrial use.

Personnel from the main shipyard are already transferring to Portsmouth and the rest will follow on completion of offshore patrol vessel construction for the Royal Navy and the launch of Mirabella V, the world's biggest single-masted yacht and the biggest ship ever built from composite materials.

The 75 m sloop, owned by US businessman Joe Vittoria, will accommodate 12 passengers in ultra luxury and will be chartered out at rates of \$250,000 a week.

"Having been built on a traditional slipway, the Mirabella V could prove to be the last recognised launch of a large ship in the United Kingdom, with many vessels nowadays built on the flat," said a VT spokesman. "Launch is scheduled for late spring." Only about 30% of VT's turnover now comes from shipbuilding. The majority originates from support services such as platform maintenance and training for all three services, along with outsourcing of various other public sector activities.

"Nevertheless, the long-term prospects for shipbuilding are good," said the spokesman. "VT will build blocks for the first six Type 45 destroyers so far ordered, with these sections transported to BAE's facilities on the Clyde for final assembly." VT is set to benefit in a similar way from the recent announcement of BAE as prime contractor for two new aircraft carriers for the Royal Navy.

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Highland Patriot wins three-well fixture

Seabrokers has confirmed that GulfMark Offshore's PSV SK60/09 **Highland Patriot** has secured a three-well fixture with Seaforth for support of GlobalSantaFe's semi-sub unit Glomar Arctic IV.

The charter will last 180 days when the rig will be drilling for BG group on Blake Field. The charter rate was rumoured to be £5,000-6,000 per day.

Normand Pioneer wins extension

Seabrokers reports that Solstad Offshore ASA has extended its existing contract with Technip Offshore UK Ltd (ex Coflexip Stena Offshore Ltd) for the charter of the AHTS UT742 **Normand Pioneer**. The contract extension is for a minimum of 540 days over three years commencing in 2004, with charterer's option to keep the vessel for the remaining days of the three-year period. In addition, Technip Offshore UK Ltd has the option to keep the Normand Pioneer for a further 2 x 180 days periods during 2007/2008. The existing contract prevails until the end of 2003.

Secunda acquires UT705L for conversion back to supply duties

Secunda Marine in Canada has purchased the UT705L cable layer ex-**Coastal Connector** from Bermuda-based Tyco Telecommunications. The vessel has now been renamed **Mariner Sea** and becomes the 16th vessel in Secunda's fleet.

Brokers Seabrokers reports that Secunda has indicated that the vessel will steam to Halifax from Caracas where it will be converted back to a supply type/support ship and will also receive a state-of-the-art upgrade.

Diesel electric PSV for Delima

Norwegian ship design company Vik-Sandvik reports that Delima in Brazil has ordered a VS470 DE PSV from Enavi shipyard in Rio De Janeiro. The diesel electric ship will be 73.40m overall with a beam of 16.60m, and deck area of 700m². ABB will be responsible for a large part of the equipment package for the vessel, including the diesel electrical propulsion machinery. The newbuild is the first diesel electric PSV to be built in Brazil.

Grote brand in Botlek-gebied

In het Rotterdamse havengebied heeft vrijdagmiddag een grote brand bij het olieopslagbedrijf Vopak gewoedt. Bij de brand nabij Rozenburg zijn dikke rookwolken vrijgekomen. Er zijn geen gewonden gevallen.

De brand vond plaats op het terrein van het olieopslagbedrijf Vopak. De brand zou zijn ontstaan op de pompplaats, het verbindingstuk tussen de steigers en een opslagtank. Het vuur is ontstaan tijdens het laden of lossen van een schip.

De brandweer was onder andere aanwezig met een blusboot



Vopak

Het is het tweede ongeluk in korte tijd bij Vopak. Half januari van dit jaar ontsnapte uit een kapotte opslagtank een giftige gaswolk. Daarbij raakten enkele werknemers lichtgewond. Zij werden met brandwonden en ademhalingsproblemen opgenomen in een ziekenhuis. Bewoners in de nabije omgeving klaagden over een indringende stank die vrijkwam

PSD-directeur roemt inzet personeel

door Ben Jansen

Trots is hij - en ook wel een beetje verbaasd. Het is de Provinciale Stoombootdiensten toch maar gelukt tot de laatste dag volgens de dienstregeling te blijven varen. Dat is, weet directeur Harold Thomaes van de PSD, geen geringe inspanning geweest.

„De inzet van het personeel was werkelijk voorbeeldig. Boven verwachting, echt. We hebben heel vaak een beroep moeten doen op medewerkers om gaten in het dienstrooster te helpen dichten. Dat was bijna nooit een probleem; en dat dan met het einde van de dienst in zicht.``

Vandaag vervoeren de veerboten voor het laatst auto`s. De dag erop neemt Zeeland afscheid van de PSD - en omgekeerd. Dan mogen fietsers en voetgangers gratis mee. Automobilisten zijn vanaf zaterdag op de tunnel aangewezen. Zondag varen de boten van de lijn Kruiningen-Perkpolder, de prins **Willem-Alexander** en de **prinses Juliana**, naar de Binnenhaven in Vlissingen. De schepen op de andere lijn, de **Koningin Beatrix** en de **Prins Johan Friso**, gaan verder als fiets-voetveer Vlissingen-Breskens.

Kort voor de zomervakantie vorig jaar had Thomaes er weinig fiducia in dat de PSD het afvaartenschema intact zou weten te houden. In die periode namen vrij veel medewerkers ontslag en anderen hadden aanspraken op enkele weken vakantie. Door onder anderen gebruik te maken van studenten van de Zeevaartschool konden de problemen worden opgelost. Thomaes: „Maar gebrek aan ervaring bleef zorgen baren. Pas in november, toen ook de late vakanties van medewerkers zonder schoolgaande kinderen achter de rug waren en geen omvangrijke verlofaanvragen meer aan de orde waren, kreeg ik er weer vertrouwen in.``

Dubbel gevoel

De laatste jaren heeft Thomaes vaak een dubbel gevoel gehad over de personeelssituatie. „Aan de ene kant hoop je dat zoveel mogelijk mensen zo lang mogelijk blijven. Aan de andere kant wens je iedereen natuurlijk zo snel mogelijk een nieuwe baan toe. Het een staat haaks op het ander.`` Zijn zorgen over de toekomst van het walpersoneel en de matrozen, kwartiermakers, stuurlieden en kapiteins zijn het grootst. „Hun opleiding was sterk op dit bedrijf gericht. Daardoor zijn ze niet zo makkelijk plaatsbaar in andere functies. Gelukkig hebben ze er zelf wel alle vertrouwen in.``

Zelf is Thomaes (48) ook aan het solliciteren. Toen hij voorjaar 1995 zijn belangstelling voor de functie van adjunct-directeur bij de PSD toonde, was de haalbaarheid van de tunnel nog ver weg. Maar aan het eind van dat jaar, toen dat hij de overstap maakte van de afdeling vervoer van de provincie naar de PSD, stond de zaak er geheel anders voor. Het eerste paarse kabinet had de knoop doorgemaakt en besloten zelf het voortouw te nemen bij de aanleg van een vaste oeververbinding. Voor Thomaes was dat geen reden terug te krabbelen. Als jongetje kon hij vanuit het zolderraam thuis in Hoofdplaat de veerboten zien varen. „Het is prachtig om in zo`n bedrijf te werken; ook als het eind in zicht is.``

Svitzer puts down roots

TOWAGE operations on the Tees have seen another name change in the past year, following the acquisition of Wijsmuller Groep Holding by Em. Z. Svitzer in July 2002.

And since September last year, the Tees operational site of the former Wijsmuller Marine has taken on an additional role, as the Svitzer regional office for the UK and Canada region.

Wijsmuller's former UK head office at Woking was closed in August 2002; major refurbishment of the Middlesbrough building was required to create offices for the Svitzer headquarters in place of the store rooms and repair workshops that previously occupied the ground floor.

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The name of Wijsmuller was changed to Svitzer in October. Stuart McNiven moved from Maersk to take over as managing director of Svitzer Marine. 'We took the decision to relocate for many reasons, including lower costs and that fact that we are close to the operations,' says Mr McNiven.



'It is a good location for Svitzer — primarily we operate in the north-east, Scotland, Ireland and the south-west. 'From a customer point of view, it is no different.' Svitzer has a six-acre site on the Tees and is building a new storage/workshop facility.

It has six tugs based on the Tees, where its biggest customers are ConocoPhillips' Norsesea terminal and Corus at the Redcar Oil Terminal. There are three tugs based on the Tyne.

Iain Buchanan remains regional director for the north-east region, incorporating Tees, Tyne and Forth. The most recent investment in the Tees fleet was two years ago, when two £3.5m (\$5.6m) tugs, the **Ormesby Cross** and **Ayton Cross**, were built to handle ships of 200,000 dwt — reflecting the increasing size of vessels entering the river. The azimuthing stern drive tractor tugs each have a bollard pull of 60 tonnes. Svitzer is the Tier 2 oil pollution response contractor in the ports of Tees and Hartlepool.

- The combination of the the Svitzer and Wijsmuller businesses created a marine services organisation with operations in 23 countries, a fleet of 230 vessels and 1,600 employees.

NAVY NEWS



The Belgian **MSI 483 OUGREE** laid up at a scrapyard in Tilbury — photo : Jan van der Klooster ©



US Navy Moves Missile-firing Ships from Mediterranean to Red Sea

The Pentagon approved a US Navy order Thursday to move about a dozen missile-firing cruisers and destroyers from the eastern Mediterranean to the Red Sea, a move seemingly prompted by Turkey's refusal to grant overflight rights for US planes and missiles, officials said. The Pentagon approved a US Navy order Thursday to move about a dozen missile-firing cruisers and destroyers from the eastern Mediterranean to the Red Sea, a move seemingly prompted by Turkey's refusal to grant overflight rights for US planes and missiles, officials said.

The warships, many carrying more than 100 long-range Tomahawk cruise missiles, are part of the **USS Harry S. Truman** and **USS Theodore Roosevelt** aircraft carrier battle groups, which have been deployed in the eastern Mediterranean for weeks. From the Red Sea the warships would be able to launch the satellite-guided Tomahawk for flights over Saudi Arabia to targets in Iraq. The Tomahawk, designed to evade radar, are normally used in the opening stages of war to strike heavily defended enemy targets.

Turkey has so far refused to grant US forces overflight rights or allow more than 62,000 US troops to use its military bases. The warship deployment came as the Air Force began the deployment of B-2 stealth bombers, part of a massive military buildup in the Gulf region which has entered its final stage for a possible war with Iraq. Lt. Matt Hasson, a spokesman at Whiteman Air Force Base in Missouri, said the radar-evading batwing B-2s flew out of the base on Wednesday night, but he gave no further details.

Pentagon officials said last month that the B-2 unit had been ordered to move to overseas bases closer to Iraq: A base in Britain and a base on the Indian Ocean island of Diego Garcia. The Air Force has built special hangars at the two bases.

The B-2 bombers are among the most advanced warplanes of the US Air Force, each capable of carrying up to 20 2,000-pound (900 kg) satellite-guided bombs. The Pentagon already has deployed B-1 bombers and radar-evading F-117 stealth fighters in the Gulf region.

The B-2 unit would join a massive force of nearly 270,000 American and British troops in the Gulf ready for a military showdown with Iraq. Developed for long-range missions in the Cold War, the B-2 was used for combat missions in the wars in Kosovo in 1999 and in Afghanistan in 2001.

Hr.Ms. Tromp nieuwe aanwinst marine

De Koninklijke Marine beschikt sinds vrijdag 14 maart over een tweede LCF-fregat. In Vlissingen droeg de bouwer, Koninklijke Schelde Groep, het fregat over aan de Koninklijke Marine. Het schip, dat behoort tot de modernste oorlogsschepen ter wereld in zijn klasse, werd vervolgens als **Hr.Ms. Tromp** in dienst genomen. De plechtigheid werd ondermeer bijgewoond door de doopster van het schip, mevrouw mr. D.G.M. de Grave-Verkerk en de Bevelhebber der Zeestrijdkrachten, vice-admiraal Cees van Duijvendijk. Uiteindelijk zal de marine beschikken over vier LCF-fregatten.



Top : De het nieuwe LCF Fregat **Hr Ms TROMP – F 803** – Foto : Ton Duivestijn ©

De plechtigheid op Kade E in Vlissingen begon met de overdracht van het fregat aan de Koninklijke Marine, dit geschiedde door de ondertekening van een protocol. Daarna volgde de indienststelling die symbolisch geschiedde door de vlag van de Koninklijke Schelde Groep te strijken en de Nederlandse vlag, de geus en de wimpel te hijsen. Hr.Ms. Tromp is na Hr.Ms. De Zeven Provinciën het tweede LCF-fregat. Het schip werd op 7 april 2001 gedoopt door mevrouw De Grave, echtgenote van de toenmalige minister van Defensie, Frank de Grave.

De Luchtverdediging- en Commandofregatten (LCF) worden samengesteld uit modules, compleet met apparatuur en leidingen. De Hr.Ms. Tromp is 144 meter lang, 18,8 meter breed en heeft een diepgang

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van 5 meter. Het schip heeft een "stealth" uiterlijk en wordt voortgestuwd door een combinatie van gasturbines en diesels met een maximum snelheid van 29 knopen (ruim 53 km/u). Het schip is uitgerust met de modernste apparatuur, zoals de SMART-L volume zoekradar en de APAR multifunctieradar. De "Tromp" is bewapend met Standard Missiles, Evolved Sea Sparrow Missiles, Harpoon Missiles, Oto Breda 127 mm kanon, Goalkeeper snelvuurkanon, Torpedosysteem en NH90 Helikopter.

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Multratug 7 heading up river Tyne to wait for the barge **AMT Explorer** to be unloaded and the module put on the Bonga.

Photo : Kevin Blair ©



The Dutch Fisheries Inspection vessel **BAREND BIESHEUVEL** arrived in Newcastle for a courtesy visit
Photo : Kevin Blair ©

AIRCRAFT / AIRPORT NEWS



Flight deck crews are engulfed in steam as they signal to the pilot of an F/A-18 Hornet fighter jet as they prepare for take off from the **USS Kitty Hawk** aircraft carrier in the northern Gulf March 14, 2003.

RIJNMOND WEATHER

Vooruitzichten van zondag t/m donderdag:

Rustig en droog!

Morgen nog stralend zonnig, daarna naast flink wat zon ook wolkenvelden. Het blijft aanhoudend droog en er staat niet veel wind.

© Ed Aldus 2003	ZO-16	MA-17	DI-18	WO-19	DO-20
Maximumtemperatuur:	12	10	10	10	10
Minimumtemperatuur:	0	0	1	2	2
Zonnekans in % :	90	60	60	50	60
Neerslagkans in % :	1	5	10	10	10
Neerslagkans in mm:	0	0	0	0	0
Windrichting kracht:	O-2-4	NNW-2-3	NNO-2-3	N-2-3	NW-2-3

.... PHOTO OF THE DAY



Sunset Friday evening over the **THIALF** and the **KIZOMBA A** Platform at the Caland Canal .
photo : Piet Sinke ©