

DAILY SHIPPING NEWSLETTER 2003 – 131



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EVENTS, INCIDENTS & OPERATIONS

Spill response team go in as Tasman Spirit cracks in two

GROUNDING afamax tanker **Tasman Spirit**, owned by Greek firm Polembros, split in two off the Pakistan coast yesterday as an international spill response programme got under way to contain the spill.



"Salvage efforts were temporarily suspended following discovery of a crack in the shell plating port side in the bulkhead between numbers two and three cargo tanks," said Polembros' insurance manager David Gare. "The vessel has effectively parted in that area. Efforts are now under way to stabilise the situation, following which, lightening operations will continue."

Already about 5,000 tonnes of Iranian light oil are thought to have leaked from the 1979-built, single-hulled, Maltese-flagged tanker, much of which has reached shore. Lino Vassallo, executive director of merchant shipping at the Malta Maritime Authority, said the salvors were working to separate the two halves of the ship, which still remained attached by a small section of hull.

"Once that is done, any risk of explosion is minimised and it will make it less dangerous for the salvors to remove the oil from the two parts," he said. A Maltese inspector has been on site in Karachi since the start of the casualty and was in close contact with the port authority and the owner's representatives in Pakistan. He has also taken statements from the Tasman Spirit' screw. Asked about the flag's preliminary investigation into the casualty, Mr Vassallo said: "We cannot say for sure but the indications are that it's all a result of the grounding."

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The Tasman Spirit was under pilotage off the Karachi port when it ran aground on July 27 laden with 67,500 tonnes of Iranian light crude. "From independent investigations to date, the cause can be attributed to human error in failing to correctly navigate the channel," said Mr Gare.

"The pilot was suspended pending a formal inquiry." Oil spill response teams from Southampton and Singapore have been sent to Pakistan to bolster the national response efforts.

Engineers and technicians from Southampton-based Oil Spill Response (OSRL) and Singapore's East Asia Response (EARL) are already in Pakistan with protection booms and airborne slick dispersant delivery equipment. With Pakistan facing a major environmental disaster, Polembros, and the protection and indemnity club American Steamships Owners Mutual requested assistance of London-based International Tanker Owners Pollution Federation, which was on standby.

"We identified a range of equipment to bring from Southampton and Singapore to deal with the threat of pollution," said Tosh Moller, a technical team manager with ITOPF. "We are advising the P&I club and Karachi Port Trust." OSRL and EARL's response "is in two components", said a spokesman for OSRL. "For our shoreline response, we sent port booms, pumps and storage tanks." The American Steamship owners Mutual Protection & Indemnity Association authorised the "preposition of this gear before the vessel situation became more perilous and cleaned the beaches in advance", said American Club general counsel Michael Mitchell.

EARL sent a Hercules aircraft with an aerial dispersant system for use on the sea surface slick.

"Booms and tugs spraying dispersants were deployed by the Karachi Port Trust during the initial stages of the incident, but owing to the heavy sea swells some of the response vessels were damaged," said ITOPF. The federation has carried out a survey of the port and shore. The popular beaches are affected by the oil leak so is the marine life around the area, but the mangrove forest may be protected by port booms.

"Overall the impact of spilled oil has been moderate, partly because the crude has a tendency to evaporate and disperse naturally," said ITOPF. Lightering operations with the tanker Fair Jolly and Polembros' aframax Endeavour II has meant 20,000 tonnes of oil was removed, leaving around 40,000 tonnes still on board.

Oude Maas en Dordtse Kil elk zeven zaterdagen dicht vanwege tunnelbouw



Top : De 14 elementen in het bouwdok in Barendrecht gereed voor vertrek – **photo : Piet Sinke ©**

Het scheepvaartverkeer op de Oude Maas tussen Zwijndrecht en Rhoon wordt vanaf 23 augustus zeven zaterdagen minimaal vijftien uur gestremd voor het transport en afzinken

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van de tunneldelen voor de Hoge Snelheidslijn zuid (HSL). Als alles voorspoedig verloopt is er 11 en 12 oktober één stremmingsvrij weekend. Daarna begint, weer zeven zaterdagen achter elkaar, het transport en de afzinkoperatie in de Dordtse Kil bij Willemstad.



Boven : Eind 1999, het verslepen van 6 tunnel elementen voor de 2^e Benelux tunnel

De HSL-zuid verbindt Amsterdam en Rotterdam met Antwerpen, Brussel en Parijs en moet vanaf 2007 een milieuvriendelijk alternatief worden voor auto en vliegtuig. De HSL kruist de Oude Maas tussen Zwijndrecht en Puttershoek, net boven het veer. Daar is vanaf half juni een twintig meter diepe sleuf gebaggerd, die nu door een onderhoudszuiger op diepte wordt gehouden. De tunnelementen zijn, net als destijds de Heinenoord-, Drecht-, Willemspoor-, de Tweede Beneluxtunnel en de tunnel bij Alblasterdam, gebouwd in een speciaal bouwdoek bij Barendrecht. Begin augustus is dat geleidelijk onder water gezet en **23 augustus om 11.35 uur** vertrekt het eerste tunnelement (150 x 17 meter), met vier sleepboten en 1 duwboot van **Smit** met tij mee, over de vloed richting Zwijndrecht. 'We willen steeds twee uur na hoog water op de bouwlocatie aankomen, zodat het element rond tijkentering dwars kan worden ingedraaid en gepositioneerd', zegt nautisch coördinator **Ad van Zanten** van RWS Zuid-Holland. De scheepvaart zal, zoals het er nu uitziet, bij de Volkeraksluizen, de Algerasluis, Rhoon en Gorinchem steeds met lichtborden worden geïnformeerd over de stremmingstijden, zodat een alternatieve route kan worden gekozen. 'We spelen uiteraard zoveel mogelijk in op de praktijk en Post Dordt (VHF 71) geeft voortdurend actuele informatie.'

P&O Nedlloyd demerger back on the cards

CONTAINER line P&O Nedlloyd could be spun off from its two owners if a demerger proposal from Nedlloyd is accepted by P&O.

The Dutch company's renewed offer yesterday to return its 50% stake in the line to Nedlloyd shareholders, as long as P&O did likewise, came as P&O Nedlloyd reported a lacklustre set of results. But, with the outlook much better as the liner trades rally, Nedlloyd chairman Haddo Meijer said the two partners would be in a better position to resolve the future of their joint venture, which dates back to 1997.

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Consolidation remained on the agenda, Mr Meijer continued, with greater scale probably needed and merger with another carrier not ruled out. P&O Nedlloyd group managing director Robert Woods, who also sits on the P&O board, did not comment on Mr Meijer's remarks.

However, the British company is known to be keen to reduce its 50% holding in the world's fourth largest container shipping line, which remained in the red in the second quarter despite a recovery in freight rates and higher cargo volumes.

The Anglo-Dutch carrier made \$11m operating profit, a substantial turnaround from last year's second quarter loss of \$46m but representing a profit margin of just 1%. After allowing for restructuring costs of \$4m and a \$12m charge for interest, minorities and other items, P&O Nedlloyd was left with a \$5m deficit. This compares with a bottom line loss of \$61m a year earlier.

Mr Woods admitted the figures were bad but insisted P&O Nedlloyd was "far from alone" in its low returns and senior heads "would not roll". However, most analysts described the results as disappointing, given the industry's recent upturn. Many container lines are enjoying bumper profits and P&O Nedlloyd's unimpressive figures shocked senior executives at other carriers. "These results are appalling," said one well-placed source. "The whole industry is utterly incredulous." The latest figures were published as P&O Nedlloyd prepares for a change at the top, with Mr Woods due to leave at the end of the year when he takes over as chief executive of P&O.

The joint venture partners were now looking "inside and outside the company" for a successor, Mr Woods said. For the first six months of this year, P&O Nedlloyd had an operating loss of \$45m against \$112m in the corresponding period of 2002. After taking into account restructuring and other costs, the half year loss came to \$74m against a \$145m shortfall a year earlier.

Excessively high overheads are thought to be partly to blame, but P&O Nedlloyd has achieved \$300m annualised cost savings in 2002-03 and is aiming for \$350m by the year-end. Around 900 jobs have been axed in Europe and the US as service centres are moved to India and China. P&O Nedlloyd said average freight rates were 11% higher than a year ago at \$1,250 per teu.

Total revenue came to \$1.16bn in the latest three months from \$1bn previously. Volumes were 4% higher at 933,200 teu, with all the main trade lanes showing an increase in cargo liftings. On the all-important Europe-Asia corridor P&O Nedlloyd moved 297,000 teu in the second quarter against 587,500 teu a year earlier.

Looking ahead, P&O Nedlloyd said that despite the strength of the euro and continuing high fuel costs "the balance of supply and demand in the industry is expected to remain favourable for the foreseeable future".

CASUALTY REPORTING

SANDETTIE (NETHERLANDS)

Information received from Sandnes, dated today, states: General cargo **Sandettie** (852 gt, built 1989) sailed Farsund in tow of tug **Khan** bound Stavanger at 1800, local time, Aug 12. The vessel experienced engine problems alongside quay in Farsund last week, and towage arrived Stavanger at 1000, local time, Aug 13. Sandettie was drydocked upon arrival. ETC unknown.

JAMBO (CYPRUS)

Salvage experts have hit problems in the operation to remove toxic cargo from sunken general cargo **Jambo** off the west coast of Scotland. The 3,000 tonnes of zinc sulphide on board the vessel, which

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sank off Wester Ross, is proving too heavy to remove. The vessel veered off course, struck rocks and sank off the Summer Isles at the end of June. The Cypriot-registered vessel, carrying zinc concentrate from Dublin to Norway, also had more than 84 tonnes of marine diesel on board. The pumping operation to bring Jambo's main cargo to the surface only started this week. The salvage team have found that only 3% of what was being sucked from the vessel's holds was the zinc powder. The material is so heavy that much of it was falling back to the vessel, which is lying in 60 feet of water. The estimated time frame for bringing up the mineral load was about two weeks, but those working at the wreck said it could take as long as a month.

TASMAN SPIRIT (MALTA)

Karachi Port Trust (KPT) said, that lightering operation of crude oil tanker **Tasman Spirit** will take 10 more days, if it starts tomorrow morning, provided both parts remain stable. Otherwise they will wait until parts are disintegrated. Chairman of KPT, Vice Admiral Ahmad Hayat, disclosed this at a press conference, in Karachi, this afternoon. Two lightering, tankers **Fair Jolly** and **Endeavor II**, are still in port, to start syphoning out of crude, for final offloading at Karachi Port, he added. He said they would also try to refloat both parts, as soon as lightering operation is completed. An aerial spray is planned to diffuse carbon content from the water and other chemicals present in crude oil. Ten tonnes of dispersants are arriving tonight and more is available. He said it is difficult to estimate how much oil was spilled, until Tasman Spirit is completely unloaded.

SHIPYARD NEWS

Shanghai to build world's largest shipbuilding base

CHINA State Shipbuilding Corporation (CSSC) has signed a memorandum of co-operation with the Shanghai municipal government over matters of shipyard distribution adjustment, the Wen Hui Bao reported.

The memorandum explicated that 8kms of coastline at Shanghai's Changxing Island will be utilised for CSSC's shipyard relocation.

This means Shanghai will be constructing the world's largest shipbuilding base, Chen Xiaojin, general manager of CSSC, was quoted as saying. The 8-kilometre long deep coastline is alongside the main channel of the Yangtze River, suitable for the large-scale shipyard construction.

This length exceeds the aggregation of existing coastline of CSSC's backbone subordinate enterprises Jiangnan Shipyard, Hudong-Zhonghua Shipbuilding (Group) Co., Shanghai Waigaoqiao Shipbuilding Co., which provides room for the group's future development.

Four of five largest shipbuilding bases of CSSC are in Shanghai - Jiangnan Shipyard, Hudong-Zhonghua Shipbuilding (Group) Co., Shanghai Waigaoqiao Shipbuilding Co. and Shanghai Shipyard.

CSSC aims to lift Shanghai shipbuilding capacity to 12 million dwt by 2015, making Shanghai the largest shipbuilding base in the world.

Rolls ship building interests expand

Engineering giant Rolls-Royce is expanding its ship building interests after buying up a part of the VT group. Rolls has bought VT Controls, which supplies electrical systems to navies, in an £11m deal.

VT Controls currently employs 125 people in Portsmouth and last year generated profits of almost £1m for VT - formerly known as Vosper Thornycroft. The deal provides engines giant Rolls, which employs

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400 people at its Wearside aero engine parts plant, with an operation providing systems for naval vessels around the world, although it does not include VT's activities supplying controls to the aviation sector. The division is among bidders hoping to land power systems work for two Royal Navy aircraft carriers set to be built in a £3bn project by BAE Systems. The two vessels are due to come into service from 2010. They are being partly constructed on Tyneside and have been billed as the largest and most powerful surface warships ever built in the UK. VT Brisco is a systems integrator of subsea controls in the oil and gas industry with offices in Aberdeen and Great Yarmouth. VT chief executive Paul Lester said: "These sales are in line with the group's decision to exit the oil and gas sectors and rationalise our marine products business."

Tille Scheepsbouw Kootstertille failliet

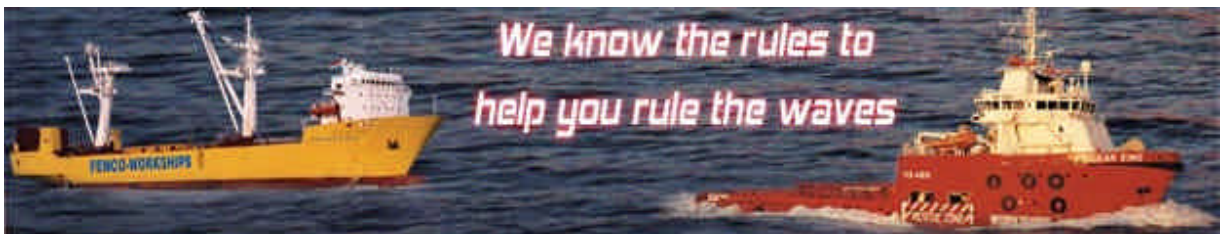
Tille Scheepsbouw in Kootstertille is failliet. Na Scheepswerf Bijlsma in Wartena en Scheepswerf Harlingen is in Friesland is het de derde Friese werf in korte tijd die zijn poorten moet sluiten. De zeventig medewerkers krijgen ontslag, al onderzoekt de directie nog wel of een doorstart mogelijk is. Directeur Wietse Holman: 'We gaan kijken of we een bescheiden order in de wacht kunnen slepen waarmee we met een beperkt aantal mensen kunnen doorgaan. De kans daarop achten we reëel, anders deden we het niet.' Ook zouden zich drie overnamekandidaten hebben gemeld bij de curator, maar die wil daar nog niets over kwijt.

Vakbondsbestuurder Anton Meerman van de CNV Bedrijvenbond is somber over een doorstart. 'Daar lijkt me weinig kans op te bestaan', zei Meerman voor de microfoon van Omroep Friesland. 'We mogen de mensen geen valse hoop geven.' De werf kwam een jaar geleden in handen van Holman. Samen met enkele financiers stak hij er veel geld in. Het bedrijf stapte uit de Central Industry Group, waaraan men nu overigens nog wel een fors bedrag schuldig is. De laatste jaren legde Tille zich als onderaannemer voor jachtwerften vooral toe op de bouw van casco's voor grote jachten. Vorige week donderdag werd nog een romp bij Amels in Makkum afgeleverd. Voorheen bouwde de werf met name vrachtschepen, waaronder de in samenwerking met Conoship International ontwikkelde Tille Traders en de bekende Conofeeders

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P&O sees Q2 operating profit at US\$11m

P&O NEDLLOYD has achieved an operating profit in the second quarter of US\$11 million before restructuring costs of \$4 million, compared to a loss of \$46 million in Q2 2002. This represents a substantial improvement in the company's performance compared with both Q2 2002 and Q1 2003 (an operating loss of \$57million before restructuring costs of \$1million).

Volumes were 4 per cent higher than Q2 2002 and the average revenue per TEU improved by 11 per cent on Q2 2002 and by 5 per cent on Q1 2003, with some \$300 million annualised cost savings being achieved so far in 2002/03. This was lower than average world trade growth during the period due to a slow down in certain trades, such as Latin America and Inter Asia, the company said.

Despite higher operating costs generated by the strength of the Euro and bunkers the company has achieved \$300 million in annualised cost savings in 2002/3. The company said further substantial savings would follow next year with the full implementation of new global processing and information systems.

The company added that the balance of supply and demand in the industry is expected to remain favourable for the foreseeable future, creating an increasingly positive outlook.

Minder winst en omzet voor Fugro

Het ingenieursbureau Fugro heeft de winst en omzet het eerste halfjaar zien dalen. De nettowinst kwam uit op 15,7 miljoen euro tegenover 18,4 miljoen in dezelfde periode van 2002. De omzet daalde 11,6 procent naar 404,7 miljoen euro. Dat was vooral te wijten aan de sterke euro, aldus Fugro vrijdag voorbeurs.

Andrew Weir sells Bank Line to China Navigation

ANDREW Weir Shipping has completed its withdrawal from the liner trades with the sale of The Bank Line service to China Navigation. The Bank Line was formed by Andrew Weir in 1905 and operates services between Europe and the South Pacific. In addition to the liner service, the deal with China Navigation includes the Tradco and GTS agency companies in the Solomon Islands, and the Bank Line's associated container fleet.



Top : The **ARUNBANK** arriving in Rotterdam at this file picture – **photo : Jan vd Klooster ©**

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Andrew Weir will retain ownership of the four 676teu vessels operating the service, [Speybank](#), [Arunbank](#), [Teignbank](#) and [Foylebank](#) which will operate under timecharter to the Swire group company. Andrew Weir chairman Michael Parker described the decision as; 'in line with our strategy' referring to the outcome of a review completed last year which concluded that the company would benefit from divesting its container business.

'In many ways this is the final piece of the jigsaw which began with us selling the MacAndrews and Ellerman trades,' he said. 'We firmly believe that consolidation and conditions mean that the future for the liner business lies with larger companies and it releases us to concentrate on our core shipowning and management services. He said the decision was not one that was taken lightly. The Bank Line has been a part of Andrew Weir's activities for almost one hundred years and the company was keen to see it fulfil its potential. 'Consequently we are pleased to be handing over the reins to Swire, who we are confident can do justice to the heritage which Bank Line represents,' he concluded

J Lauritzen makes surprise bounce back into black

PRIVATELY owned reefer to gas carrier shipping group J Lauritzen A/S booked a \$21m half-year profit before tax, despite an earlier forecast this year that it was heading for losses in 2003. The Danish shipping group, which operates a combined fleet of around 220 owned and chartered vessels, reversed a \$1.4m pre-tax loss over the same period last year and looks set to turn around losses of \$28.9m in 2002. The investor-favoured financial measure, earnings before depreciation, stood at \$32.6m over the six-month period compared with \$20.9m last year. The Copenhagen-based shipping group said it expects its bulker arm to improve on an \$11.8m pre-tax profit compared with a \$3.1m loss a year earlier and head for record earnings this year. Chief executive Torben Janholt said Lauritzen Bulkcarriers had adjusted its fleet of owned and chartered bulk carriers and had "thus been able to take advantage of the significant freight rate increases within transportation of dry bulk commodities worldwide". Improved market conditions boosted results both for the world's largest refrigerated reefer operation LauritzenCool, as well as the the group's Lauritzen Kosan-run gas carrier operation.



The [PACIFIC REEFER](#) at the Westerscheldt River – [photo : Jamie Reurink ©](#)

Stockholm-based reefer operation LauritzenCool delivered a \$7m profit compared with \$4.9m, while gas tanker activity improved with a \$2.6m loss compared to \$7.9m loss over the first six months last year. Termination of gas tanker arm Lauritzen Kosan's alliance with Tsakos Energy Navigation was also flagged up as a key factor in the bounce back into the black. The group indicated its gas carriers, including liquefied petroleum gas and petrochemical tonnage, will have to struggle with

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“unsatisfactory” freight rates for the rest of the year. “An improvement of the global economy will have a positive impact on the earnings of Lauritzen Kosan,” noted Mr Janholt.

J Lauritzen has also benefited from its pool co-operation with South Africa's Island View Shipping in the handysize sector, which includes bulk carriers in the 25,000-40,000 dwt range. The Danish and South African partners run a joint pool, with two bulkers bought by the Danes two years ago, the 28,700 dwt **Hudson Trader** and **Pan Trader**, renamed **View Bulker** and **Island Bulker**. Mr Janholt also pointed to increased volumes of fresh fruit and food carried by refrigerated vessels this year that has pushed up freight rates. “It is expected that the recent freight rate increases will have a positive impact on the earnings during the next 12 months,” added Mr Janholt. The better-than-expected first half figures follow the group's forecast in its annual report published in March that market developments would not be enough to bring a positive result for the year. The Danish group last year booked a \$28.9m pre-tax loss that included a \$7.2m loss before tax within its reefer division.

NAVY NEWS



The Pentagon awarded a General Dynamics-Northrop Grumman team a block-buy contract worth up to 8.7 billion dollars to build six Virginia class nuclear attack submarines over the next five years

USS Ohio (SSGN 726) is in dry dock undergoing a conversion from a Ballistic Missile Submarine (SSBN) to a Guided Missile Submarine (SSGN) designation.

Ohio has been out of service since Oct. 29, 2002 for conversion to SSGN at Puget Sound Naval Shipyard. Four Ohio-class strategic missile submarines, **USS Ohio (SSBN 726)**, **USS Michigan (SSBN 727)**, **USS Florida (SSBN 728)**, and **USS Georgia (SSBN 729)** have been selected for transformation into a new platform, designated SSGN. The SSGNs will have the capability to support and launch up to 154 Tomahawk missiles, a significant increase in capacity compared to other platforms. The 22 missile tubes also will provide the capability to carry other payloads, such as unmanned underwater vehicles (UUVs), unmanned aerial vehicles (UAVs) and Special Forces equipment. This new platform will also have the capability to carry and support more than 66 Navy SEALs (Sea, Air and Land) and insert them clandestinely into potential conflict areas.



MOVEMENTS

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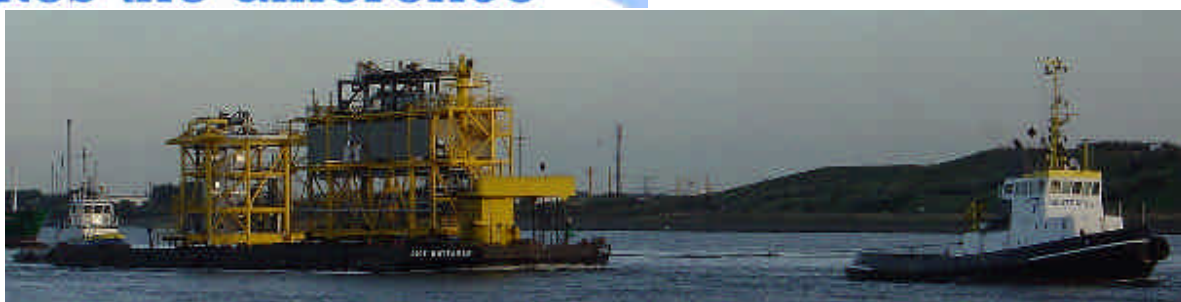
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The **MULTRATUG 7** departed Friday evening with the loaded **AMT WAYFARER** from Schiedam bound for Vordingborg, the steering tug was the **SMIT PORTUGAL**.

Photo : Piet Sinke ©

The **MULTRATUG 7** is build during 1977 as the **LADY MOIRA** at the Cochrane yard in Selby under yard number 101, she sailed under this name until 1997 when she was renamed in **MULTRATUG 7**, the vessel is powered by 2 Ruston diesels with in total 3212 hp
The length is 34 mtr , width 10 and max daft 4.4. mtr



The **MAERSK DEFENDER** moored in Calais - **Photo : Rob de Visser ©**

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The **MAERSK DEFENDER** is build at the Ulstein yard in Ulsteinvik under number 235 during 1996, the vessel measures Gross 5746 ton / DWT 7700 ton, she is powered by 2 MAK diesels, the length is 96 mtr , width 20 by a maximum draft of 8.4 mtr



Seatrade 's **ELVIRA** seen here arriving in Rotterdam Friday evening from Campana

Photo : Piet Sinke ©

The **ELVIRA** (Callsign H3AE) is build in Japan at the Iwaqi yard under number 182 during 2000, the vessel measures a DWT of 10309 tons, with a length of 151 mtr and a width of 23 mtr, the vessel is powered by 1 Mitsubishi engine of 16.200 hp which give the vessel a speed of 21 knots, the vessel is capable to carry 148 TEU and 610 cars



The **DOCK EXPRESS 12** at the Maas center last week – photo : Dirk Kleijn ©

The **DOCK EXPRESS 12** (Callsign PBBV) is build at the Verolme yard in Heusden (The Netherlands) during 1979 under yard number 968, the 12928 DWT vessel has a length of 155 mtr and a width of 24.2 mtr , max draft is 7.7 mtr , the vessel is powered by 2 Stork Werkspoor 6TM410 engines which give the vessel a speed of 15 knots

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The **BRAVE MERCHANT** seen here incoming for P&O Beneluxhaven. She sails as replacement for the **Norking**, because the **Norking** is at present at the route Zeebrugge-Middlesbrough
photo : Rob de Visser ©

.... PHOTO OF THE DAY



The **STENA SEARIDER** departs from Hook of Holland bound for Killingholm

photo :

Piet Sinke ©

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POSITIES ZEESCHEPEN

AALSMEERGRACHT 15 540 w Flores nr Algeciras,
ALBLAS 15 pass Kopenhagen nr Hallstavik,
ALBLASGRACHT 15 55 o Belawan nr Kaohsiung,
ALDEBARAN 12 15 pass Gedser nr Norrköping,
AMELAND 42 zo Stockholm nr Oulu,
AQUATIQUE 15 100 w Poti,
ARKLOW SAND 15 pass Lowestoft nr Warrenpoint,
ARKLOW STAR 15 t a te Bordeaux,
ARROW 15 60 nnw La Coruna nr Ipswich,
ASSI SCAN LINK 14 5 n Zeebrugge nr Sheerness,
AST SUS 15 verw te Vyborg,
ATHOS 15 20 o Gotland nr Bilbao,
ATLASGRACHT 15 45 w Taipei nr Kobe,
BANJAARD 15 te Sevilla,
BARENT ZANEN 15 120 nw Maledieven nr Suez,
BASTIAAN BROERE 15 vn Le Havre nr Algeciras,
BATAVIER 15 50 zo Dublin nr Garston,
BORNRIJF 15 vn Köpenhamn nr Randers,
BOTHNIA 15 pass Bornholm nr Antwerpen,
CEMILE 17 verw te New Holland,
CLARISSA 15 pas Stavanger nr Mosjøen,
COASTALWATER 15 45 zzw Lissabon,
COMOROS STREAM 15 pass Il Saona nr Sheerness,
CORAL MEANDRA 14 vn Bredfjorden nr Rotterdam,
CORAL RIGIDA 15 t a Kaohsiung,
DANIELLA 14 130 zw Taiwan nr Kuantan,
DEO VOLENTE 15 te Ashdod,
DIAMONDE 60 zw Texel nr Aggersund,
DOGGERSBANK 15 pass Öland nr Chatham,
DUTCH AQUAMARINE 15 vn Lissabon nr Rotterdam,
DUTCH MARINER 14 te Rotterdam,

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DUTCH NAVIGATOR 15 55 w La Coruna nr Dordrecht,
DUTCH PILOT 15 12 no Great Yarmouth nr Tees,
DUTCH PROGRESS 15 15 n Cherbourg nr Le Havre,
EEMSDIEP 15 85 nw Malta nr Ashdod,
EEMSGRACHT 14 100 n Santo Domingo nr Galveston,
EMUNA 15 pass Finisterre nr Sevilla,
EUROGRACHT 14 750 zw Azoren nr San Juan,
FAIRLANE 15 125 zzo Aden nr Suez Kanaal,
FAIRLOAD 15 te Ortona,
FLINTERDIJK 15 45 w Brest nr Pasajes,
GENUA EXPRESS 14 te Charleston,
GLOBE 15 pass Ushant,
GRACHTBORG 15 verw te Riga,
HANSA LYON 15 40 zzw Dover nr Selby,
HAPPY RANGER 15 60 nw Brest nr Luanda,
HAPPY RIVER 15 50 w Geraldton nr Shanghai,
HERON 15 Heron te Swinoujscie,
HUSKY 15 165 o Funchal nr Pt Gentil,
JJSSEL TRADER 17 verw te Kaohsiung,
JJSSELBORG 15 pass Gibraltar nr Kokkola,
INGER 15 80 no Bornholm nr Belfast,
IVER EXACT 14 210 zw Guayamas,
IVER EXAMPLE 14 170 zo Cape Cod nr Saint John,
IVER EXCEL 18 verw te Curacao,
IVER EXPERIENCE 14 te Point a Pierre,
JACOBUS BROERE 16 verw te Billingham,
JO ASK 15 320 n Bermuda nr Wilmington,
JO CALLUNA 14 60 wzw Key West nr Terneuzen,
JO CEDAR 14 1100 zo Hawaii nr Yokohama,
JO LONN 14 te Philadelphia,
JUMBO SPIRIT 15 te Rotterdam,
KASTEELBORG 15 vn Delfzijl nr Albany,
KONINGSBORG 15 vn Workington nr Hamburg,
LADON 15 te Kings Lyn,
LELIEGRACHT 14 te Casablanca,
LOOIERSGRACHT 15 30 nw vn Pt Exmouth nr Fremantle,
LUZON STRAIT 14 31 w Dakar,
MAASBORG 14 50 n Isla de Margarita,
MAGDALENA GREEN 15 220 no Vera Cruz,
MAGNIFIC 15 te Kaapstad,
MAINEBORG 15 10 n Hanstholm nr Holmsund,
MAKIRI GREEN 15 140 zw Casablanca nr Damietta,
MARGARETHA GREEN 15 40 zzo Tobago nr Matanzas,
MARNEBORG 15 690 ono Newfoundland nr Tornio,
MERWEBORG 15 pass Vlieland nr Casablanca,
MICHIGANBORG 15 270 nw Finisterre nr Philadelphia,
MIGHTY SERVANT 15 85 z Kingston nr Corpus,
MISSOURIBORG 15 te Philadelphia,
MOEZELBORG 15 vn Charleston nr Muuga,
NEDLL EUROPA 15 270 zw Suez,
NEDLL HONSHU 14 130 w Minicoy Isl nr Suez,
NEDLL OCEANIA 15 400 z Cochin nr Jeddah,
NES 15 190 n Harlingen nr Gaeta,

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NORDLAND 15 te Riga,
NORMED BREMEN 15 vn Lavrion nr Taranto,
NORMED IZMIR 15 pass Tainero nr Bat Umi,
NORMED ROTTERDAM 15 te Istanbul,
NORTHERN EXPLORER 15 70 ozo Davao nr Tokyo,
OCEAAN KLIPPER 16 verw te Matadi,
P&O NEDLL BUENOS AIRES 14 125 no Rio de Janeiro nr Pt of Spain,
P&O NEDLL ROTTERDAM 15 te Yantian,
PANDA 15 35 n Kopenhagen nr Rotterdam,
PELAGIA 15 265 wnw Galway,
PIJLGRACHT 16 Takoradi nr Istanbul,
PRINSENBORG 15 pass Aveiro nr Barcelona,
PRINSENGRACHT 14 te Derince,
PROJECT EUROPA 14 te Gyon,
RIFGAT 15 te Vlissingen,
SABORG 14 540 z Groenland nr Kokkola,
SEA NORDICA 15 te St Petersburg,
SLOTTERGRACHT 16 verw te Trieste,
SNOEKGRACHT 14 pas Curacao nr Vila do Conde,
SPAARNEDIEP 15 vn Biskaje nr Lissabon,
SPAARNEGRACHT 14 280 o Cape Race nr Rauma,
SPRING TIGER 15 o Cuba nr Camden,
SPUIGRACHT 15 410 o St Johns nr Jacksonville,
STADIONGRACHT 15 60 nw Ierland nr Greenock,
STELLA LYRA 14 30 zo Plymouth nr Antwerpen,
STELLA POLLUX 15 vn Isafjordur nr Eastham,
SWING 15 te Bornholm,
THEODORA 15 te Rotterdam,
TRINITAS 15 te Odda,
UAL AFRICA 14 355 no Belem nr Houston,
UAL TEXAS 15 vn Luanda nr Pt Onne,
VANCOUVERBORG 15 20 n Skikda nr Rotterdam,
VARNEBANK 15 25 w Motril nr Rotterdam,
VECHTBORG 15 200 o Sicilie nr Bandirma,
VEDETTE 15 50 nw La Coruna nr Brest,
VICTORIABORG 14 vn Thunder Bay nr Gent,
VIRGINIABORG 15 te Raahe,
VISSERSBANK 17 verw te Rotterdam,
VLIEBORG 15 pass Aland nr Kokkola,
VLISTBORG 15 610 z Newfoundland nr Wilmington,
VOORNEBORG 15 34 no Umea nr Sheerness,
VOSSDIEP 15 vn Sao Vicente nr Livorno,
WAAL TRADER 16 verw te Vostochny,
WESTERSCHELDEBORG 15 te Antwerpen,
WISAFORST 15 vn Pietarsaari nr Emden,
ZEUS 15 pass Detroit nr La Coruna.