



DAILY SHIPPING NEWSLETTER 2003 – 039



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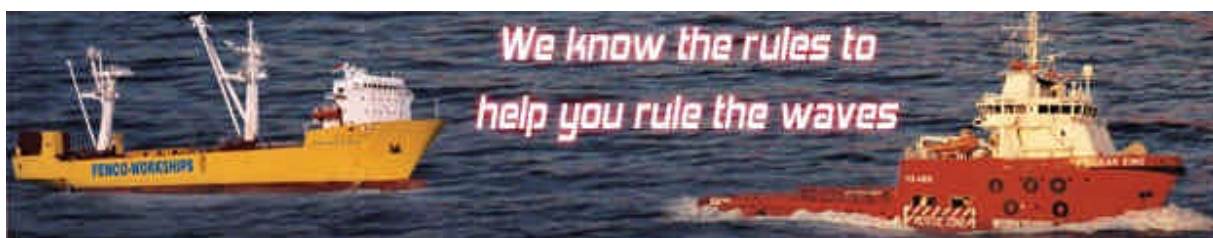


**THE NEXT SHIPPINGNEWS LETTER WILL BE
PUBLISHED HALF OF APRIL**

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AKADEMIK GOLITSYN



The **AKADEMIK GOLITSYN** which is managed by **WORKSHIPS CONTRACTORS** in Rotterdam was equipped with trenching equipment in Rotterdam and departed for Nigeria.



The vessel is contracted for a cable trenching job for **SONSUB** in the AE SHELL FIELD Offshore Nigeria.



Vrees voor hogere golven voor de kust

GRONINGEN/DEN HAAG - Rijkswaterstaat gaat de komende tien jaar onderzoek verrichten naar de omvang van de golven in de Waddenzee. Dat heeft een woordvoerder maandag bevestigd.

De onderzoekers brengen dit najaar in het Amelanders Zeegat elf meetpunten aan. Deze meten de hoogte van de golven bij hoge windsnelheden. Rijkswaterstaat heeft bij standaardmetingen op open zee geconstateerd dat de golven de laatste jaren breder en hoger zijn geworden. Onderzoek moet nu uitwijzen of dit ook voor de kust het geval is, en wat de oorzaak daarvan kan zijn.

Golven

Rijkswaterstaat is vooral benieuwd naar de omvang van de golven tijdens windkracht negen of hoger. Omdat dit in Nederland nauwelijks voorkomt, gaat het onderzoek tien jaar duren. De kosten bedragen

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50 miljoen euro. Met de uitkomsten van het onderzoek kijkt Rijkswaterstaat of de zeewering voor de Groningse en Friese kust nog voldoende op sterkte is.

De uitkomsten van het onderzoek gelden volgens Rijkswaterstaat ook voor de Zeeuwse kust. Volgens de onderzoeksinstantie zijn de wateren in het noorden en in Zeeland vergelijkbaar. Het gaat om overgangsgebieden van rivieren naar zeeën toe, waar de samenstelling van de bodem snel verandert.

ABEILLE FLANDRE



The **ABEILLE FLANDRE** seen last week in Brest

Photo : Jan Plug ©

Stand-on ship takes 20% of blame in crossing collision It did not do enough to avoid give-way vessel: English court

THE English Admiralty Court last week held that a stand-on vessel that was hit by a give-way vessel in a crossing situation should take 20 per cent of the blame for not doing enough to prevent the accident although the give-way vessel did not even see the stand-on vessel.

While the case was decided on its own merits, it is nevertheless noteworthy for the type of issues a court would consider when working out how much blame a stand-on vessel should take for not doing enough to prevent a collision in a crossing situation.

The vessels involved were the Panama registered oil/ore carrier Topaz and the Brazil registered bulk carrier Irapua. The collision took place off the east coast of Brazil, near the port of Ubu. Topaz was the

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stand-on vessel and Irapua was the give-way vessel. Rules 15 to 17 of the International Regulations for the Prevention of Collision at Sea 1972 (as amended) applied. Under rule 15, when two power-driven vessels are crossing, the vessel which has the other on its own starboard side shall keep out of the way and shall, if possible, avoid crossing ahead of the other vessel.

Rule 16 stipulates that the give-way vessel shall, as far as possible, take early and substantial action to keep well clear of the stand-on vessel. Under rule 17, a stand-on vessel should maintain her course and speed but may take action to avoid collision by its manoeuvre alone once it is apparent that the give-way vessel is not taking appropriate action. If the stand-on vessel finds itself so close to the give-way vessel that collision cannot be avoided by the action of the give-way vessel alone, then the stand-on vessel shall take the most appropriate action to avoid a collision.

The weather was good and played no part in the collision. It was dark but visibility was good. The wind and current conditions did not play a material part in the collision. The owners of Irapua accepted that its crew neither saw Topaz visually nor observed it by radar before the collision and conceded that this was a serious fault, which contributed significantly to the collision and they should bear more than 50 per cent of the blame.

The issue for the court was just how much more than 50 per cent of the blame should the owners of Irapua be made to bear. (See *Owners of the Ship Topaz v Owners of the Ship Irapua*, 2003 EWHC 320, Queens Bench Division (Admiralty Court), Mar 6, 2003. Judgement available at www.bailii.org)

To work out how much blame the stand-on vessel should take (if at all) the court identified four issues to be examined. The first issue was whether Topaz was maintaining a proper lookout and observed Irapua in good time. Secondly, the question was whether the alteration by Topaz by 10 degrees to starboard was sufficient and made at a proper time. Thirdly, whether the signals that Topaz gave were adequate and whether any attempt was made to contact Irapua by VHF radio. Finally, although Topaz did put her wheel hard to starboard in the final minutes before the collision, there was the question of whether Topaz should have done so earlier.

On the first issue, the court held that although the officer of the watch on Topaz made a mistake in the visual bearing of Irapua, he had nevertheless appreciated that the bearing remained constant and the two vessels were converging. There was therefore no evidence of a lack of a proper lookout on Topaz. The owners of Irapua claimed that the 10-degree alteration to starboard by Topaz when the vessels were 3 to 4 miles apart was a breach of Rule 17 as Topaz was required to keep its course and speed. However, the court held that the 10-degree alteration of course by Topaz was proper under the collision regulations as it was evident by then that Irapua was not taking any action. While the 10-degree alteration was made by Topaz in good time, it was, according to the court, a mere 'nibble' when the situation appeared to call for a far more bold alteration of course.

The court accepted expert advice that a 30-degree alteration of course to starboard would have avoided the collision. Similarly the court also decided that the last minute action by Topaz to make a hard turn to starboard was also too late. Expert evidence pointed out that the hard turn to starboard should have been made at least five minutes before the collision when the vessels were about two miles apart and not, as Topaz did, about 90 seconds before the collision. While both vessels were to be blamed, the faults of the stand-on vessel, Topaz, were not so minor as to attract only a minimal portion of the blame.

However, Topaz's faults, said the court, were mitigated by the 'lamentable' conduct of Irapua. Having regard to the inexcusable conduct of those onboard Irapua, the blameworthiness of the parties and the factors that caused the collision, the court held that Irapua should take 80 per cent of the blame and Topaz should take 20 per cent of the blame.

LANDFALL TRANSPORT & TOWAGE



Since some years the Nigerian Ports Authority is planning to return some 30 of their older harbour tugs, pilot launches, and other "port authority"-vessels back to Europe for complete overhaul and refurbishment.

Last month the contract for this refurbishment & overhaul was - after long and exhausting negotiations - awarded to Rynwaal Shipyards b.v. of Hardinxveld-Giessendam, the Netherlands, who - at their turn - contracted LANDFALL Transport & Towage for shipment of all these vessels from Nigeria to Europe and - after refurbishment - back again to Nigeria.

The greater part of these vessels will be overhauled in Holland, whereas six of them will be repaired /overhauled in Romania.

The transport contract for "Landfall" includes the self-propelled hopperdredger "**Sea Lion**", dims. 101 x 18 metres, which will be transported to Romania

as a "wet tow" by Landfall's seagoing tugboat "**Thomas de Gaudief**", which arrived in Lagos last weekend; departure of this convoy is foreseen Tuesday 18th March 2003. Meanwhile, Landfall has also chartered the specialised heavy lift vessels "**Traveller**" 2 x 250 tons board-cranes, owned by Biglift Amsterdam, which has loaded during the past weekend 12 NPA boats and in addition thereto another 12 "NPA" vessels will be loaded in Lagos tomorrow. Thereafter the m.s. "Traveller" will sail to Rotterdam for offloading all 24 units by her own board-cranes. Needless to say, that upon arrival of the m.s. "Traveller" in Rotterdam very busy times will come over Rynwaal Shipyards and their personnel.

Scheepsmakelaar uit Terneuzen opereert over de hele wereld

door Wout Bareman



Het is één van de opzienbarende klussen van de Terneuzense scheepsbemiddelaar en -makelaar International Marine Consultancy (IMC) tot nu toe. De sleep trok bij het vertrek uit Alabama in Amerika, eind vorige week, horden belangstellenden. In de haven van Mobile namen de Amerikanen afscheid van het voormalige

passagiersschip **Rijndam** van de Holland Amerika Lijn (HAL). Het deed sinds 1993 dienst als een enorm drijvend gokpaleis en was daarvoor onherkenbaar verbouwd.

De oude **Rijndam**, waarmee in de jaren vijftig en zestig vele duizenden Nederlanders naar Amerika en Canada emigreerden, wordt door slepers van het Hamburgse sleepbedrijf Fairplay in drie maanden tijd naar Alang in India gebracht, waar het oude schip wordt gesloopt. De Rijndam voer tot begin jaren zeventig voor de HAL, daarna werd het gekocht door een Griekse rederij en begin jaren negentig doorverkocht naar Amerika. De laatste tocht, via Kaap de Goede Hoop, duurt drie maanden.

„We hebben dit karwei geregeld in samenwerking met onze collega's van Global Marine Transport in Houston, met wie we wel vaker zaken doen. Dit is inderdaad een uitzonderlijk karwei. Als je de verbouwde **Rijndam** nu ziet, denk je toch dat het één of ander duister Amerikaans oorlogsschip is. Van de oude Rijndam is in ieder geval weinig overgebleven”, zegt IMC-directeur Ben de Zeeuw.

In 1995 richtte de geboren Terneuzenaar, na een jarenlange loopbaan in de sleep- en bergingswereld, het „maritieme makelaarskantoor” op, met vestigingen in Antwerpen en Terneuzen. „We zijn scheepsmakelaars, bemiddelaars in de maritieme sector. Je kunt het zo gek niet noemen of wij regelen het. Of iemand nu sleepboten nodig heeft voor de off-shore, een dokschip wil voor het transport van een restaurantschip van bijvoorbeeld Antwerpen naar Portugal... het kan allemaal. Als makelaar bemiddelen we ook bij de aan- en verkoop van slepers en ander varend materieel.”

Gezonken sleepschip boven water

door Ben Jansen



TERNEUZEN - Sinds ruim een maand geleden het startsein is gegeven voor het laatste deel van de wrakkenruiming in de Westerschelde, zijn al drie obstakels verwijderd. De dubbele bok Rambiz van de Combinatie Wrakkenruiming Westerschelde (CWW) is nu bezig in de Pas van Terneuzen, even ten oosten van de monding van het kanaal Gent-Terneuzen. De bok haalt bij stukken en beetjes de restanten van een sleepschip boven water.

Bij het bureau Wrakopruiming Westerschelde van Rijkswaterstaat Zeeland zijn geen gegevens over het wrak bekend, anders dan de gepeilde afmetingen: 55 meter lang en 7 meter breed. Over naam en datum van vergaan is geen informatie gevonden. Aangenomen wordt dat het schip geen lading vervoerde.

Het bureau Wrakopruiming verwacht dat de verwijdering van het vierde wrak in de loop van deze week zal zijn voltooid. In totaal moeten in twee jaar tijd 38 wrakken, ladingresten en andere obstakels op de drempels in de vaargeul en in noodankergebieden worden opgeruimd. Dat gebeurt in verband met de enkele jaren geleden uitgevoerde verdieping van de Westerschelde. **Foto : M van Belzen ©**

Sara seafarers repatriated

SEVEN Romanian seafarers were repatriated yesterday after months stranded on the Tonga-flagged general cargo ship Sara, which was arrested in Italy last August on suspicion of links with terrorism. The Italian authorities released the vessel from its detention at the port of Gela after several months, but it remains abandoned there, International Transport Workers' Federation Romania representative Adrian Mihalcioiu told Fairplay today. The ship's owner, Romanian-domiciled Greek Dimitris Kokkos, last year refuted as false and defamatory reports linking his ships with terrorism. It is not known where Kokkos is now. The crew, led by Romanian Capt Sorin Adrian Pop, was left with no food or water nor fuel to take the ship to the intended destination of its lead cargo. They also complained that they had received no pay since last June. The seafarers survived on aid from the port authority.

CASUALTY REPORTING

RUYA (TURKEY)

General cargo Ruya, Odessa for Portugal, with a cargo of steel wire rods, sank in the Black Sea in lat 42 28N, long 29 20E at 1800, local time, Mar 14. Reportedly, all crew members have been rescued.

CHRISTIAN IV

When sailing from Kristiansand at 0900, Mar 14, passenger ro/ro Christian IV (21699 gt, built 1982) experienced trouble when closing its bow door. Some damages were found and vessel was taken out of service for repairs. The 972 passengers had to wait for about 10 hours and the ferry was back in normal service for its next scheduled departure, at 1915, the same day.

LE JOOLA (SENEGAL)

A press report, dated yesterday, states: Government officials from Senegal visited the Florida Keys today, aiming to learn salvage and recovery techniques that they could use in a planned project to recover bodies from capsized ferry Le Joola. The Senegalese delegation visited the site of navy transport vessel Spiegel Grove, which was deliberately sunk last May about six miles off Key Largo. During that operation, the 510-foot vessel sunk prematurely and rolled over, allowing the bow to become buoyed by an air pocket and protrude above the sea. The upside-down hull of Le Joola lies 82 feet beneath the surface of the ocean, about three miles off the Gambian coast. "It's a big catastrophe for us and we are trying to do what it will take to bring up the ship and remove remaining bodies," said Mamadou Mountaga Gueye, a Senegal economic and cultural affairs minister.

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Cruise majors warn of tough quarter

CARNIVAL Cruises and P&O Princess Cruises have admitted a standstill in bookings and earnings so far this year because of the prospect of war in Iraq and the uncertain economic climate. In a report to investors ahead of the completion of their merger, due after mid-April shareholders meetings, Carnival said: "booking volumes have been less than expected. Year to date booking volumes for 2003 are about equal to last year's levels but have not increased commensurate with the increase in Carnival's 2003 capacity." This has resulted in pricing incentives to stimulate demand. The company said net revenue yields in the first quarter are similar to last year, but trading conditions are making a significant impact on second-quarter results, with costs rising 6-8 per cent. P&O Princess also reports bookings weaker than normal for the time of year. The company is keeping the 108,800-GT Grand Princess in the Caribbean during the summer rather than in the Mediterranean as a response to the booking patterns. P&O has also cut its Alaskan market capacity.

Ferry price war breaks out in Italy

ITALIAN ferry operators serving the Tyrrhenian islands are slashing car fares in a price war similar to those among passenger airlines. On March 13 Moby Lines announced its token €1 (\$1.1) car tariff to all destinations on the islands of Sardinia, Corsica and Elba. "But differently from airlines, where such places are very scarce, Moby is offering 54,876 car places at €1," said Moby owner Vincenzo Onorato. Rival line Corsica Ferries Sardinia Ferries told Fairplay: "No sooner do we launch an idea than Moby copies it and claim the idea was theirs," said general manager Euan Lonmon. "We announced a new low-cost tariff of €5 per car a month ago. However, we are happy to indirectly help our competitors by giving them good suggestions." The two lines are fierce rivals in the sector. Last year Moby reported a total of 3.3M passengers and €111M turnover. Corsica Ferries Sardinia reported 2.4M passengers and €142M turnover.

Cruise ship set to bring 1,000 visitors to Guam

A cruise ship owned and managed by Holland America Line Inc. will bring about 1,000 passengers and crew to Guam on March 21, giving the island an opportunity to showcase itself beyond its redominantly Asian visitor market.



The **AMSTERDAM** at file picture – photo : Piet Sinke ©

The cruise ship **M/S Amsterdam** is carrying European, Australian, stateside American and Canadian tourists, said Kaleinani G. Apiag, cruise ship project coordinator for the Guam stop. Apiag said the ship

is on a world tour that includes stops in Tahiti, Papua New Guinea and Saipan.

Ambyth Shipping and Trading Inc. has been appointed the Guam ship agent for the M/S Amsterdam. The Amsterdam's passengers will participate in Guam shopping and sightseeing tours during their brief visit, according to Ambyth Shipping. The ship is expected to arrive at 8 a.m. March 21 and depart at 10 p.m. the same day.

Philippines ports battle over cars

THE ports of Batangas and Subic in the Philippines are engaged in a fierce fight to attract car carriers after Batangas snapped up a Japanese and a Korean car maker. Honda Car Philippines' decision to abandon its earlier plan for a distribution hub in Subic Bay Industrial Park is said to be due to 'better logistic fit' for its operation in the nearby province, where it assembles its utility vehicles. The Batangas distribution hub plans to import 400 cars a month. At the same time, Batangas recently welcomed the maiden call of Eukor Car Carriers' Eternal Clipper, which discharged 250 vehicles of a Hyundai model that will be launched in the Philippines this month. Aries Arrastre Service, the Asian Terminals subsidiary that operates in Batangas, says the shipment is the first of the monthly movement of about 300 Hyundai cars

Euronav cashes in on double hull demand

EURONAV has sold a two-year-old very large crude carrier for an undisclosed sum just weeks after selling off the [Picardie](#), another VLCC.

Patrick Rogers, managing director of Euronav, CMB's tanker company, confirmed the sale of the 298,977 dwt tanker [Zeeland](#), which was built in 2001.

He declined to reveal the financial details but it is believed the deal was worth around \$66m. "It was a reasonable price in the current market. You never make money in shipping," he added. The sale of the Zeeland followed the sale of the 299,167 dwt Picardie, built in 1999, also to a Greek owner.

Euronav, headquartered in London, had a fleet of 16 tankers early in the year, half of which were fully owned. A few weeks ago, CMB announced that it was considering the demerger of its industrial gas shipping and offshore activities — Exmar.

The Belgian company also revealed that it was in the process of selling off the remaining 20% of the terminal operator Hesse-Noord Natie. Earlier Ludwig Criel, CMB executive committee member, said that of its shipping activities, Exmar was the one which was much more capital intensive and its business was based on long-term contracts, while the others were more cyclical. It was important to structure it in a different way and enable it to get access to new financial markets.

All options were open whether this involved equity, debt or bonds, stressed Mr Criel. The company hoped it would be spun off and listed separately on Euronext Brussels by end-year, though the market expected this to be around May/June. Marc Saverys would remain chief executive of CMB and Nicolas Saverys would head up the new listed company.

In January, CMB said it expected a profit of E 48m (\$51m), down from E 82m in the previous year.

NAVY NEWS



A U.S. Navy nuclear powered attack submarine of the **Los Angeles class** proceeds through the Suez Canal to the Red Sea, part of a group of U.S. Navy vessels that recently passed through the canal from the Mediterranean Sea.

A CH-46D Sea Knight assigned to the "Gunbearers" of Helicopter Combat Support Squadron Eleven (HC-11) transfers another load of cargo from the deck of the fast combat support ship **USS Sacramento (AOE 1)** during a vertical replenishment with **USS Carl Vinson (CVN 70)** as the guided missile cruiser **USS Antietam (CG 54)** sails alongside. Carl Vinson and her battle group are deployed in the western Pacific Ocean



Hr.Ms. Pelikaan houdt Open Huis tijdens Maritiem Weekend

Het communicatie- en ondersteuningsvaartuig van de Koninklijke Marine op de Nederlandse Antillen en Aruba, **Hr.Ms. Pelikaan**, verzorgt in het weekend van 28 tot en met 30 maart in samenwerking met de Insulinde, het Maritiem Museum en Stichting de Barmhartige Samaritaan een groot aantal activiteiten. Tijdens dit Maritiem Weekend liggen **Hr. Ms. Pelikaan** en de Insulinde naast elkaar afgemeerd aan de Handelskade van Punda en houden de schepen Open Huis. De Barmhartige Samaritaan en het Maritiem Museum verzorgen tentoonstellingen aan boord met behulp van video, foto's en schilderijen en verzorgen een culinaire verrassing.

Daarnaast verzorgt het Maritiem Museum vanaf deze lokatie rondvaarten door de haven. Bezoekers krijgen tevens korting bij een bezoek aan het Maritiem Museum. De Insulinde zal enkele charter-zeiltochten maken. Op vrijdagavond treedt de Scheepsband van Marinebasis Parera op bij Hr.Ms. Pelikaan. Op zaterdag- en zondagmiddag zullen er diverse kinderactiviteiten worden georganiseerd. Hr.Ms. Pelikaan is het stationsschip van de Koninklijke Marine in het Caraïbisch gebied. Hoofdtak van het schip is het transport van voertuigen en goederen.

Fast interceptor craft for Qatar

The Government of Qatar has awarded a contract to Constructions Mécaniques de Normandie (CMN) for the supply of four DV15 interceptor high-speed craft, with delivery expected from the end of this year to the first quarter of 2004.



The 15m craft will enhance the Qatar Emiri Naval Forces' capacity to protect offshore oil and gas installations and maintain territorial integrity of littoral waters.

The order is seen to confirm the growing naval interest in very high performance small boats, which are expected to make a significant contribution to the requirements for territorial security against unconventional threats. Built in carbon fibre/epoxy composite materials for lightness and strength, the Qatari craft will be capable of speeds up to 50 knots.

The DV15 is the smallest in the CMN range of warships and has previously been supplied to Yemen, which operates a flotilla of six in the Red Sea against smuggling and for anti-piracy patrols. Although no armament has been specified for Qatar's vessels, these craft are usually equipped with a 0.50-calibre machine gun on the foredeck. Won in a fierce competition, the contract reinforces CMN's link with Qatar, which placed its first order with the company in 1980 for the supply of three Combattante III missile armed fast attack craft - these are still in service. CMN sees this order as a further indication of the importance of the Gulf market for the company and France.

MOVEMENTS

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The **SMIT LOIRE** moored in the Scheurhaven – photo : Piet Sinke ©



The URS tug **WALCHEREN** using the fi-fi equipment during the last trip of the **KONINGIN BEATRIX** from Breskens to Vlissingen

Photo :
Wim Kosten ©

AIRCRAFT / AIRPORT NEWS



Flight deck directors called shooters give the signal to launch an **F/A-18 Hornet**, left, as an **F-14A Tomcat** is launched from the waist catapult aboard the aircraft carrier **USS Kitty Hawk** in the Gulf, Tuesday, March 18, 2003. President has regime 48 hours to leave Iraq or face war.

RIJNMOND WEATHER

Vooruitzichten van woensdag t/m zondag:

Aanhoudend mooi!

Veel zon en droog maar op donderdag en vrijdag ook wolkenvelden. In de nacht en ochtend eerst nog kans op mist. In het weekend loopt de temperatuur op naar een heerlijke 15 graden.

© Ed Aldus 2003	WO-19	DO-20	VR-21	ZA-22	ZO-23
Maximumtemperatuur:	12	9	10	13	15
Minimumtemperatuur:	0	1	2	1	3
Zonnekans in %:	50	30	40	70	70
Neerslagkans in %:	10	10	10	10	10
Neerslagkans in mm:	0	0	0	0	0
Windrichting kracht:	NW-2-4	W-1-3	ZW-1-3	OZO-1-3	Z-3-4

Kijk voor de laatste scheepsbewegingen en foto's nabij Hoek van Holland op de onderstaande website.

<http://www.scheepvaarthoek.nl>

.... PHOTO OF THE DAY

THIALF



The THIALF working on the KIZOMBA A platform in the Caland Canal - photo : Piet Sinke ©

**THE NEXT SHIPPINGNEWS LETTER WILL BE
PUBLISHED HALF OF APRIL**