

DAILY SHIPPING NEWSLETTER 2003 – 044



Number 044****DAILY SHIPPING NEWSLETTER*** Saturday 17-05-2003

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The former PSD ferry **PRINS JOHAN FRISO** now in BBA livery sailed Friday in front of the Boulevard in Flushing with guests celebrating **"100 years Maritime High School"**

Photo : Piet Sinke ©

EVENTS, INCIDENTS & OPERATIONS

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Honeymoon cruise death probe

POLICE in the US have uncovered conflicting accounts about events leading up to the death of a honeymooning passenger who fell from Carnival cruise ship Carnival Conquest last weekend. Mississippi police say passengers report hearing 35-year-old Matthew Bjorn and his 37-year-old wife arguing before he fell from a 10th-floor balcony as the ship was approaching Gulfport. The woman, whom Bjorn recently married, has given media interviews denying they had been fighting and saying Bjorn, intoxicated, lost his footing after climbing onto the balcony railing. He was last seen alive in a shipping channel in the Gulf of Mexico in the early hours of May 11. The Coast Guard recovered his body from a nearby island after it was spotted by a fisherman. Police say the body's chest injuries indicate Bjorn may have struck a lifeboat before hitting the water. Police are continuing their investigations.

Latest Maersk Sealand vessel launched off Norway

MAERSK Sealand, the carrier arm of AP Moller, has reported the container vessel **Anna Maersk** was recently launched from Norway's Odense Steel Shipyard. The vessel is set to enter the company's worldwide liner service, the company said. It is among the largest and most modern vessels in the world, the company said, and contains facilities that enable the ship to act as a maritime training centre for up to 10 people overseen by the 15-member crew.

Soviet Nuclear Subs Might Be Refitted as Tankers

Once the pride of the Soviet navy, nuclear submarines could be refitted for a more humdrum life as oil tankers in the Arctic, according to a Russian regional governor.

"We see it as very economic and realistic to use atomic submarines for transporting oil and gas," Anatoly Yefremov, the governor of Archangelsk northern region, was quoted Wednesday as saying by Norwegian NRK public radio. He told a seminar in northern Norway that submarines, of the Typhoon class depicted in Tom Clancy's spy thriller "The Hunt for Red October," could carry about 10,000 tons of oil if missile launch rooms were converted into tanks.

This is small compared with 280,000 tons which a VLCC (Very Large Crude Carrier) carries. Russia is seeking to develop oil and gas fields in the Arctic where tankers risk colliding with iceberg or being buffeted by fierce winter storms. Submarines could be less risky by escaping the rough weather.

But environmentalists rejected the proposal as too costly and dangerous. One of the main yards for building submarines is at Severodinsk, near the city of Archangelsk. "The consequences of an accident with a nuclear submarine filled with oil would be much more dramatic than a normal oil tanker," said Nils Boehmer, a nuclear scientist who works for Norwegian environmental group Bellona.

"It could be very difficult to go in and clean up any spill because of radiation from the reactors," he said.



Top : 2 **TYPHOON** class submarines which are getting dismantled at Severodinsk during 2001

photo : Coll Piet Sinke

He said Russia had six Typhoon submarines, two of which were currently being dismantled with U.S. funding, adding he was surprised Yefremov was reviving the idea of using submarines for oil, an idea suggested after the Cold War. "There are no surplus submarines lying around waiting for new missions because they will be dismantled," he said. "This would be a very expensive way of carrying oil and 10,000 tons is relatively small capacity." Boehmer said that Russia tested civilian uses for submarines in the 1990s -- in 1995, a Victor class submarine delivered a load of potatoes and fruit east along the coast of Siberia to the Yamal peninsula.

SARS ruled out in Eugenie death

GREEK-registered bulk carrier **Eugenie C** was given a clean bill of health today after fears that a seafarer had died on board from SARS were ruled out. The 36-year-old oiler started showing symptoms of the deadly virus on April 29 when the ship was en route from Agadir in Morocco to Piraeus. He died while the ship was undergoing repairs in the Perama area. Quarantine was lifted as soon as the cause of death was verified.

Festival throws down legal gauntlet

GENOA-based Festival Cruises has launched a legal challenge against the newly-completed Carnival Corp/P&O Princess merger in Europe's highest court, its CEO Gianfranco Bozzini confirms. Bozzini declined to comment about the document, lodged in the European Court of First Instance in Luxembourg on May 2. "All we want to say is included in the memorandum we have given to the authorities," he said. Festival Cruises filed the document because of monopoly concerns in the Mediterranean cruise market, said its spokesman in Greece, Kostis Varnas. He said the EU competition authorities have blocked mergers against companies with less market share than the Carnival/P&O Princess combination, which he says now controls more than half the Med cruise market. The same European court has reversed some controversial merger decisions made by Competition Commissioner Mario Monti. Monti approved the take-over in July 2002, which along with US competition authority approval, removed the anti-trust concerns that paved the way for world leader Carnival to merge with number three P&O Princess. The new entity operates 13 brands with combined revenues of \$6.9Bn under a dual listed company on the New York and London stock exchanges.



Top : The **EUROPEAN STARS** of **FESTIVAL CRUISES** seen here departing from Genoa
Photo : Piet Sinke ©

AMSTERDAMSE SLEPERS IN MAASSLUIS

In deze tijd van fusies en overnames is het uitzonderlijk dat een bedrijf bijna zijn 200-jarig bestaan kan vieren. We hebben het hier over Goedkoop Havensleepdiensten, tot enkele jaren geleden gevestigd in onze hoofdstad. In 1999 is deze markante rederij geheel opgegaan in het Wijsmuller-concern, dat op zijn beurt in 2001 werd overgenomen door het Deense A.P. Møller, ook bekend onder de naam "Maersk".

Het verdwijnen van Goedkoop is voor het Nationaal Sleepvaart Museum te Maassluis aanleiding om door middel van een uitgebreide wisseltentoonstelling aandacht aan de geschiedenis van deze Amsterdamse sleepdienst te besteden.



De expositie is getiteld: "Ouder dan het Koninkrijk". Dat is een terechte constatering omdat Jan Goedkoop, de aartsvader van de gelijknamige sleepdienst, in 1807 op 26-jarige leeftijd met een kleine rederij begon. Zeven jaar daarna begon de geschiedenis van ons koninkrijk.

Jan Goedkoop had visie, want hij zag de ontwikkelingen in de scheepvaart steeds bijtijds aankomen. In 1824 werd het Noordhollandsch Kanaal geopend en prompt begon hij er een vrachtdienst. Jan en Pieter, zijn beide zoons, werden in 1842 bij het bedrijf betrokken. Zij zagen goede mogelijkheden voor een sleepdienst van en naar Amsterdam. Na de opening van het

Noordzeekanaal in 1876 verlegden zij hun activiteiten naar de nieuwe vaarweg. Ook het aanbieden van passagiersdiensten met salonboten was een uitstekend initiatief van de gebroeders Goedkoop.

Aan het begin van de vorige eeuw was de directie van het bedrijf inmiddels in handen gekomen van Jan Goedkoop Jr. Met veel inventiviteit wist hij de rederij de periode rond de Eerste Wereldoorlog door te loodsen. Oudere sleepboten werden opgelapt om de kosten te drukken in een tijd dat materiaal duur was en arbeid goedkoop.

De schaalvergroting in de Amsterdamse haven, ingeluid door de oprichting van de Stoomvaart Maatschappij Nederland, was er tegen het einde van de twintiger jaren aanleiding toe dat Goedkoop fraaie nieuwe, grote en voor die tijd krachtige sleepboten bestelde. De ANNA CORNELIA GOEDKOOP

DAILY SHIPPING NEWSLETTER 2003 – 044

en de MARIA HENRIËTTE GOEDKOOP, als vrijwel alle sleepers van het bedrijf genoemd naar familieleden, waren pronkstukken voor de hoofdstedelijke haven.

Van de vooroorlogse vloot van elf sleepboten was er na 1945 nog slechts één bedrijfsklaar.

De rest was weggevoerd, gezonken of simpelweg verdwenen. Het was moeilijk opbouwen na de oorlog, gezien de toen heersende materiaalschaarste. Eind 1946 was er niettemin weer een vloot van acht herstelde boten en twee nieuwe

stoomsleepers. De periode 1950-1970 was,

zoals ook elders in de sleepvaart, de bloeiperiode van Goedkoop. De een na de andere nieuwe motorsleper kwam van de hellingen van vooral de Arnhemse Scheepsbouw Maatschappij. Het waren fraai klassieke sleepers, die echter, door de voortsnellende schaalvergroting in de sleepvaart, al snel moesten worden verbouwd en opgevoerd.



De teruggang van de scheepsbouw in het IJmondgebied in de jaren zeventig en tachtig was er de oorzaak van dat ook de sleepvaart een stap terug moest. Een aantal boten moest worden verkocht. De aandelen van Goedkoop kwamen in handen van de KNSM en van Wijsmuller. In 1982 kon het 175-jarig bestaan nog feestelijk worden gevierd door de ongeveer 250 personeelsleden. Het zou het laatste bedrijfsjubileum zijn.

Nieuwe forse haven/kustsleepers, die vanaf 1981 werden besteld, hadden nog de naam Goedkoop op de romp, maar waren in feite Wijsmuller-sleepboten. In 1999 werd het bedrijf volledig geïntegreerd binnen Wijsmuller. De laatste echte Goedkoopboten zijn dit jaar verkocht.

Door middel van historische foto's, scheepsmodellen, documenten en curiosa wordt in het Nationaal Sleepvaart Museum te Maassluis een overzicht gegeven van de boeiende geschiedenis van Goedkoop als havensleep-dienst. Iedere belangstellende is van harte welkom vanaf 17 mei a.s. Het museum is elke dag van de week geopend van 14.00 tot 17.00 uur, behalve op maandag. De expositie duurt tot en met 26 oktober 2003.

CASUALTY REPORTING

JIIMAAN (CANADA)

Ro/ro Jiimaan (2830 gt, built 1992), while attempting to berth at the ferry terminal at Kingsville, Lake Erie, Ontario, in strong winds, struck the dock with the starboard stern quarter at 1210, EDST, May 12, causing minor damage. While departing Kingsville at 1015, EDST, May 13, Jiimaan grounded on a mud bank just outside the harbour, no apparent damage.

P&O NEDLLOYD DEJIMA (LIBERIA)

C.c. P&O Nedlloyd Dejima (37113 gt, built 2001) while operating at the Mauritius Container Terminal on May 5, had gantry crane hit the vessel's bridge superstructure, causing structural damage and bending the main mast distorting the upper deck plating. Damages were also caused to navigation lights, radar scanner, navigating bridge deck and other ship's equipment. At the time the weather was very windy. Temporary repairs were effected to get the vessel seaworthy and it left Port Louis May 8 for Singapore.

QUEEN OF SURREY (CANADA)

A press report, dated today, states: Ferry workers are worried about maintenance habits on B.C.'s aging ferry fleet following Monday's (May 12) fire that stranded ro/ro **Queen of Surrey**. The B.C.

DAILY SHIPPING NEWSLETTER 2003 – 044

Ferry and Marine Workers Union laid out their concerns yesterday as federal investigators combed through the damaged car ferry at its Langdale mooring. Jackie Miller, president-elect of the union, said she's had reports that some equipment gets tested only at the time of a vessel's completion. Some of the fleet is more than 40 years old, Queen of Surrey is 22. Miller said the union also has occupational-safety concerns over engines and elderly generators. Transportation Safety Board investigators remained tight-lipped yesterday as they examined the ferry's engine-room. The metal walls of the car deck appeared heat-wrinkled and several inspectors were conducting safety checks. Meanwhile, Queen of Esquimalt has been drafted into service on the Horseshoe Bay-to-Langdale run. An adjusted schedule is being used to cater to the temporary vessels' slower speed

SHIPYARD NEWS

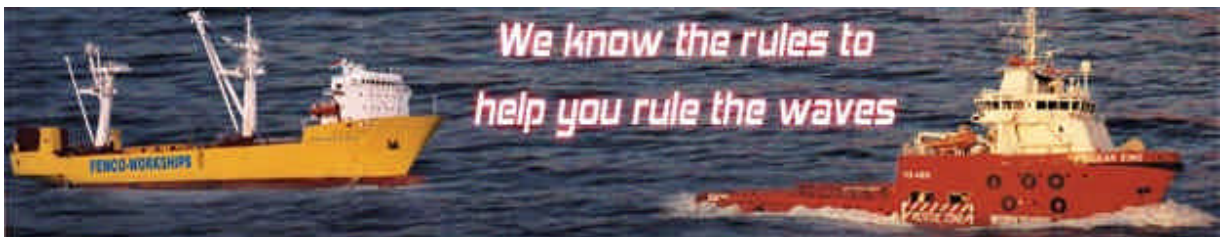
Shipyards strike for shorter hours

ABOUT 1,400 shipyard workers in Rostock, Wismar and Wolgast (Germany) yesterday staged "warning strikes" following union calls to support the demand for a 35-hour working week. Wage negotiations between IG Metall union and the employers' organisation were called off on May 12 without a result. Workers downed-tools at Aker Warnow Werft shipyard, the Caterpillar engine works at Warnemünde, Neptun-Industrie, Aker MTW and Peene Werft. Unlike western Germany, where a 35-hour working week has been the norm for some years, employees in the eastern part of the country are paid on the basis of a 38-hour week. The shorter working week is thought by the union to better accommodate the decreasing amount of work. At marine engine builder Caterpillar in Kiel (former MaK), 150 jobs were recently saved by a general reduction of working hours. The Aker group only last week announced it was to make 556 employees redundant next year, and yesterday confirmed it would carry out this plan.

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Lloyd Triestino offers first service to US

ITALIAN container shipping line Lloyd Triestino made its maiden voyage into US ports earlier this month with its new weekly AUX service. The new offering connects the Far East, Caribbean, and US South Atlantic East Coast.

The joint service with Zim Israel Navigation utilises nine 2,700 TEU vessels and covers ports in China,

DAILY SHIPPING NEWSLETTER 2003 – 044

South Korea, Central America, the Caribbean and US. Bronson Hsieh, managing director, said: "A weekly dedicated service linking these growing global commerce areas will allow us to show our customers that we are anticipating their needs."

The AUX service rotation is Shanghai, Ningbo, Pusan, Colon, Kingston, Port Everglades, Savannah, Norfolk, Kingston, Colon and back to Shanghai. The ports of Colon, Panama and Kingston, Jamaica will serve as the service's main transshipment centers, the company said. The company expects the joint venture to develop further if market requirements appear.

Star Cruises launches new itinerary around Malaysian cities and island

Star Cruises' luxury cruise ship **Superstar Aries** will be sailing on new itinerary around Malaysia from Sunday, amid more signs of recovery in the tourism industry. It will be stopping at Malacca, Kuantan, Kuala Lumpur, Pulau Tioman and Penang until the end of June, Star Cruises said putting out **Superstar Aries** was just an interim option, as holiday cruises are still not expected to return to pre-SARS levels yet.

The ship takes just 611 passengers, less than a third of the capacity of the company's largest ships, **Superstar Leo** and **Superstar Virgo**. **Superstar Leo** and **Superstar Virgo** were relocated to Australia following a SARS scare on-board a ship. **Superstar Virgo's** stay in Australia has been extended to mid-July from May due to strong bookings.

Frontline enjoys second best quarter



Top : The **FRONT GUIDER** one of the 169,000 ton DWT vessels in the **FRONTLINE FLEET**

FRONTLINE, the Bermuda-based VLCC and Suezmax operator, enjoyed its second best quarter ever between January and March this year. Net profit of \$177.6M on revenue of \$259M compared with a loss of \$112,000 on revenue of \$95M for the same period in 2002. The turnaround was driven by the strike in Venezuela which prompted shipments from more distant suppliers, the cold northern hemisphere winter, nuclear power plant closures in Japan, market nervousness over Iraq and delays and congestion in the Black Sea. The tanker market showed high volatility throughout the quarter, with VL rates bottoming at 35,000 a day and peaking at \$100,000, compared with breakeven at \$20,700; and Suezmax rates moving between \$35,000 and \$60,000 against breakeven at \$13,500 a day. The company believes the recent weakness is "materially different" for the weak market seen in 1999 and 2002 in that inventories are currently very low. A sustained recovery will need to be supported by re-introduction of Iraqi export and increased seasonal demand, the company concluded.

Korean strike spreads to Ulsan port

THE Korea cargo transport workers strike has spread to Ulsan port. The Ulsan Regional Maritime Affairs and Fisheries Office stated that container movement has been hit though stevedoring operations at the two terminals are normal. The Office says it has contingency plans in place and plans to transport containers through trailers owned by non-members of the Ulsan chapter of the union, which joined the strike from today to express solidarity with striking container truck drivers. Ulsan handles almost 700 TEU per day. Liner shipping companies such as Hyundai Merchant Marine and Hanjin are planning to adjust port of calls to beat delays. Meanwhile talks between government and truckers' union representatives have broken down with the government reminding labour that negotiations should proceed as per the union's earlier commitment not to strike. The strike could see Busan lose its third place in world container port rankings to Shanghai sooner than anticipated, according to the Ministry of Maritime Affairs and Fisheries.

Hapag Lloyd sets its goals

HAPAG-LLOYD Container Line has announced its intention to break the 3M TEU volume barrier once the newbuildings recently ordered enter the line's fleet in 2006. Speaking yesterday in London, Günther Casjens, CEO of Hapag Lloyd Container Line, also confirmed that more orders will follow the recent spate of contacts placed. The company is already expecting the first of four 6,750TEU newbuilds at the end of the year, and last month placed an order for a further three 8,000 TEU vessels. Last year Hapag-Lloyd Container Line carried 1.9M TEU, representing a 12 per cent increase on the previous year. This year, Casjens announced, he is expecting to achieve 2.1M TEU. "If recoveries in rates apparent so far continue and the dollar exchange rate against the Euro does not continue to deteriorate, we expect to increase both our sales and profit," he told journalists. Hapag-Lloyd Container Line reported a decline in its operating profits, despite the rise in volume last year falling from €186M in 2001 to €98.2M. The container-to-cruise Hapag-Lloyd company as a whole this week announced 2002 figures that it said presented its third-best-ever result. Overall net profit was €143M (\$164.6M), compared with €230M for 2001.

Iran, India sign LNG deal

IRAN is to supply India with 5M tonnes of LNG and 100,000 bpd of crude oil a year, following two separate deals signed by both countries in Tehran today. Agreements signed in the presence of the two oil ministers also call for co-operation, exchange of experience in compressed natural gas (CNG) production and reconstruction of oil refineries. Transport details have still to be worked out, but the LNG contract runs for 25 years. Iran's official news agency Irna quoted Indian oil minister Ram Naik as saying: "There was no US pressure on India to sign any accord with Iran in the oil and gas sectors." Iran's oil minister Bijan Zanganeh appears to charge that the US is seeking to build Iraq into a major oil power to curb OPEC kingpin Saudi Arabia's influence on world oil prices. "It seems that America will increase Iraq's oil production from 2.5M barrels per day (bpd) to 6.5M bpd to make sure that Saudi Arabia is not the leader in world oil production", Irna reported.

Royal Boskalis has good start to difficult year

ROYAL Boskalis Westminster chief executive Rob van Gelder told the Dutch company's annual meeting: "2003 is, and remains, a difficult year."

But the year had got off to a relatively good start and was described as "so far, so good". Turnover remained flat compared with 2002 but a "healthy inflow of orders had expanded the well-filled orderbook even further". At the end of 2002 the order book represented E 1.3bn (\$1.5bn).

DAILY SHIPPING NEWSLETTER 2003 – 044

Fleet utilisation was moderate, largely because of interruptions in the Middle East and the loss of the cutter suction dredger Oranje which had led to a negative effect on operational results in that region. But the loss had been offset from an insurance payment, he said. With the stagnation of work in Singapore, hopper capacity had been deployed in Malaysia and Korea instead. As for the rest of the year: "The uncertainties force us to be cautious."

SeaFrance denies Alstom yard has won ferry order

FRENCH ferry operator SeaFrance yesterday denied a union claim that it was ready to place an order for a car ferry with Queen Mary 2 builder Chantiers de l'Atlantique, which is faced with a shortage of work in the autumn.

The French yard is in the running for the order, for which it is thought to be in competition with Fincantieri of Italy and Finland's Kvaerner Masa, but SeaFrance insisted yesterday that no decision had been taken regarding the award. The claim that the order was set to go to Chantiers came in the form of a joint announcement from members of the CGT union confederation at both SeaFrance and Chantiers.

SeaFrance itself acknowledged that negotiations were at an advanced stage but said that four yards were in the running. "Nothing has been signed for the moment," a spokeswoman said.

The company, which operates services between Calais and Dover, wants to bring the new vessel into service in February 2005 as part of an effort to improve its productivity in the face of competition from its bigger competitor, P&O Ferries. The contract, which is expected to bring 1.5m hours of work to the yard which wins it, would be precious at Chantiers, which has warned that short-time working may be necessary in its steel plate shop in the autumn if no new work is found. Unions at Chantiers have been putting intense pressure on the government and local political leaders to ensure that the order, as well as another for a liquefied natural gas carrier for public utility Gaz de France, is awarded to the Alstom group yard. Alstom acknowledged yesterday that the outlook for its shipbuilding division was uncertain beyond the end of its current financial year as it confirmed a net group loss of E 1.38bn (\$1.6bn) in the year ended March 31, in accordance with the forecast it gave on March 12.

It said the division's revenues had increased 26% in 2002-03 thanks to strong activity, which would continue into 2003-04. But it warned that a low order intake last year of E 163m meant that workload was uncertain in 2004-2005 and beyond. The group as a whole saw its turnover fall 9% to E 21.35bn but indicated that, on a comparable basis, revenues had increased one per cent. Markets were buoyant in rail transport and stable in electricity generation and power generation service but difficult in high power gas and steam turbines, electricity distribution and marine. Chairman Patrick Kron said that, following the sale of its industrial turbines division to Siemens for E 1.1bn and the disposal of property assets worth E 556m, the group was already half way to the E 3bn target for asset sales he set in the recovery plan announced after he was made chairman in March.

The second half of the programme, which includes, notably, the group's profitable transmission and distribution division, was proceeding according to plan, he said. In July, the group's shareholders will be asked to agree to a E 600m increase in capital, which the group says is necessary to preserve credit facilities recently accorded it by its banks. "We will continue to move with determination to deliver on our commitments," said Mr Kron, "so that Alstom's future performance better reflects both its leading positions in power and transport and the sound fundamentals of these markets."

Dockwise delivers Na Kika FPU in Corpus Christi, USA



The heavy transport vessel **Mighty Servant 1** of Dockwise Shipping in Breda, the Netherlands, carrying the 31,500-ton Floating Production Unit Na Kika, arrived at Corpus Christi, USA on 13 April 2003.

The photograph shows the semi-submersible heavy transport vessel **Mighty Servant 1** upon arrival at Anchorage Corpus Christi.

Dockwise was awarded the contract by Hyundai Heavy Industries Co. Ltd of Ulsan in South Korea for the carriage of the Na Kika unit. The unit has been built at the construction yard of Hyundai in Ulsan. The

Na Kika FPU with a length and width of 81.2 metres and a height of 55 metres was loaded on the Mighty Servant 1 by using the float-on method. Although the **Mighty Servant 1** has a beam of 50 metres wide, the unit has an overhang on both sides of the vessel of 15.5 metres. After a voyage of 57 days the 40,190-ton dwt **Mighty Servant 1** arrived at Corpus Christi, where the Na Kika FPU will be floated off from the submerged deck of the Mighty Servant.

MOVEMENTS

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Top : The **FINNFELLOW**
is the former **STENA**
BRITTANICA

Photo : via Rob de
Visser

DAILY SHIPPING NEWSLETTER 2003 – 044



The **PROVIDER I** of **ALLSEAS** departed Thursday (15-05) - **Photo : Jan van der Klooster ©**



Biglift's **TRAMPER** arrived Thursday (15-05) evening in Rotterdam – **Photo : Piet Sinke ©**



DAILY SHIPPING NEWSLETTER 2003 – 044

In the Caland Canal in Rotterdam / Europort, the floating dock which was moored for a long time at the mooring buoys was loaded by tugs of Muller Dordrecht onboard the Chinese transport barge **ZHONG REN 3**.

Photo's : Top : Muller Dordrecht ©

Below : Capt Dirk van Wolveren Sr ©



The Chinese tug **HUA AN** departed from Rotterdam bound for Gdansk – Photo : Piet Sinke ©



The Sheerlegs **ASIAN HERCULES II** departed from Flushing Thursday bound for Rotterdam, in the background clearly visible the sheerlegs **TAKLIFT 4** with the wreckgrap working for the Westerscheldt River wreck removal project.

Photo :
Wim Kosten ©

RIJNMOND WEATHER

Wisselend bewolkt en van tijd tot tijd buien. Middagtemperatuur rond 17 graden.

© Ed Aldus 2003	VR-16	ZA-17	ZO-18	MA-19
Maximumtemperatuur:	17	17	17	17
Minimumtemperatuur:	4	9	10	10
Zonnekans in %:	60	30	30	30
Neerslagkans in %:	20	70	50	50
Windrichting kracht:	ZO-2-4	ZW-3-5	ZW-3-5	ZW-4-5

.... PHOTO OF THE DAY



A part of a ships wreck in the "wreckgrap" of the [Taklift 4](#) which is working a present at the wreck removal project at the Westerscheldt river – [Photo : Jan van de Water](#) ©

De zee is even overal

Week van de Zee van start

De Week van de Zee is om 12.00 uur spetterend van start gegaan. Van 15 tot en met 25 mei zijn honderden activiteiten georganiseerd over de cultuur, muziek, literatuur en natuur van de zee. De vereniging Kust en Zee wil met de Week van de Zee een groot publiek kennis laten maken met het belang van de zee en de kust voor ons land. Bijna 150 organisaties werken mee.

Zeefilms op het strand, varen naar een onbewoond eiland, roggen aaien, literaire diners en uitwaaien in een orkaanmachine. Zomaar een bescheiden greep uit de activiteiten die in deze lange zeeweek zijn georganiseerd. Van Zeeland tot de Wadden en zelfs in het binnenland; de zee is even overal. Een overzicht van alle activiteiten staat in de gratis zeekrant, verkrijgbaar bij VVV, ANWB en bibliotheken en op www.weekvandezee.nl

Een van de hoogtepunten is het rondreizende Zoutbus Zeefestival. Hier leren kinderen vissen met een sleepnet, worden films vertoond, staan prachtige kustfoto's tentoongesteld, vinden discussies plaats over de toekomst van de Nederlandse kust en hangen bijzondere kijkdozen. Deze en andere activiteiten bij de Zoutbus, een speciaal ingerichte Engelse dubbeldekker, zijn gratis.

De Week van de Zee is een jaarlijks terugkerend evenement dat dit jaar voor de tweede keer wordt georganiseerd. Het is een initiatief van de vereniging Kust en Zee (Stichting De Noordzee, Stichting Duinbehoud, Kustvereniging EUCC en EcoMare). De Week van de Zee wordt mede mogelijk gemaakt door Stichting DOEN, samen met het VSB fonds, de Provincies Noord- en Zuid-Holland en de ministeries van LNV en VROM.

Meer informatie bij Michel Langendijk van Stichting De Noordzee, 030 - 2340016 en 06 - 55942646
Zie voor alle activiteiten, achtergronden en beeldmateriaal www.weekvandezee.nl