

DAILY SHIPPING NEWSLETTER 2003 – 136



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HAL 's **ROTTERDAM** is at present in Ilulissat, Greenland and seen here anchored in the Disko Bay.

photo : Marco van Belleghem ©

EVENTS, INCIDENTS & OPERATIONS

Tugs turn ship from rocks as steering fails

A Liberian-registered ship drifted toward rocks when its steering failed in heavy seas at the entrance to Wellington Harbour yesterday.

The bulk carrier [Sea Harvest](#), carrying 1500 tonnes of soda ash, got into difficulty as it entered the harbour about 2.15pm. Pencarrow Station owner Mike Curtis said he first saw the ship about half an hour later drifting sideways toward rocks and obviously in trouble. "No ship comes into the harbour in these seas sideways. It was like it was floundering around in the swell out there."

He estimated that at one stage the ship was 200 to 300 metres off the rocks. Harbourmaster Mike Pryce said radar readings on the ship, however, indicated it got no closer than two kilometres from Pencarrow. The incident happened in rough conditions, with southeast winds of more than 110km/h, a four-metre swell and poor visibility, Mr Pryce said. The *Sea Harvest* had a pilot on board when the steering failed, apparently because of a mechanical problem with the rudder, he said. Two tugs were sent to assist and the ship was turned to seaward about 1-1/2 kilometres south of Barrett Reef buoy. It then headed back out of the harbour while the steering was repaired and tested.

He said the ship had engaged its emergency steering and was last night heading for Tasman Bay.

We'll grab stranded ship

The Department of Environmental Affairs and Tourism has threatened to arrest the grounded [Sealand Express](#) if the owners of the American-flagged vessel fail to provide details of the cargo on board. This follows the disclosure that some of the hazardous cargo in containers includes poisons, compressed gas and low-level radioactive material.



The director-general of the Department of Environment Affairs and Tourism (DEAT), Chippy Olver, said yesterday that although the salvors and the South African Maritime Safety Authority were in charge of the operation to refloat the vessel, it was crucial that the department have access to information about the cargo so it

could be prepared for any eventuality that might have a negative effect on the environment. "Following some concerns of the public and other roleplayers, the department has asked the owners of the vessel to provide all information relating to the cargo on the vessel," Olver said. "Should the information not be forthcoming, the department will consider taking such steps as may be necessary to obtain the information, including the possible arrest of the vessel."

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Clint Eisenhower, a spokesman for the Sealand's owners, US Ship Management Incorporated, said last night the company was willing to co-operate, but it depended on Maersk, the Danish charterer of the vessel, to provide details of the cargo. "We will request from them whatever information the DEAT needs. We have promised the DEAT we will give them whatever information we get from Maersk," said Eisenhower. This comes amid reports that there are no tape recordings of crucial exchanges between the port authorities and the container ship before she ran aground in a storm early on Tuesday.

Sapa reports that the authorities said "something went wrong" with the multimillion-rand communications system that records all exchanges between ships and port control. Attempts by salvors Smit Pentow Marine to pull the **Sealand Express** off the sand have been put on hold while salvors gear up to pump thousands of tons of fuel off the vessel. The fuel is to be removed to avert massive oil pollution if the ship breaks up and to make the vessel lighter to increase the chances of refloating it next week.



In Cape Town harbour yesterday, salvors loaded anchors and other equipment onto the **Pacific Brigand** (photo left) . The tug towed about 400 metres of hoses to the **Sealand Express** for the oil transfer. Pumping is to begin today. The oil is to be pumped onto the **Pacific Brigand** and another tug, the **Pacific Worker**, until a small tanker is available. Each of the tugs can take about 400 tons and the tanker about 1 700 tons. There are 3 700 tons of fuel on the **Sealand Express**. Smit Pentow spokeswoman Clare Gomes said that in ideal conditions the oil transfer rate would be about 50 tons an hour.

"While we are taking off fuel, we will be taking on seawater as ballast to ensure the **Sealand Express** remains where she is and does not move further up the beach," she said. The seawater would be discharged before attempts to refloat the vessel were resumed, possibly next week.

Smit gains \$5.2m in return to core

A DECISION to return to core appears to have paid off as Smit Internationale announced a net profit increase from E 4.8m (\$5.2m) to E 12m for the first six months.

The Rotterdam company's operating result increased from E 4.9m to nearly E 20m. This included a book profit on the sale of assets worth E 2.3m.

For the year, the Dutch company expected an annual result of at least E 22m which would represent a considerable climb on the E 13.4m it reported in 2002.

After a dip in profits and under the guidance of new chief Ben Vree, Smit decided to concentrate on its four core activities; harbour towage, salvage, heavy lift and transport. The company also underwent a fleet rationalisation. Mr Vree said he was "more than pleased with the results" and that the company had managed to fulfill all of the promises it made 18 months ago.

Company participations came under review and if Smit did not have enough management influence or if synergy was lacking, Smit aimed to hive them off or buy them. A recent purchase of Unie van Redding-en Sleepdienst was part of this strategy, the company said.

Once its two remaining E-vessels (heavy transport vessels) were sold in the third quarter of 2003 the implementation of the strategy was complete.

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Of its divisions, Harbour Towage saw operating results of E 3.4m, up from E 1.5m. In Rotterdam, this division had shown “a substantial improvement” but although Canada had a positive operating result, the forecast was not as bright for the second half of the year. This was partly because a log barge would be out of service due to fire damage.

Smit's Terminals Division was the only one not to see an increase. Operating results stood at E 4.4m, declining from E 6.9m. Last year this division had “excellent results” but the Smit Sakhalin had been out of service in the first quarter due to fire damage which resulted in a “substantial loss of turnover”.

Smit's West African activities had failed to produce satisfactory results because contracts were not planned efficiently. Existing contracts were renewed, but important new contracts were not acquired. Here, annual results were expected to match those of last year.

Hardly out of the headlines, Smit Salvage climbed swiftly out of the red in the first half. Although synonymous with the salvage of the car carrier Tricolor, this was not yet contributing to the results.

Operating results amounted to E 4m, which was a turnaround from a E 2.6m loss in 2002. These results were primarily attributed to a considerable number of orders in Europe and Asia. The Transport & Heavy Lift Division saw a change in fortunes when operating results came in at E 8.2m, compared with a E 4.7m loss in 2002.

Projects that were postponed in 2002 were now going ahead which had led to the “excellent level of utilisation of the vessels in Europe and Asia”. “The division's order portfolio has an impressive volume of orders, and there is a high level of synergy with the salvage activities.”

CASUALTY REPORTING

Sea-Land Express grounded until next week

THE stranded containership Sea-Land Express is likely remain wedged on a sandbar near Cape Town for several more days. Another attempt to refloat the 2,686 teu ship on charter to Maersk Sealand will be made in the middle of next week, Maersk Inc spokesman Tom Boyd told Lloyd's List. Salvage firm Smit Marine is now preparing to remove bunker fuel to lighten the ship, a process that is expected to take about four days. Weather conditions could hamper the operation, with another cold front forecast for Sunday. However, salvors are now hoping that high spring tides next Tuesday or Wednesday, giving another 0.5m of water depth, will provide the opportunity to pull the ship free.

Local concerns about pollution risks from dangerous cargo on board the ship have been played down by Maersk. The freight labelled hazardous covers the usual mix of industrial products and chemicals, the line said, and it does not pose any danger. And with the ship still powered, the refrigerated cargo is not deteriorating. However, Maersk Sealand is now reviewing options about replacement tonnage, and whether to charter another vessel or redeploy one from within its own fleet to cover the gap in the schedule until the Sea-Land Express is back in service. Divers have inspected the ship's hull which does not appear to have suffered any structural damage, Mr Boyd said. However, a full assessment will be undertaken once the ship is back in port.

ACQUA AZZURRA (ITALY)

London, Aug 22 -- Following received from Rome MRCC, timed 1035, UTC: General cargo [Acqua Azzurra](#) was towed to Ancona yesterday following the collision with tug/supply [Med Sei](#). The Med Sei sustained a hole in its bow above the waterline and has now arrived Ravenna for repairs.

ENDEAVOR (MALTA)

Buenos Aires, Aug 21 -- Bulk **Endeavor** was refloated with assistance of tugs **Buni** and **Alianza Rosario** at 0215, local time, today. Vessel anchored at San Pedro roads at the moment for inspection of Coastguard and Class.

GRANDE NIGERIA (ITALY)



London, Aug 22 -- **Grande Nigeria** has now resumed normal service after completion of temporary repairs. — photo : Aart Heijkamp ©

JAMBO (CYPRUS)



A cargo of zinc sulphide which is still lying in sunken general cargo Jambo off the west coast of Scotland eight weeks after the vessel hit rocks could take another two months to remove, it has been claimed.

Left : The sunken **JAMBO**

Photo : Marco Mentink ©

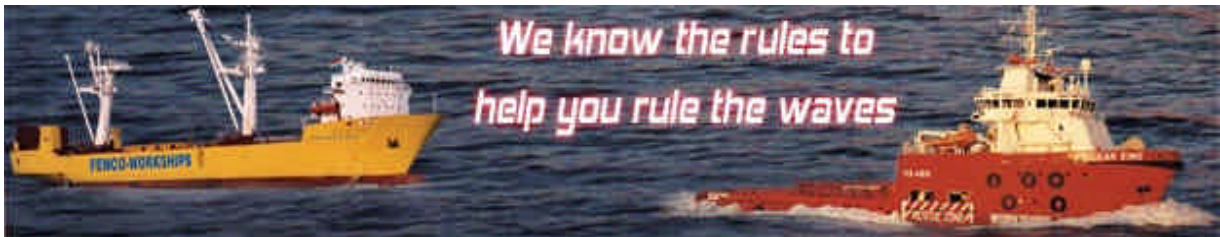
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The situation led to a scathing attack yesterday from Highland councillors who fear it highlights potentially serious environmental problems in the event of a major marine incident. They called for a meeting with Alistair Darling, the transport minister, and the agencies involved in the salvage operation in an effort to avoid a similar problem in future. Brian Downie, Highland Council's emergency planning manager, said: "Since Jul 20, due to inadequate equipment, to date no cargo has been removed from the freighter's hold." The plan is to pump the cargo into a number of barges and to separate the mineral particulates from the water, by allowing the ore to settle on the bottom of the barges. The water will then be pumped back into the sea in an agreed area under licence. But Mr Downie told the council's transport, environmental and community services committee: "The pumping system they have in place at the moment is finding it very difficult to move any volume of cargo. They are moving a lot of water, but the cargo in the water is minimal. "If they continue at the same rate, it would take them the best part of two months to clear the hold. On a short-term basis, the cargo should not have an effect on the marine environment, but what they cannot provide is what effect there will be in the long term, ie, in excess of 12 months."

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Jinhui confirms \$19m handymax order at Oshima

DRY bulk specialist, Jinhui Shipping and Transportation posted a modest US\$947,000 net profit in the first six months of this year compared with a US\$6.65m loss in the same period last year. The firm said turnover climbed to US\$46.5m between January and July, as against US\$34.5m last year. Some 50.9% of the company is owned by Oslo-listed, Hong Kong-headquartered Jinhui Holdings.

The release of the results coincided with confirmation the firm has ordered a US\$19.25m 55,300 dwt bulk carrier from Japan's Oshima Shipbuilding. Oshima has helped boost Jinhui's fleet to 10 ships varying between 34,000dwt-74,000 dwt after delivering five 50,000 dwt handymax bulk carriers to Jinhui in the last two years. This year Jinhui bought a Tsuneishi-built 76,300 dwt panamax bulker from Japanese trading house Mitsubishi Corp in a newbuilding resale deal. Jinhui Shipping chairman and managing director Ng Siu-fai said the company reported an overall operating profit of US\$1.83m in the first half, compared with a US\$5.86m loss in the same period last year.

NAVY NEWS



Thousands of spectators, including General Dynamic employees and their families, along with Pre-Commissioning Unit (PCU) **Virginia (SSN 774)** crew members' and families, line the north wall of Graving Dock three at the Electric Boat shipyard to witness the christening of the Virginia, the newest and most advanced nuclear attack submarine on August 16th. The submarine is scheduled for a mid-2004 delivery to the Navy.

Photo's : US Navy

New SA Navy corvette goes on sea trials

The South African Navy's latest warship, **SAS Amatola** departed the Blohm+Voss shipyard in Kiel Monday, 18 August 2003 for final sea trials.

SAS Amatola is one of four new 121m long Meko A200AN corvettes, a design that is in reality a light frigate, which has been under construction at the German shipyard. Delivery was delayed for about eight months because faulty cabling was installed but now the ship is ready for her first voyage.

On return to the Blohm+Voss yard at the end of the week, and provided the acceptance trials prove satisfactory, the final handover to a South African Navy crew will take place. The ship's SAN crew has been in Germany for several months training with the ship and will have the opportunity of 'getting

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acquainted' more fully on the long voyage to Simon's Town. SAS Amatola's officer commanding is Captain Guy Jamieson and carries a crew of about 100. The ship is named after a mountain range in the Eastern Cape that was used by the Xhosa nation as a natural fortress against the British during the colonial wars of the 19th Century.

The second vessel has been named **SAS Isandlwana**, after the mountain in KwaZulu Natal, which was the scene of a famous battle in 11879 between the Zulu army and British troops under Lord Chelmsford, in which more than a thousand British soldiers lost their lives and the battle.

MOVEMENTS

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The **COSTA VICTORIA** moored in the port of Barcelona – photo : Stefaan Joris ©

The **COSTA VICTORIA** is build in 1996 at the Bremer Vulkan yard in Bremen (Germany) under yard number 1107, the GRT 75.166 ton vessel measures a length of 250 mtr and a width of 32.2 mtr, and is powered by 3 MAN diesels with a total output of 23.400 kW for a speed of 23 knots, the vessel is capable to carry 2200 passengers.

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The **STIRLING AQUARIUS** arrived at Wallsend No 2 drydock – photo : Kevin Blair ©



The **ASSEDO** seen here assisted by the tug **Brabant** departing from Amsterdam Thursday
Photo : Willem Kruit ©



The **MAERSK BRISBANE** seen here departing from Rotterdam
Photo : Bram Plokker / Ineke de Kok ©

The **MAERSK BRISBANE** is build in 1976 at the Blohm & Voss yard under the name **ANDERS MAERSK**, she was renamed during 1998 in **MEARSK BRISBANE**, the vessel with a DWT of 27.129 tons is having a length of 239 mtr and a width of 30.5 mtr, the vessel is powered by 1 B&W Diesel of 45.800 hp for a speed of 24.5 knots



Roro passenger **IONIS** while entering Kilini port at west Greece on August 12th
IONIS - IMO 7350325, Greek flag, built in 1977, GRT 2963.

Photo : George Grekos ©

AIRCRAFT / AIRPORT NEWS

KLM to discuss alliance options with unions

KLM, Europe's number four airline, is set to detail the progress of its alliance talks with larger rivals Air France SA and British Airways Plc when it meets union leaders later on Thursday. Earlier this week several union members told Reuters that they had been invited by management to discuss air alliances. While a KLM spokesman said the meeting's main purpose was to cover employee pensions, he added partnership options would also be discussed.



The **KLM** Boeing **747-406** Cargo PH-CKB at Schiphol August 14th in her new livery

photo : Joerg A. Dittmer ©

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Traditional full-service airlines such as KLM, British Airways and Air France, are weighed down by heavy labour costs and over-capacity in an industry under attack from low-cost carriers such as Ryanair Holdings Plc (RYA) and EasyJet Plc (EZJ).

The industry has a long history of poor profit performance and many players are looking for consolidation opportunities to cut costs and capacity. Some union members had expected to hear preliminary plans to team up with Air France (AIRF).

Investors are keenly awaiting the end of KLM's search for someone that could ultimately take over the Dutch flag carrier, with most betting that it would join Air France SkyTeam and may opt for a share swap to cement these ties. KLM has been saying for some time that its discussions with the French airline were more intense, but it had not closed the doors on the possibility of joining BA's oneworld.

A newspaper earlier this week quoted unnamed sources saying a French government plan to reduce its stake in Air France could involve a significant share swap with the Dutch carrier that could lead to a takeover of KLM to create Europe's largest airline.

The report and hopes of a resolution of KLM's alliance saga helped push its shares to the highest level since the beginning of the year at almost 10 euros. But they remain below their July, 1998 record high of 43.55 euros.

KLM lost money in its two latest fiscal years and posted only a small net profit, around one percent of revenue, in the previous year. Air France has a market capitalisation of 3.2 billion euros and KLM of 454 million, or about 12 percent of the combination.

Neither of the two airlines has ruled out any options, but most analysts do not expect an immediate takeover.

KLM is expected to join SkyTeam's lineup in large part due to its long-standing partnership with U.S. carrier Northwest which works closely with SkyTeam member Delta.

The international airline industry is consolidating around just three partnerships -- the other being the Star Alliance with Lufthansa (LHAG) and UAL -- that can offer better connections, lower handling and maintenance costs and bigger marketing power.



India has expressed concern at a decision by the US to sell six C-130 Hercules planes to Pakistan

'Goedkoop vliegticket niet makkelijk te krijgen'

De kans om een vliegticket te bemachtigen tegen de stunts prijs waarmee goedkope luchtvaart maatschappijen ze aanbieden, is soms niet groter dan 16 procent. Dat concludeert de Consumenten

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bond op basis van een steekproef, waarvan de resultaten vrijdag zijn verschenen in De Reisgids van de bond. De belangenorganisatie heeft geprobeerd bij vijf luchtvaartmaatschappijen (Basiq Air, easyJet, Ryanair, Virgin Express en Air Berlin) tickets tegen de aanbiedingsprijs te kopen.

„Ondanks dat we ruim een halfjaar als boekingsperiode tot onze beschikking hadden, valt de kans op het goedkoopste ticket ons een beetje tegen“, aldus de Consumentenbond.

Van de prijsstunters kwam volgens de bond vaak Ryanair het beste uit de bus. Deze maatschappij gaf de meeste kans op een goedkoop ticket, soms lagen de prijzen zelfs onder het actietarief. Het goedkoopste ticket werd in veruit de meeste gevallen gevonden op de reisdatum donderdag tot en met maandag. Het voordeligst vliegen was naar de bestemming Londen.

.... PHOTO OF THE DAY



SEMCO's **SALVENUS** – photo : Capt Jan de Bokx ©

The **SALVENUS** (9VBU) is build during 1978 at the Shinkurushima yard in Japan under yard number 1247, during the construction she was named **OCEAN DISCOVERER**, she was renamed in **SALVENUS** in 1980, the vessel measures 54 mtr in length and a width of 11 mtr, she is powered by 2 Niigata diesels which deliver the vessel a bollard pull of 50 tons.

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POSITIES ZEESCHEPEN

AALSMEERGRACHT 22 te Oran,
ACHTERGRACHT 21 te Douala,
ADMIRALENGRACHT 23 verw te Antwerpen,
ALBLAS 23 pas Kopenhagen nr Hull,
ALDEBARAN-12 22 40 no Bornholm nr Antwerpen,
ALLIANCE 21 vn Denemarken nr Riga,
AMELAND 22 12 nw Bornholm nr Blyth,
AMSTELGRACHT 22 60 zoo London nr Dakar,
ANJELIERSGRACHT 21 40 w Guernsey nr Teesport,
AQUATIQUE 22 75 nw Bartin Limani nr Bartin Limani,
ARCHANGELGRACHT 22 650 w Tenerife,
ARKLOW RALLY 22 te Aviles,
ARKLOW RAMBLER 21 te Ridham,
ARKLOW SAND 22 pas Arklow nr Kings Lynn,
ARKLOW STAR 22 pas Land End,
ARROW 23 verw te Santander,
ATLASGRACHT 23 te Yokohama,
BALTIC 22 te Rauma,
BANJAARD 22 vn Sevilla nr Breskens,
BARENT ZANEN 21 in Rode Zee nr Suez,
BASTIAAN BROERE 22 pas Quessant nr Tees,
BORNRIJF VARBERG 22 nr Rochester,
BOTERDIEP 22 25 n Cherbourg nr Police 25,
BOTHNIA 22 vn Skien nr Antwerpen,
CEMILE 22 pas Dover nr Belfast,
CHRISTINA 22 pas Terschelling nr Kokkola,
COASTALWATER 22 45 nw Lissabon nr Leixoes,
COMOROS STREAM 22 195 nw Finisterre nr Sheerness,
CORAL ISIS 22 pas Monrovia,
CORAL MEANDRA 22 te Brofjorden,
CORAL MILLEPORA 21 vn Hamina nr Mongstad,
CORAL OBELIA 21 vn Rafnes nr Tees,

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CRYSTALWATER 22 te Le Havre,
DANIELLA 21 t a Kuantan,
DELFBORG 21 te La Coruna,
DEO VOLENTE 22 te Thessaloniki,
DIEZEBORG 22 te Rotterdam,
DUTCH EXPRESS 22 te Napels,
DUTCH FAITH 22 te Le Havre,
DUTCH MARINER 21 20 nw Quessant nr Rotterdam,
DUTCH NAVIGATOR 22 te Leixoes,
DUTCH PILOT 22 te Stade,
EDAMGRACHT 22 vn Tornio nr Mantyluoto,
EENDRACHT 22 te Esbjerg,
EGELANTIERSGRACHT 21 250 zo Saigon nr Manila,
EGMONDGRACHT 23 verw te Melbourne,
ELANDSGRACHT 21 te Marseilles,
ESPRIT 21 6 w Gotland nr Iskenderun,
EUROGRACHT 21 10 n Haiti nr New Orleans,
FAIRLOAD 22 30 o Kreta nr Pt Said,
FAST SUS 22 340 no IJmuiden nr Immingham,
FLINTERHAVEN 23 verw te Tenerife,
GENUA EXPRESS 21 210 no Sao Miguel,
GIESSENBORG 22 te Vlissingen,
GRACHTBORG 22 pas Gotland nr Brake,
HAPPY RANGER 22 100 zw Freetown nr Luanda,
HAPPY RIVER 22 280 z Manila nr Changzhou,
HEEREBRUG 22 te Villagarcia,
HERON 22 te Ssimrishamn,
HUSKY 22 2366 zzw vn Terschelling nr Pt Gentil,
ICE STAR 22 te Gdynia,
IJSEL TRADER 22 te Kwangyang,
IJSELBORG 22 15 w Den Helder nr Kokkola,
INGER 22 te Wicklow,
ISABEL 21 60 nw Stavanger nr Zaandam,
ITASCA 23 verw te Grangemouth,
IVER EXPERIENCE 21 vn St Croix,
IVER EXPERT 21 te Willemstad,
JACOBUS BROERE 21 te Humber,
JO CALLUNA 21 450 zo Newfoundland nr Terneuzen,
JO CLIPPER 22 630 o Sri Lanka nr Suez Canal,
JO LONN 21 te Houston,
KAAPGRACHT 21 280 zo Monrovia nr Gijon,
KASTEELBORG 470 zw Newfoundland nr Albany,
KATJA 22 te La Pallice,
KLIPPER STREAM 21 58 wzw Gibraltar nr Moin,
KONINGSBORG 22 pas Kopenhagen nr Ronnskar,
LADON 22 te Stettin nr Kofte,
LEMMERGRACHT 21 80 n Taiwan nr Changshu,
LOMBOK STRAIT 21 34 w Kaapstad nr Pt Elizabeth,
MAGDALENA GREEN 23 verw te Mobile,
MAGIC 21 te Aalesund,
MAGNIFIC 22 500 zw Abidjan,
MAKIRI GREEN 22 te Damietta,
MARGARETHA GREEN 22 te Matanzas,

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MARIA GREEN 22 500 z Abidjan nr Rio De Janeiro,
MARINUS GREEN 22 150 o Salvador nr Newport,
MARNEBORG 21 30 zzo Umea nr Tornio,
MERWEBORG 22 te Casablanca,
MICHIGANBORG 22 585 o Philadelphia nr Philadelphia,
MISSOURIBORG 22 te Pt Alfred,
MOEZELBORG 22 850 n Azoren nr Muuga,
NEDLL AFRICA 21 10 n Jeddah,
NEDLL AFRICA 22 210 n Jakarta nr Singapore,
NEDLL EUROPA 22 30 w Lissabon,
NEDLL HONSHU 21 t a Damietta,
NEDLL OCEANIA 22 120 z Suez Canal,
NES. 22 Nes pas C Sao Vincente nr Gaeta,
NORA 24 te Amsterdam,
NORDLAND 21 te Kaskinen,
NORMED BREMEN 22 pas Ibiza nr Rouen,
NORMED IZMIR 22 te Bat Umi,
NORTHERN EXPLORER 22 te Kobe,
OOSTERSCHELDEBORG 22 17 ono Bornholm nr Frederiksvaerk,
P&O NEDLL BUENOS AIRES 21 145 o Trinidad nr Pt of Spain,
P&O NEDLL MERCATOR 21 te Rotterdam,
P&O NEDLL ROTTERDAM 21 350 w Pulau We,
P&ON NEDLL HOUSTON 21 vn Vera Cruz nr Manzanillo,
PACIFIC 21 245 nw La Coruna nr Cristobal,
PALMGRACHT 21 te Matanzas,
PANDA 22 te Swinoujscie,
PARKGRACHT 22 800 zo Okinawa nr Pt Alma,
PAUWGRACHT 20 560 zw Tahiti nr Panama Kanaal,
PIETERSGRACHT 22 te Brisbane,
PIJLGRACHT 22 240 z Tenerife nr Reijka,
POLAR SEA 22 te Corcubion,
PRINCE OF SEAS 21 55 zzw Kp Verd Isl nr Sheerness,
PRINS JOHAN WILLEM FRISO 22 pas Texel nr Duinkerken,
PRINSENGRACHT 22 te Derince,
ROYAL KLIPPER 21 10 w Puerto Rico nr Santa Marta,
RUBYN 22 30 zo Exeter nr Garston,
SABORG 22 w Vaasa nr Kokkola,
SCHELDEDIJK 22 te Bremerhaven,
SCHIPPERSGRACHT 21 150 z New Foundland nr Baltimore,
SCHOUWENBANK 22 te Ijmuiden,
SINGELGRACHT 22 te Gdansk,
SIROCCO 22 125 z Ibiza nr Valletta,
SMARAGD 22 vn Sunderland nr Sluiskil,
SNOEKGRACHT 21 te Vila do Conde,
SOMERS ISL 22 vn Fernandinanr Hamilton,
SPIEGELGRACHT 22 te Rostock,
STELLA LYRA 21 te Elbe nr Brunsbuttel,
STELLA POLARIS 21 105 wnw Lissabon nr Tenerife,
STELLA WEGA 21 20 no Ibiza nr Algiers,
SWAN 21 700 wnw Azores nr Huelva,
SWING 22 vn Vyborg nr Rotterdam,
THOMAS DE GAUWDIEF 22 pas Cape St Vicent nr Ravenna,
TORNE 21 pas Skagen nr Rauma,

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TRANSMARE 21 te Vaasa,
TRINITAS 22 vn Vordingborg nr Cartagena,
UAL AFRICA 22 200 z Cuba nr Houston,
UAL TEXAS 22 190 zw Libreville nr Lobito,
VAASABORG 22 50 nnw Agadir,
VECHTBORG 22 270 o Malta nr Antwerpen,
VELOX 22 pas Str Dover nr Warrenpoint,
VICTORIABORG 21 20 o vn New Foundland,
VIRGINIABORG 22 15 w Limfjorden nr Ravenna,
VISCOUNT 22 te Ipswich,
VLIEBORG 22 te Kotka,
VLISTBORG 22 te Wilmington,
WAAL TRADER 22 te Vostochny,
WESTERSCHELDEBORG 22 te rede Rouen nr Le Trait,
WISAFORST 22 te Parnu,
XANTIC 21 te Gent,
ZEPHYR 22 20 nw Cabo De Vincente nr Faro.