

DAILY SHIPPING NEWSLETTER 2003 – 079



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The **HENDRIK 5** seen here at Sas van Gent is the former **SCHELDEPOORT 1** build during 1964, with her 600 hp is she now owned by F van Aerde from Sas van Gent

Photo's : Piet Sinke ©



EVENTS, INCIDENTS & OPERATIONS

Seafarers would pay for new ID card

THE cost of obtaining a new seafarers identity card, agreed upon earlier this week at the International Labour Organisation convention in Geneva, could be passed onto individual seafarers, said ILO sources today. Despite attempts made by seafarers' groups to secure a resolution that would protect seafarers from paying for the new ID card, the new convention states that the issue of costs would be a matter left to national governments. A number of developing countries also raised concerns about the financial burden of the new cards but were given assurances that assistance would be offered by the ILO and individual governments. According to the ILO, the new card, which is expected to be in circulation before the end of 2004, will facilitate shore leave and transfer of seafarers. The new convention includes a provision for the exemption from holding a visa for seafarers taking shore leave. However, this could be bypassed by countries which already have arrangements that are "substantially equivalent" in place. "The US crew list visa requirements for example would be an acceptable alternative," an ILO spokesman told Fairplay.

Major changes to ro-ro proposals

THE Philippines government has made some major changes to the country's ro-ro transport blueprint, even though it received presidential approval earlier this year. The RRTS lays down guidelines for encouraging private-sector investment in ro-ro shipping in order to reduce transport costs in the domestic trade. Significant alterations to the system include lifting the 50 n-mile cap on permissible distance between terminals. "There is a need to expand the range of the RRTS to include long-haul ro-ro vessels so as to support the government's agri-fisheries modernisation and food security programmes," President Arroyo said in an executive order she signed on June 9. The revised order now includes the network of terminals nationwide regardless of distance, to cover pioneering, missionary and under-developed routes. Before the revision, ship owners criticised the RRTS because the 50 n-mile cap meant the programme excluded big shipping companies serving long-haul routes.

Senegal ferry disaster victims call for bigger govt payout



The victims of last year's ferry disaster in Senegal have rejected their government's latest offer for compensation over the incident. The ferry **Joola** capsized and sank as it was sailing between southern Senegal and the capital Dakar in the north.

1,863 people died and only 64 survived -- making it one of the worst disasters in maritime history.

The prime minister at the time was sacked along with her entire

government, after an independent inquiry established that authorities had failed to stop the ship from sailing despite being fully aware of safety problems. The Senegalese government is offering \$US13,000

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to the families of victims and survivors. A spokesman for one of the groups representing the families called the offer "crumbs" and urged the families not to accept it.

Adsteam gets vote of confidence



ADSTEAM's **GURRONG** in the 2nd Merwe harbour in Rotterdam recently – **photo : Piet Sinke ©**

STOCKBROKER Citigroup Smith Barney has given Australian-based towage operator Adsteam Marine its vote of confidence, arguing that the market has over-reacted to the perceived competitive threat of Hong Kong United Dockyards' acquisition of 55 per cent of Australian Maritime Services. A Citigroup Smith Barney report says the fact that HUD is a joint Swire Pacific/Hutchison Whampoa venture has led some to assume the worst, with Adsteam's share prices falling 12 per cent last week. It says investors in Adsteam, who will benefit from the combination of a new CEO and common sense restructuring initiatives, can potentially reap a 50 per cent return in the next 12 months. The report doubts the sustainability of AMS's business model, saying that while AMS benefits from lower corporate overheads, its market shares – about 30 per cent in Melbourne and 20 per cent in Brisbane – are too low to be profitable. It does not believe expansion into other ports will be the panacea for AMS's "financial woes". Better use of Adsteam's strong cash flow, currently running at A\$100M (\$67.3M) a year, promises improved prospects for shareholders, it says.



The Spanish oil tanker **Sandra Tapias**, waits at Turkey's Ceyhan oil terminal on Turkey's Mediterranean coast Sunday, June 22, 2003 to load one million barrels of Iraqi crude oil, marking Iraq's first oil export to the world oil market since the beginning of Iraq war.

6/23/2003

Pollux bijna verkocht, veiling gaat niet door



IJMUIDEN - De veiling van de Pollux gaat niet door. Ook de twee kijkdagen, onder meer komende maandag, zijn afgeblazen. Een nog onbekend bedrijf heeft een bod uitgebracht op het opleidingsschip. De betrokken curator mr. P. Ingwersen, de bank en de notaris buigen zich daar nu over, maar gaan het waarschijnlijk accepteren.

Volgens Ingwersen is een alleszins aanvaardbare prijs geboden. „Het bedrag is zodanig dat de bank er goed uitspringt. Er blijft zelfs geld over voor de boedel en dat is een goed bericht voor de schuldeisers." Ingwersen heeft geen idee van wie

het bod afkomstig is. „Dat is een zaak tussen de notaris en de mogelijke koper." Over de hoogte van het bod doet hij geen mededeling. „Dat melden we eerst aan de rechtbank." De rechtbank moet met een onderhandse verkoop instemmen.

De Pollux, die afgemeerd ligt bij het Forteiland in het Noordzeekanaal, was eigendom van Imtin. Dit failliete bedrijf hield zich bezig met maritieme trainingen op het eiland en gebruikte daarbij ook de Pollux. Doordat de hypotheek niet werd afgelost, besloot de bank tot een openbare verkoping.

Gedacht werd dat het bedrijf Nutec, dat ook belangstelling heeft de activiteiten van Imtin over te nemen, een gegadigde voor de Pollux was. Exploiteren van het opleidingsschip zou passen bij de activiteiten van de Leidse onderneming. Gisteren liet Nutec echter weten geen bod te hebben uitgebracht.

De Pollux, een drie-mastbark, stamt uit 1940. Het schip is een replica van een zeilschip uit 1850, maar kan niet varen. Het 76 meter lange schip wordt sinds 1997 gebruikt voor maritieme trainingen.

CASUALTY REPORTING

Salvagers to cut up car carrier

Vessel, which sank in English Channel in Dec, is a hazard to navigation

Salvagers will start this week to cut up the wreck of a luxury car carrier which has proved a hazard to navigation since it sank in the English Channel, one of the world's busiest shipping lanes, six months ago.

The **Tricolor** was carrying some US\$50 million worth of BMWs, Saabs and Volvos when it collided with another ship at the eastern end of the English Channel on Dec 14.

On Jan 1, a Turkish oil tanker, the **Vicky**, was the second ship to crash into the wreck, resulting in minor oil spillage.

A Belgian-Dutch consortium of salvage firms said it will start drilling in the seabed below the wreck of the Tricolor to prepare cutting it up and raising the remains.

'The salvage of the Tricolor has entered a second phase in which we will drill underneath the wreck, followed by sawing it up in nine parts,' Gerard Criel, one of the project leaders, told Belgian television on Sunday.

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The Tricolor remains in French waters about 25 metres deep but is no longer visible as she has sunk further into the seabed.

The salvagers will use a diamond wire-cutting system to divide the wreck into nine sections from the bottom up, which will then be lifted out of the water.

The remains will be placed onto pontoon barges for transport to the Belgian port of Zeebrugge.

The consortium consists of Dutch-based Smit Salvage and Multiship Salvage and Belgian companies URS and Scaldis, a unit of DEMA, which is 48.5 per cent owned by holding company Ackermans & Van Haaren.

EFXINOS (MALTA)

An official team of marine environmental experts and bomb specialists from Sharjah yesterday began a probe into a blast on product tanker **Efxinos** off Kalba coast on Wednesday evening (Jun 18). The team visited the vessel and questioned the master, a Greek national, and the crew. Sharjah Police have also interrogated the master. Sources said 28 sailors have been brought back safely. The blast occurred after a ship-to-ship fuel transfer operation to another tanker (crude oil tanker Sebu) which left the area before the explosion. The bodies of four Filipino seamen, who were killed in the blast, were brought to shore on Wednesday night from the ship and were taken to Khor Fakkan Hospital. Two other men are missing. Official sources from Kalba and Khor Fakkan said the master is still on board waiting for investigations to be over to start repairing the part of the vessel which was badly damaged. On Wednesday afternoon, a fire broke out Efxinos seven nautical miles off Kalba, because of the blast. Interseas Shipping Company, Efxinos's marine agent in Fujairah, said the cause of the blast is still unidentified. The master made an SOS call on the radio and Coast Guard squads in the East Coast rushed to the ship and doused the fire. They towed the ship deeper into territorial waters. No oil spill was reported as the ship had completely discharged its load of fuel.

HANJIN PENNSYLVANIA (LIBERIA)

C.c. Hanjin Pennsylvania sailed Singapore 1125, local time, Jun 18, for Shanghai

P&O NEDLLOYD CAPRI (LIBERIA)

General cargo **P&O Nedlloyd Capri** arrived at Syros Island on Apr 5, was renamed **Antares I** and departed from Syros Island on Jun 7, with destination Italy.

SHIPYARD NEWS

AUSTAL SHIPS TO BUILD WORLD'S LARGEST HIGH-SPEED MULTIHULL FOR FRED. OLSEN,

Australian shipbuilder Austal Ships and European ferry operator Fred. Olsen, S.A. are delighted to announce the signing of an historic contract for the world's largest high-speed multihull vessel which will be based on a new hullform that is set to revolutionize fast sea transportation.

When delivered in the second half of 2004, the 126.7 metre cargo-vehicle-passenger fast ferry will also be larger than any existing diesel-powered fast ferry - catamaran or monohull. It is also believed to be the world's largest all-aluminium ship.

Confirmation of the order demonstrates both companies' leadership in the global fast ship industry and is the outcome of a collaboration, involving more than three years of research and development effort,

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to produce the new design.

"This is the largest fast ferry ordered anywhere in the world since the late 1990s, and arguably the most significant single order placed in that time as well," said Austal's Managing Director, Mr Bob McKinnon.

"We expect this breakthrough project to generate considerable interest among ferry operators and it clearly demonstrates Austal's ability to produce high-speed ships of the size currently being sought by the US military."

Werf Harlingen met negentien man failliet

„Er was geen houden meer aan." Directeur Cees van der Schoot heeft zelf het faillissement aangevraagd van zijn Scheepswerf Harlingen. Curator Oscar van Oorschot zegde vanmorgen de negentien personeelsleden ontslag aan. Ze hadden een maand geen loon ontvangen, maar krijgen nu geld van de bedrijfsvereniging. Een paar mensen zullen nog enkele weken doorwerken aan de verbouwing van een oude kotter tot plezierjacht.

De werf was gespecialiseerd in de bouw van scheepssecties voor andere werven. Van der Schoot: „Dat werk is helemaal opgedroogd. We hebben in oktober de laatste sectie afgeleverd. Sindsdien is het alleen nog maar hap-snapwerk."

Scheepswerf Harlingen ging 2,5 jaar geleden ook al failliet. Toen werkten er nog circa vijftig mensen. Van der Schoot maakte een afgeslankte doorstart. Hij mocht rekenen op werk van Volharding Bodewes, die destijds Frisian Shipyards overnam. Maar opdrachten zijn er nooit gekomen. Volharding laat zijn casco's uit goedkope Oost-Europese landen komen.

„Het was een neerwaartse spiraal", zegt curator Van Oorschot. Hij becijfert de schulden van de scheepswerf op ongeveer €740.000, voor het overgrote deel aan de bank. Hij vindt het „een uitdaging" te bekijken of er nog mogelijkheden voor een doorstart zijn. „De deur staat open."

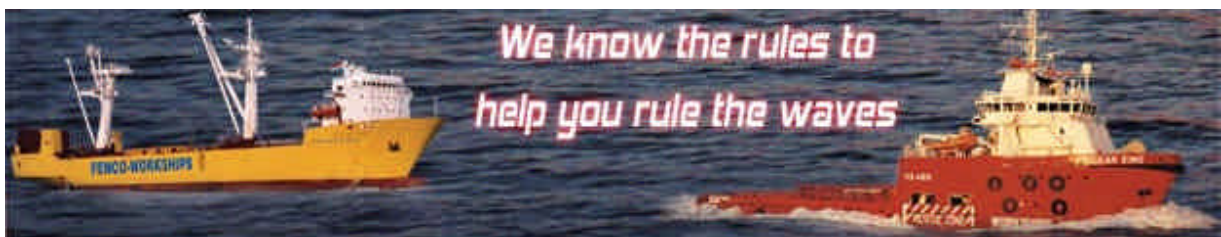
Van der Schoot ziet echter geen brood meer in de scheepsbouw: „Het is fini. De wal heeft het schip gekeerd." De Harlinger ondernemer is sinds 1956 actief geweest in de branche.

Voor de negentien werknemers ziet Van der Schoot geen plaats bij een van zijn andere bedrijven, waaronder de apparatenbouwers Landustrie in Sneek en Hubert in Stavoren en scheepsschildersbedrijf Welsec in Harlingen. Daar werken in totaal circa 250 mensen. Een ander bedrijf van Van der Schoot, de Noord-Nederlandse Roestvrijstaal Industrie in Sneek ging eerder dit jaar met 28 man failliet.

ROUTE, PORTS & SERVICES

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Star ships to leave Australia

STAR Cruises is to send its **SuperStar Virgo** and Leo back to the Asian market from Australia next month following the subsiding of the SARS virus in Singapore and Hong Kong. The Virgo leaves Fremantle on July 11 and will arrive in Singapore on July 20, while the Leo departs from Sydney on July 19 and berths in Hong Kong on July 31. Special cruises on the Virgo are planned to Port Klang and the islands of Penang and Phuket. Star chief operating officer Chong Chee Tut said he hoped the ships' return would boost the Asian cruise sector, which has been at a standstill for three months. The Malaysian operator said the temporary deployment to Australia had been "very successful".

Barcelona made more accessible

BARCELONA'S new €40M (\$46.74M) northern port access channel, Bocana Norte, was officially opened yesterday, allowing separation of commercial shipping traffic at the port. The facility is intended to relieve congestion and provide fast ferries and cruise ships with a new port entrance and exit point. The shipping lane is 145 m wide, has a 12-m draught and is protected by 1.5-km sea wall. While merchant shipping will continue to use the port's southern access point, Barcelona port chairman Joaquim Tosas said yesterday the northern gateway would speed up transit times for short-sea shipping, which includes services between Barcelona and Italy and the Balearic island trade. Barcelona now has two entry and two exit points, "enhancing its aim to become Southern Europe's logistics hub," Tosas said.

OOSTEND TO RAMSGATE PASSENGER SERVICE

As from September, there will be passengers service again from Oostende to Ramsgate. Paul Gerard, portmanager of Oostende goes to Ramsgate monday. He hopes they will be able to reach an agreement for passengers on the line. The management of the Port of Ramsgate has recently be changed from a socialistic to a conservative management. The socialistic management was against passengers. In Oostende, everything is ready, P. Gerard hopes everything will be operational in the port of Ramsgate as from September. TSL will be the first (!!! does this mean there are other interested companies?) to restart a passenger service out of Oostende since Hoverspeed's failure. As from Eastern 2004(they even give a year!!), the company wants to expands it's service.

Havenschap wijst drie commissarissen voor ESM II aan

TERNEUZEN - Het dagelijks bestuur van Zeeland Seaports (ZSP) heeft besloten om burgemeester R. Barba van Terneuzen, wethouder H. de Haas van Vlissingen en voorzitter G. de Kok van Zeeland Seaports te benoemen tot commissarissen in ESM II, het nieuwe samenwerkingsverband van de Zeeuwse havens met Rotterdam. Het benoemingsvoorstel wordt woensdag 25 juni voorgelegd aan het algemeen bestuur van het havenschap.

De besluitvorming zal - zoals gebruikelijk bij de vergaderingen van het schap - slechts een formaliteit zijn. In tegenstelling tot wat eerder door de ondernemingsraad van Zeeland Seaports steeds gesteld werd, is van een kandidatuur van oud-gedeputeerd D. Bruinooge namens Zeeland (gemeenten en provincie) geen sprake. De raad van commissarissen van ESM II kan volgens de statuten van de

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nieuwe werkmaatschappij bestaan uit vier tot zes leden, van wie de helft benoemd en ontslagen wordt door Zeeland Seaports en de andere helft door het Gemeentelijk Havenbedrijf Rotterdam, dan wel de gemeente Rotterdam. Bruinooge kan nog altijd wel via een Rotterdamse achterdeur in de raad van commissarissen terechtkomen.

Opmerkelijk

De benoeming van Barba is overigens wel opmerkelijk. Per 1 juli is hij burgemeester af en wordt hij opgevolgd door Jan Lonink. Als ambteloos-burger hoeft Barba straks geen politiek-bestuurlijke verantwoording af te leggen aan de raad van Terneuzen, de feitelijke participant in Zeeland Seaports. Het dagelijks bestuur van Terneuzen gaat er evenwel van uit dat Barba binnen ESM II zal opkomen voor de Terneuzense/Kanaalzone belangen.

Tijdens de vergadering van het algemeen bestuur komen nog een reeks grondverkopen aan de orde. Zo wordt 1,8 hectare grond aan de Engelandweg in Vlissingen verkocht aan Antwerpse Staal Services NV. en 1,95 hectare aan transportbedrijf Jac. Rijk Holding bv. Het schapsbestuur buigt zich verder over de jaarrekening en het jaarverslag. De vergadering in het havenschapskantoor in Vlissingen begint 25 juni om 11.00 uur.

Yang Ming goes to CSBC for 1,500 teu boxship quartet

MAKING the most of the good times, Yang Ming Marine Transport has returned to fellow Taiwanese company, China Shipbuilding Corporation for four 1,500 teu class ships. The ships with 19.5 knot cruising speed will be delivered in the middle of 2005 and deployed on intra-Asia routes at an estimated cost of \$20m a piece. Such is the demand for goods being shifted around Asia at the moment that Yang Ming has also initiated a slot swap program with Evergreen Marine starting on Monday. Yang Ming will put 255 teu every week on three Evergreen services while Evergreen will have 330 slots per week on Yang Ming's vessels across four intra-Asia services. By the end of next year, Yang Ming expects to have increased its annual box carrying capacity from 800,000 to 1m teu. Since the start of 2002 Yang Ming has ordered 18 boxships ranging in size from 1,500 teu to 5,500 teu and six 77,000 dwt panamax bulkers, with the first one, the 1,500 teu **Ming Sky** delivered on June 5, and the remainder all coming onstream by 2005.

The Taiwanese line sold its last remaining old bulker, the 1984-built 36,303gt **Ming Mercy** to Greece's Modion Maritime Management this week.

LANEY CHQUEST COMPLETED



Top : The **LANEY CHQUEST** during the fitting out – photo's : Capt Wim van der Kort ©

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Major American operator **Edison Chouest Offshore** LLC, based in Galliano, has taken delivery of the world's largest and most powerful anchor-handling supply vessel named **Laney Chouest**, the ship was completed by associate company North American Shipbuilding of Larose, Louisiana earlier this year and is the third Chouest flagship to carry the name.

The giant anchor-handler was purpose built to lay offshore mooring systems, safely and efficiently, in 10,000ft of water. With a length of 106m, a beam of 22m, and 9.45m depth, the vessel is large enough to carry all of the equipment, wires, suction piles and necessary fittings to carry out that task



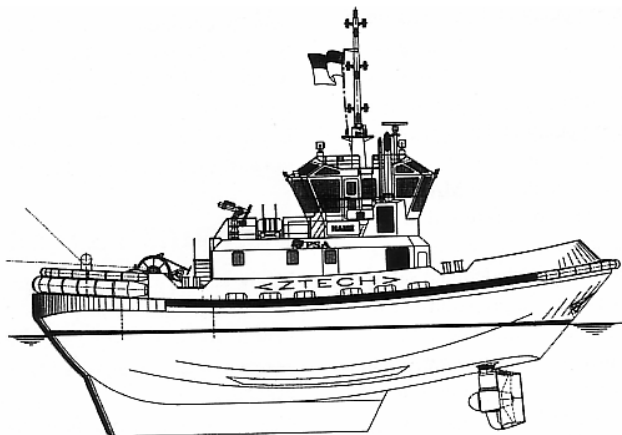
Laney Chouest is powered by four, MAK 6M43, diesel main engines, generating a total of 29,000 hp to drive a twin-screw propulsion system. Three bow thrusters and two stern thrusters are installed, all manufactured by Rolls Royce Ulstein, and the vessel is equipped with Dynamic Positioning to DP-2 standards. Chouest claims that with a total of 34,400hp serving its propulsion and positioning systems Laney C is the most powerful vessel of its type in the world. Winches for the vessel were specially designed and built by Brattvaag and are the largest and most powerful ever installed on an oilfield support vessel. Each of the four drums can accommodate 11,000ft of five inch wire, while the four secondary winches

each have capacity 14,000 ft of five inch man made fibre rope. Four cranes are fitted (two with 20-ton capacities) and a 350 tonne A-frame is located across the open stem.

The vessel's afterdeck has total area of 10,276ft² for up to 3,000 tons of cargo or as working area when anchor hand or laying tension leg mooring's. Equally impressive are the internal tank capacities. provision is made to carry 377,791 gallons of fuel oil, 7,367 barrels of liquid mud, 663,169 gallons of rig/ballast water and 12,583 cub ft of dry bulk.

ROBERT ALLAN INTRODUCES THE UNIQUE Z-TECH

The name of Canadian naval architect Robert Allan of Robert Allan Ltd Vancouver has become synonymous with modern tug designs suitable for series production and to satisfy the ship handling towage market worldwide. He has also continued to work on other highly innovative designs for more specialist applications and that description certainly fits his new Z-TECH (trade marked) project.



Described as a radically different and brand new shiphandling tug design, the Z-TECH ' has been developed by RAL expressly for PSA Marine of Singapore. The design is intended to incorporate the best handling and operational characteristics of both Z-drive tractor tugs and ASD vessels. The first of this new series, the Z-TECH 2800, is designed primarily for operation in major ports and marine terminals where maximum crew safety and efficiency of tug operations is critical. Considerable emphasis is placed on safe and efficient ship-handling operations with large ships, particularly those with an extreme flare at bow or stem.

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In common with all RAL tug designs, the Z-TECH 2800 offers almost uniform omni-directional performance.

The new tug is virtually a true double-ended vessel unique hull form based on an ASD configuration with a very deep box keel (or skeg) beneath the bow. When shiphandling the heavily fendered bow, with its low mounted towing winch and fairlead becomes the business end of the vessel operating in much the same way as any other ASD tug. With the wheelhouse located aft of amidships this affords good overhead clearance and very stable towing characteristics.

The design of the vessel's stem incorporates a distinctive flare, enabling it to operate at sea in the same manner as an azimuthing tractor tug. In this configuration the tug tows from the same winch and is expected to have an equally good performance when towing or running free in this direction. A large deck afterdeck gives good access to the propulsion unit cover-plates, enabling them to be easily withdrawn. The single anchor is handled by a small windlass just inside the aft bulwark rail.

Cheoy Lee Shipyards in Hong Kong have been entrusted with the construction of the first two tugs of the Z-TECH series, with delivery scheduled for later this year. The tugs will be 27.40 mtr in length overall, with a beam of 10.50m and maximum draft of 5.0m. Two Caterpillar 3516B main engines will produce a total of 5068 bhp at 1600 rev/min to drive a pair of Schottel SRP 1215 fully steerable propulsion units. With this propulsion system the tugs are expected to achieve a bollard pull of 60 tonnes when towing astern and only slightly less when operating in the tractor mode.

CATHERINE BACK AT THE PURFLEET – EUROPORT ROUTE



The **Catherine** has returned to Cobelfret from the US Defense Dept. She arrived Sunday and replaced the **Eva Oden** which has gone to Zeebrugge. She is due to work the Monday night to Purfleet - it looks as though she has replaced the chartered **Seahawk**, although whether that ship has gone off charter or is to work extra Immingham services is unclear (for some time now Cobelfret have had a 'spare' vessel but when the commitment for the Dagenham service went up from 3 to 4 ships in early May this ceased - so they may keep the **Seahawk** until the **Celestine/Sea Crusader** comes back in a couple of months or so time).



Left : file photo of the **EVA ODEN**

photo : Piet Sinke ©

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The 3 PSD ferries ready to leave Flushing for the last time bound for Italy ✍
Due to weather circumstances the vessels are expected to depart Tuesday June 24th morning.

photo : Willem Kruit ©

NAVY NEWS



Hr Ms AMSTERDAM (A 836) was taken out of the drydock at the **SHIPDOCK** shipyard in Amsterdam
photo : Frans van Wilgenburgh ©

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The **F 217 FGS BAYERN** seen here arriving at Ulsnes Naval Station Sunday afternoon
photo : Terje Moen ©



The former Canadian frigate **233 FRASER** laid up in Bridgewater – **Photo : Dave Shirlaw ©**

MOVEMENTS

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The **NORMAND MASTER** arrived Sunday afternoon in Dusavik – photo : Terje Moen ©



Japanese vehicle carrier "**KENTUCKY HIGHWAY**" Japan flag, built in 1987, gross tonnage 50320, signal letters JKPP, registry port Kobe, as seen June 22nd sailing at Saronic gulf in Greece. Photo : George Grekos ©



RIJNMOND WEATHER

Vooruitzichten van dinsdag t/m vrijdag:

VEEL ZON EN WARM!

De komende dagen is het uitstekend zomerweer met veel zon, vanaf donderdag bestaat er wel een kleine kans op een (onweers)bui.

© Ed Aldus 2003	DI-24	WO-25	DO-26	VR-27
Maximumtemperatuur:	20	21	24	24
Minimumtemperatuur:	13	12	13	15
Zonnekans in %:	60	70	60	60
Neerslagkans in %:	10	10	30	30
Windrichting kracht:	WNW-3-4	NO-3-4	O-3-4	O-3-4

.... PHOTO OF THE DAY



The Nigerian tug **BANSARA** at the Damen shipyard for a large overhaul period
photo : Ton Grootenboer ©



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