

## DAILY SHIPPING NEWSLETTER 2003 – 043



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**THIS NEWSLETTER IS BROUGHT TO YOU BY :**



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## EVENTS, INCIDENTS & OPERATIONS

Text : Ron Magnee - foto's : Han Eggermont ©



Een gele mastodont ligt dezer dagen in Vlissingen-Oost aangemeerd. Het is de drijvende kraan **Asian Hercules II**, de grootste ter wereld in zijn soort. Het gevaarte ligt in de Scaldiahaven om enkele klusjes in de buurt te verrichten. Volgende maand vaart de drijvende bok naar het Kanaal om de Tricolor uit het water te hijsen.

De statistieken van de Asian Hercules II zijn imponerend: de drijvende bok heeft de afmetingen van een voetbalveld en de kraan kan zo'n 3200 ton uit het water



tillen. Het gevaarte heeft al een aantal sterke staaltjes op zijn naam staan. Zo tilde de kraan al eens de

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grote metalen delen van de Millennium Bridge in hartje Londen op hun plaats. Het aantal bemanningsleden van de **Asian Hercules II** is beperkt: de bok vaart met niet meer dan twaalf man. De snelheid bedraagt zo'n zeven knopen, nog geen dertien kilometer per uur. De gigant ligt deze dagen in de Scaldiahaven in Vlissingen-Oost om enkele klussen te verrichten.



Zo moeten voor Mammoet buizen worden getild. Daarna vertrekt de bok naar Rotterdam waar hij in gereedheid wordt gebracht voor de volgende klus: het tillen van het gezonken Noorse autoschip **Tricolor**. Vanaf volgende maand wordt de kraan voor deze opdracht ingezet. De eigenaar van de **Asian Hercules II**, **Smit Salvage**, verwacht drie maanden nodig te hebben om het Noorse autoschip op te ruimen. Naast Smit Salvage nemen ook de Belgische berger **Scaldis**, de Antwerpse sleepdienst **URS** en sleepvaartbedrijf **Multraship** uit Terneuzen deel aan de berging. De ruim 190 meter lange **Tricolor** ligt sinds 14 december in het Nauw van Calais, na een aanvaring met het Franse containerschip **Kariba**. Het vaartuig ligt ongeveer vijftig kilometer ten oosten van het Engelse Ramsgate en dertig kilometer ten noorden van het Franse Duinkerken. Om de **Tricolor** boven water te krijgen, wordt het gezonken schip eerst in zeven stukken gezaagd. Om de afgezaagde moten van elk 2500 tot 3000 ton omhoog te tillen wordt naast de **Asian Hercules II** ook de **Rambiz** van **Scaldis** ingezet. Samen leveren de bokken het hefvermogen van zo'n zesduizend ton. De delen zullen op pontons naar de wal worden gebracht. In een nog nader aan te wijzen haven zal het schip en de lading, bijna drieduizend luxe auto's van merken als Saab, BMW en Volvo, worden verschroot.

## Body found of man who fell from cruise ship

The body of a man who fell from a cruise ship during his honeymoon was found on an island off the Mississippi coast on Tuesday, authorities said. Sheriff's deputies found the body of Matthew Scott Bjorn, 35, of Northport, Ala., after a fisherman spotted the body and radioed the Coast Guard, Petty Officer Jonathan McCool said.

Coroner Gary Hargrove identified the body as Bjorn, who is believed to have fallen from the **Carnival Conquest** into a shipping channel in the Gulf of Mexico just after midnight Sunday. Hargrove said injuries to Bjorn's chest suggested that he may have hit a life boat on the way down, which

incapacitated him.

His wife, Renee Bjorn, 37, said that her husband had **climbed over the ship's railing** while the couple was attending a party. She said he was trying to climb back over to the inside when he lost his footing and fell from a 10th floor balcony. "**As he slipped, he was smiling at me,**" Renee Bjorn said. "I tried to help him climb back over."

Witnesses in the cabin next door told authorities that Bjorn had climbed over the rail during an argument with his wife, said Lt. Robbie Cox of the Harrison County Sheriff's Department. He said the witnesses also said both appeared intoxicated.

**Renee Bjorn confirmed that she and her husband were intoxicated but denied that they were fighting.**

## Kustwacht onderschept 80 kilo drugs bij Sint Maarten



De Kustwacht voor de Nederlandse Antillen en Aruba heeft maandagnacht (12 mei) bij Sint Maarten ongeveer tachtig kilo drugs onderschept. De Kustwachtcutter **Poema** signaleerde rond 23.30 uur een houten vissersbootje in de Great Bay. Toen de Kustwachtcutter het bootje was genaderd, zag men dat er balen overboord overboord werden gezet. De vijf bemanningsleden zijn van boord gehaald en samen met de vangst aan de politie overgedragen. Het schip is tevens in beslag genomen.

Drie cutters - de **Jaguar**, de **Panter** en de **Poema** - maken



deel uit van de Kustwacht Nederlandse Antillen en Aruba. Deze aparte organisatie onder beheer van de minister van Defensie heeft toezichthoudende en dienstverlenende taken en staat onder gezag van de Commandant der Zeemacht in het Caraïbisch gebied. De officieren aan boord behoren tot de Koninklijke Marine. De schepen zijn belast met de bewaking van de kusten van de Nederlandse Antillen en Aruba en houden zich onder meer bezig met het bestrijden van drugs- en mensensmokkel, visserij-inspectie, milieucontrole en hulpverlening.



## Unexpectedly large increase in oil transport along Norway's coast

The number of Russian oil tankers sailing along the Norwegian coast has doubled several times shipwreck in Norwegian waters, Aftenposten writes. The Norwegian authorities had expected up to 50 tankers last year, while the actual number was nearly 250, all carrying large amounts of crude, dangerous to the environment, if a spill should occur. -An accident in the Barents Sea would make the consequences from the wreck of the "Prestige" seem like peanuts, says Andreas Tveteraas of World Wildlife Fund Norway. He points out that the Barents Sea is one of the richest and most productive part of the world oceans, and he is sure a wrecked tanker in these waters would result in very serious damage to the environment, with enormous economical consequences. He therefore thinks the idea of an international emergency fund, as proposed by Norway and other nations, is a good thing. However, it is much cheaper to invest in preventing an accident. The most important measure would be to move the shipping lanes for the tankers far enough away from the coast, and to ensure that a large enough number of tugboats are available along the Norwegian coast, Tveteraas says. In his opinion, the increase in tanker traffic has come as surprise to the Norwegian authorities.

## Wilhelmsen orders new car carriers

The Norwegian Wilh. Wilhelmsen shipping company has ordered two new car carriers to be built at the Japanese shipyard Mitsubishi Heavy Industries.



One of the new vessels will replace **"Tricolor"** which went down in the English Channel last December. The first vessel will be delivered in the fall of next year, and the second in the winter of 2005.

Top : A file picture of the **TRICOLOR** - photo : **Frans Sanderse** ©

Each vessel will cost a bit over NOK 700 million, and will have a capacity of 6,400 cars. The contract also has an option for a third vessel.

## Llegan a Gijón los barcos para la remoción del 'Castillo de Salas'



Durante la madrugada de ayer llegaron a Gijón las embarcaciones que la empresa Titán Maritime va a utilizar para la remoción de los restos del **'Castillo de Salas'**. Se trata de una pontona llamada **'Cormorant'** y el remolcador **'Mutratug 7'**. Está previsto que a finales de semana los buzos puedan empezar a trabajar.

## SHIPYARD NEWS

### Japan's Mitsubishi Heavy sees profits rise

Japan's top heavy machinery maker Mitsubishi Heavy said full-year net profit rose sharply thanks to cost cuts and increased orders for aerospace equipment but this was not enough to prevent a large drop in overall sales. Mitsubishi Heavy Industries Ltd. said year to March net profit jumped 29.8 percent to 34.3 billion yen (293 million dollars) with recurring profit up 15.0 percent to 78.2 billion yen while revenue dropped 9.4 percent to 2.59 trillion yen.

"Aerospace segment sales increased but a decrease in sales in engines and large scale power plants for export were far below last year's," the company said in a statement. In early April, Mitsubishi Heavy took over from the government responsibility for manufacturing and marketing Japanese-made H-2A rockets to be launched in the year to March 2006 and beyond. At the time, it said it was in the final phase of talks with Spanish company Hispasat, which may use an H-2A rocket to launch a communications satellite. It said it was aiming to finalise the deal by early May. The company said in its statement that transfer of technology for the H-2A from the government space agency is ongoing. Mitsubishi Heavy said for the year just ended, it benefited from "materials costs cuts and management and sales efficiencies" but was negatively affected by a stronger yen. It also posted 12.0 billion yen loss on its stock holdings and on a massive blaze that damaged a British cruise ship under construction, now called the "[Sapphire Princess](#)," last October. For the year to March 2004, the company forecast a net profit almost unchanged at 35 billion yen, recurring profit down to 60 billion yen and revenue sinking to 2.4 trillion yen.

### Keppel awarded bonus for FPSO conversion

Keppel Shipyard has been awarded a \$2 million bonus for delivering a FPSO 10 days ahead of schedule to Single Buoy Moorings (SBM) Inc. The wholly-owned subsidiary of Keppel Corporation also received a \$200,000 safety incentive. The yard achieved more than three million man-hour work without lost-time accident during the conversion of the 307,431dwt [FPSO Serpentina](#).

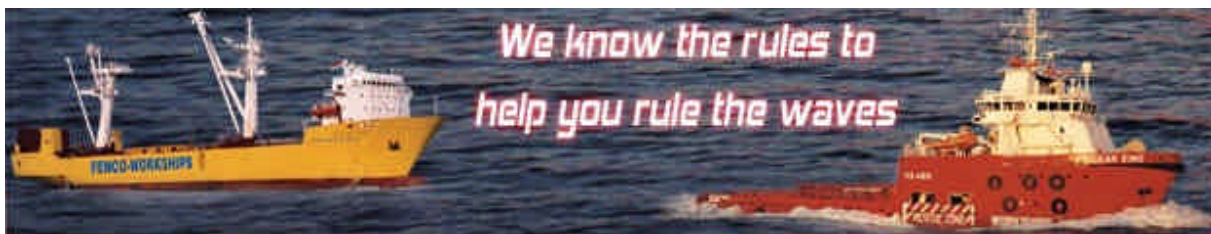
## ROLLS ROYCE ORDER BOOK

[Rolls Royce](#) reported that as of March 2003, a dozen distinct types of UT-Design vessels are on order totaling 47 vessels being built in nine countries. Fifteen UT-Design series vessels have been handed over to owners since November 2002. No fewer than 12 distinct types of vessel are included, and if 'L', 'T', 'S' and other variants of type numbers are taken into account, the number of designs rises to 17. Thirty five vessels are scheduled for delivery before the end of 2003, the other 12 in 2004. In all cases a substantial package of Rolls-Royce equipment has been specified in addition to the design. In most cases the package is a full one, including any relevant system or item of equipment available from the Rolls-Royce product portfolio, such as propulsion systems, maneuvering systems, engines, automation and deck machinery. Looking at the vessel types in more detail, the UT755 in its various versions features most often in the orderbook, with 17 vessels to be built in Norway, Brazil and Italy. Seven of the UT722 family are on order at yards in Brazil, Norway, Denmark and Canada. The first multi-functional 20,000hp AHTS type UT722LX was recently delivered, having developed a bollard pull of 237 tonnes on trials. On handover in Norway it immediately sailed to West Africa to undertake a deep water rig move off Angola. A sister ship was on sea trials at the beginning of March. Also on sea trials is the first of a new design to operate in the Asia Pacific region for IOS. This is the UT712. A sister ship is under construction. Other vessel types on order include the UT710 and UT780, compact and adaptable AHTS' with a fairly shallow draft designed to meet needs of the growing Asian offshore industry. The UT527 on order is a new design that represents the latest thinking in multi-field standby vessels, while the second vessel of a specialized design, the UT719-T, will soon take station as part of the UK emergency towing vessel program.

## ROUTE, PORTS & SERVICES

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## April 'blossomed' says Seabreeze

Seabrokers reported in the latest issue of its monthly newsletter Seabreeze that the market in the North Sea began what it called a "slow transformation" from winter hibernation into a spring bloom.

"With demand averaging at just over 30 fixtures a week for the past six weeks, we've seen rates rise to a peak of the high-teens for rig moves and low teens for cargo runs. This is the first slice of good news shipowners have seen for many months. However the shine was taken off the month, when in the final week availability increased again and rates were seen dipping after the mid month highs. As a market driver, the number of vessels fixed for rig moves actually fell in April but the market was carried through on the back of the momentum gained from activity seen at the end March," said the company.

## Recent sales and purchase and newbuilding activity

Offshore Shipbrokers reports that the AHT **Sharda M** (built 1976 - 8400bhp) has been purchased by Far East buyers on private terms. The AHTS **Gray Tide** (built 1981 - 3900bhp) and **Barton Tide** (built 1982 - 3200bhp) have been sold to Middle East buyers on private terms.

## Tidewater reports fourth quarter, year-end results



Tidewater has announced fourth quarter, March 31, 2003, net earnings of \$18.6 million, or \$.33 per share, on revenues of \$153.9 million. In comparison, net earnings in the immediately preceding quarter were \$23.6 million, or \$.42 per share, on revenues of \$163.1 million. Last year's fourth quarter net earnings were \$28.3 million, or \$.50 per share, on revenues of \$169.4 million.

Left : **AMADON TIDE** off Port Gentill

Photo : Piet Sinke ©

For the fiscal year ended March 31, 2003, net earnings were \$88.6 million, or \$1.57 per share, on revenues of \$635.8 million. For the same period last year, net earnings were \$136.2 million, or \$2.41 per share, on revenues of \$729 million.

## **Solstad secures Pemex contracts**

Solstad Offshore ASA has entered into a contract for **Normand Flower** in the Gulf of Mexico with



Pemex as end user. The commencement of the contract is 1st June 2003 and the duration is for one year firm plus five yearly options.

Additionally, the company has signed a letter of intent with the same charterers for an extension of the **Normand Rover** for nine months from December 2003.

The total contract value for the fixed period (total 21 months) is in excess of \$ 16 million.

## **Petrel joins Uksnøy fleet**

The survey ship **Seaway Petrel**, a newbuild for Uksnøy in Norway has entered service.



The vessel has been time chartered to Stolt Offshore for five years

Left : The **SEAWAY PETREL** under construction.  
**Photo: Oddgeir Refvik ©**

## **Lady Caroline goes 'down under', says broker**

IOS (International Offshore Service) took delivery late in April of its new AHTS UT712 **Lady Caroline** from Simek yard in Norway, and the vessel has since set sail for the Antipodes where as far as is known it remains uncommitted, noted broking sources recently. IOS is a 50/50 joint venture between P&O Maritime Services (Australia) and Farstad ASA.

## **Seabulk orders newbuilding**

Offshore Shipbrokers Ltd (OLS) in Aberdeen has confirmed that Seabulk Offshore has ordered a UT755L design PSV at a cost of \$16,700,000 from EstaleiroPromar in Brazil for delivery early 2004.



## Another Ulstein A101 for Solstad

Solstad Shipping's latest newbuild **Normand Master** was delivered on March 28th by Ulstein Verft AS in Norway. The anchor handling tug supply vessel is of the A101 type, with a 500 tonne winch and a total engine power of 23,500bhp, with a bollard pull of 285 tonnes.

## Tidewater fortified by new PSV

Tidewater has taken delivery of their fourth in a series of six 220ft LOAPSVs from Bender Shipbuilding. The vessel is called the **Fortier Tide**, and represents one of the 24 PSVs Tidewater have on order or have delivered since 2001.

## Hornbeck Offshore takes delivery of Bluewater

Hornbeck Offshore Services took delivery of the **HOS Bluewater** from Leevac Industries LLC in April, reports Seabrokers. The vessel was delivered to Hornbeck Offshore two weeks ahead of schedule and immediately began a term charter for an unnamed operator. The **HOS Bluewater** is the first of four deepwater OSVs that will be delivered to Hornbeck Offshore by year end. The vessel is 73.1m LOA, DP2, 4000bhp, Clear Deck 53m x 13.7m capable of 1,725 long tons. Underdeck's - Liquid Mud 8272 bbls & 6250cuft of Dry Bulk in four tanks.

## Secunda unveils Mariner Sea



Secunda, the Canadian offshore operator has revealed more details about its new conversion, the **Mariner Sea**.

Originally built by George Eide's Sonner AS in Norway in 1979 and rebuilt in 1996, the vessel has recently completed a major conversion for Secunda at a Canadian yard.

The ship now has a range of 25,000 nautical miles or 85 days and accommodation for 64, a service/cruising speed of 12.5 knots

and is 92.47m overall, with a length between perpendiculars of 84.0m, moulded beam of 18.0m, depth of 7.1m, design draft of 5.73m, displacement of 6,802 tons, and Net Registered Tonnage of 1,190 NT, plus Gross Registered Tonnage of 3,969 GT and a deadweight of 4,129 tons. She is classed LRS + 100 A1 LMC UMS, and can carry 1,200 cubic meters of fuel oil, 1,200 cubic meters of drilling fluids, 700 cubic meters of potable water, 800 cubic meters of liquid mud, 400 cubic meters of brine, 200 cubic meters of base oil and 300 cubic meters of dry bulk. She is also fitted with firefighting capability to FiFi 1 (2400 m3 per hour).

## FARSTAD NEW ULSTEIN P105 PSV

**Farstad Shipping** in March reached an agreement with **Ulstein Shipping** to take delivery of an **Ulstein "P105"** design PSV under construction at Ulstein Verft in December 2003. The 86m x 19m vessel will have diesel electric propulsion. The recently approved net wage system for Norwegian seamen was decisive for Farstad in making this investment. Farstad now has a fleet of 44 vessels, 23



operating outside of the North Sea. The company's newbuilding program consists of 9 vessels wholly and partially owned. Six are being built in Norway and three being built in Brazil for long-term contracts with Petrobras. Farstad also in January 2003 was awarded a 5 year contract for a PSV by Peterson Supplylink B.V., which is the logistics provider for seven Dutch operators – BP Nederland Energie B.V., Gaz de France production Nederland b.v., ENI-Lasmo Nederland b.v., Nederlandse Aardolie Maatschappij b.v., TotalFinaElf Nederland b.v. and Unocal Netherlands b.v. in the Southern North Sea Pool (SNS Pool). There is within the charter agreement, options to extend the contract for another 5 years. The vessel is a 70m newbuild and the contract will start between the 1st of January and 31st of March 2004. The shipyard has not been decided. The charterer does not want to publish the dayrates, but these reportedly will give a satisfactory profit on the investment.

### Ulstein Aquamaster Azipull azimuth thrusters



The new **Ulstein Aquamaster Azipull azimuth** thruster from Rolls-Royce will have its first offshore application this year. Havila is to retrofit its 88.6 x 18.8 x 7.6m PSV "**Havila Tampen**" with two Ulstein Aquamaster Azipull azimuth thrusters for main propulsion, replacing conventional azimuth thrusters. The Azipull azimuth thruster uses a pulling propeller ahead of the streamlined leg and lower gear house and a simple gear drive transmission. The units for Havila will be the largest built to date: type AZP120 designed for inputs up to 3,000kW, but in

this case each transmitting 2,500kW. According to Robert Welsvik, managing director of Havila: *'We have chosen to pioneer this new propulsor in offshore service because we believe that it will give us significant fuel savings – in the region of 7-8 per cent compared with traditional thrusters – through its improved hydrodynamic design, with a minimum of noise and vibration'*. "**Havila Tampen**" is a UT745E design delivered by Kleven Verft in September 2002.

The vessel uses diesel-electric propulsion and the two Azipull units under the stern will be powered by electric motors in the hull. Conventional thrusters from Rolls-Royce were installed to get "**Havila Tampen**" into service. However, the owner had decided in principle to change to Azipull units as soon as these were released for offshore service, and this has now been confirmed. The changeover is designed to be quite simple. The existing propulsion motors and the input gear units in the hull can remain in place, and only the outboard parts of the main thrusters need to be exchanged. Development of the Azipull thruster has taken place over several years using computational fluid dynamics, CAD techniques and tank testing to optimize the shape of the below-water parts and mechanical design. Swirl energy in the slipstream from the pulling propeller is partly recovered as a propulsive force by the special shape of the leg and skeg. The pulling CP propeller itself works in clear water and these factors increase total efficiency. The first Ulstein Aquamaster Azipull thrusters to enter service will be four AZP085 units propelling an innovative new Fjellstrand FerryCat catamaran double-ended ferry now under construction, which is scheduled to start operating on a route in the Stavanger region of Norway this summer. The thrusters have been shipped, and Rolls-Royce has orders for another two shipsets (eight units) for two more FerryCats to be built for operation in Turkish waters. "**Havila Tampen**" will have the first two Azipull units for offshore service, and four more of these thrusters have been ordered for offshore application, propelling two UT-Design platform supply vessels under construction for Island Offshore and scheduled for delivery the end of this year.



## The sale of the Bergesen Group



The (Hong Kong based World Wide Group) Sohlen family is offering about \$1.4 billion for the Bergesen group. The main shareholders (founding family), seem to be fully in favor of the deal which the market believe is not too poorly priced (indicating possible problems ahead!).

Bergesen is one of Norway's oldest and probably one of the world's most prestigious and successful shipping stories. Throughout last century it went from strength to strength when other companies of equal lineage went under. It then specialized in large tankers and bulk carriers.

Rather than taking high risks it hedged its bets by taking long term charter parties and cultivating strong personal contacts where it counted. When the era of bulk and tank were on the wane it moved deliberately to the higher value LPG and LNG carriers. The sale of this jewel has not created an outcry in the kingdom, the family silver is evidently not being sold.

Norway has moved on from the time when shipping was the flagship industry and main export earner. Oil services, rig ownership and other offshore business have now by far taken over the eminent place shipping once had. Norway still has a considerable expertise in the maritime sector however, and the new owners seem to be comfortable with leaving the headquarter and center of operations in Oslo, overlooking the fjord, at least for the time being.

The main shareholders, Messrs. Bergesen and Sundt (founding family) will also have some cool billions to play around with. In the present stock market that sum could buy them a nice share in any land based company they might want to invest in.

## NAVY NEWS

### Evertsen christened



Photo's : Martijn Westers ©

**19-04-2003** the 4<sup>th</sup> LCF Frigate for the Royal Dutch navy named **EVERTSEN** was christened by Princess Maxima at the Royal Schelde yard in Flushing.

After the christening ceremony the **EVERTSEN** was pulled out of the building dock by the tug **MULTRATUG 9** and moored at the yard for outfitting.



## MOVEMENTS

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Top : The **USNS WATKINS (T-AKR 315)** seen here departing from Antwerp recently.

Photo : Bram Plokker / Ineke de Kok ©





The **MERCURY BAY** arrived on the Tyne April 26<sup>th</sup> after being sold to Tidewater and left the Tyne again under the name **WILLIAM E. BRIGHT** May 11<sup>th</sup>, and sailed for Darwin

Photo's : Kevin Blair ©



## TAKLIFT 1 ENROUTE THE US GULF



The **TAKLIFT 1** departed May 10<sup>th</sup> in tow of the ITC tug **SUHAILI** from Rotterdam for the Azores, ETA May 17<sup>th</sup>, from the Azores the **TAKLIFT 1** will be towed by **VIKINGBANK** to the US Gulf where the transport will arrive the second week of June.

The **TAKLIFT 1** will be used for the salvage of the **ROWAN HOUSTON**.

Photo : Frans Sanderse ©

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



The **SMIT SHOALRUNNER 1** working off Dahej in India – photo : Piet Sinke ©

## “IK ZIET DE HAVEN AL”

Vrijdagavond, 16 mei, start TV Rijnmond met 'Ik ziet de haven al'. Dit is een nieuw programma op TV Rijnmond waarin alle aspecten van de Rotterdamse haven aan bod komen. Dat kan de dynamiek zijn maar ook de rust. Van mammoetschepen tot de binnenvaart, van IT tot stukgoed, van wonen tot werken en van natuur tot sport en recreatie. Kortom de reportages zijn divers. De mens (die werkt in, woont langs, recreëert in, etc. de haven) staat steeds centraal in het 25 minuten durende magazine. Vaste onderdelen zijn de havenimpressie van cineast Andre van der Hout, een nieuwsblok en een prijsvraag. De achterliggende boodschap is: de haven is economisch belangrijk voor dit land, dynamisch en innovatief, en ook nog schoon, efficiënt, veilig en compleet. TV Rijnmond maakt de serie samen met de afdeling S&C/Communicatie.

### **Vrijdag 16 mei vanaf 18.31 uur in de eerste aflevering:**

- ? De Verkeerscentrale Hoek van Holland zorgt voor een snelle en veilige binnenkomst.
- ? Hollen of stilstaan bij scheepsreparatiewerf Vlaardingen-Oost.
- ? Kunstenaar Joe Cillen wil met motorschip Noordereiland wegvaren.

## DAILY SHIPPING NEWSLETTER 2003 – 043

- ? De Watertaxi brengt je met een noodgang naar je bestemming.
- ? Havenimpressie van Andre van der Hout.

### Het uitzendschema is:

Vrijdagavond 16 mei: 18.30, 20.30 en 22.30  
Zaterdagmorgen 17 mei: 0.30, 02.30, 04.30, 06.30, 08.30 en 10.30  
Zaterdagmiddag 17 mei: 12.30, 14.30 en 16.30.

Veel kijkplezier toegewenst!

## Nieuw gevaarlijk computervirus ontdekt

**Een nieuw computervirus genaamd 'Fizzer' verspreidt zich snel over de hele wereld. Het virus is begonnen in Azië, maar is nu ook gesignaleerd in andere delen van de wereld. Fizzer verspreidt zich via de e-mail en muziekwisseldienst Kazaa.**

Het virus komt als attachment in de mail met als onderwerp: "So how are you", "There is only one good, knowledge, and one evil, ignorance." "You must not show this to anyone." "Today is a good day to die." De worm heeft verschillende extensions, zoals .exe, .pif, .scr en .com. Fizzer heeft zijn eigen smtp-functie aan boord, zodat de worm zichzelf kan verspreiden. Hiervoor verzamelt het virus ook de adressen uit het adresboek van Windows.